

summaries of major proposals

Proposed Major New Initiatives

The capital expenditure programme includes a number of large projects. These include:

Putrescible Processing & Collection for Commercial Operations	\$10.94M
Ocean Outfall and Associated Works	\$51.46M
Christchurch Treatment Works Pond Modifications	\$9.28M
New Civic Offices Building	\$53.71M
Belfast Wastewater Pipeline	\$4.65M
Metropolitan Transport Strategy	\$65.00M
Botanic Gardens – Staff & Visitor Facility & Greenhouse Replacement	\$10.35M
Flat Water Recreation Facility (location has yet to be identified)	\$11.00M
New Indoor Multiuse Facility (location has yet to be identified)	\$10.21M
New Swimming Pool (location has yet to be identified)	\$10.00M
Jellie Park Upgrade	\$6.19M

More detailed information on specific proposals follows.

Botanic Gardens Investigation, Consultation, and Master Planning

Public comments have identified a perceived decline in the standard of the Botanic Gardens, also reinforced by the observations of the new Curator and Operations Manager. Preliminary investigations have confirmed that there are a number of significant issues that need addressing urgently in the Gardens. More comprehensive investigation and customer surveying are now necessary to prepare masterplans and update the Management Plan.

The Botanic Gardens is one of Christchurch's most important icons, visited by more than 1.2 million visitors every year. It is the second most visited attraction in Christchurch after Cathedral Square. Visitor surveying so far has identified that more than half of the Gardens' patrons are from outside Christchurch. Interestingly, less than 8% of all visitors find the Gardens' Information Centre.

Out of a list of 26 aspects of the Gardens, the top 5 ratings identified by visitors were for feeling safe, the number of trees, enjoyment aspect, quality of landscaping, and maintenance of the gardens. The lowest 5 ratings were for the toilets, botanical information from staff, guided tours, gifts & souvenirs, and the Botanic Gardens Café.

The Gardens are a vast store of genetic biodiversity, knowledge and beauty. In order that the wealth of this asset be realised, significant planning is required to ensure that:

- plant collections are available to visitors (some are presently in storage)
- the collections and spaces meet the expectations of visitors, in quality and variety
- information and monitoring of plants is available to staff and the public
- educational opportunities are seized
- infrastructure supporting the collections is modernised
- a standard of visitor support, consistent with the profile of the Gardens, is provided
- connections with the Gardens' neighbours and the community are further enhanced
- the quality of visitor experience continues to increase

To achieve these goals, a list of potential projects has been identified for further consultation. These include:

- a managed tree renewal programme
- a comprehensive in-ground irrigation system
- a database of the complete plant collection, including plant locations
- Internet access to plant collection information

- comprehensive plant labelling and interpretation
- rationalisation and ordering of plant collections
- a new Greenhouse building, and modernisation of the existing Greenhouses
- a new entry building including Café, Information Centre, and Staff Facilities

A number of the smaller projects are underway already, and are essential in order that the valuable plant collection is managed as a significant asset.

Others, such as the building programme, require much further Visitor Surveying and Needs Analysis before their scope can be more clearly defined. We are anticipating at this stage, these will require significant capital investment in the years 2006/07 and beyond.

These projects, estimated to cost in the order of \$10 million, have been tentatively included in the budget for 2006/07 (\$5 million) and 2007/08 (\$5 million) in order to indicate their impact on the Council's finances. Before any final decisions are made, however, there will be a thorough analysis of various options and a number of opportunities for key stakeholders and the public to make comments.

The results of this work and a recommended course of action will be published in the draft long term council community plan for the year beginning 1 July 2006. No firm decisions on the building programme will be made until submissions on that draft plan have been heard and considered.

Solid Waste Action Plan

Zero residual waste is the long term goal for Christchurch. In planning for a zero waste future the Council has established waste reduction targets and developed a Draft Solid Waste Action Plan that sets out how, over the next few years, the Council intends to advance on these targets. The Council is now seeking public feedback on the Draft Solid Waste Action Plan, which can be obtained at www.ccc.govt.nz/HaveYourSay or by phoning the Council on 941 8830.

Over 100 specific actions are contained in the Solid Waste Action Plan and some examples are provided below:

- Increase the plastics able to be recycled at the kerbside to include plastic bags and number 5 plastics (e.g. ice cream and yoghurt containers).
- Additional resources to increase recycling in the workplace.
- Work with target industry sectors and the Government to establish producer responsibility programmes.
- Establish post graduate scholarships for waste minimisation research relevant to Christchurch.
- Develop a suggestion box on the internet seeking community views on ways to reduce waste.
- Establish a contestable fund for community waste minimisation initiatives.
- Additional resources for waste minimisation education.
- Harness more resources from the waste stream by changing the nature and function of the current refuse transfer stations into resource recovery parks.
- Investigate establishing joint ventures with the waste management industry for the operation of resource recovery parks.
- Establish a new bylaw to ensure that all solid waste generated in Christchurch is sorted to local standards prior to disposal.

A budget and timeline for specific projects such as those listed above to occur is also included in the Action Plan and these costs have been incorporated in the draft refuse minimisation and disposal capital and operating budgets. Summary details may be found later in this volume; full details may be found in volume 2.

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The Metropolitan Christchurch Transport Statement

When it comes to our transport system, there is no room for complacency:

- Despite recent progress on safety, Christchurch still has a high crash rate per person, with about 3 road crash casualties for every 1,000 residents each year. Crashes here also tend to be severe. Factors include the high numbers of intersections and the number of cyclists. The cost in resources is estimated to be around \$200 million annual, equivalent to about \$600 for every resident
- Traffic congestion contributes significantly to existing levels of pollution and resulting problems (e.g. 95% of carbon-monoxide in our urban area is generated by motor vehicles)
- The car ownership rate for Christchurch is already very high, currently standing at around 75 private cars registered for every 100 people. However, forecasts suggest that within 20 years there could be 40-50% more registered vehicles in metropolitan Christchurch than today. Overall traffic demand is projected to increase by a similar amount. Given present trends, by 2021 over 1.8 million trips each day will be made in and around the city by motorised vehicles.
- Sustained economic growth has already contributed significantly to increasing pressures on the transport system, which in some areas (eg Opawa Road) is inadequate. A number of areas of the strategic road system are approaching capacity and improvements cannot keep up with the current and anticipated growth in demand at reasonable cost.

The opportunity exists, however, to plan and act in advance, and the Metropolitan Christchurch Transport Statement (MCTS) seeks to provide strategic direction for the required planning and action to address these challenges. Building only more roads is not sustainable in the long term. We want to avoid the major problems other cities have had to address. Indeed, the past experience from other cities, as well as individual

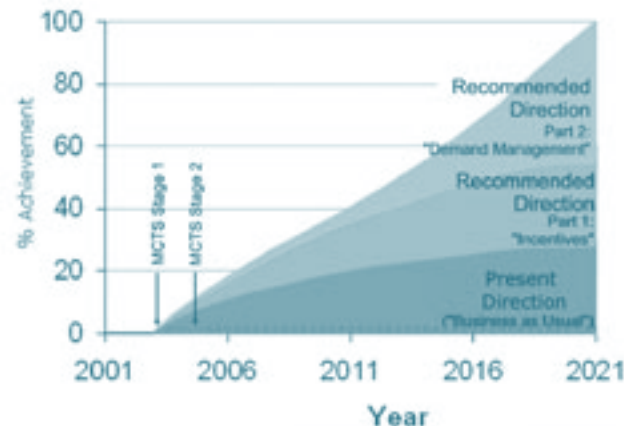
studies for Christchurch, have confirmed that if we continue to plan and develop our transport system in the way we have traditionally done, we are actually likely to be just buying ourselves trouble. The present direction of transport - adopting a 'business as usual', or 'she'll be right' approach, will leave us with a transport system and a city a long way from where we would like them to be in 20 years time.

There is no single solution or 'silver bullet' and we will need to adopt a balanced approach, recognising the place of all modes and integrating aspects of supply and demand to effect a sustainable solution for Christchurch. Even with a proposed change in direction, starting immediately, that only consisted of increased investment in alternatives to cars (in conjunction with selected and targeted investment in traditional road improvements), our analysis suggests that we would still be well short of where we would like to be in 20 years time.



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A two part approach is therefore proposed for the recommended direction to achieve the vision, as shown diagrammatically below:



Part One of the MCTS implementation would be primarily concerned with targeted investment towards 'incentives': measures to provide attractive, viable alternatives to many journeys that would otherwise be undertaken by car. Such measures may, for example, include more bus priority lanes, off-road cycle lanes etc. This effort must be commenced now, as delay will make it that much harder to achieve meaningful change.

Part Two would be primarily concerned with more concerted and increasing application over time of potential 'demand management measures' which will almost certainly be required to achieve the vision. Options include such measures as parking restraints and road pricing. For example, an option such as road pricing may be considered for implementation in perhaps 10 years time. By this stage, it is anticipated that appropriate legislation should be in place, implementation costs will have fallen considerably and technology, privacy and equity issues will have also been addressed as is now rapidly starting to happen throughout the world. Such measures are, for example, already being recognised as likely to be a key component of any solution to the 'Auckland situation'.

Whilst such 'demand management measures' will be required to achieve the vision, they also have the potential to raise significant funds for transport that could be retained for local benefit. Such measures also hold the attraction of more targeted pricing and have significant potential for reducing the 'blunt instrument' burden on rates from which much of our transport funding presently has to come.

Implementation of Part 1 of the MCTS will commence in July 04 and will involve

- Preparing plans for upgrading and landscaping the streets in the Central City;
- Investigating the need for and planning for facilities to support public transport such as improved bus shelters, bus priority measures and bus exchanges elsewhere in the City;
- Promoting increased and safer cycling through improved infrastructure, education and advocacy;
- Planning for improving footpaths, road crossings and pedestrian areas outside of the Central City;
- 'Travel Smart' education programmes to encourage more efficient and sustainable transport choices by residents and businesses.

Whilst implementation of some of the plans will commence immediately, further development of the MCTS will take place over the next 2 years. This will seek greater coordination of the investment in our transport system by a variety of transport agencies, not just the City Council. This second stage of development of the MCTS will also firm up even more on the priorities for investment (such as which road improvements get built and when) and identifying what money is required and where it should come from.

The Council will involve key stakeholders and the public as its planning progresses.

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The following table shows the proposed increase in spending required to implement the MCTS over the next two years.

Additional Funding for MCTS Stage 1 and Commencing Stage 2						
	2004/05	2004/05	2004/05	2005/06	2005/06	2005/06
	Operating	Capital	Total	Operating	Capital	Total
Roads	0	0	0	250,000	0	250,000
Central City Pedestrian Areas and Landscaping	100,000	0	100,000	100,000	50,000	150,000
Passenger Transport Infrastructure	300,000	0	300,000	300,000	250,000	550,000
Cycling	125,000	0	125,000	125,000	50,000	175,000
Pedestrians	125,000	0	125,000	125,000	100,000	225,000
Demand Management	100,000	0	100,000	325,000	0	325,000
Total	750,000	0	750,000	1,225,000	450,000	1,675,000

Development of a Biodiversity Strategy

A biodiversity strategy for the City is being developed in response to recent policy changes at national level, and to better coordinate the many aspects of Council work that benefit indigenous biodiversity. The strategy will provide a framework for the Council to work with local communities to protect, restore and celebrate the plants, animals and ecosystems that occur naturally in Christchurch.

Costs have been identified to provide for programmes and initiatives to implement the strategy. Approximately 75% of these costs are already provided for in existing Council budgets; however an additional investment is proposed to enable the strategy to be fully implemented. This is estimated to be a up to \$4.2 million in capital spending and \$3 million on operational spending, both over a 5 year period.

These funds are not currently provided for in the Council's budget. Detailed proposals will be considered when preparing the Council's 2005/06 annual plan.

The strategy will be presented for public consultation as it is developed.

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Christchurch Flat Water Sports Facility

Proposal

- To find a suitable location, then to construct or contribute to the construction of a flat water sports facility 274m wide and 2500m long with a constant water depth of 4m.
- This facility will require approximately 169 ha of land
- Associated infrastructure facilities (boat sheds, toilets etc) will be located on the land adjacent to the lake.
- The alignment of the lake (with the prevailing wind) will need to allow for the facility to be used for competition.
- The proposed facility will cater for all passive flat water sports for training and regional and national competition. (triathlon, canoeing, rowing, waka ama, dragon boating, kayaking, etc).
- The costs associated with the construction of stage one of the proposal are estimated at \$15.45 million. The Council is prepared to provide \$11 million of this figure.
- Stage one is the completion of a training and competition course to replace Kerr's Reach.
- The operation costs associated with stage one are estimated to provide a break even result.

Reasons for the proposal

- From 1950 to 1990 Kerr's Reach on the Lower Avon River was mainly used by rowing, with the occasional recreational canoeist and surf boat.
- In the early 1990s the Arawa Canoe Club moved into the old HMNZS Pegasus building. This led to an increase in canoe activity, dragon boating and waka ama on Kerr's Reach.
- In the last decade rowing numbers have increased significantly, especially by schools. Registered rowers have increased from 342 in mid 1990s to 489. This does not include schools, which would increase this figure to around 800.
- There has been a marked increase in the storage facilities adjacent to Kerr's Reach for both rowing shells and canoes.
- The growth in multi sport events and recreational flat water users has added to the activity on Kerr's reach to the point that rowing organisations were for a time refused insurance. When insurance was reinstated the premiums were increased by 100%.
- The mixture of craft with differing manoeuvrability, speed and responsibility has made the use of Kerr's Reach a major safety issue. This is further complicated by the amount of weed in the river and its tidal nature in the lower reaches.
- The use of public roads and water areas for competitions and the need for appropriate safety plans has added significantly to the costs associated with sports events and has resulted in many events being cancelled. A suitable alternative to Kerr's Reach will mitigate many of these safety concerns and costs.
- Some sports like dragon boating who use Lyttleton Harbour are required to have coastguard in attendance for training and are impacted by adverse weather conditions.

Background

Growth in flat water sports activities

From 1950 till 1990 Kerr's Reach was very much the preserve of rowing with the occasional surf boat and recreational canoeist.

With the establishment of the Arawa Canoe Club in the old HMNZS Pegasus building more organized canoeist usage of the Reach commenced. Dragonboating also became a frequent user in the mid 90s and outrigger canoes also appeared in the late 90s.

During the last decade rowing usage has mushroomed with the number of rowing schools being increased by new participants such as Burnside who now have large squads. The average number of registered participants per school has also doubled as more young people take up the sport. In the mid 90s the Canterbury Rowing Assn had 342 registered rowers. Currently 489 rowers are registered for competition but the inclusion of school returns to their governing sports body increase this figure to just under 800. These additional rowers are at entry level and under 15 and they utilize the boats and training water on Kerr's Reach but are not registered for competition.

The recent construction of a new and significantly larger boatshed for the Arawa Canoe Club has boosted accommodation for kayaks from less than 100 to over 200. In 1992 the Avon Club required an additional boatshed to accommodate school boats and again in 1998 the Canterbury Rowing Association erected a much larger boatshed to accommodate the increasing number of shells utilizing the river. The Union and Canterbury Clubs have both extended their boatsheds at some stage to enlarge boat accommodation and the Avon Club has converted its gymnasium area to boat storage. As new boats are purchased by schools and to a lesser extent by clubs the replaced shell typically remains on Kerr's Reach under new ownership. Villa Maria College as an example has a large fleet, all purchased as secondhand shells from Christs College and Rangī Ruru. This is the only way that schools can meet the large capital investment in

plant to accommodate the burgeoning numbers of school rowers. In addition to these users there are a significant number of casual paddlers and rowers who use Kerr's Reach.

Congestion at Kerr's Reach

During this period the Canterbury Rowing Assn has sought to impose a traffic flow pattern onto the river but its jurisdiction ceases with its own members. The free nature of many other users has constantly led to conflict and indeed in 2002 the craft of the Canterbury Rowing Assn were deemed uninsurable due to the high level of collisions with other rivers users. Representations saw cover reinstated but with a 1000% increase over the original excess on claims and with considerable restrictions on usage. The mixture of craft also causes conflict due to the variation in their manoeuvrability, speed and responsibility.

Usage of the river has increased at least ten-fold in the last decade. Year-round rowing, many additional kayaks, the arrival of dragon boats and outriggers and the increasing popularity of all flat water recreation including rowing now render Kerr's Reach incapable of delivering a safe environment for the current volume of flat water recreation. This was acknowledged by the Christchurch City Council in their May letter to the Canterbury Rowing Association expressing concern at the shortcomings of Kerr's Reach and the lower Avon River.

Safety is paramount to the continuance of all sports. The increasing use of public roads and waterways such as Kerr's Reach and Lyttelton Harbour for training and competition raises particular concerns for sports administrators when it comes to funding traffic management plans. This can cost thousands of dollars per event. For dragon boaters to train at Lyttelton they are required to have Coastguard (itself a voluntary organisation) in attendance. This can be a logistical nightmare given the uncertainty of water and sea conditions.

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Congestion at Kerr's Reach increases the potential for accidents, and this is made worse when the weed remains uncut during parts of the year. The weed makes it difficult for any crew who do fall in to right their boat or to make their way safely to shore.

Reasonably Practicable Options

Do Nothing

Benefits

Social / Cultural

No Council funds will be committed. Money could therefore be available for other activities that may promote social well-being.

Economic / Financial

This option incurs no financial cost to Council.

Costs/Disadvantages

Social / Cultural

Water Safety- Increasing popularity of all flat water recreation, including rowing, now render Kerr's Reach incapable of providing a safe environment for the current volume of flat water recreation.

Congestion at Kerr's Reach - increases the potential for accidents, and this is made worse when the weed remains uncut during parts of the year. The weed makes it difficult for any crew who do fall in to right their boat or to make their way safely to shore.

Availability – There are considerable restrictions on usage. The mixture of craft also causes conflict due to the variation in their manoeuvrability, speed and responsibility.

Road safety - the increasing use of public roads and waterways such as

Kerr's Reach and Lyttelton Harbour for training and competition raises particular concerns for sports administrators when it comes to Health and Safety issues and the funding of traffic management plans.

Competitions – There are no prospects of national or international competitions being hosted at Kerr's Reach.

Promote Community Outcomes

If Kerr's Reach remains the only principal area for flat water recreation, there is a potential risk of running counter to the community outcome of "Our City provides the natural and built environments that enable people to enjoy long and healthy lives."

Views and Preferences of those affected

This option is inconsistent with views of those affected. Current users clearly want a solution to problems associated with Kerr's Reach, and are actively seeking appropriate alternatives for training.

Option 2: Council provides funding to construct a flat water facility at a suitable alternative to Kerr's Reach, yet to be determined.

Without Council commitment such a project would be unlikely to proceed.

Benefits

Social / Cultural

There will be a safe environment for the current volume of flat water recreational, i.e. non-competitive users. A suitable facility will be available for competitive training and, in time, hosting national and international competitions.

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Economic / Financial

Feasibility studies done to date suggest a small operating surplus would be realised in the first year's operation of the facility, rising over time.

The facility would provide the possibility of hosting national and international competitions with the economic benefits they would bring to Christchurch.

Costs/Disadvantages

Social / Cultural

Money may not be available for other initiatives that may produce social outcomes

Economic / Financial

The Council is prepared to contribute \$11 million towards the capital cost of a suitable facility.

Environmental

Any environmental and resource consent issues associated with the chosen location must be able to be resolved.

Promote Community Outcomes

The project would promote the Community Outcome "Our City provides the natural and built environments that enable people to enjoy long and healthy lives."

Statutory Responsibility

In general, council's role is to promote social, cultural and economic well-being through a democratic process.

If Council decides to support this proposal then the opportunity to have some form of ownership or tenure in the site needs to be resolved to ensure funding can be sourced from the Council's Capital budget.

Resource consents will be required.

Views and Preferences of those affected

This proposal is consistent with the views of those affected. Current users clearly want a solution to problems associated with Kerr's Reach, and are actively seeking an appropriate alternative for training.

Christchurch International Airport is concerned that any facility not be an attraction for nuisance birds to the vicinity of the airport.

Option 2a – the Council provides grant money to a suitable project

A grant of this magnitude, even if it was spread over several years, would have a significant impact on the Council's rates. The impact of giving a \$1M grant to an organisation increases the rates by 0.63% in the year it is granted. (An \$11M grant in any one year would increase rates by 6.93%).

Option 2b – the Council seeks ownership or other equity participation in a suitable project

The impact of including \$1M in the capital budget is an increase in rates of 0.05%. (0.09 over two years) (An \$11M increase in the capital programme in any one year would increase rates by .55% for 20 years) As can be seen from this it would have a more moderate impact on rating changes to have a situation in place that would allow the Council to support this proposal through the capital programme.

Conditions

Any contribution from the Council will be conditional upon the following:

- The Council is able to fund its contribution through its capital programme.
- The Council is satisfied that a suitable site is available.
- Environmental and resource management issues associated with the project can be resolved.