

22. 4. 98

**CITY SERVICES COMMITTEE  
7 APRIL 1998**

**A meeting of the City Services Committee  
was held on Tuesday 7 April 1998 at 2.10 pm**

**PRESENT:** Councillor Denis O'Rourke (Chairman),  
Councillors Carole Anderton, David Close,  
Graham Condon and Ron Wright.

**APOLOGIES:** Apologies for absence were received and accepted  
from the Mayor and Councillors David Buist,  
Carole Evans, Ian Howell and Garry Moore.

Councillor David Close arrived at 2.25 pm, retired  
at 2.33 pm, returned to the meeting at 3.42 pm, and  
was absent for part of clause 1.

Councillor Carole Anderton retired at 3.50 pm and  
was present for clauses 1, 2, 3, 11, 12 and part of  
clause 13.

The Committee reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**1. DEPUTATION BY APPOINTMENT:  
NZ FIRE SERVICE**

RR 7503

The purpose of this report is to advise the Council of the deputation to the City Services Committee by the Transalpine Fire Region Commander of the NZ Fire Service, Brian Joyce.

(The Transalpine Fire Region covers Canterbury from the Clarence River in the north to the Waitaki River in the south, and the West Coast, which includes Buller, Grey and Westland local authority districts.)

Commander Joyce made a presentation to the meeting based on the booklet previously circulated to all Councillors (copy tabled). This provided details of the current review of the Fire Service and the resultant changes to its structure; refinements to the focus of the service; and the strategies required to improve the quality of outcomes resulting from Fire Service activities.

City Services 7.4.98

- 2 -

**1 Cont'd**

The Committee was advised that the service, while continuing to maintain and improve its response to emergency situations, will also be focusing strongly on fire prevention through education and community responsibility. The following points were noted:

- The Fire Service will be encouraging the installation of sprinkler systems in dwellings, with possible insurance rebates to be considered as an incentive.
- Smoke detectors are currently installed in approximately 30-40% of homes.
- The average yearly number of fatalities has been 40 in recent times; predominantly the elderly and young.
- 85% of fires are attended within eight minutes.
- The total number of permanent Fire Service staff currently stands at 1,600 (down from 1,700), with an increase in the number of volunteers.
- Fire Safety advertising campaigns are to increase, largely through sponsorship.
- The use of demonstration homes to promote the installation of sprinkler systems was suggested.

The Committee discussed potential methods of ensuring both commercial and private dwellings have adequate prevention facilities in place, and possible incentives to encourage this.

- Recommendation:**
1. That the Council investigate ways in which it can assist the strategy outlined by the New Zealand Fire Service for the community to take more responsibility for its own safety against fire.
  2. That, in considering 1 above, the Council investigate the cost and practicality of installing sprinklers in dwellings.
  3. That further investigation be undertaken into financial incentives designed to implement these recommendations.

City Services 7.4.98

**2. WAIMAKARIRI EMPLOYMENT PARK  
SEWER CONNECTION TO CITY**

RR 7388

<b>Officer responsible</b> Waste Manager	<b>Author</b> Neville Stewart, Senior Engineering Officer
Corporate Plan Output: Liquid Waste, Sewer Reticulation	

The purpose of this report is to seek the Council’s agreement in principle to a request from Project Consulting Ltd, Consultants for the Waimakariri Employment Park (north of the Waimakariri River), to discharge up to 280m<sup>3</sup> per day of wastewater to the Council’s wastewater system at Kainga. (Proposal attached.)

**BACKGROUND INFORMATION**

The consultants advise that wastewater disposal within the Waimakariri District is not available to the development and the only practical and economic solution is to pump the sewage to the Christchurch sewer system. The point of discharge would be direct to Pumping Station 75 in Kainga which in turn discharges to Brooklands and Spencerville.

Discussions have been held with the consultants concerning the quantity and quality of the proposed discharge. The major concern for this Council is the risk of increasing the odour problems in the downstream sewer in Brooklands and using up capacity that may needed for urban use in the in the Brooklands and Spencerville areas. The Consultants advise that the proposed ordinances for the park will restrict discharges to the equivalent of residential zoning in quality and quantity. This will ensure a minimum of trade waste discharges.

**ODOUR CONSIDERATIONS**

The specific concern is that during the initial stages of development the flows are minimal and the consequent long retention time in the outfall rising main gives rise to odours which would be particularly serious in the Kainga/Brooklands system.

The consultants propose to add fresh water to maintain a maximum retention time of four hours in their system. The added water will give a dilute sewage and together with the moderate retention time, the risk of odours occurring is insignificant.

The proposed daily flow of 280m<sup>3</sup> and flow rate of up to 16 litres per second will considerably reduce the overall retention times in the Council’s Kainga/Brooklands sewer system so that the addition of the Waimakariri Employment Park could be to the advantage of the Council.

City Services 7.4.98

- 4 -

**2 Cont'd**

**SEWER CAPACITY**

The existing gravity sewer capacity is sufficient for the additional loading.

No alterations or upgrading of pumping stations will be necessary.

Acceptance of the proposed Waimakariri Employment Park wastewater will not compromise the availability of sewerage for the likely urban rezoning in the City Plan Review.

**CHARGES**

The charge set by the Council for the acceptance of raw sewage from neighbouring local authorities is the net cost (excluding cost of capital) to the Council of transporting and treating sewage. This charge is currently 30.29 cents/cubic metre.

The proposed Waimakariri Employment Park would be a new commercial development and this differs from the Selwyn District areas currently discharging to the city system which are established communities with sewage disposal difficulties. It is acknowledged that the Waimakariri District Council's Kaiapoi wastewater system does not have capacity for the park and the alternative other than the city system is on site treatment and disposal to the Waimakariri River with a considerable hurdle in meeting likely resource consent requirements.

The Council could take the view that a commercial venture from outside the city should contribute towards the cost of capital of the infrastructure which the venture is getting advantage from. The preliminary estimate of the value of the portion of the sewer and treatment system capacity that the Park would use is \$650,000. On the basis of 280m<sup>3</sup>/day and interest rate of 8%, the cost of capital charge would be 50cents/m<sup>3</sup>.

The Council will obtain a permanent benefit from the additional flow at the top end of the system to mitigate existing odour problems. This benefit is difficult to quantify but on the assumption that up to one half of the park's proposed flow may yet be needed to be made up by the city adding fresh water, the value to the Council could be equivalent to one half of the cost of capital ie 25 cents/m<sup>3</sup>.

The report recommended the following conditions, should the Council agree to the proposal:

1. *That the Committee agrees in principle to accept the wastewater discharge from the Waimakariri Employment Park into the city's No 75 Sewer Pumping Station at Kainga.*

City Services 7.4.98

**2 Cont'd**

2. *That a charge of 55 cents (plus GST)/cubic metre of wastewater be made.*
3. *That annual review of the charge be made on the basis of the charge levied to the Selwyn District Council plus one half of the cost of capital applicable at the time.*
4. *That an agreement between the Council and the Waimakariri Employment Park setting out the connection requirements, detailed maximum and minimum flows, retention times and charges be signed prior to a connection being made.*

**Recommendation:** That Project Consulting Limited be advised that the Christchurch City Council declines their request for the Waimakariri Employment Park (north of the Waimakariri River), to discharge up to 280 square metres per day of wastewater to the Council’s wastewater system at Kainga.

**3. SUBSIDY FOR THE COLLECTION OF REFUSE AT THE CHRISTCHURCH INTERNATIONAL AIRPORT**

RR 7360

<b>Officer responsible</b> Waste Manager	<b>Author</b> Murray Binnie
Corporate Plan Output: Solid Waste	

The purpose of this report is to seek approval for the removal of the present refuse collection subsidy of \$20,878 per annum paid by the Christchurch City Council to the Christchurch Airport Company.

**BACKGROUND**

In 1982 an agreement was reached between the Paparua County Council and the Christchurch Airport Company for the payment of a subsidy (\$12,000) by the County towards the cost of refuse collection at the Airport.

- This subsidy was in lieu of the County not providing a refuse collection to the Airport area at the time.
- In 1988 in response to a request from the Airport Company, the County increased the level of its subsidy to \$20,878. The payment of this subsidy at this same level, has been continued by the Council since amalgamation.
- The subsidy is paid to the Airport Company each year in April as lump sum.

### 3 Cont'd

#### **The Airport Refuse Collection Service**

The Airport Company provides a daily through to weekly refuse collection service for its business units and a number of its tenants.

- The service is provided by the use of a sole operator compaction truck.
- Some refuse is collected from the kerbside and some from wheelie bins from internal work areas of tenants eg the Air New Zealand engine workshop.
- The Service is run at a small profit, with operating costs funded by the Council's subsidy and a user charge.
- Not all Airport tenants use the service. Some use other contractors for the collection and disposal of their refuse.

#### **Subsidy**

The subsidy paid to the Airport Company is thus of benefit only to the users of the Airport's refuse collection service. Tenants who possibly through choice are using an alternative service are in effect receiving no benefit either directly, or indirectly through the subsidy, of a rates provided refuse service.

- The Airport subsidy is the only one of its kind paid to a Christchurch business. In all other cases a weekly rates funded collection service (of black bags) is provided by the Council, with additional disposal being met by private operators on a user pays basis.
- It is considered that the subsidy is an anomalous legacy inherited at amalgamation and the same principles that apply elsewhere should be applied to the Airport collection. A recent internal audit on the Council's Solid Waste collection system has also identified this payment as an anomaly.

#### **Future Options**

In fairness to other Christchurch rate paying businesses and to those Airport tenants who do not use the service it is proposed that the subsidy payment to the Airport Company be discontinued from the end of the 1997/98 financial year.

The subsidy would be replaced by the normal black bag collection that is offered to all other ratepaying businesses in the city. This would cost in the order of \$3,500.

**3 Cont'd**

**Airport Company Options**

The Airport company has also written to the Council with two further options for joint consideration. Both options include discontinuing the present subsidy, but propose alternative arrangements which will cost more than the present subsidy.

*Option 1*

The first option suggests that the Council deducts that portion of the Airport rates relating to solid waste disposal (approximately \$40,000 per annum).

*Option 2*

The second proposes full responsibility by the Council for the Airport refuse collection service provided agreement can be reached on the level of service to be provided. With this option the Airport Company noted its intention to have the Airport nominated as a special collection area in the same way as the central city area.

It is considered that neither of these options are tenable. The rationale for discontinuing the subsidy is to remove an anomalous subsidy paid to a business, a subsidy which is not enjoyed by any other business in the city. While the Airport's solid waste disposal rates at approximately \$40,000 are high, that is merely a reflection of the high overall rates paid by the Airport Company; other businesses too have large sums to pay.

With respect to the second option, the Airport may be under the impression that the Central Business District obtains some form of subsidy, but this is incorrect. In essence the black bag collection within the Central Business District is user pays. A twice daily collection service is provided, but all businesses are required to purchase their own bags and the purchase price of the bags includes both collection and disposal costs.

If the Airport was nominated as a special collection area and a service provided similar to the Airport's current service, then it too should be user pays. However, there is little rationale for the Council to be in the business of providing a standard commercial user pays collection service, which could be more than adequately provided by any number of refuse collection companies. Therefore it is considered that these options should also be rejected.

City Services 7.4.98

**3 Cont'd**

This report was not referred to the Chairman, Councillor Denis O'Rourke, who is a member of the Christchurch Airport Company Board.

The Deputy Chairman, Councillor Ron Wright, took the chair for consideration of this clause.

**Recommendation:** That the Council remove the present refuse collection subsidy from the end of the 1997/98 financial year and commence a standard black bag collection in the area on 1 July 1998.

**4. CO-ORDINATING COMMITTEE FOR TRAFFIC SAFETY**

RR 7395

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Susan Cambridge
Corporate Plan Output: Road Safety page 9.6 text 8	

The purpose of this report is to give information from the last meeting of the Traffic Safety Co-ordinating Committee including education and awareness campaigns. (The financial report is attached.)

**VICTORIAN POLICE**

Two members of the Victorian Police recently gave a series of three seminars for Police and others in Christchurch to promote effective methods of Police enforcement aimed at traffic crash reduction. The Road Safety Co-ordinator attended one of these seminars. A report on the seminar is attached.

**HOSPITAL DATA**

A very positive meeting was held with Service Manager, Georgina Whyatt at Christchurch Hospital. She has promised her support for us collecting data as long as we pay for time expended by hospital staff developing a data base. Barry Armstrong, Tim Hughes and I will meet with staff in the patient management support area to discuss the best way of collecting the information we need on traffic casualties. It may be necessary for us to pay for a person to manipulate the data once it has been given to us, so that we get the best value from it.

**INTERSECTION CAMPAIGN**

An intersection campaign aimed at modifying driver behaviour at signalised intersections especially in regard to red light running is planned for June. Christchurch has a far greater proportion of crashes at intersections than other similar cities. Nearly half of the crashes at intersections have running the red light as a factor.



**City Services 7.4.98**

- 9 -

**4 Cont'd**

It is intended that newspaper advertising and/or a leaflet drop will give information about intersections where red light running is causing crashes. At the same time television advertising and visual material will promote the increased Police enforcement of red light running. The combination of enforcement and advertising is expected to be more effective than either strategy used on its own.

The Police have made a commitment to putting resources into an enforcement campaign if resources are also put into a promotional campaign to add value. The promotional campaign has had \$20,000 allocated to it in the Safety (Administration) Programme budget. This is Land Transport Safety Authority funding and must be used for promotion of intersection safety. The campaign is still in the planning stage with specific strategies still under discussion. The campaign will be evaluated with before and after surveys of red light running at specific intersections.

**PEDESTRIAN SAFETY CAMPAIGN**

The pedestrian safety group is planning a campaign which has a community focus supported by a wider advertising campaign. A visual theme will link both campaigns. Police enforcement will support the campaign.

**SAFE WITH AGE**

Sixteen interested people attended the Safe with Age meeting. Most of these people are interested in being trained to run courses or act as support people for courses. A training day is being organised after Easter. It was good to see so many capable people keen to do something for their community.

**URBAN SPEED CAMPAIGN**

Radio and television advertising along with bumper stickers sent out to schools encouraged motorists to slow down outside schools in February. There was also a Police enforcement campaign on speeds outside schools. Before and after surveys have been carried out of speeds outside four schools. The results of these surveys will be available when they have been analysed.

**CYCLIST VISIBILITY**

Planning is underway for a campaign to promote cyclist visibility and the use of cycle lights and reflectors in May. The Police will carry out an enforcement campaign on cycle lights and reflectors at the same time.

City Services 7.4.98

4 Cont'd

**WINTER DRIVING**

A joint programme with other Canterbury Road Safety Co-ordinators will promote safe winter driving as the days get shorter. The focus of this campaign will be discussed at the next Canterbury Road Safety Co-ordinators' meeting.

**MEDIA PUBLICITY**

The Star has taken a great interest in road safety issues recently. Lois Watson wrote an article containing an interview with the Road Safety Co-ordinator and Graham Reeves from the Police, focusing on future education programmes planned by the Council. As a result of this, the Managing Editor of the Star has set up a meeting to discuss how the Star can help further with the "battle to reduce the road toll".

The City Services Committee expressed the wish that the Traffic Safety Co-ordinating Committee facilitate appropriate meetings to ensure there was no reduction in Police numbers.

With regard to the reported effectiveness of billboard signs placed near intersections where a high incident of red light running has been noted, experienced in other parts of the country, was noted and the Committee advised that the Traffic Safety Co-ordinating Committee is following up on this matter.

**Recommendation:** That the information be received.

**5. DEED OF LICENCE: MANAGEMENT OF PUBLIC PARKING ON THE K.E.B. SITE**

RR 7421

<b>Officer responsible</b> Parking Operations Manager	<b>Author</b> Maurice Smith
Corporate Plan Output: Parking Enforcement, Page 8.5.3	

The purpose of this report is to seek Council's authority to enter into an arrangement with Ngai Tahu Property Developments Limited (the Group) for the provision of parking management services in the public parking area of the King Edward Barracks site.

**DISCUSSION**

In March of this year the Parking Unit was approached by a representative of the Group to explore the possibility of the Council monitoring/managing the public area of the K.E.B. site car park in which the Group plans to install pay and display multiple parking meters. The alternative for the Group is to manage the public parking area by way of wheel clamping and/or towing.

City Services 7.4.98

5 Cont'd

The Legal Services Manager has confirmed that the Council and the Group are able to enter into such an arrangement, with the most suitable mechanism to facilitate this being a Deed of Licence. The Group has indicated this approach is acceptable on an initial three month trial basis.

It is therefore proposed that the Council and the Group enter into a Deed of Licence for the management of public parking on the K.E.B. site. If the Council agrees to this proposal it will need to resolve under the Christchurch City Traffic and Parking Bylaw 1991 restrictions regarding parking in the public parking area of the King Edward Barracks site. The extent of the restrictions are shown on the plan appended to this report.

Clause 6 (1)(a) of the abovementioned Bylaw provides:

*“The Council may from time to time by resolution -*

*Declare any land owned by the Council, leased by the Council or otherwise vested in the Council to be a metered area”.*

Under the proposed terms of the Deed of Licence the Council would pay the Group a peppercorn rent and the Licence would be terminable on one month's notice in writing by either party.

- Recommendation:**
1. That the Council enter into a Deed of Licence with Ngai Tahu Property Developments Limited for the Council to manage the public car parks at the King Edward Barracks site on terms satisfactory to the Parking Operations Manager and the Legal Services Manager.
  2. That pursuant to Clause 6 of the Christchurch City Traffic and Parking Bylaw 1991 the Council resolve that the unshaded area shown on the attached plan be declared a multiple parking meter area.

6. BARRINGTONS

RR 7414

<p><b>Officer responsible</b> City Streets Manager</p>	<p><b>Authors</b> Jeff Owen, Area Engineer: Beckenham, Brian Neill, Traffic Engineer</p>
<p>Corporate Plan Output: Traffic Signs and Markings</p>	

The purpose of this report is for the Council to consider a schedule of changes to kerbside parking arrangements and traffic management on roads in the vicinity of Barringtons and recommend to the Council that the appropriate resolutions be adopted.

22. 4. 98

**City Services 7.4.98**

- 12 -

**6 Cont'd**

This report was also considered by the Spreydon/Heathcote Community Board at its meeting on 7 April 1998, which adopted the following recommendation:

*“That the Spreydon/Heathcote Community Board recommend to the City Services Committee that the changes in kerbside parking alterations and traffic management detailed in the attached schedule be approved, and asks that cyclists be considered in the equation.”*

The meeting was advised that cyclists have been taken into account in both Athelstan and Simeon Streets. As yet the cycle lanes along Barrington Street are not continuous, but will be prioritised for implementation as part of the city network.

**BACKGROUND**

A report was received by the City Services Committee at its February 1998 meeting. The report outlines the proposed measures to be taken to provide a safe and convenient environment for people visiting the area. A plan of the proposed parking and road layout is attached.

**COMMUNITY VIEWS**

In February 1998 a roadworks information leaflet was distributed within the immediate vicinity of the mall to gain residents' views of the proposals. Residents and businesses that were considered to be directly affected by the kerbside parking alterations were personally contacted for their views. Most comments received related to kerbside parking changes.

The only outstanding matter is a concern expressed by Mrs D Small of 247 Barrington Street. Mrs Small objected to the proposal to introduce kerbside parking outside her home. At present a 'zebra' pedestrian crossing exists outside her property. This crossing will be removed resulting in kerbside parking being introduced in this area. Her opposition to this change stems from the location of a restaurant and bar on the opposite side of the road. Mrs Small expects problems if restaurant patrons are able to park in the area.

With the present and future demand for parking in this area it is considered essential that as much kerbside parking space as practicable be provided. Unfortunately due to these circumstances, we have been unable to accede to Mrs Small's request.

**6 Cont'd**

**BUS ROUTE**

The City Services Committee, at its meeting in February, endorsed the proposals to improve traffic management in the vicinity of Barringtons subject to a bus stop being incorporated inside the mall area adjacent to the mall entrance. Since the meeting the Canterbury Regional Council has been in discussion with the developers as to the most appropriate route for a bus through the mall car park. The original route proposed has some width restrictions. A compromise plan has been agreed to by the mall owners and CRC with a bus stop in Athelston Street adjacent to a covered walkway into the complex.

The City Streets Unit endorses this concept which will maintain bus service to the mall and result in the releasing of premium kerbside parking space in Barrington Street adjacent to the library.

**CONSTRUCTION PROGRAMME**

- Athelston Street kerb and channel renewal commences Monday 30 March.
- Traffic signals to be installed at the Athelston/Barrington Street intersection by the end of April.
- Barringtons is due to open mid May 1998.

**CONCLUSION**

The traffic management plan for the roads abutting "Barringtons" will provide a safe environment for all road users, catering for through, as well as local, traffic. The aim is to have all work completed prior to the opening of the new mall at the end of May 1998.

**Recommendation:** That the Council approve traffic management and kerbside parking changes in Athelston, Barrington and Simeon Streets as detailed in the schedule attached to this report.

## City Services 7.4.98

- 14 -

7. **ADVERTISING ON BUS SHELTERS -  
ASSIGNMENT OF AGREEMENT**

RR 7409

<b>Officer responsible</b> City Streets Manager	<b>Author</b> George Hadley, Transportation Planning Engineer
Corporate Plan Output: Signals, Signs and Shelters 9.5.70	

The purpose of this report is to seek Council approval to assign the agreement with 3M New Zealand Limited.

**BACKGROUND**

The City Council entered into an agreement with 3M New Zealand Ltd on 22 February 1994 to supply and maintain advertising on bus shelters within the city for a 15 year period.

3M New Zealand has applied to assign the lease to Australian Provincial Newspapers Holdings Ltd (APN) who have entered into a contract to purchase their outdoor advertising business effective 1 May 1998.

**DETAILS OF APPLICATION****Applicant**

APN is a substantial Australian public company with broad based media interests and extensive outdoor advertising experience. It has sales in excess of A\$300 million per annum.

APN is proposing a joint venture with the More Group plc of the UK in respect of providing outdoor advertising facilities in both Australia and New Zealand. The More Group plc is a street furniture company based in the UK with annual sales in excess of NZ\$300 million.

**COMMENT**

The assignment clause of the agreement states that the consent of the Council shall not be unreasonably or arbitrarily withheld. The proposed company to which the agreement is to be assigned is a substantial profitable company as is its proposed partner. The two companies have extensive experience worldwide in providing advertising on bus shelter facilities.

3M New Zealand Ltd have provided 40 advertising shelters within Christchurch and are not intending to provide further shelters under this current agreement, which specified a minimum of 15.

City Services 7.4.98

7 Cont'd

APN have indicated that they see an opportunity for providing additional shelters within the city and are keen to identify suitable sites in conjunction with the Council.

**COMMITTEE'S REQUEST FOR FURTHER INFORMATION**

During its deliberations on this matter, the Committee sought further information on the terms of the assignment clause in the agreement.

The City Solicitor has advised that, because there is an assignment clause in the original agreement with 3M, the only reasons for the City Council not to assign the agreement are:

- (i) 3M has not met its obligations under the agreement.
- (ii) The proposed company to which the agreement is to be assigned is not capable of fulfilling the terms of the agreement.

3M has fulfilled its obligations in respect of the agreement and the company to which the agreement is to be assigned is a substantial Australian company with significant experience in outdoor advertising.

Therefore the City Council has no valid reason for not assigning the agreement.

**Recommendation:** That the Council approve an assignment of the agreement with 3M New Zealand Ltd for the supply and maintenance of advertising bus shelters to APN subject to:

- (a) Any payment outstanding in respect of licence fees up to 1 May 1998 be paid.
- (b) The vendor and purchaser meeting all costs as agreed between the parties of the assignment of the agreement.

8. **CONTRACT NO 97/98-243**

**GENERAL CARRIAGEWAY MAINTENANCE AREA 3**

RR 7415

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Richard Bailey, Maintenance Team Leader
Corporate Plan Output: Roothing System Maintenance Carriageway and Kerb and Channels	

The purpose of this report is to obtain Council approval for acceptance of a tender which is above the \$300,000 authority delegated to Council officers.

## City Services 7.4.98

- 16 -

**8 Cont'd**

The contract is for carriageway routine maintenance which includes carriageway/channel repairs, adjustment of surface boxes, minor levelling and other minor maintenance work. The contract area comprises of approximately 500 km of carriageway and 950 km of channel. This is the third of three carriageway maintenance contracts. This work is being tendered in accordance with the requirements of the Transit New Zealand Amendment Act (1995) which requires the Council to have publicly tendered all Transfund financially assisted maintenance work by 1 July 1998.

Areas 1 and 2 have previously been tendered and awarded to Works Civil Construction and Works Operations.

The tenders have been evaluated by the weighted attribute method as set out in Transfund New Zealand "Competitive Pricing Procedures Manual" and specified in the contract documents clause 107.1 of the "Conditions of Tendering". This method takes into account the tenderers abilities in relation to this project with such things as experience, track record, methodology, management skills, as well as prices.

The results of the evaluation of the tenders is as follows:

	<i>Weighted Attribute Score</i>	<i>Tender Price</i>
Fulton Hogan*	63	\$1,196,140
Works Operations	63	\$1,199,446
Works Civil Construction	62	\$1,200,988
Sealcoat Specialists	42	\$1,293,984
Technic Canterbury	41	\$1,384,639
Bitumix	19	\$1,570,351

\*Fulton Hogan have also submitted an alternative tender proposing to use a different technique for carrying out carriageway repairs (digouts) which would lead to possible saving from the tendered price of \$40,000. This technique will be trialed and evaluated for possible use in future contracts.

All prices exclude GST.

These prices include a contingency sum of \$75,000 and the work is for three years.

It is intended to fund this work from the carriageway and kerb and channel budgets for 98/99, 99/00 and 2000/01 years.

The estimated value for this work is \$1,240,000.



City Services 7.4.98

**8 Cont'd**

Based on the prices received for this tender the costs for the work could be up to \$100,000 pa less than what is spent now. This funding will be used for programmed major carriageway repair work, particularly on arterial routes where justified on optimised life cycle cost grounds.

As required by clause 2.7.2 "Tender Evaluation - Weighted Attribute Method" of the Transfund New Zealand "Competitive Pricing Procedures Manual", "the tendering authority shall only enter into a contract for the tender which scores the highest overall index. Each tenderers overall index shall be rounded to the nearest whole number. When more than one tender shares the top overall index, the contract shall be awarded to whichever of these has the lowest price".

**Recommendation:** That the tenderer with the highest weighted attribute score and the lowest tender price, Fulton Hogan, of \$1,196,140 be accepted.

**PART B - REPORTS FOR INFORMATION**

**9. ART GALLERY PARKING**

RR 7419

The Committee considered a report submitted as a basis for discussion and decision-making on the provision of parking associated with the impending development of the Art Gallery site (including whether to replace the existing Sheraton site parking). The Strategy and Resources Committee resolved at its February meeting that a decision on the number of car parking spaces and their location be deferred until the report of the Traffic Design Group has been considered. The Traffic Design Group report has been circulated. It has been an important input to this report.

This report, with minor variations, has been considered by the Central City Committee and the Strategy and Resources Committee. A report on the outcome of the Strategy and Resources Committee meeting is included in this agenda.

The report was considered by the City Services Committee at its meeting on 7 April 1998 and the Committee decided to **recommend:**

1. That approximately 200 car parking spaces be provided as part of the Art Gallery for the following reasons:
  - (a) This would be the most effective use of a one level car parking area.
  - (b) Capital cost (\$3.999 million) and operational costs would be minimised.

City Services 7.4.98

**9 Cont'd**

- (c) This would provide 100 car parking spaces for Art Gallery purposes plus a further 100 for other purposes.
  - (d) It would recognise the under-utilised capacity of the Oxford Terrace car park and the FTC car park (projected) both within approximately 400 metres of the Art Gallery site and the Arts Centre.
  - (e) It would encourage walking on the Worcester Boulevard which has been constructed with a high level of pedestrian amenity.
  - (f) It would encourage the use of the public transport services and the movement of people to a wider area of the central city without undue use of private motor cars.
2. That the free use of the tram at weekends together with higher service frequency and alternate routes for the electric shuttle bus at weekends be investigated as mobility improvements for the Art Gallery and Arts Centre precinct.

**10. CRIME PREVENTION CAMERA SYSTEM - UPDATE**

RR 7352

This report was considered by the Central City Committee at its meeting on 2 April, and the City Services Committee on 7 April 1998 and is reported to the Council in the Central City Committee section of this agenda, clause 4.

The Central City Committee decided:

- 1. That the Chairman and Deputy Chairman meet with the Regional Commander of Police to request that Police staffing of the cameras be increased to maximise the benefits gained from the use of the cameras.
- 2. That the Council thank Mary Forrester (co-ordinator) and the volunteers who monitor the cameras on behalf of the Police for the significant contribution they are making to safety in the city.
- 3. That as assistance to the volunteers the Council approach service clubs seeking further persons to join the volunteers.

The Central City Committee recommendations were adopted by the City Services Committee, with the addition of the following recommendation:

- 4. That Councillors Wright and O'Rourke be part of the deputation to meet with the Regional Commander of Police.

**11. RESOURCE CONSENT FOR EFFLUENT DISCHARGE FROM THE CHRISTCHURCH WASTEWATER TREATMENT PLANT** RR 7357

A report prepared by the Wastewater Engineer informed the Committee of progress with selecting an option for a new discharge consent application for the Christchurch Wastewater Treatment Plant.

It was noted the present consent expires in 2001, and in August 1996 the Council approved a programme of investigation and consultation to plan for a new consent, in accordance with the requirements of the Resource Management Act. The main actions have been to:

- Appoint a consultation Working Party to build up expertise with the subject and advise the Council on the decisions that would be in the best interests of Christchurch.
- Develop a brief for a study into the issues and options for wastewater management.
- Conduct two series of consultation meetings, which have been generally targeted at special interest groups.
- Issue newsletters to a wide range of interested parties.
- Let an issues-and-options study contract to a team of consultants led by Woodward-Clyde, engineering and environmental consultants.
- Engage a team of three people, led by Beca Steven, environmental engineering consultants, to act as peer reviewers of the work of the main consultant.

The Working Party is made up of representatives of a wide range of interest groups and includes Councillors O'Rourke, Evans and Wright.

It was **resolved** that all Councillors be invited to the City Services Committee seminar on 21 May 1998.

**12. PAPANUI TO RICCARTON RAILWAY CYCLE/PEDESTRIAN-WAY** RR 7398

The Committee considered a report prepared by the Cycling Development Officer, which provided an update on the investigations being carried out for the Papanui to Riccarton railway cycleway. A brief summary of progress to date included:

- Detailed design and consultation.
- Usage surveys.
- Costs/benefits - cost effectiveness analysis.
- Safety audit.
- Resource consents.

**12 Cont'd**

It was noted it is intended to present a final report to the City Services Committee at the June meeting.

The Committee **resolved** that the Council facilitate consultation through a professional mediator with the residents adjoining the proposed Papanui to Riccarton railway cycleway.

**13. REPORT ON VISIT TO SENDAI, JAPAN**

RR 7441

The purpose of this report was to briefly outline the reasons for and the outcome of the Waste Manager's and Liquid Waste Manager's visit to Sendai, Japan. A compost manufacturing system called the Hazaka method was observed during the visit. Advantages of this system are as follows:

- A very high quality product.
- It can compost greenwaste, food waste, biosolids, animal waste/offal etc.
- A short production time of only 25 days.
- A trench enclosed by plastic tunnel structure to control dust and smell.

Mr Hazaka is keen to see his system benefit western countries and an initial start could be to establish a showcase plant in Australia or New Zealand (probably at his own company's capital cost).

The Committee **resolved** that the possibility of inviting Mr Hazaka to visit Christchurch, with a view to a partnership for future biosolid development, be investigated.

**14. RICcarton ROAD TRAFFIC MANAGEMENT PLAN**

RR 7432

The purpose of this report was to obtain the Committee's views on the Recommended Traffic Management Plan produced for Riccarton Road by consultants Traffic Design Group.

It was **resolved**:

1. That the Committee give its general endorsement to the Consultant's Recommended Traffic Management Plan for Riccarton Road, subject to further consideration of improved provision for cyclists;
2. That staff be requested to investigate and report in more detail on the individual elements of the Plan (including street landscaping) including confirmation of costs and programme;

22. 4. 98

**City Services 7.4.98**

- 21 -

**14 Cont'd**

3. That subject to satisfaction with the above (to be reported by June), and confirmation of priority in respect of available budget and other works, the Committee proposes to recommend implementation of the Plan by 2000/2001.
4. That a bus priority lane running east and west from the roundabout on Riccarton Road, be investigated as part of the redevelopment.

**15. MAIDSTONE ROAD/WAIMAIRI ROAD INTERSECTION  
WADELEY ROAD - TRAFFIC MANAGEMENT**

RR 7413

The purpose of this report was to inform the Committee of a proposal by the Riccarton/Wigram Community Board to significantly reduce the volume of through traffic on Wadeley Road, a residential street linking Maidstone Road with Waimairi Road.

It was **resolved**:

1. That the intersection treatment on Wadeley Road at the Maidstone Road and Waimairi Road intersections be included in the brief for installing traffic signals at the Maidstone/Waimairi intersection.
2. That the proposal for reducing traffic flow along Wadeley Road be reviewed following the outcome of the traffic signal analysis.

The meeting concluded at 5.24 pm

**CONSIDERED THIS 22ND DAY OF APRIL 1998**

**MAYOR**