



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 2 JULY 2008

AT 3.00 PM

**IN THE BOARDROOM
LINWOOD SERVICE CENTRE
180 SMITH ST, LINWOOD**

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson, Brenda Lowe-Johnson.

Community Board Adviser

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX	PG NO	
PART B	3	1. APOLOGIES
PART C	3	2. CONFIRMATION OF MEETING REPORT – 18 JUNE 2008
PART B	9	3. DEPUTATIONS BY APPOINTMENT
PART B	9	4. PRESENTATION OF PETITIONS
PART B	9	5. NOTICES OF MOTION
PART B	9	6. CORRESPONDENCE
PART B	9	7. BRIEFINGS
PART A	10	8. GOODGEAR BIKES – BICYCLE RENTAL PROPOSAL

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INDEX	PG NO	
PART C	22	9. DORSET STREET AND DUBLIN STREET – KERB AND CHANNEL RENEWAL PROJECT
PART B	38	10. COMMUNITY BOARD ADVISER'S REPORT
PART B	38	11. MEMBERS' QUESTIONS
PART C	38	12. RESOLUTION TO EXCLUDE THE PUBLIC

2. 7. 2008

- 3 -

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 18 JUNE 2008**

The report of the Board's ordinary meeting of 18 June 2008 is **attached**.

The Public Excluded section of the Board's 18 June 2008 meeting has been circulated separately to Board members.

STAFF RECOMMENDATION

That the report of the Board's ordinary meeting of 18 June 2008, and the Public Excluded report of 18 June 2008, be confirmed.

2. 7. 2008

- 4 -

CLAUSE 2 ATTACHMENT

18. 6. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 18 June 2008 at 3 pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox,
Yani Johanson, Brenda Lowe-Johnson

APOLOGIES: An apology for absence was received and accepted from John
Freeman.

David Cox arrived at 3.04 pm and was absent for part of Clause 11.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. LEASE TO MCDONALDS RESTAURANT (NZ) LIMITED - LINWOOD AVENUE

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Bill Binns

PURPOSE OF REPORT

1. The purpose of this report is to seek that the Council approve:
 - (a) The surrender of the existing lease with McDonald's Restaurant (NZ) Limited.
 - (b) Enter into a new lease with McDonalds and that the Corporate Support Manager be given delegated authority to approve the new lease.

EXECUTIVE SUMMARY

2. McDonalds Restaurant (NZ) Limited lease from the Council an area containing 1135m² of land on the corner of Linwood Avenue and Buckleys Road.
3. The land is currently used by pedestrians, for car parking, related signage and is also the egress for vehicles from the drive-through facility.
4. The lease commenced on 1 November 1987 on a 11 year term with a further 11 year right of renewal, giving a final expiry date of 31 October 2009.
5. McDonalds Restaurant (NZ) Limited is looking to re-image the Linwood restaurant and has set a budget in excess of \$1 million to complete the works.
6. McDonalds, therefore, has a desire to secure a longer lease term on the land in order to completed the re-image and provide some security of tenure to the Franchisee to continue to use this land to run its business.
7. The Council wishes to retain the land for road widening, there are underground services beneath the seal that need protecting and there is a possibility the services will be added to.

2. 7. 2008

- 5 -

8. Once the old lease is surrendered the Council will enter into a new lease for a term of 11 years with a further 11 year right of renewal, giving a final expiry date in 2030. This is an opportunity to not only increase the rent but also to consider leasing conditions.
9. A rent review will take place at the commencement of the new lease.
10. An additional clause will be added allowing the Council to terminate the lease (on giving six months written notice) if the land is required for additional services or road widening.

FINANCIAL IMPLICATIONS

11. A rent review could increase the revenue obtained from the leasing of the land.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. Yes.

LEGAL CONSIDERATIONS

13. There are no legal considerations that need to be taken into account as the old lease is being surrendered and replaced with a new one.

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

14. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Yes.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. Yes.

ALIGNMENT WITH STRATEGIES

17. Yes.

Do the recommendations align with the Council's strategies?

18. Yes.

CONSULTATION FULFILMENT

19. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Consent to the surrender of the existing lease.
- (b) Agree to the additional clause giving the Council the right to terminate the lease provided the land is required for road widening or additional services so long as it gives six months written notice of this event.
- (c) That McDonalds Restaurant (NZ) Limited meet all costs associated with the lease surrender and drawing of the new lease.
- (d) That the Corporate Support Manager be given delegated authority to approve the new lease.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. DEPUTATIONS BY APPOINTMENT

2.1 Heathcote Valley Community Association

Drina Sisarich and Liz Davis of the Heathcote Valley Community Association spoke to the Board about engine brake noise on Tunnel Road seeking support to have Transit New Zealand erect signs on that road banning the use of engine brakes.

The Board **decided** to that it would recommend to the Council that it resolve to approach Transit New Zealand to request that signs restricting the use of engine brakes be erected on Tunnel Road in the immediate vicinity of the Heathcote Valley residential community.

PART B - REPORTS FOR INFORMATION

**3. CHANGE OF SHAREHOLDING AND ASSIGNMENT OF LEASE
– VICTORIA HOTELS (CHRISTCHURCH) LIMITED (CROWNE PLAZA HOTEL)**

The Board considered a report seeking a recommendation to the Council that it approve the assignment and change of shareholding of the lease with Victoria Hotel (Christchurch) Limited, forming the Crowne Plaza Hotel.

This matter has been dealt with by way of report to the Council meeting of 26 June 2008.

The Community Board Adviser advised the Board that this was a Part A matter and that as it was no longer necessary to be dealt with as a public excluded item, the matter could be considered by the Board in the open meeting.

Questions were raised with respect to whether it was appropriate that commercial leases should be dealt with in a more timely manner by going directly to the Council for consideration.

A motion was proposed:

‘That the Board make a recommendation to the Council that the Board delegation be amended so that commercial lease transactions go directly to Council or the appropriate Council business unit.’

The motion was put to the meeting, and declared lost on division number 1 by 4 votes to 2, the voting being as follows:

Against (4): Rod Cameron, Bob Todd, Yani Johanson, Brenda Lowe-Johnson

For (2): David Cox, Tim Carter

4. DEPUTATIONS BY APPOINTMENT

4.1 Heathcote Valley Community Association (continued)

Further to clause 2.1 of this report (Part A), Drina Sisarich and Liz Davis of the Heathcote Valley Community Association raised concerns on two further issues, the closing of Truscotts Road and when this would be complete, and asking for action on the installation of the cycleway/walkway on Port Hills Road.

The Chairperson thanked Ms Sisarich and Ms Davis for their presentation.

Steve Hughes, Traffic Engineer, joined the meeting to answer questions from members on the issues raised.

The Board **agreed** to request from staff information about how a strategic traffic survey of the Heathcote Valley could be carried out and further that staff provide the Board with any existing available information on traffic surveys in the area.

The Board further **agreed** to request that staff provide it with information with respect to progress on the development of the cycleway/walkway on Port Hills Road including the timeframe for completion, and the links with the recently installed Transit New Zealand cycleway.

5. PRESENTATION OF PETITIONS

Nil.

6. NOTICE OF MOTION

Nil.

7. CORRESPONDENCE

Nil.

8. BRIEFINGS

Nil.

9. MEMBERS QUESTIONS

A question was asked about Board delegations, particularly around a proposal to remove a part of the Board's delegations in the central city area.

The Board **agreed** that a letter should be written to the Mayor, copied to the Chief Executive, expressing the Board's concerns about Board Chairs not being involved in the Council Workshop where this issue was discussed, asking what the process is going forward and when Community Boards would be involved.

10. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** an update on forthcoming meetings and matters of interest, including seeking a new member for the 2009 Community Board Conference Organising Committee.

The Board **agreed** that Brenda Lowe-Johnson would represent the Board on the Conference Organising Committee.

The Board acknowledged its appreciation of Council staff involvement in the Matariki event.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING REPORT – 4 JUNE 2008

The Board **resolved** to confirm the report of its ordinary meeting of 4 June 2008.

12. KEEP NEW ZEALAND BEAUTIFUL CONFERENCE

The Board considered a report seeking nominations and approval for a Board member to attend the Keep New Zealand Beautiful Conference in Dunedin in September 2008.

2. 7. 2008

- 8 -

The Board **resolved** that Rod Cameron attend the Keep New Zealand Beautiful Conference in Dunedin from 19 – 21 September 2008.

13. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the draft resolution to exclude the public set out on page 18 of the agenda be adopted.

The meeting concluded at 4.55 pm

CONFIRMED THIS 2ND DAY OF JULY 2008

**BOB TODD
CHAIRPERSON**

2. 7. 2008

- 9 -

3. DEPUTATIONS BY APPOINTMENT

3.1 KEN HULLS OF GOODGEAR LIMITED

Ken and Julian Hulls of Goodgear Limited will speak to the Board with respect to Clause 8.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. GOODGEAR BIKES – BICYCLE RENTAL PROPOSAL

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Asset and Network Planning Manager
Author:	Bron Healey

PURPOSE OF REPORT

1. The purpose of this report is to seek a recommendation from the Hagley/Ferrymead Community Board to the Council to authorise the signing of a Licence to Occupy or similar agreement with GoodGear Bikes, and to provide additional cycle parking at key locations in the central city.

EXECUTIVE SUMMARY

2. GoodGear Bikes is proposing to introduce 100 remotely locked and released bicycles at key locations in central Christchurch in October 2008. This would add to the network of rental bicycles that GoodGear introduced in Whangarei, Auckland, Hamilton, Tauranga and Rotorua in March 2008.
3. The GoodGear proposal is a variation on public utility bicycle schemes that are becoming increasingly common (and successful) in cities around the world. The Velib scheme in Paris is probably the most well known of these. GoodGear has identified the following generic benefits of public utility bicycle schemes:
 - (a) Providing on demand transport/leisure.
 - (b) A means of reaching destinations not transit accessible.
 - (c) Reducing congestion.
 - (d) Reducing pollution.
 - (e) Providing incentives for tourists to get to more locations and spend longer in the city.
 - (f) Decreasing the theft of personal bikes.
 - (g) Providing the user with the benefits of exercise.
5. GoodGear is seeking a Licence to Occupy or similar agreement with the Council that would allow GoodGear to operate its bicycles on public land for a peppercorn rental. GoodGear is seeking an agreement for a trial period of 24 months and a right of renewal for a further 36 months.
6. GoodGear would provide, operate and maintain the bicycles at no cost to the Council. In return, GoodGear is requesting that the Council provide 50 bicycle stands at key locations it has identified. The purchase, installation and maintenance of these stands would comprise the total capital cost to the Council. The full proposal from GoodGear is **attached**.
7. The options available to the Council are: do nothing; sign an agreement without providing additional bicycle stands; or, sign an agreement and provide the additional bicycle stands.
8. Do nothing: the Council would miss an opportunity to test the market for a public utility bicycle scheme in Christchurch at relatively low cost and risk to the Council.
9. Sign an agreement without providing additional bicycle stands: this would minimise costs to the Council. However, not providing additional bicycle stands may undermine the effectiveness of the scheme and upset existing users of public bicycle stands.
10. Sign an agreement and provide additional bicycle stands: this would involve additional cost to the Council, but it would allow the Council to test the potential of the scheme without reducing the amount of parking provided to existing cyclists. This is the option recommended by staff.
11. Staff would ensure that the additional bicycle stands were located to maximise public use. If the scheme proves unsuccessful at the end of the trial period, the bicycle stands would remain in the locations for general use.

8. Cont'd

12. Staff recommend that any agreement should require that GoodGear not restrict the public use of the stands when they are not occupied by GoodGear bikes. Any signage provided at the sites should expressly state that the stands are also available for public use.

FINANCIAL IMPLICATIONS

13. All costs for running the scheme, and supplying and maintaining the bicycles will be carried by GoodGear. The purchase and installation of 50 bicycle stands will cost Council approximately \$10,000. There will also be minor ongoing costs to maintain the bicycle stands.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

14. There is budget for the installation of bike stands in the 2008/09 capital programme under Cycleways, Parking Upgrade (Central and Educational).

LEGAL CONSIDERATIONS

15. The Council would need to sign a Licence to Occupy or similar agreement with GoodGear Bikes. The Licence to Occupy would state the period of the agreement, the costs agreed between the two parties, and the rights and obligations of each. GoodGear Bikes has signed similar agreements with Councils in Whangarei, Auckland, Hamilton, Tauranga and Rotorua.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The GoodGear 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. The proposal aligns with the Streets and Transport Activity Management Plan by providing additional cycle parking facilities in the central city.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

19. The recommendations 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.

ALIGNMENT WITH STRATEGIES

20. The proposal 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 for the central city area.
21. The proposal supports the objectives of both the Christchurch Cycling Strategy and the Central City Revitalisation Strategy. 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).

8. Cont'd

Do the recommendations align with the Council's strategies?

22. As above.

CONSULTATION FULFILMENT

23. Existing providers of rental bicycles in or near the central city were considered to be affected parties. These businesses were contacted for their views. All considered themselves to be affected by the proposal, although to varying degrees. One business indicated that they targeted a different market segment to GoodGear Bikes.
24. None of the existing providers objected in principle to Council signing an agreement with GoodGear bikes to occupy public land. However, two stated that they would strongly object to Council providing extra bicycle stands for use by GoodGear Bikes. Both indicated that they had previously asked Council (informally) to provide parking for their own bikes and had been turned down.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council:

- (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 determine the locations of, and install, up to 50 additional bicycle stands in the central city for use by GoodGear bikes. These bicycle stands will 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.

CHAIRPERSONS RECOMMENDATION

For discussion.

Rental bicycles for recreation and commuting

...locked and released by cell phone, for use by students, city workers/residents and tourists

Proposal to Christchurch City Council



GoodGear
BIKES

Date: June 2008
Contact: Julian Hulls
GoodGear Limited
julian@goodgear.co.nz
021 154 8371

Table of contents

Table of contents	- 14 -
Executive summary	- 15 -
1. Background.....	- 15 -
1.2 Company background	- 15 -
1.3 Business model.....	- 15 -
Rental cost.....	- 16 -
Bike usage.....	- 16 -
2. Operations	- 17 -
2.1 Suggested bike stand locations - Christchurch	- 17 -
2.2 Enabling technology	- 17 -
2.3 Bikes	- 17 -
2.4 Helmets	- 18 -
2.5 Infrastructure needs	- 18 -
Bike rack.....	- 18 -
Cell phone coverage.....	- 19 -
Electricity (None)	- 19 -
2.6 Complimentary infrastructure	- 19 -
Good lighting at night.....	- 19 -
Open space	- 19 -
Closed Circuit TV.....	- 19 -
Cycle lanes leading to and from stands	- 19 -
2.7 Bike maintenance.....	- 20 -
Servicing.....	- 20 -
Anti theft strategy.....	- 20 -
Anti vandalism strategy.....	- 20 -
3. Proposal and request.....	- 20 -
3.1 Proposal	- 20 -
3.2 Schedule of key dates	- 20 -
3.3 License to occupy for bike stands	- 20 -

Executive summary

GoodGear Ltd has commenced the introduction throughout N.Z of remotely locked and released bicycles at key city and tourist locations. This concept, known in Europe and North America as a Public Utility Bike System has "set the bicycle on the path of becoming revolutionary to urban public transportation systems throughout the world" (Smart Bikes: Public Transportation for the 21st Century).

GoodGear intends to continue its growth by placing a further 300 bikes including in Christchurch and Wellington in spring 2008. This will add to bikes installed in five other cities early in 2008. One hundred bikes have been identified as suitable for Christchurch on a selection of sites that include high pedestrian flow areas and transport hubs and potentially at the university. Capital costs to council are limited to the purchase and installation of 50 conventional Sheffield bike racks in key locations. The funding, ownership, promotion and maintenance of the bikes and their supporting hardware and operating systems rests with GoodGear.

GoodGear's Proposal is for the introduction into Christchurch of its public utility bike system, and requests a License to Occupy, or similar agreement with Christchurch City Council (CCC) in order to be ready for launch of operations in the city in October 2008.

1. Background

GoodGear has held preliminary discussions with Mike Theelen and Norm Withers – Deputy Mayor. This document has been prepared as a follow on to these discussions.

1.2 Company background

GoodGear is a limited liability company involved in bike rentals.

Extensive market research has identified that a market for rental bicycles exists for tourism and recreation. Typically, European business models for rental bikes also identify commuters (Public Utility Bikes or PUBs) and this is expected over time to also apply in New Zealand.

The bikes are secured in public locations using technology from Europe's public utility industry that allows the bikes to be locked and released using cell phones. GoodGear has exclusively licensed this technology from Nextbike (www.nextbike.de) for the New Zealand market with options to extend into Australia and South Pacific.

GoodGear has launched 150 of these bikes in Whangarei, Auckland, Hamilton, Tauranga, and Rotorua in March 2008. It is planned that a further 300 bikes will be introduced later in 2008 including in both Wellington and Christchurch.

1.3 Business model

GoodGear's business model is unique in that for the first time a Public Utility Bike System will be launched nationally as opposed to on a city by city basis as is the case in Europe and North America. This is expected to represent a facility of interest to, among other groups, tourists and encourage them to stay longer in locations where easily accessible bike transport is available.

The bikes will be sited, at street venues and transport hubs in the cities supplemented by locations in backpacker hostels and tourist venues.

The bikes provide a mode of transport to other activities and attractions, or a form of leisure in its own right for tourists and city dwellers. For the city user they provide a means of extending their weekday trip on public transport (Park and ride a bike, or train into town and continue by bike) or recreation at the weekend. "There are approximately 50 cities throughout the world with public utility bikes" (Smart Bikes: Public Transportation for the 21st Century).

The business model includes for advertising which helps to lower the rental costs to users. Each bike carries an advertising space in the frame. This is a good opportunity for those companies and organisations wishing to be associated with sustainability or wanting to appeal to a slightly fitter, younger and environmentally concerned user.

In towns and cities outside of Auckland and Hamilton, GoodGear will work with a local business partner who will operate, promote and maintain the bikes. Discussions are currently underway with potential business partners in Christchurch.

In most Europe and North American cases, local authorities guarantee rental income for the bike system provider, at least during the operational start up phase. Alternatively the system is subsidized within the city street furniture/advertising contract held typically by international media companies. Such models are unavailable in NZ. GoodGear's operation is therefore entirely entrepreneurial. It is seeking only minor assistance from local authorities, primarily to provide bikes racks at the selected locations

These bikes benefit the host city by:

- Providing on demand transport/leisure
- A means of reaching destinations not transit accessible
- Reducing congestion
- Reducing pollution
- Providing incentives for tourist to get to more locations and spend longer in the city
- Decreasing the theft of personal bikes
- Providing the user with the benefits of exercise.

(Smart Bikes: Public Transportation for the 21st Century)

Rental cost

The rental costs are on a time used rather than distance covered basis. The price includes the use of a helmet and security lock.

Registration to use the system costs \$3, and this is credited to the user for their first ride. (The first hour of cycling is therefore paid).

- 1 hour \$3
- 2 hours \$6
- 3 hours \$9
- 4 hours \$12
- 24 hours \$15
- 4pm to 9am \$9 maximum

The bikes can be left at a different station from the one they were picked up from for \$10.

Bikes can also be secured at locations that are not recognised as pickup or drop of station for \$100.

Bike usage

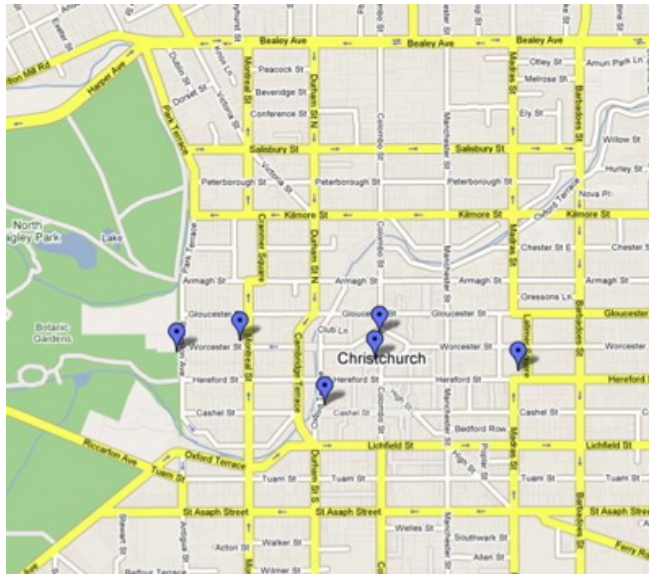
GoodGear expects on average bikes will be used up to 10 percent of a day, that is 2.5 hours. In Europe where city councils guarantee the rental income per bike, it typically takes 18-24 months to achieve this average level of use to break even and become profitable.

The amount of time that the bikes are rented for changes significantly with the day of the week and season.

2. Operations

2.1 Suggested bike stand locations - Christchurch

The type of location significantly affects the typical user and the likely primary purpose of the bike rental. These location types will be in a number of key city locations to provide the best access to typical users - students, city residents/workers and tourists.



GoodGear suggests placing 6 -10 bikes at each location. Each bike rack can hold 2 bikes. GoodGear would like to make 100 bikes available for Christchurch. This equals 50 racks across central Christchurch. The exact placement of racks and numbers to be decided in consultation with traffic demand and town planners.

2.2 Enabling technology

Each bike is secured to a bike stand using a mechanical combination lock. The code for the combination lock is changed each time a new user picks up the bike.

Users register on line or over the phone and can then:

- Contact a call centre, giving the code on the bike.
- The system reads out a release code, also sent by sms text direct to the mobile phone.
- Upon returning a bike the user secures the bike at a rental station following the prompts from the call centre.

Payment is completed by credit card. Users without a credit card can arrange to deposit money into a GoodGear account to give them credit to ride.

Each bike has a unique identifier from which a central computer keeps complete records of use of every bike: Start and finish time, user, pick up and drop off point.

2.3 Bikes

The bikes are designed to be of limited or no resale value. Key components that ensure this are:

- Frame Solid panel for advertising so has a unique silhouette
- Gears 3 speed, hub style, so stay tuned and greater protection from elements and rider
- Brakes Integral to the wheel hub so one less component to steal and easy to maintain
- Lock Mechanical combination lock that can be changed by users, and manually unlocked by GoodGear
- Advertising panel This adds to the frames uniqueness and makes it easier to identify

GoodGear will use the above components on the following basic model to provide a bike that is both desirable and enjoyable to ride whilst being of low theft value



2.4 Helmets

Helmets are not compulsory in Europe; they are however in New Zealand and any company providing bikes for rent needs to ensure helmets are available for users to use. GoodGear has a helmet secured to every bike using a system which has worked well in the first two months of operations.

The helmet design is important, as it must meet NZ safety standards and have a number of additional features:

- Repeated small impact resistance Typically bicycle helmets have an expanded polystyrene shell that is deliberately brittle. In recent years this been added to with a hard plastic shell. This is ideal for repeated knocks.
- One size fits all Bike helmets tend to have a small range of adjustment for head sizes. GoodGear has chosen as model that ranges in head size from 54cm – 61cm
- Easy to clean Minimal foam padding is used inside the helmet
- Attachment to bike Most helmets have ventilation holes, these can easily be threaded with a security cable. This allows the helmet to be locked to each bike when not in use.
- Ultraviolet resistance The sunlight will degrade the plastic and the only way to overcome this is to ensure the helmets are replaced yearly.

2.5 Infrastructure needs

Bike rack

The bikes can be locked against a range of street furniture typically found in a modern cities, like the standard Sheffield bike rack. Each Sheffield rack can take two bikes. GoodGear has developed a bike rack based on design used by Hamilton CC which can be configured to be movable or fixed – illustrated below. Signage will need to be added to the stand at any given location to ensure users are aware they can pick up or drop of a bike at that point. This signage would be produced and installed at GoodGear's expense.



A Sheffield rack typically cost \$200 a unit (Installed) and when placed at public venues or transport hubs should be capital expenditure for the city. This proposal calls for 50 bike racks, so a capital expenditure of \$10,000.

It is preferable to install new racks rather use existing racks to avoid upsetting regular users of the existing racks.

Cell phone coverage

For the system to work users need to be able to talk on their cellphone, this enables the GoodGear system to automatically identify the caller. For this reason there must be coverage from the existing cell phone network.

The cost of the call is met by the person renting the bike, and is equal to the cost of a local call within New Zealand, as set by their mobile phone contract. Total call time to rent and return a bike is typically 2 minutes.

Electricity (None)

The bike stands require no electricity or phone cabling.

2.6 Complimentary infrastructure

None of following is essential It is a wish list that may make one specific public location more desirable than another to place bikes.

Good lighting at night

Reduces the opportunity for vandalism and theft.

Open space

Reduces the opportunity for vandalism and theft.

Closed Circuit TV

Provides a means of prosecuting offenders and deters potential offenders from spending time in the area.

Cycle lanes leading to and from stands

Facilitates safer riding of bikes.

2.7 Bike maintenance

The bikes belong to GoodGear and as such it is the companies responsibility to ensure they are tidy and safe to ride.

Servicing

GoodGear completes 3 service rounds a week in the summer and 2 service rounds a week in the winter.

In addition certain components will be replaced when they have reached a certain number of hours of use. This will vary for the different components: brake pads, cables and tyres etc.

Anti theft strategy

The bikes as mentioned in the "Bike" section have been designed, through their unique features, to be of little or no resale value.

Each bike has it's own unique combination lock for securing the bike whilst being rented.

Each user is identified when they rent a bike, and are therefore discouraged from stealing the bike they have rented as their account is being charged.

Anti vandalism strategy

Users are encouraged to report any incidents of vandalised bikes. These bikes are then removed and/or repaired.

Bikes that are located in sheltered environments (Backpacker Hostels and car parks) and public locations, as mentioned in the "Additional infrastructure wants", section are less prone to damage.

3. Proposal and request

3.1 Proposal

GoodGear' proposal is for the introduction into Christchurch of it public utility bike system. This will initially be for circa 100 bikes. The company would like to achieve this against a timetable described below.

3.2 Schedule of key dates

The following gives an indication of the major milestones and time frames to "Go live":

- Council Receive Proposal 18th April
- Council Agreement in principle, subject to terms of License to Occupy, or similar by end of May 2008
- GoodGear orders Bikes, June 2008
- Conclude License to Occupy August 2008
- Bikes installed October 2008.

GoodGear preferably needs an understanding or agreement in principle, but subject to agreement, at the earliest reasonable date due to lead times for certain bike component being up to six months.

3.3 License to occupy for bike stands

GoodGear requests the establishment of a Licence to Occupy or similar agreement with the CCC. With the first five city councils, GoodGear has negotiated a License to Occupy for a trial periods (24 months) with the right to renew the license for a further period (36 months).

2. 7. 2008

- 21 -

GoodGear has in all cases been charged a peppercorn rental for the trial period. In exchange GoodGear makes available the cycle usage data free of charge, to provide an insight into cycle usage patterns of the city.

The cost of the renewal period will be agreed after reviewing the data, and will take into account the utility provided by the bikes to the city.

9. DORSET STREET AND DUBLIN STREET – KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy Consultation Leader, Capital Development Unit

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board to proceed to detailed design, tender and construction for the Dorset and Dublin Streets kerb and dish channel replacement project, as shown in **attachment 1**.

EXECUTIVE SUMMARY

2. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Dorset and Dublin Streets. Both streets are local roads.
3. The primary objectives for the project were set out as follows:
 - To renew the existing kerb and dished channel with kerb and flat channel.
 - To improve safety for all road users where practicable.
 - To provide landscape enhancement where possible.
 - To complete the project within the allocated budget.
 - To complete the construction within the 2008/09 financial year.
4. Seminars were held with the Hagley/Ferrymead Community Board to advise them of the proposed consultation programme and again when the publicity pamphlet was to be distributed. Details of consultation processes and feedback are included under the heading '**Consultation Fulfilment**' following.

FINANCIAL IMPLICATIONS

5. The proposed kerb and channel renewal works for the Dorset and Dublin Streets project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year at a budget of \$1,024,791. The estimated cost for the total project is \$1,011,970.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 LTCCP.

LEGAL CONSIDERATIONS

7. There appear to be no legal implications for this project. Council resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

8. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

9. Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

9. This project is consistent with key Council strategies including the Cycling Strategy, Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

10. The Hagley/Ferrymead Community Board was informed by seminar of the project's consultation programme on 7 August 2007. An initial survey was then carried out with the residents of Dorset and Dublin Streets in August/September 2007. Forty-five responses were received which identified drainage, streetscape, parking, pedestrian safety, personal security and the traffic speed of through vehicles as the key issues of concern for the area.
11. A second seminar was held with the Hagley/Ferrymead Community Board on 30 January 2008, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 11 February 2008 until 3 March 2008. A total of 270 pamphlets were distributed in Dorset and Dublin Streets and the surrounding area, other interest groups also received copies and others were given out at site meetings. Twenty-one responses were received. The majority of respondents (76%) were in general support of the proposal.
12. The key issues raised related to on-street parking, traffic control, landscaping and lack of undergrounding. A summary of the feedback received in consultation phase and the project team's responses are shown in **attachment 2**.
13. As a result of the feedback received, the consultation plan was amended as shown on the Community Board plan in attachment 1.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Dorset and Dublin Streets project to proceed to detailed design, tender and construction, as shown on the plans for Board approval at attachment 1.
- (b) Approve the following traffic and parking restrictions:

New no stopping:

Bealey Avenue

- (i) That the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing east of its intersection with Dublin Street and extending in an easterly direction for a distance of 11 metres.

Dorset Street

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Park Terrace and extending in a north-easterly direction for a distance of 18.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing west of its intersection with Dublin Street and extending in a south-westerly direction for a distance of 15 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing north of its intersection with Dublin Street and extending in an north-easterly direction for a distance of 13.5 metres.

9. Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at its intersection with Park Terrace and extending in a north-easterly direction for a distance of 15.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at a point 76.5 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 32.5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of 14 metres.

Dublin Street

- (ix) That the stopping of vehicles be prohibited at any time on the north side of Dublin Street commencing at its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 13.5 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Dublin Street commencing north of its intersection with Dorset Street and extending in a north-westerly direction for a distance of 18 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Dublin Street commencing west of its intersection with Dorset Street and extending in a north-easterly direction for a distance of 20.5 metres

Park Terrace

- (xii) That the stopping of vehicles be prohibited at any time on the east side of Park Terrace commencing northeast of its intersection with Dorset Street and extending in a northerly direction for a distance of 12 metres.

Victoria Street

- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of seven metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing south of its intersection with Dorset Street and extending in a south-easterly direction for a distance of five metres.

Remove existing no stopping:

Bealey Avenue

- (xv) That the existing no stopping restriction on the south side of Bealey Avenue commencing east of its intersection with Dublin Street and extending in an easterly direction for a distance of nine metres be revoked.

Dorset Street

- (xvi) That the existing no stopping restriction on the north side of Dorset Street commencing from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 7.5 metres be revoked.

9. Cont'd

- (xvii) That the existing no stopping restriction on the north side of Dorset Street commencing west of its intersection with Dublin Street and extending in a south-westerly direction for a distance of seven metres be revoked.
- (xviii) That the existing no stopping restriction on the north side of Dorset Street commencing north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of three metres be revoked.
- (xix) That the existing no stopping restriction on the north side of Dorset Street commencing from its intersection with Victoria Street and extending in a south-westerly direction for a distance of three metres be revoked.
- (xx) That the existing no stopping restriction on the south side of Dorset Street commencing from its intersection with Park Terrace and extending in an north-easterly direction for a distance of eight metres be revoked.
- (xxi) That the existing no stopping restriction on the south side of Dorset Street commencing from its intersection with Victoria Street and extending in a south-westerly direction for a distance of seven metres be revoked.

Dublin Street

- (xxii) That the existing no stopping restriction on the north side of Dublin Street commencing north of its intersection with Bealey Avenue and extending in an south-easterly direction for a distance of eight metres be revoked.
- (xxiii) That the existing no stopping restriction on the north side of Dublin Street commencing north of its intersection with Dorset Street and extending in a north-westerly direction for a distance of two metres be revoked.
- (xxiv) That the existing no stopping restriction on the south side of Dublin Street commencing west of its intersection with Dorset and extending in a north-easterly direction for a distance of nine metres be revoked.

Park Terrace

- (xxv) That the existing no stopping restriction on the east side of Park Terrace commencing north of its intersection with Dorset Street and extending in a northerly direction for a distance of six metres be revoked.

Victoria Street

- (xxvi) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of three metres.
- (xxvii) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing south of its intersection with Dorset Street and extending in a south-easterly direction for a distance of three metres.

New Parking restriction:

Dorset Street

- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 18.5 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of six metres.

9. Cont'd

- (xix) That the parking of vehicles be restricted to a maximum period of five minutes at all time on the north side of Dorset Street commencing at a point 30.5 metres from its intersection with Park Terrace and extending in an north-easterly direction for a distance of 10 metres.
- (xx) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 41 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 32.5 metres.
- (xxi) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 13.5 metres north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of 18 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 51.5 metres north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of 15 metres.
- (xxiii) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the south side of Dorset Street commencing at a point 14 metres from its intersection with Victoria Street and extending in a south-westerly direction for a distance of 52 metres.
- (xxiv) That the parking of vehicles be restricted to authorised residents vehicles only on the south side of Dorset Street commencing at a point 98.5 metres from its intersection with Victoria Street and extending in a south-westerly direction for a distance of 11.5 metres.

Dublin Street

- (xxv) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dublin Street commencing at a point nine metres from its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 57.5 metres.
- (xxvi) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dublin Street commencing at a point 81 metres from its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 89 metres.
- (xxvii) That the parking of vehicles be restricted to authorised residents vehicles only on the south side of Dublin Street commencing at a point 20.5 metres west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of 11.5 metres.

Remove existing parking restriction:

Dorset Street

- (xxviii) That the existing P60 parking restriction be removed from the south side of Dorset Street at its present position commencing seven metres from its intersection with Victoria Street and extending 36.5 metres in a south-westerly direction.
- (xxix) That the existing authorised resident's vehicles only parking restriction be removed from the south side of Dorset Street at its present position commencing 93.5 metres from its intersection with Victoria Street and extending 10 metres in a south-westerly direction.

9. Cont'd

Dublin Street

(xxx) That the existing authorised residents vehicles only parking restriction be removed from the south side of Dublin Street at its present position commencing nine metres west of the intersection with Dorset Street and extending 10.5 metres in a north-westerly direction.

(xxxii) That the existing P60 parking restriction be removed from the south side of Dublin Street at its present position commencing at a point 17.5 metres from its intersection with Bealey Avenue and extending 52.5 metres in a south-easterly direction.

Give Way control:

(xxxiii) That a "Give Way" sign be placed against Dorset Street at its intersection with Park Terrace.

CHAIRPERSONS RECOMMENDATION

For discussion.

9. Cont'd

BACKGROUND

14. This project was initiated by the Asset Renewal Team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Dorset and Dublin Streets. Both these streets are local roads. The surrounding area is mainly residential and is zoned L4c (Living 4c) apart from the eastern end of Dorset Street which is zoned Central City. The legal road width is 18 metres in width with an existing carriageway width of 12 metres.
15. Dorset and Dublin Streets carry on average 1200 and 400 vehicles per day respectively. The proposal for both streets retains a slow local speed environment, which is not expected to alter the crash history. There have been seven crashes recorded on Dorset Street for the five year period between 2002 and 2006. Three of the crashes occurred on Victoria Street intersection, three at the Dublin Street intersection, and one on the Park Terrace intersection. No crashes have been reported in Dublin Street during this period.
16. The raised platform and road narrowing at Dorset/Dublin intersection will address three of the seven crashes. The tighter radii at corners and narrowings along both roads are expected to achieve minor safety improvements for the area by slightly lowering through traffic speeds.
17. Dorset Street has been identified in the landscape assessment report as a potential archaeological site. The regional archaeologist for the New Zealand Historic Places Trust, Bridget Mosley, requested to have the standard for 'Accidental Discovery Protocol' included in the contract documents, for any possible archaeological materials found during the construction. This has been noted for inclusion in the contract documents.
18. This project is located in the Hagley Ward, which falls within the jurisdiction of the Hagley/Ferrymead Community Board.

THE OBJECTIVES

19. Based on the identified areas of concern from initial surveys with internal Council and external stakeholders as well as the community, the objectives for the project were expanded.
 - (a) The primary (must do) objectives for the project are as follows:
 - (i) To renew the kerb and dished channel with kerb and flat channel.
 - (ii) To complete the project within the allocated budget.
 - (iii) To complete the project within the allocated timeframe.
 - (iv) To assess and improve lighting as necessary.
 - (v) To ensure adequate drainage is provided.
 - (b) The secondary (would like to do, but add cost) objectives for the project are as follows in priority order:
 - (i) To maintain the residential nature of the street.
 - (ii) To provide landscape enhancement where possible.
 - (iii) To discourage the use of the street as a shortcut.
 - (iv) To ensure vehicle speeds are appropriate for a local road.
 - (v) To address safety issues in the area.
 - (vi) To maximise the parking opportunities.
 - (vii) To rationalise/review parking restrictions.

THE OPTIONS

20. There were four options considered for the two roads as follows and shown on the plans in **attachment 3** and the Community Board plan (attachment 1).

9. Cont'd

21. Option 1:

- (a) This option considered the consequences of doing nothing. This option was not selected as the preferred option, as it does not meet the majority of the project objectives for Dorset Street and Dublin Street.

22. Option 2:

- (a) This option reduces the existing carriageway width between Dublin Street and Victoria Street from 12 metres to 10 metres. The carriageway between Dublin Street and Park Terrace was to be widened from 12 metres to 13 metres to allow 90 degree angle parking. Road narrowing with kerb build outs were proposed at intersection with Park Terrace, Dublin Street and Victoria Street. The road narrowing at Victoria Street was to be seven metres wide with kerb build out on the south side. The road narrowing at Dublin Street and Park Terrace were to be eight metres wide with kerb build out on the north side.
- (b) This option would have seen the removal of seven on-street parking spaces at the road narrowing. There is high demand for on street parking at Dorset Street hence any loss of on street parking spaces will impact on parking demand.
- (c) This option would have seen the removal of 25 metres of existing kerb and flat channel due to the proposed road narrowing at intersections and mate in with existing kerb and flat channel.
- (d) This option would have met some but not all the project objectives and was further developed to become the preferred option.

23. Option 3:

- (a) This option would have reduced the existing carriageway width from 12 metres to 10 metres. A Type B threshold was proposed at the intersection with Victoria Street. Road narrowing with kerb build outs were proposed at the intersection of Park Terrace and Dublin Street. The road narrowing at Dublin Street was to be eight metres wide with a kerb build out on the south side. The road narrowing at Park Terrace is seven metres wide with kerb build out on the north side.
- (b) Option 3 was not selected as the preferred option because of the significant reduction of on street parking spaces.

THE PREFERRED OPTION

24. Dorset Street

- (a) The proposal for Dorset Street has a 13 metre wide carriageway between Victoria and Dublin Street with angle parking, and a 10 metre wide carriageway between Dublin Street and Park Terrace.
- (b) Road narrowing with kerb build outs are proposed at Dorset Street's intersections with Park Terrace, Dublin Street and Victoria Street and also the Dublin Street/Bealey Avenue intersection. The road narrowing in Dorset Street at Victoria Street is seven metres wide with kerb build outs on both sides. The kerb build out on the north side is wider to form 90 degree angle parking. The Dorset/Dublin intersection is narrowed to six metres wide with kerb build outs on both sides and a raised platform. At Park Terrace Dorset Street narrows to seven metres wide with a kerb build out on the north side and there is a new Give Way control.

9. Cont'd

- (c) A standard rain garden is outside Number 112 Park Terrace and on the corner of Dorset and Dublin Streets, with a modified one outside Number one Dorset Street to treat stormwater on site. The existing street trees on Dorset Street near Victoria Street will remain. There are proposed street trees on the kerb build outs in Dorset Street at it's intersections with Victoria Street, Dublin Street and Park Terrace.
- (d) There are grass berms outside Number one Dorset Street and on the south side of Dorset Street in the section between Dublin Street and Park Terrace. The remainder of Dorset Street has landscape planting. There is minimum landscaping on the riverbank at the stormwater outlet. The footpaths are located along the property boundary. There is a seat with paving at the intersection Dorset/Dublin intersection and outside number one Dorset Street.
- (e) There is a P60 parking restriction on both sides of Dorset Street between Victoria Street and Dublin Street. On the north side between Dublin Street and Park Terrace it is mostly P120 with the exception of a P5 area outside number one Dorset Street (backpackers) for mini van and trailer parking. There is a resident parking area proposed outside number two and number 16 Dorset Street, and all day parking in the remaining area on the south side between Dublin Street and Park Terrace.

25. Dublin Street

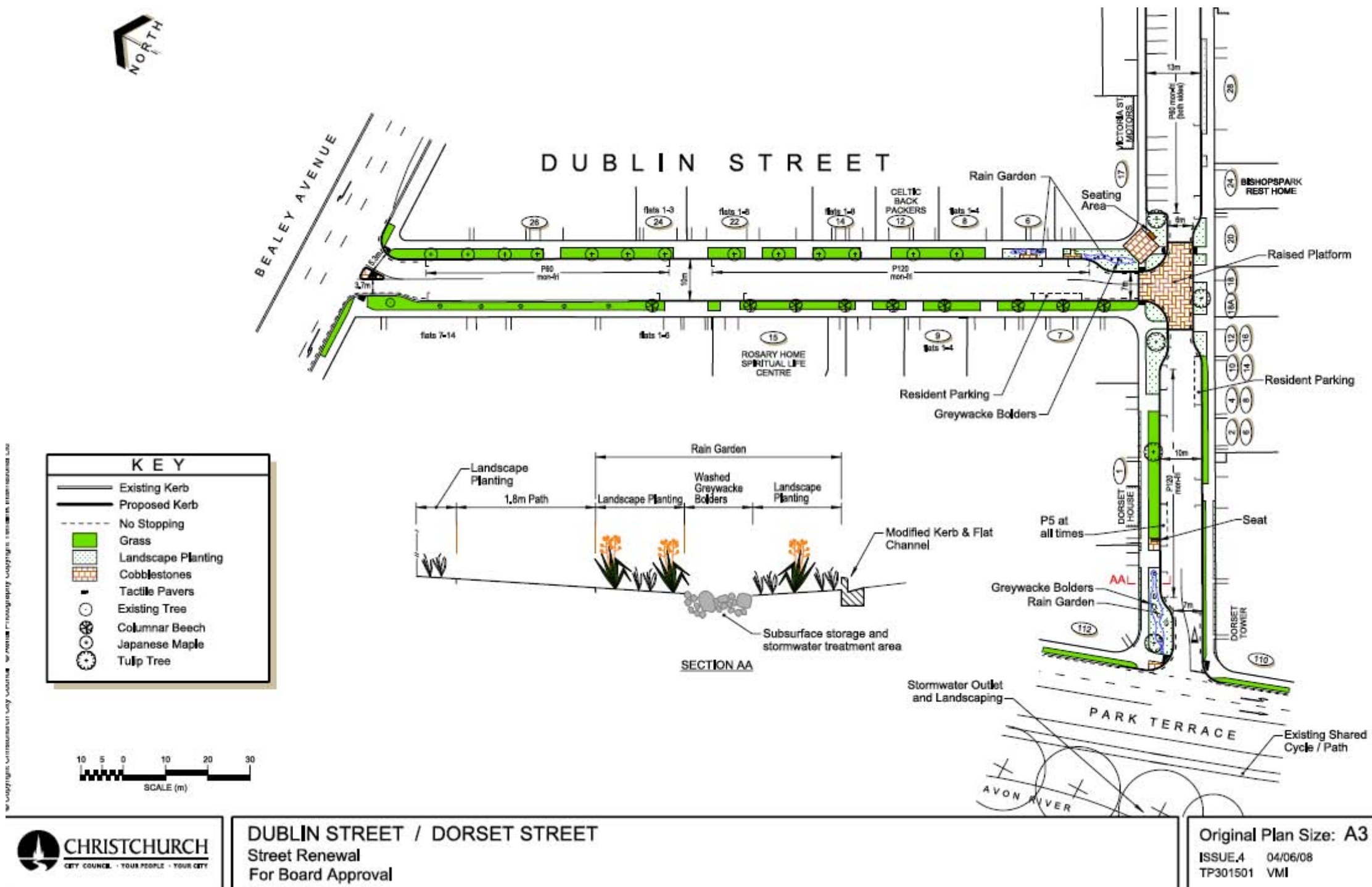
- (a) The proposal for Dublin Street has a 10 metre wide carriageway with road shoulder reconstruction. There is a traffic island at the intersection with Bealey Avenue. The existing kerb and flat channel on the west side of the street near Bealey Avenue will remain.
- (b) Road narrowing with kerb buildouts and a raised platform is proposed in Dublin Street at the intersection with Dorset Street. The road narrowing at Dorset Street is seven metres wide with a kerb buildout on the east side. A modified rain garden is proposed on the kerb build out at Dorset Street to treat stormwater on site. The existing Beech street trees on the west side of Dorset Street near Bealey Avenue will remain. There are Beech street trees on the west side and Japanese Maple street trees on the east side. There are grass berms on both sides of Dorset Street. The footpaths are located along the property boundary. There are proposed P60 and P120 parking restrictions on the east side of the street. There is a resident parking area proposed outside Number seven Dublin Street.

26. The following changes were made to the preferred option, mainly in response to the feedback received to the publicity pamphlet as summarised in attachment 2.

- (a) The stormwater outlet and landscaping work on the riverbank was relocated further south. This is compatible with the Hagley Park Management Plan. The existing 225 millimetre diameter stormwater pipe across Park Terrace from Dorset Street will be upgraded to 375 millimetre diameter pipe with minimum landscaping at the stormwater outlet.
- (b) Tactile pavers were added to the crossing points on Dorset Street. They are located at the intersection with Park Terrace, Dublin Street and Victoria Street. Tactile pavers were not added to the crossing point on the west side of the intersection with Dublin Street, as this crossing point is on a driveway. Vision impaired pedestrians are encouraged to use the crossing point on the east side of the intersection.
- (c) The pedestrian crossing point in Dorset Street at Park Terrace was relocated further east to reduce the crossing distance across the carriageway.
- (d) A seat and paving was added to the east side of the driveway of number 112 Park Terrace, outside number one Dorset Street.
- (e) A service strip was added outside number 112 Park Terrace to retain existing planting on the Dorset Street frontage.

9. Cont'd

- (f) A Give Way control is added against Dorset Street at its intersection with Park Terrace.
- (g) The landscape planting outside number one Dorset Street was replaced with grass berm. A 10 metre long 'P5 parking at all times' is proposed adjacent to the seat outside number one Dorset Street to allow a drop off point for mini vans with trailers.
- (h) The landscape planting outside the Bishopspark Rest Home (24 Dorset Street) was removed. The schemer observed on site that a number of recycling bins were placed on the footpath on refuse collection day.
- (i) The Dorset Street intersection with Victoria Street was narrowed to seven metres by extending the kerb build out on the south side. The footpath on the south side was therefore widened to two metres.
- (j) The footpath widths along both sides of both streets were checked and changed to ensure it was 1.65 metres wide next to the boundary and 1.8 metres wide next to the landscaping.
- (k) Tactile pavers were added to the crossing points on Dublin Street. They are located at the intersection with Dublin Street and Bealey Avenue. There are tactile pavers on the traffic island at Bealey Avenue intersection.
- (l) The service strip outside number 15 Dublin Street was removed.
- (m) The grass berm between numbers 12 and 14 Dublin Street was removed.
- (n) The proposed tree species on the north side of Dublin Street was changed from Purple Cherry Plum to Japanese Maple.



Christchurch City Council Capital Programme Group

FEEDBACK TO PROJECT: DORSET AND DUBLIN STREETS – KERB AND DISH CHANNEL RENEWAL

CLOSING DATE FOR FEEDBACK: 3/3/08

Responses received: - from 12/2/08 to 7/3/08

Support	Number of Responses	% of Total Responses
Full Support	8	38.1%
No Comment	8	38.1%
Does Not Support	5	23.8%
Total	21	100%

FEEDBACK SUMMARY:
General
Looks good, I like it
The proposed works will make Dorset Street much more cycle friendly
Delighted with the changes, it will look lovely
Dublin St needs more creative planning than what is proposed
A pedestrian refuge is needed in the centre of Park Tce opposite Dorset St, and a link provided to the existing cycle path on the south side of Park Tce.
This proposal at a cost of \$765,000 it is a waste of ratepayers' money
There are gas mains in the street
The poles are at all angles, only one being vertical, some are concrete, others are wood of varying diameters, some have cable strapped to them from underground. It really is pretty untidy and need fixing
There is no convenient to place for proposed recycling bins on rain gardens – suggestion - Reduce size of rain garden and replace with grass or relocate rain garden
Confusion between vehicle and pedestrian areas – suggestion - Different materials to be used for seating area and raised platform
Utility services may dig up area to install new services later – suggestion - Confirm with all utility provides future works are not planned and if so install ducting and coordinate works to remove risk of rework later.
A feature seat should be added near Dorset House
Make sure on kerbside collection days that the contractor brings the bags/crates out to either end of where the contractor is working.
Drainage
The only thing that needs changing/upgrading is the deep gutters
The stormwater outlet into the Avon needs to be checked with the Hagley Pk management plan
Landscaping
I don't think the rain garden will work and shall make the area unattractive when it collects rubbish
Rain garden will be damaged by passengers loading and unloading and necessitate frequent maintenance – suggestion - Place rain garden on south side of street where loading and unloading of passengers is less frequent.
Rain garden is not in keeping with English style of 'Dorset' and 'Dublin' Streets– suggestion - Remove rain garden and replace with grass

FEEDBACK SUMMARY:
Vandalism issue where rain garden stones may be picked up and thrown. – Suggestion - Fix/cement stones to each other.
Tulip trees are to big, how about some Irish Yule trees in Dublin St
Beech trees would be better on both sides of Dublin St
If the cherry plum trees are planted please make sure they are non-fruiting.
Dorset St needs more street trees
Please remove the marigolds in front of No. 15 Dublin St and seal up to the fence
The resident's flower garden outside No. 112 Park Terrace should be retained
Removing Agapanthus from in front of No.1 Dorset St will detract from English streetscape.
Please seal the grass strip between the driveways to 12 + 14 Dorset St
On-street Parking
At all time restricted parking places there must be an area for passengers to alight – this has not been provided in all areas e.g. at the water gardens
Visitors to Dorset Tower find it difficult to park, this plan reduces carparks at the park end of Dorset St.
Can parallel parking be provided in the strip outside Dorset House?
Please provide more residents only parking in Dorset St.
The south western end of Dorset St should be residents only parking with the balance being P120 to stop all day parking
Please make the P120 in Dorset St Monday to Friday only
P120 does not meet needs of very short term loading and unloading needs e.g. mini buses – suggestion - Install parking restriction for tour coaches and shuttle bus only
Area outside Victoria Street motors becomes on street private parking area for servicing vehicles – suggestion - Place car parking on opposite side of street.
P60 and P120 parking restrictions in Dublin St is not warranted
All the parking in Dublin St should be P60.
Parking limit lines are needed each side of all driveways.
Pedestrian
Warning tactiles for the partially sighted are needed at Bealey Ave., Victoria St., designated pedestrian crossing points and the Dublin/Dorset intersection – suggestion - Install tactile paving as per RTS14.
Road crossing distance over Dorset St at Park Terrace is unnecessarily long – suggestion - Realign crossing slightly inset of Dorset Street to provide safe and direct route.
A minimum footpath width of 1.5 metres needs to be maintained past Spagalimis – suggestion - Widen footpath.
Footpath width of 1.65m is less than recommended practice.
The rain gardens need continuous planting beside the footpath 150 mm high to provide definition for pedestrians and easy detection.
Rain Garden placed next to kerb will make loading and unloading difficult for passengers – suggestion - Place rain garden on south side of street where loading and unloading of passengers is less frequent.
Modified kerb and flat channel is trip hazard by the rain gardens - suggestion - Replace modified kerb and flat channel with standard kerb and channel and grass.
Access from western most gate of No. 1 Dorset St. to kerb is not direct – suggestion - Do not extend garden in front of western gate.
Traffic Control
A raised platform needs to be constructed in Dorset St at Park Tce
The kerb build-outs at intersections will restrict traffic flow
There is nothing to reduce the current traffic volume that uses Dorset St
Traffic should be prevented from turning right from Victoria St. into Dorset St.
Traffic should be prevented from turning right from Park Tce into Dorset St
Vehicle speed entering Dorset Street is too high – suggestion - Reduce kerb radius.
Vehicle priority exiting Dorset Street to Park Terrace is not defined – suggestion - Install Give way at Dorset Street and Park Terrace.
Outside scope of project
Please renew the kerbing in Repton St at the same time.

FEEDBACK SUMMARY:
Overhead services detract from works and necessitate rework when undergrounded.
Our only disappointment is, though not within your area, the retention of the above ground wiring in the two streets.

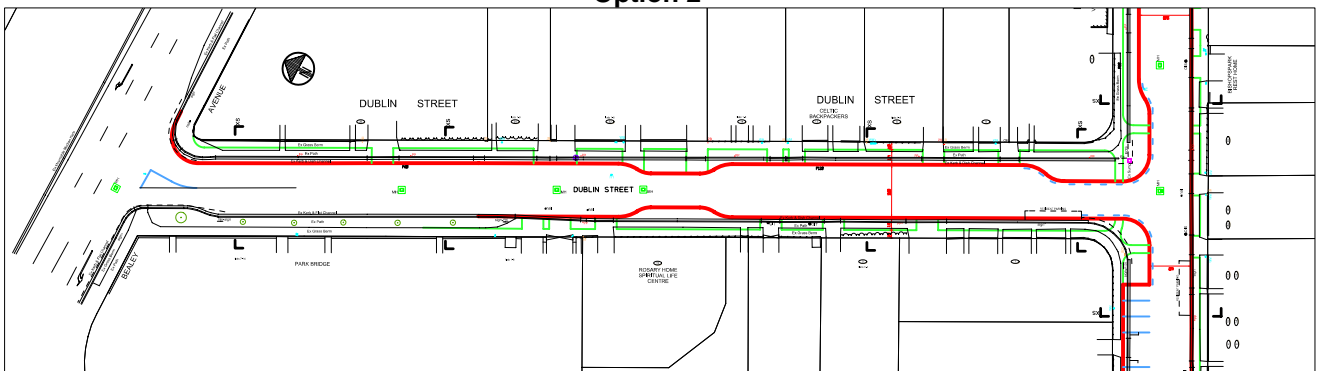
Existing - Option 1 – Do Nothing.



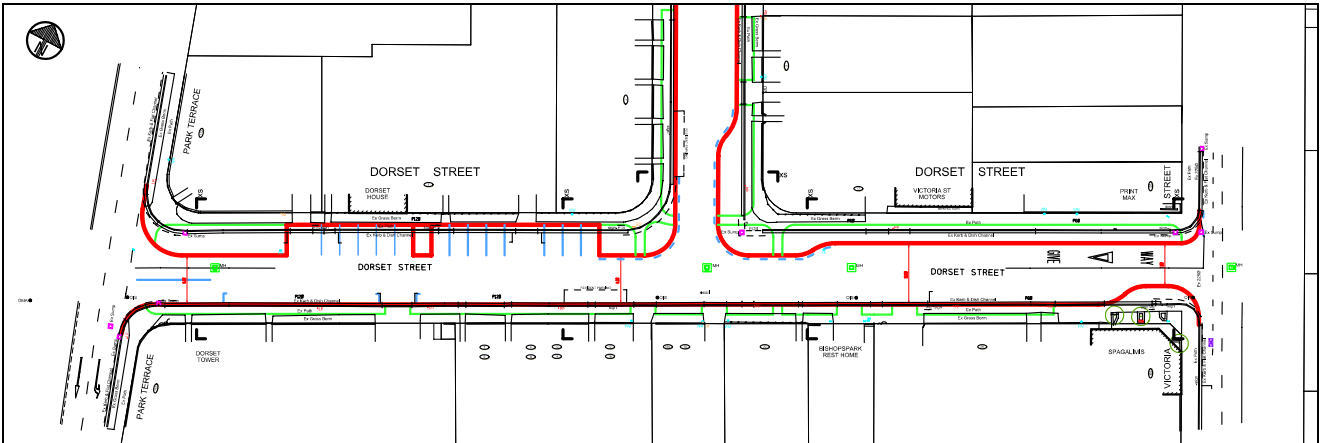
Dorset St. looking from Dublin St.

Dublin St. looking from Bealey Ave.

Option 2

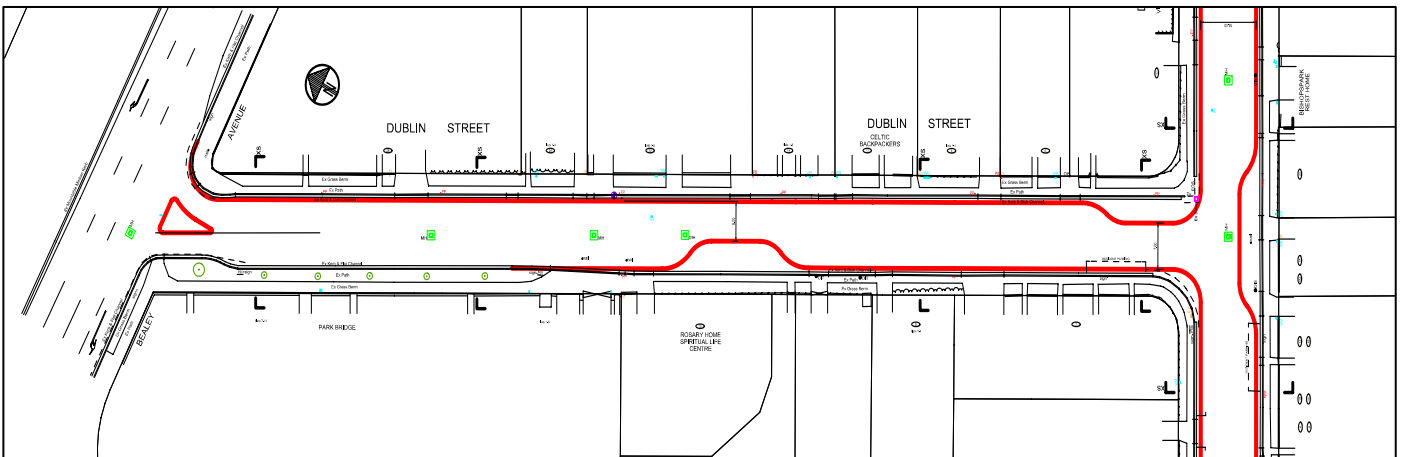


Dublin Street

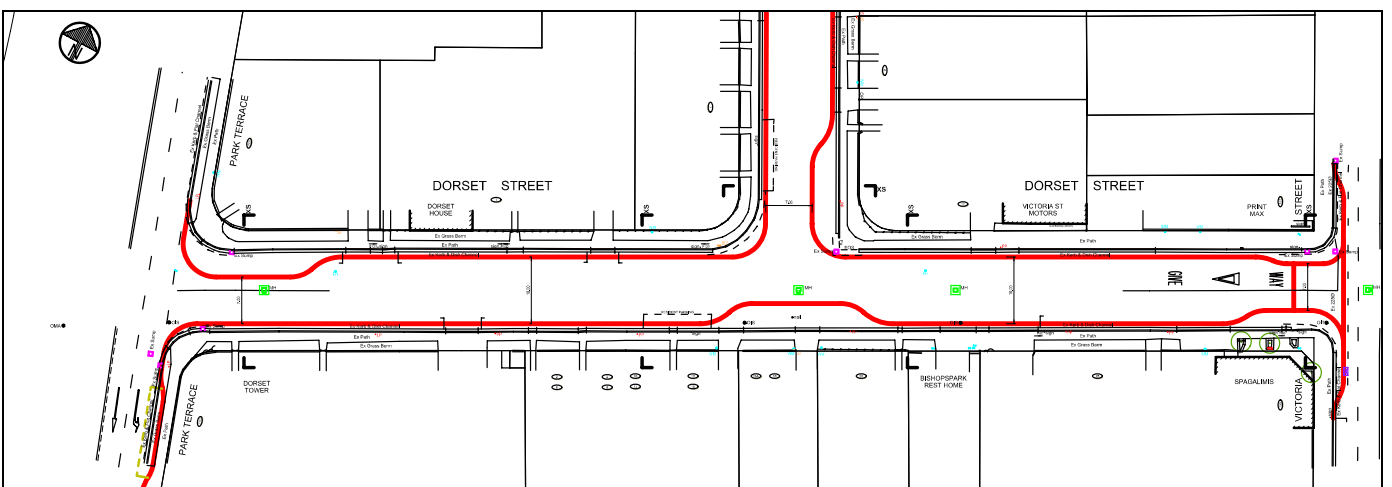


Dorset Street

Option 3



Dublin Street



Dorset Street

4. 6. 2008

- 38 -

- 10. COMMUNITY BOARD ADVISER'S REPORT**
- 11. MEMBERS' QUESTIONS**
- 12. RESOLUTION TO EXCLUDE THE PUBLIC (ATTACHED)**

4. 6. 2008

- 39 -

ATTACHMENT TO CLAUSE 12

WEDNESDAY 2 JULY 2008

AT 3.00 PM

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 13.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A 13. CATHEDRAL SQUARE PAVILION) GOOD REASON TO) WITHHOLD EXISTS UNDER) SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 13 CONDUCT OF NEGOTIATIONS

(Section 7(2)(i))

Chairman's

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- "(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority."