
Christchurch City Council AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: Tuesday 7 May 2024

Time: 3pm

Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Councillor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

30 April 2024

Principal Advisor

Mary Richardson

Interim Chief Executive

Tel: 941 8999

Cathy Harlow, Democratic Services Advisor

Samantha Kelly, Team Leader Hearings and Council Support

Tel: 027 225 5454

cccplan@ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

To watch the meeting live, or a recording after the meeting date, go to:

<http://councillive.ccc.govt.nz/live-stream>

To view copies of Agendas and Minutes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>

www.ccc.govt.nz



TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha 4

2. Declarations of Interest Ngā Whakapuaki Aronga..... 4

STAFF REPORTS

3. Draft Long Term Plan 2024-2034 Hearing of Verbal Submissions - Tuesday 7 May
2024 5

1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.




3. Draft Long Term Plan 2024-2034 Hearing of Verbal Submissions - Tuesday 7 May 2024

Reference Te Tohutoro: 24/716552
Responsible Officer(s) Te Cathy Harlow, Democratic Services Advisor
Pou Matua: Samantha Kelly, Team Leader Hearings and Council Support
Accountable ELT Mary Richardson, Interim Chief Executive
Member Pouwhakarae:

1. Brief Summary

- 1.1 The purpose of this report is for the Council to receive the attached volume of submissions of those wishing to be heard at the Draft Long Term Plan 2024-34 hearing held on Tuesday 7 May 2024.
- 1.2 Attachment A contains the hearing schedule.
- 1.3 Attachment B contains a volume of submissions.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Hearing Schedule - 7 May 2024	24/722238	6
B 	Volume of Submissions - 7 May 2024	24/720751	9

Time	Submitter	#	Agenda p
3:00 pm	CCC Public Art Advisory Group (PAAG) Hugh Nicholson	2068	9
3:05 pm	Christine Dann	1969	12
3:10 pm	Renew Brighton Charitable Trust Laila Jansone - Manager	3916	19
3:15 pm	Christchurch and Hanmer Attractions Marty Byrne – Chief Executive	2098	22
3:20 pm	Akaroa Civic Trust Mike Norris - Chair	2558	24
3:25 pm	Gap		
3:30 pm	Peter Townsend	243	27
3:35 pm	Debora Mora	2422	29
3:40 pm	Commodore Airport Hotel Ltd Michael Patterson	3887	32
3:45 pm	Dianne Sinclair	676	35
3:50 pm	Canterbury Rugby Tony Smail - CEO	3026	43
3:55 pm	Gap		
4:00 pm	Barbara Stewart	2005	45
4:05 pm	Rosemary Neave	579	56
4:10 pm	Next GEN Conversation Caitlin Rees	922	59
4:15 pm	Lin Roberts	3614	61
4:20 pm	Di Lucas	3824	77
4:25 pm	Gap / Break		
4:45 pm	Sustainable Ōtautahi Christchurch Colleen Philip - Chairperson	2847	79

Time	Submitter	#	Agenda p
4:50 pm	Kate Whyte	2808	82
4:55 pm	School Strike For Climate Ōtautahi Louis & Lilly	2823	84
5:00 pm	Benjamin Lowe	3985	100
5:05 pm	Canterbury Community Gardens Association Victoria Nebbeling - Secretary	2000	106
5:10 pm	Gap		
5:15 pm	Joyce Yager	3573	109
5:20 pm	Te Aratai College Board Joe Bethell – Chair, Finance Committee & Board Member	2930	112
5:25 pm	Frank Hill	3458	114
5:30 pm	Rachel Puentener	2856	120
5:35 pm	Joanne Byrne	2055	123
5:40 pm	Alison Murray	3364	125
5:45 pm	Naval Point James Ensor	2048	130
5:50 pm	Gap / Break		
6:35 pm	Harrison McEvoy	3899	148
6:40 pm	Greater Ōtautahi Harrison McEvoy	3690	152
6:45 pm	Bronte Barber	2507	181
6:50 pm	Gerard Smyth	2335	184
6:55 pm	Gap		
7:00 pm	Joe Conaghan	2686	189
7:05 pm	Graham Robinson	2620	197
7:10 pm	John Mowat	1543	198
7:15 pm	Ross Hebblethwaite	4019	201

Time	Submitter	#	Agenda p
7:20 pm	Helen Broughton	2812	207
7:25 pm	Gap		
7:30 pm	Stephen Wood	3392	209
7:35 pm	Ants Field	2842	262
7:40 pm	The Ferrymead Trust Jarrod Coburn - Trustee	3059	264
7:45 pm	Meeting adjourned		

2068

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 18/04/2024

First name: Hugh Last name: Nicholson

Please provide the name of the organisation you represent:

CCC Public Art Advisory Group (PAAG)

What is your role in the organisation:

Member


Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
Tue 7 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Attached Documents

Link	File
	CCC PAAG LTP 2024-34 fn

2068

CCC PAAG LTP 2024-34 SUBMISSION - 21 APRIL 2024

WORLD CLASS PUBLIC ART FOR CHRISTCHURCH

Christchurch City Council Public Art Advisory Group (PAAG) request that the proposed Art in Public Places budget is retained in Our Long-Term Plan 2022-2034 to build on the nationally significant collection of public artworks developing within Ōtautahi Christchurch.

Public Art funding was removed from the LTP in 2018, but was subsequently reinstated in Annual Plans in order to maintain the progress achieved over the previous 10 years.

Throughout history public art has transformed cityscapes enhancing peoples' wellbeing and sense of place. Public art allows a diversity of art forms and cultures to be shared in the public spaces of our city.

Council's Public Art Advisory Group has taken a collaborative approach since the creation of the group in 2007, and most recently have worked in partnership with SCAPE Public Art and the private sector to bring world class art to Christchurch. The partnership has delivered numerous results from the important but modest Art in Public Places Fund. The high-quality collection of public art works delivered for our city between 2008 - 24 includes:

- Brett Graham's *Erratic* on the Ōtakaro Avon River Promenade; and
- Sēmisi Fetokai Potauaine's *Vaka A Hina* in Rauora Park;
- Neil Dawson's *Fanfare* at Chaney's Corner on State Highway 1.

The financial results show the total spend on public artworks for the city between 2008 and 2021 being \$8,896,000, with the Council's investment of \$2,144,140 leveraging an additional \$6,751,860 of donations or work-in-kind. These matched contributions of \$3.15 for every \$1 of CCC expenditure can only be leveraged as a result of the PAAG's 'seed' investments.

- The Public Art Fund – has a fifteen year track record of delivering excellent public art for Christchurch
- The public art works installed pre-earthquake have survived and stood proud
- After the briefest of drawing breath post-earthquake we got straight back into delivering great public art
- At the tenth anniversary of the Public Art Fund we had achieved everything in our own 10 year strategic plan
- City now owns an enviable collection of outstanding public art by local, national and international artists
- We think we're on the cusp of catching up with Wellington and Auckland with their large public art collections
- With the LTP funding reinstated the PAAG can continue to commission public art with the extraordinary matched contributions of more than \$3 for every \$1 of Council money.

Keeping in mind the need to ask for a modest level of funding in view of Council's financial position, the PAAG request that the budget in the Draft LTP is retained to enable our work to

2068

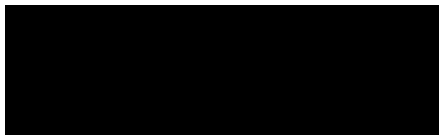
continue over the next decade. Funds would be applied to a combination of existing works awaiting reinstatement and potential new works. As in the past we would leverage the CCC Art in Public Places allocation through donations and work-in-kind. Past experience indicates matched contributions of \$3.15 for every \$1 of CCC spend delivering a total outcome of \$4.15.

Excellent public art brings huge benefits to our city as a "cultural powerhouse". Christchurch needs to build on the confident cultural city that has developed since the Canterbury earthquakes to better reflect its cultural diversity, energy and creativity. A rich and inclusive arts and culture sector in the city brings flow on community benefits – cultural and mental health well-beings as well as financial advantage for the city as a whole.

PAAG look forward to strengthening our partnership with the city and your support to continue the delivery of excellent public artworks whilst acknowledging and managing within Council's constraints and expectations.

With kind regards
Ngā mihi nui

Darryn George / Hugh Nicholson
for
Christchurch City Council
Public Art Advisory Group (PAAG)



Item 3

Attachment B

CLIMATE RISK CONCERN

Climate Risk Mitigation and Reduction Actions – *what can Christchurch do now to secure our city?*

A submission on the Christchurch City Council Long Term Plan 2024-2034
by
*Climate Risk Concern**
April 2024

Overview

The rohe of Christchurch/Otautahi is facing increasing risks from a warming, more turbulent climate. Urgent steps to **identify, mitigate and adapt** to those risks need to be taken. Citizens and their authorities also need to play their part in doing whatever can be done locally to **reduce** the locally-produced greenhouse gas emissions which are causing risks both locally, nationally and internationally. Climate Risk Concern (CRC) has identified the relevant risk mitigation, adaptation and reduction issues which we feel need to be urgently addressed (see below) and has made recommendations for effective actions that must be taken as soon as possible to improve safety and security for those living here now and in years to come.

Preventing local disasters – effective climate risk mitigation and adaptation

As the planet heats up, the climate continues to destabilise, and weather events like storms and droughts become more extreme, the three major risks which Christchurch city residents already face – and will face in the next decades – are

- (1) Droughts and fire
- (2) Storms and floods
- (3) Sea level rise and coastal erosion

The city needs to adjust its land and water management policies, and its planning for housing, infrastructure, (re)planting, and vegetation management, to mitigate and adapt for potential risks in all of these areas. Climate Risk Concern has the following recommendations for each area:

1 Droughts and fire

1.1 Drought years are already part of the normal climate cycle for the east coast of the South Island, as the part of the normal El Niño–Southern Oscillation (ENSO) pattern of cooler/wetter and hotter/drier weather conditions. As a result of global heating, ‘abnormal’ droughts are becoming more frequent and severe. This has implications for the delivery of safe fresh water to Christchurch City residents, with some aquifers already compromised by excessive draw-down of water to irrigate export agriculture farms.¹

¹ This is now a world-wide problem, as covered in recent scientific studies reported on in this article: [*Draining the World of Fresh Water*](#) Two recent studies show human activity is drying up the planet’s lakes, rivers and aquifers, Andrew Nikiforuk 11 Apr 2024, The Tyee

1969

Recommendation 1.1 That the CCC takes all immediate necessary steps to safeguard the provision of fresh water from city-adjacent aquifers to ensure a continuous supply of safe drinking and bathing water for residents now and in the future.

1.2 Droughts also create greater fire risks. The risks to human and animal life and health from fires are greatly increased when there are large monocultures of highly flammable trees (most conifers, such as *Pinus radiata*, and all eucalypts) near homes, gardens, roads and recreational tracks. Large wildfires are also – ironically – large producers of greenhouse gases. They therefore have to be counted as part of New Zealand’s contribution to global heating.

1.3 Christchurch has experienced two major wildfires in the same place, triggered by the same weather conditions and fuelled by the same tree species in the past seven years. Fighting and containing those fires was incredibly expensive (tens of millions of dollars), many lives were at risk (and one was lost), and the land had not recovered from the 2017 fire before the next one hit it.

Recommendation 1.2 In March 2024 CRC made a proposal to the city councillors and community boards whose rohe covers the Port hills on creating effective fire risk reduction and containment policies and practices for Christchurch city. The full proposal can be found below, at Appendix I. Urgent action along the lines proposed is required now to prevent even more catastrophic fire events.

2 Storms and floods

2.1 Christchurch has not experienced a significant ex-tropical cyclone storm event since 1968. Cyclone Giselle was the worst storm on record to hit New Zealand to that date. In addition to the lives lost by the sinking of the Wahine ferry, three more were lost on land. Many farm animals perished in the related flooding in Canterbury, and there was huge damage to housing, forestry, and water and electricity infrastructure. Insurance payouts were the highest in New Zealand history to that date - \$3,500,000 in 1968 dollars (over \$73 million in today’s dollars).²

2.2 Global data on tropical cyclones shows that while in a heating climate their frequency is not increasing, their severity and their reach into higher latitudes (north and south) is increasing. So even if such cyclones remain a largely annual event for New Zealand, their impact can be much worse (as shown by Cyclone Gabrielle in 2023) and they could reach further south more often.

2.3 Cyclone Gabrielle provided yet more evidence that monocultural forestry plantations on steep and erosion prone hill slopes create a huge risk when battered by storms, in addition to any fire risk the plantations may pose in dry weather. The risk comes from trees blown over by the wind; from forestry slash which enters waterways and causes direct and indirect risks to life from collisions and damming; and from soil, rocks and vegetation sliding from hillsides which lose cover.

Recommendation 2 Christchurch City needs to evaluate the storm as well as the fire risk from monocultural plantations on hillsides, and then take immediate steps in high risk areas (especially those near houses and roads) to replace dangerous vegetation on public land with

² For more information on Cycone Giselle and its impacts on Christchurch, Banks Peninsula and Canterbury see <https://www.stuff.co.nz/the-press/christchurch-life/124853799/1968-the-wahine-storm>, and https://hwc.niwa.co.nz/event/April_1968_New_Zealand_Ex-tropical_Cyclone_Giselle

1969

suitable safe vegetation. It should also encourage private landowners to do the same; and not allow any plantings of high risk vegetation on high risk sites ever again.

3 Sea level rise and coastal erosion

3.1 The CCC Climate Resilience Strategy 2021 focuses largely on coastal hazards caused by sea level rise and related erosion and degradation of habitable land and land transport routes. This is understandable given the extent of the city's coastline, and the severity of impacts as the sea rises over (or beneath) the land. The consultation process on coastal hazards currently underway will hopefully provide good guidance on where the most severe and urgent impacts will occur, and how to deal with them most effectively.

3.2 However, while Christchurch's eyes are on the sea – the hills are burning, and slipping down to the coast. Hillside and cliff erosion is almost always caused by severe storms, which buffet and saturate the land. Adapting to the impacts of coastal erosion must include looking at ways to mitigate storm damage to hillsides as well as beaches.

Recommendation 3 Christchurch city needs to evaluate the contribution of severe storms and related flooding to coastal erosion, and the impacts on hillside housing, infrastructure, vegetation and soils, as well as the impacts at sea level.

4 Reducing greenhouse gas emissions

4.1 The Climate Resilience Strategy 2021 provides a good analysis of the greenhouse gases emitted by residents within the city's boundaries. But the climate elephant in the room – which is part of the problem now, and set to get worse in the future – is the failure to account for and limit the emissions of residents and non-residents arriving and departing by air and sea. Regrettably, Christchurch currently encourages and supports an increase in such emissions by making generous financial subsidies and providing the necessary (and expensive) infrastructure required for cruise ships, international flights, and international commercial sporting events such as Sail GP.

4.2 The Climate Change Commission is currently consulting on a [Review on whether emissions from international shipping and aviation should be included in the 2050 target](#). Climate Risk Concern's view is that they should be included, and that local authorities should take them into account as soon as possible. This will involve asking some hard questions about the true costs and benefits of developing and promoting Christchurch as a tourist and big events destination, when these industries are major emitters of greenhouse gases. How much value does this provide for the majority of residents who pay most of the rates – even leaving aside the issue of the greenhouse gas emissions involved?

Recommendation 4 Christchurch City needs to do a true cost and benefit analysis of current expenditure which supports and encourages international travel to and from Christchurch, thereby raising the city's contribution to greenhouse gas emissions which are currently not accounted for, but may well need to be part of the city's GHG emissions budget in the near future. This analysis should include residents' perceptions of the value which promoting Christchurch as a destination provides to the city. (N.B. The most recent survey of residents' priorities found that in every ward 'promoting Christchurch as a destination' was given the lowest priority, whereas 'action on climate change' was given a very high priority.)

5 Climate risk reduction planning and budgeting

5.1 As outlined above, the failure of Christchurch City to take the appropriate actions to reduce and mitigate the local wildfire risk (which had increased when the climate was just over 1 degree C above baseline, and is even greater - and rising – today) led to a second major wildfire in the same place as the 2017 wildfire. It is past time that the Council develops a comprehensive work plan and allocates a suitable budget for reducing climate-change induced wildfire risk.

5.2 The different – but related – risks posed by damage to vegetation, soils, water sources, housing and infrastructure due to storm events also needed to be assessed and work plans and budgets for preventing them (where possible) or reducing them need to be developed.

5.3 Over the period of the last Long Term Plan, the city seems to have assumed that the huge risks to life, property, livelihoods and wellbeing posed by climate change impacts on the city lands could be mitigated or managed by voluntary effort – a hectare of native tree planting here, or wetland restoration there – done mostly by untrained volunteers in their spare time and financed by donations. It is indeed remarkable what citizens have done voluntarily to protect and enhance their whenua, and CRC applauds them for their effort and dedication, and appreciates what they have achieved. However, in terms of preventing or reducing climate change risks it is now clear that voluntary land restoration efforts are and always will be totally inadequate when the scale of action needed to have any real impact is beyond the skills, time and budgets of volunteers. It is past time for the City to step up and take its responsibility for whenua protection and restoration for its inhabitants much more seriously.

Recommendation 5 Immediate steps need to be taken to do a major climate event risk analysis for all parts of the city, and to develop a systematic work plan for an appropriately trained and skilled work force to start addressing what needs to be done to protect the land and reduce risk, in order of risk priorities. This will also require developing a permanent baseline budget for this work (which will be ongoing as the climate heats and risks increase thereby) and provision for emergencies (which are likely to also increase).

The replacement of temporary or permanent plantings of highly-flammable trees on hillsides near buildings and/or roads with low-flammability native or mostly native trees and shrubs should be given the highest priority, as this will address both fire and erosion risks. (It would also have the additional benefit of increasing biodiversity in the city, which is another valuable goal both in itself, and as an additional way of reducing climate change effects.)³

6 The time for action is now

6.1 When Christchurch's first Long Term Plan of the 21st century was prepared in 2004, the parts per million (ppm) of carbon dioxide (CO₂) in the atmosphere was 381 ppm, which was 31

³ The Banks Peninsula Conservation Trust's submission on the LTP covers these benefits. For the scientific connections between climate and ecology, and how changes in land cover can and do drive changes in climate, see [Are Ecology and Climate the Same Thing?](#) by Rob Lewis, March 2024.

1969

ppm over the level considered safe by climate scientists. In 2014 it was 402 ppm. Today, in April 2024, it is 425.7 ppm – 76 ppm above the safe level.

6.2 When the second Christchurch LTP of the 21st century was produced, the annual average global temperature had increased by just under 1 degree Celsius above the safe baseline. Ten years later, it had increased by 1.47 degrees Celsius, and the agreed-upon international limit of 1.5 degrees C looks likely to be reached this year.

6.3 Every city on Earth must make planning for the effects of this unprecedented and ongoing heating and related climate destabilisation a top priority. Christchurch is better placed than most to do this. It has access to reliable clean water sources which can and must be protected; it has land which can be (re)planted in biodiverse low flammability species rather than flammable monocultures; it has residents with the necessary skills and expertise to create the transformation to true climate resilience which is urgently required.

6.4 Like every other city, Christchurch also has the responsibility of reducing its own greenhouse gas emissions. This means rethinking the size and shape of the city and its components to reduce the number of private motor vehicles and to increase human-powered mobility; and also rethinking the role the city plays in encouraging emissions from non-necessary travel of all kinds.

6.5 It is a big challenge. Climate Risk Concern wants our city – our home – to take it much more seriously than it has so far, and start taking big steps to address the issues now. For the good of all.

* * * * *

* Climate Risk Concern is an association of Banks Peninsula residents who

- are concerned about the local impacts of global heating,
- are drawing attention to local practices which contribute to that heating, and
- are working on proposing better methods of mitigating and adapting to the increasing risks posed by the rapidly changing climate.
-

Contact: Dr Christine Dann, [REDACTED]

Item 3

Attachment B

Appendix I

**Creating effective fire risk reduction and containment policies and practices
for Christchurch City**

A proposal from Climate Risk Concern to the Christchurch City Council

March 2024

1 Current fire risks

1.1 Christchurch has now experienced two extremely damaging and expensive vegetation fires in the same area – the Port Hills – within seven years of each other. While the changing climate is likely to increase the potential for fires starting as the hills become both hotter and drier, it is not hot air and dry ground which burn, it is flammable vegetation. Pinus and eucalyptus species are two of the most flammable types of trees on Earth. When planted in large monocultural plantations they are a standing source of fuel for wildfires. As the two Port Hills fires have shown, when blocks of these types of trees are planted close ¹ to where humans live, work and play they endanger human and animal lives and health when they burn. These fires are also extremely expensive to fight and contain, and create huge disruption to daily lives in the area as the fires are being fought.

1.2 It should be obvious by now that plantations of highly flammable trees should not be sited near homes and work places (including farm homesteads and outbuildings), nor near roads and tracks used regularly by residents, recreational visitors and/or commercial vehicles. While it will probably take years to reduce the fire danger to the citizens of Christchurch by removing flammable trees which are planted too close to homes, work places and roads, it needs to be done as soon as possible. The proposal below is for creating a systematic plan of removal of high flammability vegetation and replacing it with low flammability vegetation, wherever the City has the authority to do so. It is now abundantly clear that it has the *responsibility* to do so, to protect its residents, and it should not be a question of *if* it does it, but rather *when*.

2 Fire risk reduction and containment – a 4 step plan

- **Step 1** *Identify the danger zones* i.e. where highly flammable vegetation on Council or other public land is planted too close to buildings, roads and recreational tracks. ¹
- **Step 2** *Prioritise zones for tree removal* i.e. identify which areas pose the most risk (e.g. plantations closest to built-up areas, farm buildings, regularly-used roads and tracks).
- **Step 3** *Remove flammable trees systematically*, according to the priority list.
- **Step 4** *Replant the safety zones* with low flammability plants.²

1969

3 *Save costs; increase benefits*

3.1 There is of course a cost to removing dangerous vegetation on city and other public land. Where this involves removing trees in plantations which are not yet mature, it can be partially recouped by selling mulch and firewood. There is also a cost to replanting those areas in low flammability plants. However, these costs have to be set against the horrendous costs of fighting fires, replacing destroyed buildings, shutting down roads and businesses, providing community support and so on. Also against the benefits of not having to worry about fire risks and incurring those costs again and again.

3.2 As the latest Port Hills fire has shown, it is now not a matter of *if* another big fire will break out within Christchurch city boundaries, but *when*. The sooner the Council can take steps to reduce and contain the risk, as suggested above, wherever it has the authority and capacity to do so, the better it will be for all those currently at risk from yet another big plantation fire. This effectively includes everyone, from those whose homes and livelihoods are at risk, to those who have to inhale the smoke, re-route their travel, cancel their plans and so on, right through to those who may not suffer these immediate impacts but who end up paying for the costs of the damage caused – and its possible recurrence – via higher rates, taxes and insurance premiums.

3.3 The City should therefore regard the removal of highly flammable vegetation, and replacing it with low flammability alternatives, as an *investment* in a safer, healthier, sustainable future for all, with a temporary upfront cost which is outweighed by substantial future benefits.

Footnotes

1. What is too close? In the February 2024 Port Hills fire the firefighters established 50 metre containment zones. If this is what the professionals consider to be a safe distance between flammable vegetation and everything else, then this is probably the minimum distance required, but expert opinion should be consulted. In certain wind conditions and/or locations, this distance might be too small.

2. In places where high flammability trees have been planted on steep slopes primarily as a means of erosion control, and removing them all at once would trigger such erosion, once the safety zones have been established around the perimeter of the planting, a programme of partial felling and replacement with low flammability trees should be followed until the site is secure.

* Climate Risk Concern is an association of Banks Peninsula residents who

- are concerned about the local impacts of global heating,
- are drawing attention to local practices which contribute to that heating, and
- are working on proposing better methods of mitigating and adapting to the increasing risks posed by the rapidly changing climate.

Contact: Dr Christine Dann, 
Juliet Neill, 

3916

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Laila **Last name:** Jansone

Please provide the name of the organisation you represent:

Renew Brighton Charitable Trust

What is your role in the organisation:

Manager

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Tue 7 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

As a community organisation we support important capital projects for our area such as Pages Road Bridge upgrade, New Brighton Mall upgrade, Southshore and South New Brighton Eastury edge upgrade. However Major Cycle way from Otakarao Avon route Swans Road to Anzac drive (stage 1) , and QEII Park development is not supported as a priority given the financial constraints on the LTP budget.

Average rates - multiple-choice

No

Average rates - comments

Our programs reach up to 12,000 people in the Greater New Brighton area. We have investigated the cost of living's effect on the community. Over 46% of residents are under significant financial pressures, affecting young people, children, the elderly, and working-parent families. Household expenses have reached a critical point where people cannot afford food and basic necessities. Any further rate increase will contribute to driving social isolation, increasing poverty, and creating mental and physical health issues

Changes to how we rate - comments

We believe that any further rate increase will have detrimental affect on households already struggling with cost of living.

Fees & charges - comments

We do not support car parking fee increase

3916

Operational spending priorities - multiple-choice

No

Operational spending - comments

We support priorities such as water infrastructure, road upgrade, and waste management. Given the difficult economic climate mid and long term, the rest of the capital expenditure shall not be in the priorities.

Capital programme priorities - multiple-choice

No

Capital programme - comments

Te Kaha and Heritage shall not be in the priorities

Capital: Transport - comments

N/A

Capital: Parks, heritage or the coastal environment - comments

We do not support this as priority

Capital: Libraries - comments

support expenditure on libraries and service they provide

Capital: Solid waste and resource recovery - comments

Support it as High priority for Christchurch.

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Areas to reduce costs to provide savings - comments

The Council shall review efficiencies and services provided. We support services like libraries, sport facilities, pools and children playgrounds.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Strategic Framework - comments

We support the Council's investment into community strengthening and wellbeing.

Disposal of 5 Council-owned properties - comments

we support this way of raising funds

Item 3

Attachment B

3916

Disposal of Red Zone properties - comments we support this proposal
Gift of Yaldhurst Memorial Hall - comments We support this proposal
Anything else about the LTP24-34 - comments We support increase of rates for derelict property owners.
Agree to future contact for consultations - multiple-choice Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

2098

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 18/04/2024

First name: Marty Last name: Byrne

Please provide the name of the organisation
you represent:

Christchurch and Hanmer Attractions

What is your role in the organisation: Chief

Executive

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May pm Fri 3 May am Fri 3 May pm Mon 6 May am Tue 7 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Average rates - multiple-choice

Yes

Operational spending priorities - multiple-choice

Yes

Capital programme priorities - multiple-choice

Yes

Capital programme - comments

Important that infrastructural spending is maintained at a level where the city can continue to progress and grow

Capital: Transport - comments

As operators of the iconic Trams in the city centre it is important that the infrastructure can support the growth of tourists coming to the region going forward. We are currently restricted on the number of trams we can operate per day due to the limitation of power supplied from the existing sub station based under the CCC building which is getting towards end of life. The installation of a planned new sub station closer to the new Te Kaha stadium should remove that restriction and then give us an opportunity to consider additional trams on the service. Under the terms of our agreement with CCC the portion of revenue earned from our Tram operations each year passed onto CCC is based on passenger numbers so the more passengers we carry the more revenue CCC earn.

2098

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Event bid funding - comments

We are strong supporters of the work that CCC and CNZ do to promote Christchurch and the Canterbury region as a venue for events and the pending completion of Te Kaha will only increase the interest from outside parties in considering Chch as a location for events going forward. Competition for events is high between the likes of Auckland, Wellington, Queenstown and Christchurch and in order to be successful bids need to have the financial support of the local Council and their representative bodies involved in pulling bids together.

Bring forward \$1.8m for CAPP - multiple-choice

Don't know - not sure if we should bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Don't know - not sure if we should create a climate adaption fund.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

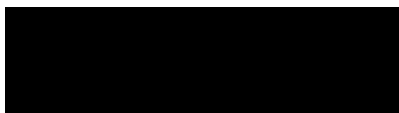
2558

AKAROA CIVIC TRUST

P.O. Box 43 Akaroa 7542
www.akaroacivictrust.co.nz

19 April 2024

Contact Person: Mike Norris



SUBMISSION TO CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM PLAN 2024-34

The Akaroa Civic Trust wishes to be HEARD in support of this submission.

1. Support continued funding for Akaroa Service Centre, Akaroa Library and Akaroa Museum (Activities and Services - Statement of Service Provision)

The draft LTP provides for the maintenance of operational funding for these three essential community facilities at current levels – we support this. All three services cost relatively little to operate.

The library and museum are core cultural facilities which enhance the life and wellbeing of the residents of Akaroa and Banks Peninsula. Library and Museum both provide opportunities for citizens to become involved with the provision of services and are hubs for connection within the community. The Museum attracts about 25,000 visitors a year so is a valuable part of the local visitor experience, contributing to the economic well-being of the community.

The Akaroa Service Centre is a critical service for a community that is, by any definition, small and isolated. For citizens/customers the value of face to face contact with council staff cannot be overestimated. Although the Service Centre is open only limited hours this walk in service must be maintained.

2. Support Council's funding for Takapūneke (Capital Programme – Parks, Heritage and Coastal Environment)

The Akaroa Civic Trust has advocated for the recognition of Takapūneke as an historic reserve for more than 20 years. The Trust wholeheartedly supports Council's financial contribution to the further development of this reserve, noting that significant sums have been allocated in the capital programme from 2026/27. The Reserve is fast becoming a focus for learning about New Zealand history, and a place of memory, healing and revitalisation for our local Ōnuku Runanga.

3. Support more investment in adapting to climate change

The Civic Trust supports council's initiatives to plan for and mitigate the worst effects of climate change, while noting the particular vulnerability of Banks Peninsula communities to its inevitable effects. Inundation caused by sea level rise will affect roading and

Item 3

Attachment B

2558

communications infrastructure, wastewater and stormwater; a warming climate will bring greater fire risk and more volatile storms, endangering both private and public property. Impacts will be significant – loss of communication and connection, economic (adverse effects on tourism and the businesses reliant upon it) and loss of/damage to private property.

We note under the Levels of Service statement for Strategic Planning that Council intends to establish Coastal Panels to work with communities in low lying coastal areas to develop adaptation strategies. We are interested in this initiative and would welcome the involvement of the Akaroa Civic Trust in this process.

4. **Capital programme – investment in Three Waters, Akaroa Wastewater**

An environmentally safe and sustainable wastewater system is important for the well-being of Akaroa and its waterways and coastal areas.

The Council consulted the community about treated wastewater options for Akaroa in 2020. The Council resolved to proceed with the Inner Bays Irrigation Scheme and a resource consent application has now been lodged.

Information presented to the public in 2020 stated that this option would achieve the goal of avoiding the discharge of treated wastewater to the Harbour and that discharge via a wetland to Childrens Bay in the event of a period of extreme wet weather would be expected only once every five years on average.

Latest information now suggests that large volumes of treated wastewater would 'overflow' as frequently as 11-21 times over 50 years. The Council's application as lodged does not anticipate any overflows and does not provide any description of where they would be directed or how they would be managed. In addition overflows of untreated sewerage more than once every five years are now anticipated and increased storage for raw sewage will be needed.

The Trust's view is that the Council does not have a mandate from the community regarding a tolerable level of wastewater overflows, if any, and consultation regarding this is required. The budget for the new wastewater scheme is now \$94 million, with an additional \$13 million already spent. Council now needs to demonstrate that this very substantial expenditure will achieve the aim of keeping wastewater out of the harbour and that its proposed system is sustainable and resilient to the effects of increasingly severe weather events.

The reason for the very high volume of wastewater in Akaroa and the resulting storage and irrigation capacity issues is the high level of infiltration of groundwater and stormwater into the town's sewer pipe network, due to the deteriorating condition of the pipes. These leaking pipes are also implicated in the poor and often unsafe water quality at Akaroa's beaches.

In 2020 the community overwhelmingly asked that these pipes be repaired to the fullest extent possible and the Council resolution (CNCL/2020/00176) recommended that Infiltration was reduced to less than 20%. This recommendation has not been followed through. It is now clear that a viable and resilient land disposal system is only possible if infiltration is substantially reduced.

The Akaroa Civic Trust requests that part of the budget for the Akaroa Wastewater project is redirected to a comprehensive repair or replacement of the sewer network and that the Council's resource consent application is put on hold until this has been achieved to the fullest extent possible.

This will then enable a wastewater treatment system that is cost-effective, environmentally sustainable and resilient well into the future.

2558

5. **Rates - Short term visitor accommodation**

While we believe that the proposal to apply the 'business differential' to unhosted, short term residential accommodation is fair, **we request that listed heritage properties are exempted from this extra cost.**

Akaroa's heritage buildings provide a public good, contributing to the streetscape, amenity and enjoyment of residents and visitors. The costs of maintaining heritage buildings can be substantial and the Akaroa Civic Trust acknowledges the many past and present property owners that have taken such good care of Akaroa's historic buildings.

Maintaining a viable use for heritage buildings is key to providing for their ongoing maintenance and preservation. Some heritage dwellings can be unsuitable for modern residential use and are unable to meet healthy home standards without substantial impacts on heritage fabric and values. Visitor accommodation provides a viable use for such dwellings and helps to ensure their ongoing survival.

An exemption from this proposed new rating policy would help to recognise and encourage the contribution of heritage property owners to the preservation of the City and Peninsula's built heritage.

Mike Norris
Chair, Akaroa Civic Trust

243

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 20/03/2024

First name: Peter Last name: Townsend

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May pm Thu 9 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Given the limits on financial capacity spending priorities are critical

Average rates - multiple-choice

No

Average rates - comments

Core services need to be maintained. Discretionary expenditure needs to be carefully managed.

Changes to how we rate - comments

No apart from the need to address revenue sources at her than rates

Fees & charges - comments

No

Operational spending priorities - multiple-choice

No

Operational spending - comments

Not convinced the priorities are right

Capital programme priorities - multiple-choice

Don't know

243

Item 3
Attachment B

Capital: Parks, heritage or the coastal environment - comments

The Arts Centre must continue to be financially supported by council and the Art Centre Trust maintained.

Focus for 24-34 LTP - multiple-choice

Don't know.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

Bid funding needs to be carefully prioritised to ensure the optimal impact on our wider community.

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Strategic Framework - comments

Concentrate on ensuring Christchurch is New Zealand's city of choice. That requires a balance of leadership, support and a clear strategy which creates a community that is affordable but provides all of the components of quality living.

Disposal of 5 Council-owned properties - comments

Support

Disposal of Red Zone properties - comments

Support

Gift of Yaldhurst Memorial Hall - comments

Support

Anything else about the LTP24-34 - comments

My prime concern is protecting The Arts Centre. Council funding to support financial viability under the current construct is vital. Recent historic levels of funding must be Maintained . The Arts Centre is a fundamental component of our city, that needs ongoing Council support to remain viable.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

2422

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 18/04/2024

First name: Debora Last name: Mora

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

Have we got the balance right - comments

No. CCC is spending beyond your means. To cope, you should be spending on NEEDS not WANTS.

Average rates - multiple-choice

No

Average rates - comments

I'm NOT to happy with a proposed rates increase of 27% by the end of 2027. FOCUS on needs expenditure, RATHER than wants.

Changes to how we rate - comments

Charging differing rates could defer air B n B availability as more air BnBs close down shops due to ongoing costs not viable for them, will have the affects of less accommodation in Christchurch for major events, and we want people to come to our city for many reasons. Council needs to encourage visitor accommodation to attract more visitors to our city.

Fees & charges - comments

Parking in our parks should remain FREE for all. So people can access our parks and enjoy. INTRODUCING a charge would deter people from visiting. We are not Sydney yet.

Operational spending priorities - multiple-choice

No

Operational spending - comments

-Libraries we all know run at a loss, so like Summer pools ended up with reduced hours due to viability, perhaps reduce library hours/days, and perhaps bring back late payment charges. -Stop the \$2.1 Million dollars spend on chlorination per year, when you don't even have a risk assessment done for LONG TERM Ingestion of chlorination, NOR does Tamata Arowai (the National water regulator). (I have a letter from them substantiating this. Just continue to monitor our water as we are doing, and if required chlorinate then (short term chlorination). -STOP THE BUILD on any more cycleways, PARTICULARLY WINGS TO WHEELS cycleways. The neighbours and businesses don't want it, the single lanes will not cope with the single lane congestion. The waste of over \$5 million just on consultation alone is in my opinion shocking, and not spending the ratepayers money wisely. Many cyclists also do not like the cycleways as they find the concrete barrier to dangerous and put them at risk of accidents. I also recently saw a young child cycling ON the concrete barrier,.....so inviting young owners to play on it and therefore placing them at risk of slipping and falling from the concrete barrier. - STOP the overkill spend on the surrounding streets to Te Kaha -STOP the spend on wants, and PRIORITISE the spend on needs.

2422

Capital programme priorities - multiple-choice

No

Capital programme - comments

Libraries done a loss, reduce opening hours or days could be helpful. Reduce cost of \$2.1 million on chlorination of our water supplies when our council has not done a risk analysis assessment for long-term ingestion, nor has Tamata Arowai(our nations water regulator-a have their letter advising me of this) turn STOP with the cycle ways expenditure, Especially the WINGS to WHEELS cycle way where you have wasted over \$5 million consultation fees, when most of the public do not want this cycleway nor do the businesses, nor will this be good for the traffic, which will cause congestion and future accidents. -I saw a young child riding his bike on the concrete barrier, very unsteadily, we are awaiting an accident to happen. – What are you doing spending \$13 million on surrounding streets of TE KAHA? Is that a NEED or a WANT?

Capital: Transport - comments

Please remain focussed on need

Capital: Libraries - comments

Please no more builds of new libraries, they run at a loss . Consider reducing hours/days.

Capital: Solid waste and resource recovery - comments

I support the new ECOgas coming to Christchurch.

Capital: Other - comments

Reduce pool entry to those on a low income e.g. less than \$40K per annum so they too can enjoy the health benefits of the pool. STOP the chlorination, and simply monitor, and chlorinate when and if required, that would reduce costs of \$2.1 per annum.

Areas to reduce costs to provide savings - comments

Reduce staffing levels Do we NEED concerts and FIREWORKS at such a huge cost and staffing levels that work on these all year round?

Event bid funding - comments

Keep in mind needs v wants, and costs

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Strategic Framework - comments

I Didn't become freehold by the time I was 42 by spending beyond my means. I'd love the council to take this same spending philosophy. E.G If You Can't Afford It! And don't need it, don't spend on it! SIMPLE

Disposal of 5 Council-owned properties - comments

If you aren't making \$\$\$ from it, and don't need it,...SELL it! OR, develop it and sell it to assist with bringing the rates down.

Disposal of Red Zone properties - comments

If you dont need it SELL it!

Gift of Yaldhurst Memorial Hall - comments

100% agree to gift it to the Yaldhurst Residents Association. They have worked very positively with council and their

T24Consult Page 2 of 3

2422

Halswell Hornby Riccarton Community board over the years in wishing to take this over so they can have an operational community hall. This is a Memorial Hall and of Historic status I understand so important to hand to the community as the council do not wish to keep up the maintenance costs. Would be an absolute benefit to Yaldhurst community and they have a functioning committee already to take this on.

Anything else about the LTP24-34 - comments

-WINGS TO WHEELS CYCLEWAY;- I AGREE to the cessation in full of the Wings to Wheels cycleway, this is a WANT expense not a NEED expense and will not be conducive with the requirements of those roads. - GARDINERS/BREENS/HAREWOOD road intersection is in dire need of traffic lights due to such high risk of accidents. -MAIN SOUTH ROAD ONTO RICCARTON ROAD;- I Ask that council does NOT close the right turn from Main South Road onto Riccarton Road, this too is not conducive with the current flow of traffic and would cause major traffic disruption, congestion, and congestion onto NZTA road (Yaldhurst) of which NZTA asked that whatever council did, please do not congest their road. CONSIDER remediation first like light small bumpers as is planned for China town entry and exit roads, bigger signage, or at worst do a temporary closure to effectively measure the affects of doing so. (This was prior suggested but council said no). -STAFFING LEVELS, many are saying we have too many staff who are needing to create projects to keep themselves employed so perhaps consider staffing levels reductions and outsource some work.

Agree to future contact for consultations - multiple-choice

No.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

3887

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Michael Last name: Patterson

Please provide the name of the organisation you represent:

Commodore Airport Hotel Ltd

What is your role in the organisation:

Commodore Airport Hotel Ltd

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Tue 7 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

Yes, we believe so.

Average rates - multiple-choice

Yes

Average rates - comments

All this does sound logical

Changes to how we rate - comments

We do remain grateful for all the council do for us.

Fees & charges - comments

Unfortunately these things are necessary.

Operational spending priorities - multiple-choice

Yes

Operational spending - comments

We really do believe that the cycling journey down Memorial Avenue should be made safer. the Commodore

3887

previously presented on this but in broad terms our concept is to simply restrict parking on Memorial Avenue to up to 3 hours, so with fewer cars parked on the Avenue then the Layby would be available for safer cycling trips.....without needing an expensive Cycle Way.

Capital programme priorities - multiple-choice

Yes

Capital: Transport - comments

Our concern for Transport is around how unsafe the cycling journey is along Memorial Avenue. As previously stated if parking were to be restricted to say 3 hours then the Road Lay by would be more available for cyclists. I know that this is the view of many who work at the Airport too.

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Areas to reduce costs to provide savings - comments

Again I see that cycling could be made much safer along Memorial Avenue with Parking restrictions. Cyclists can deal with occasional cars being parked but when there is a continual line up it means that cyclists are pushed into the pathway of cars.

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Event bid funding - comments

We are a major employer and put quite simply Events means Jobs for our employees.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

We realise that these steps will come at an additional cost to rates but readiness to deal with Climate Change is important.

Disposal of 5 Council-owned properties - comments

This does sound sensible given the times we are in.

Disposal of Red Zone properties - comments

Yes, probably is the right thing to do.

Gift of Yaldhurst Memorial Hall - comments

Yes, we agree this is the right thing to do.

Anything else about the LTP24-34 - comments

We wish the Councillors and Council Team well in going through this process.

Agree to future contact for consultations - multiple-choice

Yes.

T24Consult Page 2 of 3

3887

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

676

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 03/04/2024
First name: Dianne Last name: Sinclair

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Average rates - multiple-choice
No

Operational spending priorities - multiple-choice
No

Capital programme priorities - multiple-choice
No

Focus for 24-34 LTP - multiple-choice
Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)


Event bid funding - multiple-choice
Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice
No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice
No - don't create a climate adaption fund.

676

Attached Documents

Link	File
	Dianne Sinclair - LTP24-34

Item 3

Attachment B

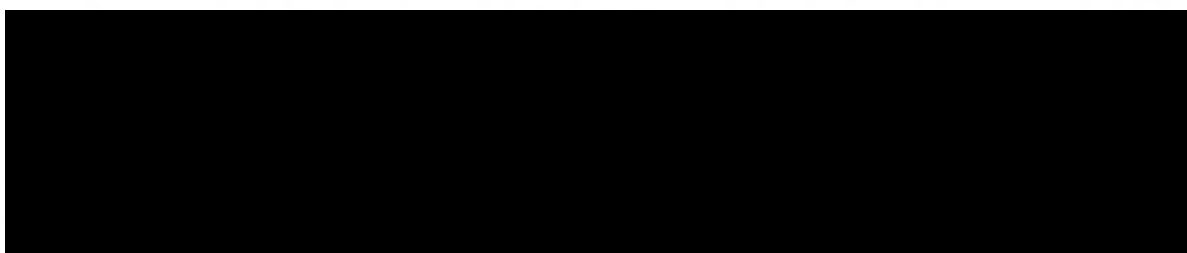
676

Te Mahere Rautaki Kaurera

Submission form

OUR DRAFT LONG TERM PLAN 2024-2034

We'd like your feedback on the Draft Long Term Plan 2024-34 and the matters we have raised in our Consultation Document. **Tell us what you think by Sunday 21 April 2024.**



Your details

We require your contact details as part of your feedback – it also means we can keep you updated throughout the process. Your feedback, name and contact details are given to the mayor and councillors to help them make a decision.

Your responses, with names only, go online when the decision meeting agenda is available on our website.

If requested, responses, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or feedback should be kept confidential, please contact our Engagement Manager on 03 941 8999 or 0800 800 169 (Banks Peninsula).

First name*

Dianne

Last name*

Sinclair

Email*

Street name
and number*

Suburb

Town/City

Postcode

*Name required, plus **either** email **or** street name and number



I would like to speak to the Council about my feedback.

Please provide a phone number so we can arrange a speaking time:



If you are responding on behalf of a recognised organisation, please provide:

Name of organisation

Your role

676

What matters most?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending.

Overall, have we got the balance right?

No no no

Rates

Given that both the Council and residents are facing significant financial challenges, **should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities**, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?

☐ Yes ☒ No ☐ Don't know

Comments: The older person just on super can't afford that percentage of a rise. Most of them would never use the new stadium. It's a lot to ask of the general public with the cost of living so high.

We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies.

Do you have any comments on our proposed changes to how we rate?

Fees and Charges

Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

There isn't enough parking now don't start making it that the public will not go into the city. Christchurch has been ruined and the public hospital is a nightmare.

Item 3

Attachment B

676

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways, includes staff salaries and maintenance and running costs, such as electricity and insurance.

Are we prioritising the right things?

☐ Yes ☒ No ☐ Don't know

Comments:

As for school lunches, the parents should provide their lunches not the tax payer. I don't know if it is the councils or more the government.

Capital programme

In this Draft LTP we have focused on developing a deliverable capital programme.

We're proposing to spend the \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the Draft LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%)

Are we prioritising the right things?

☐ Yes ☒ No ☐ Don't know

Comments: Don't spend so much and people may be able to live without starving.
Please think of the people struggling.

Is there anything that you would like to tell us about our proposed specific aspects of our capital spend or capital programme?

Item 3

Attachment B

676

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great places to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and assets. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

Which of the following do you think should be our focus for the 2024–2034 Long Term Plan?

- ☐ **Deliver what we have proposed in the Draft Long Term Plan** (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).
- ☒ **Explore other ways to bring down our proposed rates increases across the Draft LTP** (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services).
- ☐ **Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations** (e.g. spending more on climate change adaptation, boost the funding for major events).
- ☐ **Don't know.**

Additional savings and efficiencies

Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the LTP 2024–2034?

Make the % in line with living expenses.
You can't get blood out of a stone.

Major event bid funding

Should we leave bid funding for major and business events at current levels in the Draft LTP, as proposed?
Or should we increase the bid funding?

- ☒ **Leave the bid funding for major and business events at current levels in the Draft LTP, as proposed.**
This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.
- ☐ **Increase the bid funding.** This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year three.

Do you have any comments on the additional event bid funding proposal?

676

More investment in adapting to climate change

Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate how we address climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

- ☐ Yes – bring \$1.8 million forward.
- ☒ No – don't bring \$1.8 million forward.
- ☐ Don't know – not sure if we should bring \$1.8 million forward.

Should we create a Climate Resilience Fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans? Implementing this fund would result in a rates increase of 0.25% per annum over the LTP period. How this fund would be established, managed and governed, and the criteria of how the fund will be used, all require further work. As part of that process there will be further opportunity for residents to have their say.

- ☐ Yes – create a Climate Resilience Fund.
- ☒ No – don't create a Climate Resilience Fund.
- ☐ Don't know – not sure if we should create a Climate Resilience Fund.

Do you have any comments on our additional proposals to invest more in adapting to climate change?

Our Community Outcomes and Priorities

Our LTP is guided by the Council's Strategic Framework 2024–34 – it's the cornerstone for our long term vision, steering how we dedicate our energy and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

Do you have any thoughts on our vision, community outcomes and strategic priorities?

Item 3

Attachment B

676

Potential disposal of Council-owned properties

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

yes dispose of a lot of these properties.
The general public are stressed to the limit.
A hike in rates of this proportion will cause more
suicides at this time when living is so expensive.

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

yes dispose of all you can and ease living on
the people.

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

Anything else?

Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?

I feel your plan is to make money quickly but
don't make people suffer anymore than they are now.
It's a cruel thing to do and it's not the public's fault
of the state of the country.

Thank you for your submission.

3026

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 19/04/2024

First name: Tony Last name: Smail

Please provide the name of the organisation
you represent:

Canterbury Rugby

What is your role in the organisation: CEO

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Fri 3 May am Wed 8 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

A rates rise of 13% is difficult to answer as having the balance right - can residents deal with that in a recession is the major question of the plan

Average rates - multiple-choice

Don't know

Average rates - comments

As posed in question1 - can the city ratepayers deal with it in a recession. I am sure no ratepayer wants a reduction in services but 13% is a significant barrier to anyone enjoying other necessities from their wages. Priorities need set - I suspect the 13% is too high and would be better smoothed out.

Changes to how we rate - comments

Not really - council is best placed to decide what is the fairest way for all

Operational spending priorities - multiple-choice

No

Operational spending - comments

Sport and Rec operations and facilities need to be a higher priority than they currently are - the cities facilities are well below par and most major sports are struggling to deliver the program their participants are asking for

3026

Capital programme priorities - multiple-choice

No

Capital programme - comments

The operational spend on sport and rec is 5% but capital spend is 2% Sport and rec facilities are in major need around the city for investment also so it should be proportional with capital spend % higher

Capital: Other - comments

The operational spend on sport and rec is 5% but capital spend is 2% Sport and rec facilities are in major need around the city for investment also so it should be proportional with capital spend % higher

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Event bid funding - comments

With the growth and build of major facilities we will need to attract national and international audiences

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Disposal of 5 Council-owned properties - comments

Council have best knowledge to determine this

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

2005

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 18/04/2024

First name: Barbara Last name: Stewart

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Anything else about the LTP24-34 - comments

The Arts Centre. I ask to be heard on one subject only in this year's 10-year Annual Plan process. The survival of our unique Arts Centre in Christchurch as it is in its present functioning form. It is beyond belief that this present Council and its advisory staff who work with the Council in all matters overseeing the city's sites and artists who work in the arts field will not continue to recognise the importance of the Christchurch City Council's financial support for the historic buildings and the citizens, both staff and visitors, who work onsite. The central city area, described as the Arts Precinct, from the Cathedral to the Museum, spreads its unique presence around the backbone of Worcester Boulevard. It broadly encompasses so many creative businesses, one of them being the Christchurch City Council, which I am not sure in this present crisis can be considered appreciative of the community work done within the walls and squares of the Arts Centre. The restoration work which has been achieved since the earthquakes is of the highest standards, but like everything old will need ongoing maintenance. The hard work and commitment of the management and wider staff needs to be recognised. As a most significant site of endless activities, it brings not only a working environment but stages events and opportunities for approximately one million visitors a year. Overall, every business in Christchurch is facing increasingly difficult times. Every cost centre from rates, to power, to insurance, plus salaries and maintenance is rising - this is most certainly not the time to cease the past support of the Arts Centre, it is the time for the Council to recognise and accept that support into the future for this jewel in the centre city is vital. The Arts Centre stands alone and unique not only within our own city community but as a special site for the whole country. It is open most hours of the day and for every season with its education and creative programs. The continuing support of the Arts Centre Trust as presently in place is without question the only way for managing the Arts Centre into the future. There would be an irreversible change if it came under the management of the Christchurch City Council. There is no doubt that into the future there may have to be another positive re-think of the support for the future of the Arts Centre. Concerning this present Annual Plan the community of people working and visiting the Arts Centre and being the appreciative audience of its existence will only grow in admiration for what we treasure in our city's heart. The Christchurch City Council must realise the critical place the Arts Centre's holds in the city and alongside all the other demands that are coming into this budget, the Art Centre should remain a constant recipient now and into the future.

Agree to future contact for consultations - multiple-choice

Yes.

2005

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

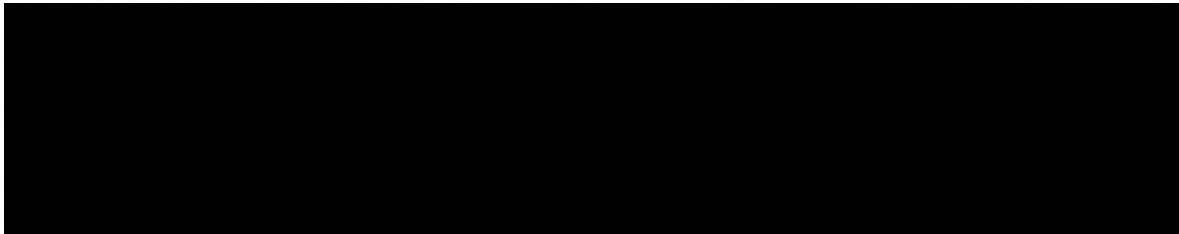
2005

Submission form

Te Mahere Rautaki Kaurera

OUR DRAFT LONG TERM PLAN 2024-2034

We'd like your feedback on the Draft Long Term Plan 2024-34 and the matters we have raised in our Consultation Document. **Tell us what you think by Sunday 21 April 2024.**



Your details

We require your contact details as part of your feedback – it also means we can keep you updated throughout the process. Your feedback, name and contact details are given to the mayor and councillors to help them make a decision.

Your responses, with names only, go online when the decision meeting agenda is available on our website.

If requested, responses, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or feedback should be kept confidential, please contact our Engagement Manager on 03 941 8999 or 0800 800 169 (Banks Peninsula).

First name*

BARBARA

Last name*

STEWART

Email*

Street name
and number*

Suburb

Town/City

Postcode

*Name required, plus **either** email **or** street name and number



I would like to speak to the Council about my feedback.

Please provide a phone number so we can arrange a speaking time:

If you are responding on behalf of a recognised organisation, please provide:

Name of organisation

Your role

2005

Item 3

Attachment B

What matters most?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending.

Overall, have we got the balance right?

Rates

Given that both the Council and residents are facing significant financial challenges, **should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities**, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?

☒ Yes ☐ No ☐ Don't know

Comments:

We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies.

Do you have any comments on our proposed changes to how we rate?

Fees and Charges

Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

2005

Item 3

Attachment B

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways, includes staff salaries and maintenance and running costs, such as electricity and insurance.

Are we prioritising the right things?

☒ Yes ☐ No ☐ Don't know

Comments:

Capital programme

In this Draft LTP we have focused on developing a deliverable capital programme.

We're proposing to spend the \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the Draft LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%) ?
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%)

Are we prioritising the right things?

☐ Yes ☐ No ☐ Don't know

Comments:

WHAT IS TE KAHHA - PLEASE HAVE ENGLISH
ALONGSIDE ALL MAORI SITES IN ORDER FOR THOSE
WHO DO NOT SPEAK OR UNDERSTAND MAORI - TO ~~KNOW~~
KNOW THE SUBJECT DISCUSSED !!!

Is there anything that you would like to tell us about our proposed specific aspects of our capital spend or capital programme?

MY CONCERN IS TOWARDS SUPPORTING THE ARTS CENTRE
INTO THE FUTURE, IT IS THE CENTRE PIN OF
OUR CENTRE CITY.
I have also submitted on the support of ORANA PARK.

2005

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great places to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and assets. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

Which of the following do you think should be our focus for the 2024–2034 Long Term Plan?

- ☐ **Deliver what we have proposed in the Draft Long Term Plan** (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).
- ☐ **Explore other ways to bring down our proposed rates increases across the Draft LTP** (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services).
- ☐ **Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations** (e.g. spending more on climate change adaptation, boost the funding for major events).
- ☐ **Don't know.**

Additional savings and efficiencies

Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the LTP 2024–2034?

Major event bid funding

Should we leave bid funding for major and business events at current levels in the Draft LTP, as proposed?
Or should we increase the bid funding?

- ☒ **Leave the bid funding for major and business events at current levels in the Draft LTP, as proposed.**
This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.
- ☒ **Increase the bid funding.** This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year three.

Do you have any comments on the additional event bid funding proposal?

2005

Item 3

Attachment B

More investment in adapting to climate change

Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate how we address climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

- ☐ Yes – bring \$1.8 million forward.
- ☒ No – don't bring \$1.8 million forward.
- ☐ Don't know – not sure if we should bring \$1.8 million forward.

Should we create a Climate Resilience Fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans? Implementing this fund would result in a rates increase of 0.25% per annum over the LTP period. How this fund would be established, managed and governed, and the criteria of how the fund will be used, all require further work. As part of that process there will be further opportunity for residents to have their say.

- ☐ Yes – create a Climate Resilience Fund.
- ☐ No – don't create a Climate Resilience Fund.
- ☐ Don't know – not sure if we should create a Climate Resilience Fund.

Do you have any comments on our additional proposals to invest more in adapting to climate change?

THE COUNCIL IS STEADILY WORKING TOWARDS ENVIRONMENTAL IMPROVEMENTS- KEEP THE PACE MANAGEABLE FOR OUR CITY IS STILL COMING WITH EARTHQUAKE CONSEQUENCE THIS YEAR AND INTO THE FUTURE YEARS ARE GOING TO HAVE GREAT PRESSURES ON THE RESIDENTS AND COUNCIL HAS TO BE EXTREMELY CAREFUL OF A WIDE RANGE OF DEMANDS ON CITIZENS AND NOT UNNECESSARILY ADD TO THEM BY AN ENDLESS "WISH" LIST

Our Community Outcomes and Priorities

Our LTP is guided by the Council's Strategic Framework 2024–34 – it's the cornerstone for our long term vision, steering how we dedicate our energy and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

Do you have any thoughts on our vision, community outcomes and strategic priorities?

AS IN PARAGRAPH ABOVE

2005

Potential disposal of Council-owned properties

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

Anything else?

Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?

COUNCIL TO GIVE LONG TERM SUPPORT TO ARTS CENTRE
RECOGNISING THAT ALONGSIDE ART GALLERY AND MUSEUM
THE ART CENTRE IS CENTRAL TO THE BEATING
PEOPLE'S HEART AND SOY OF OUR CITY.

I have also submitted on support for DRANA PARK
21 April.
(by hand)

Thank you for your submission.

2005

Item 3

Attachment B

21 April.
2pm Sunday.

To the Draft Annual Plan.

I am very late to close off time but hope you
will accept this hand written submission -

Name Barbara. Last Name Stewart

I would like to speak to this submission - I have
already sent in another submission on The Arts
Centre.

2005

1

Drana Park.

I wonder that if Christchurch citizens had known not only about the earthquake and consequences, followed by 3-4 years of Covid and its consequences - would the city have gone ahead with the major building projects primarily of sports centres and the conference centre. But the city didn't know and the city did go ahead with outcomes of endless major costs.

However one of the bad and sad outcomes of all these decisions and builds is that older unique institutions to New Zealand and Christchurch are now being faced with possible failure as supported or not by our council because they cannot give them on going financial support - very key support in their purpose. i.e. Drana Park, The Arts Centre.

2005

2

Orana Park

Orana Park has made a request for desperately needed financial help of ongoing annual of \$1.5 millions to continue the running costs of their special animal Park.

Visitors income covers only 65% of annual operating costs. Alongside the park being a fascinating and joyful place for families of all shapes and sizes to visit, it is also a world class zoological facility.

In its own special field it ranks the work and with study to increase animal knowledge — it is in its learning field ~~it is~~ alongside our universities agricultural and of other learning expertise. I ask the Council to consider what we could lose without choosing to give Orana Park support.

Item 3

Attachment B

579

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 29/03/2024

First name: Rosemary Last name: Neave

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Tue 7 May pm Wed 8 May am Wed 8 May pm Thu 9 May pm Fri 10 May am Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

No, we are not focused enough on climate emergency, and on building a climate resilient city. We are pretty much at 1.5 deg warming already - well ahead of predictions. We must reduce our carbon footprint and build climate resilience into our planning

Average rates - multiple-choice

Yes

Average rates - comments

Maintaining levels of service is important, but we also need to step up and invest in our infrastructure and instigate plans to be a climate ready city.

Changes to how we rate - comments

yes vacant city land (or low value carparks etc) should be rated to incentivise development, not land banking. yes to rating visitor accommodation differently. I have run an airbnb - they need to pay their share. We also need to incentivise renting/first home buyers

Fees & charges - comments

yes to parking charges at Botanic gardens and Hagley Park, apart from disabled parkin. These parks are well served by public transport. Parking charges generally in the cityh should be increased.

Operational spending priorities - multiple-choice

Yes

579

Capital programme priorities - multiple-choice

No

Capital programme - comments

Major cycle Routes should not be delayed, they are a key part of becoming a climate resilient city - cycle link to Te Arai college and other schools should be a priority - restore Climate Emergency Response Funds

Capital: Transport - comments

Transport is 54% of our emissions. We need to build a compact city – intensification is a necessity in creating climate ready cities. Use more planning strategies. A major flaw in Post Earthquake recovery was that East Frame was almost entirely town houses, instead of 6 story apartments which would provide accessibility for people like me and more people in a more vibrant city.

Capital: Parks, heritage or the coastal environment - comments

We need to Increase park/parklets and canopy cover in the city to reduce heat, add amenity, especially in the east. Money from intensification to go to fund to support more parks/parklets We need more funding to support biodiversity enhancements as a priority, especially in partnership with community and hapu groups. Maintain support for Pest Control – an ongoing priority so we do not lose the gains made eg in Goat eradication on Banks Peninsula

Capital: Libraries - comments

Support the work of Libraries and librarians - great that new pay scales have recognised their work. They are the first port of call for many in the community for information and help.

Capital: Solid waste and resource recovery - comments

Prioritise moving organics plant from Bromley

Capital: Other - comments

It is not acceptable that we are not even aiming to meeting our emissions reduction targets as a council or as a city. We need to prioritise work that will - help us to meet our targets - give us an active timeline to upgrade the infrastructure that is at risk by climate change

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

I support more spending on Climate change mitigation and adaptation but do not support boosting funding for major events - these two are contradictory.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

We must increase our preparedness. 3. It is 2024 and it looks like we have already hit 1.5 deg warmer (not 2040), so many estimates of sea level rise are almost certainly out of date

579

Strategic Framework - comments

A thriving prosperous city - as a city and ChristchurchNZ focus too much on tourism and events - these are sugar hits. We instead need to focus on supporting and building innovation and research and development

Disposal of 5 Council-owned properties - comments

Council owned properties - the relevant Community Board should have delegated authority to decide this.

Disposal of Red Zone properties - comments

We need a plan, and consultation with communities, community boards about this. A blanket approval is totally inappropriate.

Anything else about the LTP24-34 - comments

Overarching principles behind my submission 1. Climate Change and biodiversity loss are our biggest risk factors in long term planning. This is not far off, it is now – action is needed now 2. Although this is addressed in the draft plan, it is not addressed urgently enough. 3. It is 2024 and it looks like we have already hit 1.5 deg warmer (not 2040), so many estimates of sea level rise are almost certainly out of date 4. 10 years of this plan takes us to 2034 - 4 years past 2030 predications. 5. Money spent now to prepare for climate events is cheaper than the inevitable heartbreak and loss cleaning up after an event. 6. I may not be here then, but others will be – I speak for them – the generations to come Key elements to effective planning for next 10 years 1. A compact city – intensification is a necessity in creating climate ready cities. Use more planning strategies. A major flaw in Post Earthquake recovery was that East Frame was almost entirely town houses, instead of 6 story apartments which would provide accessibility and more people in a more vibrant city. 2. Increasing park/parklets and canopy cover in the city to reduce heat, add amenity, especially in the east. 3. More funding to support biodiversity enhancements as a priority, especially in partnership with community and hapu groups. 4. Pest Control – an ongoing priority so we do not lose the gains made eg in Goat eradication on Banks Peninsula 5. Work with LGNZ to Lobby government to pay rates on Government owned property, gst off rates and other gst back initiatives. For too long Government has put increased work onto local government without financial support – eg Fluoride. 6. Reducing our Carbon footprint a. Finishing cycleways – including local connections especially to schools – eg Te Aratai College b. Effective Transport – CCC has its role to play in ensuring Public Transport is the quickest most convenient option. c. Increased charging for inner city parking, discounts for disabled parking 7. Further work and detailed planning on infrastructure that will be impacted by climate change.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

922

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 08/04/2024

First name: Caitlin Last name: Rees

Please provide the name of the organisation
you represent:

Next GEN Conversation

What is your role in the organisation:

Representative

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May eve Tue 7 May eve

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

Next GEN conversation is a coalition of climate activist aged 10 to 15 years old, living around Christchurch. We meet regularly to discuss climate change issues. As a generation that will be most affected by the impacts of climate change and the decisions being made now we feel you have not got the balance right. We believe that maintaining things are important, we equally feel that it is important that we invest in the future, our future.

Capital programme priorities - multiple-choice

No

Capital programme - comments

More focus on climate change

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

922

Adapting to climate change - comments

Accelerating adaptation efforts. Picture this, another real possibility of a serious climate change event, much like Cyclone Gabrielle happening anywhere in Aotearoa New Zealand, an increasing possibility. In-the-now action falls upon the people of Aotearoa New Zealand. Let's be real, we can't broadcast an emergency alert if there's no power. At that moment, those experiencing the event need to be prepared. So how can Kiwis develop the know-how to protect themselves from such a climate related disaster? We need to plan ahead, be proactive, not reactive. Figure out now, where widespread likely climate disasters will be and match the right materials and resources for the emergency. Climate change places an incredible responsibility on all of us; we are the ones who can ensure the planet remains liveable for humans as well as all other living things. For us, as children and young people however, there is a clear sense of urgency and need for action. We face unprecedented changes in the climate that will affect every aspect of our lives. We are already seeing the impacts of climate change locally e.g., hotter and drier summers and flooding and erosion due to sea level rise in and around low-lying areas; nationally e.g., more extreme weather events, and of course globally. The decisions being made now will impact us the most and this is why we support accelerating adaptation planning and bringing forward funding to do so. Creating a Climate Resilience Fund While we like to think climate change denial is all but gone, questions remain around what needs to be done, when it needs to be done, and the biggie, who pays for it. As children and young people this is tricky, we don't pay for stuff – we don't know how it (taxes etc) all works. However, we want to understand and contribute and recommend this be part of an intergenerational education approach. This is our future we are discussing, this is 'our time'. We are the ones that really need this to work and start as soon as possible – for us and our children. Decision-makers can't keep kicking the climate change can down the road, focussing on what they (and those who vote) see as more pressing and important issues. Climate change IS important, and it IS here. We know some impacts are already locked in - we are already seeing the effects of rising seas and temperatures. But it could get worse. We absolutely, 100% support creating a Climate Resilience Fund. We believe an extra 16 cents a week to ensure our future is one we can look forward to, where we and all other living things are safe and healthy, is a pretty good deal!

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

Draft Long-Term Plan 2024-2034

Christchurch
City Council 

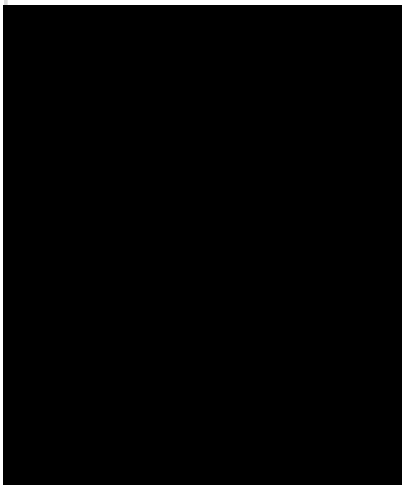
Item 3

Attachment B

Submitter Details

Submission Date: 21/04/2024

First name: Lin Last name: Roberts



Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May pm Fri 3 May am Fri 3 May pm Mon 6 May pm Mon 6 May am Tue 7 May pm Wed 8 May am

Wed 8 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

What matters most?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending.

For more information about the Draft Long Term Plan see the [Consultation Document](#).

1.1.1

Overall, have we got the balance right?

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

Nearly, but still too much short term thinking. Humanity faces existential challenges in the form of climate change and biodiversity loss, and socially inequality is driving divisions and imposing hardships. We therefore need to give priority to climate mitigation and adaption, biodiversity protection, and maintaining services that allow equity of access (e.g. libraries, swimming pools and low cost transport options, such as public and active transport). To help us achieve our climate change goals, we need to invest more money into public and active transport. For example, rather than pouring money into maintaining the status quo of a fossil fuel based transportation system (e.g. \$591 million on carriageway renewals), we need to invest a lot more in cycle infrastructure, which requires very little maintenance and will lead to reduced need for carriageway maintenance (along with health and financial benefits). Many in the community are highly aware of the challenges facing us, and give many hours of volunteer time to positive local projects, but they require support to make this possible – the Community Partnership Fund, Sustainability Fund and Biodiversity Fund are critical multipliers of volunteer work and need to be enhanced and/or reinstated.

Rates

For information about Rates see [page 39 of the Consultation Document](#).

1.2.1

Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level investment in our core infrastructure and facilities, which will mean **a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%**?

Yes

1.2.4

Comments

• Yes, these rate increases come off the back of years of under-investment in infrastructure, and commitments by councillors and mayors running on keeping rates artificially low by not investing in infrastructure when borrowing was at historically low levels. • If we decrease rates, our city loses current levels of service, and those who depend on council services such as libraries and swimming pools will be the worst off. • We need to continue investing in public transport and active transport, climate mitigation projects, and climate adaptation projects.

We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as business, and changes to our rates postponement and remissions for charities policies.

1.2.3

Do you have any comments on our proposed changes to how we rate?

• I recommend investigating Land Value Taxes, to ensure we get more productive use of our valuable city centre land. The centre of a city should be for people, not car yards and car storage. • The City Vacant Differential (CVD) should be extended to the entire city, to disincentivise land banking and increase the multiplier of the CVD from 4.523 to 6. • I agree with the proposed changes to the rating of visitor accommodation in a residential unit. Too often, new housing is built in the centre of the city, only to be snapped up by investors and let out as short-stay accommodation, limiting the supply of housing for first-home buyers, renters, and homeowners looking to downsize.

Fees & Charges

For information about Fees & Charges see [page 43 of the Consultation Document](#).

1.3.1

Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

• I support the proposed parking charges at the Botanic Gardens and Hagley Park, as these areas are well-connected by public and active transport. The \$2m a year this would raise (based on your calculations) would be useful. • Parking charges should be increased around the city. This would incentivise public transport use and cycling use, and enhance the city centre as a pedestrian friendly vibrant space. It would also improve the air quality of our city. • I strongly support charges for excess water use. For equity purposes, it is essential that residents get a basic allocation free, but use beyond that level should be charged for. I have researched the impact of tiered water charges in a number of locations in a number of regions and seen their positive impact in encouraging more sustainable water use practices. For example, when Botswana's capital Gaborone had highly restricted water supplies for around 6 months in 2015, residents' survival was greatly helped by the fact that tiered water use charges had encouraged retention of many thrifty rural water practices*. My family has a large garden, but have so far managed to maintain it without exceeding the high use limit – when building the

Item 3

Attachment B

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

house, we installed rainwater tanks under the decks, use lots of mulch, and optimise when watering is done to reduce losses. * Kadibadiba, Tshepiso, Lin Roberts, and Ronlyn Duncan. "Living in a city without water: a social practice theory analysis of resource disruption in Gaborone, Botswana." Global environmental change 53 (2018): 273-285.

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways includes staff salaries, and maintenance and running costs such as electricity and insurance.

For more information about Operational Spending see the [Consultation Document from page 23](#).

1.7

Are we prioritising the right things?

Don't know

1.2.6

Comments

• Do not cut back on services people rely upon (libraries, swimming pools, etc) • I entered "Don't know" above because I trawled through numerous linked documents and 'bubbles' on your website related to the LTP, but was unable in the time available to get any clarity about whether grants to community-led groups was counted under "operational spending or elsewhere and could not locate any information on the fate of the Sustainability Fund, the Environmental Partnerships Fund or the Biodiversity Fund. I am commenting on these here on the assumption these funds are classed as 'operational' – if these comments should appear somewhere else in this feedback, please copy them there. • As noted above, many in the community are highly aware of the challenges facing us, and give many hours of volunteer time to positive local projects – [REDACTED] for example has given over 600 volunteer hours over the last 3 years helping to maintain the Council's plantings on the Port Hills. And some of the successes of these community-led organisations have been spectacular eg the elimination of goats from Banks Peninsula. However many of the active groups, such as Banks Peninsula Conservation Trust, the Summit Road Society, the Styx Living Laboratory Trust etc, require some support to make this possible – the Community Partnership Fund, Sustainability Fund and Biodiversity Fund are critical multipliers of volunteer work and need to be enhanced and/or reinstated. • The 64p consultation document mentions 'biodiversity' three times – it appears in the Community Outcomes (p15), in the strategic priorities (p15) and in the Ngā Papatipu Rūnanga list of strategic priorities (p16), but there is no text at all indicating how this strategic priority would be advanced. Where does biodiversity management sit in the organisation and how well it is resourced? Is the biodiversity strategy integrated with the climate change strategy and three waters strategy? What approach is the council taking to Significant Natural Areas? What provision is being made to fill the gap that will be left by the Government withdrawing funding for the Jobs for Nature programme? How is the Council building partnerships with and supporting the numerous community groups who are contributing massively to the community outcomes the Council says it aspires to, and to its strategic priorities, but which may wither without the small amounts of funding they manage to survive on? What funding is available to support these groups? Such funding definitely must not decrease, and ideally will significantly increase.

Capital Programme

In this LTP we have focused on developing a deliverable capital programme.

We're proposing to spend \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%).

For more information about the Capital Programme see the [Consultation Document from page 23](#).

1.4.1

Are we prioritising the right things?

No

Item 3

Attachment B

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

1.3.7

Comments

1. Water ecosystems and infrastructure: First I wish to commend the council on the fantastic work done in south west Christchurch, particularly off Cashmere Road and at the corner of Sparks and Hendersons Roads, developing/restoring wetlands, water retention ponds etc. Not only do these wetlands significantly reduce flood levels downstream, they also support native biodiversity, and are very attractive and popular places for recreation – there are always many other people walking there when I go. However there is so much more still to be done to develop adaptive, multi-functional infrastructure and urban design that reinforces water sensitive behaviours and provides for intergenerational equity and resilience to climate change. I recently supervised a PhD thesis comparing Melbourne and Christchurch in their progress towards becoming water sensitive cities. While Christchurch made some significant progress in the 1990s with respect to how we handled storm water (especially adoption of the Six Values Framework), our progress in understanding and managing rainwater, groundwater, drinking water, stormwater and waste water as parts of an integrated interconnected system unfortunately now lags considerably behind Melbourne. The student, [REDACTED] and I would be happy to share some of the research findings and recommendations with you. Water is a valuable and critical resource and we have been underfunding research and management for several decades now. Given that the leakage rate from our water pipes is now apparently 27%, it is apparent that our underinvestment in maintenance and replacement is now coming back to bite us. Under the current plan, the proposal is to spend less (\$217m) on water supply in the next three years than was planned for the same years in the last Long Term Plan (\$221m) - and yet construction costs have increased by 27% during that time. Delaying this repair work is bad economics and wasting resources – costs will just increase the longer the work is postponed. As well as funding for drinking water pipe repair and maintenance, funding is also required to implement the Healthy Water Bodies Action plan which details holistic goals and targeted for waterway health outside of stormwater quality and to reach those targets in that plan. The very small waterways restoration budget is inadequate. 2. Transport: Balance needs to shift away from motor vehicles to public transport and active transport, and much more ambitious goals set for improvements in the share of non-car modes in daily trips (p109, vol1). • Cycling: The Major Cycle Routes (MCRs) have been delayed. These need to be sped up. If the cost of cycling infrastructure is prohibitive at this current moment, then it would be worth looking at the work done in Wellington (and other cities around the world, including Seville) around rolling out a cycle network faster and cheaper. There is a good article from The Spinoff about this (Wellington's massive cycling upgrade is ambitious, fast, and surprisingly cheap | The Spinoff), but the basic idea is rolling out cycleways fast by putting up plastic hit sticks and barrier arms, and being flexible. This is similar to the cycleway rolled out on Park Avenue. • I understand the following Climate Emergency Response Fund projects have been cut, and these need to be added back in: o The cycle link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, which will reduce congestion. o The cycle connection on Cashmere Road, between Hoon Hay Road and Oderings Garden Centre. o The cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail and Barrington Shopping Centre, and improving cycling connections for neighbourhoods such as Aidanfield and Ngā Puna Wai. o The upgrade of intersections of Aldwins/Ensors/Ferry and Aldwins/Buckleys/Linwood. The safety improvements will include the installation of safe speed platforms to slow people down as they enter an intersection so they can stop in time if they need to. o Pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School. o Upgrading six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings. o A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road. o A new cycle route in Richmond that will connect cyclists from the north to the south of Richmond.

1.4.2

Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme?

Transport?

For more information about Transport see [page 31 of the Consultation Document](#).

• Transport makes up 54% of Christchurch's gross emissions; cars alone are 22%, whilst utes and vans are 10%. There were also 462 premature deaths attributed to human-made air pollution in Christchurch in 2016. The bulk of this air pollution is caused by exhaust fumes from fossil fuel vehicles. • We need to focus on reducing these emissions and deaths. We can do so by: o Ensuring we build a denser city, not continuing to sprawl out over our farmland o Disincentivise private vehicle usage, and provide better public transport options, including creating more bus lanes, which have worked well on Lincoln Road. o Continue/accelerate the rollout of the cycleways, with highest priority on the City to Sea Pathway/Otakaro Avon River Route (especially Section 1 Fitzgerald to Swanns Rd Bridge which keeps getting deferred), and the North-East cycle route – these cycleways will service areas which are currently underserved by existing infrastructure. Note the detailed recommendations re cycleways in answer to the previous question on capital spending. (Note that given that the draft GPS would prioritise areas for cycling which already have proven volumes of cyclists present, we're probably more likely to get central government funding if we prioritise the Southern Lights/Opawaho River Route due to the high cycling rates in south Christchurch, or possibly cycle connections to the existing MCRs.) • We also need to green our streets with trees and other plants, as part of the Urban Forest plan. Tree-lined streets slow down drivers, and slower drivers are safer drivers, and emit less greenhouse gases. They also make walking and cycling more attractive, by providing shade on hot days, reducing air pollution, and are just nicer to look at.

1.4.3

Parks, heritage or the coastal environment?

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

For more information about Parks, Foreshore and Heritage see [page 32 of the Consultation Document](#).

- More funding is needed to implement the biodiversity strategy (less than 50% of actions are being implemented)

1.4.4

Libraries?

For more information about Libraries see [page 33 of the Consultation Document](#).

- These are a critical service and contribute to enhancing equality of access and reducing our collective footprint (multiple people benefiting from access to one book, ebook, audible book, video or movie).

1.4.5

Solid waste and resource recovery?

For more information about Waste and Recycling see [page 32 of the Consultation Document](#).

We value the collection service for waste and organic and inorganic recyclable materials. As national standardisation of what can be recycled is rolled out, I look for increased/improved communication on what can go in the yellow and green bins, alongside information on what other options there are. E.g. a number of recent articles have quoted council spokespeople saying that soft plastics cannot be recycled, meaning they cannot go in the council yellow bin, but failing to mention that they can be recycled via collection bins at New World, The Warehouse, and Countdown. There are also outlets for many other smaller waste streams (eg wine bottle lids, aluminium can tabs, batteries, plastic lids) – I have slowly identified places to dispose of almost all our waste items, but it would be really helpful if CCC published a simple guide and kept it regularly updated (e.g. on their website). Our household produces very little red bin waste. One of the bulkiest items in our red bin is plastic netting which had been used by CCC contractors to protect seedlings on the Port Hills. As a biodiversity volunteer, [REDACTED] team weeds and maintains these plantings, and frequently the netting is disintegrating and needs to be replaced. Use of more sustainable plant protection barriers would cut out this waste stream.

1.4.6

Other aspects of our capital spend or capital programme?

For information on other aspects like Drinking Water, Wastewater, Stormwater, Sport and Recreation and Climate Change see the [Consultation Document from page 29](#).

See above for comments on water. Climate change has to be an over-riding priority across all work streams

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great place to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and asset. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

For more information about additional opportunities see [page 46 of the Consultation Document](#).

1.5.1

Which of the following do you think should be our focus for the 2024 - 2034 Long Term Plan?

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Additional savings and efficiencies

For information about additional savings and efficiencies see [page 47 of the Consultation Document](#).

1.5.2

Item 3

Attachment B

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the Draft LTP 2024 2034?

As noted above, we need to maintain and/or enhance our investments in climate mitigation and adaption, including our cycleways, biodiversity protection, and any services that enhance equity. Public assets should be kept. The key exception – the giant elephant in the room with respect to CCC's climate change goals - is its significant indirect investment in the proposed Tarras Airport. Air travel and sea travel have to date not been captured within national emission accounts, but that is likely to soon change as the reality and enormous cost of climate change becomes harder to ignore. It will be decades, if ever, before international air transport becomes 'low carbon' so pressure against air travel is likely to significant increase over the next decade, and the idiocy of proposing a new international airport in Otago will be irrefutable. Steps to divest this asset and recover this investment should begin as soon as possible.

Major event bid funding

Christchurch competes with other cities in New Zealand and around the world to attract major international sports, business and music events through event bid funding. While the city has an established portfolio of events and attracts a range of other events, there are opportunities to grow the existing events and attract new events to the city. This would require additional funding.

For more information about the major event bid funding see [page 49 of the Consultation Document](#).

1.5.4

Should we leave bid funding for major and business events at current levels in the draft LTP, as proposed? Or should we increase the bid funding?

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

More investment in adapting to climate change

Our district faces diverse climate hazards, from rising sea levels to more frequent extreme weather events. At a high level, we're spending \$318 million over 10 years on projects that have a direct impact on climate change mitigation, and \$1 billion over 10 years on projects that directly help us adapt and build our resilience. We could bring forward to 2024/25 the additional \$1.8 million annually that is currently proposed to start in 2027/28. This would accelerate the Coastal Adaptation Planning Programme and boost overall community preparedness and resilience.

For more information about adapting to climate change see [pages 51 and 52 of the Consultation Document](#).

1.5.1

Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate our grasp of the climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

Yes - bring \$1.8 million forward.

1.5.2

Should we create a climate adaptation fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans? Implementing this fund would result in a rates increase of 0.25% per annum over the LTP period. How this fund would be established, managed and governed, and the criteria of how the fund will be used, all require further work. As part of that process there will be further opportunity for residents to have their say.

Yes - create a climate adaption fund.

1.4.8

Do you have any comments on our additional proposals to invest more in adapting to climate change?

This should be a high priority for the council. Even if humanity succeeds in limiting global warming to 1.5 - 2 degrees, there will be negative externalities (e.g. more extreme weather, higher sea levels) that need to be addressed. However, we have to both mitigate our emissions AND work on adaptation.

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

Our Community Outcomes and Priorities

Our LTP is guided by the Council's Strategic Framework 2024-34 - it's the cornerstone for our long term vision, steering how we dedicate our energy and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

For more information about our community outcomes and priorities see [page 15 of the Consultation Document](#).

1.5.1

Do you have any thoughts on our vision, community outcomes and strategic priorities?

CCC's guiding vision, with its focus on everything new (ideas, people, investment and ways of doing things) does not speak to me – yes, many new ideas etc are great (but some are idiotic and threaten our future, like Tarras airport), but so is the sense of place, stability and security that comes with connection with familiar landscapes, locations, people, practices and history. I would be much more comfortable with a vision that provides a greater balance between past, present and future, and that captures more the ideas in the small print below it about building “a thriving, inclusive, and sustainable city for all”. However I like all the community outcomes 2024-34, particularly “A green, liveable city” and am happy with all of “Our strategic priorities 2022-25”. I also support the following strategy documents that underpin the Draft LTP especially where nature-based solutions and enhancing indigenous biodiversity have been given preference: Ōtautahi Climate Resilience Strategy; Ōtautahi Urban Forests plan; Te Pātaka o Rākaihautū/Banks Peninsula Destination Management plan; Banks Peninsula Community Board Plan 2023-25; and Whaka- Ora/Healthy Harbour Plan.

Potential disposal of Council-owned properties

For information about the potential disposal of Council-owned properties see [page 54-57 of the Consultation Document](#).

You can find more detail from [page 215 in Volume 1 of the Draft Long Term Plan](#).

1.5.1

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

I oppose sale of 26 Waipara St as I understand it is the only possible future link from Cracroft proper through to a future shared path along the Cashmere Stream

1.5.3

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

I oppose – some or all of these should be retained and a proper Port Hills Red Zone plan developed for their future use - e.g., fire mitigation, native plantings, etc. If they are sold, they should first be offered back to the previous owners

1.5.2

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

I have no opinion

Anything else?

1.6.1

Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?

Find information about the Draft Long Term Plan in the [Consultation Document](#).

Thank you for the opportunity to comment.

Future feedback

3614

Draft Long-Term Plan 2024-2034 from Roberts, Lin

1.6.2

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes.

Name	
CCC LTP submission 2024 Lin Roberts.docx	

Item 3

Attachment B

3614

Item 3

Attachment B

Submission on the CCC Long Term Plan 2024-2034

Dr Lin Roberts, [REDACTED] 19 April 2024

Thank you for the opportunity to comment on the LTP, and thank you for all the work done in preparing it.

Questions:

Q1 - Overall, have we got the balance right?

Nearly, but still too much short term thinking. Humanity faces existential challenges in the form of climate change and biodiversity loss, and socially inequality is driving divisions and imposing hardships.

We therefore need to give priority to climate mitigation and adaption, biodiversity protection, and maintaining services that allow equity of access (e.g. libraries, swimming pools and low cost transport options, such as public and active transport).

To help us achieve our climate change goals, we need to invest more money into public and active transport. For example, rather than pouring money into maintaining the status quo of a fossil fuel based transportation system (e.g. \$591 million on carriageway renewals), we need to invest a lot more in cycle infrastructure, which requires very little maintenance and will lead to reduced need for carriageway maintenance (along with health and financial benefits).

Many in the community are highly aware of the challenges facing us, and give many hours of volunteer time to positive local projects, but they require support to make this possible – the Community Partnership Fund, Sustainability Fund and Biodiversity Fund are critical multipliers of volunteer work and need to be enhanced and/or reinstated.

Q2 - Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?

- **Yes**, these rate increases come off the back of years of under-investment in infrastructure, and commitments by councillors and mayors running on keeping rates artificially low by not investing in infrastructure when borrowing was at historically low levels.
- If we decrease rates, our city loses current levels of service, and those who depend on council services such as libraries and swimming pools will be the worst off.
- We need to continue investing in public transport and active transport, climate mitigation projects, and climate adaptation projects.

Q3 - We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement

3614

and remissions for charities policies. Do you have any comments on our proposed changes to how we rate?

- I recommend investigating Land Value Taxes, to ensure we get more productive use of our valuable city centre land. The centre of a city should be for people, not car yards and car storage.
- The City Vacant Differential (CVD) should be extended to the entire city, to disincentivise land banking and Increase the multiplier of the CVD from 4.523 to 6.
- I agree with the proposed changes to the rating of visitor accommodation in a residential unit. Too often, new housing is built in the centre of the city, only to snapped up by investors and let out as short-stay accommodation, limiting the supply of housing for first-home buyers, renters, and homeowners looking to downsize.

Q4 - Fees & Charges. Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

- I support the proposed parking charges at the Botanic Gardens and Hagley Park, as these areas are well-connected by public and active transport. The \$2m a year this would raise (based on your calculations) would be useful.
- Parking charges should be increased around the city. This would incentivise public transport use and cycling use, and enhance the city centre as a pedestrian friendly vibrant space. It would also improve the air quality of our city.
- I strongly support charges for excess water use. For equity purposes, it is essential that residents get a basic allocation free, but use beyond that level should be charged for. I have researched the impact of tiered water charges in a number of locations in a number of regions and seen their positive impact in encouraging more sustainable water use practices. For example, when Botswana's capital Gaborone had *highly* restricted water supplies for around 6 months in 2015, residents' survival was greatly helped by the fact that tiered water use charges had encouraged retention of many thrifty rural water practices¹. My family has a large garden, but have so far managed to maintain it without exceeding the high use limit – when building the house, we installed rainwater tanks under the decks, use lots of mulch, and optimise when watering is done to reduce losses.
- Q5 - Operational Spending. Are we prioritising the right things?
- Do not cut back on services people rely upon (libraries, swimming pools, etc)
- I entered "Don't know" above because I trawled through numerous linked documents and 'bubbles' on your website related to the LTP, but was unable in the time available to get any clarity about whether grants to community-led groups was counted under "operational spending or elsewhere and could not locate any information on the fate of the Sustainability Fund, the Environmental Partnerships Fund or the Biodiversity Fund. I am commenting on these here on the assumption these funds are classed as 'operational' – if these comments should appear somewhere else in this feedback, please copy them there.

¹ Kadibadiba, Tshepiso, Lin Roberts, and Ronlyn Duncan. "Living in a city without water: a social practice theory analysis of resource disruption in Gaborone, Botswana." *Global environmental change* 53 (2018): 273-285.

3614

- As noted above, many in the community are highly aware of the challenges facing us, and give many hours of volunteer time to positive local projects – [REDACTED] for example has given over 600 volunteer hours over the last 3 years helping to maintain the Council's plantings on the Port Hills. And some of the successes of these community-led organisations have been spectacular eg the elimination of goats from Banks Peninsula. However many of the active groups, such as Banks Peninsula Conservation Trust, the Summit Road Society, the Styx Living Laboratory Trust etc, require some support to make this possible – the Community Partnership Fund, Sustainability Fund and Biodiversity Fund are critical multipliers of volunteer work and need to be enhanced and/or reinstated.
- The 64p consultation document mentions 'biodiversity' three times – it appears in the Community Outcomes (p15), in the strategic priorities (p15) and in the Ngā Papatipu Rūnanga list of strategic priorities (p16), but there is no text at all indicating how this strategic priority would be advanced. Where does biodiversity management sit in the organisation and how well it is resourced? Is the biodiversity strategy integrated with the climate change strategy and three waters strategy? What approach is the council taking to Significant Natural Areas? What provision is being made to fill the gap that will be left by the Government withdrawing funding for the Jobs for Nature programme? How is the Council building partnerships with and supporting the numerous community groups who are contributing massively to the community outcomes the Council says it aspires to, and to its strategic priorities, but which may wither without the small amounts of funding they manage to survive on? What funding is available to support these groups? Such funding definitely must not decrease, and ideally will significantly increase.

Q6 - Capital Programme

In this LTP we have focused on developing a deliverable capital programme.

We're proposing to spend \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%).

For more information about the Capital Programme see the [Consultation Document from page 23](#).

Are we prioritising the right things?

No.

- **Cycling:** The Major Cycle Routes (MCRs) have been delayed. These need to be sped up. If the cost of cycling infrastructure is prohibitive at this current moment, then it would be worth looking at the work done in Wellington (and other cities around the world, including Seville) around rolling out a cycle network faster and cheaper. There is a good article from The Spinoff about this ([Wellington's massive cycling upgrade is ambitious, fast, and surprisingly cheap | The Spinoff](#)).

3614

Spinoff), but the basic idea is rolling out cycleways fast by putting up plastic hit sticks and barrier arms, and being flexible. This is similar to the cycleway rolled out on Park Avenue.

- I understand the following Climate Emergency Response Fund projects have been cut, and these need to added back in:
 - The cycle link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, which will reduce congestion.
 - The cycle connection on Cashmere Road, between Hoon Hay Road and Oderings Garden Centre.
 - The cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail and Barrington Shopping Centre, and improving cycling connections for neighbourhoods such as Aidanfield and Ngā Puna Wai.
 - The upgrade of intersections of Aldwins/Ensors/Ferry and Aldwins/Buckleys/Linwood. The safety improvements will include the installation of safe speed platforms to slow people down as they enter an intersection so they can stop in time if they need to.
 - Pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School.
 - Upgrading six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings.
 - A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road.
 - A new cycle route in Richmond that will connect cyclists from the north to the south of Richmond.

Water ecosystems and infrastructure:

First I wish to commend the council on the fantastic work done in south west Christchurch, particularly off Cashmere Road and at the corner of Sparks and Hendersons Roads, developing/restoring wetlands, water retention ponds etc. Not only do these wetlands significantly reduce flood levels downstream, they also support native biodiversity, and are very attractive and popular places for recreation – there are always many other people walking there when I go.

However there is so much more still to be done to develop adaptive, multi-functional infrastructure and urban design that reinforces water sensitive behaviours and provides for intergenerational equity and resilience to climate change. I recently supervised a PhD thesis comparing Melbourne and Christchurch in their progress towards becoming water sensitive cities. While Christchurch made some significant progress in the 1990s with respect to how we handled storm water (especially adoption of the Six Values Framework), our progress in understanding and managing rainwater, groundwater, drinking water, stormwater and waste water as parts of an integrated interconnected system unfortunately now lags considerably behind Melbourne. The student, [REDACTED], and I would be happy to share some of the research findings and recommendations with you.

Water is a valuable and critical resource and we have been underfunding research and management for several decades now. Given that the leakage rate from our water pipes is now apparently 27%, it is apparent that our underinvestment in maintenance and replacement is now coming back to bite us. Under the current plan, the proposal is to spend less (\$217m) on water supply in the next three years than was planned for the same years in the last Long Term Plan (\$221m) - and yet construction costs have increased by 27% during that time. Delaying this repair work is bad economics and wasting resources – costs will just increase the longer the work is postponed.

3614

As well as funding for drinking water pipe repair and maintenance, funding is also required to implement the Healthy Water Bodies Action plan which details holistic goals and targeted for waterway health outside of stormwater quality and to reach those targets in that plan. The very small waterways restoration budget is inadequate.

Q7. Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme?

Q7.1 - Transport?

- Transport makes up 54% of Christchurch's gross emissions; cars alone are 22%, whilst utes and vans are 10%. There were also 462 premature deaths attributed to human-made air pollution in Christchurch in 2016. The bulk of this air pollution is caused by exhaust fumes from fossil fuel vehicles.
- We need to focus on reducing these emissions and deaths. We can do so by:
 - Ensuring we build a denser city, not continuing to sprawl out over our farmland
 - Disincentivise private vehicle usage, and provide better public transport options, including creating more bus lanes, which have worked well on Lincoln Road.
 - Continue/accelerate the rollout of the cycleways, with highest priority on the City to Sea Pathway/Otakaro Avon River Route (especially Section 1 Fitzgerald to Swanns Rd Bridge which keeps getting deferred), and the North-East cycle route – these cycleways will service areas which are currently underserved by existing infrastructure. Note the detailed recommendations re cycleways in answer to the previous question on capital spending. (Note that given that the draft GPS would prioritise areas for cycling which already have proven volumes of cyclists present, we're probably more likely to get central government funding if we prioritise the Southern Lights/Opawaho River Route due to the high cycling rates in south Christchurch, or possibly cycle connections to the existing MCRS.)
- We also need to green our streets with trees and other plants, as part the Urban Forest plan. Tree-lined streets slow down drivers, and slower drivers are safer drivers, and emit less greenhouse gases. They also make walking and cycling more attractive, by providing shade on hot days, reducing air pollution, and are just nicer to look at.

Q7.2 - Parks, heritage or the coastal environment?

- More funding is needed to implement the biodiversity strategy (less than 50% of actions are being implemented)

Q7.3 - Libraries?

- These are a critical service and contribute to enhancing equality of access and reducing our collective footprint (multiple people benefiting from access to one book, ebook, audible book, video or movie).

Q7.4 - Solid waste and resource recovery?

We value the collection service for waste and organic and inorganic recyclable materials. As national standardisation of what can be recycled is rolled out, I look for increased/improved communication on what can go in the yellow and green bins, alongside information on what other options there are. E.g. a

3614

number of recent articles have quoted council spokespeople saying that soft plastics cannot be recycled, meaning they cannot go in the council yellow bin, but failing to mention that they can be recycled via collection bins at New World, The Warehouse, and Countdown. There are also outlets for many other smaller waste streams (eg wine bottle lids, aluminium can tabs, batteries, plastic lids) – I have slowly identified places to dispose of almost all our waste items, but it would be really helpful if CCC published a simple guide and kept it regularly updated (e.g. on their website).

Our household produces very little red bin waste. One of the bulkiest items in our red bin is plastic netting which had been used by CCC contractors to protect seedlings on the Port Hills. As a biodiversity volunteer, [REDACTED] team weeds and maintains these plantings, and frequently the netting is disintegrating and needs to be replaced. Use of more sustainable plant protection barriers would cut out this waste stream.

Q7.5 - Other aspects of our capital spend or capital programme?

Q8 - Additional opportunity and options to our main proposal. Which of the following do you think should be our focus for the 2024 - 2034 Long Term Plan?

Yes, Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, biodiversity protection, and fostering low-carbon transport).

Q9 - Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the Draft LTP 2024-2034?

As noted above, we need to maintain and/or enhance our investments in climate mitigation and adaption, including our cycleways, biodiversity protection, and any services that enhance equity.

Public assets should be kept. The key exception – the giant elephant in the room with respect to CCC's climate change goals - is its significant indirect investment in the proposed Tarras Airport. Air travel and sea travel have to date not been captured within national emission accounts, but that is likely to soon change as the reality and enormous cost of climate change becomes harder to ignore. It will be decades, if ever, before international air transport becomes 'low carbon' so pressure against air travel is likely to significant increase over the next decade, and the idiocy of proposing a new international airport in Otago will be irrefutable. Steps to divest this asset and recover this investment should begin as soon as possible.

Q10 - Major event bid funding. Should we leave bid funding for major and business events at current levels in the draft LTP, as proposed? Or should we increase the bid funding?

Maintain at current levels

Q11 - More investment in adapting to climate change. Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate our grasp of the climate risks?

Yes - bring \$1.8 million forward.

3614

Q12 - Should we create a climate adaptation fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans?

Yes - create a climate adaption fund.

This should be a high priority for the council. Even if humanity succeeds in limiting global warming to 1.5 - 2 degrees, there will be negative externalities (e.g. more extreme weather, higher sea levels) that need to be addressed. However, we have to both **mitigate** our emissions AND work on adaptation.

Q13 - Our Community Outcomes and Priorities. Do you have any thoughts on our vision, community outcomes and strategic priorities?

CCC's guiding vision, with its focus on everything new (ideas, people, investment and ways of doing things) does not speak to me – yes, many new ideas etc are great (but some are idiotic and threaten our future, like Tarras airport), but so is the sense of place, stability and security that comes with connection with familiar landscapes, locations, people, practices and history. I would be much more comfortable with a vision that provides a greater balance between past, present and future, and that captures more the ideas in the small print below it about building “a thriving, inclusive, and sustainable city for all”.

However I like all the community outcomes 2024-34, particularly “A green, liveable city” and am happy with all of “Our strategic priorities 2022-25”.

I also support the following strategy documents that underpin the Draft LTP especially where nature-based solutions and enhancing indigenous biodiversity have been given preference: Ōtautahi Climate Resilience Strategy; Ōtautahi Urban Forests plan; Te Pātaka o Rākaihautū/Banks Peninsula Destination Management plan; Banks Peninsula Community Board Plan 2023-25; and Whaka- Ora/Healthy Harbour Plan.

Q14 - What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

I oppose sale of 26 Waipara St as I understand it is the only possible future link from Cracroft proper through to a future shared path along the Cashmere Stream

Q15 - What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

I oppose – some or all of these should be retained and a proper Port Hills Red Zone plan developed for their future use - e.g., fire mitigation, native plantings, etc. If they are sold, they should first be offered back to the previous owners

3614

Q16 - What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

I have no opinion

Item 3

Attachment B

3824

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Di Last name: Lucas

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

Average rates - multiple-choice

Don't know

Operational spending priorities - multiple-choice

No

Operational spending - comments

sustainable management is crucial. Better protection of high value soils for food production is also needed. Also both the climate crisis & the biodiversity crisis need to be better recognised, such as in management of council/public lands across the city including riparian areas.

Capital programme priorities - multiple-choice

Don't know

Capital programme - comments

The development of the organics processing facility at Hornby is supported but only if the liquid portion is appropriately managed in terms of moisture, nutrients and emissions. (see below)

Capital: Solid waste and resource recovery - comments

The development of the organics processing facility at Hornby is supported but only if the liquid portion is appropriately managed. The current proposal to regularly truck the liquid for up to 25km to dispose of it on farmland is questioned. Disposal on to class 1 soils that typically do not require irrigation for several months of the year is potentially problematic in terms of excess moisture and nutrients seasonally. As an intended long-term management solution, movement of the liquid by truck is questioned. Piping to a productive constructed wetland in a contained area might be more appropriate.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

3824

Yes - create a climate adaption fund.

Adapting to climate change - comments

CCC needs to address climate change mitigation, resilience and adaptation. Resilience includes wildfire resilience. There are extensive areas of flammable landcover across the council area. I have seen no measures to address reducing their flammability to increase fire resilience. Plantations have been permitted or consented that pose serious threats as does extensive flammable vegetation connectivity. Measures to encourage, support and/or require increased wildfire resilience through vegetation change and ensuring adequate firebreaks as non-flammable areas are increasingly needed.

Strategic Framework - comments

Ōtautahi Christchurch – a place of opportunity for all. A place open to new ideas, new people, new investment, and new ways of doing things. A place where anything is possible. This final sentence is excessive. It is an invitation to activities that might be socially, culturally and environmentally unsuitable. Please edit .

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

2847

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Colleen Last name: Philip

Please provide the name of the organisation
you represent:

Sustainable Ōtautahi Christchurch

What is your role in the organisation:

Chairperson

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May pm Fri 3 May pm Mon 6 May pm Tue 7 May pm Wed 8 May pm Thu 9 May pm Fri 10
May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

No. Enhance climate preparedness and consider equity issues.

Average rates - multiple-choice

Yes

Average rates - comments

While we understand how under pressure financially both the council and ratepayers are but deferring things will make them more expensive in the future.

Changes to how we rate - comments

SOC do not agree with changes to rates remissions for community groups which look likely to result in less support for them. We believe the status quo should remain given the value these organisations give to the city and its citizens.

Fees & charges - comments

There was mixed reaction when the idea of charging for parking at the Hagley Park carpark was discussed. Overall the sentiment was against this as it is parking used to access an important site for families and others in the community for whom a charge will be a significant barrier. We would prefer you seek alternate places to implement or increase parking charges. Why do we have Wilson's carparking in private ownership? This should be publicly owned and the proceeds support the Council. We have been told that Council would lose money if it owned these

2847

carparks but this makes no sense given a private company chooses to own them and appears to be making enough money to continue to do so.

Operational spending - comments

SOC strongly support the city's libraries and community spaces and support maintaining them and the level of service the city receives from them. Library staff are great ambassadors for the Council and our city. We strongly support the move away from 'contracting out' for parks and bringing more 'in house' in this and other areas.

Capital programme - comments

We urge Council to consider proceeding with the Te Aratai cycleway connection despite the withdrawal of government funding as with it planned and ready to go there is no cheaper time to proceed. It is important to be innovative and try to find ways to build what we need, especially to get emissions down, in a way that is as efficient and economical as possible, while still keeping people safe. Look for cheaper - not 'gold plated'. SOC seeks a budget that has significantly more allocation of the transport budget towards walking, biking, and bus lane projects, as opposed to the current budget which is almost entirely on vehicle capacity and road maintenance projects. SOC would rather have safe, sustainable, and comfortable alternative transportation options even if it means our road maintenance program is slowed. Very little support from SOC for Te Kaha. We realize it is a done deal but still want to emphasise the burden this is on citizens and wonder if they were actually as well informed about the for-forever rates burden as they needed to be before this decision was made.

Areas to reduce costs to provide savings - comments

DO NOT sell assets other than those listed later in the document. Public ownership is important and selling assets is not a longer term solution for current problems. There are very good reasons for Council to be involved in social housing. We support Council ownership of social housing. There is an opportunity to build more low cost cycleways with just paint and bollards (Park Tce, etc.) while performing maintenance and renewal projects. Other cities around the world have rapidly expanded their cycle networks by joining these projects together.

Event bid funding - comments

There is no appetite within SOC for increasing event funding unless it is toward things that add to health and well being. The idea of slow tourism is favoured. As is the use of the natural features of our beautiful city. Rather than bringing in more large events why not give more support to some of the wonderful attractions we already have e.g. Orana Wildlife Park.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

The additional \$1.8 million spend: More efficient to do it faster. False economy to wait. You need to be responsive to all the public consultations which have emphasised the desire for climate action. Including "What Matters Most" as this LTP was being prepared. The Council - community relationship must be strengthened and ignoring oft repeated community priorities, for expediency, will not help at all. Additional proposals to invest more in adapting to climate change: This should be used for public infrastructure only. There needs to be a very serious conversation around private assets (including housing). There appear to be people banking on compensation rather than making sensible choices with regard to their assets and this must not be encouraged. We cannot socialise the financial consequences of bad individual decisions because of people refusing to accept the realities of climate change.

Strategic Framework - comments

Climate - number one. Libraries and community spaces - very important. Valuing our natural features and assets - look after, protect and utilise in a sensitive way. Develop an ecosanctuary - this has been well supported in repeated consultations including on the future use of the Res red zone. Help with the transition from Jobs for Nature. So much good work is being done through this scheme and we need to keep the gains. Port - environmental levy on cruise ships. Make the 'hold' on Tarras airport permanent! One asset we do support selling is the land bought for that. (We know it is ChCh Airport but Council have some role here.) Keep Orion in public ownership. So important, and they have a good record vis a vis engaging with community.

2847

Disposal of 5 Council-owned properties - comments

There does not appear to be a compelling reason to keep these properties.

Disposal of Red Zone properties - comments

BUT this process appears flawed. You need to go back to the people who were effectively forced out. Danger of pain, bitterness and an ongoing sense of grievance.

Anything else about the LTP24-34 - comments

More sustainable well- planned housing. Good design is important. Developer- led not always best. Well done to Council for some beautiful buildings since the earthquakes. Sometimes public does it better. Public buildings can be exemplars, including in how to store carbon by design and build options using materials that do so. Some wonderful examples around the world. How can this be encouraged more widely? Please make meaningful progress towards the strategic priority this council set which is to reduce emissions. You have set targets yet actions so far show there appears to be no real intent to meet these. This is not a way to restore public trust and confidence in Council.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

2808

Submission CCC Longterm Plan 2024- 2034
20th April 2024

Kate Whyte


I support the Councils “Key Community Outcomes” as identified on Page 15 of the “Consultation Document”. As such I found it surprising that Banks Peninsula was barely identified within the plan. Banks Peninsula, which includes the Port Hills is a large part of the City and an asset of enormous potential.

Within the Outcome of “A green liveable city” all the goals relating to climate resilience, protecting and regenerating the environment (especially indigenous biodiversity), water bodies, and tree canopy, apply to all of Banks Peninsula (including the Port Hills) as well as urban Christchurch.

Banks Peninsula has the ability to deliver huge benefits to the City. It is a biodiversity jewel that is connected through geography, waterways, habitat and wildlife movements to the Urban centre of the City and its northern coastal corridor and beyond.

Organisations such as Banks Peninsula Conservation Trust (BPCT) and the Pest Free Banks Peninsula (PFBP) collaboration help deliver on all these goals of “A green liveable city”, and at very low cost to the Council. CCC funding for these community led programmes is a no brainer as any funds from Council are amplified many times by the ability of BPCT and PFBP to leverage off these funds to secure funding from other organisations. These organisations have enormous buy in from the community and encourage and enable community to be involved. This in turn helps contribute to community wellbeing through providing social, recreational and educational opportunities.

Banks Peninsula also carries its weight by contributing to the other key community outcomes of the plan:

- The wealth of natural, biodiversity and cultural experiences or “ecotourism” in the Banks Peninsula region of the City contributes to “A Thriving Prosperous City” by raising productivity in smart and innovative ways, whilst native habitat regeneration contributes to carbon sequestration and reducing impacts of climate change.
- Protecting our natural heritage is also an important aspect of growing “A Cultural Powerhouse City”
- Supporting a rich heritage of native habitat and wildlife throughout our City contributes to “A Collaborative Confident City” where our resident can actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.

2808

I am concerned that:

1. Council funds such as the Environmental Partnership Fund and Biodiversity Funds may be reduced or lost from this Plan. These funds are the partnership between Council and community. They ensure organisations such as BPCT and PFBP can keep the lights on and continue delivering on the ecological vision of the community and the goals identified by Council in this Plan. I urge the Council to ensure that these or similar types of Funds continue to be provided for.
2. Council maintains enough capital and operational budget to maintain the biosecurity work that keeps the biodiversity values on Council owned land.
3. There appears to be no provision funding for 61744 Programme Regional Parks Port Hills and Banks Peninsula Acquisitions in the Capital Programme . This is a significant concern because of the important role the CCC Regional Parks play in enhancing biodiversity, recreational and tourist opportunities on Banks Peninsula and in delivering on the Council's Banks Peninsula Destination Management plan.

In addition, I support:

1. The Council accelerating Adaption Planning. We must start investing now or the costs will only increase. It is not socially equitable to put this off potentially leaving the future increased costs to our children.
2. Creating a Climate Resilience Fund. Again, we need to be investing now to meet the future costs. It cant all be left to the next generation.
3. I support maintaining our existing levels of service and investment in core infrastructure and facilities where this contributes positively to future generations when looking through a climate change lens.

I would like to speak to my submission
Thank you for the oipportunity to submit.

Kate Whyte

2823

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Aurora Last name: Garner-Randolph

Please provide the name of the organisation
you represent:

School Strike For Climate Ōtautahi

What is your role in the organisation: Key
organiser

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May eve Thu 2 May pm Fri 3 May am Fri 3 May pm Sat 4 May am Sat 4 May pm Mon 6 May
pm Mon 6 May am Tue 7 May pm Tue 7 May eve Wed 8 May am Wed 8 May pm Thu 9 May am
Thu 9 May pm Fri 10 May am Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

No. Infrastructure needs more investment. There needs to be more operational spending. Services shouldn't be cut.
Rates need to rise by more. See attached document for further submission information.

Average rates - multiple-choice

Yes

Average rates - comments

Rates should rise by even more to maintain and extend services. See attached document for further submission
information.

Changes to how we rate - comments

Yes. We support extending the vacant differential and rating visitor accommodation. See attached document for
further submission information.

Fees & charges - comments

Yes. Fees shouldn't increase, and car parks should be charged but transport options should be provided. See
attached document for further submission information.

2823

Operational spending - comments

Rates should be raised to support operational spending. This should not be borrowed. Staff wages should rise with inflation. See attached document for further submission information.

Capital programme priorities - multiple-choice

No

Capital programme - comments

Money put into roads is never going to be worth it. Far more money should be spent in general, and far more on climate mitigation and adaptation. See attached document for further submission information.

Capital: Transport - comments

Road spending is not worth it unless it also supports pedestrians, cyclists, and public transport users. See attached document for further submission information.

Capital: Parks, heritage or the coastal environment - comments

Parks and the coastal environment must be protected. Lawns should be mowed less, regardless of the money saved by doing so. See attached document for further submission information.

Capital: Libraries - comments

Libraries should get more money. See attached document for further submission information.

Capital: Solid waste and resource recovery - comments

No comment. See attached document for further submission information.

Capital: Other - comments

See attached document for further submission information.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

No. See attached document for further submission information.

Event bid funding - comments

Bid funding should consider the climate. See attached document for further submission information.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

Much more money should be invested in these now. Climate action is cheaper earlier. See attached document for further submission information.

Strategic Framework - comments

See attached document for further submission information.

Disposal of Red Zone properties - comments

T24Consult Page 2 of 3

2823

This is bad. Council should immediately repurpose the Port Hills Residential Red Zone for native replanting.

Gift of Yaldhurst Memorial Hall - comments

This is good.


Anything else about the LTP24-34 - comments

See attached document for further submission information.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
	ss4co ccc 2024 ltp submission

2823

School Strike For Climate Ōtautahi Submission on the CCC LTP 2024-2034

Aurora Garner-Randolph, Organiser, School Strike For Climate Ōtautahi.

This is the submission of School Strike For Climate Ōtautahi (SS4CŌ) on Christchurch City Council's draft Long Term Plan 2024-2034. Many submissions start by thanking government or council for the opportunity to submit, but SS4CŌ represents politically engaged teenagers, with many below the age of 18. They aren't allowed to be involved in the process of governance in the same way as people over 18, because 16-18 year olds are denied the human right to vote. Therefore, we can't in good conscience thank CCC until it does its part to make sure that our younger members are allowed to vote, which CCC can do by submitting to central government for a lowered voting age and by making sure that future consultations proactively include Ōtautahi's rangatahi.

In the LTP, CCC says it is "committed to participatory democracy". We think that's not true. The LTP comes in the form of:

- a 500 page document in two volumes; and
- dozens and dozens of other documents, including many activity plans, asset management plans, and schedules of capital spending; and
- a 67-page document for consultation, which doesn't have most of the detail of the other documents.

We think that's a very inaccessible form for the LTP to take. On top of that, it's written in bureaucratic language, and often uses alienating words and phrases, such as referring to residents as "customers" of CCC, and CCC as "the business". Where is the commitment to participatory democracy?

When SS4CŌ went to participate in democracy on April 5, we found that many of our young members were willing and keen. Many of our school strikers filled out submissions at the Christchurch City Council Civic Offices. During the consultation period on the LTP, CCC didn't go to any high schools, or spaces popular among youth, to get opinions from our age bracket. There were two events total at UC. We would have expected to be welcome at the CCC offices to fill out our submissions. Instead, a group of police armed with pepper spray and tasers got ready to eject children by force. This is the opposite of a commitment to participatory democracy.

2823

Item 3

Attachment B

SS4CŌ actions will continue, but it's not on us to ensure that you consult the people that the future of this city belongs to. It's CCC's responsibility to engage youth. For the next Annual Plan, and for any other major consultations, we ask that CCC goes to high schools and explains these civic processes to children in an accessible way. We ask that future consultations are done in plain language.¹

We're making this submission because the current LTP doesn't do anywhere near as much as it should for the future of the city. Many of us in SS4CŌ want a future in that city, and it's not optional for that future to have infrastructure and flood protection in it. When an LTP like this one comes out that prioritises short-term savings over the future of residents of the city, we think something's gone deeply wrong with CCC's way of thinking.

We've had to do our submission outside of the format on the CCC website because the website doesn't capture the full scale of the LTP's problems. In short, the LTP doesn't do enough for the climate (in both mitigation and adaptation), for housing, for infrastructure, or for flood protection.

Our response to the LTP is simple. We want CCC to start taking its obligations seriously. Those obligations aren't just to current ratepayers or voters; they're to all residents of the city, current and future. Another obligation that CCC is failing to uphold is its Te Tiriti responsibilities. Examples of failures to uphold Te Tiriti include the LTP allocating the same amount of money to the Ōtākaro Co-Governance Entity for years that it isn't operating as in the years that it is, or on page 126 of vol 1 where the threat of urupa being washed away is "mitigated" by noting that the land was confiscated. CCC must toitū Te Tiriti.

Residents of the city are entitled to expect that CCC will do its part to ensure that we can live long, healthy, and fulfilling lives within the city. The current LTP definitely doesn't do that. It refuses to raise rates by enough to cover the always-increasing cost of infrastructure, which is only going to get more expensive as the climate crisis worsens. 1/3 of residents of the city don't pay rates, so it's letting down an entire third of the city to even consider cutting services to keep rates low. Comparable councils such as Ecan are raising rates by nearly 25%. Some councils are raising them by 33%. CCC

¹ SS4CŌ was told by Cr Celeste Donovan at the Civic Offices that a Plain Language Unit is available to CCC, and that it simply wasn't used for the LTP. 2024-04-05.

2823

must raise rates by even more than it's currently proposing, or there will be no infrastructure in our future.

Vital infrastructure doesn't include roads for cars. It includes roads that can be equitably used by pedestrians, cyclists, and public transport users. These aren't getting enough money in the LTP. In particular, we'd like all MCRs (Nor'West Arc, Northern Line, Wheels to Wings, South Express, and Ōtākaro Avon) to be completed by 2025, as well as the Memorial Ave bike lanes. Stormwater programs, including but not only the ones in the Stormwater Activity Plan, must be funded in order to ensure that our futures won't be filled with floods. Another is the Heathcote River Floodplain Management program. Funding must be brought forward for this project.

In general the LTP doesn't do enough for CCC's climate responsibilities. CCC needs to stop emitting as ASAP as possible, and it needs to start taking adaptation seriously. There must be a large climate levy, and rates should be targeted against heavily emitting businesses like petrol stations, car dealerships, garages, car parks, and aerodromes. The Climate Adaptation Fund needs to be hundreds of times bigger than currently proposed, and even more programs than are currently proposed for acceleration must be brought forward.

To do anything other than follow these recommendations would be to spit in the faces of young Ōtautahi residents who want to see a future in this city. We are entitled to expect that CCC isn't going to shorten our lives, or introduce crises and disaster to them. If CCC wants to show that it respects all its residents, it's going to start funding climate programs right now, and finishing them in the 3-year LTP cycle. Anything else would be kicking the can down the road, leaving the rangatahi to pay the costs of their elders' mistakes.

The LTP also says there will be massive population growth as our generation grows up. If we're going to have housing, CCC needs to immediately implement MDRS city-wide. It also needs to start zoning for apartment blocks in Riccarton and Central City so that we will have somewhere to live. Our full list of demands is included on the roll of cardboard that we left at the Civic Offices after our School Strike on April 5; they are also attached at the end, alongside the photos of the aspirations that Ōtautahi's rangatahi have for this city.

2823

We thank CCC's staff for taking the time to accept and read our submission.

We thank Joseph Fullerton and UC Climate Action Club for their contributions to this submission.

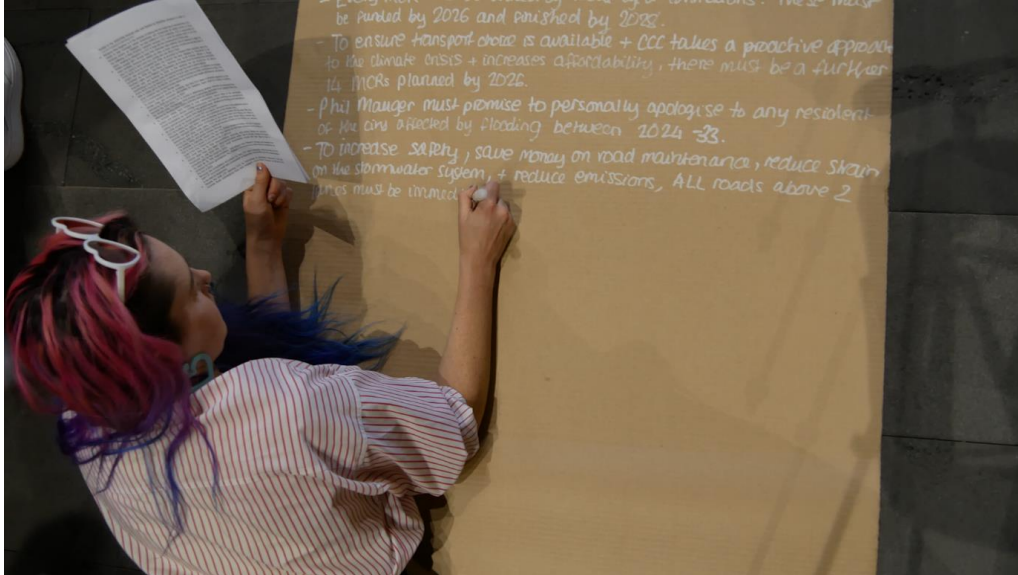
We support the submissions of UC Climate Action Club, Joseph Fullerton, Wigram Greens, UC Greens, and Generation Zero.

Item 3

Attachment B

2823

Attachment 1 – Our Full List of Demands for CCC



Pictured: the form in which the following list was left with Council.

- CCC should raise rates by even more than the LTP proposes, because CCC can't afford to fund important services and is threatening to cut them instead; it will never be cheaper than now to invest in services, so rates raised now are the most efficient they'll ever be.
- Because businesses benefit twice over from Council services, directly through their own Council services and indirectly because Council services enable their other customers, the business rate should increase by more than the general rate.
- Because rental properties are used to make money for their owners, or bought as investments, they're basically their owners' business. That means that all rental properties, not just short-term, should be subject to the business rate (which is about double the size of the general rate) so that these businesses contribute fairly to the city.
- Because investment and rental properties benefit from CCC's infrastructure, but have all of their costs offset, it is unfair that they benefit from CCC services. To fund asset renewals, which these businesses need to continue to operate, investment and rental properties should have a targeted rate levied on them.
- Because a significant number of people in the city benefit from holding their houses in family trusts, a privilege usually afforded to wealthier people who benefit from CCC services more than poorer residents, who are disproportionately affected by flooding, climate change, and other disasters,

Item 3

Attachment B

2823

there should be a targeted rates on houses held in family trusts to ensure just outcomes for poorer residents

- To encourage development and densification, so that more people have housing and CCC can keep up with rates, there should be a targeted rate for properties with a land value above \$700,000 or an improvements value above \$300,000; these properties also tend to benefit more from CCC services because of having wealthier owners, so it is fair that they contribute more.
- Because Kāinga Ora plays a vital part in building more housing and in ensuring that residents of the city have housing, they are playing a vital role in supporting CCC. Therefore, CCC should appoint a Kāinga Ora representative to every Community Board to communicate the need and desire for social housing, and housing in general, in the city, especially given that the LTP acknowledges that there will be ongoing population growth in the city.
- Because the housing crisis threatens to make the city completely unaffordable, the need for Kāinga Ora to take an active role in mitigating this crisis is more important than ever. Therefore, CCC should consult iwi, and then provide a blanket resource consent to Kāinga Ora citywide to build housing of any type at any time.
- Because surface-level carparks, like Wilsons carparks, cause strain on the stormwater system (from their concrete surfacing), encourage use of CCC roads, and in turn contribute to the climate crisis, as well as preventing useful land from being developed, surface-level carparks should have a targeted rate.
- Because surface-level petrol stations cause strain on the stormwater system (from their concrete surfacing), encourage use of CCC roads, and in turn contribute to the climate crisis, all petrol stations should have a targeted rate.
- Because car dealerships cause strain on the stormwater system (from their concrete surfacing), encourage use of CCC roads, and in turn contribute to the climate crisis, and because they cost CCC more and more every year by selling heavier and bigger cars, all car dealerships should get a targeted rate.
- Because the stormwater system is not ready for the climate crisis, and is already too strained, CCC should adopt a system similar to “Cloudburst” in Copenhagen requiring all new builds to manage their own water runoff, so that medium levels of rain never leave a site.
- Because CCC is expressing concern over its rating base, and because there isn’t enough housing for the city’s population now or after population growth, and because intensifying means that there is more housing per roof (which reduces strain on the stormwater system), CCC should immediately implement MDRS citywide. All residential zoning limits in Riccarton and Central City should be raised to 50m and 15 storeys.

2823

- To prevent housing from being blocked by niche interests, all character and heritage protections should be removed.
- To ensure that all residents have access to housing and amenities, CCC should immediately implement mixed use zoning citywide.
- To ensure that people can get around the city in an affordable and climate-friendly way, CCC should immediately allocate money for the MRT project within the next year (by 2025)
- To prepare for the MRT, which will be cheaper for the city than roads, and better for the climate and residents, Riccarton and Yaldhurst Roads should be closed to cars, and made into special purpose bus lanes only. These roads being open only to buses, bikes, and goods vehicles will mean that residents will have access to a higher level of amenity in this area.
- The LTP defers funding for many flooding projects, such as the Heathcote Floodplain Management program, to after the next review. Any and all flood-related projects must be funded in the 2025/2026 financial year, and finished by 2029/2030, because it is unfair to expose residents to flooding risk.
- Because New Brighton is in the process of sinking into the ocean due to sea level rise, CCC needs to start managed retreat immediately, and compensate all renters forced to move because renters, as residents, are also entitled to CCC's protection. CCC is responsible for the wellbeing of New Brighton residents because CCC zoned for building there in the first place, creating an obligation for CCC to deal with the consequences of their rules.
- Elderly people (65+) should keep their automatic rates deferral, and be allowed to apply for rates remittals, because the elderly are often on fixed, reduced, incomes and are less able to pay; it's unjust to take more from people who can afford it less.
- Every MCR must be completed by 2026, as promised by Papanui Ward councillor when the project was announced, and which the Council has been delaying on. The MCRs to be completed by 2026 are: Nor'West Arc, Northern Line, South Express, Wheels to Wings, Southern Lights, Avon-Ōtākaro, and Ōpāwaho; all of these must be funded in the 2024/2025 financial year, and finished by 2026, so that residents can get around the city without contributing to the climate crisis and paying through the nose to petrol stations.
- Every MCR must be linked by a network of local cycle connexions, so residents are actually able to safely get to the MCRs, and these must be funded by 2026 and finished by 2028. This gives residents vital transport choice which can improve their health and finances, and reduce CCC's contribution to the climate crisis.

2823

- To ensure transport choice is available, and that CCC takes a proactive approach on the climate crisis, and increases affordability for residents, there must be a further 14 MCRs planned by 2026 and funded by 2027.
- Because the 2024-2034 LTP is crucial in determining whether residents are protected from the climate crisis, Phil Mauger must promise to personally apologise to any resident of the city affected by flooding within CCC's authority within the 24-34 period.
- To increase safety, save money on road maintenance, reduce strain on the stormwater system, and reduce climate change contributions, any road with more than two general lanes should immediately be narrowed to two general lanes, whether by narrowing the road itself or adding special purpose lanes (bike lanes and bus lanes).
- All roads should be closed to trucks 20T and above, because these cause additional costs to CCC for building and maintaining roads, and contribute to the climate crisis.
- Because roads for cars draw a disproportionate amount of funding from the rates take, and promote transport activity which contributes to the climate crisis and threatens the safety of pedestrians and other roads users, CCC should review every single road on whether they should be open to cars, and close a significant amount of them to non-resident cars, allowing only buses, bikes, and goods vehicles through.
- To promote a culturally vibrant city, the Arts Centre should be funded, and part of Rolleston Ave in front of it closed to provide 300 bike stands so that more residents have the ability to cycle to the Arts Centre and central city in general.
- CCC must take its Te Tiriti responsibilities seriously, and provide cultural and economic redress when hapū and Māori disproportionately suffer due to climate change. For urupa threatened by sea level rise, CCC must immediately consult with their hapū to form a protection plan for the urupa by 2025.
- To meet its Te Tiriti responsibilities, and ensure that Ōtākaro's heritage and character are protected for future generations, the Ōtākaro Co-Governance entity should be established by the end of 2024.
- Because the consultation document for this LTP didn't accurately reflect the draft, and the draft LTP document itself was unreadable to laypeople, future DAPs and LTPs must be written to be read by laypersons.
- Despite the draft LTP claiming CCC is "committed to participatory democracy", CCC still receives fewer submissions from less engaged communities. Therefore, for all future CCC projects, CCC should actively consult communities and offer interactive information sessions proactively, in the language of the consulted communities (whether informal English, Te Reo Māori, or any other language as appropriate) by going, for example, to Marae, high schools,

2823

university campuses, and other venues for communities less engaged with CCC's processes.

- The default speed limit in the city should be set to 30kmph in order to address climate change, safety, road maintenance costs, and strain on the stormwater system. Studies have found that 30kmph is the most efficient speed for drivers in urban environments to travel, and the best for the climate; there is no reason to increase costs to the city and to drivers by having speed limits of 50 or above.
- Speed limits around schools and the University of Canterbury should be set to 10kmph to address climate change, safety, road maintenance costs, and strain on the stormwater system. Children should be able to safely walk and cycle to school; high speeds present too high a risk of injury.
- There should be a protected, separated, cycleway in front of every school, for climate, safety, cost, and stormwater reasons.
- Because of the scale of the homelessness problem in the city, and because CCC's current targets in the LTP are insufficient to deal with the number of homeless people counted in the city, Council must immediately provide at least 3,000 units of community housing in 2024/5.
- CCC must meet its Te Tiriti obligations to all Māori by immediately establishing a Māori ward.
- The city is currently inaccessible to people with mobility issues, which will only increase as the population ages (as projected in the LTP). Therefore, CCC should place large and visible stickers on every building not compliant with NZS4121, which means that buildings should be built with accessible ramps, bathrooms, and carparks, in order to ensure accessibility.
- CCC should direct Lyttelton Port Company to stop servicing cruise ships (of any kind), for climate reasons; ZIM ships, because these support an active genocide; and not service any live exports of animals, because of the inordinate suffering caused to animals by live exports.
- Council has a responsibility to its residents; it must commit to cutting no services in the duration of the 2024-2034 long term plan.
- Because Council's stormwater system is underfunded and ineffective, the asset management and replacement program must receive immediate funding and all water-related assets must be renewed by 2026.
- In order to ensure transport is fair and accessible to all, and that every resident has a range of transport options available to them, Council must commit to spending equal amounts on footpaths and cycleways as on roads.
- Because vacant lots prevent the city from meeting its residents' needs, the Vacant Lot Differential should be extended to cover the whole city.
- Because the climate crisis is already causing damage in the city, and because it is cheaper to start adapting before the effects get worse, the Adaptation Planning

2823

Programme must be started immediately in the 2024/2025 financial year, and given even more money than the minimal \$1.8 million currently proposed, which is not enough for a rigorous adaptation program.

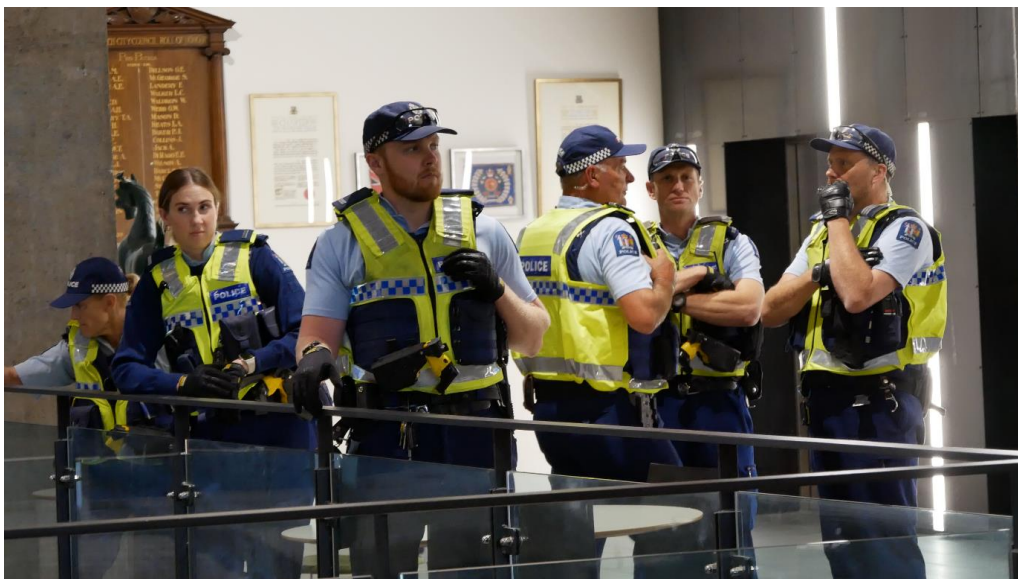
- Because past ratepayers contributed disproportionately to a problem that CCC is trying to ensure future ratepayers do not contribute to, it is extremely unfair for youth to grow up paying for CCC's adaptation and mitigation efforts. Therefore, it is critical that the Climate Resilience Fund is created, starting in the 2024/2025 financial year, and should be allocated even more than the minimal \$127 million currently proposed; it should receive ten times that or more.
- In order to ensure that youth have adequate access to housing, to prevent the city's students from accepting, as Wellington's students have, subpar housing, CCC should offer to co-fund student accommodation apartments with the University of Canterbury.

2823

Attachment 2 – Pictures of School Strike



Pictured: SS4C attendees filling out submissions booklets. These were later handed in to Crs Celeste Donovan, Andrei Moore, and Sara Templeton by SS4C.



Pictured: Constables at the Civic Offices for SS4C. They have eyewear and gloves, and are equipped with Tasers, indicating that they're ready to use violence against SS4C.

3985

ere Rautaki Kaurera

OUR DRAFT LONG TERM PLAN 2024-2034

Submission form

We'd like your feedback on the Draft Long Term Plan 2024-34 and the matters we have raised in our Consultation Document.

Tell us what you think by Sunday 21 April 2024.

ccc.govt.nz/longtermplan

Christchurch
City Council 

Item 3

Attachment B

3985

How to make a submission

We'd like your feedback on the Draft Long Term Plan 2024–34 and the matters we have raised in our Consultation Document. **Tell us what you think by Sunday 21 April 2024.**

There are several ways you can give feedback:



Online: (preferred)
ccc.govt.nz/longtermplan



Email:
CCCPlan@ccc.govt.nz



Fill out a submission form available from libraries and service centres and pop it in our submissions box. (To ensure we receive last-minute submissions on time, from Tuesday 16 April please hand deliver them to the Civic Offices, 53 Hereford Street).



Post a letter* or form to:
Freepost 178 (no stamp required)
Long Term Plan Submissions
Christchurch City Council, PO Box 73016,
Christchurch 8154

* Your submission must include your full name and email or postal address. If you wish to speak to your submission at the public hearings, please also provide a daytime phone number. If your submission is on behalf of a group or organisation, you must include your organisation's name and your role in the organisation.

Social media

Informal feedback, which is not counted as a submission, can be made in the following ways:

- Go to our Facebook page facebook.com/christchurchcitycouncil and include #cccplan in your post.
- Tweet us your feedback using #cccplan

Talk to the team

Alternatively, you can give us a call on (03) 941 8999, provide your details and a good time for us to call, and one of our managers will be in touch.

Hearings

Public hearings will be held from early-May 2024 (exact dates will be confirmed closer to the time).

Submissions are public information

We require your contact details as part of your submission. Your feedback, name and contact details are provided to decision makers. Your feedback, with your name only will be available on our website. However, if requested we will make submissions including contact details publicly available. If you feel there are reasons why your contact details and/or submission should be kept confidential, please contact the Engagement Manager by phoning (03) 941 8999 or 0800 800 169.

ccc.govt.nz/longtermplan

3985

Te Mahere Rautaki Kaurera

Submission form

OUR DRAFT LONG TERM PLAN 2024-2034

We'd like your feedback on the Draft Long Term Plan 2024-34 and the matters we have raised in our Consultation Document. **Tell us what you think by Sunday 21 April 2024.**

[Redacted area]

Your details

We require your contact details as part of your feedback – it also means we can keep you updated throughout the process. Your feedback, name and contact details are given to the mayor and councillors to help them make a decision.

Your responses, with names only, go online when the decision meeting agenda is available on our website.

If requested, responses, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or feedback should be kept confidential, please contact our Engagement Manager on 03 941 8999 or 0800 800 169 (Banks Peninsula).

First name*

BENJAMIN

Last name*

LOWE

Email*

Street name
and number*

Suburb

Town/City

Postcode

*Name required, plus **either** email **or** street name and number



I would like to speak to the Council about my feedback.

Please provide a phone number so we can arrange a speaking time:

[Redacted area]

If you are responding on behalf of a recognised organisation, please provide:

Name of organisation

[Redacted area]

Your role

[Redacted area]

3985

What matters most?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending.

Overall, have we got the balance right?

More could be spent to stop climate change,
and mitigating the effects e.g. withdrawal
from the coast.

Rates

Given that both the Council and residents are facing significant financial challenges, **should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities**, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?

☒ Yes ☐ No ☐ Don't know

Comments:

We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies.

Do you have any comments on our proposed changes to how we rate?

Fees and Charges

Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

Parking charges will reduce traffic congestion
& get people into public transport. Good.

3985

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways, includes staff salaries and maintenance and running costs, such as electricity and insurance.

Are we prioritising the right things?

☒ Yes ☐ No ☐ Don't know

Comments: Librarians need to stay open.

What is the point of building more buildings if we cannot staff the ones we have.

Capital programme

In this Draft LTP we have focused on developing a deliverable capital programme.

We're proposing to spend the \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the Draft LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%)

Are we prioritising the right things?

☐ Yes ☒ No ☐ Don't know

Comments: What is being done about inevitable sea level rise. Why are people allowed to build so close to the sea?

Is there anything that you would like to tell us about our proposed specific aspects of our capital spend or capital programme?

There could be some information for the public, to show how emissions

Could there be more encouragement to the public to use public transport?

Item 3

Attachment B

3985

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great places to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and assets. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

Which of the following do you think should be our focus for the 2024–2034 Long Term Plan?

- ☐ **Deliver what we have proposed in the Draft Long Term Plan** (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).
- ☐ **Explore other ways to bring down our proposed rates increases across the Draft LTP** (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services).
- ☒ **Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations** (e.g. spending more on climate change adaptation, boost the funding for major events).
- ☐ **Don't know.**

Additional savings and efficiencies

Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the LTP 2024–2034?

I heard council trucks collect rubbish from many far areas. A large touch gear for a bag / bag of trash. I also heard a council employee driver all the way to Akaroa to change out toilet rolls. Can nobody there do this?

Major event bid funding

Should we leave bid funding for major and business events at current levels in the Draft LTP, as proposed?
Or should we increase the bid funding?

- ☒ **Leave the bid funding for major and business events at current levels in the Draft LTP, as proposed.**
This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.
- ☐ **Increase the bid funding.** This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year three.

Do you have any comments on the additional event bid funding proposal?

Item 3

Attachment B

3985

More investment in adapting to climate change

Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate how we address climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

- ☒ Yes – bring \$1.8 million forward.
- ☐ No – don't bring \$1.8 million forward.
- ☐ Don't know – not sure if we should bring \$1.8 million forward.

Should we create a Climate Resilience Fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans? Implementing this fund would result in a rates increase of 0.25% per annum over the LTP period. How this fund would be established, managed and governed, and the criteria of how the fund will be used, all require further work. As part of that process there will be further opportunity for residents to have their say.

- ☒ Yes – create a Climate Resilience Fund.
- ☐ No – don't create a Climate Resilience Fund.
- ☐ Don't know – not sure if we should create a Climate Resilience Fund.

Do you have any comments on our additional proposals to invest more in adapting to climate change?

The investment of \$1.8 million for adapting to climate change is very small. Should be at least 10 X that amount.

Our Community Outcomes and Priorities

Our LTP is guided by the Council's Strategic Framework 2024–34 – it's the cornerstone for our long term vision, steering how we dedicate our energy and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

Do you have any thoughts on our vision, community outcomes and strategic priorities?

There seems to be no real plan to reduce emissions. There is no goal or target except 50% reduction by 2030. This will not be reached, but there is no repercussion. Why are there no real steps or goals or repercussions?

Item 3

Attachment B

3985

Potential disposal of Council-owned properties

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

Good.

Anything else?

Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?

It does not far enough to address
climate change.

Thank you for your submission.

2000

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 18/04/2024

First name: Victoria **Last name:** Nebbeling

Please provide the name of the organisation you represent:

Canterbury Community Gardens Association

What is your role in the organisation:

Secretary

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

There is more need for support in community projects via funding and climate change/community resilience objectives.

Capital programme priorities - multiple-choice

No

Capital programme - comments

See comments below on Strengthening Communities Fund and Sustainability Fund.

Capital: Other - comments

We support adjusting the Strengthening Communities Fund to allow for inflation and increased needs in the community. We also support the continued funding of the Sustainability Fund, as it seems to have dropped off the plan entirely after this year. Both of these funds have huge impacts in our amazing network of community gardens, especially addressing climate change/climate resilience objectives and the cost of living crisis, but working to create a strong and united Ōtautahi Christchurch, as we head into an uncertain future.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice


2000

Yes - create a climate adaption fund.

Adapting to climate change - comments

Invest in community led climate change objectives as well as council led ones, integration is key. Continue with the Sustainability Fund as huge impacts can be made by awesome community groups for a relatively small cost invested from CCC

Attached Documents

Link	File
	CCGA Submission to the LGTP 2024

2000



17th April 2024

**In support of the submission from the Canterbury Community Gardens Association
(CCGA) on the CCC Draft Long Term Plan 2024 -2034**

In support of the Canterbury Community Gardens Association's submission, I respectfully ask the Christchurch City Council to retain both its *Strengthening Communities Fund* and its *Sustainability Fund* over the next 10 years, 2024 - 2034.

These funds' very existence align with our Council's climate change and community objectives and over the next 10 years they will bring increasing benefit to our way of life in Christchurch.

Nowadays CCGA connects with over 70 shared gardens in and around Christchurch. Community gardens have been created at an exponential rate in recent years. Even we who are closest to the phenomenon cannot fully grasp the significance of the movement, but we certainly recognise its worth to communities and to society in general.

Community gardens, whether attached to schools, churches, or occupying public land provide wonderful opportunities for people to learn by doing and to share good ideas by showing and telling. With their history of operating frugally, they are well placed to demonstrate the efficient use of resources such as energy, water and basic materials.

Funding from the CCC's *Strengthening Communities Fund* and its *Sustainability Fund* can seed 'acorn to oak' growth in our volunteer communities. Just think of Smith Street Urban Farm, Linwood Community Garden, Kohinga Mara pantry, Otakaro orchard, Richmond, Lyttelton, New Brighton, any of the 70 shared gardens – all these places help people to adopt sustainable practices, encourage walking and cycling, help communities through composting and repurposing to reduce their greenhouse gas emissions and to live enriched lives.

Christchurch City Council has in the past helped all this to happen through both its *Strengthening Communities Fund* and its *Sustainability Fund*. It is great value for money!

The provision of these relatively modest funds is in alignment with the Council's own climate change objectives. By making them available through CCGA the benefit reaches deep into communities.

I would therefore ask that both the *Strengthening Communities Fund* and the *Sustainability Fund* be maintained for the benefit of communities and for our city as a whole.

CCGA and the community gardens we represent wish to take this opportunity to gratefully acknowledge our Council's past support and to affirm that we look forward to continuing to work together to strengthen our communities and to promote sustainable living within our many local neighbourhoods.

Peggy Kelly
Patron, Canterbury Community Gardens Association

3573

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024
First name: Joyce Last name: Yager

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
Thu 9 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

No, the balance is very wrong. Overall, there is far too much spending on road maintenance and not enough spending on cycleways and bus lane infrastructure. In addition, there should be more spending on important projects that are relatively low cost (compared to the entire budget of CCC) that have major impacts on the vitality and wellbeing of the city. I strongly suggest funding for the Arts Centre, more climate change funding, more effort for emissions reductions in transport, and funding for Orana Wildlife Park.

Average rates - multiple-choice

Yes

Average rates - comments

I strongly support an increase in rates.

Fees & charges - comments

I strongly support introducing parking charges, including additional parking charges throughout the city to discourage driving short distances into town.

Operational spending priorities - multiple-choice

No

Operational spending - comments

Much more prioritisation is needed for bike lanes and cycleways and community centres and projects that serve everyone (e.g., Orana Wildlife Park, Arts Centre, climate change fund).

3573

Capital programme priorities - multiple-choice

No

Capital programme - comments

I suggest additional funding for parks, heritage, and coastal environments and transport funding should be much more heavily weighted to emissions reduction projects (e.g., cycleways and bus infrastructure).

Capital: Transport - comments

Cycleways and bus lanes are a low cost (in many cases just road paint!) way to encourage commuters to bike and take public transport, which is the easiest way to reduce transport emissions. People must feel safe (cycleways) and that buses are a viable option that doesn't add too much time to commutes. Far too much spending is on road maintenance. In the last LTP there were 15 cycleway projects that were approved and are not completed that have disappeared from the new LTP. I suggest adding those and additional projects in, particularly if CCC has any desire to stick to their emissions reductions goals.

Capital: Parks, heritage or the coastal environment - comments

I suggest much more spending for coastal environments, including projects for community education and community marine environment engagement.

Capital: Libraries - comments

I strongly support additional library funding.

Capital: Other - comments

I strongly support additional funding for climate change.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

This question feels designed to confuse and dupe residents. The plan needs revision per my detailed comments. I support rate increases and funding for projects that make this a more vibrant city (e.g., less spending on roads).

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

Yes, create a climate adaptation fund and stick to prior commitments to emissions reduction. It is going to take some actual magic to reduce emissions by 50% in 2030 if the current LTP version is carried through.

Strategic Framework - comments

Strategic priorities and outcomes are vague but good. However, it is unclear how this plan relates to these priorities. I see very little actual solutions for emissions reductions, for example. Hopefully the next version of the LTP will live up to the priorities and outcomes outlined.

Disposal of 5 Council-owned properties - comments

T24Consult Page 2 of 3

3573

I do not support any disposal of council-owned properties. This is short-term thinking. These properties can be instead repurposed as community centres and more.

Disposal of Red Zone properties - comments

I do not support any disposal of council-owned properties. I support native plantings in red zone hills properties. The Port Hills is almost entirely deforested and council should set an example with these properties to begin to re-wild the Port Hills.

Gift of Yaldhurst Memorial Hall - comments

I do not support the giving of the hall. Instead the RA should be given a \$1 lease per year to use the property.

Anything else about the LTP24-34 - comments

Overall, too little spending has been proposed on climate change and emissions reduction and community projects. Please greatly shift the ratio of transport maintenance focused on cars to more low-cost bike and bus infrastructure (e.g., road paint) which will improve the safety of cycling, reduce traffic, and reduce emissions. I strongly support a large climate change fund. There is no indication of being on track for any emissions reduction targets and the LTP needs to address how emissions will be reduced by 2050. Please re-instate Arts Centre funding. In addition, please consider annual funding of Orana Wildlife Park. Zoos benefit everyone in the community, but Orana is underfunded. When compared to Auckland and Wellington zoos it is clear: council funding greatly increases the ability of zoos to provide great experiences. As the major zoo on the South Island and the only place many children will ever have a chance to see large mammals such as rhinos and lions this is a very important part of the city. However, I suggest council funding come with oversight: if council funding is used, leadership change or at least new board members should be part of the funding. Board members should include people who have knowledge in the area (perhaps animal staff at Orana Park) and community members to ensure Orana Park improves. I also suggest more funding for terrestrial, freshwater, and marine biodiversity projects and community partnerships.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

2930

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 20/04/2024

First name: Jo Last name: Bethell

Please provide the name of the organisation
you represent:

Te Aratai College Board

What is your role in the organisation: Chair,
Finance committee and board member

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Fri 3 May pm Sat 4 May am Sat 4 May pm Mon 6 May pm Tue 7 May eve Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

This submission is solely relates to comments on the cycleways provisions

Average rates - multiple-choice

Don't know

Average rates - comments

This submission solely relates to comments on cycleways provisions.

Strategic Framework - comments

We support a green liveable city, and strategic priorities to reduce emissions - and view the latter particularly important in terms of encouraging active modes of travel to school, in particular cycling.

Anything else about the LTP24-34 - comments

The Te Aratai College board is pleased to see that the council has allocated funding for construction and extension of cycleways, that there are targets to increase the number of people cycling, and a plan to increase combined cycling and bus lanes transport by 10 km per year (we hope this will be dominated by cycle lanes!) However, the board is very disappointed that the Te Aratai cycle connection has not been identified as a cycleway for construction in the LTP. Te Aratai College has a continuously increasing student role, with a current role around 1200 students and a growing cycling community. The board remains concerned about the safety of our students cycling to Te Aratai College along Aldwins road in particular. Aldwins road speed limit has been maintained at 60km/hr including directly outside of the school - despite the boards submission on reducing speed limits outside the school - and the Ferry

2930

Road/Aldwins/Ensors Road intersection is particularly dangerous for cyclists. The Te Aratai cycle connection has already been designed and approved by Council, and was designed to improve safety for students, staff and other residents cycling on Aldwins and Ensors Roads. We strongly urge the council to include, and prioritise, the construction of the Te Aratai cycle connection in the LTP to help our students in the East, and to help meet council targets for cycleways and cyclists.

Agree to future contact for consultations - multiple-choice
Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

3458

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 20/04/2024

First name: Frank Last name: Hill

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

I have not read the CCC Long Term Plan as generally I am supportive of the good work this council does. A 13% increase will be painful but the failure to invest in infrastructure cannot go on and we can't continue to increase debt funding. I am most concerned about water and removing chorine and protecting the "Pristine" water that this city used to enjoy should be a priority. My concerns / issues relate to Environment Canterbury who's plan I have read. I object strongly to what they are doing and so should this council. Essentially, they are using Christchurch Ratepayers to fund rural projects and water infrastructure that has nothing to do with this city. In the next financial year, they are proposing to take over \$70M in General Rates from Christchurch ratepayers very little of which will be spent in this city. ECAN are the organisation responsible for dividing Urban and Rural communities in Canterbury. I attach my submission to Environment Canterbury. I would urge the Christchurch City Council to: Withdraw from the Canterbury Mayoral Forum – there is no benefit to Christchurch citizens in being part of that organisation which continues to advocate for rural communities without doing anything for this City. They work on the basis of rural communities gaining all the benefits and socialising all the cost (i.e. we pay 56% of the General ECAN rate this year). Meanwhile we are expected to pick up all the cost that also benefit their communities – i.e. the stadium. Stop supporting the Canterbury Water Management Strategy – greatest manmade environmental disaster in this country's history. 50% of Canterbury lakes and rivers now unfit for swimming. Targets have not been met. Stop supporting the Christchurch West Melton Zone Committee. – have completely failed to advocate for this City and its ratepayers. (as per my ECAN submission). No more collaboration or compromise on Water Quality in this city – Our views have been completely ignored (i.e. Plan Change 7) Don't enter into any partnership or relationship with ECAN above what you have to. Advocate for ECAN's removal as part of any Local Body Review. To not agree to a regional climate change rate.

Average rates - multiple-choice

Don't know

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

3458

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.


Disposal of 5 Council-owned properties - comments

Do it

Agree to future contact for consultations - multiple-choice

No.

Attached Documents

Link	File
	Water 2024 Ecan
	ECAN LTMP 24-25

Item 3

Attachment B

3458

General Comments

Central Government are not to blame for the complete mess that ECAN has made of water management in this region. The challenges you face are of your own making. You don't listen or act for the majority who want their water protected. Your so-called "strict" plans have been hopeless and have failed to protect or improve water quality. The Ministry of Environment report into the Ashburton Lakes has highlighted the substandard work done by ECAN over a long period of time – despite in many cases ECAN being well aware of the issues and doing nothing to fix them – i.e. the use of Overseer.

There has already been a 50% increase in rates in the past four years with no improvement in water quality. It's getting worse. Councilors have not done enough to reduce cost. I support a nil increase in rates this year with cuts to be made as necessary – generally anything to do with the Canterbury Water Management Strategy should be the first thing – i.e. Zone Committees, FEP's, data collection, etc. – all a waste of time. There should be no further increases in debt funding or the use of reserves either until these have returned to a reasonable level. If the Taxpayers Union are correct and there are 32 staff working in communications – then that group should be substantially cleaned out. Why are ratepayers paying for a media empire (or empire in general)?

The most important action coming up is to ensure that the review into representation at ECAN does not again result in a rural bias – i.e. no extra seats for South Canterbury. I do however, support the inclusion of Nga Tahi with their representatives. No surprise that a biased rural council is happy to increase rates significantly for Christchurch public transport while doing nothing to reduce farm emissions where over 50% of emissions are generated.

I do not support a region wide approach to funding climate change initiatives. Each District council should be responsible for its cost. There have been enough subsidies and handouts from Christchurch ratepayers for rural communities. None of the rural councils are chipping in for our stadium, public transport in this city, etc.

I most definitely do not support changes to flood protection where funding is provided out of the general rates. We have had to pay 50% of the CWMS to allow for more cows and now you expect us to pay for building higher walls to protect those interests. Charge the businesses that have set up along the river (and in many cases have extended out to the river's edge). You are exposing ratepayers to potentially significant future costs. It's no surprise that private insurers are unwilling to fit the bill so why should general ratepayers?? We have paid \$40-\$50M to improve the Waimakariri over the past few years funded by a loan – the same process should continue for each flood district.

In general you seem to be planning to waste money on engineering schemes (MAR's, etc.) in the hope of improving water quality. The focus should be on reducing cows and hence nitrates and emissions.

I most definitely do not support a **targeted** rate for biodiversity work in Christchurch City / Banks Peninsula. We already pay over 50% of the general rate and this should be fully funded by that (If we are paying 50% of the general rate then 50% of the expenditure should be in our district)

Consent cost should be **fully** recovered from the applicant (and so should ongoing monitoring of consents issued). I strongly support increased compliance paid for by the people with consents. ECAN is completely lazy when it comes to enforcing rules. There has been enough money wasted on Education.

You have said that you are increasing spending to do more for the environment, but your plan doesn't reflect that – New planning rules are delayed for 2 years and won't become operational until 2028.

Submission: Frank Hill

1

Item 3

Attachment B

3458

You need to top up reserves and pay for the substantial cost have been added because of your failure to process consents, etc on time.

Stop using Christchurch Ratepayers as a funding base. The ridiculous position of allowing a few to benefit from our precious water and passing on the cost to all ratepayers in the region needs to end – User Pays.

Environment and Regulation

You should stop funding the Canterbury Water Management Strategy – has been a complete waste of time with only 2 of 30 targets achieved. Reporting has stopped.

Zone committees should be discontinued – complete and utter waste of money. For this community to participate in a collaborative process, we need to see benefits – Christchurch ratepayers have not seen one. The zone committee completely lacks any legitimacy with rural ratepayers and council staff taking up positions that should be represented by Christchurch ratepayers. This community can have no confidence in people who meet behind closed doors and make decisions in workshops – it makes them completely untrustworthy. Their significant failures include:

- Failure to improve water quality in Addington Brook - key project.
- The chlorination of our water – sat ideally by and have done nothing.
- Failed to support CCC and opposition to Plan Change 7. They have done nothing to follow up with Ministry of Health in relation to Nitrates.
- Christchurch “Pristine” water destroyed.
- Sat by and did nothing while water bottling consents were issued to Cloud Ocean Water despite significant public opposition. Left it to other organisations to do the job they should have done. Exposed ratepayers to significant cost.

As a Christchurch City resident, I don’t want them as partners. They either need to be elected or disappear. Noting you have passed over the decision making to farmers in relation to FEP’s, etc there is no excuses for not having elected community members.

Christchurch Ratepayers to set the targets and goals for their water quality as part of any new plans. All parties should be involved in an Environmental framework not just Nga Tahu. Christchurch residents should be setting limits for this city – not people who live in the Waimakariri District

*“Support action and empower communities to lead local projects that align with **our own priorities**”* – ie do want ECAN wants not the community. I most certainly do not support that - typical arrogant comment.

“Provide high-quality environmental data, information and advice” – Great where is it ??– i.e. the 2-year targets report for CWMS was due in 2023. Where is the report on WCO and what is happening in the Rakaia. I can’t find any information on your website as to whether the Plan 1 Change targets have been met. You prefer to bury any reports you don’t like.

Costs to be paid by polluters. Only when they start paying for the cost of their activities will a real change occur. ie flood protection works should be funded from a charge on emitters.

Significant water decisions to be made by the community and for the benefit of the majority– not ECAN staff – i.e., water bottling consents.

If any treatment is required of the Christchurch Aquifers due to nitrates, then farmers in Waimakariri zone should be made aware that they will be paying that cost. You should start Levying them now.

Submission: Frank Hill

2

3458

Public Transport

Decisions about Public Transport in Christchurch should be handed back to Christchurch City Council to reduce costs and duplication.

Once the \$2 fare reduction ceases any further cost should be paid by bus users with increased fares. If services aren't cost neutral, then they should be cut.

Frank Hill

[REDACTED]

Item 3

Attachment B

Submission: Frank Hill

3

3458

ECAN Long term plan 24-34 - General Rate Payable by District

Area	Share of General Rate	%
Kaikoura	\$ 1,004,622.00	0.80%
Hurunui	\$ 4,334,637.00	3.44%
Waimakariri	\$ 11,052,819.00	8.78%
Christchurch	\$ 70,752,595.00	56.18%
Selwyn	\$ 15,529,923.00	12.33%
Ashburton	\$ 9,504,890.00	7.55%
Timaru	\$ 7,692,450.00	6.11%
McKenzie	\$ 2,375,788.00	1.89%
Waimate	\$ 2,435,619.00	1.93%
Waitaki	\$ 1,261,328.00	1.00%
	\$ 125,944,671.00	100.00%

Source: Page 175 - Supporting Information ECAN LTMP

2856

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Rachel Last name: Puentener

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May eve Fri 3 May am Fri 3 May pm Sat 4 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Mostly, except for not including the Climate Resilience Fund and the Arts Centre in the current funding proposals.

Average rates - multiple-choice

Yes

Average rates - comments

The Council does a great job across its wide range of work. In particular libraries, the botanic gardens, community facilities and free community events are essential for the well being of our communities.

Changes to how we rate - comments

I support the proposed changes to the visitor accommodation rating, for the reason of equity and fairness.

Fees & charges - comments

I understand the reason for charging for parking at the botanical gardens. It will be important that this is a small amount (as per the example \$5 for 3 hours) so that it is not a deterrent to people using the Gardens, which could lead to inequities.

Capital programme - comments

I continue to oppose the spend on Te Kaha. Funding could have been better spent to address the strategic priorities that will lead to better outcomes for more people, such as through capital investment in social housing. I note there is no funding budgeted for the running of the Art Centre. This is needed if this fantastic asset is to be well utilised.

Capital: Transport - comments

2856

I strongly support all activities that encourage and enhance cycling, and the use of public transport

Capital: Parks, heritage or the coastal environment - comments

Funding for the running of the Art Centre is needed, as per previous years - \$1.8 million.

Capital: Libraries - comments

please continue the great work you are doing in regards to libraries and the services they provide.

Capital: Solid waste and resource recovery - comments

I strongly support all work to reduce the impacts of the current smell and odour in the Bromley area

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

I am not convinced that Sail GP and other international events actually benefit that many people but cost a lot. Should we be encouraging international events in the face of a climate crisis??

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

We are in a climate crisis. These proposals meet four of the six Strategic Priorities that the Council has agreed to for the LTP: build trust & confidence in the Council; champion Ōtautahi and collaborate to build our role as a leading NZ city (the Fund and engagement in Lyttelton Harbour are leading best practise); investing in adaptation & resilience; actively balance the needs of todays residents with the needs of future generations, with the aim of leaving no one behind. I am surprised that the Council has not included them in its proposals to date. It is essential that we accelerate all work to address mitigation and adaptation to climate change. The impacts of climate change are going to get worse, and we need to start preparing with our communities immediately. As a member of a coastal community with previous experience in climate change engagement, I am very aware that the more time provided to have these difficult conversations, the better the engagement and outcomes will be. It is a fantastic idea to establish a Climate Resilience Fund and I strongly support the Council leading this new initiative - it is forward thinking, practical and pragmatic. I don't want to pass this burden on to younger people who are already facing massive challenges with housing prices that older generations have not had. It is not ok to 'kick the can down the road'. Please support this fund!

Strategic Framework - comments

It looks positive but I think there could be a stronger emphasis on equity and ensuring no one is left behind. Inequity is bad for everyone, not just those that are suffering from it directly. With climate change impacts and increasing inequities due to the housing crisis, for the city to be positive, the Council needs to actively address these issues as much as it can.

Disposal of 5 Council-owned properties - comments

It sounds sensible, noting the criteria and the proposed good processes that would accompany it. Ideally Papatipu Rūnanga would be provided with a 'first right of refusal' in recognition of their mana whenua status.

2856

Disposal of Red Zone properties - comments

as above

Anything else about the LTP24-34 - comments

It is really important for the Council to continue to fund the Art Centre to the amount of \$1.8 million. As the Art Centre Trust has outlined, they have done all they can to reduce costs. There is a need for Council support. Without it, the Council will eventually end up with the burden, but will have lost all the fantastic good work and good will of the current Trustees, staff and volunteers. I have a long association with the Arts Centre, as do most Christchurch residents, having worked at the market and at the Peace Centre as a teenager. I went to the Film Society screenings there in the 90s and now enjoy the wonderful Lumiere theatre. My mother went to university there, my father-in-law also. A friend and young mother was just telling me yesterday about the wonderful events there that she takes her children to there. My friend attends the silver smith guild and exhibits there. It is a wonderful asset for the city. It brings joy and connection to the past, it fosters creativity and is a place of wonder to new generations. It has so many good memories and associations for so many people in Christchurch. It would be a tragedy and very depressing to see it be 'mothballed' like the cathedral may be. Please continue to fund this very special place.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

2055

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 15/04/2024

First name: Joanne Last name: Byrne

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 9 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

More focus on travelling safely for pedestrians cyclists and other vulnerable users.

Average rates - multiple-choice

Yes

Average rates - comments

People need to pay to live in Chch. Bring back developers fees. They have not reduced property prices. But they will make a significant difference to infrastructure and communities.

Fees & charges - comments

Charge more for development fees

Operational spending priorities - multiple-choice

No

Operational spending - comments

We have been awaiting the rebuild of our community facility at 10 Shirley Rd. Ccc continues to put obstacles in the way of our community while spending jnewitably in other areas. Equitable outcomes would be nice.

Capital programme priorities - multiple-choice

Don't know

2055

Capital programme - comments

Community centre at 10 Shirley are - bring forward and release the budget to enable this project to progress

Capital: Parks, heritage or the coastal environment - comments

Environment is key and should be a priority

Capital: Libraries - comments

The library at the palms does not provide equitable facilities for our community. You do not run the same programmes and activities for our children. It's not equitable. It's not ok.

Capital: Solid waste and resource recovery - comments

Consider a rubbish collection for big items to assist those who can't get to the dump. It will reduce the expense of having to clean it up anyway.

Focus for 24-34 LTP - multiple-choice

Don't know.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Adapting to climate change - comments

People need to take responsibility for building in unsafe areas that will be affected by sea level rise. We can't buy them out in thirty years time when they knew the risk was there. Policy needs to direct this.

Strategic Framework - comments

We need more diversity in Community groups.

Disposal of 5 Council-owned properties - comments

Do not sell historical buildings.

Gift of Yaldhurst Memorial Hall - comments

Nice.

Anything else about the LTP24-34 - comments

Prioritise the communities east of Cranford.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

3364

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 20/04/2024

First name: Alison Last name: Murray

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Sat 4 May pm Tue 7 May eve

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

No.

Average rates - multiple-choice

Yes

Operational spending priorities - multiple-choice

No

Operational spending - comments

Fund the community organisations that benefit everyone. Pools, parks, museums, and heritage are important but they should be more user pays as they do not benefit everyone.

Capital programme priorities - multiple-choice

No

Capital programme - comments

Too much money has been spent in the East and the Central City when the North and West have been badly neglected.

Capital: Transport - comments

Transport spending is only for the fit (I can safely walk or use public transport) and rich (I can afford an electric bike). There is no provision for the aged, sick and disabled.

3364

Capital: Other - comments

Stop flogging a dead horse. Spend the money where the people are.

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Areas to reduce costs to provide savings - comments

There are some very important Community Funding that should be maintained or increased because they are recommended by Council Call Centre Staff and are free to everybody regardless of age, ethnicity, gender, and financial situation. Citizens Advice Bureau is independent and therefore rely on funding to run the service for our community.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

Bid funding events are of no benefit to me. They are only for the rich and the business of the City.

Strategic Framework - comments

The ideals sound good but they are not being put into practice. Our city is very discriminatory where the old, sick, and disabled are concerned.

Disposal of 5 Council-owned properties - comments

As long as the money is used properly.

Disposal of Red Zone properties - comments

These should not be used as residential, commercial, or residential as they are not fit for purpose.

Gift of Yaldhurst Memorial Hall - comments

This will save the Council money but is really gifting a debt as it is not up to standard and the Residents Association will be required to spend hundreds of thousands to be able to use it.


Anything else about the LTP24-34 - comments

If the Council is going to achieve their proposed goals of inclusivity they will ensure that they support the people who work to make sure everyone is heard, helped, and supported. Citizens Advice Bureau Christchurch Area during the twelve months April 1, 2023- March 31, 2024 provided 10,380 services that were not clinic, 4,975 clients attended clinics, and spent 2,480 hours in depth conversations helping people. Many of these calls have been referred from Central and Local Government. Digital exclusion has caused hundreds of people to be left out of life. Age, ethnicity, finances, and education all cause people to not be able to access the services that we all need. CAB helps these people free of charge.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
	Stats overview Citizens Advice Bureau Christchurch Area-1

3364



Brief Overview: Citizens Advice Bureau Christchurch Area

CABCHA Citizens Advice Bureau Christchurch Area (CABCHA), Ngā Pou Whakawhirinaki o Ōtautahi provides an essential contribution to community wellbeing by offering a universal multi-faceted information and advice service. Our service has been in Christchurch for 53 years and is highly valued by community groups and government organisations at both local and national levels.

Our full-time (9am-5pm) information service is run from three Christchurch-based branches in New Brighton, at the Fendalton Library and in Hornby with a weekly service at The Loft in the Eastgate Mall. A monthly face-to-face service supports the fast-growing Selwyn Central communities. All are located on major bus routes.

We have one full-time paid staff manager and over 120 highly trained volunteers.

Clients are often referred to CAB from government organisations and our information is located on most government websites as a place where individuals can get reliable information.

Continued funding will allow CABCHA to...

1. Continue to provide free, impartial and verifiable information to support the wellbeing of all sectors of the community. We continuously evaluate services to ensure that the needs of the more vulnerable members of the community are being met (e.g. low-income families, elderly, Pacific Peoples, migrants, and people with disabilities) and we are keen to move our City branch into new premises located in East Christchurch, where we can work more closely with other community trusts and organisations.
2. Continue to address digital exclusion issues by increasing access to information and support services to those without the ability to connect online. CABCHA helps redress the inequity of the digital divide in Christchurch by providing access to online forms, keeping paper-based information and forms, providing volunteers and clinics for those who need help with letter writing or filling out forms, and actively assisting clients to navigate the online environment to meet their needs. We are committed to providing information, specialist clinics and increased accessibility to all our services face-to-face. We provide activities, assistance, and programmes that promote hauora by increasing community connectedness and participation in addressing unmet needs.

Item 3

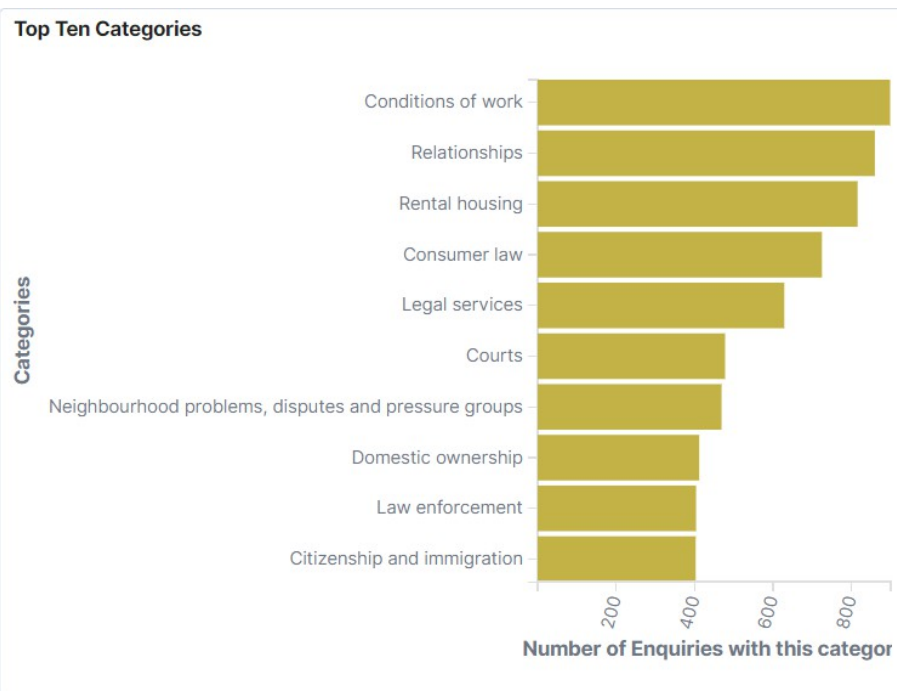
Attachment B

3364



Stats overview Citizens Advice Bureau Christchurch Area April 1, 2023- March 31, 2024

10,380 CAB Services (excluding Clinics)
4,975 Number of Clients Attending Clinics
2,480 Hours spent (in-depth Interviews)



Selwyn Specific:

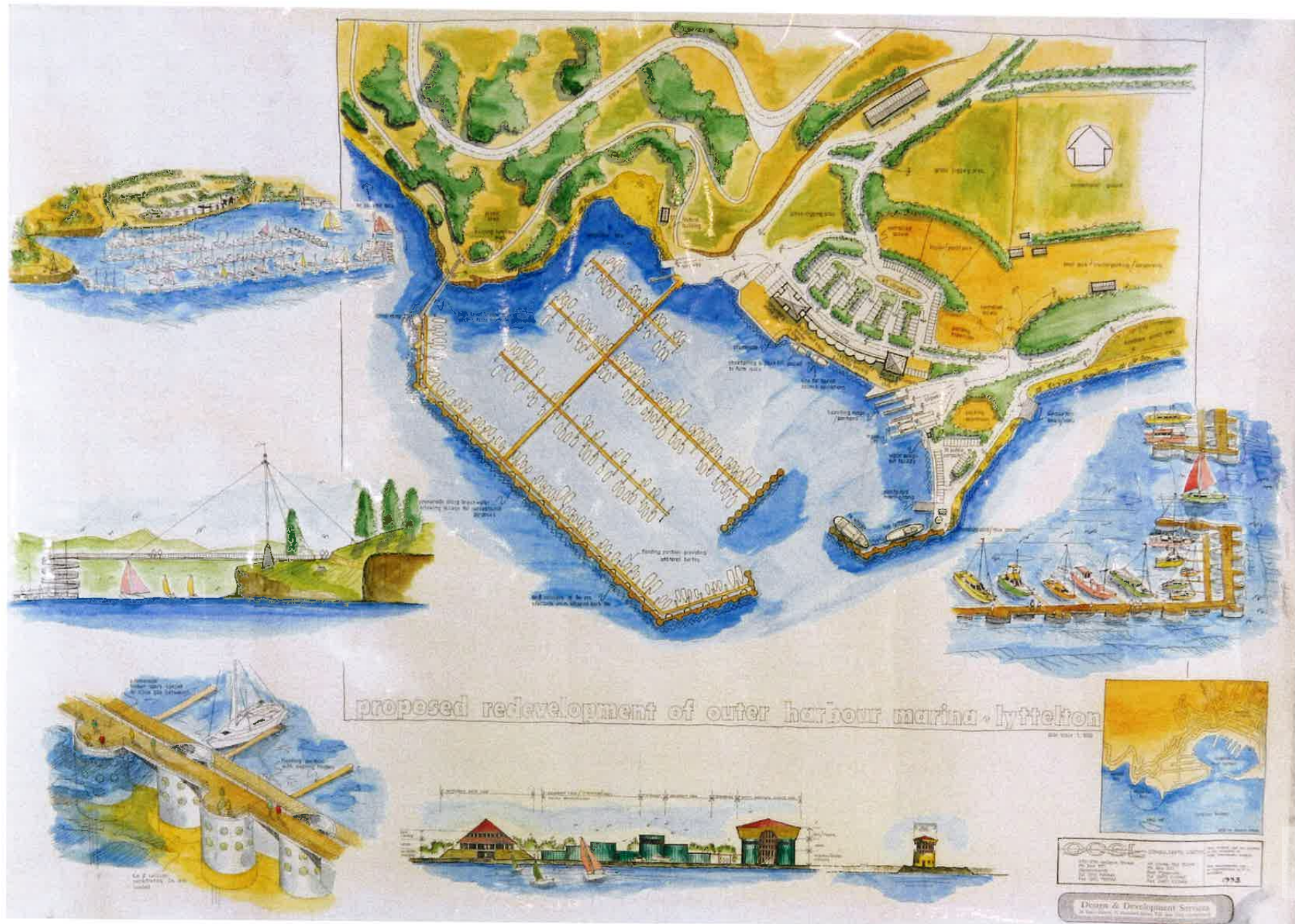
3364



Of the clients who identified their location, 7% contacted CABCHA from the Selwyn District.

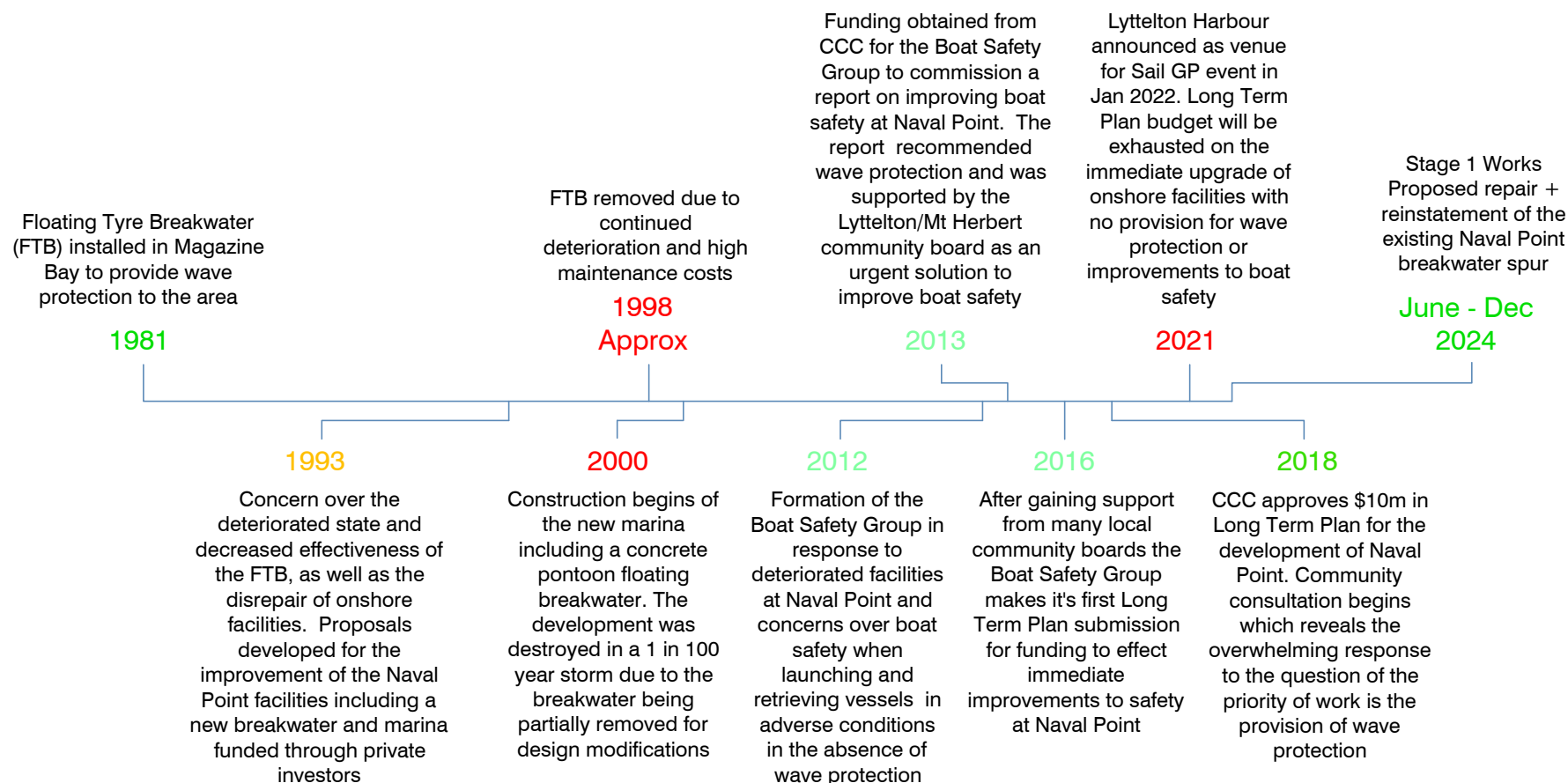
Item 3

Attachment B




2048

Timeline of Wave Protection at Naval Point, Lyttelton Harbour



2048


Item 3
Attachment B

**BOAT SAFETY**
Naval Point, Lyttelton

[Home](#) [History](#) [Other Locations](#) [Plans](#) [Contact](#)

Overview of our cause


To have the current substandard facilities at Naval Point upgraded to ensure the safety of all users and their boats.



History

Find out about our cause since it all started in 1992 and see what has been achieved to date.

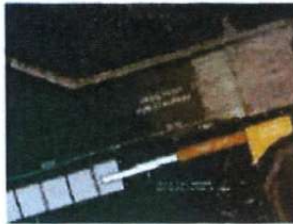
[Find out more »](#)



Other Locations

We detail a comparison of two other locations to highlight the lack of facilities for Christchurch interlopers.

[Find out more »](#)



Our Plans

See what our plans are for improving the facilities at Naval Point to ensure recreational boating can be safe.

[Find out more »](#)

www.boatsafetyatnavalpoint.org.nz

The purpose of this project is to establish a safe environment for people from the greater Christchurch area taking part in aquatic activities on Lyttelton Harbour, this must include safe access to and from the water in all weather and sea conditions.

A phone survey of 5025 persons was conducted to establish the extent of public support for this project, all participants gave their support. The percentage of participants residing in each ward is as follows:

Akaroa-Wairewa 4%, Burwood-Pegasus 7%, Fendalton-Waimairi 8%, Hagley-Ferrymead 18%, Lyttelton-Mt Herbert 23%, Riccarton-Wigram 9%, Shirley-Papanui 5%, Spreydon-Heathcote 12%, Outside of Christchurch 14%

A workshop conducted by Eric Banks of the Christchurch City Council was initiated on 28 April 2017 and runs through to 30 May 2017. Present at this workshop was a delegation representing the boating community of Canterbury, being Colin Lock (Vice Commodore of the Naval Point Yacht Club), Willie Newman (Canterbury Yacht Squadron representing 150 trailer yachts from Canterbury) and Ross May (Naval Point Club Lyttelton Membership Services Manager representing the Canterbury Yachting Association). All of the above delegates, along with the Boat Safety Group, and with support from the Banks Peninsula Community Board, wish to see this project implemented with urgency. If any further comments to the proposed scheme are brought forward at the close of the workshop we will look to implement them in our design.

The Naval Point public boat ramp is extremely well used, with 393 launchings over Waitangi weekend 2017.

300 boaties attended a Boat Safety Group workshop at the Lyttelton Community Boardroom over a two day period. 100% of the attendee's supported our proposals

SUPPORT FOR THE PROJECT

17th April 2016

Boat Safety Meeting 20th April

Please accept my apologies for my absence at today's meeting.

As we are all aware there has been no progress on improving the public boating facilities at Navel Point for an exceedingly long period of time. The proposal as tabled and outlined by OCEL is an extremely cost effective design which will add enormously to the existing launch and retrieve facility. We have talked extensively about the negative safety aspects of the existing facilities particularly when a southerly blows up after a calm start to the day. With the proposed design using the concrete pontoons (generously organised by Buzz March), with their weight and angle to the southerly will have an enormous effect on reducing the wave action that rolls onto the boat ramp making for a safer boat retrieval operation. This design will have enormous safety benefits to the launch and retrieve of boats.

In summary I believe:

1. This will be a major safety improvement to the existing ramp.
2. This design is in line with other facilities around the country.
3. A good cost effective robust design that complements the existing facility.
4. Improvement to the public area at Naval Point boating facility is long overdue.
5. This facility has the ability and does generate income through a user pays system.
6. With improvement to the facility, this in itself will attract more users.

Eden Husband

SUBMISSION TO: Christchurch City Council
ON: Draft Long Term Plan 2016 - 2025
BY: Lyttelton/Mt Herbert Community Board
CONTACT: [REDACTED]

Project Name	Lyttelton Marina Environs Development
Project ID	357
Comment	The Board notes that the funding for a development plan is planned for 2016 but there is apparently no funding for implementation of the plan. The development of a plan raises community expectations. The risk with this strategy is the plan would be out of date if not implemented soon after the plan is approved.

Project Name	Naval Point Breakwater and Marine Project (Unfunded)
Project ID	17918
Comment	<p>The Board strongly supports this project. The Board notes there has long been community concern about the risks to recreational boat users, especially young and inexperienced sailors, trying to get their boats out of the water quickly and safely when a southerly change makes conditions on the water unsafe.</p> <p>This project is currently unfunded. However, this is a critical safety issue for the community. The Board supports the submission of the Boat Security and Safety Association to the Long Term Plan. The Board wishes to highlight that this project should be developed alongside the work of the Naval Point Redevelopment Project.</p>

3	<p>Capital Project ID 357 - Lyttelton Marina Environs (Naval Point) Development</p> <p>Metropolitan recreational assets at Naval Point (Lyttelton Marina Environs) have been neglected by successive Councils since the majority of the marina was destroyed by a storm in 2000. Community frustration is reflected in the submission on the Draft Annual Plan and Amended Long Term Plan by the Boat Security and Safety Association, who are keen to see progress on the ground. The Association proposes that capital funding be allocated for installation of a pontoon on the public slipway at Naval Point to increase boat safety.</p> <p>The Board fully supports Capital Project ID 357, as supporting development of Naval Point is one of the Board's top priorities in its Community Board Plan. The Naval Point Development Plan, funded by this project and currently underway, has as one of its objectives improving boat safety, which is also one of the Board's top priorities. If improving boat safety is one of the priority capital works identified by the Naval Point Development Plan following comprehensive consultation, the Board supports funding to implement these improvements.</p>
---	--

2048

17/03/2021

Consent search | Environment Canterbury

Details for CRC960350.2

RMA Authorisation Number CRC960350.2 **Client Name** Christchurch City Council - C/O Buddle Findlay

Consent Location Magazine Bay, LYTTELTON HARBOUR **State** Issued - Active

To to disturb the bed to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Commencement Date 18 Mar 1996

Date This Consent Number Issued 01 Sep 2009

Expiry Date 14 Mar 2031

Please note there has been a change to how we represent the date fields. The 'Date This Consent Number Issued' is the date this version of the consent was issued. The 'Commencement Date' is when the original version of this consent was issued as per [s116 of the Resource Management Act 1991](#).

- 1 All works shall be located generally as shown on plan No.930903/30A attached.
- 2 The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay.
- 3 The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4

<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC960350.2/crc960350.2>

1/2

17/03/2021

Consent search | Environment Canterbury

- 5 The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 6 Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.
- 7 The consent holder shall submit to the Canterbury Regional Council prior to the fuel jetty being commissioned for operation, a contingency plan covering fuel spillages from the storage tank and fuel dispensing equipment and the effluent pump out facilities.
- 8 The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 15 years from the date of commencement.
- 9 The Canterbury Regional Council may annually, on the last working day of June, serve notice of its intention to review the conditions of this consent for the purposes of:(i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later; or(ii) complying with the requirements of a relevant rule in an operative regional plan.(iii) dealing with any adverse effects on existing swing moorings in Corsair Bay.
- 9 Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

Environment Canterbury © 2021
Retrieved: 11:55am, Wed 17 Mar 2021
<https://www.ecan.govt.nz/data/consent-search/>

<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC960350.2/crc960350.2>

2048

2/2

09/01/2017

Print

Date: Monday, 9 January 2017 1:09 PM

Dear James,

Thank you for your call regarding CRC960350.

Please find attached the consent decision documents for CRC960350, CRC960350.1 and CRC960350.2. I have also included the transfer decision for the original consent as this includes that plan.

If you have any further enquiries, please reply to this email or call Customer Services (details below).

Kind regards

Anna Morrow

How did we do today?
Give us your [feedback here](#).

CUSTOMER SERVICES
Environment Canterbury

ecinfo@ecan.govt.nz



PO Box 345, Christchurch 8140, New Zealand
Customer Services: 0800 324 636



Anna Morrow
Sisary Officer I
Environment Canterbury



PO Box 345, Christchurch 8140
Customer Services: 0800 324 636
Pollution Hotline: 0800 76 55 88



Facilitating sustainable development in the Canterbury region

ecan.govt.nz

Attachments

- CRC960350 Decision Documents.pdf (81.39 KB)
- CRC960350, transfer of resource consent and summary of consent hearing decision.pdf (1.02 MB)
- CRC960350.1 Decision Documents.pdf (81.57 KB)
- CRC960350.2 Decision Documents.pdf (81.50 KB)

P10
S. 10
P.11
S. 11
P.12
S. 12
P.16 map
S. 16
P.17
S. 17
P.18
S. 18
P.19
S. 19
P.20
S. 20
P.21
S. 21
P.22
S. 22
P.23
S. 23
P.24
S. 24
P.25
S. 25
P.26
S. 26
P.27
S. 27
P.28
S. 28
P.29
S. 29
P.30
S. 30
P.31
S. 31
P.32
S. 32
P.33
S. 33
P.34
S. 34
P.35
S. 35
P.36
S. 36
P.37
S. 37
P.38
S. 38
P.39
S. 39
P.40
S. 40
P.41
S. 41
P.42
S. 42
P.43
S. 43
P.44
S. 44
P.45
S. 45
P.46
S. 46
P.47
S. 47
P.48
S. 48
P.49
S. 49
P.50
S. 50
P.51
S. 51
P.52
S. 52
P.53
S. 53
P.54
S. 54
P.55
S. 55
P.56
S. 56
P.57
S. 57
P.58
S. 58
P.59
S. 59
P.60
S. 60
P.61
S. 61
P.62
S. 62
P.63
S. 63
P.64
S. 64
P.65
S. 65
P.66
S. 66
P.67
S. 67
P.68
S. 68
P.69
S. 69
P.70
S. 70
P.71
S. 71
P.72
S. 72
P.73
S. 73
P.74
S. 74
P.75
S. 75
P.76
S. 76
P.77
S. 77
P.78
S. 78
P.79
S. 79
P.80
S. 80
P.81
S. 81
P.82
S. 82
P.83
S. 83
P.84
S. 84
P.85
S. 85
P.86
S. 86
P.87
S. 87
P.88
S. 88
P.89
S. 89
P.90
S. 90
P.91
S. 91
P.92
S. 92
P.93
S. 93
P.94
S. 94
P.95
S. 95
P.96
S. 96
P.97
S. 97
P.98
S. 98
P.99
S. 99
P.100
S. 100
P.101
S. 101
P.102
S. 102
P.103
S. 103
P.104
S. 104
P.105
S. 105
P.106
S. 106
P.107
S. 107
P.108
S. 108
P.109
S. 109
P.110
S. 110
P.111
S. 111
P.112
S. 112
P.113
S. 113
P.114
S. 114
P.115
S. 115
P.116
S. 116
P.117
S. 117
P.118
S. 118
P.119
S. 119
P.120
S. 120
P.121
S. 121
P.122
S. 122
P.123
S. 123
P.124
S. 124
P.125
S. 125
P.126
S. 126
P.127
S. 127
P.128
S. 128
P.129
S. 129
P.130
S. 130
P.131
S. 131
P.132
S. 132
P.133
S. 133
P.134
S. 134
P.135
S. 135
P.136
S. 136
P.137
S. 137
P.138
S. 138
P.139
S. 139
P.140
S. 140
P.141
S. 141
P.142
S. 142
P.143
S. 143
P.144
S. 144
P.145
S. 145
P.146
S. 146
P.147
S. 147
P.148
S. 148
P.149
S. 149
P.150
S. 150
P.151
S. 151
P.152
S. 152
P.153
S. 153
P.154
S. 154
P.155
S. 155
P.156
S. 156
P.157
S. 157
P.158
S. 158
P.159
S. 159
P.160
S. 160
P.161
S. 161
P.162
S. 162
P.163
S. 163
P.164
S. 164
P.165
S. 165
P.166
S. 166
P.167
S. 167
P.168
S. 168
P.169
S. 169
P.170
S. 170
P.171
S. 171
P.172
S. 172
P.173
S. 173
P.174
S. 174
P.175
S. 175
P.176
S. 176
P.177
S. 177
P.178
S. 178
P.179
S. 179
P.180
S. 180
P.181
S. 181
P.182
S. 182
P.183
S. 183
P.184
S. 184
P.185
S. 185
P.186
S. 186
P.187
S. 187
P.188
S. 188
P.189
S. 189
P.190
S. 190
P.191
S. 191
P.192
S. 192
P.193
S. 193
P.194
S. 194
P.195
S. 195
P.196
S. 196
P.197
S. 197
P.198
S. 198
P.199
S. 199
P.200
S. 200
P.201
S. 201
P.202
S. 202
P.203
S. 203
P.204
S. 204
P.205
S. 205
P.206
S. 206
P.207
S. 207
P.208
S. 208
P.209
S. 209
P.210
S. 210
P.211
S. 211
P.212
S. 212
P.213
S. 213
P.214
S. 214
P.215
S. 215
P.216
S. 216
P.217
S. 217
P.218
S. 218
P.219
S. 219
P.220
S. 220
P.221
S. 221
P.222
S. 222
P.223
S. 223
P.224
S. 224
P.225
S. 225
P.226
S. 226
P.227
S. 227
P.228
S. 228
P.229
S. 229
P.230
S. 230
P.231
S. 231
P.232
S. 232
P.233
S. 233
P.234
S. 234
P.235
S. 235
P.236
S. 236
P.237
S. 237
P.238
S. 238
P.239
S. 239
P.240
S. 240
P.241
S. 241
P.242
S. 242
P.243
S. 243
P.244
S. 244
P.245
S. 245
P.246
S. 246
P.247
S. 247
P.248
S. 248
P.249
S. 249
P.250
S. 250
P.251
S. 251
P.252
S. 252
P.253
S. 253
P.254
S. 254
P.255
S. 255
P.256
S. 256
P.257
S. 257
P.258
S. 258
P.259
S. 259
P.260
S. 260
P.261
S. 261
P.262
S. 262
P.263
S. 263
P.264
S. 264
P.265
S. 265
P.266
S. 266
P.267
S. 267
P.268
S. 268
P.269
S. 269
P.270
S. 270
P.271
S. 271
P.272
S. 272
P.273
S. 273
P.274
S. 274
P.275
S. 275
P.276
S. 276
P.277
S. 277
P.278
S. 278
P.279
S. 279
P.280
S. 280
P.281
S. 281
P.282
S. 282
P.283
S. 283
P.284
S. 284
P.285
S. 285
P.286
S. 286
P.287
S. 287
P.288
S. 288
P.289
S. 289
P.290
S. 290
P.291
S. 291
P.292
S. 292
P.293
S. 293
P.294
S. 294
P.295
S. 295
P.296
S. 296
P.297
S. 297
P.298
S. 298
P.299
S. 299
P.300
S. 300
P.301
S. 301
P.302
S. 302
P.303
S. 303
P.304
S. 304
P.305
S. 305
P.306
S. 306
P.307
S. 307
P.308
S. 308
P.309
S. 309
P.310
S. 310
P.311
S. 311
P.312
S. 312
P.313
S. 313
P.314
S. 314
P.315
S. 315
P.316
S. 316
P.317
S. 317
P.318
S. 318
P.319
S. 319
P.320
S. 320
P.321
S. 321
P.322
S. 322
P.323
S. 323
P.324
S. 324
P.325
S. 325
P.326
S. 326
P.327
S. 327
P.328
S. 328
P.329
S. 329
P.330
S. 330
P.331
S. 331
P.332
S. 332
P.333
S. 333
P.334
S. 334
P.335
S. 335
P.336
S. 336
P.337
S. 337
P.338
S. 338
P.339
S. 339
P.340
S. 340
P.341
S. 341
P.342
S. 342
P.343
S. 343
P.344
S. 344
P.345
S. 345
P.346
S. 346
P.347
S. 347
P.348
S. 348
P.349
S. 349
P.350
S. 350
P.351
S. 351
P.352
S. 352
P.353
S. 353
P.354
S. 354
P.355
S. 355
P.356
S. 356
P.357
S. 357
P.358
S. 358
P.359
S. 359
P.360
S. 360
P.361
S. 361
P.362
S. 362
P.363
S. 363
P.364
S. 364
P.365
S. 365
P.366
S. 366
P.367
S. 367
P.368
S. 368
P.369
S. 369
P.370
S. 370
P.371
S. 371
P.372
S. 372
P.373
S. 373
P.374
S. 374
P.375
S. 375
P.376
S. 376
P.377
S. 377
P.378
S. 378
P.379
S. 379
P.380
S. 380
P.381
S. 381
P.382
S. 382
P.383
S. 383
P.384
S. 384
P.385
S. 385
P.386
S. 386
P.387
S. 387
P.388
S. 388
P.389
S. 389
P.390
S. 390
P.391
S. 391
P.392
S. 392
P.393
S. 393
P.394
S. 394
P.395
S. 395
P.396
S. 396
P.397
S. 397
P.398
S. 398
P.399
S. 399
P.400
S. 400
P.401
S. 401
P.402
S. 402
P.403
S. 403
P.404
S. 404
P.405
S. 405
P.406
S. 406
P.407
S. 407
P.408
S. 408
P.409
S. 409
P.410
S. 410
P.411
S. 411
P.412
S. 412
P.413
S. 413
P.414
S. 414
P.415
S. 415
P.416
S. 416
P.417
S. 417
P.418
S. 418
P.419
S. 419
P.420
S. 420
P.421
S. 421
P.422
S. 422
P.423
S. 423
P.424
S. 424
P.425
S. 425
P.426
S. 426
P.427
S. 427
P.428
S. 428
P.429
S. 429
P.430
S. 430
P.431
S. 431
P.432
S. 432
P.433
S. 433
P.434
S. 434
P.435
S. 435
P.436
S. 436
P.437
S. 437
P.438
S. 438
P.439
S. 439
P.440
S. 440
P.441
S. 441
P.442
S. 442
P.443
S. 443
P.444
S. 444
P.445
S. 445
P.446
S. 446
P.447
S. 447
P.448
S. 448
P.449
S. 449
P.450
S. 450
P.451
S. 451
P.452
S. 452
P.453
S. 453
P.454
S. 454
P.455
S. 455
P.456
S. 456
P.457
S. 457
P.458
S. 458
P.459
S. 459
P.460
S. 460
P.461
S. 461
P.462
S. 462
P.463
S. 463
P.464
S. 464
P.465
S. 465
P.466
S. 466
P.467
S. 467
P.468
S. 468
P.469
S. 469
P.470
S. 470
P.471
S. 471
P.472
S. 472
P.473
S. 473
P.474
S. 474
P.475
S. 475
P.476
S. 476
P.477
S. 477
P.478
S. 478
P.479
S. 479
P.480
S. 480
P.481
S. 481
P.482
S. 482
P.483
S. 483
P.484
S. 484
P.485
S. 485
P.486
S. 486
P.487
S. 487
P.488
S. 488
P.489
S. 489
P.490
S. 490
P.491
S. 491
P.492
S. 492
P.493
S. 493
P.494
S. 494
P.495
S. 495
P.496
S. 496
P.497
S. 497
P.498
S. 498
P.499
S. 499
P.500
S. 500
P.501
S. 501
P.502
S. 502
P.503
S. 503
P.504
S. 504
P.505
S. 505
P.506
S. 506
P.507
S. 507
P.508
S. 508
P.509
S. 509
P.510
S. 510
P.511
S. 511
P.512
S. 512
P.513
S. 513
P.514
S. 514
P.515
S. 515
P.516
S. 516
P.517
S. 517
P.518
S. 518
P.519
S. 519
P.520
S. 520
P.521
S. 521
P.522
S. 522
P.523
S. 523
P.524
S. 524
P.525
S. 525
P.526
S. 526
P.527
S. 527
P.528
S. 528
P.529
S. 529
P.530
S. 530
P.531
S. 531
P.532
S. 532
P.533
S. 533
P.534
S. 534
P.535
S. 535
P.536
S. 536
P.537
S. 537
P.538
S. 538
P.539
S. 539
P.540
S. 540
P.541
S. 541
P.542
S. 542
P.543
S. 543
P.544
S. 544
P.545
S. 545
P.546
S. 546
P.547
S. 547
P.548
S. 548
P.549
S. 549
P.550
S. 550
P.551
S. 551
P.552
S. 552
P.553
S. 553
P.554
S. 554
P.555
S. 555
P.556
S. 556
P.557
S. 557
P.558
S. 558
P.559
S. 559
P.560
S. 560
P.561
S. 561
P.562
S. 562
P.563
S. 563
P.564
S. 564
P.565
S. 565
P.566
S. 566
P.567
S. 567
P.568
S. 568
P.569
S. 569
P.570
S. 570
P.571
S. 571
P.572
S. 572
P.573
S. 573
P.574
S. 574
P.575
S. 575
P.576
S. 576
P.577
S. 577
P.578
S. 578
P.579
S. 579
P.580
S. 580
P.581
S. 581
P.582
S. 582
P.583
S. 583
P.584
S. 584
P.585
S. 585
P.586
S. 586
P.587
S. 587
P.588
S. 588
P.589
S. 589
P.590
S. 590
P.591
S. 591
P.592
S. 592
P.593
S. 593
P.594
S. 594
P.595
S. 595
P.596
S. 596
P.597
S. 597
P.598
S. 598
P.599
S. 599
P.600
S. 600
P.601
S. 601
P.602
S. 602
P.603
S. 603
P.604
S. 604
P.605
S. 605
P.606
S. 606
P.607
S. 607
P.608
S. 608
P.609
S. 609
P.610
S. 610
P.611
S. 611
P.612
S. 612
P.613
S. 613
P.614
S. 614
P.615
S. 615
P.616
S. 616
P.617
S. 617
P.618
S. 618
P.619
S. 619
P.620
S. 620
P.621
S. 621
P.622
S. 622
P.623
S. 623
P.624
S. 624
P.625
S. 625
P.626
S. 626
P.627
S. 627
P.628
S. 628
P.629
S. 629
P.630
S. 630
P.631
S. 631
P.632
S. 632
P.633
S. 633
P.634
S. 634
P.635
S. 635
P.636
S. 636
P.637
S. 637
P.638
S. 638
P.639
S. 639
P.640
S. 640
P.641
S. 641
P.642
S. 642
P.643
S. 643
P.644
S. 644
P.645
S. 645
P.646
S. 646
P.647
S. 647
P.648
S. 648
P.649
S. 649
P.650
S. 650
P.651
S. 651
P.652
S. 652
P.653
S. 653
P.654
S. 654
P.655
S. 655
P.656
S. 656
P.657
S. 657
P.658
S. 658
P.659
S. 659
P.660
S. 660
P.661
S. 661
P.662
S. 662
P.663
S. 663
P.664
S. 664
P.665
S. 665
P.666
S. 666
P.667
S. 667
P.668
S. 668
P.669
S. 669
P.670
S. 670
P.671
S. 671
P.672
S. 672
P.673
S. 673
P.674
S. 674
P.675
S. 675
P.676
S. 676
P.677
S. 677
P.678
S. 678
P.679
S. 679
P.680
S. 680
P.681
S. 681
P.682
S. 682
P.683
S. 683
P.684
S. 684
P.685
S. 685
P.686
S. 686
P.687
S. 687
P.688
S. 688
P.689
S. 689
P.690
S. 690
P.691
S. 691
P.692
S. 692
P.693
S. 693
P.694
S. 694
P.695
S. 695
P.696
S. 696
P.697
S. 697
P.698
S. 698
P.699
S. 699
P.700
S. 700
P.701
S. 701
P.702
S. 702
P.703
S. 703
P.704
S. 704
P.705
S. 705
P.706
S. 706
P.707
S. 707
P.708
S. 708
P.709
S. 709
P.710
S. 710
P.711
S. 711
P.712
S. 712
P.713
S. 713
P.714
S. 714
P.715
S. 715
P.716
S. 716
P.717
S. 717
P.718
S. 718
P.719
S. 719
P.720
S. 720
P.721
S. 721
P.722
S. 722
P.723
S. 723
P.724
S. 724
P.725
S. 725
P.726
S. 726
P.727
S. 727
P.728
S. 728
P.729
S. 729
P.730
S. 730
P.731
S. 731
P.732
S. 732
P.733
S. 733
P.734
S. 734
P.735
S. 735
P.736
S. 736
P.737
S. 737
P.738
S. 738
P.739
S. 739
P.740
S. 740
P.741
S. 741
P.742
S. 742
P.743
S. 743
P.744
S. 744
P.745
S. 745
P.746
S. 746
P.747
S. 747
P.748
S. 748
P.749
S. 749
P.750
S. 750
P.751
S. 751
P.752
S. 752
P.753
S. 753
P.754
S. 754
P.755
S. 755
P.756
S. 756
P.757
S. 757
P.758
S. 758
P.759
S. 759
P.760
S. 760
P.761
S. 761
P.762
S. 7

In respect of those matters referred to under Part II of the Act, Section 6 of Part 11 requires recognition and provision of matters of national importance such as the preservation of the natural character of the coastal environment from inappropriate subdivision use and development; the protection of outstanding natural features and landscapes, the maintenance and enhancement of public access to and along the coastal marine area and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. The natural character of Lyttelton Harbour has been already significantly modified by human developments and this proposal could be seen as enhancing rather than detracting from that natural character in its present modified state. We have already expressed a view on the effects of this development on public access. Mitigation measures proposed for potential contaminants entering the harbour adequately recognise the relationship of Maori and their culture with the harbour.

Section 7 refers to various matters, some of which are relevant to these applications, to which particular regard shall be given. They include Kaitiakitanga, the efficient use and development of natural and physical resources, and the maintenance and enhancement of amenity values.

There would appear to have been adequate consultation with the local Runanga and the issues of concern to tangata whenua. The marina in most respects, can be categorised as an efficient use of the natural and physical resources for recreational benefit and in general the proposal could be regarded as enhancing the amenity value of the harbour.

In an overall context we consider this proposal is consistent with the purposes and principles of the Resource Management Act in providing for the use and development of resources to meet a social need of the community in a sustainable way.

DECISIONS

RECOMMENDATION TO THE MINISTER OF CONSERVATION CONSENT APPLICATION NO. 960348

That a coastal permit be granted to Banks Peninsula District Council and the Lyttelton Port Company to reclaim approximately 5104 square metres of foreshore and seabed in Lyttelton Harbour in connection with a marina development subject to the following conditions;

The duration of the consent to be for an unlimited term.

Conditions

- 1) The location of the reclamations shall be as generally shown on the attached Plan Proposed Marina Development Map No. 2.
- 2) The solid breakwater extension of the Naval Point Reclamation stub breakwater shall not extend further than 160 metres from the existing reclamation.
- 3) The consent holder shall submit a scaled plan of the location and dimensions of all areas reclaimed within 3 months of completion of works.
- 4) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 5) The Canterbury Regional Council may annually on the last working day of June serve notice of its intention to review the conditions of this consent for the purposes of -
 - (i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later or

- (ii) complying with the requirements of a relevant rule in an operative regional plan.
- 6) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

DECISIONS : APPLICATIONS NO. 960349, 960350, 960351, 960352, 960360.

That Banks Peninsula District Council and Lyttelton Port Company be granted the following coastal permits for the terms shown and subject to the following conditions.

Application No. 960349 - A coastal permit to disturb the sea bed in the areas shown generally on Map No. 3 attached to remove sediment by dredging and basalt rock outcrops by blasting and excavation.

Duration of consent - 35 years.

Conditions

- 1) Delay detonators/relays and air curtains shall be used in all rock blasting.
- 2) The explosive charges used for blasting shall be limited to reduce the vibration velocity to at least .05 metres/second.
- 3) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 4) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

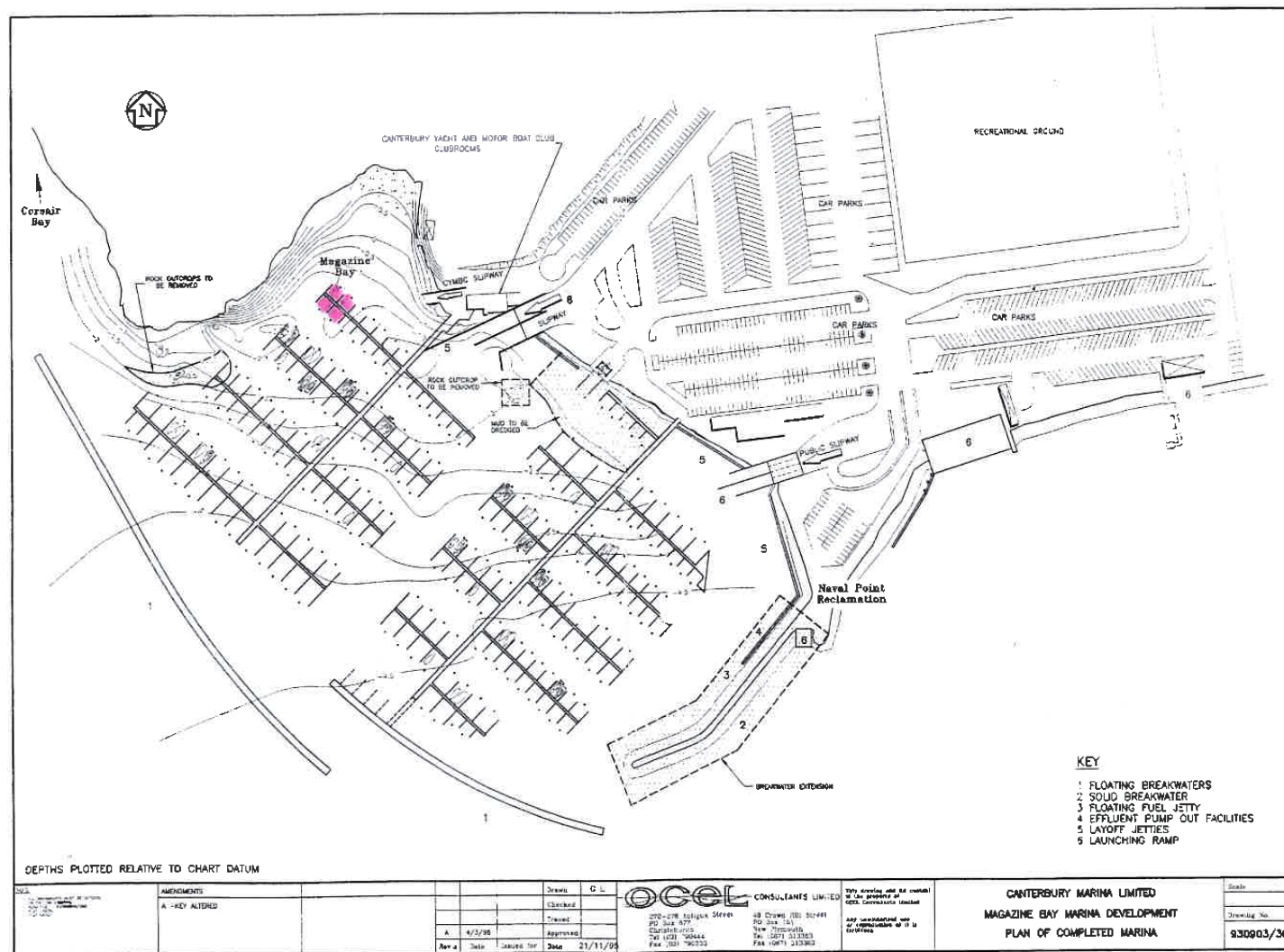
Application No. 960350 - A coastal permit to disturb the bed and to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Duration of consent - 35 years.

Conditions

- 1) All works shall be located generally as shown on plan No 930903/30A attached.
- 2) The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay..
- 3) The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4) The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 5) Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.

2048



Attachment B Item 3

Component	Description	Total
Priority 1 - Environmental, public safety and partnership		
A	Haulout Yard	\$1,450,000
B	Initial site access/parking improvements	1,250,000
C	Handlaunching ramp and Rigging Area	\$2,030,000
D	Rebuild of existing public boat ramp	\$3,625,000
E	New Fixed Breakwater, Removal of Existing Breakwater and Partial Removal of Marina	\$7,625,000
F	Rockfall Hazard Work	\$680,000
G	Public Realm Improvements (site furniture, sculpture)	\$550,000
Priority 2 - Access, services, circulation and parking		
H	Upgrades to existing seawall and rock armour	\$1,000,000
I	Site Services	\$1,180,000
J	Pedestrian improvements, access and landscaping	\$2,550,000
K	Roading Upgrades	\$2,650,000
L	Later site Parking / Parking Lots	\$2,000,000
TOTAL		\$26,590,000

Note: Costs are estimates only and based on high-level planning work

Attachment

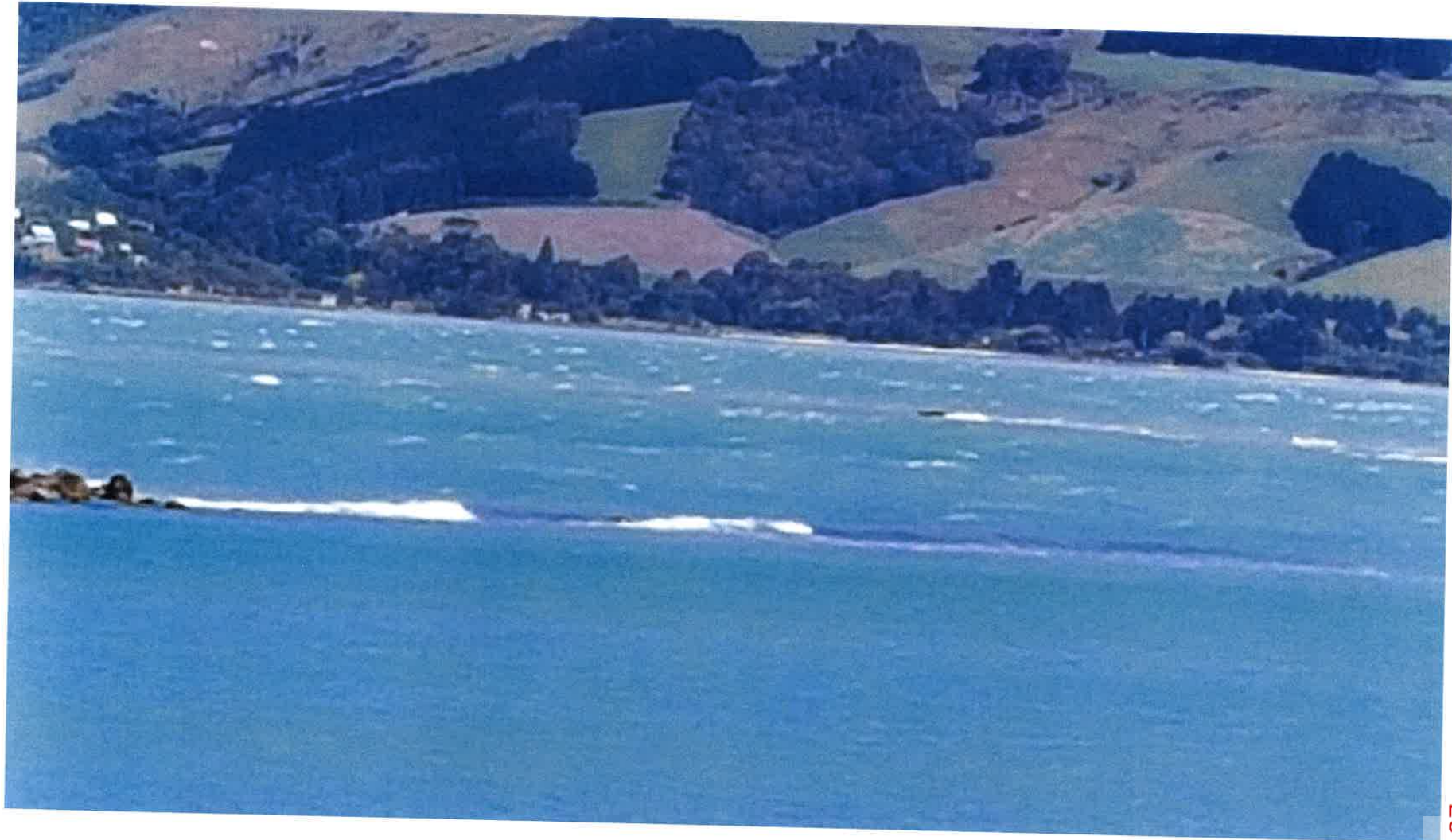
2048

Attachment B Item 3

Plan presented to Community Board 30 March 2010 - Jocelyn Mahoney = designer



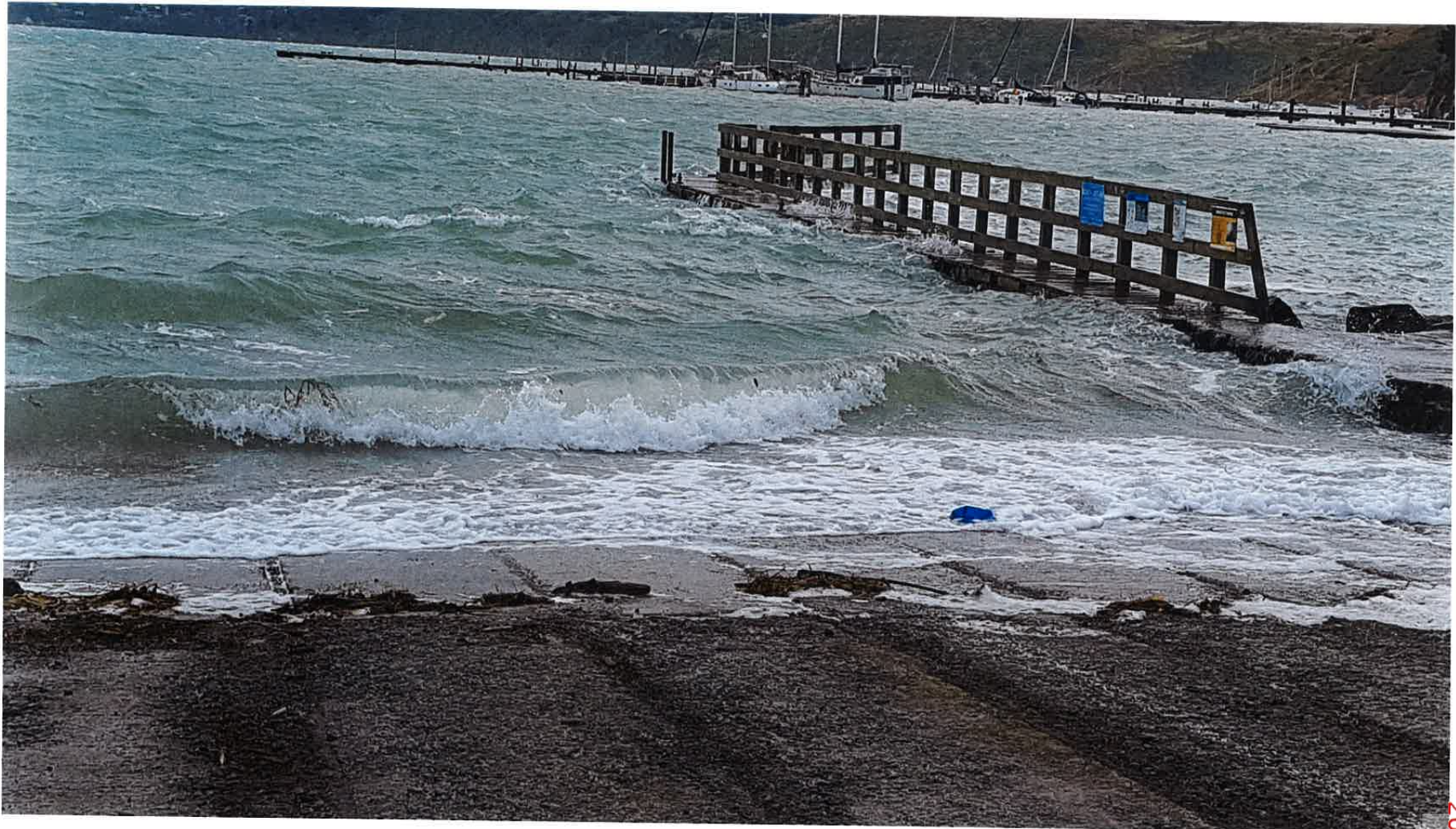




2048

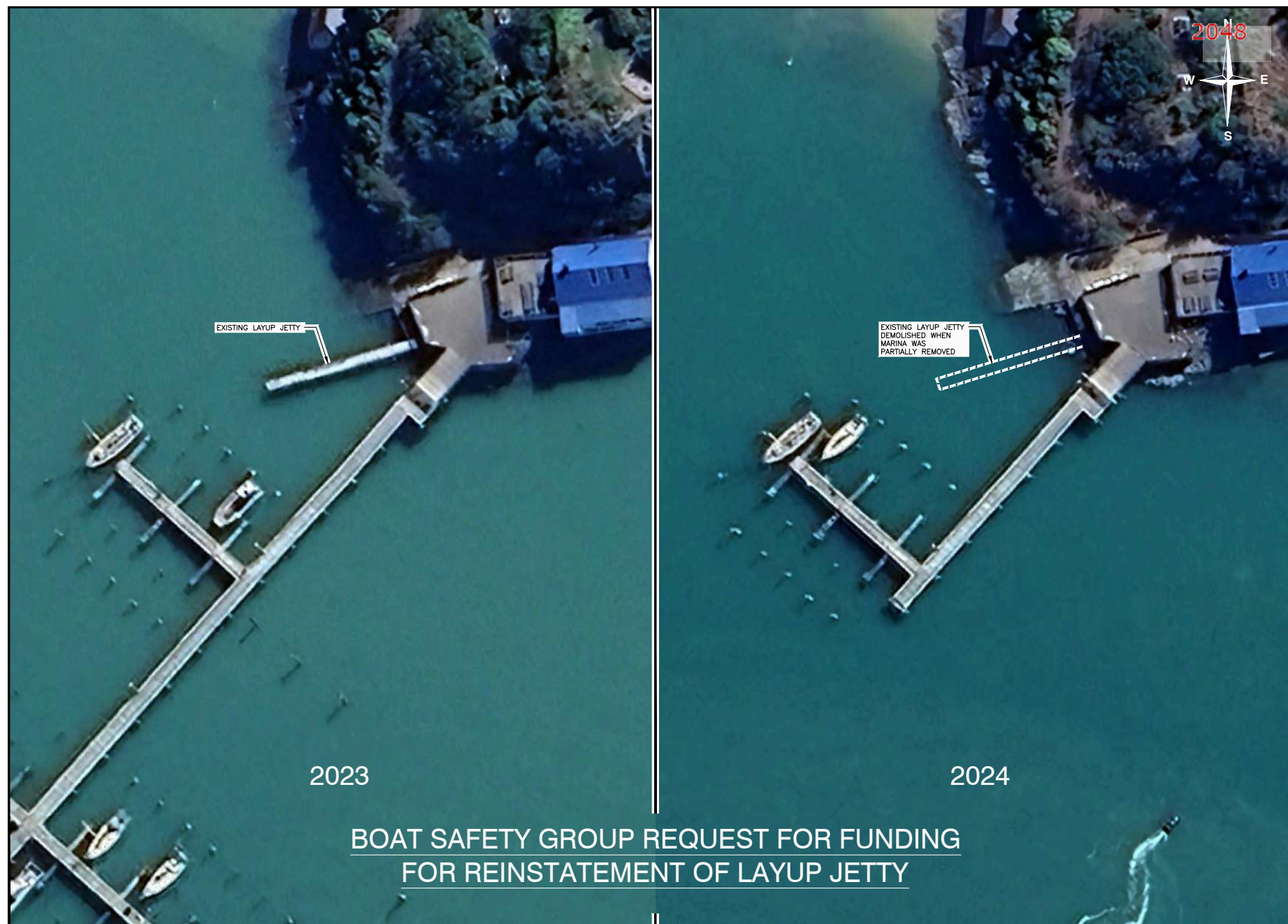


2048



2048





3899

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024
First name: Harrison **Last name:** McEvoy

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May eve Fri 3 May pm Sat 4 May am Sat 4 May pm Tue 7 May eve Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

No There has been too much priority in allocating capital to road maintenance. Rather than allocating such vast funds to generic carriageway renewals, CCC should be increasing the rate at which active transport and public transport is used within the city will have the knock-on effect of reducing wear on our roads, which will result in less repairs being needed and less capital being required. The LTP fails to meet the bare minimum levels of investment in climate mitigation. There is little to no scope for future requirements, and it has been consistently noted that the current investment will not even meet our existing goals. CCC has \$3.2B in property that will be affected by sea level rise alone in the medium-term and little in terms of forward thinking funding to respond.

Average rates - multiple-choice
Yes

Average rates - comments

Rates should be set based on the requirements of investment not on political whims. Screwing with finances now screws us all over in the end. Council's failure to adequately fund its LTP in the initial years to overcome the burden of Te Kaha's construction will likely end up either requiring significant rate increases in future to make up the slack or takin on debt to cover operational expenditure. It is not just about maintaining services it is about investing and improving.

Changes to how we rate - comments

Investigate Land Value Ratings and expand the City Vacant Differential. More land must be unlocked within the city, and large corporations who have essentially land banked our city into a corner must pay.

Fees & charges - comments

Botanic Gardens and Hagley Park fees are good. Parking fees should increase across the city. The charge for excess water usage should also be significantly higher.

3899

Operational spending priorities - multiple-choice

Yes

Operational spending - comments

There is no reason this should be cut. You should expand the roving footpath crews and the parking enforcement teams. You should also enforce bus lanes.

Capital programme priorities - multiple-choice

No

Capital programme - comments

Absolutely not. The cutting of the Major Cycle Route funding and the removal of the Cycle Connector and Local Cycle Network programs represents one of the most short-sighted and fundamentally irrational decisions I have ever seen. There are so many benefits to these programs. They must return and Council staff must look for ways to implement them quickly.

Capital: Transport - comments

I request that the following projects be reinstated as such: the following removed Local Cycle Network and Cycle Connections projects be reinstated to the LTP 2024/2034: Waitai Coastal-Burwood-Linwood Community Board: Burwood Ward: 41852 - Cycle Connections - Ōtakaro-Avon Route Waimāero Fendalton-Waimairi-Harewood Community Board: Fendalton Ward: 44709 - Local Cycle Network - Greers Rd Harewood Ward: 41853 - Cycle Connections - Wheels to Wings 12692 - Belfast Park Cycle & Pedestrian Rail Crossing Waimairi Ward: 44696 - Local Cycle Network - North West Outer Orbital 44707 - Local Cycle Network - Bishopdale & Casebrook Waipuna Halswell-Hornby-Riccarton Community Board Halswell Ward: 44710 - Local Cycle Network - Halswell to Hornby 17059 - Cycle Connections - Little River Link Hornby Ward: 41849 - Cycle Connections - South Express 44697 - Local Cycle Network - South West Outer Orbital 44712 - Local Cycle Network - Springs Road Riccarton Ward: 41847 - Cycle Connections - Nor'West Arc 44695 - Local Cycle Network - Inner Western Arc 44698 - Local Cycle Network - Burnside to Villa Waipapa Papanui-Innes-Central Community Board Central Ward: 44693 - Central City Projects - Cycle Connections 44699 - Local Cycle Network - Palms to Heathcote Express 44706 - Local Cycle Network - Avonside & Wainoni 44713 - Local Cycle Network - Ōtakaro-Avon Innes Ward: 44701 - Local Cycle Network - Northern Mid Orbital 44702 - Local Cycle Network - Northern Outer Orbital 44703 - Local Cycle Network - Northwood Waihora Spreydon-Cashmere-Heathcote Community Board Cashmere Ward: 41850 - Cycle Connections - Southern Lights 44711 - Local Cycle Network - Opawa, Waltham & Sydenham Heathcote Ward: 41844 - Cycle Connections - Heathcote Expressway 41851 - Cycle Connections - Ōpāwaho River Route Within the Draft LTP Capital Programme, I also recognise and call for the following separate projects to be reinstated: 53733 - Heathcote Street Pocket Park & Pedestrian Development 53734 - Ferrymead Towpath Connection (FM5) 914 - Core Public Transport Corridor & Facilities - South (Colombo St) 60276 - Public Transport Improvement Programme (Brougham & Moorhouse Area) 60250 - Programme - Electric Vehicle Charging At City Council Off Street Parking Buildings & Facilities 26623 - Edgeware Village Masterplan (A1) 63365 - Central City Projects - Active Travel Area 17862 - Clyde, Riccarton & Wharenui Intersection Safety Improvements Each of the aforementioned programmes represents an investment either in transport mode diversification or an opportunity to improve safety in a highly trafficked area. Within the Draft LTP Capital Programme, I ask that the funding models for the following programmes revert to the Current Amended LTP 2024-2034 funding allocations: 26611 - Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers 26612 - Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge 26613 - Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass 23101 - Major Cycleway - Nor'West Arc Route (Section 3) University to Harewood (Note: only move the funding back to earlier years 2024/25 and 2025/26 but keep the increase of total funding to \$21,704,400) 18396 - Te Kaha Surrounding Streets 26604 - Major Cycleway - Ōpāwaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue 26606 - Major Cycleway - Ōpāwaho River Route (Section 2) Corson to Waltham 26605 - Major Cycleway - Ōpāwaho River Route (Section 3) Waltham to Ferrymead Bridge 23100 - Major Cycleway - Heathcote Expressway Route (Section 2) Tannery to Martindales 26607 - Major Cycleway - Southern Lights Route (Section 1) Strickland to Tennyson 26601 - Major Cycleway - Ōtakaro Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC) 26602 - Major Cycleway - Ōtakaro Avon Route (Section 2) Swanns Road Bridge to Anzac Drive Bridge (OARC) 26603 - Major Cycleway - Ōtakaro Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC) 1986 - Programme - Major Cycleway - Northern Line Cycleway 47031 - Major Cycleway - South Express Route (Section 2) Craven to Buchanans 1341 - Major Cycleway - Nor'West Arc Route - Annex, Birmingham & Wrights Corridor Improvement 1993 - Programme - Major Cycleway - Nor'West Arc 17060 - Cycle Connections - Uni-Cycle 930 - Sockburn Roundabout Intersection Safety Improvement I ask that the funding models for the following programmes move to earlier years of the LTP as they are currently funding very late in the 10 year plan: 75070 - Memorial Ave Cycle Lanes There is strong support for keeping the following programmes as they are currently funded in the draft LTP: 73854 - Programme - PT Futures (Externally Funded) 75363 - Programme - Mass Rapid Transit 59181 - Central City Projects - Antigua Street Cycle Network (Tuam-

T24Consult Page 2 of 4

Item 3

Attachment B

3899

Moorhouse) 65923 - School Safety 68430 – Ferry Road Active Transport Improvements I request the council to work further with ECan to align investment in public transport services and infrastructure. The following public transport related investments should be prioritised: Construction of more bus lanes to reduce delays caused by traffic jams More bus signal priority at intersections to reduce delays for buses Construction of many more new and better bus shelters Better technology for upcoming bus signs including installing LCD screens for upcoming buses at well used bus stops I request funding to be given to 75051 Programme - New Footpaths. Protection of potential MRT corridors should be investigated. Protection of future MCR corridors should be investigated.

Capital: Parks, heritage or the coastal environment - comments

Council must allocate more funding to implement the biodiversity strategy (less than 50% of actions are currently being implemented). There must also be consideration given during this LTP period to the creation of a fund or allocation for preparation to undertake Climate Mitigation works or Managed Retreat in future.

Capital: Libraries - comments

More support should be given to Community Libraries and Centres in suburbs, to help them meet the needs of their communities. There are several areas in the city that are not serviced by official Council Service Centres or Libraries. Community-led initiatives in this space deserve more support from Council. These are often constituent's primary spaces to meet and represent an opportunity for Council to do proactive consultation, however, are often ill-staffed or financially supported to take on a more intensive role.

Capital: Other - comments

The following Climate Emergency Response Fund projects have been cut, and these need to added back in: The Cycle Link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, a move which will reduce congestion at peak times. The Cycle Connection on Cashmere Road, between Hoon Hay Road and Oderings Garden Centre. The Cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail, and Barrington Shopping Centre; and improve cycling connections for neighbourhoods such as Aidanfield and the sports facilities at Ngā Puna Wai. The scheduled pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School. The upgrading of six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings. A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road. The new cycle route in Richmond that will connect cyclists from the north to the south of Richmond. ID 71496 – Richmond CRAF – Neighbourhood Greenway Cycleway ID 72758 – Transport Choices 2022 – Richmond Neighbourhood Greenway The Salisbury Street project that includes converting the street to be two way and adding a cycleway must be brought forward.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

No Service Cuts: Instead explore Restructuring the use of the Tarras Airport (Otago Central Airport) site in lieu of the Airport to generate tenant rents as dividends for the Council. Introducing manageable small levies on Domestic and International Flights to and from Christchurch International Airport. Increased charging for parking in Council facilities. A Congestion Charging area within the Central City during hours of high traffic (Mon-Thu 9am-5pm, Fri-Sat 9pm-2am) the Council should also legitimately consider structural changes to the ways rates are collected in this city (e.g. land value taxes), and to investigate proactive forms of consultation to see this happen outside of the LTP scope.

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

3899

Adapting to climate change - comments

This is a no brainer. Of course you should invest in preventing mass displacement and problems in our city.

Strategic Framework - comments

There needs to be a bigger focus on proactive community engagement. There needs to be a bigger focus on building a city that is accessible and active and there must be more consideration given to building a city that is sustainable

Disposal of 5 Council-owned properties - comments

*

Disposal of Red Zone properties - comments

*

Gift of Yaldhurst Memorial Hall - comments

*

Anything else about the LTP24-34 - comments

Invest. Without Investment there is no future. If it means a 20% rates increase then do it. There is no future without investment and if you want to keep people in this city it must be a city worth living in. I support the submission of Greater Ōtautahi.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

Draft Long-Term Plan 2024-2034

Christchurch
City Council 

Item 3

Attachment B

Submitter Details

Submission Date: 21/04/2024

First name: Jono Last name: de Wit

Please provide the name of the organisation you represent:

Greater Ōtautahi

What is your role in the organisation: Spokesperson

Postal address:

Suburb:

City:

Country: New Zealand

Postcode:

Daytime Phone: [REDACTED]

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May eve Tue 7 May eve

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

What matters most?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending.

For more information about the Draft Long Term Plan see the [Consultation Document](#).

1.1.1

Overall, have we got the balance right?

We believe there has been too much priority in allocating capital to road maintenance (\$591 million on carriageway renewals). Due to changes made to the revised Long Term Plan (LTP), there is now a desperate need to invest in cycle infrastructure, which by comparison requires very little maintenance and has numerous active health and environmental benefits, rather than sinking more money into carriageway maintenance. Increasing the rate at which active transport and public transport is used within the city will have the knock-on effect of reducing wear on our roads, which will result in less repairs being needed and less capital being required. We believe the LTP fails to meet the bare minimum levels of investment in climate mitigation. There is little to no scope for future requirements, and

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

It has been consistently noted that the current investment will not even meet our existing goals. There must be a concerted effort to properly allocate capital to these ends. The GNS report released to Council in December 2023, indicated that: "Christchurch could see 14 to 23 centimetres of sea-level rise over the next 30 years. However, in places where land is subsiding at about 8 millimetres per year, such as parts of Brighton Spit and parts of Lyttelton Harbour and Kōkourarata Port Levy, sea levels could rise by 38 to 47 centimetres – twice as much over the same 30-year timeframe." (GNS Science Consultancy Report 2023/81) Without adequate funding to mitigate or adapt (including investment in retreat), this leaves little room for the Council to appropriately respond to the estimated \$17.2B worth of property that Council estimated would be impacted by sea-level rises in their October 2023 Submission to the Environment Select Committee's Inquiry into Climate Adaptation. While we are not advocating for Council to foot the entire bill, it must be noted that at least \$3.2B of that \$17B in property is the Council's Infrastructure. This is an unacceptable risk for Council to shoulder without sufficient capital and is a burden that should be shouldered from now on rather than being deferred.

Rates

For information about Rates see [page 39 of the Consultation Document](#).

1.2.1

Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level investment in our core infrastructure and facilities, which will mean **a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%**?

Yes

1.2.4

Comments

Local Governments across New Zealand have traditionally kept rates low through deliberate underinvestment in or deferment of infrastructure, and commitments by Councillor and Mayoral candidates running on keeping rates low as a form of electoral promise. The proverbial chicken has now come home to roost. If we lower rates, our city will lose the ability to provide its current levels of service, and those who use council services will be disproportionately worse off. There is an assumption that more affluent residents and neighbourhoods may think they are insulated from this trend as they are less likely to use these facilities, but they are still part of this city, and will feel the effects of austerity. Any change in rates must account for continued investment in public and active transport, climate mitigation projects, and climate adaptation projects. These are simply non-negotiable for future generations. If projects are being deferred or discontinued to make these rate cuts occur, we strongly recommend that this practice be reversed.

We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as business, and changes to our rates postponement and remissions for charities policies.

1.2.3

Do you have any comments on our proposed changes to how we rate?

We recommend that Council continues to investigate the implementation of Land Value Rating ready for a potential referendum alongside local body elections in 2025. This ensures that we get more productive use of our valuable city centre land, enabling a city for people, not car yards and car storage. We recommend an expansion of the City Vacant Differential (CVD) programme to: * Cover the entire city, as a disincentive to land banking * Ban car parks from being considered for remission * Increase the multiplier of the CVD from 4.523 to 6. We agree with the proposed changes to the rating of visitor accommodation in a residential unit Too often, new housing is built in the centre of the city, only to be snapped up by investors and let out as short-stay accommodation, limiting the supply of housing for first-home buyers, renters, and homeowners looking to downsize.

Fees & Charges

For information about Fees & Charges see [page 43 of the Consultation Document](#).

1.3.1

Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

We support the proposed parking charges at the Botanic Gardens and Hagley Park, as these areas are well-connected by public transport, and active transport. The \$2m a year this would raise (based on Council's calculations) would be useful in offsetting other costs. We believe that parking charges should be increased around the city. This would incentivise public and active transport use. In disincentivizing increased car usage, we could also improve the air quality and accessibility of our city. We recommend that Council

Item 3

Attachment B

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

increase the fees for excess water usage. These fees are targeted towards ratepayers who consume a significantly above average amount of water, and any increases would not have an impact on the average ratepayer.

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways includes staff salaries, and maintenance and running costs such as electricity and insurance.

For more information about Operational Spending see the [Consultation Document from page 23](#).

1.7

Are we prioritising the right things?

Yes

1.2.6

Comments

There is no mandate for Council to cut back on services people rely upon (libraries, swimming pools, etc) to force a lower rates increase. Council's services exist for its constituents, and removing these services will disproportionately impact lower socioeconomic, disabled, and elderly residents, for whom there is no alternative. We request increased and/or continued funding for the Rapid Response Footpath Crews program which was set up to target smaller footpath repairs to increase customer satisfaction and safety. We believe this program has been very successful and would like it to continue. We request the expansion and proper funding of the parking enforcement team. Currently it operates only short working hours so enforcement of parking can not be carried out at times when it is really needed. The enforcement team should also allow the public to report using alternative methods such as sending photos to a monitored email address. The current system of needing to call a phone number is slow, inefficient and not cost effective. The rationale for this is equity and accessibility for all. For some people it is not easy to "just go around" a car parked on the footpath such as those using a wheelchair or pushing a pram. We also request a review of fines as they have not been increased in years and may not be sufficiently high to act as a deterrent or to cover the cost of enforcement.

Capital Programme

In this LTP we have focused on developing a deliverable capital programme.

We're proposing to spend \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%).

For more information about the Capital Programme see the [Consultation Document from page 23](#).

1.4.1

Are we prioritising the right things?

No

1.3.7

Comments

The delays to the Major Cycle Routes (MCRs) programme are unacceptable and irresponsible. Ōtautahi Christchurch is home to the two highest electorates where people cycle to work (Ilam and Christchurch Central). It is also home to the highest electorate for people who cycle to study (Ilam). The success of the existing network is proof that this investment is absolutely good value for money. This

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

programme needs to be accelerated rather than defunded and delayed. If Councillors see the cost of active transport infrastructure as prohibitive at this current moment, then it would be worth looking at the work done in Wellington (and other cities around the world, including Seville) around rolling out networks faster and cheaper. These are excellent examples, and the basic ideas can include rolling out cycleways fast by reallocating road space, putting up plastic hit sticks or bollards and barrier arms, and being flexible. This is a similar approach to the cycleway rolled out on Park Terrace and Rolleston Avenue and would have the benefit of allowing people to have access to more safe cycling infrastructure more quickly and for less initial capital spending. It would allow staff to consider longer-term plans before committing significant capital to any project.

1.4.2

Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme?

Transport?

For more information about Transport see [page 31 of the Consultation Document](#).

Transport makes up 54% of Christchurch's gross emissions (cars constitute 22%, whilst utes and vans make up 10%). There is not enough of a focus on reducing these figures. We suggest that the Council consider:

- * The continuation, without additional delays, of the rollout of the Major Cycle Routes programmes, with a focus on completing the partially complete projects of the Nor'West Arc and Wheels to Wings cycleways.
- * Place a higher priority on progressing the Ōtakaro-Avon River and North-East Cycle Routes, which would travel through areas currently underserved by existing infrastructure.
- * Place a higher priority on the Southern Lights cycleway which will serve a community that has already shown high willingness to change mode from car to bike.
- * Ensuring that priority is given to planning and building a denser city, and restricting urban sprawl across the remaining green spaces and productive land available in the city.
- * Provide better public transport options (which will encourage mode shift from private vehicles) including fully rolling out PT Futures programme and the construction and permanent enforcement of more bus lanes which have worked well on major thoroughfares such as Lincoln Road.
- * Reduce funding for road renewals/resurfacing to more manageable levels and investigate ways to reduce their cost in the long term including roadway narrowing (footpath widening) instead of just like-for-like renewals and use of new products to extend the life of existing surfacing such as the one shared by the Mayor recently that waterproofs the surface of old asphalt.

There were 462 premature deaths attributed to human-made air pollution in Christchurch in 2016. The majority of this air pollution is caused by exhaust fumes by fossil fuel vehicles. The aforementioned solutions could help in mitigating this issue. We agree with the aim of increasing access by walking within 15 minutes to key destinations. This is key to livability and reducing emissions and will have a positive impact on local communities in terms of amenities and service availability. We agree that the delivery of School Cycle Skills and Training is good, but without tangible changes to the roads around schools then it is wasted capital. Children need safe networks to get to school. We support the funding of programmes that lower speeds, create safe crossings, and priorities separated cycle facilities. We support the goals within the level of service section "Our networks and services are environmentally sustainable and increasingly resilient" but want to see more ambitious targets. The removal of the majority of the Local Cycle Network (LCN) and Cycle Connections programmes from the Draft LTP Capital Programme presents an unacceptable delay and risk to our city. This programme is designed to aid in both feeding users onto the Major Cycle Routes (MCR), and as significant improvements to local cycle infrastructure. Some of these improvements would provide missing links from MCRs to popular destinations which are nearby but not served by the MCR itself, such as Westfield Riccarton from the South Express. Without these improvements, the usefulness of the cycleways is greatly reduced for some people who are not willing to bike unless they can get all the way to their destination safely on a cycleway. There is also a higher likelihood of serious injury or death to cyclists in our city than there should be. The removal or deferral of these projects is not inline with Strategic View 3 "Ensuring Resilience to the Impacts of Climate Change and Natural Hazards", or Strategic View 4 "Planning and Investing for Sustainable Growth" or their respective Strategic Responses and Action Areas given in the council's Infrastructure Strategy (pp.14-16) document attached to this Long Term Plan. To this end, we request that the following removed Local Cycle Network and Cycle Connections projects be reinstated to the LTP 2024/2034:

- * Waitai Coastal-Burwood-Linwood Community Board: * Burwood Ward: * 41852 - Cycle Connections - Ōtakaro-Avon Route * Waimāero Fendalton-Waimairi-Harewood Community Board: * Fendalton Ward: * 44709 - Local Cycle Network - Greers Rd * Harewood Ward: * 41853 - Cycle Connections - Wheels to Wings * 12692 - Belfast Park Cycle & Pedestrian Rail Crossing * Waimairi Ward: * 44696 - Local Cycle Network - North West Outer Orbital * 44707 - Local Cycle Network - Bishopdale & Casebrook * Waipuna Halswell-Hornby-Riccarton Community Board * Halswell Ward: * 44710 - Local Cycle Network - Halswell to Hornby * 17059 - Cycle Connections - Little River Link * Hornby Ward: * 41849 - Cycle Connections - South Express * 44697 - Local Cycle Network - South West Outer Orbital * 44712 - Local Cycle Network - Springs Road * Riccarton Ward: * 41847 - Cycle Connections - Nor'West Arc * 44695 - Local Cycle Network - Inner Western Arc * 44698 - Local Cycle Network - Burnside to Villa * Waipapa Papanui-Innes-Central Community Board * Central Ward: * 44693 - Central City Projects - Cycle Connections * 44699 - Local Cycle Network - Palms to Heathcote Express * 44706 - Local Cycle Network - Avonside & Wainoni * 44713 - Local Cycle Network - Ōtakaro-Avon * Innes Ward: * 44701 - Local Cycle Network - Northern Mid Orbital * 44702 - Local Cycle Network - Northern Outer Orbital * 44703 - Local Cycle Network - Northwood * Waihoru Spreydon-Cashmere-Heathcote Community Board * Cashmere Ward: * 41850 - Cycle Connections - Southern Lights * 44711 - Local Cycle Network - Opawa, Waltham & Sydenham * Heathcote Ward: * 41844 - Cycle Connections - Heathcote Expressway * 41851 - Cycle Connections - Ōpāwaho River Route

Within the Draft LTP Capital Programme, we also recognise and call for the following separate projects to be reinstated:

- * 53733 - Heathcote Street Pocket Park & Pedestrian Development
- * 53734 - Ferryroad Towpath Connection (FM5)
- * 914 - Core Public Transport Corridor & Facilities - South (Colombo St)
- * 60276 - Public Transport Improvement Programme (Brougham & Moorhouse Area)
- * 60250 - Programme - Electric Vehicle Charging At City Council Off Street Parking Buildings & Facilities
- * 26623 - Edgware Village Masterplan (A1)
- * 63365 - Central City Projects - Active Travel Area
- * 17862 - Clyde, Riccarton & Wharenui Intersection Safety Improvements

Each of the aforementioned programmes represents an investment either in transport mode diversification or an opportunity to improve safety in a highly trafficked area. Within the Draft LTP Capital Programme, we ask that the funding models for the following programmes revert to the Current Amended LTP 2024-2034 funding allocations:

- * 26611 - Major Cycleway - Wheels to Wings Route (Section 1) Harewood to Greers
- * 26612 - Major Cycleway - Wheels to Wings Route (Section 2) Greers to Wooldridge
- * 26613 - Major Cycleway - Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass
- * 23101

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

– Major Cycleway – Nor’West Arc Route (Section 3) University to Harewood (Note: only move the funding back to earlier years 2024/25 and 2025/26 but keep the increase of total funding to \$21,704,400) * 18396 – Te Kaha Surrounding Streets * 26604 – Major Cycleway – Ōpāwaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue * 26606 – Major Cycleway – Ōpāwaho River Route (Section 2) Corson to Waltham * 26605 – Major Cycleway – Ōpāwaho River Route (Section 3) Waltham to Ferryroad Bridge * 23100 – Major Cycleway – Heathcote Expressway Route (Section 2) Tannery to Martindales * 26607 – Major Cycleway – Southern Lights Route (Section 1) Strickland to Tennyson * 26601 – Major Cycleway – Ōtākaro Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC) * 26602 – Major Cycleway – Ōtākaro Avon Route (Section 2) Swanns Road Bridge to Anzac Drive Bridge (OARC) * 26603 – Major Cycleway – Ōtākaro Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC) * 1986 – Programme – Major Cycleway – Northern Line Cycleway * 47031 – Major Cycleway – South Express Route (Section 2) Craven to Buchanans * 1341 – Major Cycleway – Nor’West Arc Route – Annex, Birmingham & Wrights Corridor Improvement * 1993 – Programme – Major Cycleway – Nor’West Arc * 17060 – Cycle Connections – Uni-Cycle * 930 – Sockburn Roundabout Intersection Safety Improvement We ask that the funding models for the following programmes move to earlier years of the LTP as they are currently funding very late in the 10 year plan: * 75070 - Memorial Ave Cycle Lanes We note are strong support for keeping the following programmes as they are currently funded in the draft LTP: * 73854 - Programme - PT Futures (Externally Funded) * 75363 - Programme - Mass Rapid Transit * 59181 – Central City Projects – Antigua Street Cycle Network (Tuam-Moorhouse) * 65923 - School Safety * 68430 – Ferry Road Active Transport Improvements We request the council to work further with ECan to align investment in public transport services and infrastructure. The following public transport related investments should be prioritised: * Construction of more bus lanes to reduce delays caused by traffic jams * More bus signal priority at intersections to reduce delays for buses * Construction of many more new and better bus shelters * Better technology for upcoming bus signs including installing LCD screens for upcoming buses at well used bus stops We request further funding to be given to 75051 Programme - New Footpaths. There are many locations around the city where footpaths have never been built and there has been no investment in filling in the gaps for many years. This severely hinders accessibility for those outside of a car. We are very supportive of this new programme and would like funding for it to be increased much more to a level required to make a significant dent in the number of footpaths required. We request more funding to be made available for small pedestrian safety and accessibility improvements such as pedestrian refuges and kerb build outs in underserved areas. We support existing projects which include these types of improvements. Wayfinding for cycleways should be improved. The current signs are lacking in detail and missing some important landmarks/destinations. For example many signs on South Express do not include Riccarton mall or central Riccarton shops. We support the continuation of the Speed Management plan “Safer Speed Plan”. We also request that in line with advice from He Pou a Rangī - Climate Change Commission given to the Government in April 2023 (2023 Draft advice to inform the strategic direction of the Government’s second emissions reduction plan) that none of the above projects related to aspects of the Major Cycle Routes, Local Cycle Network, or Cycle Connections programmes be scheduled for completion any later than 2030. This advice also recommends the completion of Rapid Transit Networks no later than 2035, which we also advocate for. Continue the investigation of the central city shuttle trial. Adding more bike parking around the city. There is a lack of bike parking in the south west and most other areas outside the central city. There are also areas within the central city which need more bike parking. Protection of potential MRT corridors should be investigated. Protection of future MCR corridors should be investigated. This will prevent parts of future MCRs from being constructed to poor quality. For example, the Northern Line at the north end of Saint James Park has recently become a dangerous blind corner because the corridor was not protected and a new housing development built a fence right up to the corner of the property adjacent to the cycleway which blocks visibility.

1.4.3

Parks, heritage or the coastal environment?

[For more information about Parks, Foreshore and Heritage see page 32 of the Consultation Document.](#)

Council must allocate more funding to implement the biodiversity strategy (less than 50% of actions are currently being implemented). Evidence shows there are tangible benefits to increasing tree cover in urban streets and creating green urban pathways. Lining our streets with trees and other plants and increasing the number of green corridors, as part of the Urban Forest plan will have the effect of reducing urban surface temperatures and increasing appearance and value. They are also an attractive asset to local communities and can provide significant social and visual benefits to the overall appearance of any given street. This is all notwithstanding the environmental impact of increasing tree cover and green spaces. An investment in more trees and biodiversity should go hand in hand with an increased priority in the planting of native plant types in appropriate circumstances. There must also be consideration given during this LTP period to the creation of a fund or allocation for preparation to undertake Climate Mitigation works or Managed Retreat in future. The current LTP Capital Programme falls significantly short in this area, and does not plan for future Capital Expenditure that will be required. This is essentially passing the burden of this expenditure onto future generations.

1.4.4

Libraries?

[For more information about Libraries see page 33 of the Consultation Document.](#)

The Rebuild of South Library must give priority to both sustainability and internal ventilation during planning, construction, and operation. The current facility does not meet best practice standards for air filtration, which has been shown by COVID to be essential for public health, reducing the transmission of respiratory illness and associated long-term disabilities. The provision of a temporary facility is essential for the community while the South Library is under reconstruction. It is a vital community space, and the volumes of displaced users are too high to assume they’ll all be covered by Te Hapua and Spreydon Library. This should be considered regardless of the Operational Expenses required. South Library is a key functional space for the Council when it comes to services for constituents, and the impact their removal will have must be taken into account when deciding to temporarily relocate. More support should be given to Community Libraries and Centres in suburbs, to help them meet the needs of their communities. There are several areas in the city that are not serviced by official Council Service Centres or Libraries. Community-led initiatives in this space deserve more support from Council. These are often constituent’s primary spaces to meet and represent an opportunity for Council to do proactive consultation,

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

however, are often ill-staffed or financially supported to take on a more intensive role.

1.4.5

Solid waste and resource recovery?

For more information about Waste and Recycling see [page 32 of the Consultation Document](#).

Outside Scope

1.4.6

Other aspects of our capital spend or capital programme?

For information on other aspects like Drinking Water, Wastewater, Stormwater, Sport and Recreation and Climate Change see the [Consultation Document from page 29](#).

The following Climate Emergency Response Fund projects have been cut, and these need to added back in: * The Cycle Link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, a move which will reduce congestion at peak times. * The Cycle Connection on Cashmere Road, between Hoon Hay Road and Oderings Garden Centre. * The Cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail, and Barrington Shopping Centre; and improve cycling connections for neighbourhoods such as Aidanfield and the sports facilities at Ngā Puna Wai. * The scheduled pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School. * The upgrading of six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings. * A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road. * The new cycle route in Richmond that will connect cyclists from the north to the south of Richmond. * ID 71496 – Richmond CRAF – Neighbourhood Greenway Cycleway * ID 72758 – Transport Choices 2022 – Richmond Neighbourhood Greenway Provisions must be made for the funding of these programmes to be brought into the Council's own Capital expenditure. The Council should not rely on the Government to provide funds for these projects, as said funding is unlikely to be forthcoming, and these projects are too important to be left to chance. The Salisbury Street project that includes converting the street to be two way and adding a cycleway must be brought forward. For too long, the north of the central city has not had a supermarket in walking distance as Foodstuffs has held their Salisbury Street site at ransom until the CCC completes this project. Significantly, this holds back the potential growth and intensification of the northern city as well as the viability of the South-East Central Neighbourhood Plan. Development contributions should be ring fenced such that they are spent on projects within the local area of the new development. This will prevent them being used for projects in other areas and unrelated to the required infrastructure for those new developments. We support 77201 Programme - Surface Flooding Reduction. We also suggest that a rapid response crew, similar to the footpath one, could be created in order to quickly respond to storm water issues during and after rain events.

[REDACTED] We request funding for stormwater and water supply be increased in the first three years of the LTP. These two areas both have reduced funding in the first three years which we consider is not sufficient investment in this incredibly important infrastructure.

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great place to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and asset. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

For more information about additional opportunities see [page 46 of the Consultation Document](#).

1.5.1

Which of the following do you think should be our focus for the 2024 - 2034 Long Term Plan?

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Additional savings and efficiencies

For information about additional savings and efficiencies see [page 47 of the Consultation Document](#).

Item 3

Attachment B

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

1.5.2

Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the Draft LTP 2024 2034?

We must stress that cost reductions can not come from service cuts; nor should it come from the outright sale of assets. Likewise there should not be room for cuts to Climate Change or Biodiversity programmes (including all cycleways) to meet these margins. We believe that more can be done to extract value from existing assets that are not currently generating sufficient returns. Examples might include: - Restructuring the use of the Tarras Airport (Otago Central Airport) site in lieu of the Airport to generate tenant rents as dividends for the Council. - Introducing manageable small levies on Domestic and International Flights to and from Christchurch International Airport. - Increased charging for parking in Council facilities. - A Congestion Charging area within the Central City during hours of high traffic (Mon-Thu 9am-5pm, Fri-Sat 9pm-2am) We would also like to see the Council legitimately consider structural changes to the ways rates are collected in this city (e.g. land value taxes), and to investigate proactive forms of consultation to see this happen outside of the LTP scope.

Major event bid funding

Christchurch competes with other cities in New Zealand and around the world to attract major international sports, business and music events through event bid funding. While the city has an established portfolio of events and attracts a range of other events, there are opportunities to grow the existing events and attract new events to the city. This would require additional funding.

For more information about the major event bid funding see [page 49 of the Consultation Document](#).

1.5.4

Should we leave bid funding for major and business events at current levels in the draft LTP, as proposed? Or should we increase the bid funding?

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

1.5.5

Do you have any comments on the additional event bid funding proposal?

We believe there should be a moderate increase in bid funding. Bidding on these events can provide a significant return on investment for businesses and create an excellent environment for residents.

More investment in adapting to climate change

Our district faces diverse climate hazards, from rising sea levels to more frequent extreme weather events. At a high level, we're spending \$318 million over 10 years on projects that have a direct impact on climate change mitigation, and \$1 billion over 10 years on projects that directly help us adapt and build our resilience. We could bring forward to 2024/25 the additional \$1.8 million annually that is currently proposed to start in 2027/28. This would accelerate the Coastal Adaptation Planning Programme and boost overall community preparedness and resilience.

For more information about adapting to climate change see [pages 51 and 52 of the Consultation Document](#).

1.5.1

Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate our grasp of the climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

Yes - bring \$1.8 million forward.

1.5.2

Should we create a climate adaptation fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans? Implementing this fund would result in a rates increase of 0.25% per annum over the LTP period. How this fund would be established, managed and governed, and the criteria of how the fund will be used, all require further work. As part of that process there will be further opportunity for residents to have their say.

Yes - create a climate adaption fund.

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

1.4.8

Do you have any comments on our additional proposals to invest more in adapting to climate change?

Christchurch is majorly exposed to climate change with billions of dollars worth of infrastructure and property threatened by coastal flooding alone. These impacts, and the array of other climate-exacerbated natural hazards (groundwater rise, river flooding, heat, wildfires etc.), threaten the physical, mental, and economic wellbeing of our communities. Early investment into adaptation has been shown to have significant return on investment and has wide co-benefits. It is critical that this work is a cornerstone of all infrastructure investment going forward. A climate adaptation fund must be a high priority for the council. The cost of climate change is expected to be substantial and this cannot be allowed to fall entirely on future generations. Even with significant emissions cuts, we will continue to see major and worsening impacts from a range of natural hazards (coastal flooding, wildfires, river flooding, groundwater rise and associated liquefaction, wind, and heat). Council must have plans and funding in place to both mitigate our emissions and work on adaptation. Additionally, communities must be empowered and supported to lead their own adaptation efforts.

Our Community Outcomes and Priorities

Our LTP is guided by the Council's Strategic Framework 2024-34 - it's the cornerstone for our long term vision, steering how we dedicate our energy and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

For more information about our community outcomes and priorities see [page 15 of the Consultation Document](#).

1.5.1

Do you have any thoughts on our vision, community outcomes and strategic priorities?

Biodiversity * Biodiversity is only \$2million in the LTP * Sports fields have \$100 million over the LTP. Can we take some from this? * Gaps in biodiversity funding. * Jobs for Nature – who will pick up that work? Ends in 2025. This focuses on public land. We need funding to continue that work * Community Partnership Fund – disappearing in July 2024. Currently 200k. Supports Styx Mill Trust and Summit Road Society. Need to reinstate * Biodiversity Fund (used to support biodiversity work on private land) – ask to increase from what is supposed to be 400k. Need councillor support for this. * Environmental/climate change partnership fund. Where is the integration with biodiversity * Sustainability fund – ends of FY 2025. Need to get this reinstated and funded in future years * Waterways restoration budget. We need funding to reach those targets. Need to advocate for funding. * Healthy Water Bodies Action plan which details holistic goals and targeted for waterway health outside of stormwater quality. To implement that plan and reach those targets, more funding is required * CCC has a very small waterways restoration budget, which is shown to be cut going forward. The amount of money we are asking for over a 10 yr period is the equivalent to 1 or 2 stormwater basins. * Climate change levy – could we use some of that levy for biodiversity. * Stormwater * Considerable amount of money is being put towards the stormwater basins with the thought of improving water quality. Based on the current information, those basins are not providing adequate treatment. * Stormwater quality is only one part of improving waterbody health, if we put a small % of that funding towards other aspects of waterway health (i.e. planting, naturalising stream banks, instream habitat additions) we could see some changes in ecosystem health. * Resources / staff * Biodiversity management currently sits under the 'parks team'. Which limits our ability to work across council and focus primarily on biodiversity outcomes. Instead there is a lack of strategic focus and expertise to deliver this work (as not all park rangers have same expertise in this area) * We have also gone from a team of 2 waterways ecologists to 1 which means there is even less capacity to ensure council projects are resulting in good outcomes for waterway health. This also means there is lack of oversight on private projects around waterways which require resource consent. This is due to capacity internally. * Need to reinstate the Natural Environment Team. This team was dis-established when the 'climate working group was set up' - so the focus shifted to 'climate change' but then limited the focus and resource on biodiversity - i.e biodiversity now lacks an 'all of council' approach. * Need to set up a well resourced biodiversity team that operates across teams and is integrated within the climate strategy. Need an all of council approach. How do we set up an all-of-council ecology team? We also need better integration of the climate change strategy and biodiversity strategy. There are currently no ecologists on the climate change working group. So consider whether to add 'biodiversity' to the climate change working group/ and support for funding of biodiversity out of the climate change levy? (so not just focused on adaptation - which may just be infrastructure) * General * Significant Natural Areas? What approach will the council take? We need to continue to progress this - regardless of government direction. * Natural regenerating forest – better bang for buck. We should be focused on buying land and letting this regenerate naturally. Cheaper and more effective than mass planting.

Potential disposal of Council-owned properties

For information about the potential disposal of Council-owned properties see [page 54-57 of the Consultation Document](#).

You can find more detail from [page 215 in Volume 1 of the Draft Long Term Plan](#).

1.5.1

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

3690

Draft Long-Term Plan 2024-2034 from de Wit, Jono organisation: Greater Ōtautahi behalf of: Spokesperson

We oppose any potential sale of 26 Waipara St, as it is the only possible future link from Cracroft through to a future shared path along the Cashmere Stream.

1.5.3

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

We believe these properties should be retained and a proper Port Hills Red Zone plan developed for their future use - e.g., fire mitigation, native plantings, etc. However, if they are sold, they must first be offered back to the previous owners.

1.5.2

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

No Comment

[Future feedback](#)

1.6.2

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes.

Name
Greater Ōtautahi Submission CCC LTP.pdf

Item 3

Attachment B

3690

Item 3

Attachment B

From: Greater Ōtautahi <greaterotautahi@gmail.com>
Sent: Monday, 22 April 2024 10:54 am
To: CCC Plan
Subject: Re: Thanks for your feedback on our Draft Long Term Plan 2024-34

Kia ora

New information has come to hand and we would like to amend our submission in section 1.4.6 Other aspects of our capital spend or capital programme regarding wastewater only.

We would like to amend this to say:

The Activities and Services Statement of Service Provision document on page 50 states that under the draft LTP the percentage of total wastewater gravity network pipework length at condition grade 5 (very poor) will increase from $\leq 17\%$ in 2024/2025 to up to $\leq 26\%$ by 2034. This is significantly higher than the historical performance for 2020-2023 of between 8%-12%. We consider this dangerous underinvestment of critical infrastructure and risks scenes like we have seen in Wellington with sewage spilling down streets and also into our rivers and beaches. It also risks not providing enough capacity to support the higher density housing that will be enabled through PC14. We strongly urge the funding for wastewater to be substantially increased from the proposed \$964 million such that the target percentages of the network at condition grade 5 (very poor) is below the historical performance average of 10%.

Please confirm if this amendment to our submission is accepted.

Ngā mihi,
Jono de Wit
on behalf of Greater Ōtautahi

Wastewater Collection, Treatment and Disposal									
Level of Service statement (What we will provide)	Measures of success (What our community can expect)	Proposed LTP 2024-34 Performance Targets/Outputs				Historic Performance			Target 2023/24
		2024/25	2025/26	2026/27	2027-34	2020/21	2021/22	2022/23	
Council operates wastewater services in a reliable manner									
Council operates wastewater services in a reliable manner, minimising the number of complaints around wastewater issues	Proportion of residents satisfied with the reliability and responsiveness of wastewater services (11.0.1.16)	>=65%			Between >=65% to >=60%	60%	59%	59%	^
	Total number of complaints received per 1000 properties by Council per year about (DIA 4) (11.0.1.10): a) Wastewater odour b) Wastewater system faults c) Wastewater system blockages d) Council's response to any of these issues	≤ 10.7				New level of service with LTP 2023-31	10.2 complaints per 1000 properties	9.96 complaints per 1000 properties	^
	Percentage of total wastewater gravity network pipework length at condition grade 5 (very poor) (11.0.1.18)	≤ 17%	≤ 18%	≤ 19%	≤ 19% to ≤ 26%	8.9%	11.54%	8.22%	^

3690

Greater Ōtautahi Submission to the Christchurch City Council's Draft Long-Term Plan 2024/2034

Greater Ōtautahi is a non-partisan group of Ōtautahi Christchurch residents who want to help create a better city. We have rapidly gained 50 members and are growing fast. We advocate primarily for housing choice, transport choice, access to amenities, safe streets and a vibrant city. Through this vision, we see a future Ōtautahi that is liveable and equitable for generations to come.

We can be contacted at greaterotautahi@gmail.com or through our [Facebook page](#).

Q1 - Overall, have we got the balance right? **No**

- We believe there has been too much priority in allocating capital to road maintenance (\$591 million on carriageway renewals). Due to changes made to the revised Long Term Plan (LTP), there is now a desperate need to invest in cycle infrastructure, which by comparison requires very little maintenance and has numerous active health and environmental benefits, rather than sinking more money into carriageway maintenance. Increasing the rate at which active transport and public transport is used within the city will have the knock-on effect of reducing wear on our roads, which will result in less repairs being needed and less capital being required.
- We believe the LTP fails to meet the bare minimum levels of investment in climate mitigation. There is little to no scope for future requirements, and it has been consistently noted that the current investment will not even meet our existing goals. There must be a concerted effort to properly allocate capital to these ends. The GNS report released to Council in December 2023, indicated that:

"Christchurch could see 14 to 23 centimetres of sea-level rise over the next 30 years. However, in places where land is subsiding at about 8 millimetres per year, such as parts of Brighton Spit and parts of Lyttelton Harbour and Koukourarata Port Levy, sea levels could rise by 38 to 47 centimetres – twice as much over the same 30-year timeframe." (GNS Science Consultancy Report 2023/81)
- Without adequate funding to mitigate or adapt (including investment in retreat), this leaves little room for the Council to appropriately respond to the estimated \$17.2B worth of property that Council estimated would be impacted by sea-level

1

3690

risers in their October 2023 Submission to the Environment Select Committee's *Inquiry into Climate Adaptation*. While we are not advocating for Council to foot the entire bill, it must be noted that at least \$3.2B of that \$17B in property is the Council's Infrastructure. This is an unacceptable risk for Council to shoulder without sufficient capital and is a burden that should be shouldered from now on rather than being deferred.

Q2 - Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?: Yes

- Local Governments across New Zealand have traditionally kept rates low through deliberate underinvestment in or deferment of infrastructure, and commitments by Councillor and Mayoral candidates running on keeping rates low as a form of electoral promise. The proverbial chicken has now come home to roost.
- If we lower rates, our city will lose the ability to provide its current levels of service, and those who use council services will be disproportionately worse off. There is an assumption that more affluent residents and neighbourhoods may think they are insulated from this trend as they are less likely to use these facilities, but they are still part of this city, and will feel the effects of austerity.
- Any change in rates must account for continued investment in public and active transport, climate mitigation projects, and climate adaptation projects. These are simply non-negotiable for future generations. If projects are being deferred or discontinued to make these rate cuts occur, we strongly recommend that this practice be reversed.

2

Item 3

Attachment B

3690

Q3 - We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies. Do you have any comments on our proposed changes to how we rate? Yes

- We recommend that Council continues to investigate the implementation of Land Value Rating ready for a potential referendum alongside local body elections in 2025. This ensures that we get more productive use of our valuable city centre land, enabling a city for people, not car yards and car storage.
- We recommend an expansion of the City Vacant Differential (CVD) programme to:
 - Cover the entire city, as a disincentive to land banking,
 - Ban car parks from being considered for remission,
 - Increase the multiplier of the CVD from 4.523 to 6.
- We agree with the proposed changes to the rating of visitor accommodation in a residential unit
 - Too often, new housing is built in the centre of the city, only to be snapped up by investors and let out as short-stay accommodation, limiting the supply of housing for first-home buyers, renters, and homeowners looking to downsize.

Q4 - Fees & Charges. Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)? Yes

- We support the proposed parking charges at the Botanic Gardens and Hagley Park, as these areas are well-connected by public transport, and active transport. The \$2m a year this would raise (based on Council's calculations) would be useful in offsetting other costs.
- We believe that parking charges should be increased around the city. This would incentivise public and active transport use. In disincentivizing increased car usage, we could also improve the air quality and accessibility of our city.
- We recommend that Council increase the fees for excess water usage. These fees are targeted towards ratepayers who consume a significantly above average amount of water, and any increases would not have an impact on the average ratepayer.

3

3690

Q5 - Operational Spending. Are we prioritising the right things? Yes

- There is no mandate for Council to cut back on services people rely upon (libraries, swimming pools, etc) to force a lower rates increase. Council's services exist for its constituents, and removing these services will disproportionately impact lower socioeconomic, disabled, and elderly residents, for whom there is no alternative.
- We request increased and/or continued funding for the Rapid Response Footpath Crews program which was set up to target smaller footpath repairs to increase customer satisfaction and safety. We believe this program has been very successful and would like it to continue.
- We request the expansion and proper funding of the parking enforcement team. Currently it operates only short working hours so enforcement of parking can not be carried out at times when it is really needed. The enforcement team should also allow the public to report using alternative methods such as sending photos to a monitored email address. The current system of needing to call a phone number is slow, inefficient and not cost effective. The rationale for this is equity and accessibility for all. For some people it is not easy to "just go around" a car parked on the footpath such as those using a wheelchair or pushing a pram. We also request a review of fines as they have not been increased in years and may not be sufficiently high to act as a deterrent or to cover the cost of enforcement.

Q6 - Capital Spending. Are we prioritising the right things? No

- The delays to the Major Cycle Routes (MCRs) programme are unacceptable and irresponsible. Ōtautahi Christchurch is home to the two highest electorates where people cycle to work (Ilam and Christchurch Central). It is also home to the highest electorate for people who cycle to study (Ilam). The success of the existing network is proof that this investment is absolutely good value for money. This programme needs to be accelerated rather than defunded and delayed.
- If Councillors see the cost of active transport infrastructure as prohibitive at this current moment, then it would be worth looking at the work done in Wellington (and other cities around the world, including Seville) around rolling out networks faster and cheaper. These are excellent examples, and the basic ideas can include rolling out cycleways fast by reallocating road space, putting up plastic hit sticks or bollards and barrier arms, and being flexible. This is a similar approach to the cycleway rolled out on Park Terrace and Rolleston Avenue and would have the benefit of allowing people to have access to more safe cycling infrastructure more quickly and for less initial capital spending. It would allow staff to consider longer-term plans before committing significant capital to any project.

4

3690

Q7. Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme? **Yes**

Q7.1 - Transport?

- Transport makes up 54% of Christchurch's gross emissions (cars constitute 22%, whilst utes and vans make up 10%). There is not enough of a focus on reducing these figures. We suggest that the Council consider:
 - The continuation, without additional delays, of the rollout of the Major Cycle Routes programmes, with a focus on completing the partially complete projects of the Nor'West Arc and Wheels to Wings cycleways.
 - Place a higher priority on progressing the Ōtakaro-Avon River and North-East Cycle Routes, which would travel through areas currently underserved by existing infrastructure.
 - Place a higher priority on the Southern Lights cycleway which will serve a community that has already shown high willingness to change mode from car to bike.
 - Ensuring that priority is given to planning and building a denser city, and restricting urban sprawl across the remaining green spaces and productive land available in the city,
 - Provide better public transport options (which will encourage mode shift from private vehicles) including fully rolling out PT Futures programme and the construction and permanent enforcement of more bus lanes which have worked well on major thoroughfares such as Lincoln Road.
 - Reduce funding for road renewals/resurfacing to more manageable levels and investigate ways to reduce their cost in the long term including roadway narrowing (footpath widening) instead of just like-for-like renewals and use of new products to extend the life of existing surfacing such as the one shared by the Mayor recently that waterproofs the surface of old asphalt.
- There were 462 premature deaths attributed to human-made air pollution in Christchurch in 2016. The majority of this air pollution is caused by exhaust fumes by fossil fuel vehicles. The aforementioned solutions could help in mitigating this issue.
- We agree with the aim of increasing access by walking within 15 minutes to key destinations. This is key to livability and reducing emissions and will have a positive impact on local communities in terms of amenities and service

5

3690

Item 3

Attachment B

availability.

- We agree that the delivery of School Cycle Skills and Training is good, but without tangible changes to the roads around schools then it is wasted capital. Children need safe networks to get to school. We support the funding of programmes that lower speeds, create safe crossings, and priorities separated cycle facilities.
- We support the goals within the level of service section “Our networks and services are environmentally sustainable and increasingly resilient” but want to see more ambitious targets.
- The removal of the majority of the Local Cycle Network (LCN) and Cycle Connections programmes from the Draft LTP Capital Programme presents an unacceptable delay and risk to our city. This programme is designed to aid in both feeding users onto the Major Cycle Routes (MCR), and as significant improvements to local cycle infrastructure. Some of these improvements would provide missing links from MCRs to popular destinations which are nearby but not served by the MCR itself, such as Westfield Riccarton from the South Express. Without these improvements, the usefulness of the cycleways is greatly reduced for some people who are not willing to bike unless they can get all the way to their destination safely on a cycleway. There is also a higher likelihood of serious injury or death to cyclists in our city than there should be. The removal or deferral of these projects is not inline with Strategic View 3 “Ensuring Resilience to the Impacts of Climate Change and Natural Hazards”, or Strategic View 4 “Planning and Investing for Sustainable Growth” or their respective Strategic Responses and Action Areas given in the council’s Infrastructure Strategy (pp.14-16) document attached to this Long Term Plan.
- To this end, we request that the following removed Local Cycle Network and Cycle Connections projects be reinstated to the LTP 2024/2034:
 - Waitai Coastal-Burwood-Linwood Community Board:
 - Burwood Ward:
 - 41852 - Cycle Connections - Ōtākaro-Avon Route
 - Waimāero Fendalton-Waimairi-Harewood Community Board:
 - Fendalton Ward:
 - 44709 – Local Cycle Network – Greers Rd
 - Harewood Ward:

6

3690

- 41853 – Cycle Connections – Wheels to Wings
 - 12692 – Belfast Park Cycle & Pedestrian Rail Crossing
 - Waimairi Ward:
 - 44696 – Local Cycle Network – North West Outer Orbital
 - 44707 – Local Cycle Network – Bishopdale & Casebrook
- Waipuna Halswell-Hornby-Riccarton Community Board
 - Halswell Ward:
 - 44710 – Local Cycle Network – Halswell to Hornby
 - 17059 – Cycle Connections – Little River Link
 - Hornby Ward:
 - 41849 – Cycle Connections – South Express
 - 44697 – Local Cycle Network – South West Outer Orbital
 - 44712 – Local Cycle Network – Springs Road
 - Riccarton Ward:
 - 41847 – Cycle Connections – Nor'West Arc
 - 44695 – Local Cycle Network – Inner Western Arc
 - 44698 – Local Cycle Network – Burnside to Villa
- Waipapa Papanui-Innes-Central Community Board
 - Central Ward:
 - 44693 – Central City Projects – Cycle Connections
 - 44699 – Local Cycle Network – Palms to Heathcote Express
 - 44706 – Local Cycle Network – Avonside & Wainoni
 - 44713 – Local Cycle Network – Ōtākaro-Avon
 - Innes Ward:
 - 44701 – Local Cycle Network – Northern Mid Orbital
 - 44702 – Local Cycle Network – Northern Outer Orbital
 - 44703 – Local Cycle Network – Northwood
- Waihoru Spreydon-Cashmere-Heathcote Community Board
 - Cashmere Ward:
 - 41850 – Cycle Connections – Southern Lights
 - 44711 – Local Cycle Network – Opawa, Waltham & Sydenham
 - Heathcote Ward:
 - 41844 – Cycle Connections – Heathcote Expressway
 - 41851 – Cycle Connections – Ōpāwaho River Route

7

Item 3

Attachment B

3690

- Within the Draft LTP Capital Programme, we also recognise and call for the following separate projects to be reinstated:
 - 53733 – Heathcote Street Pocket Park & Pedestrian Development
 - 53734 – Ferrymead Towpath Connection (FM5)
 - 914 – Core Public Transport Corridor & Facilities – South (Colombo St)
 - 60276 – Public Transport Improvement Programme (Brougham & Moorhouse Area)
 - 60250 – Programme – Electric Vehicle Charging At City Council Off Street Parking Buildings & Facilities
 - 26623 – Edgeware Village Masterplan (A1)
 - 63365 – Central City Projects – Active Travel Area
 - 17862 – Clyde, Riccarton & Wharenui Intersection Safety Improvements
- Each of the aforementioned programmes represents an investment either in transport mode diversification or an opportunity to improve safety in a highly trafficked area.
- Within the Draft LTP Capital Programme, we ask that the funding models for the following programmes revert to the Current Amended LTP 2024-2034 funding allocations:
 - 26611 – Major Cycleway – Wheels to Wings Route (Section 1) Harewood to Greers
 - 26612 – Major Cycleway – Wheels to Wings Route (Section 2) Greers to Wooldridge
 - 26613 – Major Cycleway – Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass
 - 23101 – Major Cycleway – Nor'West Arc Route (Section 3) University to Harewood (Note: only move the funding back to earlier years 2024/25 and 2025/26 but keep the increase of total funding to \$21,704,400)
 - 18396 – Te Kaha Surrounding Streets
 - 26604 – Major Cycleway – Ōpāwaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue
 - 26606 – Major Cycleway – Ōpāwaho River Route (Section 2) Corson to Waltham
 - 26605 – Major Cycleway – Ōpāwaho River Route (Section 3) Waltham to Ferrymead Bridge
 - 23100 – Major Cycleway – Heathcote Expressway Route (Section 2) Tannery to Martindales

8

3690

- 26607 – Major Cycleway – Southern Lights Route (Section 1) Strickland to Tennyson
 - 26601 – Major Cycleway – Ōtākaro Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)
 - 26602 – Major Cycleway – Ōtākaro Avon Route (Section 2) Swanns Road Bridge to Anzac Drive Bridge (OARC)
 - 26603 – Major Cycleway – Ōtākaro Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)
 - 1986 – Programme – Major Cycleway – Northern Line Cycleway
 - 47031 – Major Cycleway – South Express Route (Section 2) Craven to Buchanans
 - 1341 – Major Cycleway – Nor'West Arc Route – Annex, Birmingham & Wrights Corridor Improvement
 - 1993 – Programme – Major Cycleway – Nor'West Arc
 - 17060 – Cycle Connections – Uni-Cycle
 - 930 – Sockburn Roundabout Intersection Safety Improvement
- We ask that the funding models for the following programmes move to earlier years of the LTP as they are currently funding very late in the 10 year plan:
 - 75070 - Memorial Ave Cycle Lanes
 - We note are strong support for keeping the following programmes as they are currently funded in the draft LTP:
 - 73854 - Programme - PT Futures (Externally Funded)
 - 75363 - Programme - Mass Rapid Transit
 - 59181 – Central City Projects – Antigua Street Cycle Network (Tuam-Moorhouse)
 - 65923 - School Safety
 - 68430 – Ferry Road Active Transport Improvements
 - We request the council to work further with ECan to align investment in public transport services and infrastructure. The following public transport related investments should be prioritised:
 - Construction of more bus lanes to reduce delays caused by traffic jams
 - More bus signal priority at intersections to reduce delays for buses
 - Construction of many more new and better bus shelters
 - Better technology for upcoming bus signs including installing LCD screens for upcoming buses at well used bus stops

9

3690

- We request further funding to be given to 75051 Programme - New Footpaths. There are many locations around the city where footpaths have never been built and there has been no investment in filling in the gaps for many years. This severely hinders accessibility for those outside of a car. We are very supportive of this new programme and would like funding for it to be increased much more to a level required to make a significant dent in the number of footpaths required.
- We request more funding to be made available for small pedestrian safety and accessibility improvements such as pedestrian refuges and kerb build outs in underserved areas. We support existing projects which include these types of improvements.
- Wayfinding for cycleways should be improved. The current signs are lacking in detail and missing some important landmarks/destinations. For example many signs on South Express do not include Riccarton mall or central Riccarton shops.
- We support the continuation of the Speed Management plan "Safer Speed Plan".
- We also request that in line with advice from He Pou a Rangi - Climate Change Commission given to the Government in April 2023 ([2023 Draft advice to inform the strategic direction of the Government's second emissions reduction plan](#)) that none of the above projects related to aspects of the Major Cycle Routes, Local Cycle Network, or Cycle Connections programmes be scheduled for completion any later than 2030. This advice also recommends the completion of Rapid Transit Networks no later than 2035, which we also advocate for.
- Continue the investigation of the central city shuttle trial.
- Adding more bike parking around the city. There is a lack of bike parking in the south west and most other areas outside the central city. There are also areas within the central city which need more bike parking.
- Protection of potential MRT corridors should be investigated.
- Protection of future MCR corridors should be investigated. This will prevent parts of future MCRs from being constructed to poor quality. For example, the Northern Line at the north end of Saint James Park has recently become a dangerous blind corner because the corridor was not protected and a new housing development built a fence right up to the corner of the property adjacent to the cycleway which blocks visibility.

10

3690

Q7.2 - Parks, heritage or the coastal environment?

- Council must allocate more funding to implement the biodiversity strategy (less than 50% of actions are currently being implemented).
- Evidence shows there are tangible benefits to increasing tree cover in urban streets and creating green urban pathways. Lining our streets with trees and other plants and increasing the number of green corridors, as part of the Urban Forest plan will have the effect of reducing urban surface temperatures and increasing appearance and value. They are also an attractive asset to local communities and can provide significant social and visual benefits to the overall appearance of any given street.
- This is all notwithstanding the environmental impact of increasing tree cover and green spaces. An investment in more trees and biodiversity should go hand in hand with an increased priority in the planting of native plant types in appropriate circumstances.
- There must also be consideration given during this LTP period to the creation of a fund or allocation for preparation to undertake Climate Mitigation works or Managed Retreat in future. The current LTP Capital Programme falls significantly short in this area, and does not plan for future Capital Expenditure that will be required. This is essentially passing the burden of this expenditure onto future generations.

Q7.3 - Libraries?

- The Rebuild of South Library must give priority to both sustainability and internal ventilation during planning, construction, and operation. The current facility does not meet best practice standards for air filtration, which has been shown by COVID to be essential for public health, reducing the transmission of respiratory illness and associated long-term disabilities. The provision of a temporary facility is essential for the community while the South Library is under reconstruction. It is a vital community space, and the volumes of displaced users are too high to assume they'll all be covered by Te Hapua and Spreydon Library. This should be considered regardless of the Operational Expenses required. South Library is a key functional space for the Council when it comes to services for constituents, and the impact their removal will have must be taken into account when deciding to temporarily relocate.

11

3690

- More support should be given to Community Libraries and Centres in suburbs, to help them meet the needs of their communities. There are several areas in the city that are not serviced by official Council Service Centres or Libraries. Community-led initiatives in this space deserve more support from Council. These are often constituent's primary spaces to meet and represent an opportunity for Council to do proactive consultation, however, are often ill-staffed or financially supported to take on a more intensive role.

Q7.4 - Solid waste and resource recovery?

- Outside Scope

Q7.5 - Other aspects of our capital spend or capital programme?

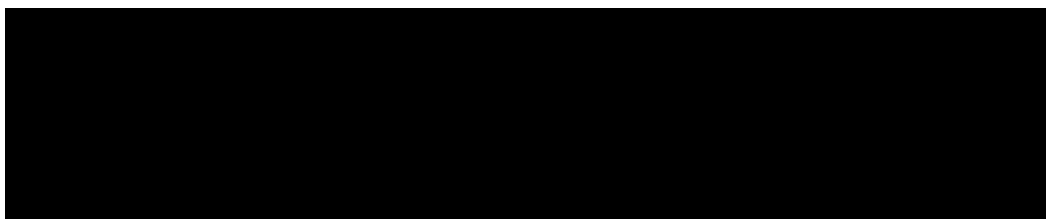
- The following Climate Emergency Response Fund projects have been cut, and these need to added back in:
 - The Cycle Link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, a move which will reduce congestion at peak times.
 - The Cycle Connection on Cashmere Road, between Hoon Hay Road and Oderings Garden Centre.
 - The Cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail, and Barrington Shopping Centre; and improve cycling connections for neighbourhoods such as Aidanfield and the sports facilities at Ngā Puna Wai.
 - The scheduled pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School.
 - The upgrading of six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings.
 - A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road.
 - The new cycle route in Richmond that will connect cyclists from the north to the south of Richmond.
 - ID 71496 – Richmond CRAF – Neighbourhood Greenway Cycleway

12

3690

■ ID 72758 – Transport Choices 2022 – Richmond Neighbourhood Greenway

- Provisions must be made for the funding of these programmes to be brought into the Council's own Capital expenditure. The Council should not rely on the Government to provide funds for these projects, as said funding is unlikely to be forthcoming, and these projects are too important to be left to chance.
- The Salisbury Street project that includes converting the street to be two way and adding a cycleway must be brought forward. For too long, the north of the central city has not had a supermarket in walking distance as Foodstuffs has held their Salisbury Street site at ransom until the CCC completes this project. Significantly, this holds back the potential growth and intensification of the northern city as well as the viability of the South-East Central Neighbourhood Plan.
- Development contributions should be ring fenced such that they are spent on projects within the local area of the new development. This will prevent them being used for projects in other areas and unrelated to the required infrastructure for those new developments.
- We support 77201 Programme - Surface Flooding Reduction. We also suggest that a rapid response crew, similar to the footpath one, could be created in order to quickly respond to storm water issues during and after rain events.



- We request funding for stormwater and water supply be increased in the first three years of the LTP. These two areas both have reduced funding in the first three years which we consider is not sufficient investment in this incredibly important infrastructure.

Q8 - Additional opportunity and options to our main proposal. Which of the following do you think should be our focus for the 2024 - 2034 Long Term Plan?

13

3690

- ☐ Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).
- ☐ Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)
- ☒ Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Q9 - Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the Draft LTP 2024-2034? Yes

- We must stress that cost reductions can not come from service cuts; nor should it come from the outright sale of assets. Likewise there should not be room for cuts to Climate Change or Biodiversity programmes (including all cycleways) to meet these margins.
- We believe that more can be done to extract value from existing assets that are not currently generating sufficient returns. Examples might include:
 - Restructuring the use of the Tarras Airport (Otago Central Airport) site in lieu of the Airport to generate tenant rents as dividends for the Council.
 - Introducing manageable small levies on Domestic and International Flights to and from Christchurch International Airport.
 - Increased charging for parking in Council facilities.
 - A Congestion Charging area within the Central City during hours of high traffic (Mon-Thu 9am-5pm, Fri-Sat 9pm-2am)
- We would also like to see the Council legitimately consider structural changes to the ways rates are collected in this city (e.g. land value taxes), and to investigate proactive forms of consultation to see this happen outside of the LTP scope.

14

3690

Q10 - Major event bid funding. Should we leave bid funding for major and business events at current levels in the draft LTP, as proposed? Or should we increase the bid funding?

- We believe there should be a moderate increase in bid funding. Bidding on these events can provide a significant return on investment for businesses and create an excellent environment for residents.

Q11 - More investment in adapting to climate change. Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate our grasp of the climate risks?

☒ Yes - bring \$1.8 million forward.

☐ No - don't bring \$1.8 million forward.

☐ Don't know - not sure if we should bring \$1.8 million forward.

- Christchurch is majorly exposed to climate change with billions of dollars worth of infrastructure and property threatened by coastal flooding alone. These impacts, and the array of other climate-exacerbated natural hazards (groundwater rise, river flooding, heat, wildfires etc.), threaten the physical, mental, and economic wellbeing of our communities. Early investment into adaptation has been shown to have significant return on investment and has wide co-benefits. It is critical that this work is a cornerstone of all infrastructure investment going forward.

Q12 - Should we create a climate adaptation fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans?

☒ Yes - create a climate adaption fund.

☐ No - don't create a climate adaption fund.

☐ Don't know - not sure if we should create a climate adaption fund.

- A climate adaptation fund must be a high priority for the council. The cost of climate change is expected to be substantial and this cannot be allowed to fall entirely on future generations. Even with significant emissions cuts, we will continue to see major and worsening impacts from a range of natural hazards (coastal flooding, wildfires, river flooding, groundwater rise

15

3690

and associated liquefaction, wind, and heat). Council must have plans and funding in place to both mitigate our emissions and work on adaptation. Additionally, communities must be empowered and supported to lead their own adaptation efforts.

Q13 - Our Community Outcomes and Priorities. Do you have any thoughts on our vision, community outcomes and strategic priorities? Yes

Biodiversity

- Biodiversity is only \$2million in the LTP
 - Sports fields have \$100 million over the LTP. Can we take some from this?
- Gaps in biodiversity funding.
 - Jobs for Nature – who will pick up that work? Ends in 2025. This focuses on public land. We need funding to continue that work
 - Community Partnership Fund – disappearing in July 2024. Currently 200k. Supports Styx Mill Trust and Summit Road Society. Need to reinstate
 - Biodiversity Fund (used to support biodiversity work on private land) – ask to increase from what is supposed to be 400k. Need councillor support for this.
 - Environmental/climate change partnership fund. Where is the integration with biodiversity
 - Sustainability fund – ends of FY 2025. Need to get this reinstated and funded in future years
 - Waterways restoration budget. We need funding to reach those targets. Need to advocate for funding.
 - Healthy Water Bodies Action plan which details holistic goals and targeted for waterway health outside of stormwater quality. To implement that plan and reach those targets, more funding is required
 - CCC has a very small waterways restoration budget, which is shown to be cut going forward. The amount of money we are asking for over a 10 yr period is the equivalent to 1 or 2 stormwater basins.
 - Climate change levy – could we use some of that levy for biodiversity.
- Stormwater
 - Considerable amount of money is being put towards the stormwater basins with the thought of improving water quality. Based on the current information, those basins are not providing adequate treatment.
 - Stormwater quality is only one part of improving waterbody health, if we put a small % of that funding towards other aspects of waterway health

16

3690

(i.e. planting, naturalising stream banks, instream habitat additions) we could see some changes in ecosystem health.

-
- Resources / staff
 - Biodiversity management currently sits under the 'parks team'. Which limits our ability to work across council and focus primarily on biodiversity outcomes. Instead there is a lack of strategic focus and expertise to deliver this work (as not all park rangers have same expertise in this area)
 - We have also gone from a team of 2 waterways ecologists to 1 which means there is even less capacity to ensure council projects are resulting in good outcomes for waterway health. This also means there is lack of oversight on private projects around waterways which require resource consent. This is due to capacity internally.
 - Need to reinstate the Natural Environment Team. This team was dis-established when the 'climate working group was set up' - so the focus shifted to 'climate change' but then limited the focus and resource on biodiversity - i.e biodiversity now lacks an 'all of council' approach.
 - Need to set up a well resourced biodiversity team that operates across teams and is integrated within the climate strategy. Need an all of council approach. How do we set up an all-of-council ecology team? We also need better integration of the climate change strategy and biodiversity strategy. There are currently no ecologists on the climate change working group. So consider whether to add 'biodiversity' to the climate change working group/ and support for funding of biodiversity out of the climate change levy? (so not just focused on adaptation - which may just be infrastructure)
- General
 - Significant Natural Areas? What approach will the council take? We need to continue to progress this - regardless of government direction.
 - Natural regenerating forest – better bang for buck. We should be focused on buying land and letting this regenerate naturally. Cheaper and more effective than mass planting.

Q14 - What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

- We oppose any potential sale of 26 Waipara St, as it is the only possible future link from Cracroft through to a future shared path along the Cashmere Stream.

17

3690

Q15 - What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

- We believe these properties should be retained and a proper Port Hills Red Zone plan developed for their future use - e.g., fire mitigation, native plantings, etc. However, if they are sold, they must first be offered back to the previous owners.

Q16 - What do you think of our proposal to gift the Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

- No Comment

Item 3

Attachment B

3690

Item 3

Attachment B

From: Greater Ōtautahi <greaterotautahi@gmail.com>
Sent: Monday, 22 April 2024 10:54 am
To: CCC Plan
Subject: Re: Thanks for your feedback on our Draft Long Term Plan 2024-34

Kia ora

New information has come to hand and we would like to amend our submission in section 1.4.6 Other aspects of our capital spend or capital programme regarding wastewater only.

We would like to amend this to say:

The Activities and Services Statement of Service Provision document on page 50 states that under the draft LTP the percentage of total wastewater gravity network pipework length at condition grade 5 (very poor) will increase from $\leq 17\%$ in 2024/2025 to up to $\leq 26\%$ by 2034. This is significantly higher than the historical performance for 2020-2023 of between 8%-12%. We consider this dangerous underinvestment of critical infrastructure and risks scenes like we have seen in Wellington with sewage spilling down streets and also into our rivers and beaches. It also risks not providing enough capacity to support the higher density housing that will be enabled through PC14. We strongly urge the funding for wastewater to be substantially increased from the proposed \$964 million such that the target percentages of the network at condition grade 5 (very poor) is below the historical performance average of 10%.

Please confirm if this amendment to our submission is accepted.

Ngā mihi,
Jono de Wit
on behalf of Greater Ōtautahi

Wastewater Collection, Treatment and Disposal									
Level of Service statement (What we will provide)	Measures of success (What our community can expect)	Proposed LTP 2024-34 Performance Targets/Outputs				Historic Performance			Target 2023/24
		2024/25	2025/26	2026/27	2027-34	2020/21	2021/22	2022/23	
Council operates wastewater services in a reliable manner									
Council operates wastewater services in a reliable manner, minimising the number of complaints around wastewater issues	Proportion of residents satisfied with the reliability and responsiveness of wastewater services (11.0.1.16)	>=65%			Between >=65% to >=60%	60%	59%	59%	^
	Total number of complaints received per 1000 properties by Council per year about (DIA 4) (11.0.1.10): a) Wastewater odour b) Wastewater system faults c) Wastewater system blockages d) Council's response to any of these issues	≤ 10.7				New level of service with LTP 2023-31	10.2 complaints per 1000 properties	9.96 complaints per 1000 properties	^
	Percentage of total wastewater gravity network pipework length at condition grade 5 (very poor) (11.0.1.18)	≤ 17%	≤ 18%	≤ 19%	≤ 19% to ≤ 26%	8.9%	11.54%	8.22%	^

2507

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 20/04/2024

First name: Bronte Last name: Barber

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Mon 6 May pm Tue 7 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

\$2.6bil - 400,000 people = \$6500 debt p/p to cover interest rates.... It is excessive. The spending attitude and priorities need to be reassessed. Cycle ways are not an immediate need. Functioning roads that are owed to our residents 12 years after the quake should of been our first priority not spending on accommodating a minority.

Average rates - multiple-choice

No

Average rates - comments

Half of the spending should not be forced upon our rate payers for previous lack of budgeting. A small rise makes sense (5%max). But what the CCC are proposing is excessive.

Changes to how we rate - comments

Keep rate postponements @ 65 - it is dehumanising to prove if one is poor. If a business charges like a business (ie Airbnb where money goes to america) then charge. However one must earn up to 50k before tax to be classed as business.

Fees & charges - comments

Parking around the city is currently \$4.60 and now many streets with an excessive amount of time limits. It does not make it welcoming to how we want to be an inviting city. Local/residents already struggle trying to park with time limits now appearing on many residential streets. Its hard enough as a teacher to park at schools when 90% have 120 time limits.

Operational spending priorities - multiple-choice

Don't know

2507

Operational spending - comments

- Are we being sensible with what needs servicing/when/how? Are we doing it 'because'? Can we do 2 birds 2 stone? - Have we fixed what broke in the quake first?? Why start something new when we can't even respect your residents who suffered 12+years ago and still here? - Does it really cost \$326m for strategic planning - how is that strategic at a cost of \$815 per Chch resident? - Why is the museum not focused on more? It shows the history of our city!

Capital programme priorities - multiple-choice

Yes

Capital programme - comments

Yes - but financially no. Prioritise better! - Christchurch used to be known for the best water - now it's disgusting to get tap water anywhere. It's embarrassing at restaurants - with our money, you should invest in businesses having filters if you're not changing the quality. Especially at CCC own facilities (Libraries, Te Pae, Te Kaha). - Transport.... Please focus on fixing the roads from the earthquakes first. Then look at the leftover budget on cycleways/speed signs - if needed and not 'just because'. -

Capital: Transport - comments

- Schedule/Co-ordinate better on upcoming projects; telco, waters, road repairs etc - know what needs to be complete in an area and plan it for the same time - less disruption for residents. - Remember to focus on the majority keyholders/road users not the minority.

Capital: Parks, heritage or the coastal environment - comments

- It is interesting to believe that it will cost over 820mil to main and develop parks/foreshore spaces - I would like to hope this is the absolute maximum and not all will be needed as the CCC work efficiently to keep costs low. - I do believe in looking after our heritage - it's what makes our city Christchurch. Please be as effective as you can!

Capital: Libraries - comments

Even though I am local to the South Library I am conscious of the spending we are using on our city and want to make sure that it is a maximum cost of 29million and not a minimum budget...

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Areas to reduce costs to provide savings - comments

- I agree we should focus on things will that will bring in money for the city (ie Te Kaha does but cycle ways dont). Overall for Christchurch net savings, focusing on what will bring an income is positive - demonstrate the value it adds in dollar terms. Need to know \$20mil is effectively spent. - Need to be an inviting city first. If we run businesses down with rates/road closures (bus lanes that take out parking) - We wont be able to support and it would mean nothing.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

If we dont have a thriving functioning city - It wont matter short or long term. Focus on our city and important needs first. See what is leftover in the budget and re-discuss. Te Kaha should start to show a base figure once built - focus on this first before looking at over events.

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

T24Consult Page 2 of 3

2507

No - don't create a climate adaption fund.

Adapting to climate change - comments

We are making the assumption we 'may' need to do something in the future. However, if putting the time and money in now, then shouldn't everything be okay for a while? It is not clear what the fund is for/we won't know either till the time comes, so it's just a slush fund that is at risk of being spent too early. Re-assess the need after 2034!

Strategic Framework - comments

Reach more of our community for engagement - 0.1% is not enough for big financial decisions - thriving / inclusive does not mean focus on minority and waste money. Please be proactive - see what needs to be fixed - then attended. Stop creating contradicting projects.

Disposal of 5 Council-owned properties - comments

Mataora Reserve - unless significant - dispose Penruddock - Confused to what section on maps - Keep playground, dispose any non-useable land. Waipara St - As long as not the Waipara playground and has no use to CCC - dispose. Kinloch Rd - If not needed/using up rate payers money - please dispose. Sutherlands - Unsure on what it is - if it can be used for community / nothing nearby useful keep otherwise dispose.

Disposal of Red Zone properties - comments

Hillier Place - is this someones home? will it be sold to a local home buyer? McCormack Bay Road - Can you sell to developer? Is the land close to the cliff? What can be done?? Aratoro Place - land - is it significant? Heritage? Can it be a park? - if no to all - dispose Glendever Tce - land - is it significant? Heritage? - if no to all - dispose Kinsey Tce - land - is it significant? Heritage? - if no to all - dispose Port Hills Road - land - is it significant? Heritage? - if no to all - dispose Hammerton Ln - land - is it significant? Heritage? - if no to all - dispose Marine Drv - land - is it significant? Heritage? - if no to all - dispose Tapatua - land - is it significant? Heritage? Can it be a park? - if no to all - dispose Summerville - land - is it significant? Heritage? - if no to all - dispose Searidge/Taylor's Mistake - land - is it significant? Heritage? - if no to all - dispose

Gift of Yaldhurst Memorial Hall - comments

Mementos - keep the hall - can you help with anything as a parting gift?

Anything else about the LTP24-34 - comments

Please be wise <3

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

2335

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 19/04/2024
First name: Gerard Last name: Smyth

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

Have we got the balance right - comments
ChCh City Council is to be congratulated for its investment in the Arts. Not always across New Zealand. However the screen sector has long been a depleted corner of the arts in the South Island. Well over 90% of their visual story telling funding is spent in Auckland. Those of us in Canterbury seldom see ourselves represented in stories about us, by us and for us. Screen Canterbury in the last three years has spectacularly started to reverse this trend. In no small part this has been due to CCC funding.

Average rates - multiple-choice
Yes

Average rates - comments
No

Changes to how we rate - comments
No

Fees & charges - comments
no

Operational spending priorities - multiple-choice
Don't know

Capital programme priorities - multiple-choice
Don't know

Event bid funding - multiple-choice
Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice
Yes - bring \$1.8 million forward.



2335

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

2385

Draft Long-Term Plan 2024-2034 from Smyth, Gerard

Draft Long-Term Plan 2024-2034

Christchurch
City Council 

Item 3

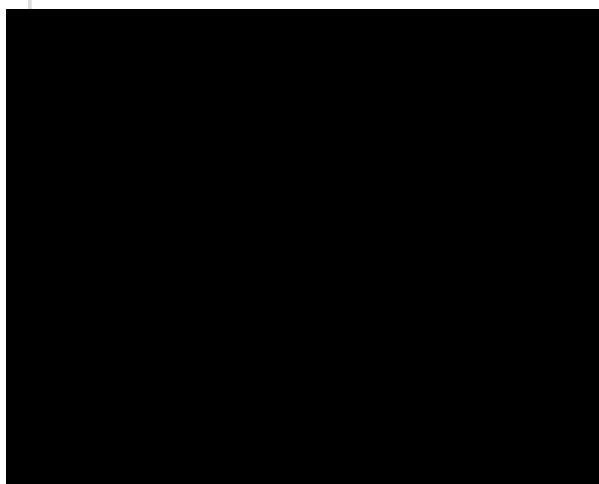
Attachment B

Submitter Details

Submission Date: 20/04/2024

First name: Gerard Last name: Smyth

What is your role in the organisation:



Do you want to speak to the Council about your submission at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

Rates

For information about Rates see [page 39 of the Consultation Document](#).

1.2.1

Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level investment in our core infrastructure and facilities, which will mean **a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?**

Yes

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways includes staff salaries, and maintenance and running costs such as electricity and insurance.

For more information about Operational Spending see the [Consultation Document from page 23](#).

1.7

2385

Draft Long-Term Plan 2024-2034 from Smyth, Gerard

Are we prioritising the right things?

Don't know

Capital Programme

In this LTP we have focused on developing a deliverable capital programme.

We're proposing to spend \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%).

For more information about the Capital Programme see the [Consultation Document from page 23](#).

1.4.1

Are we prioritising the right things?

Don't know

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great place to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and asset. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

For more information about additional opportunities see [page 46 of the Consultation Document](#).

1.5.1

Which of the following do you think should be our focus for the 2024 - 2034 Long Term Plan?

Don't know.

More investment in adapting to climate change

Our district faces diverse climate hazards, from rising sea levels to more frequent extreme weather events. At a high level, we're spending \$318 million over 10 years on projects that have a direct impact on climate change mitigation, and \$1 billion over 10 years on projects that directly help us adapt and build our resilience. We could bring forward to 2024/25 the additional \$1.8 million annually that is currently proposed to start in 2027/28. This would accelerate the Coastal Adaptation Planning Programme and boost overall community preparedness and resilience.

For more information about adapting to climate change see [pages 51 and 52 of the Consultation Document](#).

1.5.1

Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate our grasp of the climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

Don't know - not sure if we should bring \$1.8 million forward.

Our Community Outcomes and Priorities

Our LTP is guided by the Council's Strategic Framework 2024-34 - it's the cornerstone for our long term vision, steering how we dedicate our energy

Item 3

Attachment B

2385

Draft Long-Term Plan 2024-2034 from Smyth, Gerard

and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

For more information about our community outcomes and priorities see [page 15 of the Consultation Document](#).

1.5.1

Do you have any thoughts on our vision, community outcomes and strategic priorities?

Yes I do have thoughts on what I see as a lack of vision. I want to discuss the hurdles CCC place in front of potential small business owners in the city. For the last 2 years I have been trying to lease a site within the four avenues. Countless possible renters have made contact only to walk away because of the fees charged by CCC. The space is tiny-25 sq metres. The site sits on a busy egress and exit route. It would make a great little cafe. However every time sometimes approaches the planners at CCC (who are very polite and who have encouraged me to write this submission, the potential renters realise that CCC costs make their wish to for a resource consent make their venture impossible. To give a little more detail. Costs are an \$800 pre consent meeting. A \$4,000 deposit , with a statement from CCC that the consent might cost more and might cost less. And the recommendation from CCC that getting a professional planner on board is advisable. So maybe \$10k in CCC costs for a start up business to open their door. Each time entrepreneurial youngsters wanting to start their first business walk away shaking their heads at CCC. For me it's difficult because the site used to have consent and currently carries consent for smaller numbers. There are no complexities. It's a straightforward case. So it might be interesting to consider what other communities have done for their people when their city has been trying to get back on its feet after a calamity. As part of my work as a filmmaker I visited New Orleans 5 years after Hurricane Katrina. Here I interviewed a local official who described how actively New Orleans sought out startups to 'green shoot' their depleted city. I have a video I would like to show. Here you shall see an official describing the importance to the city of small business repopulating the rebuilt city centre. To achieve this the city adopted a zero fees policy for start-ups that came with a business mentor attached. New Orleans was proud of their ground up approach to restoration. By way of contrast, Christchurch appears to have favoured the larger corporate business. I sense that is short sighted and comes with a lack of vision.

Item 3

Attachment B

2686

Draft Long-Term Plan 2024-2034 from Conaghan, Joe

Draft Long-Term Plan 2024-2034

Christchurch
City Council 

Item 3

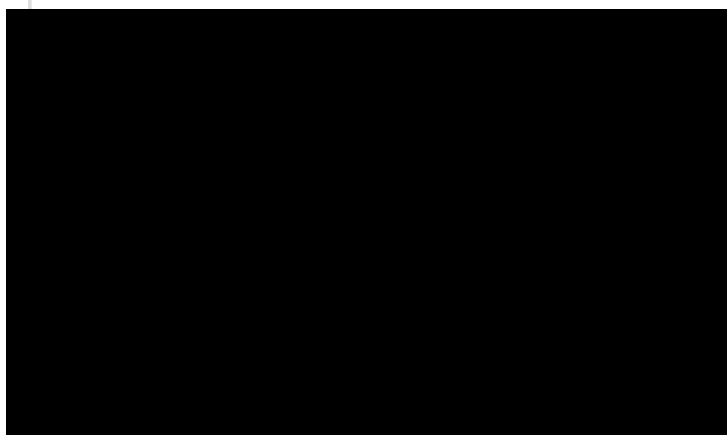
Attachment B

Submitter Details

Submission Date: 21/04/2024

First name: Joe Last name: Conaghan

What is your role in the organisation:



Do you want to speak to the Council about your submission at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

Rates

For information about Rates see [page 39 of the Consultation Document](#).

1.2.1

Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level investment in our core infrastructure and facilities, which will mean **a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?**

No

Operational spending

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways includes staff salaries, and maintenance and running costs such as electricity and insurance.

For more information about Operational Spending see the [Consultation Document from page 23](#).

1.7

Are we prioritising the right things?

2686

Draft Long-Term Plan 2024-2034 from Conaghan, Joe

Don't know

1.4.6

Other aspects of our capital spend or capital programme?

For information on other aspects like Drinking Water, Wastewater, Stormwater, Sport and Recreation and Climate Change see the [Consultation Document from page 29](#).

Request Our submission is regarding the condition of the box drain [REDACTED] on Leistrella Road, Hoon Hay. We are requesting for funding be allocated to either: 1. Replace the box drain with a culvert pipe; or, 2. If a culvert pipe cannot be installed, to repair/rebuild of the box drain. From correspondence with Council, we understand that this issue/request requires capital funding. Using the draft LTP bubble tool we are not sure if the 'Programme Stormwater Drainage Reactive Renewal' could be used for this which has a total budget of \$6,699,817. Details The existing box drain condition is rapidly deteriorating and is causing subsidence along the boundary [REDACTED]. This also impacts other [REDACTED] and the issue has already been raised with the Council for further investigation. Whilst the box drain has not yet fallen in [REDACTED] from the pictures provided you can see that [REDACTED] driveway, shed, garage and fence are all leaning into the box drain which is certainly causing us concern. [REDACTED] six years, and it is clear that this has been occurring for a longer period, and is visually happening quicker. The driveway is six years old and subsidence is clearly apparent. In addition, this is preventing [REDACTED] replacing the fence and renovating [REDACTED]. [REDACTED] the contractor is not able to guarantee the work until the box drain has been repaired/replaced. We are also unsure how the fence would be replaced/built with the current box drain condition and [REDACTED] do not want to have to replace this twice. There is a subdivision adjacent [REDACTED] and whilst they have not yet started building [REDACTED] further along where they have already built, the box drain has been filled in and replaced with a culvert pipe which is also our preference.

Future feedback

1.6.2

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

No.

Name

Joe Conaghan Photo Attachment.pdf

Item 3

Attachment B

2686



Attachment B Item 3

2686



Attachment B Item 3

2686



Attachment B Item 3

2686



2686



Attachment B Item 3

2686



2620

[REDACTED]

From: Graham Robinson [REDACTED]
Sent: Sunday, 21 April 2024 11:24 am
To: CCC Plan
Subject: Draft Long Term Plan

Hi

I would like to point out that the proposed increases in rates are inflationary, because they are much higher than the current rate of inflation, and would make things much harder for people who are currently struggling to make ends meet financially.

There are too many people having difficulty coping with the cost of living crisis and high interest rates, who will have great difficulty in finding more money for their rates. I would not be surprised if CCC is already seeing an increase in rates arrears.

There are not only low-income residents, but also middle-income earners who have to seek help from food banks.

This affects the wider spectrum of society.

Higher rates will result in higher rents. There have already been reports in the media of higher rates of mortgage stress and default.

Please put me on the list , as an individual, to speak further on this matter at your hearings for the 10-year plan.

regards

Graham Robinson

[REDACTED]

Item 3

Attachment B

1543

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 14/04/2024

First name: John Last name: Mowat

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Fri 10 May am Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

not yet CCC are trying to encourage people to use bicycles as transport I like many others often use the river oorrador to travel/commute from New Brighton to the city however, there is a detour that shortens the trip by 10 minutes. this involves using Retreat Road and reentering corradore at Swann Drive. The northern foot path remains in poor condition and is not suitable as yet due to earthquake damage. I noted the footpath on New Brigh ton road has been repaired to a great standard between Anzac Drive and Basset Road please repair the foot northern footpath (Red Zone side of the road) tp enable commuters to take the shortest route.

Average rates - multiple-choice

Yes

Average rates - comments

The infrastructure has been sevearly damaged and the most important damage is being repaired first but the repairs do need to be completed to the areas of the transport network to allow the city to fully function.

Changes to how we rate - comments

no

Fees & charges - comments

please keep libraries to remain open with heating and internet

Operational spending priorities - multiple-choice

Yes

1543

Operational spending - comments

while there are road works still in play replacing horizontal infrastructure the city is able to function. Thank you

Capital programme priorities - multiple-choice

Yes

Capital: Transport - comments

Other than repairing the northern foot path on Retreat Road to enable commuters to use some of the river corridor and Retreat Road for a timely commute. Also the Pegasus Bay trail from the city to New Brighton, to Spencerville is in usable condition. The rail from Spencerville to Kianga is very poor and floods a lot, please prioritise an all weather path to connect Spencerville to Kianga, this will allow a connection to the Waimakariri trails from the river to Kaiapoi, Pines Beach, Woodend Beach, to Rangiora to Kaiapoi, and down the new motorway corridor this is a 100km loop with a missing section of just 4km. Please appoint a Project Manager to assess the feasibility of acquiring access to enable an all weather trail to be built. In time this will allow the trail to be connected to Waipara. This trail is in the national interest and will give a financial boost to all of the coastal communities.

Capital: Parks, heritage or the coastal environment - comments

see above the coastal trail will give added access to parks heritage and the coastal environment

Capital: Libraries - comments

Please keep internet and heating in the libraries

Capital: Solid waste and resource recovery - comments

In a recent trip to Germany I noted the solid waste is incinerated, and the plastics from nappies etc were burned in a Plasma furnace, the heat was used to make electricity and the pollution was minimal. Note: A plasma rubbish disposal facility was to be built at Westport but was abandoned and another is going through resource consent to be built in Waimate. Please consider costing the burning of rubbish instead of landfill

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Areas to reduce costs to provide savings - comments

The cycle way from Shag Rock to the Red Cliffs (800meters) is reported to have cost several million dollars. The Dunston trail from Cromwell to Clyde is 53km long with an 83m suspension bridge and all of the gravel was delivered by helicopter this cost \$7million dollars. While I support the cycle network the cost to construct them seems very high per meter could the cost be trimmed a little to get more bang for the precious bucks.

Event bid funding - comments

not at this time

Create climate adaptation fund - multiple-choice

Yes - create a climate adaptation fund.

Adapting to climate change - comments

not at this time

Strategic Framework - comments

The cycle trail improvements on Retreat Road and between Spencerville and Kianga to allow a northern loop to Waimakariri district and to Waipara in time.

Disposal of Red Zone properties - comments

I support this sale

1543

Gift of Yaldhurst Memorial Hall - comments
OK

Anything else about the LTP24-34 - comments

I note Sumner bike trails are on the CCC transport Maps I also note that while New Brighton has several well used trails most are not marked on the CCC Transport Plan Please up grade prescence of the New Brighton trails and put us on the map so more cyclists will come to New Brighton snc other coastal communities.

Agree to future contact for consultations - multiple-choice
Yes.

Attached Documents

Link	File
No records to display.	

Item 3

Attachment B

4019

Te Mahere Rautaki Kaurera

Submission form

OUR DRAFT LONG TERM PLAN 2024-2034

We'd like your feedback on the Draft Long Term Plan 2024-34 and the matters we have raised in our Consultation Document. **Tell us what you think by Sunday 21 April 2024.**

[Redacted area]

Your details

We require your contact details as part of your feedback – it also means we can keep you updated throughout the process. Your feedback, name and contact details are given to the mayor and councillors to help them make a decision.

Your responses, with names only, go online when the decision meeting agenda is available on our website.

If requested, responses, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or feedback should be kept confidential, please contact our Engagement Manager on 03 941 8999 or 0800 800 169 (Banks Peninsula).

First name*

Ross

Last name*

HEBBLETHWAITE

Email*

Street name
and number*

Suburb

Town/City

Postcode

Name required, plus either email or street name and number



I would like to speak to the Council about my feedback.

Please provide a phone number so we can arrange a speaking time:

[Redacted area]

If you are responding on behalf of a recognised organisation, please provide:

N/A

Name of organisation

Your role

4019

What matters most?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending.

Overall, have we got the balance right?

No. We must question underlying assumptions that will negate the so far blindly accepted mind set for the smart CO₂-free 15 minute cities model presently hiding in plain sight behind our CCC's special & new LTP's.

Rates Take away the non-science/nonsense assumptions behind the LTP & there is no need to raise funds for it. Given that both the Council and residents are facing significant financial challenges, **should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities**, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?

☒ Yes ☐ No ☐ Don't know

Comments: The people are paying, through rates, for construction of their own prison walls.

We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies.

Do you have any comments on our proposed changes to how we rate?

No

Fees and Charges ANPR - Look at how this works in the U

Do you have any comments on our proposed changes to fees and charges (e.g. our proposal to introduce parking charges at key parks)?

Item 3
Attachment B

4019

Item 3
Attachment B

Operational spending

15 minute cities focus - 'villages'.

Operational spending funds the day to day services that the Council provides. Our operational spending is funded mainly through rates and therefore has a direct impact on the level of rates we charge. Everything we build, own and provide requires people to get the work done. For example, ongoing costs to operate a library, or to service our parks and waterways, includes staff salaries and maintenance and running costs, such as electricity and insurance.

Are we prioritising the right things?

☐ Yes

☒ No

☐ Don't know

Resilient cities, compliant citizens (through citizen engagement & nudge theory),

Comments:

urban densification, centralised control of water supplies (fuel charges & possible rationing), 5th generation inventory & control using an intensive system/infrastructure now in place & eventually utilising smart modules on our LED street lights intending to (openly) to lead to a 6G socially equitable society — Let's Look AT THE BIGGER PICTURE!!

Capital programme

In this Draft LTP we have focused on developing a deliverable capital programme.

We're proposing to spend the \$6.5 billion over the next 10 years across a range of activities, including some key areas that you've told us are important through our residents' surveys, and our early engagement on the Draft LTP:

- \$2.7 billion on three waters (drinking water, wastewater and stormwater) (31.5%)
- \$1.6 billion on transport (24.9%)
- \$870 million on parks, heritage & the coastal environment (13.4%)
- \$286 million on Te Kaha (4.41%)
- \$140 million on libraries (2.16%)
- \$137 million on solid waste and resource recovery (2.11%)

Are we prioritising the right things?

☐ Yes

☒ No

☐ Don't know

Comments:

This is simply an attempt at 'citizen engagement' seeking public approval for Agenda 2030 & 2050 planning. How we raise capital for something we should not approve of & how we apportion spending is irrelevant. We must simply see this agenda for what it is... the smart CO₂-free 15 minute cities programme.

Is there anything that you would like to tell us about our proposed specific aspects of our capital spend or capital programme?

Please see above.

4019

Additional opportunity and options to our main proposal

We're working hard to reduce the impact of rates rises on residents while ensuring that Christchurch and Banks Peninsula continue to be great places to live. To do this we have had to balance the impact of rates rises with the investment needed to care for our city and assets. However, there are some additional things that we could do that would accelerate work on some projects and programmes, or we could continue to explore ways to bring down our proposed rates increases.

Which of the following do you think should be our focus for the 2024–2034 Long Term Plan?

- ☐ **Deliver what we have proposed in the Draft Long Term Plan** (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).
- ☐ **Explore other ways to bring down our proposed rates increases across the Draft LTP** (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services).
- ☐ **Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations** (e.g. spending more on climate change adaptation, boost the funding for major events).
- ☐ **Don't know.**

Additional savings and efficiencies

Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the LTP 2024–2034?

Major event bid funding

Should we leave bid funding for major and business events at current levels in the Draft LTP, as proposed?
Or should we increase the bid funding?

- ☐ **Leave the bid funding for major and business events at current levels in the Draft LTP, as proposed.**
This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.
- ☐ **Increase the bid funding.** This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year three.

Do you have any comments on the additional event bid funding proposal?

4019

QUESTION THE SCIENCE ... See the LTP for what it is. Look at citizen engagement (& Council engagement) under the **More investment in adapting to climate change** as well as influenced by UN, WFP & SCC (Smart City Council). Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate how we address climate risks? The early investment would bring forward a rates increase of 0.29% to 2024/25 from 2027/28.

- ☐ Yes – bring \$1.8 million forward.
- ☐ No – don't bring \$1.8 million forward.
- ☐ Don't know – not sure if we should bring \$1.8 million forward.

Should we create a Climate Resilience Fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our adaptation plans? Implementing this fund would result in a rates increase of 0.25% per annum over the LTP period. How this fund would be established, managed and governed, and the criteria of how the fund will be used, all require further work. As part of that process there will be further opportunity for residents to have their say.

- ☐ Yes – create a Climate Resilience Fund.
- ☐ No – don't create a Climate Resilience Fund.
- ☐ Don't know – not sure if we should create a Climate Resilience Fund.

Do you have any comments on our additional proposals to invest more in adapting to climate change?

Our Community Outcomes and Priorities We must question underlying assumptions & with clarity. Look at where this digital ID

Our LTP is guided by the Council's Strategic Framework 2024–34 – it's the cornerstone for our long term vision, steering how we dedicate our energy and resources. Our community outcomes and priorities have shaped all our proposals in this Draft LTP ensuring that every initiative, project, and effort resonates with our commitment to build a thriving, inclusive, and sustainable city for all.

Do you have any thoughts on our vision, community outcomes and strategic priorities? (Citizen engagement)

could be focusing a UN global agenda at the expense of all our individual rights & freedoms.

SG is key (as is not even brought into CCC discussions) as is the proposed digital currency & loss of cash.

4019

Potential disposal of Council-owned properties

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

Details of a LTP clause cornerstone must now
be questioned... & removed.

Anything else? 'The Emperor's new clothes'

Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?

Like 'urban densification', 'active & passive',
'sustainable development', 'sustainable behaviour',
'citizen engagement', '6G', 'traffic calming measures',
'unquestionable IPCC climate science', 'Central Bank digital
currency', 'digital ID', Agenda 21, Agenda 2030, Agenda 2050,
'Our Common Future'... we need to define our terms when
clarifying underlying assumptions that may simply be
our cake up all to seeing a bigger picture.

Thank you for your submission.

[With insight our new LTP could reduce
suffering & increase freedoms.]

2812

[REDACTED]

From: Helen Broughton [REDACTED]
Sent: Sunday, 21 April 2024 4:25 pm
To: CCC Plan
Subject: Re Submission On Arts Centre

[REDACTED]

[REDACTED]

Kia Ora

I would like to speak to my submission.

This is a personal submission although I do have quite a lot of involvement with the Arts Centre as a Councillor from 2001 to 2013. I was also a student at what was then the Arts campus.

It is critical that CCC continues to make an annual grant to the Arts Centre, in my view it should be an inflation adjusted grant that the Arts Centre Trust does not have to beg for.

The building is critical in terms of heritage, promotion of the arts and tourism. Every time I have an overseas visitor who visits the city, they are struck by the Arts Centre. Christchurch has something special and the buildings connect with Canterbury Museum and the Anglican cathedral.

In 2012/2013 the Council had concerns regarding the funding of the Arts Centre, but more to do with how the then trust was operating and the lack of a clear windup clause requiring if the Centre should fold the inheritor of the Arts Centre precinct would be the Council.

After this period there was a much improved Trust who successfully managed the reconstruction of most of the Arts Centre. However the windup clause has not been changed.

I believe it is critical that Council provides the funding to make the Arts Centre a success.

Regards
Helen Broughton

[REDACTED]

I also consider funding should be provided to Orana Park on the same basis.

Item 3

Attachment B

2812

[REDACTED]

From: Helen Broughton [REDACTED]
Sent: Sunday, 21 April 2024 3:43 pm
To: CCC Plan
Subject: RE Submission Re Draft LTP

[REDACTED]

Kia Ora

This is a personal submission re Climate Resilience Fund

I would like to speak to my submission.

I support the fund but make two suggestions.

a That it be a targeted rate. This will make clear Councils willingness to make steps towards climate change and also equal for every ratepayer. When I was on Council in about 2002 we brought in recycling bins and adopted a waste minimisation levy for all ratepayers. We have had no complaints about the targeted rate. It does make it fair as everyone is affected by recycling and climate change.

2 In establishing the fund Council should be very clear it has a separate bank account for this fund and expenditure is only ratified by Councillors.

We had a situation in about 2003 where a \$12 million housing maintenance fund for renewals for then Council owned social housing was removed by senior management and transferred to general expenditure. There was no way for Council to regain the money and Council tenants faced huge increases in rentals which lead to a Judicial Review that Council lost.

If you proceed with this, please only a separate bank account under governance control.

Regards

Helen Broughton

[REDACTED]

Item 3

Attachment B

3392

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 20/04/2024

First name: Stephen Last name: Wood

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Overall I think the balance is about right. I don't agree with cutting core services, and also need capital investment to maintain infrastructure and allow for growth. I think we should be putting money aside for some future contingencies.

Average rates - multiple-choice

Yes

Average rates - comments

The rates increase seem high in the first year of the plan, but I realise that part of this is due to the commitment the Council has made to Te Kaha, which we can hardly roll back on.

Changes to how we rate - comments

I support these initiatives

Fees & charges - comments

I support these initiatives

Operational spending priorities - multiple-choice

Yes

Capital programme priorities - multiple-choice

Yes

3392

Capital programme - comments

AS I have an interest in cycling as a transport option, I am particularly please to see a commitmen to finishing more of the major cycle routes with completion of Nor'West Arc, Northern Line, Wheels to Wings and South Express, and starting work on Ōtākaro Avon and Ōpāwaho Heathcote River Routes, Southern Lights, Little River Link and Particularly a new north-east cycle route (as I live in the north-east)

Capital: Transport - comments

Planning should consider the "network" available for each transport mode. Just as for public transport we consider the walking trips that begin and end every bus journey, a bicycle network is not only about the major cycle routes, or on-road cycle lanes on arterial roads, as you also need a road environment that cycles can use in the first mile, last mile phases of each journey. Safer speeds, and room for on-road or shared path cycling is needed to fill this need.

Capital: Solid waste and resource recovery - comments

looks good, managing the way out of the Bromley problems with a transition to a new solution.

Capital: Other - comments

All good here. in the early days of development in New Zealand communities were built where there was no differentiation between wastewater and stormwater. Treating these separately has improved their management markedly, e.g wastewater pants are not deluged by stormwater surges. One the other side of the equation, it's ironic that we process 100% of our reticulated water to drinkable standard, when only a tiny proportion is drunk. I've lived in rural settings where there are two water supplies, one to drinkable standard and one that is not (for uses like irrigation). in the future this approach could be used in cities - it would save water treatment costs but would require a duplication of a reticulation network.

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Areas to reduce costs to provide savings - comments

Just a general view to making existing services as efficient as possible, i.e keep an eye on cost management

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

Events funding can be a high stakes game. it needs to balance costs and benefits. We got away with the 2nd Sail GP but there was some negative sentiment generated. Event promotion should be tempered with some realism. I do not for example think Christchurch should be bidding for a Commonwealth Games.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

I had a career as a scientist in a climate related area, so I'm aware that we've been talking about climate change for about 30 years longer than our politicians have. Kicking the can down the road for a few more years on this is not reasonable.

Strategic Framework - comments

They look good to me - I want to live in that place.

3392

Disposal of 5 Council-owned properties - comments

I think it makes sense. Go for it

Disposal of Red Zone properties - comments

I think it makes sense. Go for it

Gift of Yaldhurst Memorial Hall - comments

It's an option, but care is needed as it's likely to be transferring an asset with significant problems and costs to a group with limited resources. At some point in the future there may well be a crunch point on whether to assist the YRRA with resolution of these problems


Anything else about the LTP24-34 - comments

Christchurch has changed significantly from when I lived here as a university student to living here now as a retiree. It has grown and survived the earthquakes. For me the biggest improvement is that we have more of our city's public spaces that are not given over to the operation of motor vehicles. We have safe cycle routes in places, and parts of the CBD which are shared space with fewer cars. It's not just about cycle-ways, it's about imagining and realising a city that is more pleasant to live in. A month ago I heard talks from Janette Sadik-Kahn and Salvador Rueda about how they'd transformed their own cities (New York and Barcelona respectively) simply by reclaiming spaces from cars. We could do it too, but still leave a viable network for cars to get around. The other idea I've been thinking about is whether the Council as a road controlling authority has a duty to make roads as safe as they can where they have the power to do so, e.g. in the way they design and build roads and set speed limits on them. It's not 100% clear whether you could make a case under the Health and Safety at Work Act 2015 for this, but it certainly looks possible to me. See attached discussion paper. It's an area of NZ law that has not yet been tested, but it might influence how Council proceeds or not with roading projects and decisions that affect public safety.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
	Keynote Presenters - 2WALKandCYCLE
	HS-Murray-King-paper-HSWA-apply-to-roads
	Health and Safety at Work Act 2015 https://www.legislation.govt.nz/act/public/2015/0070/latest/DLM5976660.html

Item 3

Attachment B

23/03/2024, 08:53

Keynote Presenters - 2WALKandCYCLE



2WALKandCYCLE

People power:
The path to low carbon transport
18 – 19 March, 2024
Tākina Convention Centre
Te Whanganui-a-Tara Wellington

Keynote Presenters

Salvador Rueda

Salvador Rueda is one of the world's most significant urban placemakers. His work has focused on different aspects of the urban environment from an integrated perspective. He has been coordinator of renovation and revitalisation programmes in the Ciutat Vella (Old City) district of Barcelona, and since 2000 has been director of the Urban Ecology Agency of Barcelona, which has worked on a number of projects aimed at reorienting cities towards a more sustainable model.

He is probably most famous for inventing Barcelona's Superblocks which, simply put, take street space traditionally devoted solely to motor vehicles and open it up to multiple uses (walking, cycling, play etc) by managing vehicle access. These have resulted in some amazing outcomes and Salvador now advises on their implementation in cities and towns across Europe and the Americas.

<https://www.2walkandcycle.org.nz/keynote-presenters.html>

1/4

23/03/2024, 08:53

Keynote Presenters - 2WALKandCYCLE

3392



Janette Sadik-Khan

Janette Sadik-Khan is one of the world's foremost authorities on transportation and urban transformation. She served as New York City's transportation commissioner from 2007 to 2013 under Mayor Michael Bloomberg, overseeing historic changes to the city's streets—pedestrianizing Broadway in Times Square, building nearly 400 miles of bike lanes, seven rapid bus lines and creating more than 60 plazas citywide. A founding principal with Bloomberg Associates, she works with mayors around the world to reimagine and redesign their cities. She chairs the National Association of Transportation Officials/Global Designing Cities Initiative, implementing new, people-focused street design standards, which have been adopted in more than 150 cities across the United States and around the world.

<https://www.2walkandcycle.org.nz/keynote-presenters.html>

2/4

23/03/2024, 08:53

Keynote Presenters - 2WALKandCYCLE



"It seems to be a wonderful way to change people's mindsets"

Thanks to our incredible Sponsors and Exhibitors!

23/03/2024, 08:53

Keynote Presenters - 2WALKandCYCLE

3392



Harding Conferences



3392

617

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

*Murray King**

This article examines how far the Health and Safety at Work Act 2015 applies to roads. Road authorities have substantial control over the safe use of their roads and, as roads are a product of work, it might be expected that the Act applies to any deficiencies in that work that create harm, as it does to most areas of the economy. But the Act can be read in a way that limits its applicability to actions that cause harm much later and indeed to public safety in general. The article analyses some key sections of the Act to see how far their duties might extend to road authorities. It concludes that while there is some room for doubt, the Act is capable of supporting a prosecution of a road authority, especially in relation to a work-use vehicle. In addition, the so-called "upstream duties" on designers and others could well create a liability for the authorities. The article nevertheless proposes reforms to clarify the liability.

I INTRODUCTION

In New Zealand and other jurisdictions, rail safety is closely controlled, including the safety of the infrastructure – the track, formation, signalling and structures. For roads, on the other hand, there is much less supervision of the actual road, its construction and condition. Safety is the responsibility of the user, not the provider, except in general terms. For example, if a rock falls on a car and kills someone, then the road owner is unlikely to face civil or regulatory action.¹ If the same event happened on rail, then at least regulatory action, involving penalties, is likely. The safety burdens thus fall unevenly; nearly all activities in the economy other than roads are subject to at least health and safety legislation, including road's main competitor, rail, which is also subject to

* Transport consultant, Wellington. He recently wrote an LLM dissertation on the differential safety liability of road and rail.

1 A real case where the coroner could only exhort the New Zealand Transport Agency to pay more attention to such risks: *Re Heather Joy Thompson* Coroners Court Hamilton CSU-2014-HAM-000130 25 September 2014 at [24]. Contrast *Lewis (Guardian ad litem of) v British Columbia* [1997] 3 SCR 1145; and *Just v British Columbia* [1989] 2 SCR 1228 where the highway authority was found to be negligent on similar facts. But see *Gobin v British Columbia* 2002 CarswellBC 1406 (BCCA) where there was no liability because the rock inspection system was held to be a policy decision.

3392

618

(2016) 47 VUWLR

further regulation. This article examines the extent to which the Health and Safety at Work Act 2015 (HSWA) applies to roads, and whether the Act reduces unevenness of the burden.

II CONTEXT

Road accidents are a serious safety problem in New Zealand. In 2015, there were 9737 road accidents, killing 319 people and injuring 12,270.² The number killed is much greater than those killed in rail-related incidents (16),³ or in all work-related accidents outside most transport (43).⁴ Across all employers, there are also more than 226,000 work-related injury claims a year,⁵ including 99 rail injuries.⁶

New Zealand has stringent laws covering employment health and safety, the HSWA; and railway safety, the Railways Act 2005 (RA). The HSWA modernised and extended the coverage of the former Health and Safety in Employment Act 1992 (HSEA), following a major mining accident and subsequent inquiries. The new law is intended to "provide for a balanced framework to ensure the health and safety of workers and workplaces", based on "participation, leadership, and accountability by government, business, and workers".⁷ In theory, it places obligations on those who create risks and can best manage them.⁸

There are also substantial laws covering road user behaviour and vehicle condition, in the Land Transport Act 1998, regulations and rules. The HSWA and the RA cover rail accidents where the infrastructure was at fault through, for example, poor design or maintenance, as well as where individuals were in the wrong. Road user laws cover accidents caused by drivers and vehicles, but there appears to be a dearth of laws covering the responsibilities of the road owner itself, for example for the condition of the road. In exploring whether the HSWA does cover roads and roading authorities, this article is concerned with the interaction of the infrastructure with users, and the safety issues arising from that interaction, not with the authorities' direct or contracted employees, such as at road works, nor with vehicle operation.

2 "Motor Vehicle Crashes in New Zealand 2015" (9 September 2016) Ministry of Transport <www.transport.govt.nz>.

3 Ministry of Transport *Rail Safety Statistics: Six monthly statistics for the period ended 31 December 2015* (February 2016) at 14. There were no rail employee deaths.

4 "Workplace fatalities by industry" (28 November 2016) WorkSafe New Zealand <www.worksafe.govt.nz>. The WorkSafe data does not include road, aviation or maritime fatalities, and appears not to include rail.

5 "Injury Statistics – Work-related Claims: 2014" (15 October 2015) Statistics New Zealand <www.statistics.govt.nz>.

6 Ministry of Transport, above n 3, at 14. Half of the injuries were to employees (49).

7 Health and Safety Reform Bill 2014 (192-1) (explanatory note – general policy statement), at 1.

8 At 2.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

619

III HIGHWAY AUTHORITIES' CONTROL OVER THEIR ROADS

The extent to which road owners have control of the use of their roads, and road users, is an important point in considering the liability issues. Road owners are typically seen as not having control over the users of roads, whereas a railway company has control over all its activities. Our road safety laws assume driver responsibility.⁹ Under this assumption, drivers need to be ready to deal with all issues on the road, not just their own behaviour or that of other drivers, but also deficiencies in the road.¹⁰ Road owners have limited, if any, liability. It is a standard international assumption.¹¹

This view overlooks the areas where road authorities do have substantial control, such as the physical condition of roads, and also substantial influence, such as in the setting of road use rules and parameters. Road authorities have physical control over the sources of harm, and control gives them opportunities to create or mitigate dangers that others do not have.¹² As was observed in a Canadian case, "[t]he [road authority] is in complete control of repair and maintenance and travellers are dependent upon [the authority] for the reasonable performance of the work".¹³ Users are in "no position to assess the ... construction and maintenance work".¹⁴

Official road accident statistics indicate that roads do at least contribute to accidents. Police Traffic Crash Reports identify the causes of (or contributing factors to) every accident.¹⁵ These include aspects of road condition, such as slipperiness and poor markings, which are largely within the control of the road authority. In 2015, road factors contributed to 11 per cent of both fatal and injury crashes,¹⁶ similar to the previous ten years.¹⁷

9 Steven Penman *Criminal Cars: Attributing Liability for Crashes Caused by Autonomous Vehicles* (LLM Thesis, University of Auckland, 2012) at n 18.

10 *Stovin v Wise* [1996] AC 923 (HL) at 958; and *Gorringe v Calderdale Metropolitan Borough Council* [2004] UKHL 15, [2004] 1 WLR 1057 at [12], [35] and [76].

11 See Convention on Road Traffic 1042 UNTS 17 (opened for signature 8 November 1968, entered into force 21 May 1977), arts 8(5) and 13(1). New Zealand is not a signatory.

12 *Brodie v Singleton Shire Council* [2001] HCA 29, (2001) 206 CLR 512 at [103] and [283].

13 *Lewis*, above n 1, at [33].

14 At [33].

15 "Motor Vehicle Crashes in New Zealand 2015", above n 2.

16 At Figure 17.

17 See Figure 17 in the "Motor Vehicle Crashes in New Zealand" reports for the last 10 years available at "Motor Vehicle Crashes in New Zealand" (9 September 2016) Ministry of Transport <www.transport.govt.nz/>.

3392

620

(2016) 47 VUWLR

But these figures are likely to under-represent the accidents where the road authority had some control over the outcome. Road authorities also control other aspects of road use which may contribute to accidents. For example, they set speed limits on road sections, design and maintain signage, and create policies as to what sorts of vehicles can use the road and under what conditions, such as heavy vehicles. In these respects, the authorities exercise a substantial degree of control over safety outcomes. And yet, just as for physical road condition, they are likely to face no sanction if they do it in a deficient way, or fail to do anything.

There is recognition of the role of roads in contributing to road safety in the current official road safety policy, *Safer Journeys*. This "takes a Safe System approach to road safety. This approach means working across all elements of the road system (roads, speeds, vehicles and road use)".¹⁸ "Safe roads and roadsides" impact on 9 of the 13 key areas of concern.¹⁹ This extends the scope of safer roads to taking measures to prevent some road-user behaviour with serious consequences, such as loss of control, and intersection collisions. "Loss of control" is the single biggest factor contributing to road accidents, involved in 34 per cent of fatal and 28 per cent of injury accidents.²⁰

The strategy recognises that there are actions that road authorities could take to address these issues, such as median barriers, skid resistant surfaces and more appropriate speed limits. It notes that "New Zealand's roads are not as safe as those in other countries".²¹ These actions are at least partly within the control of roading authorities. The strategy also recognises that responsibility for road safety is "shared ... between road users and system designers".²² To achieve a safe system "[r]oad controlling authorities have to design, build and maintain roads and to manage speeds to protect responsible road users."²³ Recognition is one step, but actual responsibility with appropriate sanctions is needed. There is no consideration given in *Safer Journeys* to making roading authorities legally responsible for the condition of their roads.

Roading authorities claim that they do not have enough money to cover all eventualities.²⁴ That may be true, but their budgets are very large (\$14 billion over the three years 2015–2018),²⁵ and

18 Ministry of Transport *Safer Journeys: New Zealand's Road Safety Strategy 2010–2020* (February 2010) at 3.

19 At 12.

20 "Motor Vehicle Crashes in New Zealand 2015", above n 2, at Figure 17.

21 Ministry of Transport, above n 18, at 14.

22 At 10.

23 At 10.

24 New Zealand Transport Agency "SH3 Mangaotaki South Fatal Rockfall – 28 March 2014" the report to the Coroner for *Thompson*, above n 1.

25 "2015–2018 National Land Transport Programme" New Zealand Transport Agency <www.nzta.govt.nz>.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

621

whether they have enough money to improve safety boils down to prioritisation. Priorities are set on a "value for money" criterion.²⁶ This is defined by the New Zealand Transport Agency in the planning and investment context as "selecting the right things to do, implementing them in the right way, at the right time and for the right price",²⁷ which is a weaker criterion than the cost element in the HSWA. Analysis of road safety improvements goes through the same process as any other roading expenditure, based on cost-benefit analysis, discounted at six per cent.²⁸ The same process applies to policy changes.²⁹ There is no additional weighting for safety, so safety can be readily outweighed by cost.

The costs of poor safety do not just disappear if the highway authority does not bear them; they are reallocated, usually to individual users. As Kirby J put it:³⁰

... a burden of loss distribution is imposed on the victims of the neglect of such authorities. The immunity obliges those victims to bear the economic, as well as personal, consequences, even of gross and outrageous neglect and incompetence.

The personal consequences can be severe, as a number of plaintiffs have found out when unable to claim under common law for their serious injuries.³¹ Even in New Zealand, where personal injury is covered by accident compensation, there can still be significant property damage involved.

There may be a duty to have safe roads in the Local Government Act 1974,³² but its wording is not clear. In any case, that Act applies only to local roads, which while they account for 88 per cent of New Zealand's 94,000 km of public roads,³³ bear only 51 per cent of the traffic.³⁴ The more densely trafficked state highways (11,000 km), are administered by the New Zealand Transport Agency (NZTA) and are governed in respect of safety by the Government Rounding Powers Act

26 Ministry of Transport *Government Policy Statement on Land Transport 2015/16–2024/25* (December 2014) at [45] and [92].

27 "Glossary" New Zealand Transport Agency Planning & Investment Knowledge Base <www.pikb.co.nz>.

28 New Zealand Transport Agency *Economic Evaluation Manual* (January 2016) at 2–4, 2–14 and 2–18.

29 Castalia Strategic Advisors *Vehicle Dimensions and Mass Review: Framework for Options Assessment and Draft Rule Change Cost Benefit Analysis – Report to the Ministry of Transport* (Ministry of Transport, November 2015) at 18. A slightly higher discount rate was used.

30 *Brodie*, above n 12, at [235]. The immunity referred to is the common law immunity of highway authorities from suit for negligent acts of omission ("non-feasance").

31 See for example *Gorringe*, above n 10.

32 Local Government Act 1974, s 353.

33 "State highway frequently asked questions" New Zealand Transport Agency <www.nzta.govt.nz>.

34 In terms of vehicle kilometres travelled, see "Transport volume: Vehicle travel" (27 October 2016) Ministry of Transport <www.transport.govt.nz>.

1989 and the Land Transport Management Act 2003. In these Acts, there are only general, "target" safety duties on the road owner.³⁵ What then is the role of the HSWA in helping make roads safer?

**IV THE HEALTH AND SAFETY AT WORK ACT 2015:
COVERAGE**

Safety on road and rail might be thought to be covered by health and safety legislation, just as most other parts of the economy are. Work is required to produce both rail and road, and deficiencies in that work can cause harm. In most industries, that would create a liability under the HSWA.³⁶ However, while it is clear that the HSWA does cover railways,³⁷ aircraft,³⁸ ships,³⁹ and any vehicle on a road,⁴⁰ it is less clear that it covers roads in the sense of the actual roading infrastructure, even though there is no doubt that as a person conducting a business or undertaking (PCBU),⁴¹ despite its not being a profit-making body,⁴² a roading authority is subject to the HSWA. If it did cover roads, the safety discipline on them would become much stricter, and have a higher priority, than at present. That should lead to improved safety performance and fewer casualties.

A Not Public Safety Legislation

Coverage of roading would give the HSWA a "public safety" role, and it has been argued that on a purposive interpretation its predecessor the HSEA did not have that role.⁴³ Its purpose was to protect workers from harm and only incidentally to protect those around the workplace, such as

35 A "target" obligation is one that can be striven for but need not be fully achieved if the policies and budgets of the authority have other priorities: see *Larner v Solihull Metropolitan Borough Council* [2000] EWCA Civ 359, [2001] RTR 32 at [8]; and *Gorringe*, above n 10, at [29] and [90].

36 While the Health and Safety in Employment Act 1992 [HSEA] has been superseded, jurisprudence on it will be considered where relevant, as it is likely to be used in Health and Safety at Work Act 2015 [HSWA] cases, especially where the wording is similar in each.

37 Railways Act 2005, s 8 [RA]. See for example *WorkSafe New Zealand v KiwiRail Holdings Ltd* [2015] NZDC 18904.

38 HSWA, above n 36, ss 9 and 20(2)(a).

39 Sections 10 and 20(2)(a).

40 Section 20(2)(a).

41 Definition of a person conducting a business or undertaking, s 17(1).

42 Section 17(1)(a)(ii).

43 *Department of Labour v Berryman* [1996] DCR 121 (DC) at 132 and 135; and *Mazengarb's Employment Law* (online looseleaf ed, Lexis Nexis) at [6051.9].

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

623

members of the public.⁴⁴ Nor is occupational health and safety (OHS) legislation "directed at general product liability" once work has finished.⁴⁵

The same is purported to be true of the Australian Model Bill and Act ("Model Act"),⁴⁶ and so, too, the HSWA which is based on it. "[T]he [Australian Model] Bill is not intended to extend such protection in circumstances that are not related to work".⁴⁷ Harm has to be work related, although those harmed need not be workers.⁴⁸ The Model Act "is not intended to have operation in relation to public health and safety more broadly, without the necessary connection to work".⁴⁹ A review preceding the Model Act was at pains to recommend limiting the application of OHS laws to public safety, by drafting the Act to "avoid giving it a reach that is inconsistent with" "protection of all persons from work-related harm".⁵⁰ But according to Johnstone and Tooma, "[t]he drafting of the Model Act does not, however, reflect any such caution. On its language it applies to public health and safety as much as traditional workplace health and safety situations".⁵¹ They observe that "[w]here work ends and public health and safety begins is not easily ascertainable in a modern work context".⁵²

The Australian Review's desire to limit the scope of the Model Act has to be tempered by the need to cover third parties against work-related harm. Even in their report they include "all persons",⁵³ so it is inevitable that some public safety is included, as it is in ss 3(1)(a) and 36(2) of the HSWA. The "core issue" according to the review is "not whether OHS laws should protect public safety ... but how wide the protection should be".⁵⁴ The key question is how close the

44 HSEA, above n 36, s 5.

45 *Inspector Campbell v Hitchcock* [2004] NSWIRComm 87 at [304]; cited in *Telstra Corp Ltd v Smith* [2008] FCA 1859, (2008) 105 ALD 521 [*Telstra FCA*] at [26] per Middleton J.

46 "Model Work Health and Safety Bill" (23 June 2011) Safe Work Australia <www.safeworkaustralia.gov.au>. This is variously called a Bill and an Act. In this article, it is referred to as an Act, following the HSWA usage, except where direct quotations use "Bill".

47 Safe Work Australia "Explanatory Memorandum – Model Work Health and Safety Bill" (August 2016) at [60].

48 At [60].

49 At [61].

50 Robin Stewart-Crompton, Stephanie Mayman and Barry Sherriff *National Review into Model Occupational Health and Safety Law: Second Report* (Australian Government, January 2009) [*Second Report*] at 206, Recommendation 77 and the discussion at 18–26.

51 Richard Johnstone and Michael Tooma *Work Health and Safety Regulation in Australia: The Model Act* (Federation Press, Annandale (NSW), 2012) at 16.

52 At 90.

53 *Second Report*, above n 50.

54 At 25.

3392

624

(2016) 47 VUWLR

connection with work is in time and space. Hence road safety in the sense of road user behaviour would not be expected to be covered by OHS laws (leaving aside the vehicle itself as a workplace),⁵⁵ but it is not so clear that work activities in building and maintaining a road are automatically excluded.

V KEY SECTIONS

This part considers key sections of the HSWA, and examines them to see how far they might apply to roads, and how that differs from the application to rail.

A Reasonably Practicable, s 22

"Reasonably practicable" is a key concept in the HSWA, as it governs the scope of the principal duties in ss 36 to 43.

Section 22 defines reasonably practicable to mean what could reasonably be done in the light of likelihood and consequence of a risk, what was or ought to have been known about it, how it might be minimised or eliminated, and cost. It is the cost element that creates a significant difference between roads and other economic activities. It requires a gross disproportion between costs and benefits before costs outweigh safety factors.⁵⁶ This factor was part of the common law but is now made explicit.⁵⁷ Grossly disproportionate is not defined in the Act, nor has it been judicially defined,⁵⁸ but "grossly" does not admit of a small difference.

This has been applied to rail only recently, and never to road. The Land Transport Act 1993 defined a cost as reasonable if "the value of the cost to the nation [was] exceeded by the value of the resulting benefit to the nation".⁵⁹ This is much the same as the current perspective on road infrastructure spending on safety. At the time, rail was also only expected to achieve safety at reasonable cost through its safety system,⁶⁰ and the stricter standards of the HSEA did not apply if

55 HSWA, above n 36, s 20(2)(a).

56 HSWA, above n 36, s 22(e).

57 *Edwards v National Coal Board* [1949] 1 KB 704 (CA) at 712; *Department of Labour v De Spa* DC Christchurch CRI 30090213/93, 8 October 1993; and see *Johnstone and Tooma*, above n 51, at 71–73.

58 Office of the National Rail Safety Regulator *Meaning of Duty to Ensure Safety So Far as is Reasonably Practicable Guideline* (Adelaide, July 2016) at n 5.

59 Land Transport Act 1993, s 16(2). Re-enacted in the Land Transport Act 1998, s 189(2).

60 Transport Services Licensing Act 1989, s 6C(b) [TSLA]. There was a similar approach for aircraft and ships, now covered by HSWA, ss 9 and 10.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

625

rail complied with the safety system.⁶¹ This proved contentious and was repealed after a Ministerial inquiry.⁶²

Both the Land Transport Act provisions and the primacy of rail's safety system have been repealed.⁶³ Rail safety became much stricter, but the safety criterion for road infrastructure has relaxed.⁶⁴ In practice, as discussed above, road still takes a cost-benefit approach similar to the "reasonable cost" one, in which a project is only worthwhile if the ratio of benefits to costs exceeds one, that is, if the benefits simply outweigh the costs.

Most other industries on the other hand, including rail, are now compelled to prioritise safety by the high standard of "reasonably practicable", including the "grossly disproportionate" ratio. Economists commenting on railway safety have pointed out the distortionary impact of this rule. It effectively mandates projects with benefit: cost ratios less than one (one would be "proportionate" in their eyes).⁶⁵ Thus for industries subject to the HSWA, it might be necessary to spend \$3 or even \$10 to achieve a safety benefit worth \$1, to comply with the Act.⁶⁶

B Workplace, s 20

The principal case on whether a road is a place of work (now a "workplace") is *Department of Labour v Berryman*.⁶⁷ Mr Berryman was charged under the HSEA in relation to a beekeeper (not a Berryman employee) who died when his vehicle fell through a suspension bridge that Mr Berryman owned. The prosecution alleged that the bridge was a place of work, and had been allowed to decay and become unsafe. If this prosecution had been successful then it would have opened up liability for road owners generally, as it would have been difficult to distinguish a bridge from another

61 TSLA, above n 60, s 6H.

62 WM Wilson *Report of the Ministerial Inquiry into Tranz Rail Occupational Safety and Health: Report to the Ministers of Labour and Transport* (Wellington, August 2000).

63 By, respectively, the Land Transport Amendment Act 2004, s 11; and RA, above n 37, sch 1.

64 The Land Transport Act provisions were replaced by even softer, more general provisions in the Land Transport Management Act 2003 [LTMA], ss 3 and 68(1), as amended by the Land Transport Management Amendment Act 2004. The equivalent provisions in the LTMA today are its purpose, s 3, and the New Zealand Transport Agency's functions, s 94.

65 Andrew W Evans "The economics of railway safety" (2013) 43 Research in Transportation Economics 137 at 141 and 142. Evans argues that when *Edwards*, above n 57, was decided, the measurement of safety benefits was rudimentary, and the decision was in the context of GBP 984 in damages as an analogue of the benefits to be set against the costs of prevention, whereas today the "benefits" in the calculation would be many times larger, making "grossly" an unnecessary qualification. See also M Jones-Lee and M Spackman "The development of road and rail transport safety valuation in the United Kingdom" (2013) 43 Research in Transportation Economics 23 at 34.

66 Office of the National Rail Safety Regulator, above n 58, at n 5.

67 *Berryman*, above n 43.

3392

626

(2016) 47 VUWLR

deficient part of a road, or a private bridge from a public one. Such an outcome would in itself have corrected the uneven burden between road and rail, but the prosecution was not successful.

The definition of workplace in the HSWA is similar to that in the HSEA. For a road to be a workplace, it now needs to meet the HSWA definition:⁶⁸

20 Meaning of workplace

- (1) In this Act, unless the context otherwise requires, a workplace—
 - (a) means a place where work is being carried out, or is customarily carried out, for a business or undertaking; and
 - (b) includes any place where a worker goes, or is likely to be, while at work.
- (2) In this section, place includes—
 - (a) a vehicle, vessel, aircraft, ship, or other mobile structure; and
 - (b) any waters and any installation on land, on the bed of any waters, or floating on any waters.

A place includes "any installation on land", which would include a road. A road is clearly a workplace for an employee when that person is in fact working on it, for example, repairing or maintaining it. Mr Berryman was not at the time working on the bridge. The judge thus focussed on the "customarily works" element of the HSEA definition (similar to HSWA s 20(1)(a)). In his view "customarily" denoted "some degree of frequency rather than mere intermittent activity over a number of years".⁶⁹ He agreed that "the carrying out of maintenance work on a structure on an intermittent basis does not mean that the structure could be a 'place of work' for all time".⁷⁰ Nor did mere responsibility for maintenance mean it became a place of work. As regards Mr Berryman, then, the bridge was not a place of work. By the same reasoning, periodic maintenance on a road would not make it a workplace with respect to the road owner if work was not actually being done at the time. As well, a person customarily working involves an element of frequency – repetitive working over the course of a year, for example. Random repairs or maintenance are unlikely to be enough to bring it into the definition.

The beekeeper's crossing of the bridge was to be brief, and the judge thought that "place" connoted "a place where a person is working in more than a transitory sense".⁷¹ "[M]erely ... passing while at work" was not enough.⁷² The HSEA was amended to remove the transitory point,

⁶⁸ HSWA, above n 36, s 20.

⁶⁹ *Berryman*, above n 43, at 132.

⁷⁰ At 132.

⁷¹ At 133.

⁷² At 133.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

627

by including any place a "person moves through",⁷³ but a transitory argument might still have appeal on the HSWA wording in s 20(1)(b).⁷⁴

The way the wording of s 20(1)(a) is phrased reinforces the present nature of the work – "is being" carried out, not "has been" or "will be" nor even simply "is". This definition is slightly different from the Australian Model Act, s 8, as the HSWA definition uses the Review Committee's stronger emphasis on the present tense, adding "being" to HSWA s 20(1)(a), rather than simply "is carried out".⁷⁵ The Review Committee specifically thought making a place a workplace at all times to be undesirable.⁷⁶ This is however not the interpretation of the Model Act by Safe Work Australia.⁷⁷ Tooma though is firm that workplace is limited to the present tense.⁷⁸ The present tense of the HSWA definition makes it unlikely that it would work for the potentially many years that could elapse between the design or construction of a road and harm caused by a deficiency in that design or construction.

But on the reading in *Berryman*, a person only has to own or occupy (now "manages or controls")⁷⁹ a workplace, which can be a workplace by virtue of another party's work there, and does not have to be the owner's own workplace.⁸⁰ HSWA s 37(1) is still open to this reading. So the road could be made into a workplace by its user being in a work-related vehicle and the roading authority therefore made liable under s 37.⁸¹

A recent Australian case extends the "workplace" tantalisingly close to one that might include roads – but stops short. It provides some extension to the "transitory" interpretation in *Berryman*. In

73 HSEA, above n 36, s 2(3) substituted by the Health and Safety in Employment Amendment Act 2002, s 4(15). See also *Worksafe New Zealand v Department of Corrections* [2016] NZDC 18502 at [40].

74 Note the echo of Lord Denning in *Burnside v Emerson* [1968] 1 WLR 1490 (CA) at 1494, about transient danger like ice not being a failure to maintain a road.

75 *Second Report*, above n 50, at 98, Recommendation 94. Changes in the House of Representatives reinforced the HSWA section's present tense focus. In the first draft of the Bill, the clause simply read "where work is carried out", a formulation less clearly limited to the present tense: see Health and Safety Reform Bill 2014 (192-1), cl 15.

76 *Second Report*, above n 50, at 97.

77 Safe Work Australia, above n 47, at [48]–[50].

78 Michael Tooma *Tooma's Annotated Work Health and Safety Act 2011* (Thomson Reuters, Sydney 2012) at 25.

79 HSWA, above n 36, s 37.

80 *Berryman*, above n 43, at 131.

81 The Select Committee report on the 2002 HSEA amendment recognised that a road could be a place of work for the vehicle owner: see Health and Safety in Employment Amendment Bill 2001 (163-2) (select committee report) at 4.

3392

628

(2016) 47 VUWLR

Telstra Corp Ltd v Smith, a pedestrian fell into a Telstra-owned manhole when its cover collapsed, and was injured.⁸² Telstra challenged a finding of liability under the Occupational Health and Safety Act 1991 (Cth), s 17,⁸³ which was similar to HSWA s 37.

The question was whether the manhole cover was a workplace, which was very generally defined essentially as a place where contractors or employees worked.⁸⁴ Applying the logic in *Berryman* one might think that the interaction with the manhole cover by both Telstra and the injured party was too transitory for Telstra to be liable. Clearly the injured party would have been "at" (on) the manhole cover only very briefly, if it had not collapsed. The last time the pit was used by Telstra (by a contractor) was over two months before the accident.⁸⁵

Telstra in fact contended that to be a workplace, work had to be going on at the time of the accident.⁸⁶ They also referred to the objects of the Act, which included protection to third parties "arising out of the activities of such employees at work".⁸⁷ They referred to a number of cases where work on infrastructure was intermittent, and because of that the relevant places were not workplaces at all times. It was argued that there was a "temporal"⁸⁸ aspect to the definition.⁸⁹ In one of these cases, "[n]or could the fact that at one time, the defendant had there performed work on the pipes, thereafter make that place the defendant's place of work".⁹⁰

Nevertheless, on appeal the Full Court commented that:⁹¹

There is no reason to think that an employer is not liable under s 17 if an employee creates a dangerous situation in the workplace whilst at work and the non-employee is injured after the employee has ceased work.

⁸² *Telstra Corp Ltd v Smith* [2009] FCAFC 103, (2009) 177 FCR 577 [*Telstra FCAFC*].

⁸³ At [12].

⁸⁴ Occupational Health and Safety Act 1991 (Cth), s 5; and *Telstra FCAFC*, above n 82, at [45].

⁸⁵ *Telstra FCAFC*, above n 82, at [16].

⁸⁶ *Telstra FCA*, above n 45, at [19].

⁸⁷ At [20] (emphasis in original).

⁸⁸ *Telstra FCAFC*, above n 82, at [47].

⁸⁹ See *WorkCover Authority of NSW (Inspector Paine) v Boral John Perry Industries Pty Limited* New South Wales Industrial Relations Commission, 8 August 1996; and *WorkCover Authority of New South Wales (Inspector Maltby) v AGL Gas Networks Limited* [2003] NSWIRComm 370, both analysed in *Telstra FCA*, above n 45, at [22]–[29].

⁹⁰ *AGL Gas Networks Limited*, above n 89, at [168] as cited in *Telstra FCA*, above n 45, at [28].

⁹¹ *Telstra FCAFC*, above n 82, at [55].

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

629

This is on all fours with a deficiency in a road causing an injury in the absence of road authority employees, at least where the deficiency is caused by an employee's action, for example design.

"There is no need to give workplace a meaning which requires a temporal connection between the place or premises and the work to be performed."⁹² The manhole is designed only to enable work to be done. Moreover:⁹³

There is no reason to limit a workplace to a place where work is being performed at any particular time. A workplace is a place where work is performed from time to time.

Even a woolshed used only a few weeks in the year remains a workplace outside those times.⁹⁴

In a recent New Zealand case,⁹⁵ a place of work was interpreted clearly in the present tense, where work is being carried out. It "can only be a place where a reasonable person would appreciate that work is being undertaken", as shown by signs or "other external indications".⁹⁶ In that case, the workplace was limited to the actual site on the house where the roofing work was being done (along with relevant scaffolding).⁹⁷ The adjacent driveway where the person was injured by a batten thrown off the roof was not in the place of work. This analysis applies even more strongly under the HSWA definition of "workplace", with its "being carried out" wording.

On this analysis, a road is not a workplace for the authority unless some physical work is actually going on at the time. It is a rather restrictive view.

In HSWA, s 20(1)(b), there is a potentially prospective phrase, "is likely to be". This could cover the *Telstra* situation,⁹⁸ but not help with the roading issue, as a roading authority employee might be unlikely to visit a particular section of road very often, so is not "likely" to be there. However, a vehicle can be a workplace⁹⁹ and so for work use of a vehicle, a road is also likely to be a workplace under s 20(1)(b), since that is a "place where a worker goes". The language of the HSEA s 2(3), about a place a "person moves through", has been dropped.

⁹² At [49].

⁹³ At [49].

⁹⁴ At [50].

⁹⁵ *Alliance Roof Solutions Ltd v Ministry of Business, Innovation and Employment* [2014] NZHC 2625, (2014) 12 NZELR 204.

⁹⁶ At [41].

⁹⁷ At [56(a)].

⁹⁸ *Telstra FCAFC*, above n 82.

⁹⁹ HSWA, above n 36, s 20(2)(a).

3392

630

(2016) 47 VUWLR

C PCBU duty to third parties, s 36(2)

Section 36(2) provides that a PCBU:¹⁰⁰

... must ensure, so far as is reasonably practicable, that the health and safety of other persons is not put at risk from work carried out as part of the conduct of the business or undertaking.

A road is designed, built and maintained as part of the "conduct of the business or undertaking". If any of these things are deficiently done, then prima facie that could cause harm and the roading authority may not have done all that was reasonably practicable to prevent it. Note that failure to do something is equally culpable under the section as doing something badly. Nor is there any temporal restriction in the wording of this section. As long as the risk flows from the "conduct of the business", then the duty applies. It does not have to be an immediate consequence of a particular action or inaction.

As with the similar HSEA s 15,¹⁰¹ this has no locational constraints – harm caused anywhere by work will be caught. As long as the work is "carried out" somewhere "as part of the ... undertaking", it is caught. Section 36(2) reflects the Australian reform committee's view that some interpretations of "workplace" had limited its scope. They thought that any activity and consequence "resulting from the conduct of the business or undertaking" should be caught.¹⁰²

There are subtle differences in wording between HSWA s 36(2) and HSEA s 15. The latter section focuses on the employee's action or inaction "while at work". Section 36(2) focuses on "work carried out". While the HSEA section arguably has no temporal constraint, the HSWA section appears even clearer in this regard. Work carried out at any time or in any place could put a person at risk at any other time or place. Section 36(2) may well create obligations on roading authorities.

In *R v Mara*,¹⁰³ the Court of Appeal of England and Wales considered the "third party" provision in that jurisdiction's health and safety legislation. An employee of another company used and was killed by faulty equipment owned by Mara's company for its business. Mara allowed employees of the other company to use it, without any of Mara's employees being present. The equipment was simply left for the employees of the other company to use.

The court held that Mara was rightly convicted and dismissed the appeal. The United Kingdom section imposed a duty to ensure "that persons not in his employment who may be affected thereby

¹⁰⁰ Section 36(2).

¹⁰¹ *Worksafe New Zealand v Department of Corrections*, above n 73, at [41]–[47].

¹⁰² Robin Stewart-Crompton, Stephanie Mayman and Barry Sherriff *National Review into Model Occupational Health and Safety Law: First Report* (Australian Government, October 2008) at 55, Recommendation 17.

¹⁰³ *R v Mara* [1987] 1 WLR 87 (CA).

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

631

are not thereby exposed to risks to their health or safety".¹⁰⁴ It corresponds to HSWA s 36(2). The provision would arguably apply to those who provide roads that affect others and expose them to risk.

In an Australian case preceding the Model Bill, it was held that an undertaking was still being conducted when scaffolding blew down even though work on erecting it had finished.¹⁰⁵ The intervening period was, however, short, and the principle may not extend to a roading situation. Foster notes a case where an authority responsible for approving the construction of a structure was held liable under health and safety laws for its collapse some years later, injuring third parties. He observes that today the prosecution would likely have been under the Model Law equivalent of s 36(2).¹⁰⁶ A prosecution would be possible "so long as the 'causal chain' between the business or undertaking and the harm was not too long".¹⁰⁷ He means long in the sense of remote, many links in the chain, but the same comment probably applies to long in time. There is a clear analogy to road work – the authority does work (or should have) and sometime after an accident occurs that can be attributable to that work (or inaction).

A further avenue of escape for a roading authority might be whether its actions or inactions can be said to create risks to someone. Tooma notes that the Model Law equivalent is broad, but nevertheless there has to be "sufficient proximity to the person which makes the possibility of danger real and not too remote or fanciful".¹⁰⁸ "Proximate" here again appears to mean close in causation terms, not necessarily in time. The concern with this article is that even obvious lapses by a roading authority attract no sanction, and borderline causality is not of critical importance.

D Section 37

This section provides:¹⁰⁹

¹⁰⁴ Health and Safety at Work etc Act 1974 (UK), s 3(1).

¹⁰⁵ *Inspector Maltby v Harris Excavations & Demolition Pty Ltd* Industrial Relations Commission of New South Wales 2 May 1997 as cited in Richard Johnstone, Elizabeth Bluff and Alan Clayton *Work Health and Safety Law and Policy* (3rd ed, Thomson Reuters, Sydney 2012) at 225–226.

¹⁰⁶ Neil Foster *Workplace Health and Safety Law in Australia* (LexisNexis Butterworths, Sydney, 2012) at 369 citing *R v Mayor, Councillors, and Citizens of the City of Dandenong and Noel Bailey* County Court of Victoria 8 November 1991; facts set out in *Director of Public Prosecutions Ref No 1 of 1992* [1992] 2 VR 405 (SCV).

¹⁰⁷ Foster, above n 106, at 368.

¹⁰⁸ Tooma, above n 78, at 42.

¹⁰⁹ HSWA, above n 36, s 37.

3392

632

(2016) 47 VUWLR

37 Duty of PCBU who manages or controls workplace

- (1) A PCBU who manages or controls a workplace must ensure, so far as is reasonably practicable, that the workplace ... and anything arising from the workplace are without risks to the health and safety of any person.

Again, if a road is a workplace, then this would impose a duty with respect to road users. A road authority owns the road and controls it. It controls it not only in the sense of how it is made and maintained, but also in the case of New Zealand Transport Agency, controls those who use it, through licensing, and through its contract with the Police for enforcement of road rules.

But the duty need not require the road itself to be a workplace. The office where decisions are taken on design, construction and maintenance is clearly a workplace, and the decisions fall within "anything arising from the workplace". This might have been intended to be narrowly interpreted to cover only the direct risks of something physical arising, such as fumes or noise; but the section is not narrowly worded, and decisions certainly arise from a workplace. They may contain risks (albeit latent ones which might take some time to manifest themselves).¹¹⁰ This interpretation is reinforced by the specific coverage of design in s 39.

Moreover, the width of s 37 would cover policies, for example those on heavy vehicle mass and dimensions, which might have safety consequences independently of the road itself. This section could be an important tool in the safety management of roads – if not curtailed by a purposive interpretation that the context of the harm has to be a direct work context. The purpose of the Bill, as noted earlier, does include coverage of people who are not workers, on equal footing, in the same subsections.¹¹¹ Johnstone and Tooma note that the "Model Act is only intended to protect persons who are not workers from hazards and risks *arising from work carried out as part of the business or undertaking*".¹¹² Whether the risks arising from roading are as a result of work "carried out" should not be in doubt, but the HSWA now reads "being carried out", which adds some doubt.

They go on to note that the Model Act is not built around employment or workplaces. The primary duty (in s 36 of the HSWA):¹¹³

... is triggered by risks to all people – 'workers' and 'others' arising from work of any kind, carried out by all kinds of workers in all kinds of work arrangements for all kinds of business organisations.

¹¹⁰ For example decisions on road markings: *Re Angus George Johnson Donald* Coroners Court Wellington CSU-2014-WGN-000262, 7 December 2015.

¹¹¹ HSWA, above n 36, s 3(1)(a) and 3(2).

¹¹² Johnstone and Tooma, above n 51, at 62 (emphasis in original).

¹¹³ At 77.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

633

In addition, "[t]he laws are not limited to workplaces and operate to capture any risk to health and safety arising from work in the conduct of any business or undertaking".¹¹⁴

They believe its scope to be so broad as to allow actions against tobacco companies for public health consequences.¹¹⁵ The harm arises from the work in making, distributing and selling cigarettes, not from any direct impact of work in the narrow sense in the factory. On this reading, it should also apply to a roading organisation. Work in making and maintaining the road, if not properly done, gives rise to risks to safety. If the cost of avoiding those risks is high, just as it would be for a tobacco company, that is not relevant unless it is "grossly disproportionate"¹¹⁶ to the risk.

There is a "farmers' exception" in s 37(3).¹¹⁷ The HSWA s 37(1) duty does not apply to a part of a farm unless work "is being carried out" there "at the time".¹¹⁸ The wording of s 37(3)(b)(ii) identifies the issue with respect to roads, that while they are a product of work, they may not be a workplace unless actual roading work is taking place: most of the time, work is not being carried out on a particular road. In farming terms, persons who are not working but who are injured by previous work not being adequately done (for example, on a farm bridge), or not done at all (such as no protection against falls from paths or structures), would not result in the farmer being liable. In roading terms, if such an exemption applied, persons (not working) injured by poor maintenance, construction or design equally might not have a case against roading authorities. But the absence of a similar provision for roads implies that work does not have to be actually being carried out at the time for roads to be caught.

Whether s 37 would make a road owner liable still ultimately turns on the definition of workplace, and while it is now arguable that a road is a workplace, it is likely to be looked at through the present tense and employment focused lens of somebody working there. A roading authority is unlikely to be prosecuted, let alone convicted.

E Specific Duties for Particular Work, "Upstream duties", ss 38–43

Section 38 provides that a PCBU must "so far as is reasonably practicable, ensure that ... fixtures, fittings, or plant are without risks to ... any person".¹¹⁹ Similar phrases are included in ss

¹¹⁴ At 90.

¹¹⁵ At 88–90.

¹¹⁶ HSWA, above n 36, s 22(e).

¹¹⁷ Section 37(3).

¹¹⁸ This was a change at select committee in response to farmers not wanting to be responsible for accidents to walkers using their land: see Health and Safety Reform Bill 2014 (192-2) (select committee report) at 8. The amendment made it clear that a farm (apart from the main farm buildings) was not a workplace outside those times and places where work was taking place. The exemption is only made for farmers (and only for s 37(1)).

¹¹⁹ HSWA, above n 36, s 38(1).

3392

634

(2016) 47 VUWLR

39 (design of plant, substances or structures),¹²⁰ 40 (manufacture), 41 (imports), 42 (supply) and 43 (installation, construction, or commissioning). They also extend the duty to those in the vicinity of a workplace.

Sections 38–43 are inherently prospective, in that the actions of design, manufacture and so on take place over a short time and then the risks from them run. They apply to structures "to be used" as or at a workplace.¹²¹ There appears to be no time limit on their application.

Section 39 (design) in particular can only be prospective. There are no significant risks in the design process except those that result from deficiencies in the design itself, once built and used, so there is no point in having the section unless it is prospective in effect. The duty arises when the work is done, but the crystallisation of that duty may be a long way off in time. Nor is there much point if the design duty is limited to the workplace in which it was created. By definition, it will be likely to be used in another place.

This still requires that the structure is or is used at a workplace (or could reasonably be expected to be so used).¹²² So if the road is a workplace for the roading authority, then the duty is clear. But if it is not a workplace for the authority, it is still arguably a workplace for many users who drive vehicles in the course of their work. Sections 39–43 provide for a duty to be owed by persons in one workplace to those in another, of which a road could be an example. If the road itself is not a workplace, then for commercial vehicles, which are workplaces (including cars driven for work purposes), the designer and builder of the road could be caught by ss 39(2)(f) and 40(2)(f), which cover duties owed to those "at or in the vicinity of a workplace and who are exposed to the ... structure" at the workplace.¹²³

Indeed, ss 39(2)(a) and 40(2)(a) could be read in the same manner: the designer or manufacturer owes duties to those:¹²⁴

- (a) Who, at a workplace, use the ... structure for a purpose for which it was designed or manufactured.

The vehicle is a workplace for some, and there is nothing to say that the structure referred to has to be part of the same workplace. While the drafters may have thought that the circumstances would usually involve a structure in the same workplace, they have not said so, and so have created a liability to ensure the safety of commercial users of the structure (road).

¹²⁰ A "structure" includes "anything that is constructed", which would include a road: see HSWA, above n 36, s 16. See also *Black v Shaw and Official Assignee* (1913) 33 NZLR 194 (SC) at 196.

¹²¹ HSWA, above n 36, ss 39(1)(c), 40(1)(c), 41(1)(c), 42(1)(c) and 43(1).

¹²² Section 39(1)(c).

¹²³ Sections 39(2)(f) and 40(2)(f).

¹²⁴ Section 40(2)(a). Section 39(2)(a) is in similar terms.

This does however suffer from the disadvantage of only impacting on a subset of vehicle users, and so is not of general application. Those using the road for non-commercial purposes would not be covered, although the specific exemption for those using a facility for leisure is not carried over from HSEA s 16. It would be an unsatisfactory position to have the law only protect a subset of those who use the road, and this may in itself indicate a forced reading of it. It would be much more satisfactory to make it clear that the duties are held in respect of all users, by clarifying that the HSWA does apply to roads.

F Personal Duty of Workers and All Persons to Others, ss 45, 46

As well as the PCBU, any worker must take reasonable care to avoid adversely affecting their own and others' safety.¹²⁵

The phrase "reasonable care" is not defined. It is arguably a lesser obligation than s 36's duty to ensure safety "so far as is reasonably practicable".¹²⁶ It nevertheless is not limited by time, and a worker (widely defined)¹²⁷ for a roading authority could be liable for careless acts or omissions.

Under s 46, any person (including a PCBU or a worker) at a workplace has to take reasonable care to avoid harm to anyone else, inside or outside the workplace, and at any time.¹²⁸ According to Foster, the Australian equivalent, s 29, is a new and untested provision, going beyond workplace safety into the area of public safety, although his examples are of members of the public who are in places readily identifiable as workplaces such as shopping centres or public libraries.¹²⁹

VI POSSIBLE REFORMS

The lack of HSWA safety liability for roads is anomalous relative to most other activities, and could contribute to the number of road casualties. It distorts competition with rail, which is clearly subject to the HSWA, as well as having the HSWA duties mirrored and extended in a specific Act.¹³⁰ Could then the HSWA be easily changed to cover roads?

¹²⁵ Section 45.

¹²⁶ Foster, above n 106, at 410.

¹²⁷ HSWA, above n 36, s 19.

¹²⁸ Section 46.

¹²⁹ Foster, above n 106, at 411.

¹³⁰ RA, above n 37, s 5. The duties are extended beyond those applying to people at work by s 7, which covers harm by rail activities to "individuals", without restricting the context to work. Section 8 provides that the HSWA is not limited by the RA. The railway has been prosecuted under the former HSEA several times; see for example *KiwiRail Holdings*, above n 37.

3392

636

(2016) 47 VUWLR

A Reducing the "Grossly Disproportionate" Ratio of Costs to Benefits

The grossly disproportionate cost standard in HSWA, s 22(e) applies to rail, both through the HSWA and the RA.¹³¹ On the other hand, the standard adopted for roading works and maintenance is a reasonable cost one, where benefits are expected to exceed costs, or in the terms used in the HSWA, benefits are at least proportionate with the costs.

One potential option to bring rail on to the same footing as road is to delete "grossly" from para (e) – so it simply reads "disproportionate", or even "whether the cost is proportionate to the risks". Going further, the section would still work if it stopped at "minimising the risk", leaving the ratio of costs and risks unstated, but implicitly in balance. Another option would be to revise para (e) so it simply referred to "whether the costs of eliminating or avoiding the risks are reasonable". What is reasonable in terms of costs could be defined as it once was in the Land Transport Act 1998.¹³² In these ways, road and rail would be placed on an even footing.

To be consistent, a change would need to be limited to rail infrastructure, so that operations continued to be treated like any other industry (including operation of road vehicles in a work situation), which would not be simple to do.

Using grossly disproportionate is a distortion that affects the whole of workplace safety, biasing expenditure towards safety compared with other applications for the expenditure. It would be logical to address this, and doing so would help balance the obligations of road and rail without the difficulties identified above. But changing the health and safety legislation for all industries is not the point of this article.

Changing the law to reduce rail's obligations could be difficult. And, apart from amending grossly disproportionate in general, a lessening of rail's safety oversight is not an easy position to advocate, nor one that on balance would be in society's interests. These changes may not be possible to achieve.

B Make Health and Safety Legislation Apply to Roads

The health and safety legislation is where safety rules have the most impact in New Zealand, rather than in general tortious duties, given the accident compensation regime and inability to sue for personal injury. If it is good enough for rail and most other undertakings to meet the "reasonably practicable" test, then it should be good enough for road. Then we would have a common standard for safety legislation.

One way of addressing the problem of the uncertainty of the HSWA's coverage of roads is to include a section directly declaring them to be covered by the HSWA. There are precedents for such

¹³¹ RA, above n 37, s 5, as amended by HSWA, above n 36, sch 5.

¹³² Section 189(2), as originally enacted.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

637

a provision, in HSWA ss 9 (aircraft) and 10 (ships). A similar approach to s 10 could be taken for roads, simply declaring that the Act applies to roads, whether or not the work is actually taking place at the time. Such a section could read:

9A Application of Act to roads and other infrastructure

- (1) This Act applies to roads, whether or not work is currently taking place on the road.
- (2) Roads includes bridges and tunnels the road crosses or goes through; and all ancillary works and equipment such as signs and signals.
- (3) This Act does not apply to drivers and owners of vehicles on a road when the vehicle is not being used for work.

The section could cover wider infrastructure than roads, along the lines of the amendments proposed below to s 20(1)(c) of the HSWA. It may be that that paragraph would not then be necessary, but leaving the present tense wording of s 20 untrammelled would invite later argument about the contradiction between the two. For the avoidance of doubt, both should be included, or at least s 20(1)(c) made subject to s 9A.

A further issue is the definition of workplace, with its present tense emphasis, through the use of "is being carried out". A road will be a workplace for someone working on it, including a driver or occupant of a vehicle engaged in work activities. This may well make it a workplace in itself, but it would be better to make it clear (and as well protect the non-work users). The simplest way to address these issues would be to define a road as a workplace with respect to the road controlling authority. Adding a para (c) to s 20(2), which already lists places that are included as workplaces, would be deceptively simple. But in doing that the road would still be subject to the language in subs (1), which defines workplace in the present, where work is actually taking place.

Changing the definition for all parties is unlikely to be acceptable. But there is a class of place where work can create hazards some time after the work has taken place, and their users and neighbours deserve the HSWA's protection. In these cases, the interval between the work creating the danger and its crystallisation into an accident may be too long to be characterised in the present tense terms used in s 20. It could be months or even years. Thus, a new para (c) to s 20(1) should be included to apply to roads:

... a workplace—

- (c) includes a road, road bridge or road tunnel, even if work is not currently taking place there.

Potentially it could apply to all such places:

- (c) includes a road, bridge, wharf, tunnel, railway, runway, taxiway, electricity transmission line, pipeline or similar infrastructure, even if work is not currently taking place there.

Item 3

Attachment B

3392

638

(2016) 47 VUWLR

The concept of such a place (and the doubt over its status) has been recognised in the farmers' exemption in s 37, discussed above. A farm was potentially a workplace at times outside those where work was taking place. The amendment made it clear it was not a workplace in those circumstances. Equally the position with infrastructure can be clarified, in the opposite way. The motivations for the farming change are unlikely to apply to transport infrastructure.¹³³

If this is done, then specific legislation applying the HSWA standard for rail and other transport infrastructure would not be necessary.

C Dealing with the "Public Safety" Obligation

One of the aspects that sets rail and road apart from the bulk of workplaces is the presence of a public safety obligation, that is an obligation to people who use their infrastructure or are in the vicinity of it, but are not workers there, and who may be exposed to risk from the activities. Since the HSWA is arguably not intended to be a public safety statute, these activities may be outside its scope. The distinction is doubtful in the case of rail, since the obligations to protect others at or near a workplace will only crystallise when work (such as driving a train) is actually going on (and so public safety is covered by the presence of work), but it is clearer in the case of road, in the absence of the amendment suggested in the previous section. Rail accidents will always involve an employee or contractor, but roads are designed for use by third parties without the presence of a roading authority employee, making road accidents only covered by HSWA in a public safety sense.¹³⁴

In Britain, this has been recognised with respect to rail, and the Railways Act 1993 (UK), s 117, provides for all safety oversight to be done through their Health and Safety at Work etc Act 1974 (UK). It is a brief provision and the process of including public safety coverage is simple. Certain statutory provisions about rail safety are deemed to be within the coverage of and enforced through the Health and Safety at Work etc Act, including provisions about construction of railways and rail vehicles and the protection of the general public. The purposes of that Act are expanded to include:¹³⁵

... protecting the public (whether passengers or not) from personal injury and other risks arising from the construction and operation of transport systems to which this section applies.

¹³³ Health and Safety Reform Bill 2014 (192-2), above n 118.

¹³⁴ A gap in HSWA coverage analogous to road could arise on rail where passengers of a third party operator (suburban or enthusiast trains) were harmed by a latent deficiency of the track caused by its owner's staff, long after the deficiency was caused. Such a case would be covered by the RA, above n 37, which does not relate just to workers or incidental work activities, but to the functions of operating a railway and the safety of all individuals: see ss 3(a)(i), 7 and 9(1). The same gap exists with respect to roading but there is no Roads Act to fill it.

¹³⁵ Railways Act 1993 (UK), s 117(2)(b). *Railtrack plc v Smallwood* [2001] EWHC 78 (Admin), [2001] ICR 714 discusses the public safety aspects of a prohibition order.

3392

DOES THE HEALTH AND SAFETY AT WORK ACT 2015 APPLY TO ROADS?

639

Such an approach could be taken for road here, to simply say that the public safety aspects of road operation are covered by the HSWA. The amendment already suggested to s 20 may suffice, along with simply including within the HSWA's purpose statement a paragraph that covers construction of infrastructure assets, and protecting the public. Section 3(1) of the HSWA could be amended by adding after para (a):

(aa) protecting the public from personal injury and other risks arising from the construction, maintenance and operation of transport and other infrastructure activities.

This would need a definition of "infrastructure", along the same lines as the s 20(1)(c) amendment. It would also cover rail, but not vehicles, which in both road and rail are operational assets and reasonably equally covered now.

VII CONCLUSION

The HSWA applies to rail, but is not so clear that it applies to roads. While a purposive argument could be made about restricting its application to situations closely linked to employment, it also includes a purpose to protect others (other than employees) within the first objective (which has been referred to as the "primary duty").¹³⁶ Its provisions are not all restricted to a workplace, and indeed the protection for "others" is expressed in wide terms. It is capable of supporting a prosecution of a roading authority, especially in relation to a work-use vehicle, though the issue will be whether the workplace safety authority will want to take that action. The authorities administering the HSEA have not taken action to prosecute roading authorities for road deficiencies under that Act,¹³⁷ and it has been over 10 years since the HSEA was amended to counter the implications of *Berryman*.¹³⁸

The HSWA could be relatively simply amended to clarify and improve its coverage of roads. It could also be amended to cover public safety aspects of other infrastructure, avoiding the need for separate specific legislation.

¹³⁶ HSWA, above n 36, s 3(1)(a); and Johnstone and Tooma, above n 51, at 62.

¹³⁷ Other than in the immediate context of roadworks: see *Department of Labour v Works Infrastructure Ltd* DC Tauranga CRN 35100091323/33, 11 November 2004.

¹³⁸ *Berryman*, above n 43.

3392

640

(2016) 47 VUWLR

Item 3

Attachment B

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Schedule 5 Consequential amendments

s 232

Part 1 Amendments to Acts

Building Act 2004 (2004 No 72)

In section 9(b), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Replace section 9(g) and (h) with:

- (g) containers as defined in regulations made under the Health and Safety at Work Act 2015; or
- (h) magazines as defined in regulations made under the Health and Safety at Work Act 2015; or

Civil Defence Emergency Management Act 2002 (2002 No 33)

Replace section 17(3)(g) with:

- (g) Health and Safety at Work Act 2015:

Coroners Act 2006 (2006 No 38)

In section 9, definition of **other investigating authority**, replace paragraph (h) with:

- (h) a regulator as defined in section 16 of the Health and Safety at Work Act 2015 or an inspector appointed under section 163 of that Act:

In section 118(3), replace “section 28 (coroner may call for report on fatal accident) of the Health and Safety in Employment Act 1992” with “section 200 (coroner may call for report on fatal accident) of the Health and Safety at Work Act 2015”.

In section 120(4), replace “section 28 (coroner may call for report on fatal accident) of the Health and Safety in Employment Act 1992” with “section 200 (coroner may call for report on fatal accident) of the Health and Safety at Work Act 2015”.

Costs in Criminal Cases Act 1967 (1967 No 129)

In section 4(5), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In section 7(3), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In section 10(2), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Crown Minerals Act 1991 (1991 No 70)

In section 2(1), after the definition of **good industry practice**, insert:

165

3392

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Crown Minerals Act 1991 (1991 No 70)—continued

health and safety regulator has the same meaning as regulator in section 16 of the Health and Safety at Work Act 2015

In section 2(1), definition of **specified Act**, paragraph (a), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In section 2(1), repeal the definition of **WorkSafe**.

In section 29A(3)(b), replace “WorkSafe” with “the health and safety regulator”.

In section 33(1)(a)(iii), replace “the Health and Safety in Employment Act 1992” with “the Health and Safety at Work Act 2015”.

Replace sections 33A and 33B with:

33A Exercise of permit conditional on authorisation

- (1) This section applies if—
 - (a) in accordance with regulations made under the Health and Safety at Work Act 2015 an activity must be authorised (as defined in section 203 of that Act); and
 - (b) the activity is an activity of a type authorised under a permit; and
 - (c) the regulations referred to in paragraph (a) specify that it is an authorisation for the purposes of this section.
- (2) Despite the activity being authorised under a permit, it must not be carried out until—
 - (a) it has been authorised in accordance with subpart 2 of Part 5 of the Health and Safety at Work Act 2015 or regulations made under that Act; and
 - (b) the health and safety regulator has advised the chief executive that the activity has been so authorised; and
 - (c) the chief executive has notified the permit holder of the health and safety regulator’s advice.

33B Health and Safety regulator to notify chief executive of breaches of legislation

- (1) The health and safety regulator must notify the chief executive if—
 - (a) a permit holder is issued with a prohibition notice under section 105 of the Health and Safety at Work Act 2015; or
 - (b) an enforcement action (as defined in section 141 of that Act) is taken against the permit holder under that Act.
- (2) Nothing in this Act derogates from the health and safety regulator’s responsibility for the administration and enforcement of the Health and Safety at Work Act 2015.

Replace section 41C(3)(b) with:

166

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Crown Minerals Act 1991 (1991 No 70)—continued

- (b) if the change of operator relates to a Tier 1 permit for exploration or mining, if the health and safety regulator—
 - (i) is satisfied that any requirements of the Health and Safety at Work Act 2015, or regulations made under that Act, that the proposed operator must meet before carrying out day-to-day management of activities under the permit have been, or are likely to be, met; and
 - (ii) has advised the chief executive that it is so satisfied.

Replace section 90E(1) with:

- (1) The Minister, an appropriate Minister, or the chief executive may provide to the health and safety regulator any information, or a copy of any document, that he or she—
 - (a) holds in relation to the performance or exercise of his or her functions, duties, or powers under this Act that relate to a permit or an application for a permit; and
 - (b) considers may assist the health and safety regulator in the performance or exercise of the regulator's functions, duties, or powers under any relevant health and safety legislation (as defined in section 16 of the Health and Safety at Work Act 2015).

In Schedule 1, heading to clause 15, replace “**Health and Safety in Employment Act 1992**” with “**Health and Safety at Work Act 2015**”.

In Schedule 1, replace clause 15(7) with:

- (7) Despite clause 12(1)(d) or section 4 of the Health and Safety in Employment Act 1992,—
 - (a) the health and safety regulator or an inspector may exercise or perform the functions, powers, and duties—
 - (i) that would have been exercisable or performable by any person in respect of an existing privilege before the commencement of the Health and Safety in Employment Act 1992; and
 - (ii) that concern matters that are within the functions, powers, and duties of the regulator or an inspector under the Health and Safety at Work Act 2015 or the WorkSafe New Zealand Act 2013; and
 - (b) the Acts referred to in paragraph (a)(ii) apply accordingly with any necessary modifications.

In Schedule 1, clause 15(8)(b), replace “an Inspector under section 29(1) of the Health and Safety in Employment Act 1992” with “the regulator or an inspector under the Health and Safety at Work Act 2015 or the WorkSafe New Zealand Act 2013”.

3392

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Crown Organisations (Criminal Liability) Act 2002 (2002 No 37)

In section 3(b), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Replace section 6(1)(b) with:

(b) an offence under the Health and Safety at Work Act 2015:

In section 7(a), replace “the Health and Safety in Employment Act 1992” with “the Health and Safety at Work Act 2015”.

In section 8(4), replace “section 6” with “section 6(1)(a), (c), or (d)”.

Replace section 8(5) with:

(5) This section is subject to sections 176 and 246 of the Criminal Procedure Act 2011 and section 4(9) of the Resource Management Act 1991.

In section 10(1)(b)(i), replace “section 31 of the Health and Safety in Employment Act 1992” with “section 168 of the Health and Safety at Work Act 2015”.

In section 12(1), replace “or costs” with “fine, or costs”.

Electricity Act 1992 (1992 No 122)

In section 2(1), repeal the definition of **all practicable steps**.

In section 2(1), replace the definition of **Minister** with:

Minister, in any provision of this Act, means the Minister of the Crown who, under the authority of any warrant or with the authority of the Prime Minister, is responsible for the administration of that provision

In section 2(1), after the definition of **provisional licence**, insert:

reasonably practicable, in relation to a duty to ensure health and safety or to protect property, means that which is, or was, at a particular time, reasonably able to be done in relation to ensuring health and safety or protecting property, taking into account and weighing up all relevant matters, including—

- (a) the likelihood of the hazard or the risk concerned occurring; and
- (b) the degree of harm or damage that might result from the hazard or risk; and
- (c) what the person concerned knows, or ought reasonably to know, about—
 - (i) the hazard or risk; and
 - (ii) ways of eliminating or minimising the risk; and
- (d) the availability and suitability of ways to eliminate or minimise the risk; and
- (e) after assessing the extent of the risk and the available ways of eliminating or minimising the risk, the cost associated with available ways of eliminating or minimising the risk, including whether the cost is grossly disproportionate to the risk

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Electricity Act 1992 (1992 No 122)—continued

In section 2(1), definition of **serious harm**, replace paragraph (c) with:

- (c) a notifiable injury or illness as defined in section 23 of the Health and Safety at Work Act 2015

Replace section 16(6)(b) with:

- (b) section 56 of the Health and Safety at Work Act 2015.

In section 17(3), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In section 42(3)(a), replace “WorkSafe” with “the chairperson of WorkSafe”.

In section 42(3)(b), replace “the signature” with “a signature purporting to be the signature of the chairperson”.

Replace section 61A(1) with:

- (1) Every electricity generator and every electricity distributor that owns or operates an electricity supply system must implement and maintain, in accordance with regulations made under section 169, a safety management system.
- (1A) The safety management system must prevent, so far as is reasonably practicable, the electricity supply system from presenting a significant risk of—
 - (a) serious harm to any member of the public; or
 - (b) significant damage to property owned by a person other than the electricity generator or electricity distributor.

Replace section 163C(1)(c) with:

- (c) the person fails to prevent, so far as is reasonably practicable, the serious harm or significant property damage.

Replace section 163C(2)(c) with:

- (c) the person fails to prevent, so far as is reasonably practicable, the serious harm or significant property damage.

Replace section 163C(5) with:

- (5) To avoid doubt, a person required by this section to prevent, so far as is reasonably practicable, serious harm or significant property damage is required to take action only in respect of circumstances that the person knows, or ought reasonably to know, about.

In section 169(2)(b)(ii), replace “section 20A of the Health and Safety in Employment Act 1992” with “section 222 of the Health and Safety at Work Act 2015”.

Replace section 169A(1)(b) with:

- (b) the elimination, isolation, or minimisation of those hazards, so far as is reasonably practicable; and

Replace section 169B(1) with:

Electricity Act 1992 (1992 No 122)—continued

- (1) To avoid doubt, a person required by a safety management system to eliminate, isolate, or minimise hazards so far as is reasonably practicable is required to take action only in respect of circumstances that the person knows, or ought reasonably to know, about.

After section 169B, insert:

Safe work instruments—Legal effect

169C Legal effect of safe work instruments

- (1) For the purposes of this Act, a safe work instrument made under section 227 of the Health and Safety at Work Act 2015 has legal effect only to the extent that any regulations made under this Act refer to it.
- (2) For the purposes of subsection (1), regulations may refer to—
- (a) a particular safe work instrument as amended or replaced from time to time; or
 - (b) any safe work instrument that may be made for the purposes of regulations (even if the instrument is not or has not been made at the time the regulations are made).

Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (2012 No 72)

In section 39(4), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In section 63(4), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Gas Act 1992 (1992 No 124)

In section 2(1), repeal the definition of **all practicable steps**.

In section 2(1), after the definition of **price**, insert:

reasonably practicable, in relation to a duty to ensure health and safety or to protect property, means that which is, or was, at a particular time, reasonably able to be done in relation to ensuring health and safety or protecting property, taking into account and weighing up all relevant matters, including—

- (a) the likelihood of the hazard or the risk concerned occurring; and
- (b) the degree of harm or damage that might result from the hazard or risk; and
- (c) what the person concerned knows, or ought reasonably to know, about—
 - (i) the hazard or risk; and
 - (ii) ways of eliminating or minimising the risk; and

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Gas Act 1992 (1992 No 124)—continued

- (d) the availability and suitability of ways to eliminate or minimise the risk; and
- (e) after assessing the extent of the risk and the available ways of eliminating or minimising the risk, the cost associated with available ways of eliminating or minimising the risk, including whether the cost is grossly disproportionate to the risk

In section 2(1), definition of **serious harm**, replace paragraph (d) with:

- (d) a notifiable injury or illness as defined in section 23 of the Health and Safety at Work Act 2015

Replace section 17(6)(b) with:

- (b) section 56 of the Health and Safety at Work Act 2015.

In section 18(3), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In section 43(3)(a), replace “WorkSafe” with “the chairperson of WorkSafe”.

In section 43(3)(b), replace “the signature” with “a signature purporting to be the signature of the chairperson”.

In section 46A(1), replace “that requires all practicable steps to be taken to prevent” with “that prevents, so far as is reasonably practicable,”.

In section 54(2)(b)(ii), replace “section 20A of the Health and Safety in Employment Act 1992” with “section 222 of the Health and Safety at Work Act 2015”.

Replace section 54A(1)(b) with:

- (b) the elimination, isolation, or minimisation of those hazards, so far as is reasonably practicable; and

Replace section 54B(1) with:

- (1) To avoid doubt, a person required by a safety management system to eliminate, isolate, or minimise hazards so far as is reasonably practicable is required to take action only in respect of circumstances that the person knows, or ought reasonably to know, about.

After section 56A, insert:

Safe work instruments—Legal effect

56AB Legal effect of safe work instruments

- (1) For the purposes of this Act, a safe work instrument made under section 227 of the Health and Safety at Work Act 2015 has legal effect only to the extent that any regulations made under this Act refer to it.
- (2) For the purposes of subsection (1), regulations may refer to—

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Gas Act 1992 (1992 No 124)—continued

- (a) a particular safe work instrument as amended or replaced from time to time; or
- (b) any safe work instrument that may be made for the purposes of regulations (even if the instrument is not or has not been made at the time the regulations are made).

Replace section 56B(1)(c) with:

- (c) the person fails to prevent, so far as is reasonably practicable, the serious harm or significant property damage.

Replace section 56B(2)(c) with:

- (c) the person fails to prevent, so far as is reasonably practicable, the serious harm or significant property damage.

Replace section 56B(5) with:

- (5) To avoid doubt, a person required by this section to prevent, so far as is reasonably practicable, serious harm or significant property damage is required to take action only in respect of circumstances that the person knows, or ought reasonably to know, about.

Income Tax Act 2007 (2007 No 97)

Replace section CX 24(b) with:

- (b) is aimed at managing risks to health and safety in the workplace as provided under the Health and Safety at Work Act 2015; and

Inspector-General of Intelligence and Security Act 1996 (1996 No 47)

After section 11(1)(b), insert:

- (bb) to inquire into a request by a worker who is an employee of the New Zealand Security Intelligence Service or the Government Communications Security Bureau for a determination under section 8(7) of the Health and Safety at Work Act 2015:

Maritime Transport Act 1994 (1994 No 104)

In section 2(1), replace the definition of **serious harm** with:

serious harm means—

- (a) death; or
- (b) a notifiable injury or illness as defined in section 23 of the Health and Safety at Work Act 2015

Replace section 57(6)(b)(iv) with:

- (iv) the regulator, an inspector, or any other person under the Health and Safety at Work Act 2015,—

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Mines Rescue Act 2013 (2013 No 96)

In section 4(1), definition of **coal**, replace “section 19L of the Health and Safety in Employment Act 1992” with “clause 1 of Schedule 3 of the Health and Safety at Work Act 2015”.

In section 4(1), definition of **mineral**, replace “section 19L of the Health and Safety in Employment Act 1992” with “clause 1 of Schedule 3 of the Health and Safety at Work Act 2015”.

In section 4(1), definition of **tourist mining operation**, replace “section 19L of the Health and Safety in Employment Act 1992” with “clause 1 of Schedule 3 of the Health and Safety at Work Act 2015”.

In section 4(2), definition of **mining operation**, replace “section 19M of the Health and Safety in Employment Act 1992” with “clause 2 of Schedule 3 of the Health and Safety at Work Act 2015”.

In section 4(2), definition of **mining operation**, replace “section 19O” with “clause 4 of Schedule 3”.

In section 4(3), definition of **mining operation**, paragraph (a), replace “section 19M of the Health and Safety in Employment Act 1992” with “clause 2 of Schedule 3 of the Health and Safety at Work Act 2015”.

In section 4(3), definition of **mining operation**, paragraph (b), replace “section 19O” with “clause 4 of Schedule 3”.

Plumbers, Gasfitters, and Drainlayers Act 2006 (2006 No 74)

In section 4, definition of **serious harm**, replace paragraph (d) with:

- (d) a notifiable injury or illness as defined in section 23 of the Health and Safety at Work Act 2015

Prostitution Reform Act 2003 (2003 No 28)

In the heading to section 10, replace “**Health and Safety in Employment Act 1992**” with “**Health and Safety at Work Act 2015**”.

In section 10(1), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Railways Act 2005 (2005 No 37)

In section 4(1), definition of **railway**, paragraph (a), delete “as defined in section 21A(1) of the Machinery Act 1950”.

In section 4(1), definition of **railway line**, paragraph (c), delete “as defined in section 21A(1) of the Machinery Act 1950”.

In section 4(1), insert in their appropriate alphabetical order:

amusement device—

- (a) means an appliance—

Railways Act 2005 (2005 No 37)—continued

- (i) to which the motion of a prime mover is transmitted; and
- (ii) that is used, or designed or intended to be used, for the amusement, recreation, or entertainment of persons being carried, raised, lowered, or moved by the appliance or any part of the appliance while it is in motion; and
- (b) includes the prime mover, transmission machinery, supporting structure, and any equipment used or intended to be used in connection with the appliance

health and safety regulator has the same meaning as regulator in section 16 of the Health and Safety at Work Act 2015

prime mover means an engine, motor, or other appliance that provides mechanical energy derived from steam, water, wind, electricity, gas, gaseous products, compressed air, the combustion of fuel, or any other source

transmission machinery means any shaft, wheel, drum, pulley, system of fast and loose pulleys, gearing, coupling, clutch, driving belt, chain, rope, band, or other device by which the motion of a prime mover is transmitted to or received by any machine or appliance

In section 4(1), repeal the definition of **WorkSafe**.

Replace section 5 with:

5 Meaning of reasonably practicable

In this Act, unless the context otherwise requires, **reasonably practicable**, in relation to a duty to ensure health and safety or to protect property, means that which is, or was, at a particular time, reasonably able to be done in relation to ensuring health and safety or the protection of property, taking into account and weighing up all relevant matters, including—

- (a) the likelihood of the hazard or the risk concerned occurring; and
- (b) the degree of harm or damage that might result from the hazard or risk; and
- (c) what the person concerned knows, or ought reasonably to know, about—
 - (i) the hazard or risk; and
 - (ii) ways of eliminating or minimising the risk; and
- (d) the availability and suitability of ways to eliminate or minimise the risk; and
- (e) after assessing the extent of the risk and the available ways of eliminating or minimising the risk, the cost associated with available ways of eliminating or minimising the risk, including whether the cost is grossly disproportionate to the risk.

Replace section 7(1) with:

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Railways Act 2005 (2005 No 37)—continued

- (1) A rail participant must ensure, so far as is reasonably practicable, that none of the rail activities for which it is responsible causes, or is likely to cause, the death of, or serious injury to, individuals.

In the heading to section 8, replace “**Health and Safety in Employment Act 1992**” with “**Health and Safety at Work Act 2015**”.

In section 8, replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015” in each place.

In section 8(2), replace “WorkSafe” with “the health and safety regulator”.

Replace section 9(1) with:

- (1) Every person on or near a rail vehicle, railway infrastructure, or railway premises commits an offence who fails to ensure, so far as is reasonably practicable, that no individual dies or is seriously injured, and that no property is significantly damaged, as a result of any act or omission of that person.

In section 32(1), replace “the chief executive of the Department of Labour” with “WorkSafe”.

Replace section 65(a)(ii) with:

- (ii) failed to prevent, so far as was reasonably practicable, the commission of the offence; and

Replace section 65(b) with:

- (b) the other person failed to remedy, so far as was reasonably practicable, the effects of the act or omission that gave rise to the offence.

Replace section 66(b) with:

- (b) he or she failed, so far as was reasonably practicable, to prevent or stop that act or remedy that omission.

Search and Surveillance Act 2012 (2012 No 24)

In the Schedule, insert in its appropriate alphabetical order:

Health and Safety at Work Act 2015	169(2)	Inspector may obtain and execute search warrant to enter a home (or part of a home) and exercise section 168 powers if satisfied that there are reasonable grounds for believing that the home is a workplace or has a workplace within it, or that the home is the only practicable means through which the inspector may enter the workplace	Subpart 3
	172(1)	Inspector who has entered a workplace or a former workplace under section 168 or 169 may take or remove sample of any	Sections 154, 155, and 159

3392

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Search and Surveillance Act 2012 (2012 No 24)—continued

material, substance, or thing for analysis, or seize and retain any material, substance, or thing for specified purposes

173(1) and (3)	Specified person may enter and search place, vehicle, or other thing by consent or with warrant to ascertain if person is contravening relevant health and safety legislation	All (except sections 118 and 119)
183(1) and (4)	Health and safety medical practitioner may obtain and execute search warrant to enter a home (or part of a home) and exercise powers of examination, inspection, and related powers if satisfied that there are reasonable grounds for believing that the home is a workplace or has a workplace within it, or that the home is the only practicable means through which the health and safety medical practitioner may enter the workplace	Subpart 3

Sentencing Act 2002 (2002 No 9)

In section 4(4), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Sharemilking Agreements Act 1937 (1937 No 37)

In the Schedule, clause 124, replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Smoke-free Environments Act 1990 (1990 No 108)

In section 2(1), repeal the definition of **prescribed petroleum operations**.

In section 10(c), replace “prescribed petroleum operations in New Zealand continental waters” with “mining operations within the meaning of the Crown Minerals Act 1991”.

In section 14(1)(d), replace “the Health and Safety in Employment Act 1992” with “section 163 of the Health and Safety at Work Act 2015”.

Replace section 20A with:

20A Health and Safety at Work Act 2015 not affected

Nothing in this Part, and no steps taken in compliance or purported compliance with this Part, limits or affects—

- (a) the Health and Safety at Work Act 2015; or

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Smoke-free Environments Act 1990 (1990 No 108)—continued

- (b) the obligations of any person under that Act.

Social Security Act 1964 (1964 No 136)

In the heading to section 123C, replace “**Health and Safety in Employment Act 1992**” with “**Health and Safety at Work Act 2015**”.

In section 123C(2), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

Summary Proceedings Act 1957 (1957 No 87)

In section 2(1), definition of **infringement notice**, after paragraph (ja), insert:

- (jb) section 138 of the Health and Safety at Work Act 2015; or

Terrorism Suppression Act 2002 (2002 No 34)

In section 13B(2), replace “Hazardous Substances and New Organisms Act 1996” with “Health and Safety at Work Act 2015”.

Victims’ Rights Act 2002 (2002 No 39)

In section 50A(2)(c), replace “Department of Labour” with “Ministry of Business, Innovation, and Employment”.

Part 2

Amendments to legislative instruments

Biosecurity (Costs) Regulations 2010 (SR 2010/135)

In regulation 3(1), replace the definition of **machinery** with:

- machinery** means an engine, a motor, or any appliance that provides mechanical energy derived from compressed air, electricity, gas, gaseous products, steam, water, wind, the combustion of fuel, or any other source and includes—
- (a) any plant by or to which the motion of any machinery is transmitted; and
- (b) a tractor, a lifting machine, a lifting vehicle, and a machine whose motive power is wholly or partly generated by the human body

Education (Playgroups) Regulations 2008 (SR 2008/205)

Replace regulation 21(b) with:

- (b) ensure, so far as is reasonably practicable, the health and safety of children attending the playgroup; and

Electricity (Safety) Regulations 2010 (SR 2010/36)

In regulation 4(1), definition of **alluvial mine operator**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations)

Electricity (Safety) Regulations 2010 (SR 2010/36)—continued

Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **alluvial mining operation**, replace “section 19L of the Health and Safety in Employment Act 1992” with “clause 1 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **ERZ0**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **ERZ1**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **mine operator**, replace “section 19L of the Health and Safety in Employment Act 1992” with “clause 1 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **mining electrical equipment**, paragraph (a), replace “section 19M(a) or (b), 19N(1)(a), or 19O(a) of the Health and Safety in Employment Act 1992” with “clause 2(a) and (b), 3(1)(a), or 4(a) of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **mining operation**, replace “section 19M of the Health and Safety in Employment Act 1992” with “clause 2 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **opencast mining operation**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **quarry operator**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **quarrying operation**, replace “section 19N of the Health and Safety in Employment Act 1992” with “clause 3 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), replace the definition of **safety management system** with:

safety management system means a system that is implemented by a safety management system operator for the purpose of ensuring, so far as is reasonably practicable, that an electricity supply system (as defined in section 61A(2) of the Act) or other works is prevented from presenting a significant risk of—

(a) serious harm to any member of the public; or

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Electricity (Safety) Regulations 2010 (SR 2010/36)—continued

- (b) significant damage to property owned by a person other than the safety management system operator

In regulation 4(1), definition of **tourist mining operation**, replace “section 19L of the Health and Safety in Employment Act 1992” with “clause 1 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **tunnelling operation**, replace “section 19O of the Health and Safety in Employment Act 1992” with “clause 4 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4(1), definition of **underground mining operation**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

Replace regulation 13(3) with:

- (3) A person who does work on any works, installations, fittings, or appliances must, while doing the work, ensure, so far as is reasonably practicable, that people and property are protected from dangers arising from the work.

Replace regulations 13(5)(c) with:

- (c) while doing work on any works, installations, fittings, or appliances, fails to ensure, so far as is reasonably practicable, that people and property are protected from dangers arising from the work, where the person doing the work knows, or can reasonably be expected to know, of the dangers that may arise from the work.

In regulation 16(1), replace “take all practicable steps to minimise” with “minimise, so far as is reasonably practicable,”.

In regulation 24B(2), replace “Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

Replace section 51(1)(c) with:

- (c) the effect of the safety management system is to prevent, so far as is reasonably practicable, the works from presenting a significant risk of—
 - (i) serious harm to any member of the public; or
 - (ii) significant damage to property owned by a person other than the safety management system operator.

In regulation 100(1), replace “must take all practicable steps,—” with “must, so far as is reasonably practicable,—”.

In regulation 100(1)(a), replace “to check” with “check”.

In regulation 100(1)(b), replace “to follow” with “follow”.

In regulation 100(1)(c), replace “to use” with “use”.

Electricity (Safety) Regulations 2010 (SR 2010/36)—continued

In regulation 100(1)(d), replace “to comply” with “comply”.

In regulation 100(2), replace “the Health and Safety in Employment Act 1992” with “the Health and Safety at Work Act 2015”.

Replace regulation 101(1) with:

- (1) An employer who employs a person to carry out any prescribed electrical work, or any work referred to in clause (2)(e) to (h) of Schedule 1, must ensure, so far as is reasonably practicable, the safety of the employee while carrying out the work and must take the steps described in subclauses (2) and (3) in particular.

In regulation 101(2), replace “The employer must take all practicable steps to—” with “The employer must, so far as is reasonably practicable,—”.

In regulation 101(3), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

In regulation 101(5), replace “the Health and Safety in Employment Act 1992” with “the Health and Safety at Work Act 2015”.

Replace regulation 104(6) with:

- (6) A person may remove an earthing device to test a fitting, but must ensure, so far as is reasonably practicable, his or her own safety and the safety of others in the vicinity.

In regulation 107, replace “take all practicable steps to comply” with “comply, so far as is reasonably practicable,”.

In Schedule 8, clause 1, definition of **NERZ**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In Schedule 8, clause 1, definition of **underground coal mining operation**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In Schedule 8, clause 1, definition of **underground metalliferous mining operation**, replace “regulation 3(1) of the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

In Schedule 8, clause 37(3), replace “the Health and Safety in Employment (Mining Operations and Quarrying Operations) Regulations 2013” with “regulations made under the Health and Safety at Work Act 2015”.

Gas (Safety and Measurement) Regulations 2010 (SR 2010/76)

In regulation 3(1), revoke the definition of **all practicable steps**.

In regulation 3(1), after the definition of **point of supply**, insert:

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Gas (Safety and Measurement) Regulations 2010 (SR 2010/76)—continued

reasonably practicable has the meaning given in section 2(1) of the Act

In regulation 3(1), replace the definition of **safety management system** with:

safety management system means a system that is implemented by a safety management system operator for the purpose of ensuring, so far as is reasonably practicable, that the gas supply system is prevented from presenting a significant risk of—

- (a) serious harm to any member of the public; or
- (b) significant damage to property owned by a person other than the safety management system operator

In regulation 26(1), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

In regulation 26(4), replace “fails to take all practicable steps to ensure” with “fails to ensure, so far as is reasonably practicable,”.

In regulation 27(1), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

Replace regulation 35(1)(c) with:

- (c) the effect of the safety management system is to prevent, so far as is reasonably practicable, the gas supply system from presenting a significant risk of—
 - (i) serious harm to any member of the public; or
 - (ii) significant damage to property owned by a person other than the safety management system operator.

In regulation 53(2), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

In regulation 74(1), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

In regulation 74(4), replace “before taking all practicable steps to ensure” with “before ensuring, so far as is reasonably practicable,”.

Replace regulation 75(1) with:

- (1) Every person who hires or leases out, or who offers to hire or lease out, any gas appliance, fittings, or gas installation or any property or premises containing a gas appliance, fittings, or gas installation must ensure, so far as is reasonably practicable,—
 - (a) that before hiring, leasing, or offering to hire or lease, the gas appliance, fittings, or gas installation is safe; and
 - (b) that the gas appliance, fittings, or gas installation is accompanied by instructions for its safe use, including information on any maintenance or ongoing safety inspections that are required.

3392

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Gas (Safety and Measurement) Regulations 2010 (SR 2010/76)—continued

In regulation 78(2), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

In regulation 80(1), replace “must take all practicable steps to ensure” with “must ensure, so far as is reasonably practicable,”.

Hazardous Substances (Packaging) Regulations 2001 (SR 2001/118)

In regulation 3, revoke the definition of **employee**.

In regulation 3, after the definition of **UN Model Regulations**, insert:

worker has the same meaning as in section 19 of the Health and Safety at Work Act 2015.

Health and Safety in Employment (Pipelines) Regulations 1999 (SR 1999/350)

In regulation 2, replace definition of **the Act** with:

Act means the Health and Safety at Work Act 2015

In regulation 3, replace “place of work” with “workplace” in each place.

In regulation 5(1), (2), and (3), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 6(1), replace “must take all practicable steps to” with “must, so far as is reasonably practicable,”.

In regulation 7(1), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 8(1) and (2), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 9(4), replace “his or her” with “its”.

In regulation 11(1), (3), and (6), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 12(3), (4), and (5) replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 13(1) and (2), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 14, replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 15(1), replace “must take all practicable steps to notify” with “must, so far as is reasonably practicable, notify”.

Replace regulation 16(1) with:

(1) An employer—

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Health and Safety in Employment (Pipelines) Regulations 1999 (SR 1999/350)—
continued

- (a) must, so far as is reasonably practicable, ensure that any work on, in, or around a pipeline is undertaken in such a manner as to minimise any significant hazards that may arise; and
- (b) must ensure that, before work is undertaken, the manager is notified of those activities specified in subclause (4) that are likely to adversely affect the structural integrity or operation of any pipeline and create a significant hazard.

In regulation 16(2), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 17(1), replace “place of work must take all practicable steps to develop” with “workplace must, so far as is reasonably practicable, develop”.

Revoke the cross-heading above regulation 19.

Revoke regulation 19.

Health and Safety in Employment (Pressure Equipment, Cranes, Passenger Ropeways) Regulations 1999 (SR 1999/128)

In regulation 3, replace “place of work” with “workplace”.

In regulation 8(1), replace “must take all practicable steps in relation to equipment, to ensure” with “must, so far as is reasonably practicable, in relation to equipment, ensure”.

In regulation 8(2), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 8(5), replace “place of work” with “workplace” in each place.

In regulation 9(1), replace “must take all practicable steps to ensure that” with “must, so far as is reasonably practicable, take steps to ensure that”.

In regulation 9(2)(a), replace “place of work” with “workplace”.

In regulation 10(1), (2), (3), and (5), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 11, replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 12, replace “must, as soon as practicable, take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 13(2) and (3), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 14, replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 15(3), replace “must take all practicable steps to notify” with “must, so far as is reasonably practicable, notify”.

183

3392

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Health and Safety in Employment (Pressure Equipment, Cranes, Passenger Ropeways) Regulations 1999 (SR 1999/128)—continued

In regulation 17(6), replace “takes all practicable steps” with “takes steps, so far as is reasonably practicable,”.

In regulation 18, replace “must take all practicable steps to” with “must, so far as is reasonably practicable,”.

In regulation 19(1), replace “must take all practicable steps, in relation to equipment, to ensure” with “must, so far as is reasonably practicable, in relation to equipment, ensure”.

In regulation 19(2), (3), and (4), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 20(1), (2), and (3), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 21(3), (4), (5), and (6), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 28(2), replace “must take all practicable steps to comply” with “must, so far as is reasonably practicable, comply”.

In regulation 29(4), replace “him or her” with “it”.

In regulation 36(1), replace “must take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

Revoke Part 6.

In Schedule 1, replace the definition of **Act** with:

Act means the Health and Safety at Work Act 2015

In Schedule 1, definition of **manufacture**, replace “place of work” with “workplace”.

In Schedule 1, definition of **manufacturer**, replace “place of work” with “workplace”.

In Schedule 1, definition of **supplier**, replace “place of work” with “workplace” in each place.

Health and Safety in Employment Regulations 1995 (SR 1995/167)

In regulation 2, replace the definition of **Act** with:

Act means the Health and Safety at Work Act 2015

In regulation 2, definition of **plant**, replace “place of work” with “workplace”.

In regulation 10(1)(a) and (b), replace “place of work” with “workplace”.

In regulation 10(2)(a), replace “place of work” with “workplace” in each place.

In regulation 11(1), replace “shall take all practicable steps to ensure, in relation to every place of work” with “must, so far as is reasonably practicable, ensure, in relation to every workplace”.

3392

Version as at
28 November 2023

Health and Safety at Work Act 2015

Schedule 5

Health and Safety in Employment Regulations 1995 (SR 1995/167)—continued

In regulation 11(2)(b), replace “place of work” with “workplace”.

In regulation 11(3), replace “has taken all practicable steps to ensure that no employee at any place of work” with “has, so far as is reasonably practicable, taken steps to ensure that no employee at any workplace”.

In regulation 11(3)(a), replace “place of work” with “workplace”.

In regulation 12, replace “place of work” with “workplace” in each place.

In regulation 17(1), replace “shall take all practicable steps to ensure, in relation to every place of work” with “must, so far as is reasonably practicable, ensure, in relation to every workplace”.

In regulation 17(2), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 18, replace “place of work under the control of any employer, that employer shall take all practicable steps to ensure” with “workplace under the control of any employer, that employer must, so far as is reasonably practicable, ensure”.

In regulation 19(1)(a), replace “place of work” with “workplace”.

In regulation 19(3), replace “takes all practicable steps to ensure that every employee at every place of work” with “has, so far as is reasonably practicable, taken steps to ensure that every employee at every workplace”.

In regulation 20(1) and (2), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 21(1), replace “place of work” with “workplace”.

In regulation 21(2), replace “shall take all practicable steps to ensure, in relation to every place of work” with “must, so far as is reasonably practicable, ensure, in relation to every workplace”.

In regulation 22(1), replace “place of work” with “workplace” in each place.

In regulation 22(2), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 23(1) and (2), replace “place of work” with “workplace” in each place.

In regulation 24(1), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 24(2)(d), replace “takes all practicable steps to ensure” with “has, so far as is reasonably practicable, taken steps to ensure”.

In regulation 24(3), replace “shall take all practicable steps to ensure that any shoring used in any excavation at the place of work” with “must, so far as is reasonably practicable, ensure that any shoring used in any excavation at the workplace”.

In regulation 25, replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 26(1), replace “place of work” with “workplace”.

185

3392

Schedule 5

Health and Safety at Work Act 2015

Version as at
28 November 2023

Health and Safety in Employment Regulations 1995 (SR 1995/167)—continued

In regulation 26(2), replace “shall take all practicable steps to lodge” with “must, so far as is reasonably practicable, take steps to lodge”.

In regulation 47, replace “place of work” with “workplace” in each place.

In regulation 48(1), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 49, replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 50, replace “place of work” with “workplace” in each place.

In regulation 52(1), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

In regulation 53(1), replace “shall take all practicable steps to ensure” with “must, so far as is reasonably practicable, ensure”.

Revoke Part 8.

Mines Rescue (Levy) Regulations 2014 (LI 2014/21)

In regulation 4, definition of **opencast coal mining operation**, replace “section 19M of the Health and Safety in Employment Act 1992” with “clause 2 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4, definition of **suspended**, replace “section 19M(a) and (b) of the Health and Safety in Employment Act 1992” with “clause 2(a) and (b) of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4, definition of **tunnelling operation**, replace “section 19O of the Health and Safety in Employment Act 1992” with “clause 4 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4, definition of **underground coal mining operation**, replace “section 19M of the Health and Safety in Employment Act 1992” with “clause 2 of Schedule 3 of the Health and Safety at Work Act 2015”.

In regulation 4, definition of **underground metalliferous mining operation**, replace “section 19M of the Health and Safety in Employment Act 1992” with “clause 2 of Schedule 3 of the Health and Safety at Work Act 2015”.

Railways Regulations 2008 (SR 2008/108)

In regulation 9(b)(ii), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

In regulation 10(d), replace “Health and Safety in Employment Act 1992” with “Health and Safety at Work Act 2015”.

3392

Version as at 28 November 2023	Health and Safety at Work Act 2015	Notes
-----------------------------------	------------------------------------	-------

Notes

1 General

This is a consolidation of the Health and Safety at Work Act 2015 that incorporates the amendments made to the legislation so that it shows the law as at its stated date.

2 Legal status

A consolidation is taken to correctly state, as at its stated date, the law enacted or made by the legislation consolidated and by the amendments. This presumption applies unless the contrary is shown.

Section 78 of the Legislation Act 2019 provides that this consolidation, published as an electronic version, is an official version. A printed version of legislation that is produced directly from this official electronic version is also an official version.

3 Editorial and format changes

The Parliamentary Counsel Office makes editorial and format changes to consolidations using the powers under subpart 2 of Part 3 of the Legislation Act 2019. See also PCO editorial conventions for consolidations.

4 Amendments incorporated in this consolidation

Natural and Built Environment Act 2023 (2023 No 46): section 805(1)

Health and Safety at Work (Health and Safety Representatives and Committees) Amendment Act 2023 (2023 No 30): Part 1

Coroners Amendment Act 2023 (2023 No 8): section 36

Security Information in Proceedings (Repeals and Amendments) Act 2022 (2022 No 72): sections 99, 100

Secondary Legislation Act 2021 (2021 No 7): section 3

Public Service Act 2020 (2020 No 40): section 135

Education and Training Act 2020 (2020 No 38): section 668

Privacy Act 2020 (2020 No 31): section 217

Taxation (Annual Rates for 2017–18, Employment and Investment Income, and Remedial Matters) Act 2018 (2018 No 5): section 418

Customs and Excise Act 2018 (2018 No 4): section 443(3)

Outer Space and High-altitude Activities Act 2017 (2017 No 29): section 92

Fire and Emergency New Zealand Act 2017 (2017 No 17): section 197

Resource Legislation Amendment Act 2017 (2017 No 15): section 123

Intelligence and Security Act 2017 (2017 No 10): section 335

Contract and Commercial Law Act 2017 (2017 No 5): section 347

District Court Act 2016 (2016 No 49): section 261

3392

Health and Safety at Work Act 2015

Version as at
28 November 2023

Item 3

Attachment B

2842

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Ants Last name: Field

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Mon 6 May am Wed 8 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Average rates - multiple-choice

Yes

Changes to how we rate - comments

I urge the CCC to ENSURE LAND IS BEING USED WITH PEOPLE AND THE PLANET IN MIND by extending the City Vacant Differential Rates for vacant land to all commercial zoned areas in the city, and banning car parking from qualifying for exemption from the City Vacant Differential Rates.

Capital: Transport - comments

I urge the CCC to SUPPORT TRANSPORT MODE SHIFT increasing funding towards new public transport infrastructure including new bus lanes, bus shelters, and intersection changes that enable bus priority in traffic. I urge the CCC to REDUCE INEQUITABLE ACCESS TO CYCLEWAY INFRASTRUCTURE IN OUR CITY by urgently beginning work on the Ōtākaro Avon River cycle path route and proposed North-East cycle path route as the East of Christchurch is severely lacking in active transport infrastructure.

Capital: Other - comments

Climate change is a HUGE issue. I have studied Climate change at Canterbury University, sadly I see most people don't have a deep understanding of it and often rely on rumour and opinion. Please CCC, please plan and mitigate as much as possible and as fast as possible. PLEASE create a Climate Resilience Fund to reduce the financial impact of climate change on future generations by establishing a Climate Resilience Fund now. The fund should be ringfenced to support actions originating from adaptation plans (described above). Actions which the fund should be used for include things like: moving or raising lifeline roads (vital roads for communities) protecting or relocating our drinking water, stormwater and wastewater infrastructure, and ensuring our community facilities exposed to climate hazards are more resilient. Lastly: Your cycle lanes are good, but lets keep making them better. Public transport is good, but lets use both cycling and buses to reduce single occupancy car journeys in our city !!

2842

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

Please reduce greenhouse gas emissions.

Event bid funding - comments

Bid funding is not as important as climate resilience and emissions reductions.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

We are in a Climate Emergency. Please do as much as possible to reduce emissions in all areas of CCC operations.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
No records to display.	

3059

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 19/04/2024

First name: Jarrod Last name: Coburn

Please provide the name of the organisation
you represent:

The Ferrymead Trust

What is your role in the organisation:

Trustee

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Thu 2 May eve

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

You are doing your best in a tough situation. We think you have done well.

Average rates - multiple-choice

Don't know

Operational spending priorities - multiple-choice

Don't know

Capital programme priorities - multiple-choice

Don't know

Capital: Parks, heritage or the coastal environment - comments

We are obviously very invested in the future of heritage, and in our local community. For example, we support CCC's efforts to reclaim the wetlands in Ferrymead. And we support any contribution by ratepayers to preserve the stories and history of Ōtautahi.

Focus for 24-34 LTP - multiple-choice

Don't know.

3059

Bring forward \$1.8m for CAPP - multiple-choice

Don't know - not sure if we should bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Don't know - not sure if we should create a climate adaption fund.

Strategic Framework - comments

We support the vision, community outcomes and strategic priorities of this Council.


Anything else about the LTP24-34 - comments

Please see our submission, which is attached.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

Link	File
	CCC-20240419-Ferrymead Heritage Park LTP submission (final)

Item 3

Attachment B

THE
FERRYMEAD TRUST



Friday, 19 April 2024

Christchurch City Council
via online form

TO HIS WORSHIP THE MAYOR AND COUNCILLORS OF CHRISTCHURCH CITY

RE: Submission to the Christchurch City Long Term Plan 2024

On behalf of The Ferrymead Trust and the people of the Ferrymead Heritage Park, I acknowledge Ngāi Tahu as mana whenua of this land and greet you.

E ngā mana, e ngā reo, e rau rangatira mā, tēnā koutou, tēnā koutou, tēnā koutou katoa.

Thank you, Your Worship and Councillors, for the opportunity to inform your decision on this year's Long Term Plan. The The Ferrymead Trust (The Trust) asks for an opportunity to make a presentation in person to you at a time of your convenience. We welcome the six Strategic Priorities and four Outcomes, and the commitment to creating a green liveable city and a cultural powerhouse city that makes heritage accessible to all.

Background

Ferrymead Heritage Park will celebrate 60 years of preserving Christchurch history, stories, crafts and technology in 2028: within the ten-year period of this Long Term Plan. Thus, it is important that you are made aware of the relevance the Park has to the City, its people, the Council's strategic objectives, and the work underway at the moment to enhance that relevance.

The Park's 60 years have been pioneering, self-determined and not without perilous moments. The work we are currently undertaking, using best practice in governance and management, will build on the best of the Park and preserve it as a solid foundation for current and future generations.

The ratepayers who contribute through Christchurch City Council and its previous iterations have always been generous supporters of the Park, and we wish to continue to repay them through our diligence in preserving, displaying and providing education and insight into the City's heritage, culture, and technology.

Our Vision

Through the current redevelopment programme, our priority is for Ferrymead Heritage Park's buildings, infrastructure and governance to be safe and fit-for-purpose along with preservation of the rich resources of the Park.

We are committed to earning the trust of local hāpū Ngāti Wheke and Ngāti Tūāhuriri so that in the

THE FERRYMEAD TRUST



future we can portray an authentic history of the first (Māori) and second (European) colonisations of Ōtautahi. We hope one day to have permission to tell the stories important to mana whenua that have been ignored or glossed-over by past generations.

By working alongside CCC staff and community groups such as the Avon-Heathcote Estuary Ihutai Trust we will improve the environmental ecosystem of the area we occupy and showcase the diversity of flora and fauna. This will have the additional benefit of helping mitigate the threat of sea level rises to the Park.

The strategic priorities detailed in our business plan, submitted to the Council in December 2023, along with capital projects and a refreshed approach to governance and management, will assist us in building a world-class visitor experience that leverages the many unique items and lived experiences of the Park. We are fully committed to encouraging visitors to stay longer in Christchurch as they explore its heritage experiences.

Ideally the Park operation would sustain itself financially and it is our intent to work toward that goal. However, help will be required to get us to that point.

Redevelopment Programme

We have made significant achievements since the redevelopment programme began in June last year:

- Replaced Trustees on The Ferrymead Trust;
- Revamped how the Trust operates, with a focus on fundraising, networking and strategic planning;
- Incorporated two directors of Ferrymead Park Limited onto the Trust board, creating better oversight of the Park's operation;
- Replaced directors of Ferrymead Park Limited;
- Increased capacity and capability at the operational level to improve strategic and operational planning of the Park;
- Significant internal consultation resulting in an exciting momentum for change among the 15 Member Societies of the Park; and
- Work continues on plans to improve accessibility and transport to the Park, create volunteering opportunities including for senior citizens and rest home residents, build sustainability through social enterprises, beautify the Park, and open up our facilities for use by the local community.

LTP Funding

The Trust is seeking no funding for this year's round of the Long Term Plan. It is our feeling that the City and its ratepayers are under significant pressure and there are more urgent demands on the public

**THE
FERRYMEAD TRUST**



purse.

We hope to return next year during the Annual Plan process to seek ratepayer funding over a five-year period to support the Park's redevelopment programme from 2025 to 2030.

In the interim, we have sought funding through the Strengthening Communities Fund to support the redevelopment process through 2024/25.

In Conclusion

We want to acknowledge the support of Christchurch City Council staff, in particular: [REDACTED]

[REDACTED]

We want to thank Your Worship and Councillors for your support to date, and for the trust you have placed in our organisation as we proceed through this programme of redevelopment.

We are grateful to the many local community organisations that have been supportive of us, especially the Heathcote Valley Community Association and the Avon-Heathcote Estuary Ihutai Trust.

Finally, this new vision for FerryMead Heritage Park would not be possible without the support and continued enthusiasm of the volunteers and staff of the Park, for which we are truly thankful.

We are at the end of an era for the Park, and as the new era opens up before us let what we do today be a gift for which our grandchildren will thank us.

Nāku iti nei
THE FERRYMEAD TRUST

Jarrold Coburn
Trustee

[REDACTED]

Item 3

Attachment B