



CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 28 APRIL 2005

AT 9.30AM

IN THE COUNCIL CHAMBER, CIVIC OFFICES

Council: The Mayor, Garry Moore (Chairperson).
Councillors Helen Broughton, Sally Buck, Graham Condon, Barry Corbett, David Cox,
Anna Crighton, Carole Evans, Pat Harrow, Bob Shearing, Gail Sheriff, Sue Wells and Norm Withers.

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28. 4. 2005

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1. APOLOGIES
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5. DRAFT STRATEGIC DIRECTIONS

General Manager responsible:	General Manager Strategic Development
Officer responsible:	Acting Research and Policy Manager
Author:	Alan Bywater, Acting Unit Manager Research and Policy, DDI 941-6430

PURPOSE OF REPORT

1. To seek Council approval for the Draft Strategic Directions for public consultation.

EXECUTIVE SUMMARY

2. The Council has been going through the process of developing a set of Draft Strategic Directions - peak level statements of strategic intent. Consultation on the Draft Strategic Directions will take place alongside the consultation on the Draft Community Outcomes.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The Draft Strategic Directions provide high level goals and objectives for the Council's activity. They have been developed to be sufficiently broad to encompass the activities the Council is required to undertake under statute.
4. There are no direct financial implications from adopting the Draft Strategic Directions for consultation.
5. The draft document submitted to last week's Council meeting was deferred to enable it to be resubmitted to the present meeting, incorporating a number of alterations and amendments discussed at that meeting.
6. As there has been insufficient time for the changes to be made prior to circulation of the agenda, the revised document will be separately circulated prior to the Council meeting.

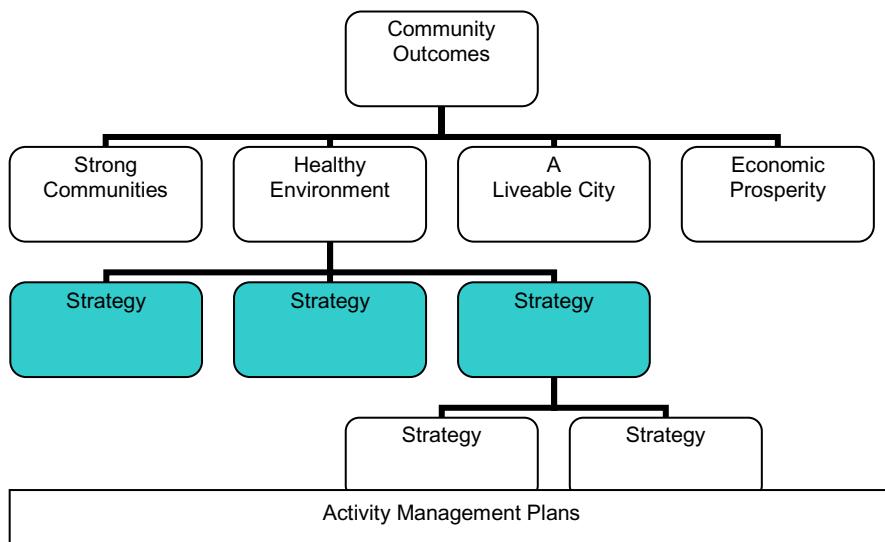
STAFF RECOMMENDATIONS

It is recommended that the Council approves the Draft Strategic Directions (attachment) for public consultation.

5 Cont'd

BACKGROUND

7. As part of the LTCCP requirements under the Local Government Act 2002 the Council is required to identify how it will contribute to furthering the Community Outcomes. This will be achieved through the development of Strategic Directions and a series of more specific strategies with narrower focus beneath them, ultimately informing the Activity Management Plans.



8. The Strategic Directions are the over-arching statements of strategic intent providing the overall goals and objectives for the Council. They indicate in broad terms how the Council intends to contribute to the Community Outcomes. The Strategic Directions will be used for the Council to communicate both with the community and internally.

Process

9. The Draft Strategic Directions have been developed by staff on the Council's behalf with input from both community board members and councillors.
- Initial draft of goals based on developed understanding of the 2004/05 Community Outcomes, the issues and challenges facing the city and the roles of other major contributors.
 - Seminar held with community board members to gain input into the goals.
 - Seminars held with councillors to gain direction of the goals.
 - Sustainable development workshop provided by Landcare Research.
 - Further drafting carried out by staff.
 - Second seminar on goals and objectives with community board members.
 - Second seminar on goals and objectives with councillors.
 - Further re-drafting to make the language simpler for publication as requested by councillors.
 - Further work on leadership/governance goal with Councillors Buck and Wells.

5 Cont'd

10. Once approved for consultation the Draft Strategic Directions will be the subject of public consultation alongside the Draft Community Outcomes. The consultation will be seeking the public's views on the draft of its picture of how it would like Christchurch to be in the future (Community Outcomes) and the Council's goals in contributing (Strategic Directions). This consultation process will be taking place in May 2005 and it is anticipated that a final version of Strategic Directions will be prepared for consideration by the Council in June 2005.
11. The Draft Strategic Directions are the Council's overall statements of goals and objectives. They need to be 'owned' by Councillors as a draft for consultation.

6. CENTRAL CITY SHUTTLE CONTRACT TENDER

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and City Streets Unit Manager
Author:	Robert Woods, DDI 941-8060

PURPOSE OF REPORT

1. The purpose of this report is to seek a Council decision on a number of issues beyond the delegated authority of the Transport and City Streets Unit Manager in relation to the recent tender for the central city shuttle.

EXECUTIVE SUMMARY

2. Following an extensive review and public participation process during 2004, the Council in December 2004 approved a level of service change for the shuttle and also decided to re-tender the contract, which expires on 30th June 2005.
3. In December 2004 and January 2005 tender documents were distributed to interested parties. One tenderer submitted a proposal (the incumbent operator - Red Bus Ltd.). The tendered price to meet the specification for the service with the stated terms and conditions exceeds currently budgetted amounts and so in accordance with the Council's resolution of 9 December 2004 (see attached) a Council decision is sought.
4. Officers from both the Transport and City Streets Unit and Corporate Services Unit have met on a number of occasions with Red Bus senior managers to established the reasons behind the price increase and also to explore and develop a number of options to mitigate some of the cost increase.
5. There are trade-offs identified through a number of options in this report to more closely align the tendered sums with the budget, however it has been established through lengthy discussions with Red Bus that unless a significant level of service to central city users is sacrificed, the budget for this activity will need to be increased to meet the current market situation.
6. For the preferred option identified in this report (with the level of service approved in December 2004), there is a requirement for an additional \$219,000 in the coming financial year. It is recommended that this sum be sourced from within existing Transport and City Streets operational budgets to ensure a cost neutral effect. For subsequent years (2006/07 to 2009/10) it is recommended that the budget be adjusted through the 2006/16 LTCCP consultation process.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The preferred option requires an additional \$219,000 in the budget for 2005/06. It is proposed to source this sum from additional revenues in the Transport and City Streets operational budget anticipated from unbudgetted extra subsidies from Land Transport NZ (i.e. with a cost neutral effect) to achieve an alignment of the contract price and budget in 2005/06. The budget for subsequent years will require adjustment through the LTCCP development process.

STAFF RECOMMENDATIONS

It is recommended that the Council:

- (a) Agrees to award the contract to Red Bus Ltd for an initial three year period, with a right of renewal by the Council for a fourth and fifth year thereafter; and that the level of service be as decided by the Council in December 2004.
- (b) Agrees to the Transport and City Streets Unit Manager incorporating in the draft annual plan for 05/06 the additional \$219,000 by offsetting this sum against operational savings for transport planning projects resulting from an unexpected increased revenue from Land Transport NZ.
- (c) Agrees to the Transport and City Streets Unit Manager identifying appropriate budgets beyond the 2005/06 financial year in the 2006/16 LTCCP development process, to align the budget with the tendered sums.

6 Cont'd

BACKGROUND

8. The free central city shuttle arose from a desire to promote central city revitalisation by linking retail areas primarily associated with Colombo Street (and later the Polytechnic and Casino) – in effect creating a ‘moving footpath’. The intention was to make the central city ‘smaller’ for shoppers on foot, encouraging them to spend more time and money in the central city.
9. The first tender for the service was won by Red Bus Ltd. and the service commenced on 1 December 1998, with three shuttles. The service was ground breaking at that time as it was the first to employ electric hybrid vehicle technology on a passenger service vehicle. Construction of the vehicles was by Designline Ltd of Ashburton. The nature of this first contract recognised the experimental and leading edge environment in which the service would operate, acknowledging that Red Bus had taken on board a considerable level of risk in buying these vehicles, and uncertainty as to the full costs of maintaining and operating a hybrid electric fleet of vehicles.
10. With the success of the service and the Council’s desire to improve service levels in early 2001, a fourth shuttle was bought by Red Bus Ltd from Designline, and the contract extended by one year to allow Red Bus some additional time to recover their capital investment on this additional vehicle. To date the shuttles have carried over 6.5 million passengers, linking the Casino to the north and the Polytechnic and Hoyts to the south. Recent public surveys show the free shuttle is a much relied upon service that reflects the clean green image of Christchurch, used by locals and visitors alike to shop, to commute and to get to know the city.
11. In accordance with the Christchurch Public Passenger Transport Strategy (2003) and in anticipation of contract expiry (which was then 30 November 2004), the shuttle service underwent a review in 2004, gathering stakeholder and community views on the service in addition to an assessment of the technical aspects of the service. Various recommendations were made by officers and adopted by the Council as a result of the review process. This included proposed route and timetable changes to the service, and also a decision to re-tender the contract following legal advice on the requirements of the Local Government Act 2002 “to consider all practicable options”. To allow time for this process to be undertaken, the contract was extended by seven months, to 30 June 2005.
12. The tender was open through December 2004 and January 2005, with further dialogue taking place with the preferred (and only) tenderer Red Bus Ltd. in February and March 2005. Through dialogue with Red Bus, officers sought to establish the reasons why the tender price exceeds the present budget by around 30%, since no rationale existed at the time of the last budget setting to expect any more than a proportionate increase (12%) in line with the level of service improvements.
13. Red Bus management have stated that the costs now associated with maintaining and operating the electric shuttle vehicles are not being recovered through the current contract. In their view the market has moved significantly since 1998 and the company is now seeking an adjustment to reflect current market conditions. At the time of writing, the actual cost to the Council has risen by 50% since 1998, however it must be remembered that in that time the amount of kilometres travelled has increased by up to 40% with the introduction of the fourth vehicle and the Casino route in the evenings. Despite inflation adjustments which have increased the price over the years since 1998, in real terms the price the Council has been paying has changed little since the introduction of the service. In addition, research that officers have undertaken into the current hybrid electric market has revealed that the current price being paid by the Council is below the market, and also that the tendered amounts represent good value in comparison to prices already being paid elsewhere in the country.
14. Six options are presented in this report, representing various trade-offs of length of contract, terms, conditions and levels of service which have been negotiated with Red Bus in an effort to achieve greater alignment between cost and budget.

6 Cont'd

OPTIONS

15. Six options are presented for consideration. The first is the tendered price in response to the tender documents, followed by five further negotiated price options that trade various features of the contract for a cheaper contract price.

Option 1

This is the first tendered price. Key differences between the proposed contract in the tender documents and the current contract (n.b. to improve service delivery) are as follows :

- level of service improvement (12% increase in km travelled) as decided by Council in December 2004.
- 3 year term with right of renewal annually for a further two years (called 3+1+1), instead of current five years. This is in common use in service contracts as a means to reward contractors for meeting required performance levels in the first three years and then annually for up to a maximum of a further two years.
- Penalty clauses introduced as a means for the Council to recover payment for poor performance. This was excluded from the first contract in recognition of the research and development conditions of 1998, but is now included in the tender given the technology is now well understood.
- All advertising revenues passed on directly to the Council. The current contract allows Red Bus to retain any revenue they can achieve from advertising on shuttles, but must pass on an agreed fixed annual discount to the Council.

The prices for this option were tendered as follows :

	Tender	Budget	Difference
2005/06	\$981,246	\$716,468	\$264,778
2006/07	\$981,246	not set	
2007/08	\$981,246	not set	
2008/09 (if awarded)	\$1,040,930	not set	
2009/10 (if awarded)	\$1,056,914	not set	

The Council could potentially secure annual revenue from advertising on the shuttles in the region of \$45,800 p.a, which is in line with the revenue Red Bus currently receives from Smith's City. In this case, the net shortfall would be about \$218,978 p.a. (\$264,778 - \$45,800). Additional Council overheads (associated with staff time selling and administering the advertising contract) would reduce the net benefit to Council. Selling advertising is also an inherently risky operation, due to its cyclical nature governed by the varying marketing budgets of advertisers. To remove this risk, long term arrangements can be entered into, however typically at a reduced rate.

No revenue has been planned for from penalties passed onto Red Bus. Its purpose is to maintain ongoing good performance and not to provide a revenue stream.

Option 2

Option 2 was as a result of initial negotiations with Red Bus, and comprised the as-tendered arrangements but Red Bus retaining the responsibility (and risk) for maximising advertising revenue, with the Council receiving a fixed annual discount of \$45,800 on the tendered prices. The Council could retain control over the content of the advertising via conditions in the contract.

6 Cont'd

The prices for this option were negotiated as follows :

	Tender (with discount)	Budget	Difference
2005/06	\$935,446	\$716,468	\$218,978
2006/07	\$935,446	not set	
2007/08	\$935,446	not set	
2008/09 (if awarded)	\$995,130	not set	
2009/10 (if awarded)	\$1,011,114	not set	

This option is essentially the same as option 1, but the risks and overheads associated with selling the advertising are kept by Red Bus. The Council receives cost certainty throughout the contract and a fixed annual discount guarantee of \$45,800. Again, no revenue has been anticipated from issuing penalties.

Option 3

Ongoing discussions with Red Bus took place to identify how any further price reductions could be developed whilst still delivering the level of service approved by the Council in December 2004. Option 3 comprises contractual arrangements very similar to the existing contract, i.e a five year contract, the removal of proposed penalty clauses and a fixed annual discount (as above, \$45,800 p.a.) to the Council for advertising revenues.

The prices for this option were negotiated as follows :

		Budget	Difference
2005/06	\$904,516	\$716,468	\$188,048
2006/07	\$929,591	not set	
2007/08	\$957,479	not set	
2008/09	\$986,203	not set	
2009/10	\$1,015,789	not set	

Option 4

In order to understand to what degree the market may have moved since 1998, Red Bus were asked what the current level of service with the existing terms and conditions would cost for five years in today's prices. The prices below underline Red Bus' assertion that the actual present day costs of providing the technology and the service are some way off the originally tendered prices, even with five years of inflation adjustments to the price, permitted in the current contract.

The prices for this option were negotiated as follows :

		Budget	Difference
2005/06	\$884,027	\$716,468	\$167,559
2006/07	\$909,102	not set	
2007/08	\$936,990	not set	
2008/09	\$965,714	not set	
2009/10	\$995,300	not set	

Option 5

Red Bus indicated an option for consideration that would address some additional costs they incur in paying drivers to operate the service late Friday and Saturday nights when they are occasionally subject to harassment from unruly passengers. This option would be the existing route and timetable but running two hours less on Friday and Saturday nights, finishing at 10.00 pm instead of midnight. It should be noted that the level of service approved by the Council in December 2004 would also see the proposed service terminate near this time (at 10.30 pm when passenger numbers are very low), in order to mitigate cost increases for improvements at peak times.

6 Cont'd

The prices for this option were negotiated as follows :

		Budget	Difference
2005/06	\$877,527	\$716,468	\$161,059
2006/07	\$902,602	not set	
2007/08	\$930,490	not set	
2008/09 (if awarded)	\$959,214	not set	
2009/10 (if awarded)	\$988,800	not set	

Option 6

Staff asked Red Bus what level of service was achievable with the current budget. In response Red Bus outlined an option representing a 30% decline in service level, as follows:

Monday – Thursday	8am to 6pm
Friday	8am to 9pm
Saturday	9am to 6 pm
Sunday	10am to 5pm
(10 minute frequency, day route only)	

This price was only given for 2005/06, as part of a “stop-gap” option where only the budgetted amount was spent in that year, during which time additional budget provision for future years was sought through the 2006/16 LTCCP development process following which the costs and level of service would revert to the tendered amounts.

Each of the six options are outlined in the table below:

Year	Option*						Budget**
	1	2	3	4	5	6	
2005/06	981,246	935,446	904,516	884,027	877,527	716,468	716,468
2006/07	981,246	935,446	929,591	909,102	902,602	-	737,962
2007/08	981,246	935,446	957,479	936,990	930,490	-	760,101
2008/09	1040,930	995,130	986,203	965,714	959,214	-	782,904
2009/10	1056,914	1,011,114	1,015,789	995,300	988,800	-	806,391
total	5,041,582	4,812,582	4,793,578	4,691,133	4,658,633	-	3,803,826

Prices exclude GST.

*- CPI adjustments will apply.

** - 2005/06 budget as shown with subsequent years adjusted at 3% inflation for illustrative purposes only.

16. A number of other matters have been investigated by staff in relation to the cost of providing the service, including looking at a longer (10 year) term and establishing whether the hybrid electric market has moved since 1998.
17. In relation to the hybrid electric bus market, staff have contacted officers of the Auckland Regional Transport Authority (ARTA) to establish the nature and costs of their central city electric hybrid service. Auckland operates a similar service, with three hybrid electric shuttles operating on a 4.1 km route from 8am to 6 pm Monday to Sunday. This is a lower level of service than our own (30% lower), whilst it is charged at a comparably high rate of \$6.23 / km. ARTA staff indicated they would expect a higher tender rate if their service were tendered now.

6 Cont'd

18. The table below provides a comparison of existing per kilometre rates for Auckland and Christchurch, together with the options developed for our service as discussed above. What the table shows is that the current rate we pay is significantly below what Auckland pay, and for a better service. This would confirm the Red Bus position that the market has moved since 1998 and that the costs developed are realistic in the current market.

	\$/km
Auckland (existing service)	6.23
Christchurch (existing service)	5.14
Option 1	7.05
Option 2	6.73
Option 3	6.69
Option 4	7.02
Option 5	7.25
Option 6	7.73

19. Staff have also investigated the potential of tendering a contract for 10 years. Whilst it is understood that this could potentially attract new interest in tendering for the service (it would have to be re-tendered), and perhaps lower overall prices in the long run, certain potentially expensive risks are always associated with pursuing this option, namely:
1. Technological improvements and transport policy changes are almost certain to take place over time, and for the Council to respond to these in a mid-term situation would require a re-negotiation of the contract terms and price, or early termination, not necessarily on terms advantageous to the Council.
 2. The benefits of cost certainty now with such a contract could be outweighed by the cost of terminating it early, should the Council conclude at some point in the future (and before the end of the contract) that savings can be made from a competitive tender.
 3. In the real world, a 10 year contract term is not conducive to competition in the market place or ongoing and consistently high contractor performance.

PREFERRED OPTION

20. Option 2 is the recommended preferred option. This would provide the level of service requested in the public consultation process during 2004 and agreed by the Council in December 2004.
21. The contract would be awarded for three years initially, with the Council having the right of renewal annually for up to a further two years (i.e. 3+1+1), depending on satisfactory contractor performance, before the contract had to be tendered again.
22. Penalty clauses would be kept in the contract. Advertising revenue would be retained by Red Bus, the negotiated prices being discounted prices on the original tender.
23. The benefits of this option, and thus the reason it is the recommended preferred option are as follows:
1. It provides the improved level of service requested by the community and approved by the Council.
 2. It gives the Council power to withhold payments for poor performance.
 3. It gives the Council flexibility to reward consistent performance with contract extension(s) or to re-tender after three years.
 4. The effort, risk and overheads associated with selling advertising are kept by Red Bus, whilst the Council receives a fixed discount.

6 Cont'd

24. The only dis-benefit of this option is the cost. It exceeds the 2005/06 budget by \$219,000, however this could be balanced by unexpected additional Land Transport New Zealand (formerly Transfund) revenues coming into the Transport and City Streets operational budget. This would allow the contract to be awarded, whilst longer term cost alignment for years 2-5 would be achieved through adjustments made to the budget via the 2006/16 LTCCP process.
25. Whilst there are other options that achieve greater cost alignment with the budget, they trade off to varying degrees the Council's ability to deliver a quality public service and the preferred service level itself. There are diminishing returns by these trade-offs of contract conditions and levels of service. This is demonstrated clearly by the incremental increases in rates per kilometre in the table above for progressively lower levels of service and loss of Council control through the terms and conditions (for example the length of the contract and the penalty clauses for poor performance).
26. Close to option 2 is option 3. This would deliver the desired level of service at a marginally cheaper price (albeit only \$19,000 less over five years or \$3,800 average p.a.). This saving would be at the expense of losing the option for renewal at the end of year 3 and year 4, whilst also losing the ability to withhold payments for poor performance. Retaining these options is considered more valuable to the Council in a modern contractual environment than the modest \$19,000 saving (over 5 years).
27. Options 4 and 5 represent a greater cost saving over 5 years than the preferred option (\$121,000 and \$154,000 respectively) however they also represent less value for money (i.e. higher \$/km rates), less Council control on quality and a level of service to the community well below what has been asked for.
28. Option 6 would be a significant backward step for levels of service to the community and is not recommended.

Assessment of Options**The Preferred Option**

This is option 2.

	Benefits (current and future)	Costs (current and future)
Social	Free transport in and around the central city allowing equitable access to central city attractions.	None.
Cultural	Maintains free transport to cultural attractions around the central city	None.
Environmental	Mitigation of traffic growth in the central city with associated CO2 and other emissions savings.	None and less than other options that offer a lower level of service.
Economic	Increased spending in the central city through improved levels of service.	\$219,000 more than currently budgetted for in the coming year, but can be funded through proposed extra revenue streams pending development of the 2006/16 LTCCP.

6 Cont'd

Extent to which community outcomes are achieved:

Primary alignment with community outcome "A City with a sustainable and natural environment"
Also contributes to "A prosperous City" and "A liveable City".

Impact on Council's capacity and responsibilities:

This option represents the best value of the options identified and is in line with market conditions.
Flexibility has been retained in the proposed contract to maximise the Council's ability over time to ensure the highest quality public service is provided and maintained.

Effects on Maori:

No more so than any other member of the community.

Consistency with existing Council policies:

Consistent with the Council's Public Transport Policy.

Views and preferences of persons affected or likely to have an interest:

This option has been negotiated with Red Bus to meet the level of service requested by the community, in a most cost effective manner.

Other relevant matters:

None.

Maintain The Status Quo (If Not Preferred Option)

This is option 4.

	Benefits (current and future)	Costs (current and future)
Social	Less than the preferred option.	None.
Cultural	Less than the preferred option.	None.
Environmental	Less than the preferred option.	More than the preferred option.
Economic	Less than the preferred option.	Less than the preferred option but also more than budgetted for.

6 Cont'd

Extent to which community outcomes are achieved:

Primary alignment with community outcome "A City with a sustainable and natural environment"
Also contributes to "A prosperous City" and "A liveable City", but in each case to a lesser extent than the preferred option.

Impact on Council's capacity and responsibilities:

This option represents less value for money compared to the preferred option. The Council would be locked in to a five year term, losing flexibility over the longer term to maximise the Council's ability to ensure the highest quality public service is provided and maintained.

Effects on Maori:

No more so than any other member of the community.

Consistency with existing Council policies:

This option would be inconsistent with the intent of the Council's Public Transport Policy and strategy, in that it will not contribute to improved use or image of the Christchurch public transport system.

Views and preferences of persons affected or likely to have an interest:

The views and preferences of shuttle users (as recognised by a Council resolution in December 2004) expressed a desire to improve the levels of service as specified in the preferred option. This option is inconsistent with that desire.

Other relevant matters:

None.

Another option

This is option 6.

	Benefits (current and future)	Costs (current and future)
Social	Less than for the existing service.	More than for the existing service as the level of service is declining.
Cultural	Less than for the existing service.	More than for the existing service as the level of service is declining.
Environmental	Less than for the existing service.	More than for the existing service as the level of service is declining.
Economic	Less than for the existing service.	Same as the existing service.

6 Cont'd

Extent to which community outcomes are achieved:

Primary alignment with community outcome "A City with a sustainable and natural environment"
Also contributes to "A prosperous City" and "A liveable City", but in each case to a considerable lesser extent than the preferred option.

Impact on Council's capacity and responsibilities:

This option represents a considerable drop in the level of service and detracts from the Council's ability to manage and meet the transport needs of central city visitors. This option would also work against the Council's stated interest and responsibility to promote central city vitality.

Effects on Maori:

No more so than any other member of the community.

Consistency with existing Council policies:

This option would be inconsistent with the intent of the Council's Public Transport Policy and strategy, in that it will not contribute to improved use or image of the Christchurch public transport system.

Views and preferences of persons affected or likely to have an interest:

The views and preferences of shuttle users (as recognised by a Council resolution in December 2004) expressed a desire to improve the levels of service as specified in the preferred option. This option is inconsistent with that desire.

Other relevant matters:

None.

7. QEII PARK CONCEPT PLAN

General Manager responsible:	General Manager Strategic Development
Officer responsible:	Alan Bywater, Acting Research and Policy Manager
Author:	Paul Cottam, Senior Policy Analyst, DDI 941-6385

PURPOSE OF REPORT

1. This report notes progress on the QEII Concept Plan, and recommends that it be put out for general public consultation. As well as the general proposed land usages at the park, issues covered in the report include sports accommodation, Ascot Green, and the Ascot Golf Course.

EXECUTIVE SUMMARY

2. The concept plan represents a guideline to what is seen as an aspired or ideal future shape for QEII Park. The intent of the plan is to define “envelopes of activity” for future use, rather than present a timetabled development plan. As a visioning document with a ten year outlook, the plan will guide the sustainable usage of QEII Park by providing a means to assess future development requests and proposals.
3. The proposed Concept Plan identifies as a conceptual framework the following aspects:
 - Building envelopes around the core main stadium and pools building
 - A stadium and pools building envelope allowing for sensible expansion of sports facilities, which could include but are not limited to aquatic facilities, high performance sports, active indoor recreation, hydroslide expansion, and outdoor recreation/pool/spa areas
 - Providing a building envelope for the current and future growth of the Christchurch School of Gymnastics.
 - A substantial ring of green space areas for sporting and recreational purposes
 - Protecting the integrity of the golf course and preserving its existing features
 - Planning for improved vehicle, cycle, and pedestrian safety as well as better access and flow into, through, and out of the park
 - An enlarged area around the community centre for locating community activities and localised leisure activities away from the core facility building area, e.g. possible community crèche, petanque/boccia, playground
 - Not providing for on site sports accommodation
4. It is intended that the Local Government Act consultation requirements for the current expansion request of the Christchurch School of Gymnastics, within the total identified gymnastics building envelope in the Concept Plan, be carried out as part of the public consultation for the plan.
5. This report has been presented to the Burwood-Pegasus Community Board at its 20 April 2005 meeting, and the Board’s recommendations will be available at the Council meeting.
6. The next stages in producing the plan are:
 - (a) Public consultation on the proposed Concept Plan, intended to be carried out from late May to early July 2005
 - (b) A final report on the QEII Park Concept Plan by the end of July 2005

FINANCIAL AND LEGAL CONSIDERATIONS

7. No capital expenditure has been included in the plan as this is solely a concept plan to guide decision-making on future use and activities at QEII Park. Infrastructural improvements could be phased in over several years. Council funding would be subject to assessing the costs and benefits of these improvements and evaluating them against other potential projects at the time.
8. Future development will often involve partnerships with other providers. It is not possible to predict when proposals will arise. The Council’s role may be providing access to land rather than contributing to capital costs (eg Christchurch School of Gymnastics extension, the proposed Ice Arena)

7 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Council:

- (a) Rescinds the resolution adopted on 23 October 2003 that the QEII Park Concept Plan be subject to the special consultative process.
- (b) Approves the proposed QEII Park Concept Plan (as attached) for public consultation
- (c) Notes that public consultation will consist of a six week period for public comment
- (d) Notes that a finalised Concept Plan will be submitted to the Council for adoption, after consideration has been given to feedback from the public consultation process.

7 Cont'd

BACKGROUND

9. QEII Park contains the largest recreational facility in Christchurch. There is increasing demand for facilities and open space at the park. There is also widespread community interest in the type of activities that occur in the facility buildings and on the surrounding park area.
10. Both the Council and QEII Park management are regularly approached with proposals or requests for activities at QEII Park. For example, in 2003 the Council was approached regarding the construction of a sports academy at the park, which included sports accommodation.
11. At the moment the Council has no real framework to guide planning decisions regarding the balance between green space and built space. There is also no clarity about the appropriateness of on-site sports accommodation, which would be a departure from the current level of service provided at QEII Park.
12. To address these issues, in 2003 the Council passed the following resolutions:
 - (a) That priority be given to the preparation of a long-term concept plan and policies for the future development of QEII Park.
 - (b) That the long-term concept plan be subject to the special consultative process.
 - (c) That staff include reference to the siting of sport related accommodation at QEII Park in the long-term concept plan.
13. An inter-unit staff working party was formed to oversee the forming of the plan. The following goals were formed to guide its development:
 - Identify generally how much of QEII Park, and specifically what areas, should be retained as green space, and what areas should be set aside for built up space
 - Identify current and future vehicle and pedestrian access and flow throughout the park
 - Include reference in the plan to the possible siting of sports related accommodation (as requested by the Council).
14. The process used to develop the concept plan has included research, community consultation and professional advice. The initial consultation comprised nine focus groups held in June and July of 2004. These included local residents' associations, sports organisations, sports businesses at QEII Park, schools, and youth. The process also involved discussions with the Burwood-Pegasus Community Board, the then Community and Leisure Committee and a staff working party.
15. Focus group discussion centred on how QEII Park should be developed in the future, how much of QEII Park should be built up and how much should remain green space, and attitudes towards the locating of sports-related accommodation at QEII Park. The working party also gave consideration to current and future leisure demands for QEII Park for sport and recreation users, the local community and the general public; current recreation trends and demographic patterns and the relevant policies and current planning issues for QEII Park.

CONCEPT PLAN PROPOSAL

16. Following the assessment of various options, a proposed option was developed (see attachment). This option is considered to provide the best provision of space for a multi-use sport, recreation, leisure, and events location, as well as balancing local community versus wider metropolitan needs. Its main advantages and disadvantages are noted in Table 1 below, with the advantages being seen to outweigh the disadvantages in terms of both their quantity and quality.
17. It should be noted that although the plan identifies and allows realistic expectations from the public about what areas will be used for what purposes this does not mean that the Council is committed to funding the plan. It is expected that future developments would be considered by Council on their own merits, and would be subject to separate decision making processes before the Council would commit any funding.

7 Cont'd

18. Furthermore, the plan should not delay progress on current developments which are largely complementary with the plan's vision, e.g. the ice arena, and the proposed Christchurch School of Gymnastics expansion. It is intended that the Local Government Act consultation requirements for the current expansion request of the Christchurch School of Gymnastics, within the total identified gymnastics building envelope in the Concept Plan, be carried out as part of the public consultation for the plan. The Christchurch School of Gymnastics has received financial support from the Council for its expansion proposal through the Metropolitan Funding Committee.
19. A vision is important to broadly describe what the plan is intended to achieve, and to provide a guide for its utilisation. During the initial consultation process of putting together the plan, the following vision for QEII Park was formed:

'QEII Park: Canterbury's ultimate multi-dimensional sport, recreation, leisure and event place, enhancing the community's health and well-being'

Table One: Main advantages and disadvantages of the proposed option

Advantages	Disadvantages
• Better traffic access and flow through park, improved road safety off Travis Rd	• Requires replacement of internal northern access
• Bus route through park for patrons	• Route past facility buildings may be perceived as undesirable by some sports
• Building envelope for Chch School Gymnastics caters for current and expected future growth	• The total CSG building envelope could mean relocation of boccia courts
• Retaining current orientation of soccer pitch and allowing for its enhancement	• Lost opportunity to re-orientate soccer pitch more favourably
• Par 3 golf course and driving range retained	• Lost opportunity to provide exclusively for junior golf
• Focusing of sports buildings adjacent to Village Green to support sports activities	• No provision for sports accommodation
• If and when appropriate, creche can be relocated away from main entrance area to Community Centre area	• Cost associated with creche relocation, further distance away from leisure centre building
• Provision of building envelopes which are clustered around existing core of facility buildings	• Small loss of open space
• Building envelope adjacent to existing pool for future growth and provision when required	
• Creation of green space flow around park	
• Recognised and defined area for Ascot Green	
• Improved walking/cycling pathways in and around park	
• Identifies removal of high maintenance, outworn stands	
• Improved main entrance and forecourt area	
• Redevelopment of pond as a leisure area	
• Enlarged area around Community Centre to include other community functions	

7 Cont'd

CONSIDERATIONS**(a) Sports Accommodation**

Sports accommodation at QEII Park was not considered to be a high priority at this time for the following reasons:

- This need can be met by private providers elsewhere in the city
- There are better sporting and recreational uses to put valuable park space to
- There appear to be alternative sites for sports accommodation near QEII Park
- Lack of strong demand from sports organisations
- Strong opposition from the local community
- There are legal implications associated with the proposed siting of sports accommodation as this falls outside the City Plan (any construction would require either a change to the City Plan or a resource consent)

Should a strong case arise in the future for on-site sports accommodation, there are locations identified in the plan for additional sports buildings that could be considered if they are still available at the time.

(b) Ascot Green

There was considerable discussion in some of the focus groups about the status of Ascot Green and the ability of locals to access it for casual recreation purposes. Notwithstanding these concerns, the proposed plan recognizes Ascot Green as recreational green space and retains this area within the park as part of one fee simple entity.

It is considered that both metropolitan and local needs can be well met in this fashion without the need for Ascot Green to become a reserve under the Reserves Act (1977), i.e. the proposed plan calls for council ownership and management of QEII Park as one cohesive unit.

The advantages and disadvantages of Ascot Green remaining as fee simple or changing to reserve status are summarized in Table Two below.

Table Two: Ascot Green Options

1. Ascot Green as Fee Simple	
Advantages	Disadvantages
• Management of QEII Park as one cohesive unit	• Land could be sold or leased to other interests
• Recognised in Concept Plan as recreational space and part of green space ring around core buildings	• Council could use space for non-sporting or non-recreational purposes
• More flexible use of Ascot Green space for sport, recreation, and events	
• QEII Park has a city wide significance as a sport and recreation destination	
• Some protection in LGA (s138: cannot sell or dispose of part of park without consultation)	
• Protection in City Plan for QEII Park ('Open Space 3'), eg. retention of open space, building limitations	
2. Ascot Green as a Reserve	
Advantages	Disadvantages
• Preservation of Ascot Green as a reserve and recreational space	• QEII Park not able to be managed as one entity by Council
• Limits on types of activity that could occur	• More limited land uses for Ascot Green, e.g. limits the power of the Council to grant leases and licences over the reserve.

7 Cont'd

	<ul style="list-style-type: none"> • Need to go through consultation under LGA (s138) to change park status
	<ul style="list-style-type: none"> • Management Plan needs to be completed pursuant to the Reserves Act
	<ul style="list-style-type: none"> • Will involve the Minister of Conservation in some decisions
	<ul style="list-style-type: none"> • The reserve must be managed within the classified purposes of the Reserves Act 1977
	<ul style="list-style-type: none"> • Limits the power of the Council to grant leases and licences over the reserve.
	<ul style="list-style-type: none"> • There are strict notice requirements under the Reserves Act.
	<ul style="list-style-type: none"> • Public notice would be required under the Reserves Act prior to classifying the reserve.

(c) Ascot Golf Course

There are several aspects of the concept plan that impact on the lease operated by the Ascot Golf Course. Potentially these relate to small areas of the Ascot Golf Course between the Ascot Community Centre and Ascot Green as already noted, and how the walking track at QEII Park may link up with the Travis Wetland via Beach Road.

These impacts have been discussed in general terms with the lease holder, who is broadly happy to accommodate them. The golf course lease has another seven years to run.

(d) Consistency with Policy

The overall vision is consistent with the results anticipated from metropolitan facilities such as QEII Park, as described in the Christchurch City Plan.

The proposed option is consistent with Council policies such as the Recreation and Sport Policy (eg catering for all users as well as target groups), and the Physical Recreation and Sport Strategy (eg encourages sporting excellence, allows for partnerships with private or non-commercial providers).

(e) Consultation Process

Given that the plan is of a concept nature rather than being a specific development programme about to be carried out, and that consultation to date has been carried out with key interest groups, there appears to be no real need or benefit to carry out a special consultation process.

Accordingly, it is considered that general public consultation would effectively enable the wider community to comment on the plan. A rescinding of the earlier special consultation resolution adopted on 23 October 2003 is therefore sought.

8. AQUATIC FACILITIES STRATEGY CRITERIA

General Manager responsible:	General Manager Community Services
Officers responsible:	Alan Bywater, Acting Research and Policy Manager and John Filsell, Recreation Facilities Manager
Authors:	Alan Bywater, DDI 941-6430 John Filsell, DDI 941 8303

PURPOSE OF REPORT

1. The purpose of this report is to fulfil stage one of the Aquatic Facilities Strategy covering the establishment of general criteria and direction for the location and type of facilities to be developed. These criteria will be applied as part of Stage 2 of this work to create an overall plan for the provision of aquatic facilities for the next 30 years.

EXECUTIVE SUMMARY

2. Work has commenced on developing a comprehensive strategy for the future provision of aquatic facilities in the city for the next 30 years.
3. Staff have developed a series of criteria to apply in generating strategy options for subsequent consideration by the Council.
4. Significant relevant information to inform the aquatic facilities strategy has been collected and staff will be attempting to fill the information gaps over the next few months.

FINANCIAL AND LEGAL CONSIDERATIONS

5. There are no significant financial or legal considerations from this report.

STAFF RECOMMENDATIONS

It is recommended that the Council adopts the criteria for developing the aquatic facilities strategy as listed in section 4 of this report.

8 Cont'd

BACKGROUND

6. Work has commenced on developing a strategy for the future provision of aquatic facilities in the city. Aquatic facilities are defined as swimming pools with additional recreational features or community services attached to them. The overall aim of this strategy is:

'To develop a comprehensive plan for the provision and upkeep, for the next 30 years, of aquatic facilities in the city taking in to consideration existing Council and other provision.'

7. The following areas have been identified to be covered by the strategy:
- The future number and location(s) of aquatic facilities.
 - The type of facility to be developed in each location.
 - Options of providing aquatic facilities with other partners (including other territorial authorities).
 - Priorities for provision of aquatic facilities.
 - Effect of the planned leisure facilities on existing aquatic/leisure provision (Council and external).
 - Requirements for ongoing renewal and replacement within current and future facilities.
8. The Council has made significant budgetary provision over the next nine years for aquatic facilities provision, as follows:
- | | | | |
|---------|---------|---|----------------------------------|
| 2004/5 | \$1.5m |] | |
| 2005/6 | \$4.0m |] | Jellie Park Upgrade ¹ |
| 2006/7 | \$0.7m |] | |
| 2007/8 | \$5.0m |] | New facility(s) |
| 2008/9 | \$5.0m |] | |
| 2012/13 | \$10.2m |] | New facility(s) |
9. It should be noted that the budgetary provision is over the next nine years. However the strategy will have a 30 year horizon. The budgetary provision made may require further consideration as part of the overall strategy.
10. Work to date has largely been focussed on gathering together the existing information pertinent to the planning, identifying the information gaps and how best to fill them.
11. As indicated in the initial brief the first stage of the strategy process is to develop some criteria that will be used as a basis for generating and evaluating options for future aquatic facility provision. This report recommends a series of criteria for this purpose, noting that all criteria must be considered together.

CRITERIA²

12. The strategy will consider aquatic facility developments according to the extent to which they fulfil community outcomes.³

¹ Indications are that the budget is insufficient to meet the development proposal as originally conceived. Also, it has emerged that the type of facility originally conceived for Jellie Park may not be the most appropriate. This will need to be considered by the Council in the context of the Annual Plan/LTCCP process.

² Criteria 6.1, to 6.4 include relevant decision making criteria from the Local Government Act; criteria to determine the location of future aquatic facilities approved by the Community and Leisure Committee (and subsequently Council) are included amongst the criteria detailed in section 6 of this report.

³ **Healthy and Active People** – Our People Live Long and Healthy Lives. Regular participation in physical activity has been identified as necessary for a healthy life. There is strong evidence that people who are active are healthier and have enhanced physical, mental and social wellbeing. Active lifestyles also reduce the risk of high blood pressure, obesity and osteoporosis. Aquatic facilities provide a wide range of opportunities and encouragement for people in Christchurch to be physically active. They provide opportunities for children and young people to learn to swim in a safe and enjoyable environment as well as helping them to develop lifelong activity patterns by providing an attractive and accessible environment in which to be physically active.

8 Cont'd

12. The strategy will prioritise aquatic facility developments that will increase overall participation in physical activity and aquatics rather than merely encourage people from one form of participation to another.
13. The strategy will prioritise aquatic facility developments that will most effectively contribute to the wellbeing and participation rates of all city residents.
14. The strategy will consider aquatic facility developments that will compliment a range of Council strategies, policies or initiatives eg urban planning, future growth of communities, transport, retail and school clustering.
15. The number, nature and form that future aquatic facilities take will be informed by community views.
16. The strategy will adopt an objective assessment of the needs of the city from a connected citywide perspective, taking into account the range of views expressed by the community.
17. The strategy will consider aquatic facility developments that will appropriately accommodate the needs of the community as a whole with particular attention being given to the needs of children, schools, youth, people with disabilities, older people and people on low incomes.
18. The strategy will identify aquatic facility developments that best balance:
 - effectiveness (degree to which community outcomes are achieved)
 - equity (degree to which the facility can be accessed by community groups)
 - efficiency (degree to which costs can be recovered), and
 - affordability (the finite limits on community resources).

Note: In developing a plan for the provision of aquatic facilities the Council will need to determine trade offs between effectiveness, equity, efficiency and affordability.

19. The strategy will consider the financial implications of aquatic facility provision. Namely; finite community resources, capital costs for land and buildings, and operational costs.
20. The strategy will support provision of aquatic facilities where they cannot be provided effectively and equitably by other providers.
21. The Council will consider other potential providers and providers working in partnership, rather than merely assuming that the Council is the only means of provision. Partnership can involve other providers enhancing Council facilities and neighbouring territorial authorities.
22. The strategy will ensure that the components of aquatic facilities are future proofed by being of a sufficient quality and by being able to adapt to different uses over time. In addition realistic expectations of the life of existing and future facilities will be identified and suitable future plans developed.
23. The Council will maintain and redevelop its existing facilities that effectively and efficiently meet current and future need before considering the development of new facilities

A Cultural and Fun City – Our people value leisure time and recognise that arts and leisure pursuits contribute to their identity, connectedness and wellbeing.

Aquatic facilities provide opportunities for Christchurch residents to participate in meaningful activities in their leisure time that contribute to their connectedness and wellbeing. The aquatic facilities environment provides opportunities for people to interact with one another in an unstructured casual way and in more structured ways (eg swimming lessons, competitive aquatic sports).

A Safe City – our people are free from crime, violence, abuse and injury. Aquatic facilities play a key role in helping people learn to swim with the consequence that they are less likely to suffer injury through accidental immersion in water. In addition these facilities equip people to assist others in difficulty and to prevent risky situations arising.

8 Cont'd

24. The Council will continue operating current facilities where they continue to effectively and efficiently meet current and future need.
25. The strategy will assess the potential benefits, and where possible encourage the co-locating of future aquatic facilities with other recreational or community facilities.

INFORMATION REQUIRED AND AVAILABLE

26. The information that will be considered in developing the plan includes the following:

Information Held

- Pool radius maps – shows areas of Christchurch covered by 4km radii from leisure centres, summer pools, and suburban pools, dated 2001
- Population density maps – shows population density and 4km radii around four main leisure centres, also shows deprivation index and 4km radii, age breakdowns and 4km radii, projected change in Christchurch population by area
- Projected housing development for next 10-20 years
- Pool usage data – across all pools, by overall numbers, plus breakdowns including child numbers, Community Service Card numbers, learn to swim numbers, provision and usage of aquatic programmes (baseline information showing current usage, growth trends)
- Leisure, Parks and Waterways reports for all community board areas except Shirley/Papanui, noting existing and desired facility provision, makes some recommendations for types of facilities in each area. Also notes general recreation trends.
- CCC Residents' Survey – shows participation trends over last few years for recreational activities, visits to pools
- Key Council studies and needs analyses:
 - Southeast Multipurpose Community and Recreation Hub Investigation
 - Papanui Community Needs Analysis
 - Papanui Community Centre Needs Analysis
 - Fendalton-Waimairi Community Multi-Purpose Facility Proposal
 - Fendalton-Waimairi Community Centre Needs Analysis
 - Sockburn Recreation Centre – Service and Facility Mix Report
 - Profile of Halswell
- CERM data – customer service data showing key areas of performance expectations, notes areas for improvement, possible gaps in provision. Also provides profiles of regular users and programme enrolments
- Pricing Review project – contains information on constraints and barriers to participation, focus group reports containing some comment on desired pool provision and location
- Requirements of aquatic recreation and sporting groups
Programmed maintenance and condition assessment reports of indoor leisure facilities.

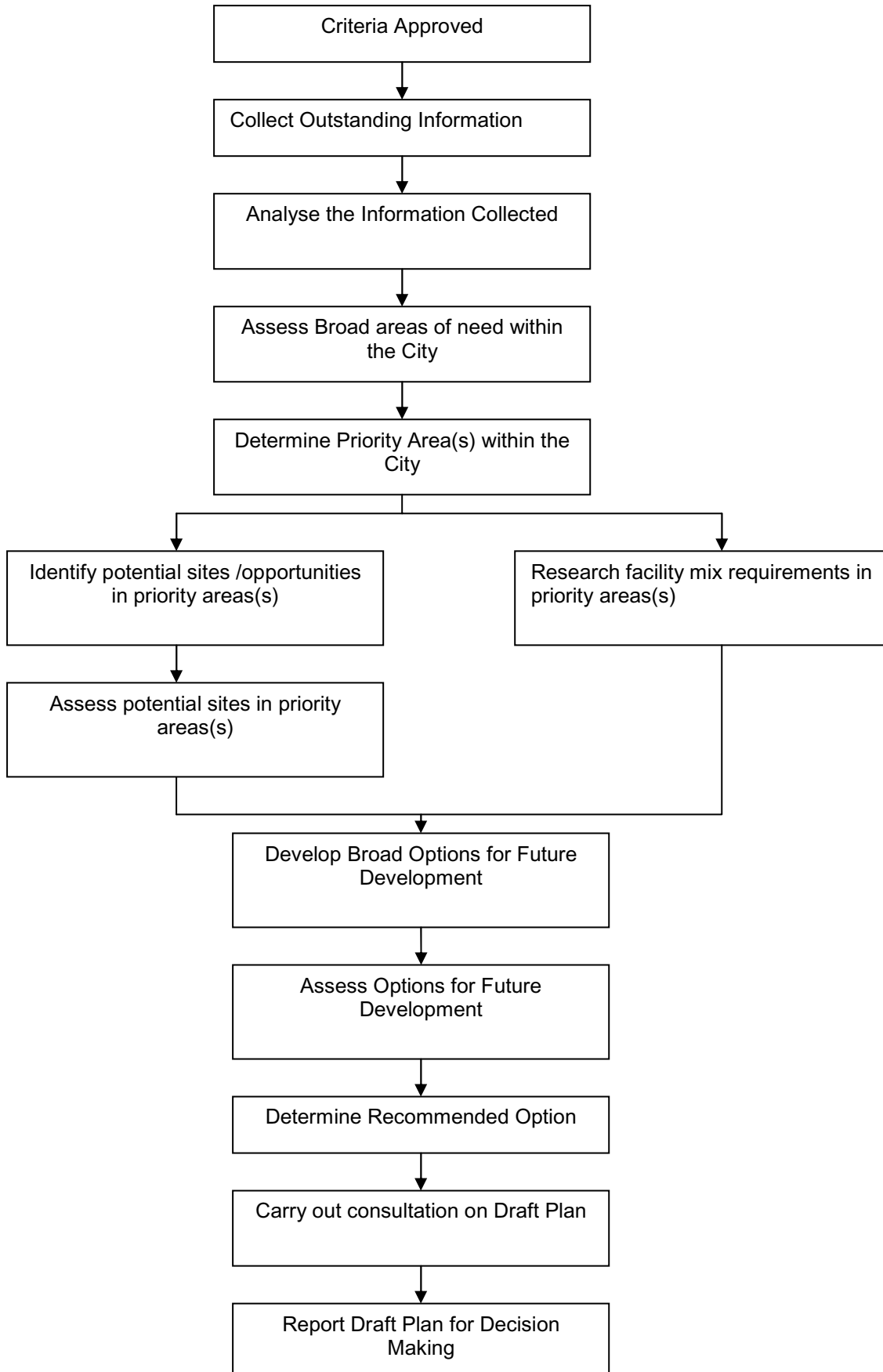
8 Cont'd

Information Needed

- School pool needs for both swimming and school aquatic sports:
- Current and desired swimming standard and abilities of children
Current own pools usage and anticipated future usage
Life expectancy of own pools
Expected and desired use of CCC pools
- Condition of outdoor pools, ie asset management requirements, to identify existing and future costs
- Market research to identify the perceptions of current and future needs
- Potential partners and intentions of other providers
- National and international trends in pools provision
- The capital budget impacts for the Council including land acquisition impacts and availability of land.
- The operational budgets impacts for the Council taking into account potential closures of other aquatic facilities.

8 Cont'd

PROCESS



9. MISCELLANEOUS APPOINTMENTS AND DELEGATIONS

General Manager responsible:	General Manager Regulation and Democracy Services
Officer responsible:	Environmental Services Manager/Transport and City Streets Manager
Author:	David Rolls, DDI 941-8892

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council make several appointments and delegations in relation to certain routine administrative functions.

EXECUTIVE SUMMARY

2. In order to enable the Council to undertake its statutory duties in an efficient manner and within the parameters of the relevant legislation it is recommended that the Council make the appointments and delegations described below.
3. Firstly it is recommended that the Council appoint several officers of the Environmental Services Unit as the principal administrative officer of the Council for the purpose of authenticating certificates under sections 77 and 83 of the Building Act 2004. These certificates relate to building consents which authorise the construction of a building across two or more allotments of land. This will avoid the need for such certificates to be signed by the Council's Chief Executive.
4. Secondly it is recommended that the Council delegate to the Environmental Services Manager the power to authorise officers of the Council to exercise the power of entry on to private land conferred by section 11(1) of the Fencing of Swimming Pools Act 1987. This section authorises entry on to private for the purpose of determining whether or not there is on that land a swimming pool that is not fenced in accordance with that Act.
5. Thirdly it is recommended that the Council delegate to the Transport and City Streets Manager all of the powers of the Council under section 5.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001. These powers relate to the setting of temporary speed limits on roads for which the Council is the road controlling authority.

LEGAL AND FINANCIAL CONSIDERATIONS

6. Section 77 of the Building Act 2004 provides that a building consent authority may not grant a building consent for the construction of a building across two or more allotments of land until the territorial authority has issued a certificate imposing the condition referred to in Section 75(2) of that Act. That condition is that none of those allotments may be transferred or leased except in conjunction with each of the others. The certificate is required to be authenticated by the territorial authority, signed by the owner of the allotments and then lodged with the Registrar General of Land for entry upon the Certificates of Title to those allotments.
7. Section 83 of the Act sets out the circumstances in which certificates issued under Section 77 may be removed from the Certificates of Title upon which they have been registered. Those circumstances include the removal or demolition of the building or a boundary adjustment which results in the building being contained entirely within one single allotment. If the territorial authority approves its removal, its decision must be set out in another certificate which it must authenticate. That certificate is then signed by the owner and lodged with the Registrar General of Land. This is the authority for the removal of the original certificate from the certificates of Title.
8. Section 252 of the Local Government Act 1974 prescribes the manner in which a territorial authority may authenticate documents. It provides that they must either be signed by the Mayor or by any two Councillors or by the Principal Administrative Officer. Section 2 of that Act provides that the "Principal Administrative Officer" means, in relation to this Council, the Chief Executive and includes any person for the time being appointed by the Council to perform the duties or a particular duty of the Principal Administrative Officer. It is recommended that the Council appoint the Building Control Manager, the Team Leader, Civic Building Team, the Senior Building Control Engineer and each Area Development Officer (severally) as the Principal Administrative Officer for the purpose of authenticating such certificates. It is considered that the signing of such certificates is not an efficient use of the Chief Executive's time.

9 Cont'd

9. The Council had earlier made similar appointments in relation to certificates under section 37(2) of the Building Act 1991. Those certificates were the equivalent to certificates under section 77 of the Building Act 2004. The Council had not made similar appointments in respect of certificates under section 37(9) of the Building Act 1991, these equivalent to certificates under section 83 of the Building Act 2004. It is suspected that this was the result of an oversight.
10. Section 11(1) of the Fencing of Swimming Pools Act 1987 provides that any officer of the Council who has reasonable grounds to believe –
 - (a) that there is on any land within the Council's district a swimming pool to which that Act applies; and
 - (b) that pool is not fenced in accordance with the Actmay at any reasonable time enter that land and inspect it in order to determine whether or not the Act is being complied with. It should be noted that this power does not extend into entry into a dwellinghouse.
11. In the past it was considered, having regard to the wording of Section 11(1) that warrants could be issued to Council staff without any specific authorisation from the Council. However recently doubt has been cast on this view. It is now considered that the better view is that each person to whom a warrant is issued should be specifically authorised in that regard by Council.
12. The Fencing of Swimming Pools Act 1987 is administered by the Environmental Monitoring Team of the Environmental Services Unit. It is therefore recommended that the Council delegate to the Environmental Services Manager the power to authorise the Council officer who exercised the power of entry onto private land conferred by Section 11(1) of that Act.
13. Section 5 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 ("the Rule") authorises the Council to set temporary speed limits on those roads for which it is the road controlling authority. Section 5.1(2) authorises the Council to set a temporary speed limit if it considers that:
 - (a) there is a risk of danger to the public or to a person working on or near a road, or a risk of damage to a road; or
 - (b) it is necessary for the safety of a special event.
14. Section 5.1(3) of the Rule provides that a temporary speed limit is set by the installation of signs in accordance with a traffic management plan approved by the Council. Section 5.1(6) of the Rule provides that a temporary speed limit must be removed immediately there is no longer any need for the temporary speed limit.
15. Unlike permanent or variable speed limits, temporary speed limits are not required to be set by way of bylaw. Furthermore, in setting temporary speed limits the Council is not required to undertake the public consultation procedure which is required in the case of permanent or variable speed limits. This is no doubt due to their transitory nature.
16. The setting of temporary speed limits is a routine administrative function which often must be carried out at short notice, for example in the case of urgent road works or emergencies. It is therefore recommended that the Council delegate all of its powers under Section 5 of the Rule, to the Transport and City Streets Manager. Once this has been done, Clause 32(3) of the Seventh Schedule to the Local Government Act 2002 will enable the Transport and City Streets Manager to sub-delegate these powers as he sees fit. This will allow the Council to have in place an efficient and effective system by which it can impose temporary speed limits as and when they are required.
17. It is considered that all of the decisions now sought from Council relate to matters of routine administration. Consequently it is suggested that no further action need to be taken in respect of the decision-making requirements of Sections 77 and 78 of the Local Government Act 2002.

9 Cont'd

STAFF RECOMMENDATIONS

That the Council resolve:

- (a) That for the purposes of Sections 77 and 83 of the Building Act 2004 the principal administrative officer of the Council shall be the Building Control Manager, the Civic Building Team Leader, the Senior Building Control Engineer or each Area Development Officer.
- (b) That it delegate to the Environmental Services Manager the power to authorise any officer of the Council to exercise the power of entry on to private land conferred by Section 11(1) of the Fencing of Swimming Pools Act 1987.
- (c) That it delegate to the Transport and City Streets Manager all of the Council's powers under Section 5 of the Land Transport Setting of Speed Limits 2003 Rule 54001.

**10. REPORTS OF CANTERBURY CIVIL DEFENCE EMERGENCY MANAGEMENT GROUP
JOINT COMMITTEE**

Attached.

11. CANTERBURY WASTE SUBCOMMITTEE REPORT

Attached.

12. REPORTS OF THE BURWOOD/PEGASUS COMMUNITY BOARD

Attached.

13. REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD

Attached.

14. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD

Attached.

15. REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD

Attached.

16. NOTICES OF MOTION

17. QUESTIONS

18. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.