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I do not wish to make a personal submission at the hearing, and ask that this written submission be considered.

My submission is that there are some serious misconceptions created by this plan in regard to street renewals projects and how they occur in practice.

The Underground Wiring Conversion (page 74) states *“The conversion of overhead to underground wiring is funded by the Council”*. The service is stated to be *“Improve the streets by undergrounding of overhead wiring. Undergrounding to be done in conjunction with street renewal projects, with priority given to tourist and main traffic routes.”* with a performance measure of *“Undergrounding this year in conjunction with street renewal projects (target: 3km)”*

It also states in Vehicle Ways (page 74) a performance measure of *“Amount of kerb and ditched channel replaced with kerb and flat channel each year, in conjunction with street renewal projects (target 21km)”*

and further (page 75) *“Street renewals to improve the urban environment”* has a performance measure of *“Resident’s satisfaction with the results of street renewal projects (target 80%).”*

There is obviously a mismatch in the plan. With a target of 18km of renewal projects which do not accomplish undergrounding the plan cannot expect to achieve resident satisfaction.

Further to this in practice I have seen the council personnel who state that they wish to accomplish urban renewal projects, ignore the requests of residents with regard to their views (eg. street width must be such-and-such on the basis of standard practice) and further claim that the undergrounding can only progress if the residents fund 50% of the costs.

I feel increasingly that the personnel are tasked with meeting the performance targets on kerb renewal and ditched channel of 21km but will only provide 3km of undergrounding and 2 out of 3 isn't bad. So lets ignore the resident's satisfaction performance measure. (As an example of the efforts extended on resident satisfaction a consultation workshop held recently actively discouraged any discussion on undergrounding.)

The plan should state a matching target of kerb renewal and undergrounding in a positive and realistic effort to provide resident satisfaction.

Resident's views should be acted on – not just collected and then overridden.

This is a voting issue for me and I will not support candidates who support the current mismatched policy providing for 18km of non-under grounded urban renewal projects or the flagrant disregard of policy as stated in the plan by requesting resident funding for undergrounding.

My reasons for opposition on the contributions from residents are that

- The plan states that the council funds undergrounding
- The council should pay for the improvement to the city streets – the streets are the responsibility of the council to manage – without requiring top-ups or contributions from residents
- That the policy of asking for contributions is not part of best practice as provided in other councils within NZ
- A consistent plan for updating the streets is hard to conceive of when decisions on under grounding are left to people to pay for from their own pockets
- Some streets have their under grounding paid for
- There is wastage involved in under grounding later if it is not done now – considerable work done during kerb renewal is ruined when later undergrounding takes place
- That it is extremely difficult to encourage all street residents to coordinate efforts to pay their contribution and therefore some pay more than their share to allow the work to move forward – the council is contributing to a conflict position between street residents rather than providing a positive way forward
- The ratepayers already have provided sufficient revenues via rates to pay for this work

I submit that the council should have a policy of consistently under grounding all streets where significant other remedial kerb work is required - to avoid wasting resources on coming back to rip it up and do the under grounding work later.

Plan to

“Do the job once and do it right.”

CB Lake