

8. **CENTRAL CITY CYCLE PARKING: HIRE CYCLES AND PUBLIC USE ENTER TITLE OF REPORT HERE**



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Asset and Network Planning Manager
Author:	Jennie Hamilton, Consultation Leader

PURPOSE OF REPORT

1. This report seeks a recommendation from the Hagley/Ferrymead Community Board to the Council to approve the location of 50 cycle stands in the central city for lease by a commercial cycle hire company, and the installation of additional stands for public use (refer **attachment 1**).

EXECUTIVE SUMMARY

2. Christchurch City Council is at the forefront of local moves to get more people on bikes, to reduce traffic congestion and to promote a healthier lifestyle. It plans to install new bike stands in the central city. If this project is approved, 25 new stands will be installed for public use and 50 stands will be leased to a commercial cycle hire company, Nextbike New Zealand Ltd. Of those 50, 22 stands will be installed as part of this project.
3. Nextbike requires 50 cycle stands to accommodate 100 bikes for its operation, which is planned to start in October 2010.
4. At its meeting on 4 February 2009, the Community Board approved in principle the locations of 50 additional cycle stands for the use of Nextbike New Zealand Ltd. These were to be installed on the basis that Nextbike would not restrict public use of any of these stands when they were not occupied by Nextbike cycles. Moreover, before the sites were confirmed, neighbouring property owners were to be identified and consulted.
5. The project proposed to install a minimum of 50 new stands for Nextbike, some at existing sites, and some at new sites, plus additional stands for public use, for a total budget of \$50,000. Initial costings for new cycle stands were \$200 to \$250 per stand, installed.
6. In May 2009 the project team was advised that only the new 'ringbinder' style of cycle stand could be used in the central city (refer **attachment 2**). The cheapest estimate for this type of cycle stand was \$1,300 per stand, installed. Moreover, the new 'ringbinder' stands could not be placed alongside older types of stands. Therefore, about half the locations originally identified for use by Nextbike NZ and approved in principle by the Community Board, were unable to be used by the cycle hire company, as they were the older style rack stands.
7. The project team proposes to use a combination of existing stands and new stands to provide the 50 stands required by Nextbike. New locations have been identified by Christchurch City Council technical staff, and are considered suitable by the cycle hire company. To compensate for the loss of cycle stands and to boost the overall number of cycle parks in the central city, the Council plans to provide additional stands for public use (refer table below).
8. Cycle stand sites for both Nextbike and public use are shown in Attachment 2. They comprise existing stands, new stands to replace existing racks as part of this project, new stands installed as part of this project, and new stands installed as part of other projects and used by Nextbike. All cycle stands would be located on road reserve, apart from the Hoyts complex where the property owner has given their consent to use their land.

	Nextbike NZ Ltd	Public Use Only
Existing stands	22	57
New stands installed to replace existing racks as part of this project	6	9 (minimum)
New stands installed as part of this project	16	16 (minimum)
New stands installed as part of other projects	6	28
Total	50 (capacity for 100 bikes)	125 minimum (capacity for at least 250 bikes)

9. In addition, up to 57 new cycle stands will be installed for public use only in the central city in the financial year ending 30 June 2010, as part of other projects. These locations are the City Mall (30 stands), High Street between Cashel Street and Lichfield Street (16 stands proposed), Wilsons Reserve, corner of Madras and St Asaph Streets (eight stands proposed), and near the entrance to Woolsack Lane (three stands already in place).
10. Council staff, including the Urban Renewal and Transport Team, and Nextbike NZ have been consulted about the proposed cycle stand sites. The Director of Nextbike NZ, Julian Hulls, has decided to defer the launch of the company's expansion to Christchurch until October 2010 to allow time for Council approvals and the installation of cycle stands to be used by the hire company.

FINANCIAL IMPLICATIONS

11. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
12. The budget for the Central City Cycle Parking Provision component of the 2009/10 Transport and Greenspace Capital Works Budget is \$42,200. An additional \$20,000 is available from the 2009/10 Inner City Transport (Street Furniture) budget. This additional budget is required to cover the increased cost of the 'ringbinder' style stands and the necessary budget transfer will be actioned if the recommendations in this report are approved.
13. All costs of running the hire scheme and supplying and maintaining the cycles will be the responsibility of Nextbike NZ.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. Yes.

LEGAL CONSIDERATIONS

15. The Council's Property Services Team will prepare a Licence to Occupy agreement with Nextbike for an initial period of 24 months at a 'peppercorn rental' once the sites have been confirmed by the City Council. This agreement will be subject to review at the end of 24 months, outlining terms and conditions, including the period of the agreement, costs agreed between the two parties, and the rights and obligations of each.

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

16. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The Nextbike proposal aligns with the following community outcomes:
 - (a) A healthy city;
 - (b) A city for recreation fun and creativity;
 - (c) An attractive and well designed city.
18. This project will improve the level of service for cyclists and potential cyclists in the central city by increasing the availability of cycles and providing increased cycle parking opportunities.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. Yes.

ALIGNMENT WITH STRATEGIES

20. This project supports the following policy and method in the City Plan:
 - (a) Policy 7.4.3: To provide convenient, safe cycle parking in public areas.
 - (b) Method: Investigation of a public cycle hire system, particularly in the central city area.
21. The project supports the objectives of both the Christchurch Cycling Strategy, Central City Revitalisation and the draft Central City Streetscape Plan. The proposal will also partially implement the following actions in these strategies:
 - (a) Improve facilities for cyclists at popular destinations and key locations (Cycling Strategy);
 - (b) Improve cycle storage facilities (Revitalisation Strategy).

Do the recommendations align with the Council's strategies?

22. Yes.

CONSULTATION FULFILMENT

23. A memorandum was sent to the Hagley/Ferrymead Community Board by Terry Howes, Asset and Network Planning Manager of the Council's City Environment Group on 18 September 2009 to update the Board on the project and also the proposed consultation process.
24. Once cycle stand locations had been identified in September 2009, the project team discussed the sites with representatives from The Adventure Centre Ltd and Wheels 'n' Deals Cycles. They had expressed concerns to the Hagley/Ferrymead Community Board in February 2009 about the lease of bike stands to Nextbike New Zealand. Once Council staff were made aware that Julian Hulls from Nextbike had previously indicated that he was happy for four cycle stands – three in the Square and one in Gloucester Street – to remain solely for public use, they amended the map accordingly. The revised map was delivered to the two Christchurch representatives who were concerned about the cycle hire proposal, and posted to another person who had spoken in support of the commercial cycle leasing proposal at the February Board meeting. All were invited to contact the project's consultation leader if they had any concerns.
25. The map showing existing stands, new stands to be installed as part of this project, existing cycle racks to be replaced with new cycle stands as part of this project, and new stands to be installed as part of other projects, was distributed to businesses and properties adjacent to or near each of the proposed 24 locations on 7 October 2009. They were invited to contact the project's consultation leader with any concerns before 28 October 2009.
26. The owner of a business in Hereford Street opposed the location of bike stands outside his business and requested a rubbish bin instead. In latest proposals for the Hereford Street Upgrade, three of the eight cycle stands have been relocated and a rubbish bin has been provided on the wider footpath outside the business concerned.
27. A request by a property manager for two cycle racks for members' bikes (when the racks are replaced with 'ringbinder' style stands) is being investigated by the project manager.
28. The Science Alive property manager sought clarification on the location on the stands on its Moorhouse Avenue frontage. He subsequently endorsed the location of the proposed cycle stands and asked whether more stands could be provided, subject to funding.

29. The owner of the building at the corner of Manchester and Worcester Street, and the ground floor tenant opposed the location of six new stands on a kerb buildout on the Manchester Street frontage. Their submission stated that they were opposed to the stands because of: the lack of selection criteria; no need/demand for cycle stands in this location; pedestrian interference/traffic safety, and security issues. After considering these points the project team retained the six stands at this location on the map for Council approval. Three of the stands would be used by Nextbike and three would be for public use. The other cycle stands in Manchester Street will need to be reviewed when the street is upgraded. The existing stands are not consistent with emerging CCC cycle parking standards. Their current condition is poor and they need to be replaced. All new stands must be of the 'ringbinder' style, to be installed off the road, on build outs in central city streets where there is vehicular flow. Council staff do not consider that the new stands proposed at the corner of Manchester and Worcester streets would cause pedestrian congestion or security issues.
30. The representative of The Adventure Centre stated in his submission that while he fully supported initiatives to get more people on bikes he took issue with the support offered by Council to Nextbike, a commercial operator, to the detriment of current Christchurch businesses. These included his own business and Wheel 'n' Deals Cycles. While he appreciated the efforts made to satisfy all parties in relation to the allocation of Nextbike stands he stated that he objected to the whole concept of the new scheme. He raised maintenance and safety concerns in relation to Nextbike and said he did not believe the new hire cycles would be used by Christchurch residents. According to the representative of The Adventure Centre the Council was financially assisting the set up of a company which derived its main income from advertising on Nextbike cycles parked on public land.
31. The sites proposed by Council staff have been chosen in consideration of best practice guidelines for short to medium term cycle parking facilities. In summary, these are intended to cater for an expected length of stay of 5 to 30 minutes and be suitable for visitors to local shops, banks, post office, commercial premises, office buildings etc. The recommended location of such stands is within 20 metres of the main pedestrian entrance to buildings, under cover if existing shelter is available, located to ensure good passive surveillance, and with good lighting. In addition to these considerations, public safety, technical and spatial limitations and heritage values were considered. Potentially suitable sites located in recreation reserve areas were examined, but deemed unfeasible by staff. The costs of converting a short-term car parking facility on Gloucester Street into a cycle parking facility was outside the budget of this project. As the central city upgrades continue, additional complementary secure cycle parking facility provision levels will also improve level of service provision for active modes in the central city.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend to the Council that:

- (a) The installation of 47 new cycle stands proposed for both commercial use and public use, as shown on attachment 1, be approved.
- (b) The use by Nextbike New Zealand Ltd of 22 existing stands, and 22 new stands installed to replace existing racks as part of this project or new stands installed as part of this project, plus six new stands installed as part of other projects, be approved.
- (c) These bicycle stands be installed on the proviso that Nextbike New Zealand Ltd does not seek to restrict public use of any of these stands when they are not occupied by Nextbike cycles.
- (d) Staff be authorised to sign a temporary Licence to Occupy with Nextbike New Zealand Ltd for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months, and a further report at that time if the licence is to be continued.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

32. Nextbike NZ Ltd (formerly GoodGear Bikes) approached the City Council in 2008 seeking to expand its operations into Christchurch City. This initiative was regarded as a low risk opportunity for the Council to trial a scheme that had proven to be a successful model overseas.
33. As a result a report was prepared by staff for the Hagley/Ferrymead Community Board outlining the opportunity. At its meeting on 2 July 2008 the Board recommended to Council the following:
 - (a) To authorise staff to propose the locations.
 - (b) Report back to the Board and Council on these locations for up to 50 additional bicycle stands in the central city for use by GoodGear Bikes.
 - (c) These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.
34. In response the City Council resolved on 14 August 2008 to:
 - (a) Support the GoodGear Bikes proposal in principle.
 - (b) Authorise staff to sign a temporary Licence to Occupy with GoodGear Bikes for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months.
 - (c) Authorise staff to propose the locations, and to report back to the Board and the Council on these locations, of up to 50 additional bicycle stands in the central city for use by GoodGear bikes. These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.
35. In February 2009, the Community Board was asked to approve in principle specific sites required for cycle parking in the central city. A spokesman for Adventure Centre Ltd and Wheels and Deals advised the Board that their businesses would be adversely affected by the project as both businesses already hired cycles to tourists. Proposed stands in Cathedral Square and Gloucester Street were of particular concern. The Community Board approved in principle:
 - (a) The location of the proposed cycle stands as shown on an attached schedule to allow individual consultation on all locations to be carried out and be reported back to the Board for recommendation to Council.
 - (b) That installation of any of these cycle stands be on the proviso that Nextbike does not seek to restrict public use of any of these stands when they are not occupied by Nextbike Cycles.
36. Following the Board's approval in principle the project team's brief was amended to also improve the level of service for public short to medium term cycle parking in the central city. This would be achieved by installing additional stands in the central business district (CBD).

THE OBJECTIVES

37. The primary objectives of the project are to:
 - (a) Improve the level of service for cyclists in the CBD as a means of encouraging modal shift from car use to active travel modes in line with national active transport targets.
 - (b) Increase 'end of journey' cycle parking facility level provision for short to medium term parking.
 - (c) Establish a generic style/brand of cycle parking facility.

- (d) Improve safety for cyclists.
- (e) Improve the perceived status of cycling through improved cycle parking provision.
- (f) Complete the project within the 09/10 financial year.
- (g) Complete the project within the allocated budget.

38. The secondary objectives of the project are to:

- (a) Maintain or improve levels of service for pedestrians.
- (b) Maintain or improve levels of service for people with mobility impairment.
- (c) Maintain or improve levels of safety for all road users.