

Submission from the Moa Neighbourhood committee on the draft Council Long Term Community Plan

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The Moa Neighbourhood Committee represents the area bounded by Fitzgerald Avenue, Bealey Avenue, Colombo Street, and the Avon River. According to the 2001 census, some 1,600 residents live in our area. There has been considerable property development since 2001, which has increased the density and number of residents.

The Moa Neighbourhood Committee has discussed the draft LTCCP at its last meeting. We appreciate the opportunity making this submission. If any of the points raised need further clarification, please do not hesitate to contact the author

We would like to talk to our submission at the hearing.

Comments on information presented in the Summary Draft Plan

Question One - Comments on major projects

City Mall Renovation

Given the number of empty shop leases available already, it is difficult to see how targeting the cost of the improvements will attract more tenants to the area.

Under-grounding

We are extremely disappointed to note that under-grounding is listed in the discretionary projects considered but not included in the plan. The committee has worked over many years to gain approval for under-grounding of narrow city streets for which tree planting is not feasible. The following excerpt comes from the response to our submission last year. We were assured that the agreed \$200,000 allowed per annum was still in place.

Underground Wiring Conversion

The Annual Plan, as a matter of best practice, now tends to list groups of activities rather than individual projects. Hence narrow streets undergrounding is not specifically detailed in the plan. Submitter can rest assured, however, that the item is still part of the plan. It should be noted, as per the original entry for this project in the 2004/05 five year plan, that narrow streets undergrounding is to commence in 2006/07, not 2005/06.

The Council discussed undergrounding policy in its 1 December 2005 meeting. See the report REVIEW OF POLICIES RELATED TO THE UNDERGROUNDING OF OVERHEAD WIRING

www.ccc.govt.nz/Council/proceedings/2005/December/CnclCover1st/ReviewofPolicies.pdf

It was **resolved** that the Council:

- (e) *Request officers to refine and clarify the Council's policies in relation to undergrounding on the basis of safety and tourist routes (arterials and collectors), and amenity improvements, including narrow streets, for adoption by the Council before the commencement of the 2006/07 financial year.*

We are not aware that Council staff have reported back to Council. It would appear that by not intending to fund the undergrounding of narrow streets before officers have reported back, the above Council resolution is violated. We would appreciate if your legal team could investigate this issue.

The new Civic offices.

We note the huge increase in the projected cost for the civic offices. We would like to see this project capped. The increased cost is significant compared to the small savings proposed by cutting local services as listed on page 8.

Question Two - Comments on council activities

City Care and Red Bus

We do not agree with the removal of City Care and Red Bus Company from the list of strategic assets. Both these companies provide services traditionally seen as core activities of the council. Thus we consider that these companies should remain under direct control of the council through ownership and reporting.

Question Three - Other General Comments

Staff Salaries

The plan shows some costs (and proposed savings) for some "things". While the annual report details clearly the remuneration paid to the councillors and CEO, there is no report of the total wages and salaries cost. Thus it is impossible to gauge the level of personnel staffing or any impact of salary movements on total costs and hence rates.

Commuter Parking

The Moa Neighbourhood committee recently presented its views to the Hagley Ferrymead Community Board on parking management. While we are promoting the need for new policy to better fit the needs of the residents living in the inner city streets, there is scope for better and more frequent patrolling of parking under existing policy which could generate revenue from parking infringement fines. New commuter parking policy could include charging commuters and residents for the right to park on inner city streets (and near other big parking demand generators, e.g. university, polytech or malls) outside the current metered areas.

Increasing parking charges in the inner city would risk turning more people and businesses towards the suburban malls. Public transport policy needs to be considered alongside parking policy. Perhaps bus fares for short trips within the four avenues could be reduced.

Travelling on the city loop in Auckland is just \$1.50. Also city fares are cheap in Wellington compared to Chch – we believe it is just \$1 for downtown. We appreciate that Environment Canterbury sets the fare structure, but would encourage CCC to collaborate with ECan on this issue.