

## **SUBMISSION TO THE D.C.C. on the 9 YEAR PLAN**

I wish to submit some thoughts on the 9 year plan for consideration in your feedback opportunity which is required to be lodged with DCC before 30 April, 2025.

### **WATER DONE WELL.**

#### **Recommendation 1: Strong vote for Option One - to avoid excessive bureaucracy.**

Discussion: I foresee one slim benefit of Option 2 (create a WSCCO)- It ring fences funding to stop funds diversion for other projects

However, to me, Option 1 (Council control of water) is much superior. I don't want yet another authority set up with big offices, a Chief Executive and a multitude of employees holding 'important' meetings and writing reams of letters to the DCC- when the DCC is the sole shareholder. In the long run Option 1 is cheaper too.

As a rate payer, I hope the DCC sets up a responsible, and efficient department to cover every objective of the proposed *Water Services Council-Controlled Organisation*.

### **OLD FORTUNE THEATRE BUILDING:**

#### **Recommendation 2: Simply remove the building from the list of strategic Assets.**

Discussion: There is no benefit in leaving these premises empty to deteriorate. I suggest that the DCC protect the outside vista more or less in the original form- but allow reasonable flexibility for interior use. The Railway Station, old Technical College, and historic University buildings are well used - but largely maintain their outside shape in their historic appearance.

### **TOITU & DUNEDIN PUBLIC ART GALLERY - CHARGING:**

#### **Recommendation 3: Initially reduce to \$10 single adult; and \$20 for a family for entry.**

**Waive charges for people with a disability certificate. No charge for children up to 16 years.**

Discussion: Dunedin does not have a lot of wet weather venues for experiencing our historic city. And we have finally arrived as a well deserved destination for an influx of international tourists.

I have personally seen how the imposition of an entry fee (thought to be good value but perceived as high by visitors) reduced foot traffic to a trickle. I believe that 'starting low and rising slow' is the way to go. Then you can feel your way to a workable increase in the entrance charge.

### **"FRIENDS OF THE DCC" - (A VIGILANCE GROUP):**

#### **Recommendation 4: Set up voluntary vigilance group to be 'the eyes' for city upkeep.**

**No council can be everywhere all the time. The group would act as an 'early warning group',**

Discussion: Before the disastrous floods in South Dunedin many residents must have walked past **grills in the gutters** badly clogged with leaves and rubbish. (Most grills would not be clogged.) Knowing trouble points would be a huge logistic benefit to the DCC., and would permit the using of a small truck to clear the blockage in a timely manner.

Most of the trouble is not the mud traps with the need for big suction trucks. I know from personal experience, its clogged gutter grills. In a recent downpour the belated clearing of our grill was disastrous. Water flooded and into my neighbours tidy basement costing over \$10,000 to remedy. The instant I cleared the street level blockage water cascaded into the drain pipe and the flood vanished - but the basement damage took weeks to repair - the wall linings, carpet, and personal effects damage.

For the cost of an official 'DCC Vigilance Jacket' and a Christmas Party meal, (or suchlike), millions of dollars of soggy remedial work could one day be saved by setting up the group. The group could also report dangerous rubbish, wasted fresh water running into culverts, dangerous overgrowth etc. To clear grills, big machines are not necessary. Just a small truck.

The position would probably suit people who walk dogs - or like walking. They would be asked to view and report on their designated streets about once a week. A jacket would give official status and could encourage comments from local ratepayers. (Comments which residents would not make directly to the DCC) The position would not imply any legal responsibility or culpability - or absolve DCC from its duties.

## **RED TAPE AVOIDANCE OFFICER:**

**Recommendation 5:** Get a suitable person to alert and hone out unwanted red tape. DCC could then pass remits - ultimately will save time & money. Starting soon seems prudent.

Discussion: The need for legislation waxes and wains over time. Remits passed with best intentions sometimes prove to be unhelpful or unworkable. Sometimes group submissions get something passed which is not in the best interests of the democratic process.

Further, some legislative requirements can serve little purpose - but yet cause concern for ratepayers and cause the DCC to waste valuable time and money, which could be better spent elsewhere.

The start of the 9 Year Plan seems the ideal time to scrutinise legislation and eliminate red tape.

## **9 YEAR PLAN FLEXIBILITY:**

**Recommendation 6:** Keep the 9 year plan flexible and 'don't engrave it in stone'.

Discussion: In the past, I've experienced someone saying, "It's in our plan - we have to do it!"

Planning is essential for any organisation, but the 9 Year Plan is for quite a long term. In those years there can be several emergencies, fortunes can flourish, hard times can befall us, and objectives can change remarkably.

I suggest acknowledging in the plan that it is 'just a plan' - and not a fixed contract which is immovable. Of course the plan should not be modified or abandoned thoughtlessly - but still keep it a flexible document.

## **MOSGIEL ROAD ACCESS:**

**Recommendation 7:** Address road access snarl up into Mosgiel.

Discussion: Car access into Mosgiel seems to me as a critical thing to address. Queues from the motorway of up to 1km long are frequently observed for several hours a day. The windy Three Mile Hill is an overused somewhat dangerous entrance. East Taieri is the only other road in and out and getting very busy too. Mosgiel is our major suburb. What can road planners do?

## **ORANGE CONES & EXCESS USAGE & ORANGE FATIGUE:**

**Recommendation 8:** Make every orange cone 'essential' with a true safety message. Give contractors instructions and let them put out and remove their own essential cones.

Discussion: I've noted safety cones overseas. I think Dunedin has 4 to 10 times too many. In fact there are so many that motorists tend to ignore them. It's because, for the majority of the day, there are no workers anywhere near.

I hear people talk about Orange Cone Fatigue; and being suddenly and alarmingly confronted with a cone **that does** indicate immediate danger.

The problem seems worse at night. Signs are not removed when work stops - because there are too many to reposition. So in my experience cars tend to slow from 100km/hr to 70 or 80 or 90, instead of 30km/hr

On talk back I heard we have about 1,000,000 orange cones in New Zealand. There is an installation and removal cost, plus almost \$1 per day on top. Most of the cones do little extra for safety and cost ratepayers millions of dollars per year in Otago alone.

Interesting Example: Road markers manage safety 'in house'. A fairly high risk job. They manage safety without many orange safety cones, 'start/stop' signs or red/green lights, or big trucks each carrying a big crash safety barrier contraption.

## CONTRACTOR EFFICIENCY & HIGH COST CONTRACTS:

**Recommendation 9: Investigate new contractors to compete for jobs. We need quality work done efficiently, and cheaper. Local contractors are perceived as expensive.**

Discussion: From an outsiders view I am repeatedly amazed for how long; and how many 'workers' with huge machines are on site. I counted 18 monster machines on the job in Gt King St. But for the same number of workers none were moving much - probably anticipating work - rather than doing the work. Even allowing for the complex of pipes not much seemed to progress day by day. (At my age, on the sandy base I imagine I could manage a shovel pretty well without the need for several hydraulic diggers parked nearby.)

My idea is to widen the quotes for contracting - not necessarily to accept out of city bids - but to show successful local contractors that possibly they need to sharpen up their planning, workforce and quotes to avoid missing out in future.

I believe (rightly or wrongly) that a lot of infrastructure need not cost anywhere near the estimates or take the months to complete. My thoughts are based on a Southland experience and local newspaper reports stating costs for many projects including bus shelters and play equipment etc. In the Southland example, a 'historic building up grade' had a Council quoted contract price of over \$90,000. The local community employed local tradesperson who did it for 25% of the cost and did it in a very tradesman like way too.

I ask if *Water Done Well* needs the full \$1,000 million to responsibly remedy our aging pipes and water systems to last well into the future? Surely, even a 10% saving is a significant saving.

## PARKING IN THE INNER CITY:

**Recommendation 10: Reinstate in the city, 100s of parking spaces lost in recent years.**

**The 9 Year Plan should propose a new 200 space parking building - possibly in Fredrick St.**

Discussion: Since the removal of hundreds of parking spaces in the inner city for various accommodations, convenient parking for shopping has become difficult for me and my family. I rarely enter the city unless I have 5 things to do. This is mainly for petrol efficiency, and respect for the environment - and add parking fatigue to this. As a senior, I don't want to repeatedly walk several blocks back to my car carrying my bags from each purchase.

Going by bus is not practical for 5 shopping sites. A taxi is not an option for a pensioner - so reluctantly I tend to shop with my feet. (or car!)

Finally, most seniors rarely ride bikes or scooters - and most don't shop without a car.

I say, the city will not thrive without convenient car access and parking - so parking must be addressed in the 9 Year Plan.

*Thankyou for the opportunity to make my comments on the 9 Year Plan*

## QUICK FIRE COMMENTS:

Aurora	Will selling increase efficiency or just raise the price?
Building Consents:	Often takes too long, especially with call back?
Cycle ways:	I support Port Chalmers to the Heads. Seldom others
Debt:	Reduce debt by getting sharper contracts
Grants	Community grants are good & appreciated
Halls:	Maintain Fairfield Hall the way it is. It is well used!
Housing	OK the way it is in 9 year plan. (Not too excessive)
Library	Don't reduce library budget. Essential service
Moana + pools	Yes. Support them. Essential for city vibrancy
Peninsula roading:	Corners must be fixed for safety. Just do it.
Railway	Yes support it. It is a unique attraction for Dunedin.
Recreation:	Important to support to a sensible level
Stadium	I support its use. (Chch stadium will be a big threat)
Sunday Parking:	I want first hour free on Sunday. Then charge.
Tsumami	South Dunedin's big risks are Tsumami & floods
Verge groom:	Yes, groom verges. A tidy city creates city pride

Unsure. Need more info
More staff -or efficiency
Support recreational ++
Fiscally responsible
Easy to apply for them?
Essential for community
Some necessary
Books & services good.
Encourage use
Upgrade just enough
Encourage usage
Keep people exercised
Just do our best
Limit employees use
Must be prepared
Rotary Club etc help?