



CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 27 MARCH 2008

9.30AM

COUNCIL CHAMBER, CIVIC OFFICES

AGENDA - OPEN



CHRISTCHURCH CITY COUNCIL

**Thursday 27 March 2008 at 9.30am
in the Council Chamber, Civic Offices**

Council: The Mayor, Bob Parker (Chairperson).
Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson,
Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

ITEM NO DESCRIPTION

1. APOLOGIES
2. CONFIRMATION OF MINUTES - COUNCIL MEETINGS OF 28.2.2008, 4-6.3.2008 AND 13.3.08
3. DEPUTATIONS BY APPOINTMENT
4. PRESENTATION OF PETITIONS
5. REQUEST FOR APPROVAL FOR ELECTED MEMBERS TO VISIT CHINA IN APRIL 2008
6. DRAFT PLAN FOR LIBRARY FACILITIES
7. HOSPITAL PARKING CHARGES
8. LYTTELTON PORT NOISE – AMENDMENT TO COVENANT
9. ASSIGNMENT OF DEED OF LEASE OF AIRSPACE
10. CHRISTCHURCH, ROLLESTON AND ENVIRONS TRANSPORTATION STUDY – TRANSPORTATION STRATEGY
11. LAND INFORMATION NEW ZEALAND E-DEALING DELEGATIONS
12. SUSTAINABILITY POLICY APPROVAL
13. SUBMISSION TO THE LOCAL GOVERNMENT COMMISSION ON THE REVIEW OF THE LOCAL GOVERNMENT ACT 2002 AND THE LOCAL ELECTORAL ACT 2001
14. CITY HOUSING RENT REVIEW - 2008
15. CCC PERFORMANCE REPORT AS AT 31 JANUARY 2008
16. ELECTED MEMBERS' REMUNERATION 2008/09
17. REPORT OF THE REGULATORY AND PLANNING COMMITTEE: MEETING OF 6 MARCH 2008
18. REPORT OF THE REGULATORY AND PLANNING COMMITTEE: MEETING OF 11 MARCH 2008
19. DRAFT 2008 AMENDMENTS TO THE 2006-16 LTCCP
20. NOTICES OF MOTION
21. QUESTIONS
22. RESOLUTION TO EXCLUDE THE PUBLIC

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1. **APOLOGIES**

2. **CONFIRMATION OF MINUTES**
 - (a) **COUNCIL MEETINGS OF 28.2.2008 AND 4-6.3.2008**

Attached.

 - (b) **COUNCIL MEETING OF 13.3.08**

To be separately circulated.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. REQUEST FOR APPROVAL FOR ELECTED MEMBERS TO VISIT CHINA IN APRIL 2008

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager Regulation and Democracy Services DDI 941-8462 |
| Officer responsible: | Democracy Services Manager |
| Author: | Max Robertson |

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the Mayor, Mayoress and Councillor Barry Corbett to visit China in April 2008.

EXECUTIVE SUMMARY

2. It is proposed that the Mayor, Mayoress and Councillor Corbett will visit China during April 2008 for the purposes of:

Beijing

- Attending the “Science to Market” Conference in Beijing, being organised by the University of Auckland and the University of Canterbury, and sponsored by Ministry of Research, Science and Technology
- Attending the signing ceremony of the Sino-NZ Free Trade Agreement

Wuhan

- Present the city gift (pounamu) to Wuhan City
- Present pounamu to China University of Geoscience
- Formalising the partnership between Wuhan and the Christchurch Botanic Gardens
- Meet with management of the Wuhan Botanical Garden, Chinese Academy of Science (WBGCS), regarding possible partnership between the WBGCS and Christchurch Botanic Gardens
- Support student exchange programmes organised by Education Christchurch
- Support the various University of Canterbury projects in Wuhan
- Support business delegation

Gansu

- Meet with Governor Xu Shousheng and/or new Vice Governor Liu Yongfu
- Promote University of Canterbury officials trainee programme
- Promote and further strengthen the Christchurch – Gansu relationship by identifying opportunities to promote Christchurch as a world class boutique city

3. Representatives of the following Canterbury industries have been invited to accompany the Mayor to China:

Research collaboration
 Venture Capital collaboration
 Partnership with Optics Valley of China
 Seafood export, via Ngāi Tahu
 Education
 Trade Alliance (nutraceuticals, white wine, seafood, etc)
 Biotechnology
 Technology transfers

5 Cont'd

FINANCIAL IMPLICATIONS

Do the recommendations of this report align with 2006-16 LTCCP budgets?

4. Sufficient funding is available within the provision for Mayor and Councillor travel within the 2007/08 annual plan to cover the estimated travel, accommodation and other costs amounting to approximately \$12,800 for the Mayor and Mayoress, and \$4,400 for Councillor Corbett.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

- 5 The principal statutory provisions which apply in this instance are the Seventh Schedule of the Local Government Act 2002, and the Remuneration Authority Act 1977. The expenses and allowances rules approved by the Remuneration Authority in respect of members of the Christchurch City Council require prior Council approval to be obtained for travel overseas by the Mayor and Councillors, for the purpose of inspecting or evaluating initiatives, facilities or operations which may be of benefit to Christchurch City.
6. The rules approved by the Authority also permit the Council to authorise the payment of the associated travel, accommodation and incidental costs for the Mayoress to enable her to accompany the Mayor on overseas trips, where appropriate.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

7. Page 113 of the LTCCP, level of service under Democracy and Governance refers.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

8. Not applicable.

CONSULTATION FULFILMENT

9. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council grant approval for the Mayor, Mayoress and Councillor Barry Corbett to visit China in April 2008 as official representatives of the Council, for the purposes set out in this report.

6. DRAFT PLAN FOR LIBRARY FACILITIES

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|-------------------------------------|--|
| General Manager responsible: | General Manager Community Services, DDI 941-8534 |
| Officer responsible: | Libraries and Information Manager |
| Author: | Carolyn Robertson |

PURPOSE OF REPORT

1. The purpose of this report is to recommend a Draft Plan for Library Facilities (separately circulated) in preparation for consultation; and to request that the Council appoint a hearings panel for the purpose of considering submissions on the draft plan and reporting to the Council thereon.

EXECUTIVE SUMMARY

2. A collaborative Working Party of elected members and community representatives has been meeting since September 2007 to lead the development of a draft plan for public library facilities in Christchurch and to make recommendations to the Council. The Working Party comprised Councillor Carole Evans (Chair), Environment Canterbury; Councillor Sue Wells, Christchurch City Council; Community Board member Yvonne Palmer, Christchurch City Council; Michael Gorman, Christchurch City Missioner; Leann Watson, Canterbury Employers' Chamber of Commerce; Nicky Page, Lecturer, Christchurch Polytechnic Institute of Technology; and Bruce Tulloch, Community representative. Stephen McArthur, General Manager Community Services, subsequently Jason Rivett, Acting General Manager, Community Services, and Carolyn Robertson, Libraries and Information Unit Manager, attended the Working Party meeting *ex officio*, along with Council officers as required.
3. The Working Party objectives were to:
 - Work collaboratively with Council staff and elected members to gain a thorough, shared understanding of the Council and community's needs and expectations for Library Facilities within the context of Council-wide service delivery and its Strategic Directions.
 - To report to the Council on progress during the Working Party's deliberations, particularly at milestone stages such as: a) to confirm the criteria for assessing provision and b) seek feedback on identified priority areas for future provision.
 - To make recommendations in the Draft Plan to the Council that are consistent with the principles agreed to by the Council.
4. The scope of the work was to:
 - Confirm criteria for prioritising and planning future library provision.
 - Identify and consider priority areas that will enhance community access to library services across the city.
 - Consider the hierarchy of size, function and ranges of services to be delivered from future Library Facilities.
 - Assess vicinities (including co-locations) for future location of libraries.
 - Seek feedback from key community stakeholders, including Community Boards, to inform the Working Party's deliberations and recommendations.
5. The Working Party completed a comprehensive work programme during its investigation of issues and options for library provision through to 2025. This included definition of network 'shape', identification of priority areas (informed by the Greater Christchurch Urban Development Strategy and area plans), formulation of criteria for prioritising future facility developments and options' assessment.
6. The Working Party presented an overview of its work, including identified issues and opportunities, to a combined Community Boards' seminar on 31 January 2008. A similar presentation was made to Councillors at a workshop on 14 February 2008. This included suggested proposals for future facility provision.

6 Cont'd

7. Feedback from the workshops with elected members has been incorporated into the Draft Plan, which is now presented to the Council for approval to proceed with community consultation.
8. In August 2007 the Council approved key principles for the provision of library facilities. These, along with agreed criteria for assessing options for development underpin the Draft Plan's recommendations. They can be summarised as follows:
 - Provision of library facilities that are community focal points and reflect and respond to local needs over time
 - Accessibility to a mix of library services and facilities across the library network, including non-asset provision
 - Maximum efficiency and effectiveness of facilities across the network
 - Optimised partnership opportunities with other agencies and/or services
9. Key recommendations for future library provision include the following:
 - Fill a gap in current provision and meet recognised community need (new service at Aranui)
 - Meet growth demand generated by population increases (larger service at Halswell, new facility at Belfast and explore development options for Central Library facility)
 - Respond to changing facility asset condition over time (replace or move from current building in Bishopdale, review Council contribution to maintenance of voluntary libraries)
 - Optimise partnership and/or co-location opportunities should they arise (Shirley, Linwood, Hornby, Papanui)

FINANCIAL IMPLICATIONS

10. This report recommends that the Council seeks feedback on the Draft Plan from stakeholders. The Council will not be asked to make any decisions with a financial or legal impact. Any decisions will be made through the Long-Term Council Community Plan (LTCCP) process.
11. The Plan, if adopted, will act as a framework for future Council decision making. Each project identified in the Draft Plan will come back to the Council with a separate business case, as part of the LTCCP process for funding decisions.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. Yes

LEGAL CONSIDERATIONS

13. The process followed during the development of the Draft Plan for Library Facilities is in compliance with the requirements of the Local Government Act 2002.
14. Notably, the planning process is compliant with requirements set out in: s. 78 to give consideration to community views in relation to decisions; s. 80 requiring the identification of any "significant" inconsistent decisions; s. 81 ensure opportunities for contributions to decision-making processes by Maori; ensure the principles of consultation identified in s. 82 are upheld.

Have you considered the legal implications of the issue under consideration?

15. N/A

6 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. The draft plan aligns with the Council's Strategic Directions and contributes to the Community Outcomes of:
- A City of lifelong learning
 - A City for recreation, fun and creativity
 - A City of inclusive and diverse communities

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

17. Yes, completion of the Libraries 2025 Facilities Plan.

ALIGNMENT WITH STRATEGIES

18. The Draft Plan has been developed in alignment with Council's Strategic Directions, most notably relating to Strong Communities:
- *Increase involvement in lifelong learning, by:*
 - *Providing resources and information, through libraries and website; Providing learning facilities, programmes and activities; Encouraging people of all ages to take advantage of learning opportunities.*
 - *Promote participation in democratic process, by:*
 - *Providing readily available and easily understood information about Council service and structures.*
 - *Help communities to meet their needs, by:*
 - *Targeting those who are most disadvantaged; Providing accessible and welcoming public buildings, spaces and facilities.*
 - *Encourage residents to enjoy living in the City and to have fun, by:*
 - *Providing and supporting sport, recreation and leisure activities.¹*

19. Other Council strategies and policies that the Draft Plan are aligned with include:

Greater Christchurch Urban Development Strategy, Strengthening Communities Strategy, Aquatic Facilities Strategy, Equity and Access for People with Disabilities Policy, and Ageing Together Policy, South West Area Plan and the Belfast Area Plan.

Do the recommendations align with the Council's strategies?

20. Yes.

CONSULTATION FULFILMENT

21. Given the recognised strong community support for and interest in library facilities in the city, effective and comprehensive community consultation will be undertaken. Early engagement carried out during the Draft Plan's development included a combined Community Boards' seminar, Councillors' workshop, meetings with key stakeholder groups, market research and an online library users' survey.
22. The establishment of a Working Party to lead the Draft Plan's development was part of the acknowledged need for involvement of key stakeholders in the Plan's development.
23. A Council decision is required regarding a process if submitters wish to be heard. Options for this process could include either a) the full Council to hear the submissions, or b) the appointment of a subcommittee for the purpose of hearing the submissions and reporting back to the Council on its recommendations.

¹ Christchurch City Council: Our Community Plan 2006-2016, page 59-60

6 Cont'd

STAFF RECOMMENDATIONS

It is recommended:

- (a) That the Council approve the Draft Plan for Library Facilities in Christchurch for community consultation.
- (b) That the Council decide whether to allow submitters to be heard following the period of community consultation.
- (c) That either:
 - (i) the full Council hear the submissions on the Draft Plan; or
 - (ii) a subcommittee be appointed for this purpose and report to the Council on its recommendations.
- (d) That, should a subcommittee be appointed, that the Council approve the appointment of Bruce Tulloch, community representative on the Working Party, as a member of the subcommittee.

7. HOSPITAL PARKING CHARGES

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager City Environment, DDI 941- 8608 |
| Officer responsible: | Ross Herrett, Acting Transport and Greenspace Manager |
| Author: | Michael Aitken |

PURPOSE OF REPORT

1. The purpose of this report is to approve a variation to the application of the on-site charges for parking at Christchurch Hospital as resolved in the 2006/2016 LTCCP, City Council Fees and Charges: Appendix B, and confirmed in the 2007/2008 Annual Plan.

EXECUTIVE SUMMARY

2. On 6 September 2007 a report to approve a variation to the application of the on-site charges for parking at Christchurch Hospital was presented to the Council for consideration. The Council resolved that consideration of this item be deferred to allow a further staff report to be provided to the Council giving information on:

(a) The implications of introducing one hour free parking at the Christchurch Hospital Car Parking Building.

- Total vehicles at the Hospital Car Park 06/07 Financial year = 196,040
- At the current rates of \$1.00 per hour the cost of introducing 1 hour free parking would be \$196,040.
- At the proposed rates of \$2.20 per hour the cost of introducing 1 hour free parking would be \$431,288.

Our experience with the four car park buildings where we currently operate the '1st hour free' strongly suggest that if the '1st hour free' was introduced at the Hospital public car park building it would not take very long for Canterbury District Health Board (CDHB) staff to realise that if they removed their vehicle from the car park just before their 1st hour was up and re-entered the building immediately that they could in effect get their parking free all day. The incentive would be strong even to move the car in and out several times a day. This would mean that visitor and patient use would be compromised and that the loss in revenue would increase.

b) Relinquishing the agreement to manage the Christchurch Hospital Car Parking Building back to the Canterbury District Health Board.

In April 1996 the CDHB and the Council entered into a 'Parking Management Agreement' under the terms of which the Council assumed responsibility for the management of public parking at Christchurch Hospital. The primary purpose of this was to ensure that there was some method of monitoring and enforcing both time restrictions and the type of parking in various areas on site (eg: loading zones mobility parks). This provided the Council with the legal authority necessary for such enforcement activities. The Council's involvement was at the request of Canterbury Health Ltd (CHL) following extremely adverse publicity to the wheel clamping system implemented by CHL through a private provider.

In 1999 the Public Hospital Car Park Building opened with the Council entering into an agreement with the CDHB to manage and operate this building in conjunction with the on-site parking area.

There are some benefits from operating both the on site parking and public car park building in conjunction, such as maintaining fair, reasonable and consistent pricing in both areas and, through enforcement, ensuring parking on-site is primarily for patients and visitors.

The 'Parking Management Agreement' expires in 2019.

It appears that the only way the Council can exit this agreement is through the passage of time (lease expiry), breach of agreement or by mutual agreement.

7 Cont'd

However, a legal opinion has been obtained from Robert O'Connor of the Legal Services Unit and his findings are:

“Essentially, there is no provision for the Council to simply “opt out” of these arrangements.

However, I note that both documents do contain provisions permitting assignment by the Council to a third party. Such an assignment could occur if the Council was to find a buyer for the business operated at the site or a party prepared to operate that business in place of the Council. You should be aware that in the event of an assignment to a third party the law provides that the liability of the Council would continue for the full 20 year term and the Council would be required to step back into the breach, as it were, if the assignee defaulted.”

c) The possibility of including the Christchurch Public Hospital site in any future light rail link.

A request for this to be considered as part of the 'light rail link' consultation process will be passed to the relevant parties.

d) The establishment of a subcommittee for the purposes of public consultation, as mentioned by Mayor McEvedy in his submission.

The Council held a further consultation meeting on Thursday 18 October 2007 at which the following people were present – Trevor English (CDHB), Michael McEvedy (Chairman of the Pegasus PHO), Michael Aitken (Transport and Greenspace Manger) and Karen Scott (Team Leader Parking). At this meeting the variation to charges as stated below (in point 5) was agreed to by those present. It was also agreed at this meeting that the report of 6 September 2007 be represented to the Council as soon as possible.

A subcommittee could be convened in early 2008 made up of the following people – Trevor English (CDHB), Rachel Cadle (CDHB), Michael McEvedy (Chairman of the Pegasus PHO), and from the Christchurch City Council the Transport and Greenspace Manager, Karen Scott (Team Leader Parking) and Darryl O'Keefe (Senior Parking Officer).

e) The requirement for public car parking for the Christchurch Women's Hospital and the actual provision.

Based on the staff numbers, the Transitional District Plan and the proposed City Plan, parking requirements for the entire hospital activity are shown in the table below.

| <i>Transitional District Plan</i> | | | <i>Proposed City Plan</i> | | |
|-----------------------------------|-----|---------------------|---------------------------|--------------------------------------|------------|
| Existing Hospital | | | 581 | 581 | |
| Future # of beds | 140 | 1 space per 5 beds | 28 | 1 visitor space per 2 beds plus | 70 |
| Future # of staff | 165 | 1 space per 2 staff | 83 | 5 staff spaces per 3 beds (140 beds) | 234 |
| TOTAL | | | 692 | | 885 |

During the construction of Christchurch Women's Hospital the on-site parking reduced from 320 spaces to 195 spaces and then increased back to 258 spaces once the new building was operational. This meant that there were 62 spaces less on-site than the previous provision.

Subsequently staff parking sites were identified and created in the following areas:

- (a) The corner of St Asaph Street and Antigua Street (staff building - 430 spaces)
- (b) The corner of St Asaph Street and Hagley Avenue (Lab parking area - 33 spaces)
- (c) The corner of St Asaph Street and Stewart Street (Breweries Site – 200 spaces)

7 Cont'd

Currently the following number of spaces is available in the Hospital on-site parking area:

| | | |
|-----|--------------------------------|--------------|
| (a) | Public Pay and Display Parking | 163 spaces |
| (b) | CDHB staff and service parking | 95 spaces |
| | | = 258 spaces |

A total overall parking spaces for the public and staff of 921 spaces, which is 36 spaces more than required.

3. The Council manages the Christchurch Hospital Car Park building and the on-site parking at the Hospital through a Parking Management Agreement and a Deed of Sublease. Both these documents make clear that the car parking charges shall be set by the Council and have requirements for consultation with the CDHB.
4. The Council sets charges through the Long-Term Council Community Plan (LTCCP) and Annual Plan. In the 2004/14 LTCCP the off-street parking fees were set covering both the building and the on-site charges:

| | | | |
|---|------------------|------------------------|------------------------|
| • | Hospital Parking | 2003/04 | 2004/05 |
| • | Basic Charge | Up to \$0.70/half hour | Up to \$1.00/half hour |
5. From 2004 the charges levied were \$0.50c/half hour in the building and \$0.75c/half hour on site.
6. In the 2006/16 LTCCP, Appendix B (under section 83 of the Local Government Act 2002), the Council set new charges, separately identified the building and on-site charges and removed the discretion to charge less than the full fee.

| | | | |
|---|----------------------|------------------|------------------|
| • | Hospital Car Parking | 2005/06 | 2006/07 |
| • | Building | \$1.00/half hour | \$1.10/half hour |
| • | Main Site | \$1.00/half hour | \$1.10/half hour |
7. These fees were not implemented at the time and the status quo of \$0.50c/half hour in the building and \$0.75c/half hour on site continues.
8. In consideration of the 2007/08 Annual Plan the issue of the gap between the printed rates and the actual charges levied was raised as part of the Omnibus Report. The Council resolved, at its extraordinary meeting on 23 February 2007, to collect the charges as set out in the LTCCP.
9. The notes from the meeting read:

"It was resolved to note that, subject to consultation with the Canterbury District Health Board; the charges for the hospital car park would increase from 1 July 2007, in line with other car parks and Council policy."
10. Following informal contact with the CDHB a formal notification of the Council decision was made on 15 May 2007. This letter also sought consultation with the CDHB on the proposed changes. In response to this the CDHB undertook consultation by email on 19 June 2007. The email to staff states "We [CDHB] intend to oppose the proposed increases and are very keen to have the views of both staff and patients to pass onto the Council." All but one of the nearly 200 responses expressed negative views about the proposal with 50% focusing on the impact on patients and their families, 21% focusing on the impact on CDHB staff and a further 19% concerned about both groups. This was followed by two meetings with the CDHB staff to discuss a way forward.

7 Cont'd

11. In response to the feedback from the CDHB and their staff we identified the concerns regarding patient and visitor access to the Hospital and the impact of a price increase on this group. We then proposed, subject to Council approval and the CDHB enacting the necessary parking restrictions, that we would raise the car parking building charges to the level already resolved by Council, that is to say \$1.10 per half hour. On the hospital site we would raise the charge to a lesser extent than that resolved to date, that is to \$0.80 per half hour but in conjunction with this small increase we would restrict parking on the site to patients and visitors only, other than for specifically designated staff car parking, and place a time restriction of P120 for all patient and visitor parking on site.
12. We further propose to cap the charges in the car park building at a maximum of \$17.00 per day.
13. We have compared our charges with those at comparable hospitals in Auckland, Wellington and Dunedin. At Auckland City Hospital the charges are \$3.00 for the first hour increasing to \$17 for over 6 hours. At the Wellington Hospital Car Park the charges are \$3.00 for the first hour increasing to \$8.00 for over 4 hours. In Dunedin the hospital does not have its own car park but the nearest Council car park is in Great King Road and charges \$1.60 per hour.
14. The CDHB has formally responded to our proposal in a letter dated 7 August 2007. They state, "In summary we remain disappointed with the Council's approach and response to our submissions and suggestions. We acknowledge that a lesser increase in charges for the parking on the site is obviously a better position than had originally been targeted by the Council for patients and visitors (together with the time restriction). However, we remain generally of the view that we do not agree with the Council seeking to increase its overall revenues through the medium of parking facilities for Christchurch Hospital ..."
15. In the 2007/08 Annual Plan the budgeted revenue for the hospital car parks was increased by \$557K. This was a conservative estimate of the impact of the fully implemented charges and reflects an assumption that there would be an initial decrease in patronage, particularly in the building. We believe that, given the conservative estimates of revenue used in the budget, we will achieve the targeted increased revenue overall by the end of the financial year and there should be no impact on the Council's planned budget overall.
16. It is important to draw the following to the Council's attention:
 - The CDHB provide a dedicated staff car park in close proximity to Christchurch Hospital.
 - The Council-run parking building across the road from the hospital is connected by an underground tunnel to the main hospital building and wheelchairs are available if required.
 - In emergency situations, patients and families who are forced to exceed parking limits in the hospital grounds can seek relief from the infringement notice from the Council on compassionate grounds.
 - Where patients and families are high users or long term users of the parking they can apply to the CDHB for a Council-funded concession for parking.
17. On 6 September 2007 a report to approve a variation to the application of the on-site charges for parking at Christchurch Hospital was presented to the Council for consideration. The Council resolved that consideration of this item be deferred to allow a further staff report to be provided to the Council giving additional information. This information is contained in the Executive Summary.

SUBSIDIES AND FINANCIAL IMPLICATIONS

18. With the changes proposed in this report the impact will be a reduction in the increase in revenue from the on-site parking of \$247K (with a 1 May 2008 start date). Given the conservative estimates of revenue used in the budget and the unexpected increase in revenue from on-street parking we will achieve the targeted overall increased revenue by the end of the financial year and there should be no impact on the Council's planned budget overall.

7 Cont'd

19. Currently the Council offers and picks up the cost of the following parking subsidies at the Hospital:

High User/Long Stay Concession Parking (Car Park Building only)

- Authorisation is given by CDHB and issued by Hospital Security.
- A criterion is that the patient must be in hospital longer than two weeks or returning for treatment for over two weeks. Only two cards issued per family.
- Authorisation letter handed in at car park and swapped for a High User/Long Stay Concession card which allows the holder "\$3 per day" parking for the period stated on the authorisation letter.

Child Cancer - Smiley Face Sticker (Car Park Building only)

20. The 'Smiley Face Stickers' are issued by the Child Cancer Ward and on presentation at the car park building the driver receives "\$3 per day" parking.

Oncology Patient Parking (On-Site only)

21. When Oncology patients display their appointment letter on the dashboard of the vehicle they get one hour free parking.

Chemotherapy Patients (On-Site only)

- Treatment appointments are from between 6–8 hours
- These patients get "All Day parking" in the Oncology parking area only and must display a "\$3 Pay and Display" ticket on the dashboard of their vehicle.

"Crisis Card" Parking (Short term on site/Long term in car park)

22. When displaying a Crisis Card patient gets 48 hours free parking on-site and if they need longer they are referred to park in the car park building and obtain the "\$3 per day" concession on presentation of the Crisis Card.

"Emergency Call Back Staff" Parking (On-Site)

23. These staff display a red 'Emergency Call Back Card' and generally park in the ambulance bay, but if full will park in the general public car park area free of charge.

Staff Purple "On Call Cards" (On-Site)

24. These cards are used by On Call staff to park on-site (free) after 5pm during the week, and at any time during the weekends.

Mobility card holders (On-Site)

25. All current mobility cards displayed in the Pay and Display area receive a one hour concession on top of what they have paid.
26. It is proposed in early 2008 to enter into discussions with the CDHB to take over the cost of these subsidies. It is not seen as Council's responsibility to pay for these subsidies, and in fact no where else in New Zealand do Council's pay for hospital parking subsidies. The cost of any hospital parking subsidies to patients and/or organisations is fully paid for by the relevant district health board.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

27. Yes. The revenues are included in the 2006/16 LTCCP, and the increased charges are as per Fees and Charges, Appendix B to the 2006/16 LTCCP.

7 Cont'd

LEGAL CONSIDERATIONS

28. The obligations between the Christchurch City Council and the Canterbury District Health Board (as the successors to Canterbury Health Limited (CHL)) in relation to the parking building at Christchurch Hospital are set out in the Deed of Sublease (DOS) dated 2 March 1999 between Christchurch Hospital Parking Ltd. (CHPL) and the Christchurch City Council and in the Parking Management Agreement (PMA) between CHL and the Council.
29. Clause 4.1 of the PMA states "Car parking charges shall be set by the Council in consultation with CHL. Council may review car parking charges from time to time in consultation with CHL. In the event of a dispute between CHL and the Council upon the setting or review of charges, the decision of Council shall be final and binding."
30. Under clause 1.3 of the Head Lessor's Consent to the DOS the Council is required to "manage the car parking building as a public car park and included within such use to be available to cater for the Head Lessor's (ie CDHB) staff and visitors to the Head Lessor's Hospital ..."
31. As part of the Head Lessor's Consent attached to the DOS there is record of an agreement to (Clause 1.4) "... the establishment of a committee with the express purpose that the committee shall act in an advisory role to the Sublessee and its management of the car parking premises ... the aforementioned committee will not have the authority to direct the management of the car park or set the level of fees for car parking but, nevertheless, the committee is expected to be consulted in respect to such matters." It is unclear whether this committee has been established as it certainly is not currently operative.
32. As indicated earlier, the level of charges in respect of the hospital car parks has been set in the Council's 2006/16 LTCCP. The variations recommended in this report are inconsistent with that document.
33. The decision to be made by the Council therefore needs to be considered in the light of Section 80 of the Local Government Act 2002. If the decision is significantly inconsistent with the Council's LTCCP, then that needs to be identified and steps taken to deal with it.
34. Whilst there will be a drop in income from the revised charges, it is the view of the Legal Services Unit that the difference is not significantly inconsistent with the provisions in the 2006/16 LTCCP. This is because the overall revenue to be derived from the hospital car parks is expected to be very close to that budgeted for. If that is found not to be the case, then the matter can be dealt with by a future amendment to the LTCCP, and publicly notified through that process.
35. The Council can then resolve to implement less than the schedule rates without recourse to a special consultative procedure.

Have you considered the legal implications of the issue under consideration?

36. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

37. The recommendations are aligned with the LTCCP 2006/16 (including the Fees and Charges in Appendix B) and Activity Management Plans

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

38. Yes, levels of service remain in line with the 2006-16 LTCCP and the increased revenue is included in 2007/08 Annual Plan budget.

7 Cont'd

ALIGNMENT WITH STRATEGIES

39. Parking Strategy for the Garden City 2003.

Do the recommendations align with the Council's strategies?

40. Policy 4O (page 12) confirms that the Council "may become involved with off-street parking for the public where there are benefits to the wider community examples include providing off-street parking around public hospitals".

41. Policy 4Q (page 12) directs us to "provide convenient and effective parking facilities for disabled persons in order to support their access".

CONSULTATION FULFILMENT

42. Consultation with the CDHB and the local Primary Health Organisations (through the Chair of the Pegasus PHO) has been undertaken and is on-going.

STAFF RECOMMENDATION

It is recommended that, subject to the CDHB imposing the P120 and Patient and Visitor Parking Only restrictions on the Christchurch Hospital main site, the Council resolve, effective 1 May 2008, to:

(a) Modify the charges as set out in the 2006/16 LTCCP for parking in the Christchurch Hospital car park building so that they read:

- Hospital Car Park Building 2007/2008
- Basic Charge \$1.10 per half hour or part thereof
- Maximum Daily Charge \$17.00

(b) Confirm the reduction in the charges set out in the 2006/16 LTCCP for Christchurch Hospital on-site parking to \$0.80c/half hour instead of the published \$1.10/half hour so that it reads:

- Hospital on-site Parking \$0.80 per half hour

8. LYTTTELTON PORT NOISE – AMENDMENT TO COVENANT

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Strategy and Planning, DDI 941-8177 |
| Officer responsible: | Strategy Support Manager |
| Author: | Bert Hofmans, Policy Planner |

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Council's approval of a proposed amendment to a clause in an existing deed to which the Council is a signatory.

EXECUTIVE SUMMARY

2. At its meeting on 24 August 2006, the Council adopted a report which set out new measures for managing the effects of Lyttelton port activities, particularly noise, on the township of Lyttelton. The new measures were arrived at following 18 months of mediation with parties who had appealed the noise provisions of the Banks Peninsula District Plan.
3. The new measures involved reducing port noise at its source, acoustically treating some existing residential properties, and discouraging intensification of residential development in close proximity to the port. These measures are referred to in the District Plan and a separate deed that sets out the obligations of the various parties.
4. In terms of the existing residential properties, the Lyttelton Port Company is expected to fully fund the acoustic treatment of those properties subjected to a high level of port noise. In return the property owners are expected to sign a covenant which prevents them from complaining about lawful port activities. A copy of the covenant is attached to this report with the relevant clause being 4.1.
5. The Port Liaison Committee, which was set up in 2007 to administer and implement these measures, now considers it is necessary to change this clause on the basis that is overly restrictive. It effectively prevents the owner/occupier from complaining about non-related port activities such as a recent proposal by the Port to remove the pedestrian overbridge to the Diamond Harbour ferry terminal. This was not the intention of the clause and Lyttelton Port Company has subsequently provided a less restrictive alternative which is consistent with another covenant already referred to in the District Plan which is required for new residential development. The proposed amendments are shown as tracked changes in the attachment.
6. As a signatory to the original deed any subsequent changes require formal approval of the Council. All of the other signatories to the deed support the proposed change. They include Environment Canterbury, Lyttelton Port Company, Solid Energy, Lyttelton Community Association, and a number of Lyttelton residents and business owners.

FINANCIAL IMPLICATIONS

7. There are no direct financial considerations. Indirectly, it could, however, result in more complaints about port activities therefore resulting in additional costs for the Lyttelton Port Company.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. This recommendation has no implications for the LTCCP budgets.

LEGAL CONSIDERATIONS

9. The wording of the covenant should be legally certain in order to avoid future confusion or legal dispute over what activities residents are prevented from complaining about.

Have you considered the legal implications of the issue under consideration?

10. The amendment has been reviewed by the Council's legal advisers and they have not expressed any concerns about the proposed wording.

8 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. The proposal has no impact on the LTCCP or activity management plans.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. Not applicable.

ALIGNMENT WITH STRATEGIES

13. Not applicable.

Do the recommendations align with the Council's strategies?

14. Not applicable.

CONSULTATION FULFILMENT

15. There is no statutory requirement for public consultation. The only parties that need to be consulted are those who were original signatories to the deed. All of these parties have indicated their support for the proposed change.

STAFF RECOMMENDATION

It is recommended that the Council approve the proposed amendments to the deed of covenant as set out in the attachment.

9. ASSIGNMENT OF DEED OF LEASE OF AIRSPACE

| | |
|-------------------------------------|---|
| General Manager responsible: | Acting General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Acting Transport and Greenspace Manager |
| Author: | Jeff Woodham, Property and Leasing Adviser |

PURPOSE OF REPORT

1. The purpose of this report is provide information to the Council so that it may consent, as landlord, to the assignment of a Deed of Lease of Air Space for an Overbridge over Woolsack Lane from Hyman Marks Trust to Professional Fitness Limited (refer attached).

EXECUTIVE SUMMARY

2. The Council is obliged to consent to the assignment of the lease subject to the fulfilment of the conditions under the assignment clause. The Hagley/Ferrymead Community Board recommended that the Council consent to the assignment. At the Council meeting on 16 August 2007 the Council deferred the item to enable further information to be obtained.
3. An agreement for the sale and purchase of the property has been entered into between the parties. Clause 8 of the lease provides that the Council be satisfied that the land should reasonably be owned by the company entitled to the benefits of the lease. A Deed of Assignment to the satisfaction of the Council is to be signed between the parties.
4. The new owner has applied for consent to demolish the existing overbridge and proposes to surrender the lease once the work is completed. The Policy and Planning Team are aware of the proposal and have taken this into account in their Central City Lanes Plan for Woolsack Lane.

FINANCIAL IMPLICATIONS

5. Nil

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Nil

LEGAL CONSIDERATIONS

7. The Council is obliged to consent to the assignment of the lease subject to the fulfilment of the conditions under the assignment clause. The Hagley/Ferrymead Community Board recommended that the Council consent to the assignment.
8. The overbridge spans legal road between LOT 9 DP 796 and LOT 2 DP 5977 in Woolsack Lane.
9. The term of the lease is for 40 years from 3 September 1992 with a right of renewal for a further 40 years. The final expiry is on 2 September 2072.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Consent to the assignment of the Deed of Lease of Airspace for the overbridge spanning Woolsack Lane from Hyman Marks Trust to Professional Fitness Limited, subject to:
 - (i) A deed of assignment in customary form being signed by the parties.
 - (ii) The vendor and purchaser meeting all costs of the assignment of the lease as agreed between the parties.
- (b) Delegate to the Corporate Support Manager the power to accept surrender of the lease once the demolition has been completed.

10. CHRISTCHURCH, ROLLESTON AND ENVIRONS TRANSPORTATION STUDY – TRANSPORTATION STRATEGY

| | |
|--------------------------------------|--|
| General Managers responsible: | General Manager City Environment, DDI 941-8608 General Manager Strategy and Planning DDI 941 8281 |
| Officer responsible: | Asset and Network Planning Manager |
| Author: | David Robinson – Transport Planning Engineer |

PURPOSE OF REPORT

1. The purpose of this report is to seek formal Council adoption of the Christchurch, Rolleston and Environs Transportation Study – Transportation Strategy.

EXECUTIVE SUMMARY

2. The Christchurch, Rolleston and Environs Transportation Study (CRETS) is a major strategic transportation study of southwest Christchurch, the SH 1 Russley – John's route including Christchurch International Airport, and the area of Selwyn District covering the outlying townships of Tai Tapu, Lincoln, Rolleston and West Melton. The Study is a collaborative multiparty project involving Christchurch City Council, Christchurch International Airport Ltd, Environment Canterbury, Selwyn District Council and Transit New Zealand.
3. The study which began in 2002, culminated with the delivery of the Transport Strategy Final Report in September 2007. The Study has been through public consultation twice; at the beginning to identify issues and also with respect to a draft transport strategy in late 2006. The Study was modified midstream to address sustainable transport issues subsequent to the passing of the Land Transport Management Act 2003 and also delayed to take into account the Greater Christchurch Urban Development Strategy.
4. The key components of the Strategy are Transit's Southern Motorway duplication and extension to Halswell Junction Road from Barrington Street (programmed for around mid 2010), and the future stage two extension to south of Templeton. Another significant component is the four laning of the SH1 Carmen - Masham – Russley – Johns route. Council's key components of the Strategy include the four laning of Lincoln Road between Wrights Road and Curletts Road, and the upgrading of the Wigram Road route towards the central city and south towards Prebbleton and Lincoln via Ellesmere Road to provide better accessibility to and from southwest Christchurch. The Strategy recommends protection of the rail corridor to Rolleston for potential future commuter services, specific public transport corridors and park and ride opportunities in Selwyn District, and acknowledges the Council's own bus priority corridor strategy within the city's part of the study area contributing to an integrated transport system.
5. The final recommended Transport Strategy provides a reviewable strategic transportation framework to accommodate medium term urban growth projected to occur in southwest Christchurch and Selwyn District as part of the Urban Development Strategy. Formal adoption of the Transportation Strategy by the Council is sought to give weight to the Strategy itself, as well as give certainty to the Urban Development Strategy associated processes such as the South West Area Plan and proposed Awatea Plan Change which are interdependent on the Christchurch, Rolleston and Environs Transportation Strategy framework.
6. In recent months the other stakeholders to the study have formally adopted the Transport Strategy, except for Environment Canterbury which at the time of writing was proposing to report to the Regional Land Transport Committee on 19 March 2008.

FINANCIAL IMPLICATIONS

7. There are no direct financial implications from adopting the Transportation Strategy.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. Yes. There are no 2006-16 LTCCP budget implications adopting the Transportation Strategy. Provision has already been made for some Council projects being those mainly associated with Transit's pending Southern Motorway project in the LTCCP budgets to 2016. Programming and funding of the other Strategy projects will be subject to future LTCCP and Annual Plan processes as well as Land Transport New Zealand funding availability and procedures.

10 Cont'd

LEGAL CONSIDERATIONS

9. There are no known legal considerations from adopting the Transportation Strategy. Legal advice has not been sought.

Have you considered the legal implications of the issue under consideration?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Short term works in the strategy align with the planned changes for assets (increased demand) in the LTCCP. The remainder of the strategy falls beyond the current LTCCP period.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. As above.

ALIGNMENT WITH STRATEGIES

13. Greater Christchurch Urban Development Strategy, South West Area Plan (Proposed strategy in development), Metropolitan Christchurch Transport Statement, Regional Land Transport Strategy (Transport – Regional Implementation Plan)

Do the recommendations align with the Council's strategies?

14. Yes

CONSULTATION FULFILMENT

15. The Study has been through public consultation twice; at the beginning to identify issues and also with respect to a draft transport strategy in late 2006.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopt, in general, the Transport Strategy of the Christchurch, Rolleston and Environs Transportation Study, Final Report, September 2007, and specifically adopt the Christchurch City components of the Strategy as set out and modified by the recommendations below:
- (b) Not adopt the roading hierarchy set out in Attachment 2 as the 'Transport Strategy Network Hierarchy' but resolve that the roading network develop in broad accordance with the diagram and that it is used as an input into any future review of the City Plan roading hierarchy.
- (c) Adopt the project timing as set out in Attachment 3 as 'Transport Strategy Staging And Timing Diagram' as a guiding framework for prioritising the delivery of projects, but not adopt the specific timings as capital funding for the projects will subject to Council budgets as well as Land Transport funding availability where required.
- (d) Adopt the following Transport Strategy projects for which the Council is responsible as the road controlling authority and resolve to continue them along the transport planning process at the appropriate times:
 - Amyes – Awatea - Dunbars route – Upgraded two lane road route (orbital route between Halswell and SH1)
 - Broughs Road – Extension and upgraded two lane road from Sawyers Arms Road to McLeans Island Road (alternative access when the latter road is limited to left in only with the SH1 Johns Road four laning)
 - Dunbars Road – Extension south-eastwards from Halswell Road to the Sparks Road / Hendersons Road intersection as a new two lane road if the adjoining land is rezoned for urban purposes as proposed by the Urban Development Strategy (urban development access and extended orbital route SH1 to south Christchurch)

10 Cont'd

- Hayton Road – Extension across the Main South Railway line as a new two lane road to connect to Alloy Place and the Sockburn roundabout. (Wigram Airfield urban development and Parkhouse area alternative access)
 - Lincoln Road – Upgraded to a four lane road between Wrights Road and Curletts Road (route continuity)
 - Quaifes – Sabys Realignment – Realignment as a new two lane road of Quaifes Road to Candys Road and two lane upgrading of Sabys Road towards Trices Road to improve road geometry (orbital routes)
 - Shands Road – Upgraded two lane road between Halswell Junction Road and Marshs Road (secondary route to SH1)
 - Wigram Road Northeast Extension and Route Upgrade
 - Grade separated extension between Treffers Road northeast over Curletts Road to Magdala Place.
 - Upgraded two lane roads along the Magdala Place – Birmingham Drive - Matipo Street route to Blenheim Road and the Birmingham Drive – Wrights Road route to Lincoln Road.
 - Wigram Road – Upgraded two lane road between Treffers Road and Awatea Road (radial arterial route)
 - Wigram Road Southwest Extension – Upgraded or new two lane road route between Awatea Road and Longstaffs Road including an eventual grade separated crossing of the Southern Motorway and using all or parts of Wigram Road and/or Whincops Road to connect to Longstaffs Road and the Ellesmere Road route to Prebbleton / Lincoln (radial arterial route). Whether land protection is needed for possible future long term south facing motorway ramps on the grade separated crossing is to be determined during the subsequent transport planning process investigations and in further discussions with Transit New Zealand.
- (e) Resolve that the projects identified above:
- Include upgraded intersection controls, public transport, cycling and walking facilities, and service lanes as and where appropriate.
 - Are integrated and constructed with/as sub-divisional or other development work where possible and appropriate (eg an urban development link such as the Dunbars Extension would be constructed by land developers when the adjoining land is rezoned, as proposed by the Urban Development Strategy, for urban purposes).
- (f) Note that the projects do not include any Council works specifically related to the Southern Motorway duplication and extension to Halswell Junction Road such as the associated cycleway and under or overpasses.
- (g) Note the existence of the additional collector roads in the Aidanfield, Wigram Airfield and Halswell – Sparks areas (Attachment 4) that make up part of the network structure but have been or will be provided by land developers with urban zoning of the land.
- (h) Acknowledge that various Council controlled roads at their intersections with roads controlled by Christchurch International Airport, Selwyn District Council and Transit New Zealand will be modified by projects the other road controlling authorities are responsible for through joint project processes.
- (i) Resolve that until further information on the effects is forthcoming as part of an impact assessment, the Council take a neutral position on the restriction of vehicle movements at the Wairakei Road/Russley Road intersection as part of the proposed Memorial / Russley grade separation by Transit New Zealand.
- (j) Resolve to consider helping to protect the rail corridor to Rolleston for future commuter rail services should the need arise for such protection.

10 Cont'd

BACKGROUND (THE ISSUES)

Study Area

17. The study area for the Christchurch, Rolleston and Environs Transport Study is Attachment 1 of this report. It covered that part of Selwyn District within the commuter catchment of Christchurch City and included the townships of Tai Tapu, Lincoln, Springston, Rolleston, Burnham and West Melton. Within Christchurch City the study area included southwest Christchurch west of Curletts Road, Templeton through to Christchurch International Airport and the State Highway 1 corridor along the Carmen – Masham - Russley – Johns Road route.

Study Objective

18. The Study Objective was set out in the 2002 terms of reference for the study as: “The study of transportation requirements in the Christchurch to Rolleston broad area is seen as a key component in the planning for the development of the roading network to the west and south of Christchurch for the ensuing 25 year period. The key output of the study is the identification, justification and reporting of a strategy that details the most appropriate stages for the progression of improvement projects that will achieve an ideal roading network to satisfy projected demands.”
19. With the passing of the Land Transport Management Act (LTMA) in 2003, the study was subsequently modified to take into account the purpose of the LTMA which “is to contribute to an integrated, safe, responsive and sustainable land transport system”. As a result, the study also considered other transport mode opportunities, including passenger services (both road and rail), cycling and walking.
20. The study was also modified and delayed towards the end to take into account of the urban development patterns set out in the Greater Christchurch Urban Development Strategies released in 2007.

Study Partners And Transport Consultant

21. The Study was a collaborative multiparty project involving the Christchurch City Council, Christchurch International Airport Ltd, Environment Canterbury, Selwyn District Council and Transit New Zealand as stakeholders. Land Transport New Zealand were also represented as a part-funder of the study. The study was undertaken by transport planning consultants Connell Wagner in association with Gabites Porter.
22. The relevant interests in of the stakeholders in the study were:
 - Christchurch City Council - Transport network and hierarchy strategy within the City boundary and connections to Selwyn District.
 - Christchurch International Airport Ltd – Transport access to and within the designated airport zone.
 - Environment Canterbury – Regional Land Transport Strategy and public transport.
 - Selwyn District Council – Transport network and hierarchy strategy within Selwyn and connections to Christchurch
 - Transit New Zealand – State highway network strategy

A Transportation Study

23. A ‘Transportation Study’ is a strategic transport planning study that is a new ‘first-cut’ look at improvement options available to address high level network needs in a study area. This is particularly appropriate to this study area where significant urban growth is proposed as part of the Urban Development Strategy. Transportation studies provide a strategic level of assessment which has a low level of detail in terms of design and only broad-brush commentary and assessment on the effects of proposals. They identify the best conceptual ‘Transport Strategy’, or package of works and allow the dismissal of ideas which are not as viable or useful.

10 Cont'd

24. A transportation strategy then leads on to more detailed development stages for the individual projects that make up a strategy:
- Project Feasibility (or Scoping) – A more detailed but still rough order feasibility assessment of the economic viability, timing, range of alignment, cross section and intersection options for a specific project. One or two of the best options will be chosen to take forward to the next stage.
 - Scheme Assessment - Issues such as layout geometry, improved costing, social-environmental impact assessment, consultation, land needs, planning requirements and ground conditions are taken to the next level of detail and certainty.
 - Designation – If the transport project requires private land and is going to be constructed in the longer term then a designation can be sought to protect the corridor needed for the project. For short term projects the option exists to acquire land through negotiation or the Public Works Act.
 - Detailed Design – The scheme design is completed in sufficient detail for construction purposes. Property purchase if required, often occurs in parallel.
 - Construction – It can take 1 to 5 years to get to the point of finally constructing an individual project after starting on the detailed development stages.
25. It is normal and good practise to review a transport strategy over time if the assumptions underlying the strategy, legislation, or funding availability changes.

Study Process

26. The study process involved ten consecutive steps:
- (a) **Identification, Review of, and Consultation on Issues**
Issues for consideration were provided in the Scope for Services. Initial consultation with the stakeholders and public was carried also out to identify issues of concern to the community. The initial consultation data was reported in the *Stage 1 Consultation Report – July 2002, Revision 1*.
 - (b) **Review of Data**
Initially available technical transport data was reviewed.
 - (c) **Data Collection**
Additional technical transport data was collected and reported in the *Traffic Data Report – March 2003, Revision 0*.
 - (d) **Traffic Model Preparation**
The traffic models (study area and sub areas) for the study were updated with the latest available census land use data and validated against observed traffic data, with the process documented in the *Model Validation Report – April 2005, Revision 12*. Detail of the Airport project and submodel models development was included in the *Christchurch International Airport Model Validation Report – August 2005 – Version 2*.
 - (e) **Deficiency Analysis**
Future 2021 traffic demands were applied in the traffic models and the areas of the network identified as under pressure documented in the *Identification of Potential Problem Areas Report – April 2005, Revision 10* and *Christchurch International Airport Model Validation and Identification of Potential Problem Areas Report – August 2005 – Version 2*.

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- (f) **Identification of Project Options and Potential Strategies**
This step of the study process involved bringing together, summarising and grouping the issues to be considered in this study and identifying options that may potentially address the issues. Using these issues, project options were identified to potentially address the issues. Detail of this step of the study is included in the *Issues and Options Identification Report – April 2005, Revision 9*.
- (g) **Analysis and Assessment of Project Options and Potential Strategies**
The viable project options were grouped into packages of options (potential strategies) and were analysed. Detail of this step of the study is included in the *Options Analysis Report – December 2005, Revision 4*.
- (h) **Detailed Analysis and Assessment to form a Draft (Consultation) Transport Strategy**
The Draft Transport Strategy was formed after more detailed analysis of the potential strategies. The Draft Transport Strategy, including the Executive Summary, formed the basis of the 2006 public consultation documents.
- (i) **Public Consultation on the Draft Transport Strategy**
Public consultation on the Draft Transport Strategy was undertaken between late September 2006 and mid November 2006. The public consultation process, feedback and outcomes were documented in the report titled *Consultation Report 2007, Christchurch, Rolleston and Environs Transportation Study*.
- (j) **Final Report**
The final report titled *Christchurch, Rolleston and Environs Transportation Study, Transport Strategy Final Report, September 2007* sets out the consultants recommended Transport Strategy prepared following, and taking into account, feedback from stakeholders and public consultation. The report also documents final sensitivity testing of this transport strategy including traffic forecasts using the latest UDS land use projections and higher levels of public transport usage.

Recent Communications

27. The following recent communications have occurred since the release of the Final Report in September 2007:
- The Final Report was made available on the Environment Canterbury website alongside the Interim Assessment Report (draft strategy) and the Consultation Report. <http://www.ecan.govt.nz/Our+Environment/Transport/Christchurch+Rolleston+Transportation+Study/>
 - A letter was sent to all submitters on the draft strategy notifying them of the release of the Final Report.
 - There was a Council press release to the media in early December 2007. <http://www.ccc.govt.nz/MediaReleases/2007/December/04165721.asp>
 - The Final Report was delivered to all libraries and service centres as a reference copy.
 - A memorandum noting the completion of the study and the executive summary of the Final Report were delivered to all Councillors and affected Community Boards in December 2007.
 - A Council and affected Community Boards seminar was held on 27 February 2008 to discuss the transport consultants recommended transport strategy.

10 Cont'd

The Consultants Recommended Transport Strategy

28. This section of the report sets out those parts of the Transport Strategy that fall mainly within the City boundaries.
29. ***Christchurch Southern Access Corridor (Stage I) – Christchurch Southern Motorway, Barrington to Halswell Junction / Main South***
Duplication of the existing Christchurch Southern Motorway between Barrington Street and Curletts Road. Four lane extension of the Southern Motorway west of Curletts Road to Halswell Junction Road / Springs Road roundabout and upgrading of Halswell Junction Road north to Main South Road. Local road overbridges at Nash Road and a realigned Awatea / Dunbars Road. Major interchanges at Barrington Street and Curletts Road.
30. ***Christchurch Southern Access Corridor (Stage II)***
Four lane extension of the Christchurch Southern Motorway south west from Halswell Junction Road / Springs Road intersection to connect to State Highway 1 about 2km south of Templeton, including intersection upgrades and closures. Major interchange at Marshs / Shands Roads intersection with no access at Springs / Halswell Junction Roads intersection. Possible south facing ramps around Awatea / Dunbars Road in the longer term.
31. ***Belfast to Hornby Corridor***
Four-laning (with median) of Johns Road, Russley Road, Masham Road and Carmen Road from the vicinity of Groynes Drive to the Main South Railway Line (at Hornby) including intersection upgrades, closures and access restrictions. Longer term development of a state highway bypass of Hornby via Yaldhurst Road and Pound Road to rejoin Main South Road at an upgraded Barbers Road intersection, with associated realignment of Waterloo Road.
32. ***Hornby to Templeton Township***
Traffic through Templeton is reduced by a diversion to the proposed Christchurch Southern Access Corridor works. Main South Road (State Highway 1) through Templeton remains a state highway route and has no changes proposed except for new traffic signals at Barbers Road. This facilitates right turns into Templeton and provides for safe pedestrian crossing of State Highway 1.
33. ***Lincoln, Prebbleton and Tai Tapu to Christchurch Corridors***
The aim is to reduce future traffic growth on Springs Road through Prebbleton Township. This includes:
34. The promotion of a route between Lincoln and Christchurch that uses:
- Improvements to Ellesmere Road, Longstaffs and Whincops Road to Halswell Junction Road to create a district arterial route
 - An upgrade and modification of Wigram Road between Halswell Junction Road and Dunbars / Awatea Road (then extended to Blenheim Road via Wigram Road, Magdala Place, Birmingham Drive and Matipo Street; see south-west Christchurch map - Attachment 4).
35. Improvements to Hamptons Road, Trices Road, Sabys Road(including Quaifes realignment) and Candys Road to provide an orbital route between Templeton (SH1), Prebbleton and Halswell (SH75) and onto southern Christchurch via Sparks/Frankleigh/Milton Roads. No significant improvement between Tai Tapu and Halswell, but four-laning of Halswell Road (SH75) and Lincoln Road from Dunbars Road to Wrights Road, to strengthen its use as a passenger transport corridor, (see south west Christchurch map - Attachment 4).
36. Removing access to the Southern Motorway at Halswell Junction/Springs Roads when the Southern Motorway is extended to State Highway 1 south of Templeton and providing a full interchange at Shands/Marshs Roads intersection which will attract traffic to use Shands Road in preference to Springs Road to access the central city and beyond.

10 Cont'd

37 Christchurch International Airport

The main entrance to the airport would be via a grade separated interchange at the intersection of Russley Road and Memorial Ave. This would require Wairakei Road and Avonhead Road to be closed or convert to left in/left out.

38. Harewood and Sawyers Arms Roads provide arterial access to the state highway.
39. McLeans Island Road from State Highway 1 would be left-in traffic only from the south and Broughs Road would be upgraded and extended to provide a new link between McLeans Island Road and Sawyers Arms Road for all other traffic.
40. A proposed airport freight area south of Memorial Avenue would be served by the interchange and a new road (called Capital A Road).

41. South West Christchurch*Orbital Arterial Roads*

. Amyes Road - Awatea Road - Dunbars Road upgrade (medium term)

42. Extension of Dunbars Road south-eastwards to the Sparks / Hendersons intersection (long term, dependent upon future growth decisions).

Radial Arterial Roads

Springs Road, improvements to intersections (Halswell Junction intersection short term).

44. Shands Road, road and intersection upgrades as part of the development of a secondary local roading alternative route to State Highway 1 including Selwyn Road, and Lincoln-Rolleston Road as part of the Hornby to Burnham corridor package of works (short term). Full interchange planned at Shands/Marshs Roads for access to Southern Motorway Extension.
45. Upgrade of existing parts of Wigram Road (medium term)
46. Wigram Road extension north-eastwards for Lincoln, Halswell and Wigram development traffic (medium term) via:
- grade separated link (over Curletts Road) to Magdala Place,
 - upgrade Magdala Place, Birmingham Drive and Matipo Street (to link with Blenheim Road) and Wrights Road (to link with Lincoln Road).
47. Wigram Road extension south-westwards for Lincoln and Halswell development traffic (medium term), via:
- new roundabout with Awatea Road,
 - grade separated link (over new Southern motorway) realignment of Wigram Road to Whincops Road and the route to Lincoln via Whincops, Longstaffs and Ellesmere Road.
48. Halswell Road (SH75),(medium term) upgrade to four lanes with public transport priority between Dunbars Road and Curletts Road, including:
- traffic signals at Dunbars Road (already planned) and new Aidanfield North connection,
 - give way and stop controlled intersections at other side road intersections with u-turn facilities where intersection movements are restricted.
49. Lincoln Road, (medium term) upgrade to four lanes with public transport priority between Curletts Road and Wrights Road including give way and stop controlled intersections at other side road intersections with u-turn facilities where intersection movements are restricted.
50. *Other features (medium to long term, dependent upon future urban growth decisions)*
New link paralleling Hendersons Road connecting to the proposed traffic signals at the Aidanfield north connection with Halswell Road
51. Radial and orbital collector roads within the proposed Wigram development area,
52. Hayton Extension across the railway line to connect with Alloy Place at the Sockburn roundabout.

10 Cont'd

Funding Requirements

53. The total works proposed in the Transport Strategy are estimated to cost \$230.5m including contingencies and professional fees associated with further project development. This cost excludes the Southern Motorway duplication and extension to Halswell Junction Road and completion of the four laning of Lincoln Road between Curletts Road and Wrights Road which have been assumed as committed works. Of this cost approximately \$181m is associated with the major strategy projects. The remaining \$49.5m is for minor works such as seal widening to bring roads up to engineering guideline standards to cater for increased traffic volumes and provide adequate shoulders for cyclists. Benefits exist for the latter works but are below the resolution of traffic models.
54. Based on the major project construction costs, the Transport Strategy produces a positive benefit / cost ratio of 1.2 assuming construction of the full strategy immediately (detailed staging benefit cost ratios are only considered as individual projects are further developed). The benefit stream is positive and the benefit / cost ratio for the whole Strategy reaches 2.0 around 2021. As the benefit stream is increasing with time the Transport Strategy is sustainable and will continue to provide economic benefits into the future.
55. Attachment 3 'Transport Strategy Staging And Timing' and the Attachment 4 insert 'SW Chch Transport Strategy Staging and Timing' propose individual project timings based on service levels (travel demand as a % of infrastructure capacity). The actual construction timing of individual projects in the Strategy will depend on the ability to fund them which will be determined by budget availability within the Council's LTCCP, how an individual project stacks up against other transport priorities around the City, and the ability to secure Land Transport New Zealand funding. In this respect the detailed timing and staging of the projects the Council would be responsible for is best left to be considered during the development of the capital works programme for the 2009 LTCCP where the diagram can be used as input into the process.

| Transport Strategy – Estimated Cost Of Council's Strategy Component | | |
|--|-----------------------------------|--------------------------------|
| Project | Cost Estimate (\$ millions)(1) | Total Cost (\$ millions)(2) |
| Amyes – Awatea – Dunbars Upgrade (3) | \$1.67m | \$2.59m |
| Broughs Rd Extension – Sawyers Arms to McLeans Island | \$1.59m | \$2.48m |
| Dunbars Rd Extension – Halswell to Sparks/Hendersons (4) | \$0.67m | \$1.04m |
| Hayton Rd Extension – Hayton to Alloy | \$0.60m | \$0.94m |
| Lincoln Rd 4 Laning – Wrights to Curletts (5) | \$4.57m | \$7.12m |
| Quaifes and Sabys Realignment and Candys Upgrade | \$2.47m | \$3.85m |
| Shands Rd Upgrade – Halswell Junction to Marshs | \$0.71m | \$1.10m |
| Wigram Route Northeast Extension and Upgrade – Matipo and Wrights to Treffers | \$4.54m | \$7.08m |
| Wigram Rd Upgrade – Treffers to Awatea (6) | \$2.28m | \$3.55m |
| Wigram Route Southwest Extension and Upgrade – Awatea to Longstaffs (7) | \$9.39m | \$14.63m |
| Total | | \$44.38m |
| (1) Cost estimate for construction and land only (2) 5% site establishment and 2.5% traffic management added to Cost Estimate then 30% contingency and 15% professional fees added to the subtotal to get Total Cost. (3) Cost excludes fact some of the seal widening will be provided by adjoining developments on Awatea Rd (4) Link to be provided as subdivision road. Costs are for additional legal road and carriageway width for arterial standard road. (5) CCC cost estimate based on Halswell Rd 4 laning costs (6) Cost excludes fact some of the seal widening will be provided by adjoining developments. Includes intersection works. There will be additional cost if the Heathcote culvert replaced. (7) Cost assumes upgrade of existing roads only and new bridge. A new route alignment may add additional cost. Land purchase to protect south facing ramps would add additional cost. | | |

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56. The table above provides the 'transport strategy level' estimate of cost for the individual projects the Council would be responsible for. Cost estimates subject to refinement as individual projects are progressed through the transport planning process. The table shows that the Council's component of the Transport Strategy amounts to \$42m including the cost of the Lincoln Rd 4-laning.

Key Issues For Council

57. **Public Consultation On The Draft Transport Strategy**
Public consultation on the draft transport strategy occurred between late September and mid-November 2006. Extensive consultation was carried out which included:
- Articles in the newsletters to the stakeholders
 - Media release and features in The Press and Christchurch Mail
 - Public notice of, and the running of, three open days held at Hornby, Halswell and Rolleston
 - Study website including feedback form, executive summary, full draft strategy report (interim assessment report) and frequently asked questions, with links from the stakeholder websites
 - 3,000 consultation flyers were hand delivered within the study area along the transport corridors identified in the draft transport strategy. The 2,000 remaining flyers were placed at stakeholder offices and service centres, and also available at the open days. Key organisations and people that provided feedback during the initial consultation at the beginning of the study were also sent flyers.
58. A total of 259 responses were received. Of these, 24% were in support, 44% opposed and 32% neutral or unspecified. All respondents were sent a letter acknowledging their feedback and notifying them when the transport consultants Consultation Report, which analysed the feedback, was posted on the Environment Canterbury website in the second quarter of 2007.
59. **The Ellesmere Road To Wigram Road Route**
The key issue raised in consultation for the Council was the Fountains Road part of the Wigram Road – Ellesmere Road route (Wigram Southwest Extension) between Lincoln, Prebbleton and southwest Christchurch. The draft transport strategy proposed that the Wigram – Ellesmere route would be a regional arterial (major arterial) with limited access provisions implying a 70 to 100 kmh speed environment along the route. The draft transport strategy network hierarchy diagram is included as Attachment 5 for comparison to the Transport Strategy network hierarchy diagram which is Attachment 2.
60. Of the 259 responses, 80 (31%) were about this route, and of those 64 (80%) were opposed to it. The key issues raised were:
- The effect on Fountains Road, a local road in the City Plan
 - The effect on rural amenity
 - The effect on Knights Stream as another crossing is required
 - Alternatives are available via Shands, Springs, SH75, and Whincops.
 - The impact on recreational and horse riding activities
61. A small number of responses also raised issues about the alignment of the Quaifes - Sabys realignment.
62. **Changes From Draft Transport Strategy To The Recommended Transport Strategy**
The public consultation was considered by the transport consultant not to have raised any fundamental issues with the overall strategy when the feedback was analysed. However, a number of changes were made between the draft strategy and the recommended Transport Strategy as a response to the consultation. The key changes impacting on the Council include:

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- The need to ensure cycle facilities and business access issues are considered in the development of specific projects
- The recognition of the level of feedback supporting public transport (including rail options). The recommended Transport Strategy recommends protection of the rail corridor to Rolleston for potential future commuter services, specific public transport corridors and park and ride opportunities in Selwyn District, and acknowledges the Council's own bus priority corridor strategy within the City's part of the study area contributing to an integrated transport system.
- Inclusion of the Urban Development Strategy urban growth proposals.
- The retention of the Wigram Road – Ellesmere Road route (Wigram Southwest Extension) with it being downgraded from a regional arterial (major arterial, limited access, 70-100kmh) to a district arterial (minor arterial, direct property access, 50 kmh speed limit in urban areas and a 70-80 kmh speed limit in rural parts of the City). The rationale for the route includes the following:
 - It is a direct route between Lincoln and southwest Christchurch.
 - The route is not a new proposal as the route already exists and Lincoln – Prebbleton – southwest Christchurch traffic would use it, requiring some safety improvements as a minimum.
 - Selwyn District Council's desire to limit traffic growth on Springs Road through Prebbleton to avoid the need to four lane through the township.
 - It would be one of five arterial routes feeding traffic between the City and Selwyn District (SH75, Ellesmere, Springs, Shands, Southern Motorway-Main South) avoiding the need to provide four lanes on all but the Southern Motorway.
 - The route is expected to carry around 7,000 vehicles per day at the edge of the City by 2021 that would otherwise have to be catered for elsewhere. The route will be at no more than a third its capacity at this point.
 - No major upgrades to the route will be required as it will remain a two lane route with property access.
 - The loss of rural amenity will be similar for all rural landowners on the edge of the City where the Urban Development Strategy is proposing future urban development.
 - Selwyn District Council's commitment to the Ellesmere Road part of the route.
- The use of Whincops Road and Wigram Road as part of the Wigram – Ellesmere route with retention of Fountains Road as a local road. The two route options are shown in Attachment 6. The rationale for this includes:
 - Whincops and Wigram Roads are already collector roads and part of the main road network
 - A new crossing of Knights Stream is not required
 - More direct existing route and easier to incrementally upgrade this route
 - Use of Fountains Road would require interim use of parts of Whincops and Wigram.
 - Options to use these existing roads, the existing roads with service lanes or new parallel roads remain open

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63. The one remaining issue is that of the impact on recreational and horse riding activities. This issue is best addressed when the project is considered in more detail through the transport planning process. Likewise the alignment of the Quaifes – Sabys realignment is best addressed when the project is considered in more detail through the transport planning process.
64. **Study Completion**
The study took almost six years to complete and the transport consultant has fulfilled the requirement of the contract. There is no further funding set aside by the stakeholders or Land Transport New Zealand.
65. **Transport – Regional Implementation Plan**
The Transport – Regional Implementation Plan (TRIP) is set out in the Draft Regional Land Transport Strategy 2008 in response to the Urban Development Strategy, as the broad implementation plan agreed as required to achieve the outcomes of the Regional Land Transport Strategy. TRIP includes the main components of the Christchurch, Rolleston and Environs Transport Strategy. Adoption of the Transport Strategy will formalise the Council's commitment to those parts of TRIP.
66. **Urban Development Strategy, Public Transport And National Context**
The Transport Strategy was tested against the Urban Development Strategy 2026 land use proposals in the later parts of the study. The additional five years growth beyond 2021 increases pressure on the Transport Strategy network in some limited locations such as the Southern Motorway east of Curletts Road, and Main South Road through the Sockburn roundabout area where travel demand would exceed the infrastructure capacity.
67. Public transport tests on the Transport Strategy using 13% travel by public transport (which is twice the current Regional Land Transport Strategy target of 6% for 2011 and 10% higher than current patronage) show that these limited pressure points will remain but will be reduced in intensity. In this context the Council already has its transport planning processes underway to implement bus priority measures on the key corridors.
68. In the national context and in response to the climate change and potential peak oil paradigms the Government's draft updated New Zealand Transport Strategy discussion document includes long term targets to achieve 20% peak hour travel using public transport by 2040 for Christchurch as well as significant increases in travel by cycling and walking. Incremental moves towards these long term proposals are likely to be made mandatory through proposed triennial Government Policy Statements on transport starting next year.
69. The Transport Strategy is a robust medium term strategy that is reviewable over time as the underlying paradigm changes. Should the future play out as the Government's discussion document assumes, then the recommended Transport Strategy is likely to provide sufficient infrastructure well beyond the 2021-26 period.
70. **South West Area Plan**
The timeline for the development of the South West Area Plan (SWAP) proposes that it be delivered to Council later this year. There is currently a transport assessment of the Area Plan underway (SWAPTA) reviewing the transport network at the next level of detail down from the Christchurch, Rolleston Transport Study. Both SWAP and SWAPTA are interdependent on the Transport Strategy and each other. Formalisation of the Council position on the Transport Strategy is required to give certainty to these two processes.
71. **Proposed Awatea Plan Change**
The Council passed a resolution last year requiring that the RMA section 32 report setting out the benefits and costs of the proposed Awatea Plan Change be completed by May 2008. Completion of the s32 report is dependent on associated assessment reports being finished to support the s32 analysis. One of the associated reports is a transport assessment.

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72. To be able to complete the transport assessment report and to proceed with the Awatea Plan Change ideally requires certainty over the route alignment of the Ellesmere – Wigram route (Wigram Southwest Extension) through the Awatea area, even if it is not constructed immediately (as a designation would be required). The route chosen through the Awatea area also impacts on the route options that could be pursued west of Halswell Junction Road.
73. To this end it has been necessary as part of SWAPTA to progress a scheme assessment of route options for the Wigram Southwest Extension. The intention is to bring the assessment to Council with the draft Awatea Plan Change for ratification so that a designation can be pursued if required.
74. Furthermore, to be able to complete the scheme assessment process requires consultation with the land owners in the area about the scheme options being considered. This has not been progressed to date as proceeding with it is considered dependent on Council's formal adoption of the Transport Strategy.
75. **Wairakei / Russley Intersection**
The only other potential issue in the Transport Strategy is that Transit's proposed Memorial / Russley grade separation project would remove the ability to crossover Russley Road at Wairakei Road. This may affect airport related businesses on the city-side of Russley Road. As CRETS is a strategy study, sufficient detail about those potential effects is not yet known. When Transit undertakes more detailed planning for the Memorial / Russley project further information on the effect on airport related businesses on Wairakei Road will be forthcoming as part of an impact assessment.
76. **Positions Of Other Stakeholders**
Christchurch International Airport Limited has received the final report and planning for access to the airport is proceeding in line with the Transport Strategy.
77. Environment Canterbury will be taking a report on the Transport Strategy to the Regional Land Transport Committee on 19 March for adoption.
78. The Transport Strategy and Selwyn District components has been reported to, and adopted by, the Selwyn District Council.
79. The state highway components of the Transport Strategy have been reported to, and adopted by, the Transit New Zealand Board.
80. **Officers Conclusions**
Two Council officers have been involved from the beginning of the Study, have sat on the officer management team overseeing the Study, and been responsible for representing Council and reporting the Study's progress to the elected members of Council and affected Community Boards.
81. Our key conclusions, for the Council to consider, are that:
- The Transport Strategy is considered robust, noting that it provides a framework through to the medium term planning horizon and is not a commitment to immediate construction. The strategy is reviewable over time as are all the individual projects that make up the strategy as they progress through the transport planning process.
 - There is strategic justification for a Wigram Road to Ellesmere Road minor arterial route to connect Lincoln and southwest Christchurch and that the issues raised during public consultation do not negate the need for the linkage (which already exists but is poorly connected) and that the issues are best addressed in detail during subsequent parts of the transport planning process.

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- That the route alignment options for the Wigram Road – Ellesmere Road linkage run through the Awatea area. To progress the proposed Plan Change for Awatea in the timeframe resolved by the Council (s32 report by May 2008) a commitment to a final alignment will be required later this year. Further investigations are currently underway with a view to bringing the findings to Council with the draft Plan Change proposal.
- Transit's proposed Memorial Russley grade separation project would remove the ability to crossover Russley Road at Wairakei Road. This may, amongst other matters, affect airport related businesses on the city-side of Russley Road. It is recommended that the Council reserve its position on this project until more information is available from a transport impact assessment.
- Formal adoption of the Transportation Strategy by the Council is needed to give weight to the Strategy itself, as well as give more certainty to processes associated with the Urban Development Strategy, namely the South West Area Plan and proposed Awatea Plan Change which are interdependent on the Christchurch, Rolleston and Environs Transportation Strategy framework.

THE OBJECTIVES

82. To provide a strategic transportation planning framework towards the planning horizon for the outer south-western and outer western sectors of Greater Christchurch as the Northern Roding Options Scoping Study adopted in 2003 has for north Christchurch.

THE OPTIONS

Option 1

83. The Council adopts the Christchurch, Rolleston and Environs Transportation Strategy with/without modifications.

Option 2

84. Status Quo - the Council does not adopt the Christchurch, Rolleston and Environs Transportation Strategy.

THE PREFERRED OPTION

85. The Council adopts the Christchurch, Rolleston and Environs Transportation Strategy with/without modifications.

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ASSESSMENT OF OPTIONS

The Preferred Option

86. The Council adopts the Christchurch, Rolleston and Environs Transportation Strategy with/without modifications

| | Benefits (current and future) | Costs (current and future) |
|---|--|--|
| Social | Able to move around easily to live, work and play | Land acquisition |
| Cultural | Meet expectations that Council will plan adequately for the future | Nil |
| Environmental | Improved road safety and lower vehicle emissions than would otherwise result from the increased congestion due to urban growth | Environmental effects of individual projects that will need to be remedied, mitigated or avoided |
| Economic | Keeps the economy moving freely with economic travel time savings | Cost to implement the transport strategy projects |
| <p>Extent to which community outcomes are achieved:</p> <p>With implementation of Transport Strategy: Safety - Safer transport system - Yes Community – Easy access to facilities - Yes Environment – Reduce energy consumption – Yes through reduced congestion Governance – By providing the opportunity for the community to participate in decision making - Yes Prosperity – By providing everyone with access to an efficient and affordable transport system - Yes Health – By contributing to improved air quality – Yes through reduced congestion Recreation – NA Knowledge – NA City Development – Provision for a well designed, efficient transport system - Yes</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Nil</p> <p>Effects on Maori:</p> <p>Nil</p> <p>Consistency with existing Council policies:</p> <p>Consistent with transport infrastructure requirements of the Urban Development Strategy</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>24% were in support, 44% opposed and 32% neutral or unspecified</p> <p>Other relevant matters:</p> <p>Adoption of the Transport Strategy by the other stakeholders</p> | | |

10 Cont'd

Maintain the Status Quo (if not preferred option)

87. The Council does not adopt the Transport Strategy

| | Benefits (current and future) | Costs (current and future) |
|--|--|--|
| Social | Nil | Not able to move around easily to live, work and play |
| Cultural | Nil | Won't meet expectations that the Council will plan adequately for the future |
| Environmental | With no projects no environmental effects from will need to remedied, mitigated or avoided | Reduced road safety and higher vehicle emissions resulting from the increased congestion due to urban growth |
| Economic | No projects cost to implement the transport strategy projects | Economy will drag with economic costs of congestion |
| <p>Extent to which community outcomes are achieved:</p> <p>Without implementation of Transport Strategy: Safety - Safer transport system - No Community – Easy access to facilities - No Environment – Reduce energy consumption – No, through increased congestion Governance – By providing the opportunity for the community to participate in decision making - Yes Prosperity – By providing everyone with access to an efficient and affordable transport system - No Health – By contributing to improved air quality – No, through increased congestion Recreation – NA Knowledge – NA City Development – Provision for a well designed, efficient transport system - No</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Nil</p> <p>Effects on Maori:</p> <p>Nil</p> <p>Consistency with existing Council policies:</p> <p>Not consistent with transport infrastructure requirements of the Urban Development Strategy</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>24% were in support, 44% opposed and 32% neutral or unspecified</p> <p>Other relevant matters:</p> <p>Adoption of the Transport Strategy by the other stakeholders</p> | | |

At Least one Other Option (or an explanation of why another option has not been considered)

88. Only two options exist. Either the Council adopts the Transport Strategy with or without modifications or it doesn't adopt it.

11. LAND INFORMATION NEW ZEALAND E-DEALING DELEGATIONS

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Regulation and Democracy Services, DDI 941-8549 |
| Officer responsible: | Legal Services Manager |
| Author: | Robert O'Connor, Solicitor, Legal Services Unit |

PURPOSE OF REPORT

1. The purpose of this report is to seek from the Council appropriate delegated authority to the Legal Services Manager to enable the Council's solicitors (including those employed in the Legal Services Unit) to comply with the statutory and legal professional requirements in order to undertake land conveyancing transactions on behalf of the Council in the new electronic format known as 'e-dealing' on the Land Information New Zealand internet based land registry system known as 'Landonline'.

EXECUTIVE SUMMARY

2. The solicitors employed by the Council's Legal Services Unit frequently act for the Council in conveyancing transactions involving the acquisition and disposal of land. Occasionally the Council's external solicitors are also asked to act for the Council in relation to such transactions.
3. Traditionally the legal documents required to be registered to give effect to these transactions have been recorded on paper. However, Land Information New Zealand, the Government department responsible for the registration of land, has determined that 100% electronic lodgment of all land title transactions via an internet based system known as 'Landonline' will be phased in by 1 July 2008.
4. The 'Landonline' system enables registered users to conduct secure electronic title and survey transactions in real time, automating and speeding up traditional (and sometimes prolonged and complex) manual processes. 'Landonline' has not been designed for public access or use and its title lodgment and registration functions can only be accessed by authenticated, registered users, ensuring the integrity of the titles register is maintained at all times.
5. Whilst local authorities are expressly exempted from the otherwise compulsory requirement to 'e-deal' using 'Landonline' and are permitted to continue registering land registry documents in the traditional paper format, the Legal Services Unit wishes to voluntarily adopt the 'Landonline' system in relation to the documents with which it deals when acting on land conveyancing transactions on behalf of the Council. This will enable these transactions to be dealt with more efficiently and will thus lead to savings in terms of time and therefore cost.
6. It is a requirement of section 164A of the Land Transfer Act 1952 and Rule 3.03 of the New Zealand Law Society's Rules of Professional Conduct that all solicitors, when creating and registering documents on 'Landonline', have the express written authority of their client in the form of a standard 'Authority and Instruction Form' in respect of **each** individual land conveyancing transaction.
7. The New Zealand Law Society's Rules of Professional Conduct do not permit, in circumstances where the solicitor acts for a single client (as in the case of the solicitors employed in the Council's Legal Services Unit where their sole client is the Council) a single 'Authority and Instruction Form' to be signed to cover all land conveyancing transactions undertaken on behalf of that client. It is an express requirement that a 'Authority and Instruction Form' (attached) be signed by the Council as client in respect of **each** individual land conveyancing transaction.
8. Therefore to avoid the need to obtain the Council's approval for each individual 'Authority and Instruction Form' in relation to each individual land conveyancing transaction it is proposed that the Council delegate to the Legal Services Manager the express authority to sign the required 'Authority and Instruction' forms on behalf of the Council.

FINANCIAL IMPLICATIONS

9. There are no financial implications arising from the recommendation.

11 Cont'd

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. Not applicable. The delegation sought is purely administrative or procedural in nature to enable the solicitors acting for the Council (both internal and external) to comply with section 164A of the Land Transfer Act 1952 and Rule 3.03 of the New Zealand Law Society's 'Rules of Professional Conduct' when completing the registration of land transactions in the new 'Landonline' electronic environment on behalf of the Council.

LEGAL CONSIDERATIONS

11. It is a requirement of section 164A of the Land Transfer Act 1952 and Rule 3.03 of the New Zealand Law Society's Rules of Professional Conduct that all solicitors, when creating and registering documents on 'Landonline', have the express written authority of their client in the form of a standard 'Authority and Instruction Form' in respect of **each** individual land conveyancing transaction.
12. The New Zealand Law Society Rules of Professional Conduct do not permit, in circumstances where the solicitor acts for a single client (as in the case of the solicitors employed in the Council's Legal Services Unit where their sole client is the Council) a single 'Authority and Instruction Form' to be signed to cover all land conveyancing transactions undertaken on behalf of that client. It is an express requirement that an 'Authority and Instruction Form' be signed by the Council as client in respect of each individual land conveyancing transaction.
13. Clause 32 of the Seventh Schedule of the Local Government Act 2002 expressly provides that "for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision making body, community board, or member or officer of the local authority any of its responsibilities, duties or powers".

Alignment with LTCCP and activity management plans

14. Not applicable.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. Yes – there will be an enhanced level of service due to greater efficiency.

ALIGNMENT WITH STRATEGIES

16. Not applicable

Do the recommendations align with the Council's strategies?

17. Not applicable

CONSULTATION FULFILMENT

18. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council delegate to the Legal Services Manager the power to sign on behalf of the Council all necessary 'Authority and Instruction' forms as required from time to time:

- (a) To authorise and instruct the solicitors acting for the Council (including those solicitors employed by the Legal Services Unit) to undertake land conveyancing transactions electronically by e-dealing on behalf of the Council on the Land Information New Zealand internet based land registry system known as 'Landonline'; and
- (b) To comply with the requirements of section 164A of the Land Transfer Act 1952 and Rule 3.03 of the New Zealand Law Society's Rules of Professional Conduct.

12. SUSTAINABILITY POLICY APPROVAL

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Strategy and Planning, DDI 941-8177 |
| Officer responsible: | Programme Manager - Healthy Environment |
| Author: | Tony Moore, Principal Adviser Sustainability |

PURPOSE OF REPORT

1. The purpose of this report is to gain approval from elected representatives of the Proposed Christchurch City Council Sustainability Policy and the updated Terms of Reference for the Sustainability and Climate Change Working Party.

EXECUTIVE SUMMARY

2. On 7 June 2007 the Council approved the establishment of a Sustainability and Climate Change Working Party for the purpose of developing a Draft Sustainability Policy and a Draft Climate Change Strategy in 2008. This Working Party comprising of elected representatives, Council officers and people external to the Council, are now presenting the Proposed Christchurch City Council Sustainability Policy (Attachment 1) for Council adoption.
3. The process used to develop this policy included:
 - National and international literature search of other sustainability policies, strategies and concepts. The basis of the policy comes from the Natural Step (www.naturalstep.org.nz) and adopts internationally recognised principles and approaches to sustainability.
 - Seven focus groups representing a range of stakeholders and a random telephone survey of 770 people on climate change and sustainability were carried out in June 2007.
 - An initial discussion was held with a wide range of stakeholders at a Healthy Environment Workshop held 9 August 2007 and attended by over 100 people.
 - An external Peer Review Group comprising of the stakeholders identified in the Terms of Reference and local authorities from across New Zealand, were given the opportunity to provide feedback on the Draft Policy during November 2007.
 - The Draft Policy was circulated to Christchurch City Councillors in December 2007 and again in February 2008 seeking feedback.
 - In March 2008 the Working Party approved the Draft Policy for Council adoption.
4. The Proposed Sustainability Policy is consistent with the form of the Council's other high level policy frameworks such as the Aging Together Policy. Once approved, the Policy will be implemented in a range of ways including a launch event, through on-going awareness and capacity building for staff, and through a "Communities Of Practice" concept that has been approved by the Executive Team for implementing high level policy frameworks. This approach seeks to build awareness, commitment and practical actions throughout the organisation using a Steering Team to co-ordinate actions and to foster Sustainability Champions across the organisation.
5. The purpose of the policy is to provide both a clear statement of Council commitment to sustainability, and a framework to enable issues of sustainability to be factored into the actions and decisions of the Council in a transparent and consistent manner. The policy is firstly directed at improving Council actions. At present sustainability is factored into many decisions but the policy will formalise this. A good example is the underlying commitment to sustainability embodied in documents such as the Urban Development Strategy, the Energy Strategy, and the Zero Waste Management Plan. The recently launched Target Sustainability is another example of the Council's practical commitment. This policy will provide a much stronger framework to support these directions.
6. It is anticipated that the Policy will operate at a number of levels. It has a clear role to play assisting the Council to fulfil its strategic directions and will help the Council contribute to the city's Community Outcomes. This Policy will also have numerous practical applications for the organisation, such as helping to guide sustainable procurement, contracting and construction, internal waste minimisation and it challenges the Council to work towards becoming carbon neutral. Council decision making guides will need to incorporate the Policy, as well as the Council's report templates.

12 Cont'd

7. How best to give effect to the Policy is the role of the Steering Team and numerous actions and applications will arise from this group and from the good ideas of champions throughout the organisation. As with all Council decisions these will continue to need to balance a number of often competing policy directions, and the addition of a clear Council policy on sustainability will enable this dimension to be formally added to those considerations. These will be balanced against the other commitments of the Council and costs and savings will be identified on a project by project basis through the normal Council planning processes.
8. As with the Council's Energy Strategy, there is a desire to extend the policy framework to embrace a level of community advocacy. The Council already does this in many ways, through examples such as Target Sustainability. Once again any specific project would require Council approval and funding . An example of the type of advocacy action that the policy could lead to is shown in Attachment 2.
9. The Terms of Reference for this Working Party that were approved by the Council on 7 June 2007 have been updated to reflect new project timeframes and the new Working Party membership (Attachment 3). It is appropriate that the Council approve the updated TOR.

FINANCIAL IMPLICATIONS

10. The adoption of this Policy has no direct financial implications for the Council. Costs and savings will be identified on a project by project basis, with approvals being sought through the normal Council planning processes.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

11. Yes

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

12. Adoption of a Sustainability Policy is not a legal requirement. This Policy will assist the Council to meet its requirements under the Local Government Act 2002, in particular Sections 10, 14 and 77.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Yes

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. Projects will arise and enter the Council's normal planning process.

ALIGNMENT WITH STRATEGIES

15. Yes

Do the recommendations align with the Council's strategies?

16. Yes

CONSULTATION FULFILMENT

17. Processes explained in the body of the report. No further consultation required.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopt the attached (Proposed) Christchurch City Council Sustainability Policy
- (b) Adopt the attached Terms of Reference for the Sustainability and Climate Change Working Party.

13. SUBMISSION TO THE LOCAL GOVERNMENT COMMISSION ON THE REVIEW OF THE LOCAL GOVERNMENT ACT 2002 AND THE LOCAL ELECTORAL ACT 2001

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Regulation and Democracy Services, DDI 941-8462 |
| Officer responsible: | Legal Services Unit Manager |
| Author: | Judith Cheyne |

PURPOSE OF REPORT

1. The purpose of this report is to advise the Council of the statutory review being conducted by the Local Government Commission on the Local Government Act 2002 (LGA02) and the Local Electoral Act 2001 (LEA), and to present a draft submission for the Council's consideration and approval, which the Commission have asked the Council to provide by 31 March 2008.

EXECUTIVE SUMMARY

2. The Local Government Commission (LGC) is required by section 32 of the Local Government Act 2002 to review the operation of the Act and the Local Electoral Act 2001. The LGC must report on its review to the Minister of Local Government as soon as practicable after the 2007 local elections.
3. Without limiting the scope of the review, the LGC is required to determine and assess:
 - The impact of conferring on local authorities full capacity, rights, powers and privileges; and
 - The cost-effectiveness of consultation and planning procedures; and
 - The impact of increasing participation in local government and improving representation on local authorities.
4. The review will not be an opportunity to revisit or relitigate the general policy intent of either Act. Rather, the focus of the review is whether the Acts are operating as intended. That is, to ask whether they are furthering, enabling, or assisting the agreed general policy intent. The review will also not be considering:
 - The current structure of local government (as distinct from any technical or procedural reorganisation provisions).
 - Local authority funding levels and funding tools (this is covered by a different Act, the Local Government (Rating) Act 2002, and is the subject of the Local Government Rates Inquiry).
 - The performance of individual local authorities or comparisons between local authorities.
 - The extent to which identified community outcomes are being achieved.
5. Section 32 also enabled the Commission to report to the Minister of Local Government, by 1 July 2005, on any amendments it considered should be made to the Local Government Act or the Local Electoral Act before the 2007 local elections. The Commission submitted an initial report to the Minister of Local Government on 1 July 2005, and this led to some amendments to various local government legislation being made in June 2006.
6. However, there is a wide range of matters which have still not been addressed. In preparation for the LGC review Local Government New Zealand sought submissions and carried out a "road show" in October and November 2006, at which the Council submitted its view in a paper to LGNZ, and also by making an oral submission to the Road Show panel. LGNZ then presented its findings to the LGC as part of the review.
7. The attached draft submission is based on the paper that was prepared for LGNZ, with the addition of other matters that have come to the attention of the Council on issues under the LGA02. It adds a section discussing the Local Electoral Act 2001, but deletes the section on additional funding tools as these are not being reviewed by the LGC. The draft submission has three parts to it; the first includes four key submissions for the Council in relation to the LGA02:
 - Relating to the need to streamline the LTCCP process.
 - That clarification of the consultation processes by Council is required.
 - On the urgent need for an infringement offence regime; and
 - Suggestions on what more Central Government could do to assist the local government.

13 Cont'd

8. The second part includes submissions that are more of a technical nature relating to interpretation and drafting issues in the legislation, and the third part relates to the LEA.

FINANCIAL IMPLICATIONS

9. There are no financial implications involved in making this submission.

Do the recommendations of this report align with 2006-16 LTCCP budgets?

10. N/A.

LEGAL CONSIDERATIONS

11. There are no specific legal considerations for the Council in relation to the draft submission.

Have you considered the legal implications of the issue under consideration?

12. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

13. N/A.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

14. N/A.

CONSULTATION FULFILMENT

15. Internal consultation has taken place, with various units being asked to provide input on issues they have had with the implementation of the LGA02. The Council's electoral officer has provided the input on the LEA.

STAFF RECOMMENDATION

It is recommended that the Council approve the draft submission (attached), incorporating any additions/amendments adopted by the Council.

14. CITY HOUSING RENT REVIEW - 2008

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Community Services, DDI 941-8986 |
| Officer responsible: | Catherine McDonald – Community Support Manager |
| Author(s): | Craig Bisley/Rob Hawthorne - Strategic Property Analysts Kevin Bennett – Housing Manager |

PURPOSE OF REPORT

1. The purpose of this report is to assess the housing portfolio rents for the 2008/09 financial year and to seek Council approval for a rent adjustment.

EXECUTIVE SUMMARY

2. Christchurch City Council's City Housing provides 2649 rental residential units, most of which comprise one bedroom units or bed-sit/studios. City Housing is tasked with providing affordable social housing for people on low incomes, including older people and people with disabilities. The definition of "affordable" is consistent with the Ministry of Social Development measure of 30% of a person's gross income.
3. The service is self funding, with all operational costs met from income received from rents.
4. Central government's main support for social housing changed in the late 1980s from direct assistance to funding the tenant by way of the Accommodation Supplement, where certain criteria are met. In effect the Accommodation Supplement covers 70% of the balance between the eligibility threshold and the actual rent provided the amount of subsidy does not exceed a stated limit. For example, the entry threshold for a person over 18 living alone is \$45, if the rent was \$100 a subsidy of 70% of the difference between \$45 and \$100 (\$55) equates to \$38.50 therefore the actual cost to tenant = \$61.50 ie (45 + 16.50; \$16.50 being the difference between \$55 and \$38.50).
5. Over the last four years modest rent increases have occurred. Over this period costs have inflated significantly and as a result it is becoming increasingly difficult to maintain the properties appropriately. In addition little is able to be set aside for significant renewals and replacement.
6. Critical to providing an affordable housing service that is sustainable for the Council to operate is the need to accumulate savings for significant future commitments and allow these invested funds to grow.
7. The total cost of owning and operating each of the City Housing sites (at current levels of service) over the full asset life-cycle has been assessed. This has been converted into a required rental level to fund this in a sustainable manner. For an average one bedroom unit the current rent is \$90.50 but the required rental equates to \$112 per week.
8. The rental adjustment proposed by this report is an increase of 24% per week which will place the average rent at an average of 58% of market rent.
9. The proposed rent increase has the following impacts :
 - The rents remain within the Ministry of Social Development affordability measure (30% of gross income) for most tenants
 - The majority of tenants living alone and on a sickness or unemployment benefit will be close to the 30% affordability measure
 - Exceptions to the 30% affordability measure are approximately 10 living alone tenants aged 20–24.
 - An assessment of reasonable provision for food and utilities, alongside the rent, suggests an extremely modest disposable income.
 - Note: The Whakahoia Village complex is excluded from the rental adjustment as this complex has only recently been occupied and their rentals will be reassessed in 2009 as part of the 2009 rent review.

14 Cont'd

10. For superannuitants the new rent positions them close to or below the 25% mark. Those on an Invalids' Benefit are generally between 26% and 28%. The disparity between these groups is a direct result of central government funding mechanisms, which signal a clear intent by the Government to support certain groups more than others.

2008 RENT REVIEW – CITY HOUSING

Policy and Strategy

11. Christchurch City Council's policies and vision statement for social housing states the Council's intent:
"To contribute to the community's well-being by ensuring safe, accessible, and affordable social housing is available to people on low incomes, including older people and people with disabilities."
12. The Council, in 2007, developed a Social Housing Strategy to clarify its own role in addressing social housing needs. This strategy confirmed the Council's intent to:
 - Provide affordable housing for those on low incomes and limited means as a direct means of addressing the needs of social housing.
 - Support social housing with initiatives such as helping public, private and community agencies work together to address key areas of social need, advocating for social support to meet people's needs and working with other organisations to ensure that Christchurch people live in homes that meet their social, health and economic needs.

Tenant Affordability

13. The vision, goals and objectives specify that rents are to be set at affordable levels for tenants, while ensuring Government funding mechanisms are maximised. Rent affordability is considered to be the ability to rent a property whilst leaving sufficient income to maintain an acceptable standard of living. The Ministry of Social Development measures affordability on the basis of no more than 30% of income being spent on housing.

Financial Sustainability

14. The Council's Social Housing Strategy and Policy has as an aim that its housing portfolio be financially self funding and sustainable through rental income (ie 'rates neutral').
15. To assess financial sustainability the Council uses a modelling tool called the Cost of Consumption. This cashflow model captures all administrative, operational and lifecycle costs associated with owning and operating the social housing service. It also allows for the replacement of units in the future if it is seen to be a better solution than ongoing refurbishment. A critical component of the cash flow relies on the Council setting aside sufficient money progressively and leaving it as a financial investment that grows. Without this approach the Council may, in the future, need to call on general rates, borrow to fund maintenance or alternatively under-fund levels of service. Under-funding would result in the deferment of maintenance and possible asset failure (with potential for additional costs).

Recent Rent Reviews

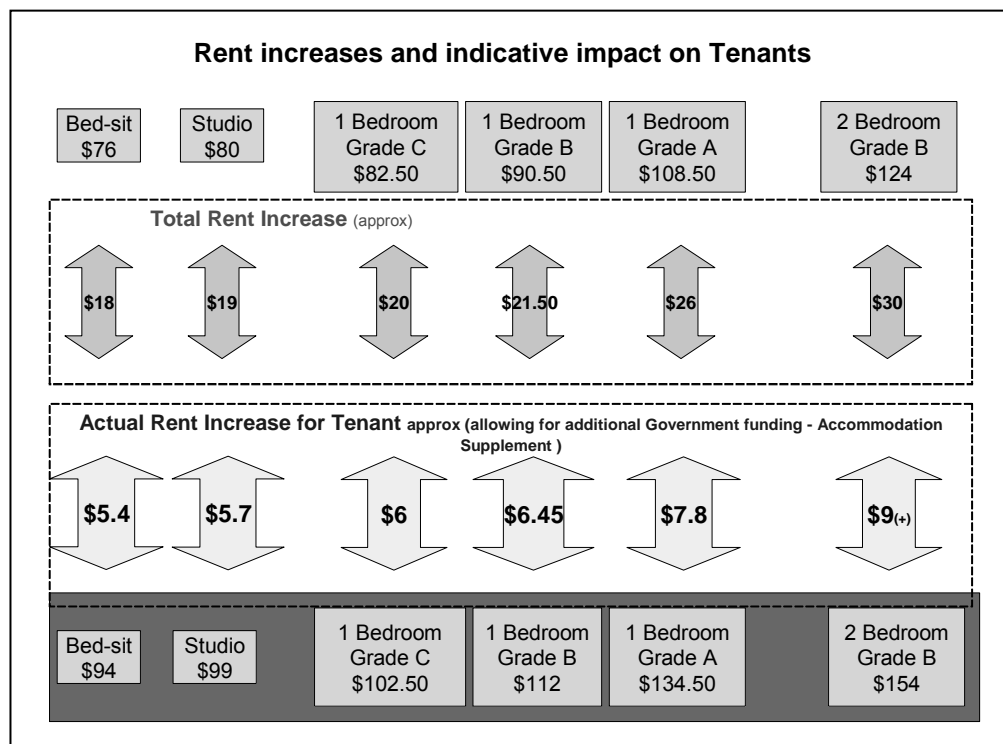
16. In 2004 and 2005 rents were adjusted by 1.6% and 3%, in line with the Consumer Price Index (CPI). With both these rent reviews it was identified that construction based costs were rising above CPI levels. By 2006 hyperinflation for the residential construction industry was very evident and it was recommended changing the automatic rent adjustment formula to use the Capital Goods Price Index (CGPI) - Residential Buildings Index, instead of the CPI. This was adopted but the rent increase for that year was limited to \$2.10 per week, not the recommended \$7 per week (for a normal one bedroom unit). In 2007 the review saw an increase of 5.1% based on the CGPI, taking an average one bedroom unit to just over \$90 per week.

14 Cont'd

2008 Rent Review

17. The current CPGI is at 2.3% (Dec 07) while the CPI is 3.2% (Dec 07). This would equate to \$2 per week for an average one bedroom unit, if the automatic increase formula was to be applied.
18. Almost all City Housing tenants are eligible for the Accommodation Supplement. For every \$10 of additional rent (above a threshold) Work and Income NZ pay \$7 to the tenant (provided the maximum subsidy limit is not exceeded), leaving an effective net increase of \$3 in real terms.
19. The Cost of Consumption model, with updated financial data, has identified a significant increase in the cost of owning and operating the service relative to current budgets. The increased cost of operating the service on average equates to an increase of 24%. Rentals for Banks Peninsula tenants are currently below those for the rest of the portfolio. The recommended average increase of 24% will apply to these rentals with further adjustment being considered as part of the 2009 rent review to bring them into line with the rest of the portfolio. Current and revised rents for most of the City Housing units are shown in Diagram 1 below.
20. Once the additional Accommodation Supplement is considered, however, the real impact of this on most tenants ranges from approximately \$5.40 per week to \$9.00 per week. For 2 and 3 bedroom accommodation the upper limits of the accommodation supplement may be exceeded, depending on what benefit or income is being received. Accordingly, the net impact of the rent increase may vary for different tenants at these higher rentals. WINZ adjust benefits and the accommodation supplement on 1 April each year. This has historically been in line with the CPI. This percentage increase in income would off-set some of the rent increase but tends to benefit superannuitants more than those on an invalid benefit. In terms of dollars per week the unemployed and sickness beneficiaries benefit the least from a percentage increase in income. The increased income for tenants is also intended to account for the other living cost increases that these tenants will be coping with, such as food, heating and other utilities. The impact of the proposed rent increase for different classes of accommodation and different beneficiaries is shown in Tables 1 and 2, provided in Appendix 1 (attached). In particular Table 3 shows an assessment of disposable income after both rent and other living costs. Tables 4 and 5 give the same information under the CGPI adjustment.

Diagram 1



14 Cont'd

21. To maintain current levels of service a rent increase of 24% per week for all tenants, with the exception of Whakahoa Village tenants, is recommended.
22. Garages and carports are currently charged at \$16 and \$13 per week where the rental of a garage or carport is discretionary. Valuation advice suggests market rents for garages should be in the range of \$22 to \$28 per week. Given the size of the main rent increase this year and the potential for some tenants affordability to be compromised it is proposed that only a modest rent increase is applied to garages. This report proposes a new rent of \$17 for garages and \$14 for carports where the rental of these facilities is discretionary.

FINANCIAL IMPLICATIONS

23. See points 13 to 22 above. The City Housing portfolio is intended to be a self funded standalone portfolio, with no impact on general rates as set by the Council. The recommended rent increase will allow City Housing to address the significant programme of work required at City Housing complexes while continuing to meet normal reactive and preventative maintenance, including the resolution of health and safety issues as they arise.
24. The Cost of Consumption/Financial Sustainability model is a composite of individual cash-flows for each of the 113 sites (excluding Owner Occupier, Whakahoa Village and Partnership properties). The first 20 years of this cash flow are shown below with the red line being City Housing's total expenditure and the blue line being the proposed rental. The green line shows annual interest earned when there is a positive bank balance and the interest paid due to borrowing. The purple line is the accumulated funds in the Housing development Fund at the end of each financial year. The \$50 million spike of expenditure evident in approximately seven years is driven by the portfolio reaching an average age of 40 to 50 years with planned renewal replacements being scheduled, for example, roof replacements, kitchen and bathroom renewals etc. While this can be spread to even out the works programme over a number of years this will not materially affect the financial impact on the Housing Development Fund. This is dependant on sufficient reserves being set aside for this (approximately \$34 million by year 2015) with these funds earning interest at market rates over the intervening years.

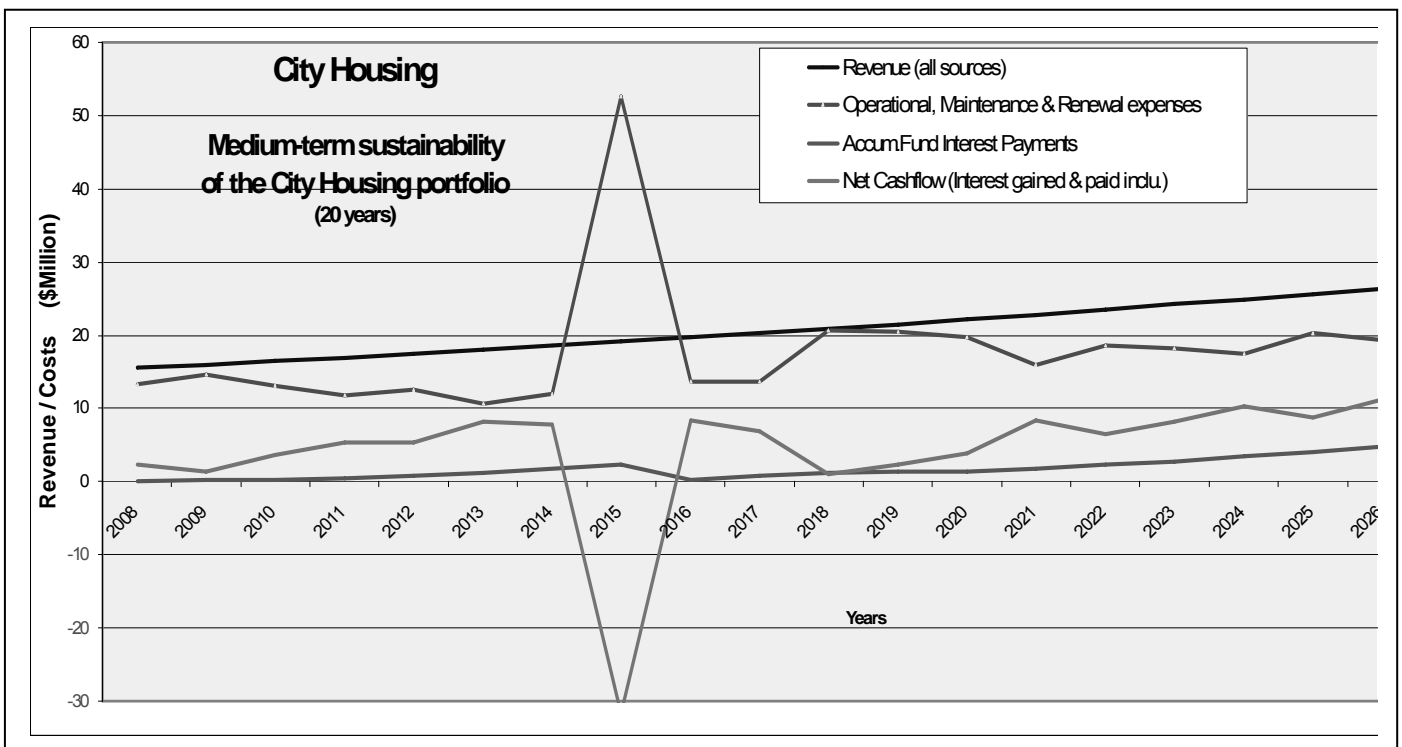


Chart 1

14 Cont'd

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

25. No. The 10 year LTCCP budget only provides for rental increases in line with forecast CGPI.

LEGAL CONSIDERATIONS

26. The rental process proposed by staff complies with both the Residential Tenancies Act and tenancy lease agreements, assuming the required notice of the rent increase can be given prior to 1 July 2008. The report is also compliant with the Local Government Act 2002 Schedule 10.

Have you considered the legal implications of the issue under consideration?

27. Yes – see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

28. Community Outcomes supported by City Housing's service include 'An Attractive and Well-designed City' 'A City of Inclusive and Diverse Communities', 'A City of Healthy People', 'A Well-Governed City' and 'A Prosperous City'. Aligns directly to the provision of Social Housing in page 49 of the LTCCP under the Community Services Group activities.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

29. Yes.

ALIGNMENT WITH STRATEGIES

30. Christchurch City Council's policies and vision statement for social housing states Council's intent:

"To contribute to the community's well-being by ensuring safe, accessible, and affordable social housing is available to people on low incomes, including older people and people with disabilities."

31. The Social Housing Strategy developed in 2007 built on this vision and has established a set of principles (to guide the strategy), goals (setting out what is to be achieved by the strategy) and objectives (how the goals will be achieved). The strategy states that Council will support social housing outcomes using a variety of approaches. In particular it confirmed Council's intent to be a direct provider of social housing.
32. The vision, goals and objectives specify that rents are to be set at affordable levels for tenants, while ensuring Government funding mechanisms are maximised. Rent affordability is considered to be the ability to rent a property whilst leaving sufficient income to maintain an acceptable standard of living. The Ministry of Social Development measures housing affordability on the basis of no more than 30% of gross income being spent on housing.
33. The strategy signals that the Council's provision of social housing continues to be self-funding, with its operation being rates neutral. The strategy also specifies that the Council set rentals that provide for the sustainable operation of, and investment in, the Council's social housing portfolio.

Do the recommendations align with the Council's strategies?

34. Yes

CONSULTATION FULFILMENT

35. N/A

14 Cont'd

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Increase rents for all existing City Housing Tenants (with the exception of Whakahoa Village tenants) by 24% per week, commencing from the beginning of the first rental period in July 2008 and for all new tenancies beginning on or after 1 May 2008.
- (b) Increase garage rentals to \$17 per week and carport rentals to \$14 per week where the rental of these facilities is discretionary.

14 Cont'd

BACKGROUND INFORMATION

- 36 Appendix 1 includes information on affordability for tenants under various options, the make up and age of the portfolio, a graphic profile of the cash-flow forecast for several options, key assumptions used in financial forecasts and a breakdown of long term expenditure.

THE OBJECTIVES

37. The purpose of the Rent Review is to ensure that adequate funds are available to cover the cost of owning and operating the Council's residential rental accommodation service with no call on general rates while still delivering an affordable housing service to its targeted clientele.

THE OPTIONS

38. **Maintain the Status Quo** - No rent increase.

Fails to adequately fund the Council's social housing service. This would adversely impact upon the ability to continue to provide the current level of service. (On average 47% of market rents.)

39. **Increase rent in line with the CGPI** (Capital Goods Price Index) – currently running at 2.3% (Dec 07)

Fails to adequately fund Council's social housing service. This would adversely impact upon the ability to continue to provide the current level of service. (On average 48% of market rents.)

- 40 **Increase rent by 24% in line with the forecast cost of owning and operating the service and in line with the tenant affordability targets**

Adequately funds the social housing service in perpetuity at the current level of service while achieving the target levels of affordability as defined by the Ministry of Social Development measure of 30% of gross income. (On average 58% of market rents.)

THE PREFERRED OPTION

41. **Increase rent by 24% in line with the forecast cost of owning and operating the service and in line with the tenant affordability targets**

Adequately funds the social housing service in perpetuity at the current level of service while achieving the target levels of affordability as defined by the Ministry of Social Development measure of 30% of gross income.

14 Cont'd

ASSESSMENT OF OPTIONS

The Preferred Option

42. **Increase Rent by 24%** in line with the forecast cost of owning and operating the service.

| | Benefits (current and future) | Costs (current and future) |
|--|---|--|
| Social | Social housing service contributes to the well-being of targeted communities – now and in perpetuity. | May motivate some tenants to move to lower cost housing, especially people under the age of 25 that are sickness beneficiaries or unemployed |
| Cultural | Neutral | Neutral |
| Environmental | Neutral | Neutral |
| Economic | Social Housing service adequately funded and able to continue delivering current levels of service – now and in perpetuity. | Existing tenants experience an increase in the cost of living with some individuals experiencing a noticeable level of financial hardship. |
| <p>Extent to which community outcomes are achieved: Primary alignment with community outcome Healthy and Active People Also contributes to A Liveable City and A Safe City</p> <p>Impact on the Council's capacity and responsibilities: Enables Council to continue to operate its social housing service in a financially sustainable manner while still achieving affordable housing targeted individuals.</p> <p>The report identifies what assets are included in the service and the asset maintenance, renewals and replacement planned. It also identifies the costs associated with maintaining levels of service provided and the source of funding required to meet these commitments.</p> <p>These are key requirements required for compliant with LGA Schedule 10.</p> <p>Effects on Maori: There are no specific impacts on Maori that are different from those to be experienced by other ethnic groups.</p> <p>Consistency with existing Council policies: This option is consistent with the provision of a sustainable service in perpetuity, as expressed in the Social Housing Strategy and the Council's policy register.</p> <p>Views and preferences of persons affected or likely to have an interest: This report has been prepared based on Council Policy, along with information from previous rent reviews, and detail provided by City Housing.</p> <p>Other relevant matters: N/A</p> | | |

14 Cont'd

Maintain the Status Quo43. **Maintain the Status Quo - No rent increase.**

Fails to adequately fund the Council's social housing service. This would adversely impact upon the ability to continue to provide the current level of service

| | Benefits (current and future) | Costs (current and future) |
|---|---|--|
| Social | Current tenants enjoy an improved level of affordability (relative to WINZ funding) | Social housing service may not be able to continue to contribute to the well-being of targeted communities in perpetuity. Levels of service will need to be reduced potentially impacting on the quality of life for some tenants |
| Cultural | Neutral | Neutral |
| Environmental | Neutral | Neutral |
| Economic | Existing tenants experience a small improvement to the cost of living | Social Housing service not adequately funded with risk that the service becomes unviable in the medium to long term. Would also result in a reduction in the level of service provided. |
| <p>Extent to which community outcomes are achieved: Primary alignment with community outcome Healthy and Active People Also contributes to A Liveable City and A Safe City</p> <p>Impact on the Council's capacity and responsibilities: Compromises Council's ability to continue to operate its social housing service in a financially sustainable manner while still achieving affordable housing for targeted individuals.</p> <p>The report identifies what is included in the service and the asset maintenance, renewals and replacement planned. It also identifies the costs associated with maintaining levels of service provided and in particular that the level of funding provided under this option is inadequate to meet these commitments without materially changing the current level of service.</p> <p>These are key requirements for compliance with LGA Schedule 10.</p> <p>Effects on Maori: There are no specific impacts on Maori that are different from those to be experienced by other ethnic groups.</p> <p>Consistency with existing Council policies: This option is not consistent with the provision of a sustainable service in perpetuity, as expressed in the Social Housing Strategy and the Council's policy register.</p> <p>Views and preferences of persons affected or likely to have an interest: This report has been prepared based on Council Policy, along with information from previous rent reviews, and detail provided by City Housing</p> <p>Other relevant matters: N/A</p> | | |

14 Cont'd

Alternate Option

44. **Increase rent in line with the CGPI** (Capital Goods Price Index) – currently running at 2.3% (Dec 07)
(provided for under delegated authority to the General Manager of Community Services)

Fails to adequately fund Council's social housing service. This would adversely impact upon the ability to continue to provide the current level of service.

| | Benefits (current and future) | Costs (current and future) |
|--|--|---|
| Social | Current tenants enjoy a comparable level of affordability (relative to WINZ funding) | Social housing service may not be able to continue to contribute to the well-being of targeted communities – now and in perpetuity. Levels of service will need to be reduced potentially impacting on the quality of life for some tenants |
| Cultural | Neutral | Neutral |
| Environmental | Neutral | Neutral |
| Economic | Existing tenants experience a comparable cost of living to the previous year. | Social housing service not adequately funded with risk that the service becomes unviable in the medium to long term. Would also result in a reduction in the level of service provided. |
| <p>Extent to which community outcomes are achieved: Primary alignment with community outcome Healthy and Active People Also contributes to A Liveable City and A Safe City</p> <p>Impact on the Council's capacity and responsibilities: Compromises the Council's ability to continue to operate its social housing service in a financially sustainable manner while still achieving affordable housing for targeted individuals.</p> <p>The report identifies what assets are included in the service and the asset maintenance, renewals and replacements planned. It also identifies the costs associated with maintaining levels of service provided and in particular that the level of funding provided under this option is inadequate to meet these commitments without materially changing the current level of service.</p> <p>These are key requirements for compliance with LGA Schedule 10.</p> <p>Effects on Maori: There are no specific impacts on Maori that are different from those to be experienced by other ethnic groups.</p> <p>Consistency with existing Council policies: This option is not consistent with the provision of a sustainable service in perpetuity, as expressed in the Social Housing Strategy and the Council's policy register.</p> <p>Views and preferences of persons affected or likely to have an interest: This report has been prepared based on Council Policy, along with information from previous rent reviews, and detail provided by City Housing</p> <p>Other relevant matters: N/A</p> | | |

15. CCC PERFORMANCE REPORT AS AT 31 JANUARY 2008

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, Corporate Services, DDI 941-8528 |
| Officers responsible: | Diane Brandish, Corporate Finance Manager Peter Ryan, Corporate Performance Manager |
| Author: | Paul Anderson – General Manager Corporate Services |

PURPOSE OF REPORT

1. The purpose of this report is to update Council on performance and financial results for the first seven months of the 2007/08 financial year.

EXECUTIVE SUMMARY

2. Attached are appendices showing:
 - Corporate performance report as at 31 January 2008 (Appendix 1)
 - Financial performance as at 31 January 2008 (Appendix 2)
 - Capital reprogramming included in Draft Annual Plan 2008/09 (Appendix 3)

Service Delivery Performance

3. The attached report shows Council's most recent forecast against its key targets:
 - Customer: 85% Levels Of Service on target;
 - Finance: (1) activities within 3% of budget;, and
(2) capital programme carry-over less than 15%
4. The levels of service are those resolved upon by Council in the 2006-16 LTCCP, along with the performance targets set out in the activity management plans which support the LTCCP. These measures and targets were also resolved upon by the Council.
5. Please note that apart from transactional areas (licensing etc) most Council levels of service cannot generate month to month statistical results. Traditionally this has meant that service performance was not monitored until final results came in at the end of financial year, by which time corrective action was impossible.
6. In order to stay focussed on the targets set by the Council the attached performance results are forecasts made by the accountable Unit Managers. (The concept is just the same as the financial forecasts Council also receives.) This means that Council has the opportunity to see slippages and problem areas in advance. These forecasts proved accurate to final results in 2006-07.
7. In summary the January 2008 report shows that:
 - **Customer:** Service delivery is forecast for 82% at year end, short of the organisational target of 85%. Areas flagged as exceptions (slipping or likely to fail) are shown in Appendix 1.
 - **Finance:** Over 40% of activities are forecast to be under spent by >3% at year end. Note these results exclude depreciation.
 - **Capital Programme:** The last detailed capital programme review estimated the capital carry-forward to be \$35m (14.5%). This remains our current estimate although we are conducting a further review of the extent of the forecast carry-forward, which will be reported to the Council at the next quarterly update. Systems and processes are being re-engineered to support more accurate project progress and capital plan reporting.

15 Cont'd

8. The service performance charts in Appendix 1 show 11% of KPIs under management corrective action and 7% that will miss target. Key areas missing service delivery targets are:
- Regulatory services – animal control. Measures are slightly behind target due to longer lead times to fairly inform owners and collate evidence. In addition, priority 1 and 2 complaints are slightly down on response time due to a combination of unavailability of customers and shortage of staff.
 - Regulatory services – enforcing legislation and investigating nuisances. Staffing shortages contribute to our inability to fully meet KPIs around swimming pool inspections, timeframes for noise complaints, and time to complete investigations.
 - Regulatory services – licensing and registration of premises. Levels of service require all operational liquor premises within the Central City area to be inspected and all premises seeking renewals to be inspected. Due to the high volume, we are adopting a risk-based approach to conducting these investigations, which means that the 100% KPI will not be met.
 - Regulatory services – parking enforcement. A change in parking metering has increased the time taken to issue tickets. We are changing staff rostering in an attempt to increase service performance.
 - Regulatory services – processing applications. Current performance for regulatory, building consent and PIMs is 80% within statutory timeframes. Staff shortages are affecting performance of applications.
 - Streets and transport; carriageways. Amalgamation with Banks Peninsula means that targets for condition index and pavement integrity index need to be re-set.
 - Streets and transport - kerb and channel. We are concerned with the contractor's performance and are addressing this directly.
 - Democracy and governance – numbers and diversity in deputations. Although we can measure the volume, we are unable to measure the ethnic make-up of deputations. We will seek a change to this KPI for 2008/09.

Financial Performance

9. The current operating result is heavily distorted by LTNZ capital revenue and vested asset shortfalls. These are further commented on in sections 7-9. Excluding these, the operational result to 31 January 2008 of \$26m is currently \$6.2m ahead of budget (see Appendix 2). Further details are shown in the revenue and operating costs sections below. This positive variance is forecast to reduce to \$2.5m by year end.

Revenue

10. Rates income currently exceeds budget by \$2.0m, driven by growth in the rating base due to subdivisions processed late in 2006/07 in preparation for the 2007 city wide revaluation. This impacts corporate revenue in the Operating Result by Group of Activity Table.
11. Capital revenues are currently \$19.4m behind budget, and are forecast to remain \$17m behind budget at year end. The following two paragraphs give further detail.
12. There is an unfavourable LTNZ subsidy revenue variance of \$15.1m, resulting from a change in the interpretation of allowable expenditure. This is forecast to be only slightly better by year end. Included in the forecasted results is \$10.6m of subsidy on land purchases for the new Bus Exchange. The LTNZ Board have not yet formally considered funding the Bus Exchange – there can be no certainty until this happens (expected in April).
13. Non cash vesting of assets is currently behind budget by \$3.9m. Cash development contributions are ahead of budget by \$1.9m. However, this is offset by land contributions being behind plan by \$2.9m. Development contributions are reflected in the “surplus” and have no rate impact.

15 Cont'd

Operating Costs

14. External costs (less internal reallocations) are presently under budget by \$2.1m, being primarily timing variances for grants (\$1.2m) and contract/asset maintenance costs (\$1.8m). This is offset by staff/office costs being over budget by \$1.8m, although \$0.9m of this has been capitalised. Overall costs are forecast to be \$2.5m overspent by year end. \$0.8m of this is offset by increased revenue in the building and resource consents area. The balance is spread equally over staff costs and contracts.
15. Debt servicing costs are forecast to be under spent at year end by \$3.8m. This is partly due to loans intended for on lending to Tuam Ltd for the new Civic Offices not having occurred, and partly due to later timing of borrowing for this years capex programme than planned. Confirmation of the purchase of the new Civic Offices is due on 28 April 2008 once the resource consents process is completed. Settlement is then expected to occur on 28 May 2008 at which time the loans will be raised.
16. Depreciation is forecast to be over budget by \$2.1m at year end, primarily due to the 2007 Rooding revaluation causing a \$3.0m increase in depreciation over that budgeted for. This impacts the Streets activity.

Capex

17. The capital programme is currently behind plan by \$35.0m, excluding vested assets which are \$6.7m behind plan. Project managers have indicated potential carry forwards in the range \$30m-\$35m. Offsetting this, strategic land purchases are forecast to occur earlier than planned, reducing the forecast year end under spend to \$12m as shown in Appendix 2.
18. Some specific project reprogramming has subsequently been identified both from and to 2007/08 and has been included where appropriate in the draft Annual Plan 2008/09 for approval. A summary of the proposed reprogramming is set out in the table below and is detailed in Appendix 3.

| | Impact on capital programme | | |
|---|------------------------------------|-----------------------|-------------------------|
| | <u>2007/08</u> | <u>2008/09</u> | <u>Out Years</u> |
| 07/08 Projects to be Carried Forward | | | |
| Resource consent delays | -520 | 520 | |
| Scoping / design delays | -10,893 | 9,682 | 1,211 |
| Other project / strategy dependencies | -5,320 | 5,302 | 18 |
| Other delays | -2,848 | 2,348 | 500 |
| | <u>-19,581</u> | <u>17,852</u> | <u>1,729</u> |
| 08/09 Projects to be Done Earlier | | | |
| Strategic land purchases | 16,314 | | -16,314 |
| Timing changes | 1,088 | -1,088 | |
| | <u>17,402</u> | <u>-1,088</u> | <u>-16,314</u> |
| Net Change to Capital Programme | <u>-2,179</u> | <u>16,764</u> | <u>-14,585</u> |

FINANCIAL IMPLICATIONS

19. As above.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

20. The report is for information, not a recommendation.

15 Cont'd

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

21. Yes – there are none.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. Both service delivery and financial results are in direct alignment with the LTCCP and Activity Management Plans.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

23. As above.

ALIGNMENT WITH STRATEGIES

24. Not applicable.

CONSULTATION FULFILMENT

25. Not applicable.

STAFF RECOMMENDATION

It is recommended that Council receive the report.

16. ELECTED MEMBERS' REMUNERATION 2008/09

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager Regulation and Democracy Services, DDI 941-8549 |
| Officer responsible: | Democracy Services Manager |
| Author: | Max Robertson |

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Enable the Council to formulate a proposal to be submitted to the Remuneration Authority for the payment of salaries to elected members for the 2008/09 year.
 - (b) Seek approval for the associated schedule of expenses and allowances for 2008/09 to be submitted to the Remuneration Authority with the Council's proposal.

EXECUTIVE SUMMARY

2. The Remuneration Authority has advised that the remuneration pool for the elected members of the Christchurch City Council and its eight community boards has been fixed at \$1,583,335 for the 2008/09 financial year and that the Mayor's gross salary has been fixed at \$158,081. This means that the amount available to be paid as remuneration for Councillors (including the Deputy Mayor) and community board members is \$1,425,254.

3. The following is a comparison between the 2008/09 Christchurch City remuneration pool, and the pools applicable in preceding years:

| Year | Pool |
|-------------|---|
| 2005/06 | \$1,469,944 |
| 2006/07 | Base pool \$1,529,250 plus temporary adjustment of \$60,395 to allow continuation of existing salaries. |
| 2007/08 | \$1,581,844 |
| 2008/09 | \$1,583,335 |

4. Therefore, the difference between the 2007/08 remuneration pool and the 2008/09 pool is an increase of \$1,491.
5. The increase of \$1,491 in the available pool, is exactly the amount required to cover the increase in the Mayor's salary, from \$156,590 (2007/08) to \$158,081 (2008/09). Therefore, all remaining elected member salaries can be maintained at their present levels for 2008/09.
6. The following schedule lists the salaries which apply until 30 June 2008, and the salaries proposed to apply from 1 July 2008:

| Position | Current Salaries | Current 2007/08 Remuneration Sum | Current 2007/08 Remuneration Sum within Remuneration Pool | Proposed 2008/2009 Salaries | Proposed 2008/09 sum within remuneration pool |
|---|-------------------------|---|--|------------------------------------|--|
| Mayor | \$156,590 | \$156,590 | \$156,590 | \$158,081 | \$158,081 |
| Deputy Mayor | \$96,400 | \$96,400 | \$96,400 | \$96,400 | \$96,400 |
| Councillors (12 positions) | \$83,500 | \$1,002,000 | \$1,002,000 | \$83,500 | \$1,002,000 |
| Community Board Chairs (6 City Boards) (6 positions) | \$23,500 | \$141,000 | \$70,500 | \$23,500 | \$70,500 |
| Community Board Members (6 City Boards) (24 positions) | \$16,450 | \$394,800 | \$197,400 | \$16,450 | \$197,400 |
| Community Board Chairs (Lyttelton/Mt Herbert and Akaroa/Wairewa) (2 positions) | \$15,510 | \$31,020 | \$15,510 | \$15,510 | \$15,510 |
| Community Board Members (Lyttelton/Mt Herbert and Akaroa/Wairewa) (8 positions) | \$10,860 | \$86,880 | \$43,440 | \$10,860 | \$43,440 |
| Totals: | | \$1,908,690 | \$1,581,840 | | \$1,583,331 |

16 Cont'd

7. It is considered that little would be gained by seeking substantial alterations to the salary margins which currently apply.
8. With regard to the proposed allowances and expenses for elected members in 2008/09, staff are recommending that the Council again seeks payment of a flat communication allowance.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with 2006-16 LTCCP Budgets?

9. Sufficient provision has been included in the 2008/09 Annual Plan for all elected member salaries to be continued at or about their present levels, until 30 June 2009.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

10. The principal statutory provisions which apply in this instance are the Seventh Schedule of the Local Government Act 2002, and the Remuneration Authority Act 1977. Once this Council's 2008/09 remuneration proposal (or any variation thereof) has been approved by the Remuneration Authority, it will be gazetted via the Local Government Elected Members' Determination 2008.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. Page 113 of the LTCCP, level of service under Democracy and Governance refers.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Not applicable.

CONSULTATION FULFILMENT

13. In view of the fact that there is little or no option but to maintain salaries at the present levels through to 30 June 2009, and given that the Authority has requested the proposed figures for 2008/09 by 1 April 2008, community boards have not been formally consulted on the allocation of the 2008/09 pool. However, all Board members have been made aware of the contents of this report, and their ability to make submissions direct to the Remuneration Authority.

STAFF RECOMMENDATIONS

It is recommended that the Council:

- (a) Adopt the salary only model as its basis of remuneration for elected members of the Christchurch City Council for the 2008/09 financial year.

Note: The remuneration framework requires all community board members to be paid an annual salary (ie there is no provision for the payment of meeting fees to community board members).

- (b) Agree to submit the proposal set out in clause 6 of this report to the Remuneration Authority, which provides for the salaries payable to all elected members (with the exception of the Mayor) to be continued at their present levels for the year ending 30 June 2009.
- (c) Resolve to submit to the Remuneration Authority for its approval the proposed rules and policies for the reimbursement of elected member expenses and allowances for the year ending 30 June 2009 described in Appendix A of this report.
- (d) Note that the Remuneration Authority must be advised of any dissent expressed by members of the Council or its community boards in relation to the Council's proposal.

16 Cont'd

BACKGROUND ON ELECTED MEMBERS' REMUNERATION 2008/09

14. The Remuneration Authority is responsible for setting the salaries of elected local government representatives (clause 6 of Schedule 7 of the Local Government Act 2002 refers).
15. The Remuneration Authority revises remuneration pools annually, and each council is thus required to review its levels of remuneration prior to the start of each financial year, based on the new pool. Therefore, this report has been submitted to allow the Council to consider the allocation of the 2008/09 pool, with any adjustments to the present salaries being applicable from 1 July 2008.
16. The Authority has now released the Christchurch City indicative pool for 2008/09, which amounts to:
- | | |
|--|-------------|
| Total pool | \$1,583,335 |
| less Mayor's gross salary | \$158,081 |
| | ----- |
| Nett pool available for Deputy Mayor, 12 Councillors, eight community board chairs and 32 community board members | \$1,425,254 |
17. This represents an increase of \$1,491 in the pool approved by the Authority for 2007/08. This increase of \$1,491 in the available pool, is exactly the amount required to cover the increase in the Mayor's salary, from \$156,590 (2007/08) to \$158,081 (2008/09). Therefore, all remaining elected member salaries can be continued at their present levels for 2008/09.
18. 50% of the total remuneration paid to community board members and elected community board members (excluding members appointed by the Council) is paid outside the pool.
19. Only one salary is payable to elected members. Thus, a Councillor who serves as an appointed member of a Community Board is paid a Councillor's salary only, and receives no additional payment for serving on the Community Board.
20. Directors' fees paid to Councillors who serve as directors of Council-controlled organisations cannot be taken into account when considering Councillors' remuneration. The directors' fees paid to such Councillors reflect their service as directors of the companies concerned, rather than their role as Councillors.
21. Although the Mayor's salary is set independently by the Remuneration Authority, it is included within the pool. Where a Mayor has partial or full private use of a car provided by the Council, the Mayor's gross salary is reduced by an amount which reflects both the extent of private use and the value of the car supplied.

DISCUSSION**Basis of Remuneration**

22. Although it is possible for the Council to recommend the payment of a mixture of salary and meeting fees to Councillors, community board members must be paid on a salary only basis, without meeting fees. However, because of the administrative difficulties associated with the payment of meeting fees and in ensuring that the total remuneration paid does not exceed the pool in any one year, it is recommended that the Council retain the salary only model for all elected members, rather than reverting to a mixture of salary and meeting allowances.

Distribution Options

23. Although a variety of distribution options were considered by the Council and community boards both prior to and following the elections, it is considered that little would be gained by attempting to revisit the margins prescribed by the Remuneration Authority in its post-election determination.
24. It is therefore recommended that the present salaries for all elected members (apart from the Mayor) be continued at their present levels for 2008/09.

16 Cont'd

Elected Member Allowances and Expenses

25. As part of its remuneration proposal, the Council is also required to seek the Remuneration Authority's approval for the allowances and expenses proposed to be paid to elected members. The schedule attached as Appendix A is similar to the schedule previously approved by the Authority for the remainder of 2007/08, with the following exceptions:
- For 2008/09 it is proposed to restrict the supply of laptops and printers to the Mayor, Deputy Mayor, Councillors and Community Board Chairs, reflecting the fact that there is insufficient funding currently available in the LTCCP for this hardware to be supplied for all community board members
 - It seeks approval for the payment of a flat communications allowance of \$100 per month to the Deputy Mayor, Councillors and all Community Board members, in place of the maximum reimbursing payment of \$100 which can currently be claimed by all elected members upon production of receipted accounts.

These amendments are shown in bold on page 8 of the Schedule.

26. The schedule submitted to and approved by the Authority for the remainder of the current year made provision for laptops and printers to be supplied to all elected members. However, inclusion of that provision was due to staff error. The report to the Council meeting of 7 November 2007 did not specifically recommend that provision, given the significant additional cost involved (approximately \$105,000 for equipment plus running costs), and the fact that no provision for this additional expenditure has been made in the current LTCCP. Unfortunately, the staff error was to have included the words "Community Boards" in relation to provision of laptops and printers, in the version of the allowances and expenses policy attached to the Council report for approval. In these circumstances, it is proposed to limit the supply of this equipment to the Mayor, the Deputy Mayor, Councillors and Community Board Chairs for the remainder of 2008/09 (which has been the practice in previous years), although it is proposed that the Council will continue to provide all members with a broadband connection.
27. Currently the Deputy Mayor, Councillors and all Community Board members can claim a maximum reimbursement of \$100 per month for the following costs, subject to the production of receipted accounts, with the relevant Council or Community Board related charges clearly identified:
- Council or Community Board related toll calls made from members' home telephone lines
 - Call charges for Council or Community Board related calls made from members' cellphones
 - Broadband.
28. In earlier communications, the Remuneration Authority has indicated a strong preference for reimbursing payments, rather than the payment of flat communications allowances. The Authority has also previously commented that administrative convenience is not in itself sufficient reason to pay standard communications allowances, rather than reimbursing payments. However, the requirement to submit fully documented claims has major downsides for both elected members and staff. As an example, one Councillor uses three different internet providers for emails, and three different phone providers, all with separate accounts. The cellphone plan used by the member in question permits 200 minutes within a flat charge, with the result that it is difficult for the member to cost out individual calls. The collation, checking and approval of documented claims also involves a considerable amount of time for both staff and Councillors.
29. It is noted that the Authority has recently approved the payment of flat communications allowances in the cases of some other Councils, eg North Shore City and the Wellington Regional Council.

16 Cont'd

30. The amended schedule attached as Appendix A therefore seeks approval for the payment of the following flat communications allowances:

The Deputy Mayor, Councillors and all Community Board members

A flat allowance of \$100 per month as a contribution towards:

- The standard cost of a residential phone connection
- Council or Community Board related toll calls made from members' home telephone line
- Call charges for Council or Community Board related calls made from members' cellphones
- Broadband charges related to Council or Community Board business.

Unanimity of the Council's Decision

31. In submitting its proposal the Council is required to notify the Remuneration Authority of:
- (i) details of any dissent at Council, and
 - (ii) details of any dissent from its community boards.
32. Community Boards and individual Community Board members (or any other person) also have the ability to express any opposing views they might have on the Council's final proposal direct to the Remuneration Authority.
33. If the Council's recommendations are unanimous and reasonable it is unlikely that the Commission will withhold its approval. It does, however, have the power to amend any proposal if the level of dissatisfaction is high or if the proposal is considered unreasonable.

CONCLUSION

34. The salaries and expenses approved by the Remuneration Authority will apply from 1 July 2008 until 30 June 2009.

27. 3. 2008

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**17. REPORT OF THE REGULATORY AND PLANNING COMMITTEE:
MEETING OF 6 MARCH 2008**

Attached.

**18. REPORT OF THE REGULATORY AND PLANNING COMMITTEE:
MEETING OF 11 MARCH 2008**

Attached.

19. DRAFT 2008 AMENDMENTS TO THE 2006-16 LTCCP

To be separately circulated.

20. NOTICES OF MOTION

21. QUESTIONS

22. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

THURSDAY 27 MARCH 2008

COUNCIL

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 23.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED | REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER | GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION |
|--|---|--|
| 23. CONFIRMATION OF MINUTES - COUNCIL MEETING OF 13.3.08 |) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7 | SECTION 48(1)(a) |

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

| | | |
|---------|--|-------------------|
| Item 23 | Conduct of Negotiations | (Section 7(2)(i)) |
| Item 23 | Protection of Privacy of Natural Persons | (Section 7(2)(a)) |

Chairman's Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”