

**BEFORE INDEPENDENT HEARING COMMISSIONERS
IN CHRISTCHURCH**

TE MAHERE Ā-ROHE I TŪTOHUA MŌ TE TĀONE O ŌTAUTAHI

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of the hearing of submissions on Plan Change 14 (Housing and Business Choice) to the Christchurch District Plan

**STATEMENT OF PRIMARY EVIDENCE OF ANNE HEINS ON BEHALF OF
CHRISTCHURCH CITY COUNCIL**

CYCLE PARKING REQUIREMENTS (RESIDENTIAL DEVELOPMENTS)

Dated: 11 August 2023

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
INTRODUCTION	2
QUALIFICATIONS AND EXPERIENCE	3
CODE OF CONDUCT	3
SCOPE OF EVIDENCE	3
THE REQUIREMENT FOR CYCLE PARKING IN RESIDENTIAL DEVELOPMENTS TO BE IN A WEATHERPROOF, LOCKABLE ENCLOSURE; ...	4
CYCLE STAND TYPE AND SECURITY IN CYCLE PARKING FACILITIES SHARED BY MORE THAN ONE RESIDENTIAL UNIT	6
ACCESS TO SHARED CYCLE PARKING FACILITIES BY RFID (RADIO FREQUENCY IDENTIFICATION) LOCKING MECHANISMS OR 'DO NOT DUPLICATE' KEYS	9
INCREASE TO THE MINIMUM REQUIREMENT, TO TWO CYCLE PARKING SPACES FOR RESIDENCES OF 3 OR MORE BEDROOMS WITHOUT A PRIVATE GARAGE	11
THE REQUIREMENT FOR CYCLE PARKING IN RESIDENTIAL DEVELOPMENTS TO BE ACCESSIBLE EXTERNALLY WITHOUT STAIRS, AND NOT REQUIRING THE WHEELING OF BICYCLES THROUGH INDOOR AREAS	12
PROPOSED CHANGES TO THE DIAGRAM SHOWING MINIMUM CYCLE PARKING DIMENSIONS FOR RESIDENT'S CYCLE PARKS	13
ADVICE NOTE ENCOURAGING THE INSTALLATION OF 240V ELECTRICAL POINT IN THE CYCLE PARKING ENCLOSURE, TO ALLOW CHARGING OF E-BIKES, E-SCOOTERS AND OTHER MICROMOBILITY DEVICES FOR RESIDENTS	14
CONCLUSION	16
APPENDIX A: CANTERBURY POLICE PRESENTATION ON BICYCLE THEFTS 2019	18
APPENDIX B: CORRESPONDENCE WITH MARK DARBYSHIRE, BODY CORPORATE CHAIR OF ATLAS QUARTER, WELLES ST. SHARED WITH PERMISSION.	22
APPENDIX C: PHOTOS OF CYCLE PARKING ROOMS IN THE ATLAS QUARTER APARTMENT AND TOWNHOUSE DEVELOPMENT, WHICH IS WORKING WELL IN TERMS OF SECURITY, BUT LACKS CAPACITY FOR THE HIGH DEMAND FOR CYCLE PARKING	25
APPENDIX D: CORRESPONDENCE WITH DARREN SANDFORD, BODY CORPORATE CHAIR OF WORCESTER TERRACES, EAST FRAME. SHARED WITH PERMISSION.	27

EXECUTIVE SUMMARY

1. My full name is **Anne Heins**. I am employed as Community Travel Advisor at Christchurch City Council.
2. I have prepared this statement of evidence on behalf of the Christchurch City Council (the **Council**) in respect of the proposal to amend the cycle parking minimums and standards, and design matters, in new residential developments, and to include a non-binding Advice Note encouraging the installation of standard 240V power points in cycle and micromobility parking areas, as part of Plan Change 14 to the Christchurch District Plan (the **District Plan; PC14**).
3. I work in the Travel Demand Management team. Our team's purpose is to support and enable the use of active, public and shared modes of transport, and to increase the safe use of the transport network for all road users.
4. Our role in Council spans an unusual variety of activities, collaborating both within Council and with external organisations including workplaces, as well as a significant amount of face-to-face interaction with members of the public on active and public transport, and the barriers to, and benefits of these. I receive regular direct feedback, and hear frequently from residents that existing residential cycle parking is having a negative impact on their experience of living in medium-density housing, on mode shift, on bike theft and on the basic practicality of using a bicycle or other micromobility as a regular form of transport. Key issues raised include the exposure of expensive bikes to the weather in existing bike parking provision; the lack of security offered by some cycle parking contributing to theft of bicycles; the inadequacy of cycle parking capacity to meet demand; the design of some cycle parking not being fit for purpose for their bicycles; and the poor location of some residential bike parking requiring wheeling a dirty bike through an indoor living area. This Plan Change is an important opportunity to address the worst of these issues – issues that are otherwise likely to become more acute under the changes brought about by the MDRS and the NPS-UD.
5. As the ownership of electric micromobility grows, there is also a need to make charging these devices practical and straightforward. With regards to the electrical points to allow charging of micromobility devices, the proposal is for an Advice Note only, rather than a binding requirement. In my

experience in the sector, we regularly find that provision of amenities to support active transport are poor, because they are often an afterthought in the design process, or not considered at all until residents move in and find their active transport choices hamstrung by a lack of thought, planning and provision of basic, necessary amenities. Including an Advice Note would prompt willing developers, designers and architects to consider including micromobility charging facilities early on in the planning process.

6. Micromobility ownership including bicycles, e-bikes and e-scooters is growing rapidly, and these modes of transport help contribute to mobility, mental, physical and financial wellbeing and a low-emissions future. The use of these modes as part of broader transport choice needs to be enabled by provision of fit-for-purpose, practical, sufficient, secure facilities in new residential developments.

INTRODUCTION

7. My name is **Anne Heins**, I am a Community Travel Advisor in the Travel Demand Management team at Christchurch City Council, with over 6 years' experience in this role at the Council, and a further 3 years' experience in public transport planning and accessibility at Environment Canterbury prior.
8. In preparing this evidence I have:
 - (a) Reviewed and recalled a variety of customer feedback directly to our team;
 - (b) Corresponded with the Body Corp chairs of two central city residential developments on the issues they and their residents are experiencing;
 - (c) Drawn upon surveys conducted by our team at Council;
 - (d) Identified importation data on micromobility devices from Statistics New Zealand;
 - (e) Undertaken cycle typology surveys in the central city to give an indicative look at the changes in characteristics of the micromobility and cycle fleet; and
 - (f) Liaised with Police on bike theft trends and data.
9. I am authorised to provide this evidence on behalf of the Council.

QUALIFICATIONS AND EXPERIENCE

10. I hold the qualifications of Bachelor of Arts (Hons) and Master of Science in Geography from the University of Canterbury, with a focus on transport.
11. I have over 6 years' experience working in Active and Shared Transport at Christchurch City Council, including community outreach and engagement programmes through dozens of public and event stalls annually, delivering workplace travel planning and behaviour change programmes, collaborating with Police on bike and e-scooter security and theft prevention education, engagement with Bodies Corporate on residential cycle parking, security and design, and advising commercial facilities managers, and internal colleagues, on cycle parking planning and design.
12. As such, my evidence includes bringing the voice and experience of the general public who we engage with in our course of work to bring a 'real world, on-the-ground' perspective of how quality, fit-for-purpose cycle parking facilities in residential developments, or lack thereof, impact on people's day-to-day lives and transport choices. Cycle parking is an issue where the devil is in the detail, and the lived experiences of people using cycle parking illustrate important real-world impacts not conveyed by policy or design documents or high-level quantitative data.
13. I am a member of Women in Urbanism.

CODE OF CONDUCT

14. While this is a Council hearing, I have read the Code of Conduct for Expert Witnesses (contained in the 2023 Practice Note) and agree to comply with it. Except where I state I rely on the evidence of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions. I confirm that, while I am employed by the Council, the Council has agreed to me providing this evidence in accordance with the Code of Conduct.

SCOPE OF EVIDENCE

15. My statement of evidence addresses the following matters:
 - (a) The requirement for cycle parking in residential developments to be in a weatherproof, lockable enclosure;

- (b) Cycle stand type and security in cycle parking facilities shared by more than one residential unit;
- (c) Access to shared cycle parking facilities by Radio Frequency Identification (**RFID**) locking mechanisms or 'Do Not Duplicate' keys;
- (d) Increase to the minimum requirement, to two cycle parking spaces for residences of 3 or more bedrooms without a private garage;
- (e) The requirement for cycle parking in residential developments to be accessible externally without stairs, and not requiring the wheeling of bicycles through indoor areas;
- (f) Proposed changes to the diagram showing Minimum cycle parking dimensions for Resident's cycle parks; and
- (g) An Advice Note encouraging the installation of 240V electrical point in the cycle parking enclosure, to allow charging of e-bikes, e-scooters and other micromobility devices for residents.

16. I address each of these points in my evidence below. Please note that I use the language "Cycle parking" for simplicity, but this is intended to cover parking for any micromobility devices, including most commonly bicycles, e-bikes, cargo bikes and e-scooters.

THE REQUIREMENT FOR CYCLE PARKING IN RESIDENTIAL DEVELOPMENTS TO BE IN A WEATHERPROOF, LOCKABLE ENCLOSURE;

17. The introduction of the MDRS combined with the effects of the removal of minimum car parking requirements by Policy 11 of the NPS-UD will facilitate more medium and high-density residential development with pedestrian-only access and facilities. Where residents are less likely to own private cars, or to own fewer cars, it is important for alternative transport modes like cycling and e-scooting to be practical and convenient. My evidence below highlights the issues that already exist under the former planning regime, which the changes in direction under the MDRS and NPS-UD will only exacerbate further, making it essential to address as part of Plan Change to give effect to the these.

18. District Plan requirements for cycle parking for units without a private garage need to be improved to ensure that the parking is secure and weatherproof. For new residential units without a private garage, cycle

parking provided under the existing District Plan often lacks sufficient security and only token weather protection. The existing provisions require residents' cycle parking facilities to be located in "*a covered area; and a secure area, unless located in an area where access by the general public is generally excluded*" (from Appendix 7.5.2. Cycling parking facilities). A technically compliant example from a townhouse development completed in 2022 in Spreydon is shown in **Figure 1** below. In this example (which is not the worst I have seen), the bicycles have only a basic roof to protect them from the weather, resulting in them getting wet in rain and wind, with no means provided of locking the bicycles, and bicycles visible from the street resulting in a high risk of theft.

19. New Zealand is seeing a significant growth in e-bike sales, as explored in more detail below. The typical costs of an e-bike runs from \$2000 - \$12,000 and beyond. These are significant assets for people, and cycle parking needs to protect bicycles from the weather to protect from rust and UV damage, and to be secure and lockable to minimise the risk of theft. Very few people would feel comfortable storing their e-bike in the cycle parking shown below.
20. Bicycle theft is a serious and increasingly common issue in Christchurch. Canterbury Police data on bike theft from 2019, included as **Appendix A**, shows that Canterbury has the highest rate of reported bike theft in New Zealand, with over 900 thefts that year, or around 2.5 thefts on average per day. This was an increase of almost 50% from 3 years' prior. Canterbury's bike theft was approximately 35 percent higher than the number of bikes reported stolen in Auckland. Over 30 percent of thefts occur from residential properties. By 2021, average daily thefts reported in Canterbury had increased to 4 per day¹. With the increasing average value of bikes to the point they are more valuable than many second-hand cars, security needs to be taken seriously, and providing secure, lockable cycle parking facilities as part of residential developments is fundamental to enabling transport choice for residents.

¹ NZ Herald "*Spike in bike thefts in Christchurch, 166 in six weeks*" 26 March, 2021, accessed 7 July, 2023, <https://www.nzherald.co.nz/nz/spike-in-bike-thefts-in-christchurch-166-in-six-weeks/LZX74N36XLWS4N6P2LILWLR6IE/>.



Figure 1: Example of inadequate security and weather protection, recently completed townhouse in Spreydon

CYCLE STAND TYPE AND SECURITY IN CYCLE PARKING FACILITIES SHARED BY MORE THAN ONE RESIDENTIAL UNIT

21. I consider that in cycle parking enclosures shared between more than one residence, *ground-based* immovable Sheffield cycle stands (wide, staple-shaped stands) should be provided, which are the most universal type of cycle stand because they cater to all types of cycles, support the bicycle frame and wheels to prevent bicycles falling over into other bicycles and impeding access for others, and allow secure locking of the bicycle. One Sheffield stand is considered to provide two cycle parking spaces. The purpose of this proposed change in requirements is multifold.
22. Firstly it is to address the issue we are hearing about from members of the public and Body Corp chairs that in many developments the cycle racks currently provided are *hanging racks* and that these are not serving the needs of many residents. Hanging racks require the lifting of the bicycle off the ground and onto a high hook, and are preferred by some developers primarily because they have a smaller footprint.

23. Hanging racks are usable for the small proportion of light-weight bicycles like road bikes (generally weighing 8-12kg), and by people of good physical strength without injuries that prevent them lifting a bicycle. Road bikes make up around 15% of Christchurch's commuter bicycle fleet, as shown below. Hanging racks do not work well for e-bikes, other heavier cycles, cycles with baskets or panniers attached, cargo bikes, or for people with an injury or disability that prevents them from easily and safely lifting their bicycle. Generally, e-bikes weigh between around 23kg and 36kg, and even a non-electric bike can easily weigh 16-20kg, making them difficult to lift onto a hanging rack. The outcome is that many people will park their bicycles next to the hanging racks, rather than lifting them, resulting in limited or no ability to securely lock the bicycle through the frame, and taking up multiple cycle parks with one bicycle which impacts on capacity for other users. An example of this is shown in **Figure 2** below – users are unable to lock their bicycle in a facility accessible by many others, which risks losing their bicycle to theft.
24. I've been made aware of a new development of accessible apartments for older persons in Christchurch where the cycle parking consists of hanging racks. E-bike sales to retirees are high, as people seek new recreational and fitness options, and it is simply inviting injuries to be expecting older people to lift heavy e-bikes allow hanging racks in such a development.
25. Once hanging cycle racks are installed, the constrained footprint means better cycle parking such as Sheffield stands cannot be installed without losing capacity, which is why it is so important to require installation at time of initial build of the most universal type of cycle stand, meeting the requirements for minimum numbers of bicycles accommodated. This will become even more important as the proportion of e-bikes, cargo bikes and other heavier bicycle types continues to grow.



Figure 2: Example of hanging racks, with many bikes parked on the ground below, without the ability to securely lock bicycles.

26. I have personally undertaken cycle typology counts in April of 2021 and 2023, to feed into advice on suitable types of cycle stands to suit evolving bicycle fleet characteristics in Christchurch. The data collection area comprises the staff cycle parks of two of the city's largest employers, Christchurch Hospital and the Christchurch City Council (Te Hononga Civic Offices), and on-street cycle parking counts within the central city core. The percentage results are shown in Table 1 below, including the percentage change of these over the two years. Sample sizes were n: 634 (April 2021), and n: 623 (April 2023).
27. Road bikes and single speed bikes which I would generally consider most people would be able to lift onto hanging racks made up only 15 percent of the bike fleet counted in 2023, a fall from 20 percent in 2021. The rest of the fleet is not generally suitable to use with hanging racks by most people on a regular basis. Furthermore, we are seeing an increase in bicycles with panniers, baskets and child seats attached, enabling the carrying of greater loads and children, but making it more difficult to lift bicycles onto high hooks.

	2021 count	2023 count	% change
Road bike / Single speed	19.9%	15.1%	-24.1%
Mountain bike	28.9%	25.4%	-12.1%
Hybrid / Commuter bike	34.5%	35.2%	1.8%
E-bike	7.9%	12.7%	60.8%
E-Cargo bike (including longtail, barrow bike)	0.6%	1.4%	129.0%
Step-thru/retro/gentleman's bike	8.2%	10.0%	21.3%
Adult trike / recumbent bike	0.0%	0.3%	<i>n/a</i>
Have basket / panniers / child seat	11.4%	14.9%	31.4%

Table 1: Bike typology counts, April 2021 and 2023, Christchurch Central City

28. Shared cycle parking facilities are by definition accessible to residents from multiple units who are not necessarily known or trusted by each other, and locking a bike there is strongly recommended to prevent theft by others with access. Bikes should be locked through the frame to an immovable object – they should never be locked just through a wheel, as it is easy to remove the wheel and take the rest of the bike. This is the second reason for requiring Sheffield cycle stands, because they allow cycles to be locked through the bicycle frame with a D-lock. D-locks are the most difficult lock to break, usually requiring a noisy angle grinder, or other more involved, conspicuous or time-consuming methods like bottle jacks, liquid nitrogen or lock-picking, as opposed to many other lock types which can be instantly and silently cut with bolt-cutters.
29. As noted above, an average of 4 cycles a day are reported stolen to Canterbury Police, with around a third of these are stolen from people’s residences. The increasing value of bikes, including e-bikes and cargo bikes, mean that they are a lucrative target for theft, quickly being sold most commonly via Facebook Marketplace, and a significant and sometimes impossible cost for residents to replace.

ACCESS TO SHARED CYCLE PARKING FACILITIES BY RFID (RADIO FREQUENCY IDENTIFICATION) LOCKING MECHANISMS OR ‘DO NOT DUPLICATE’ KEYS

30. Access to shared cycle parking like in multi-units or apartments should be by RFID swipe cards or fobs, or keys that cannot be duplicated in order to prevent access by unwanted parties. A brief comparison of the cycle parking provided in the Worcester Terraces terraced development in the

East Frame, and the Atlas Quarter apartment and townhouse development near Welles St illustrates why.

31. Atlas Quarter's two cycle parking rooms have cladding that obscures bicycles from public view, and RFID fobs are issued to residents. My correspondence with Body Corporate Chair, Mark Darbyshire, is attached as **Appendix B**. Residents experienced multiple thefts initially, because the entrance gate was weak enough to break through. The Body Corp had stronger gates installed, and the locks repositioned, and thefts have not been an issue since. Photos of the cycle parking rooms are included below as **Appendix C**.
32. In contrast, Worcester Terraces cycle parking sheds have PIN access via a number pad (easily shared, especially if there are Air BNB-type short-term rentals, as is the case in Worcester Terraces), and bicycles are visible to passers-by from the street, as shown in the Google Streetview image from Gloucester St below. The issues experienced by residents are outlined in my email correspondence with Darren Sandford, Chair of the Worcester Terraces Body Corporate, included as **Appendix D** (read from the bottom of the thread, upwards). Because of multiple break-ins, the cycle parking is not used at all by many residents. There has been at least one more break-in resulting in bikes being stolen since my correspondence with Darren Sandford in April 2023.

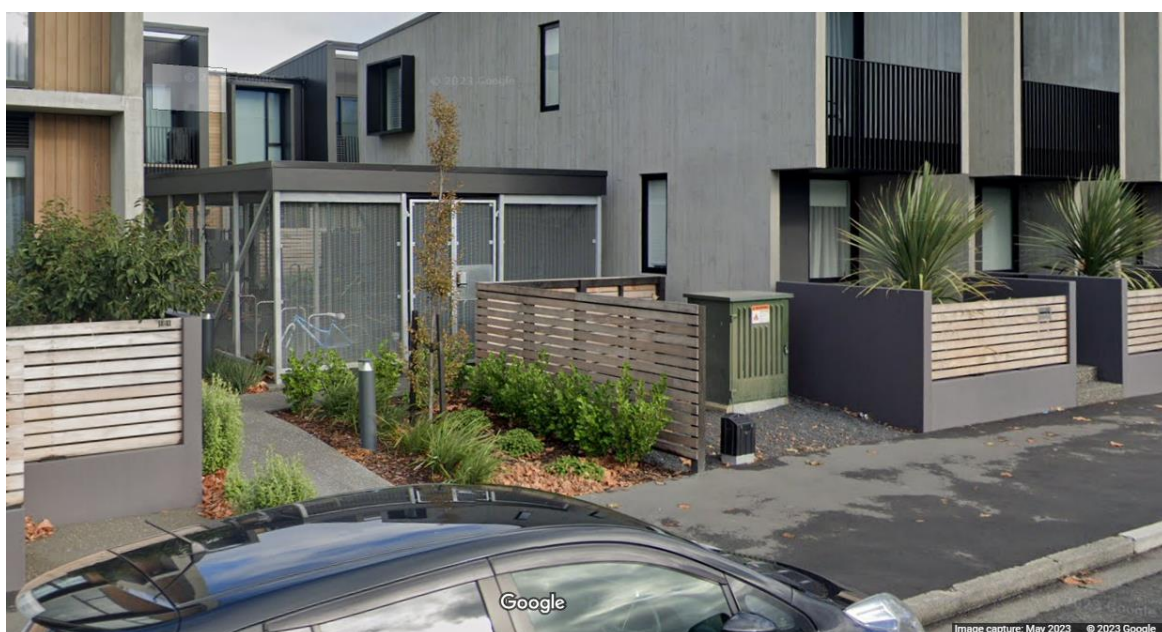


Figure 3: Google Streetview image showing Worcester Terraces cycle enclosure from Gloucester St.

33. The email exchange with Darren Sandford also illustrates the importance of listening to the experience of residents, showing that my own assumptions of what constituted fit-for-purpose cycle parking was incomplete, and that a facility I personally had considered decent was actually not working well at all in real life.
34. My recommendation is that the District Plan require, or at least encourage through an Advice Note, that access to shared cycle parking facilities be restricted by means of RFID fob or card, or 'Do not duplicate' marked keys issued. RFID access is preferable to keys because time of entry by different RFID cards issued to particular households can be tracked in the event of a theft. PIN pad access should be avoided as PINs are easily shared to non-residents. I also recommend that requirements be added to ensure materials used or location of cycle parking enclosures are such that bicycles are not easily visible from the public realm, to avoid drawing attention.

INCREASE TO THE MINIMUM REQUIREMENT, TO TWO CYCLE PARKING SPACES FOR RESIDENCES OF 3 OR MORE BEDROOMS WITHOUT A PRIVATE GARAGE

35. There is a proposed increase to a minimum of 2 cycle parking spaces per residential unit with three or more bedrooms without a private garage, simply to reflect the increased likelihood of multiple bicycles owned in households of more bedrooms. The proposed change applies to social housing complexes and other residential developments.
36. Waka Kotahi data² shows that in 2022, 19% of Christchurch respondents (n= 640) cycled for transport at least once a week (p.24). The same research shows that 60% of Christchurch respondents own a bike, almost double the national average of 32% (p.37). In households with children, there are likely to be additional smaller bikes to store securely also.
37. Christchurch's major cycleways network is just over half complete. Cycling mode-share is predicted to increase beyond today's level as a result of the growing cycle network, the increasing medium and high-density residential developments, some with no parking provided as facilitated by the MDRS, and as car parking in the central city employment centre in particular

² Waka Kotahi, "Understanding attitudes and perceptions of cycling and walking 2022", 2023, accessed 17 July 2023, <https://www.nzta.govt.nz/assets/resources/understanding-attitudes-and-perceptions-of-cycling-and-walking/Waka-Kotahi-Attitudes-to-cycling-and-walking-final-report-2022.pdf>

becomes more constrained and more expensive as surface parking on undeveloped lots gets built on, making driving less convenient and more expensive. This anticipated growth, alongside feedback that residents are already experiencing a shortage of cycle parking capacity in existing developments, make it important to ensure the minimum cycle parking requirements are sufficient.

38. I hear regularly about the lack of capacity in both shared residential cycle parking rooms, and in private cycle storage facilities for individual units, with residents telling us that there is simply not enough space provided for the number of bicycles in their household. One such piece of feedback is included in my correspondence with Body Corporate Chair Mark Darbyshire, in **Appendix B**. His experience is that bicycle parking provision is inadequate for the demand, resulting in the ongoing active management of cycle storage capacity being a key challenge for the Body Corp. Likewise, the Body Corp chair of Worcester Terraces believes that demand for cycle enclosure space would exceed supply if the issue of thefts from their cycle parking could be resolved.
39. Similarly, I have heard verbally from residents of standalone townhouses that the private cycle parking provided is inadequate, for example the small shed provided only fitting in one bicycle, when the household owned four bikes.

THE REQUIREMENT FOR CYCLE PARKING IN RESIDENTIAL DEVELOPMENTS TO BE ACCESSIBLE EXTERNALLY WITHOUT STAIRS, AND NOT REQUIRING THE WHEELING OF BICYCLES THROUGH INDOOR AREAS

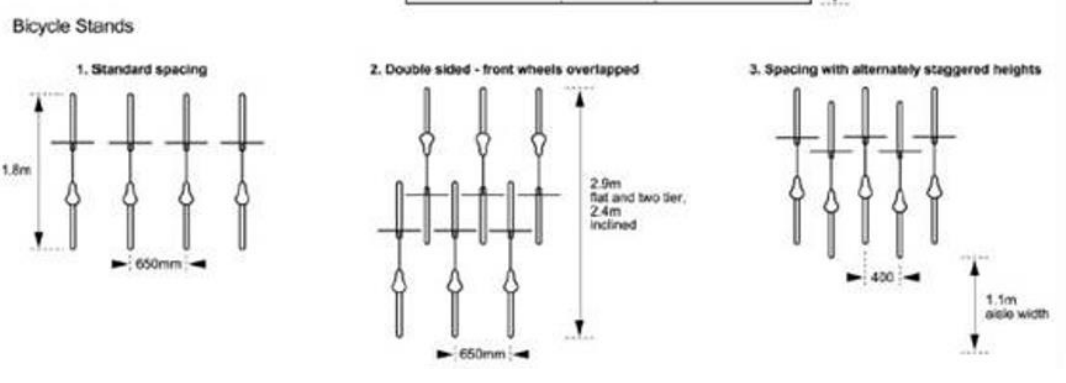
40. Some cycle parking in recently built residential units in Christchurch requires wheeling one's bicycle through the interior of a unit/townhouse, because the cycle parking provided is at the back of the property with no external access. Residents of such units have raised with me that this is simply impractical – these are by definition new units, with new flooring and pristine wall linings. It is inevitable that bicycles wheeled through indoor areas will cause damage or soiling to flooring, walls, door frames etc, and impractical to require residents who cycle to do this on a regular basis. This is similarly the case in shared cycle parking facilities – the recently completed housing for older persons mentioned above has the ground floor cycle parking room located in an area requiring the bicycles to be walked

through the main foyer and down the hallway, and in the case of Level 1 and 2 cycle parking, up to those levels via the main elevator of the development, which will result in dirt from bicycle tyres being tracked through indoor common areas, diminishing the amenity and requiring additional cleaning.

41. I have also heard from residents that some cycle parking in recently constructed units require carrying the bicycle up steps, and there is nothing in the operative District Plan preventing this. This is not reasonable or safe for anyone with a heavier or bulkier bike such as an e-bike or a cargo bike, and design requirements should be included in the updated District Plan to avoid this, and to reflect a Universal Design approach.

PROPOSED CHANGES TO THE DIAGRAM SHOWING MINIMUM CYCLE PARKING DIMENSIONS FOR RESIDENT’S CYCLE PARKS

42. The proposed changes to the diagram showing minimum cycle parking dimensions address contradictions in the existing District Plan. The existing Plan states that cycle parking must support the frame of the bicycle (Appendix 7.5.2.a.iii), but the current diagram “*Minimum cycle parking dimensions*” (Figure 2 of Appendix 7.5.2) shows cycle stand types that do not support the frame, i.e. ‘wheel slot’ or ‘wheel bender’ stands. The removal of these images from the diagram resolves this contradiction.



43. The proposed diagram retains the 1.1m spacing between stands in the top image, reflecting the fact that Sheffield stands should be installed in such a way as to allow enough space for bicycles to be parked on both sides of the stand, (one Sheffield stand is considered to provide two parking spaces), and to allow a person to move around the cycle to lock or unlock it, and to access luggage panniers/cargo as per the Waka Kotahi cycle parking guidelines.

44. A wider 1.5m aisle is proposed to recognise that many bicycles are becoming wider, with the increasing number of cargo bikes and adult trikes, as well as a greater number of bicycles with attached panniers, child seats and utility baskets. This minimum dimension is consistent with the Waka Kotahi cycle parking planning and design guidelines which state “*The minimum aisle width for manoeuvring cycles to/from parking, per Australian Standard 2890.3 should be 1.5 m*”³
45. The typical bicycle dimensions in the diagram are proposed to be increased from 650mm to 750mm for the handlebar widths. This is to reflect the increasing widths of handlebars of many bicycles in the fleet, including in particular newer mountain bikes. In reality, the tyre widths also vary much more than the 40-60mm shown in the existing diagram of the current District Plan. Tyre widths now typically range from 25 – 75mm, because many road bike tyres are very narrow, and mountain bike tyres have generally become wider as they become more specialised; however because ‘wheel slot’ stands are not acceptable under even the current Plan, this is a moot point.

ADVICE NOTE ENCOURAGING THE INSTALLATION OF 240V ELECTRICAL POINT IN THE CYCLE PARKING ENCLOSURE, TO ALLOW CHARGING OF E-BIKES, E-SCOOTERS AND OTHER MICROMOBILITY DEVICES FOR RESIDENTS.

46. E-bike and e-scooter, and other electric micromobility ownership levels are growing in New Zealand generally, and Christchurch is no exception. To make micromobility practical, residents need the ability to charge their devices in a secure and easy way, without requiring micromobility devices to be brought indoors. While Council is not considering a *requirement* to install standard 240V power points in cycle parking areas, an Advice Note prompting the developer, designer or architect to consider it early in the planning and design process would be valuable.
47. To my knowledge, there is no dataset showing the average bicycle, e-bike or other micromobility ownership by household, but the following data shows their growing ownership and use.

³ Waka Kotahi, *Cycle parking planning and design Cycling Network Guidance technical note, Version 3, 2022*, accessed 10 July 2023, <https://www.nzta.govt.nz/assets/resources/cycle-parking-planning-and-design/cycle-parking-planning-and-design.pdf>.
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48. Data on e-bike and e-scooter imports from Statistics NZ show a strong growth trend over the past 6 years (with significant fluctuations associated with the COVID pandemic and associated lockdowns and 'working from home' orders), as per **Figure 4** below.

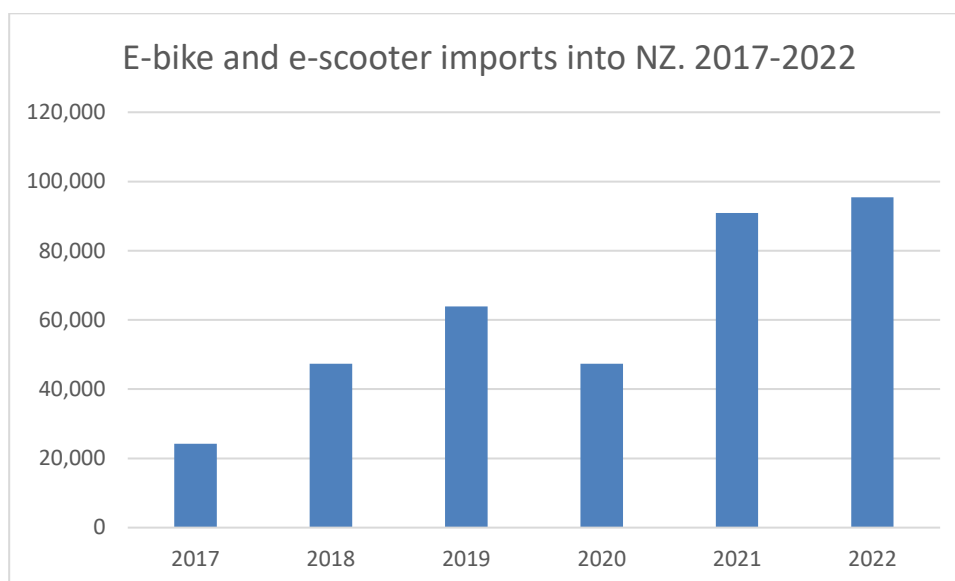


Figure 4: Imports of e-bikes and e-scooters into New Zealand, 2017-2022. Total devices imported over these 6 years number over 369,000.

49. Table 1 above also shows the growth in e-bikes, including a 61% increase in the proportion of e-bikes in the fleet between 2021 and 2023, with e-bikes accounting for 13% of all bicycles in 2023. E-scooters were not included in these counts, so the total percentage of e-mobility devices is underrepresented in this data. Furthermore, fewer e-bikes are parked in public areas due to fear of theft, so these are also likely to be slightly underrepresented in this data.
50. The third data set we have on e-bike and e-scooter ownership levels is the Travel Demand Management team's annual survey of 40 partner workplaces in the Central City, last undertaken in June 2023 (n= 3626).
51. E-bikes made up 16% of the privately owned micromobility fleet ridden to work, with e-scooters making up a further 6%, both of which need accessibility to charging facilities as part of residential developments. This is an underrepresentation of total e-bikes, because some e-bike owners do not choose to ride them to work, rather using them for recreation, but still need secure and practical charging options at home.

Annual Travel Survey 2023: Main mode of transport to work is e-scooter, bike or e-bike:	782
Bicycle	605
E-bike	121
E-scooter	47

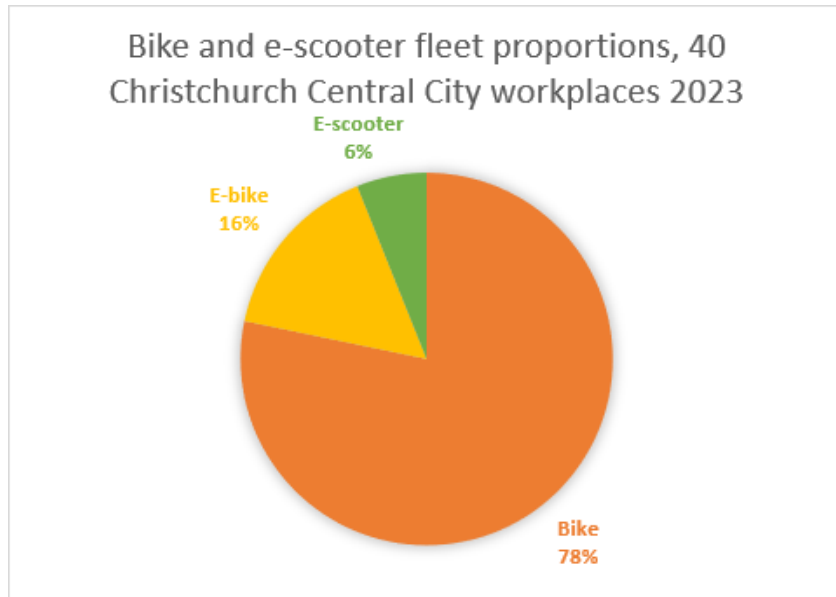


Figure 5: Bicycle, e-bike and e-scooter fleet proportions, 40 Christchurch Central workplaces 2023

CONCLUSION

52. Sufficient, secure residential cycle parking is becoming increasingly important as the built form and transport choices of Christchurch evolve. The introduction of the MDRS combined with the effects of the removal of minimum car parking requirements by Policy 11 of the NPS-UD will facilitate more medium and high-density residential development with pedestrian-only access and facilities – changes which are expected to exacerbate further the issues outlined above if no updates to cycle parking requirements are made. Where residents are less likely to have cars, or to have fewer cars, it is paramount for alternative transport modes like cycling and e-scooting to be practical and convenient, including provision for their secure and fit-for-purpose storage.
53. The type of bicycles owned by Christchurch residents are changing, with a marked increase in e-bike ownership in particular, and a large increase in the value of bikes generally to the point that it is not unusual for e-bikes and

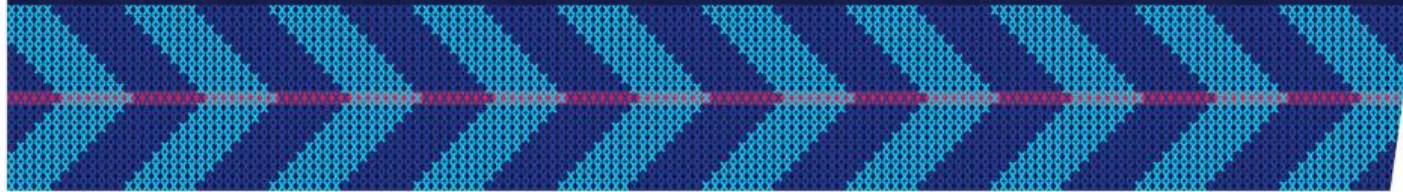
cargo bikes to be worth more than a second-hand car. It is important that we take future growth of e-bike ownership and mode choice into account, as bike parking suitable to these heavier and more valuable bicycles is difficult and expensive to retrofit if not provided during initial planning and construction.

54. Usable, practical, lockable cycle parking is more important than ever as more Christchurch residents choose to cycle. It is clear from the feedback our team receives directly from the public that the cycle parking requirements under the current District Plan are not fit-for-purpose, are resulting in avoidable bicycle thefts, are discouraging some residents from cycling for transport, and are failing to accommodate the wide range and types of bicycles now commonly owned and used in Christchurch. Our city needs to build housing stock that provides fit-for-purpose, secure, usable residential cycle parking that caters to a wide variety of bicycles to enable the stated goals of climate emissions reductions and enabling transport choice, and that responds to the change of direction that the MDRS and NPS-UD engender.
55. An Advice Note is not binding and does not in and of itself impose any requirements or additional costs on a development. With the significant growth of micromobility device ownership and use, it is important that our planning documents at least prompt developments to consider installing standard 240V power points in cycle and micromobility parking areas convenient charging point from early in the design process. Amenities like charging points are more difficult, and more costly, to retrofit once a home is completed. Houses built today will hopefully exist for the next 50 to 100 years, and we should be looking to make them as future-proof as possible, and to enable their residents to choose a variety of transport options.

11 August 2023

Anne Heins

Canterbury District: Bicycle Thefts 2019



Situation

The Canterbury cycling community continues to have low trust and confidence in Police, due to perceived lack of Police response to reported bike thefts.

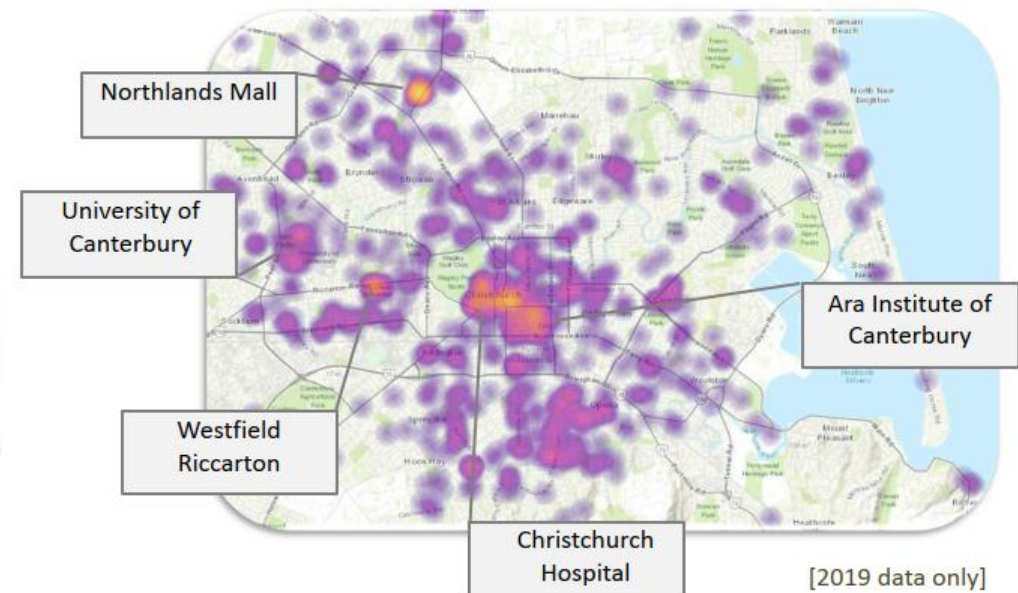
"I don't understand why the Police don't do more"

"Police won't help there's no money in it"

"No one could tell me the current location of all bikes Police have so I could check them prior to the Police auction"

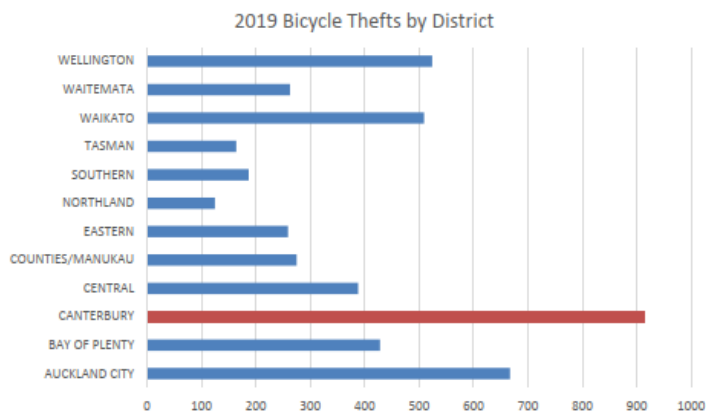
Anecdotally, complainants will attempt recovery of their bicycle through their own intervention with use of Facebook groups / marketplace or pawn shop contacts.

Whilst more than 30% of thefts occur from residential properties, known hotspots include schools, tertiary education providers, hospitals, and shopping centres.



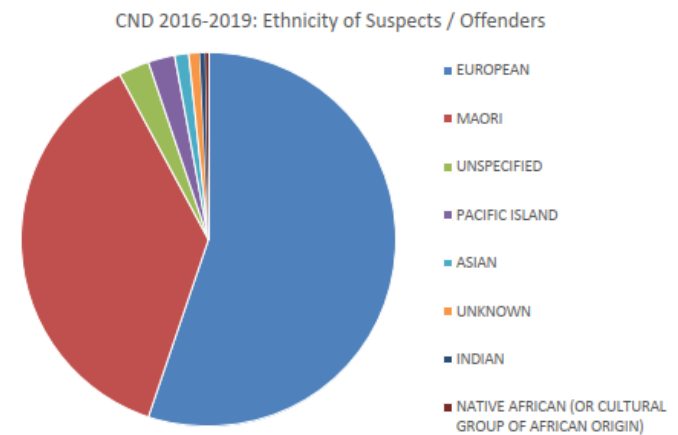
CND has the **highest number** of bicycle thefts nationally.
62% of all bicycle thefts are coded as **burglaries**.

CMA accounts for **85%** of the district's bicycle thefts, indicating the best opportunity to make an impact on Canterbury's statistics.



Of all bicycle thefts between 2016 and 2019, only **18%** had a person linked as either the **suspect, offender, or cleared offender**.

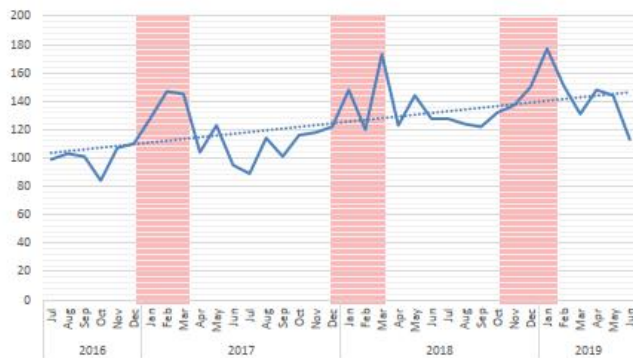
When the **ethnicity of suspects or offenders** is broken down, **Maori** are overrepresented, accounting for **37%**.



NB: Data extracted from Business objects using codes 4230 (Theft Ex Bicycle) and 4120 (Burglary) incl keywords "bike, bicycle, taken, stolen".

Bicycle thefts have shown an **increased lineal trend** of almost **50%** in the past three financial years.
Data shows **seasonal peaks** across spring and summer, indicating increased risk times to bicycle owners.

CND Bicycle Thefts by Financial Year

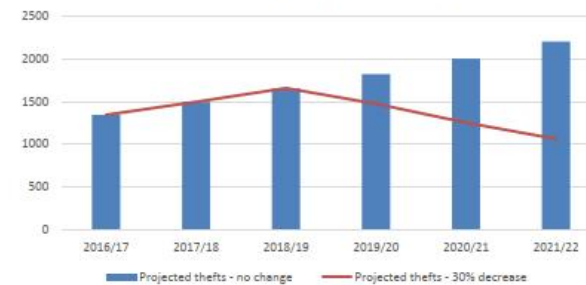


NB: Data extracted from Business objects using codes 4230 (Theft Ex Bicycle) and 4120 (Burglary) incl keywords "bike, bicycle, taken, stolen".

Bicycle thefts are currently increasing by a **9.9 percentage increase per year**. If this rate continues, projected figures for the 2021/2022 financial year are estimated to be **2200 bicycle thefts**.

If bicycle thefts in CND were to **decrease by 30%** in three years, at a similar rate to Vancouver, figures for the 2021/2022 financial year are estimated to be **1065 bicycle thefts**.

CND Bicycle Thefts -
Current Trend vs Projected Trend



APPENDIX B: CORRESPONDENCE WITH MARK DARBYSHIRE, BODY CORPORATE CHAIR OF ATLAS QUARTER, WELLES ST. SHARED WITH PERMISSION.

From: Mark Darbyshire <markdarb@gmail.com>
Sent: Tuesday, April 11, 2023 6:23 PM
To: Heins, Anne <Anne.Heins@ccc.govt.nz>
Subject: Re: Question for residents or Body Corp of Worcester Terraces on their bike parking lock-up on Gloucester St

Kia ora Anne,

Thanks for your email. I've forwarded it to the chair of Worcester Terraces.

City centre and body corporate initiatives

I'm trying to lead a couple of initiatives which you may be interested in:

- I'm talking to lots of residents on this side of town about starting a neighbourhood association, and hope to have this up and running very soon. It could be a good go-to for questions like this.
- The [Body Corporate Chairs Group \(BCCG\)](#) is probably starting a South Island branch. At my encouragement, they recently ran an introductory session here (and in Queenstown). There seems to be a lot of interest from body corporates in both Christchurch and Queenstown.

Atlas Quarter bike rooms

I'm the body corporate chair of Atlas Quarter, 36 Welles Street. It was the first of Fletcher Living's post-quake developments, comprising three apartment buildings and some townhouses.

We have two bike rooms (see [these photos](#)). One (in 36B Welles Street "The Foundry") only offers hanging bike stands. The other (in 36C Welles Street "The Forge") offers a mixture of hanging and flat bike stands.

Early on we had some problems with break-ins and stolen bikes. We got the doors to the bike rooms strengthened and the locks repositioned, and haven't had any bike thefts since (although outdoors, car break-ins are a recurring problem).

Last year, the bike room in 36B was absolutely full. This was because:

- It is shared with the residents of 36A "The Elements".
- Some bikes appeared to be abandoned.
- Some owners were storing their bikes even though they have tenants and don't themselves live in Atlas Quarter.
- Bike stands aren't allocated. We have no way of tracking every bike to its owner.

We encouraged owners to remove unused bikes, and allowed residents of 36A and 36B to request access to the bike room in 36C.

As a last measure, we put a three-month removal notice on bikes that were clearly unused (with flat tyres, accumulating dust). After three months, we moved these to a comms room, with the intention of eventually disposing of them. We are hoping to

formalise this arrangement at our AGM next week. It still may not be a permanent solution. Bike numbers are likely to increase. We may eventually need to allocate bike stands or build more bike storage (hard and potentially expensive).

E-bikes are tricky, because they're too heavy to lift onto a hanging rack.

Some owners store their bike on their balcony to avoid it getting stolen.

Every year the topic of security cameras comes up, but it's controversial, expensive, and unlikely to proceed.

You're welcome to visit Atlas Quarter sometime if you would like to see our bike storage.

Cheers,
Mark

On Tue, 11 Apr 2023, 5:27 pm Heins, Anne, <Anne.Heins@ccc.govt.nz> wrote:

Kia ora Mark,

Thanks for your email.

I'm taking a look at bike parking options and design in medium density housing developments, as this is becoming an increasing problem in Christchurch – many medium density developments don't provide bike parking that is suitable for heavier and much more valuable e-bikes and cargo bikes, with the layout and design of many new properties requiring people to wheel their bikes through their lounge to access the bike parking at the back of the property, and often providing little to no real security for what is often a bike worth \$3000 - \$10,000. I'm aware of several couples personally who were looking to move to the central city, but who have since bought in the suburbs as they could not find any new units with convenient and secure bike parking (biking was their main mode of transport, so it had to be convenient and secure).

Which brings me to my question: one of the best residential shared bike parking lock-ups I'm aware of locally is the shared lock-up at Worcester Terraces, visible from Gloucester St here: <https://goo.gl/maps/xXno65LxkbeMedrP8>

The strengths of this lock-up are:

- It has adequately-spaced staple style racks that support the frame of the bike, don't require lifting of heavy bikes, and that allow the secure locking of a bike through the frame with a D-lock
- There are 2 entries, providing for busy periods and personal security
- Good lighting
- Visitor parking outside the lock-up
- Proximity to residential entrances and some passive surveillance
- A tap for cleaning your bike

What I'm interested in from either residents or the Body Corp is their experience and feedback on this bike lock-up.

- Does it serve residents well?
- Are there enough spaces?
- Do they feel their bikes are safe in there?
- Have there been any bike thefts from there?
- Who has access to the door code?

Perspectives on some or all of these questions would be hugely appreciated, and happy to just have a quick chat on the phone with someone if that's easier.

Many thanks,

Anne

Anne Heins
Community Travel Advisor
Travel Choice and Education

Pronouns: she / her ([Why?](#))



03 941 5260



Anne.Heins@ccc.govt.nz



Te Hononga Civic Offices, 53 Hereford Street, Christchurch

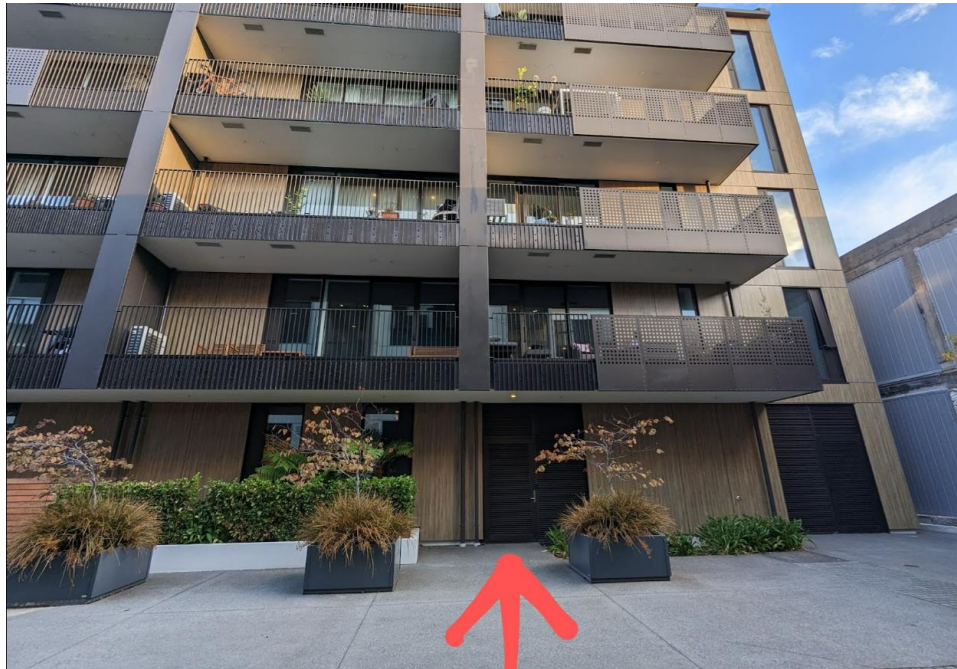


PO Box 73014, Christchurch 8154



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APPENDIX C: PHOTOS OF CYCLE PARKING ROOMS IN THE ATLAS QUARTER APARTMENT AND TOWNHOUSE DEVELOPMENT, WHICH IS WORKING WELL IN TERMS OF SECURITY, BUT LACKS CAPACITY FOR THE HIGH DEMAND FOR CYCLE PARKING



Cycle parking room 1: bicycles are not visible from the street, nor from publicly accessible areas within the development. There is some passive surveillance from residents' balconies.



Cycle parking room 2: bikes are not visible from the street, nor from publicly accessible areas within the development. There is some passive surveillance from residents' balconies.



Cycle parking room 1: Access is via RFID reader, with residents offered RFID fobs on moving in. If a theft were to happen, the electronic record would show which fob was used at what time to access the bathroom to assist with Police enquiries etc



Cycle parking room 2: Access likewise via RFID reader.

APPENDIX D: CORRESPONDENCE WITH DARREN SANDFORD, BODY CORPORATE CHAIR OF WORCESTER TERRACES, EAST FRAME. SHARED WITH PERMISSION.

From: Darren Sandford <Darren.Sandford@landpower.co.nz>
Sent: Sunday, July 23, 2023 6:55 PM
To: Heins, Anne <Anne.Heins@ccc.govt.nz>
Subject: Re: Question for residents or Body Corp of Worcester Terraces on their bike parking lock-up on Gloucester St

Hi Anne,

Unfortunately, there has been another break in. We are now considering having one shed for short term rental and renters and another shed for owner/occupiers. Not the ideal solution but it is such a waste to have these lovely bike sheds that nobody can use.

Thanks

Darren

From: Heins, Anne <Anne.Heins@ccc.govt.nz>
Sent: Sunday, July 23, 2023 3:19:52 PM
To: Darren Sandford <Darren.Sandford@landpower.co.nz>
Subject: RE: Question for residents or Body Corp of Worcester Terraces on their bike parking lock-up on Gloucester St

Hi Darren,

I'm just finalising my evidence on for cycle parking requirements under the Chch District Plan.

Just wondering if Worcester Terraces have experienced any more bike thefts from the cycle enclosure since our emails in April?

Thanks,
Anne

Anne Heins

Community Travel Advisor
Travel Choice and Education
Pronouns: she / her ([Why?](#))



03 941 5260

From: Darren Sandford <Darren.Sandford@landpower.co.nz>
Sent: Wednesday, April 12, 2023 8:43 AM
To: Heins, Anne <Anne.Heins@ccc.govt.nz>
Subject: FW: Question for residents or Body Corp of Worcester Terraces on their bike parking lock-up on Gloucester St

Kia Ora Anne,

Mark Darbyshire (Body Corp Chair – Atlas Quarter) forwarded to me your email requesting information on bike sheds as I am the Body Corp Chair for Worcester Terraces.

My responses are as follows...

What I'm interested in from either residents or the Body Corp is their experience and feedback on this bike lock-up.

- **Does it serve residents well?**

They are underutilised as many residents have lost confidence in them due to frequent break-ins and bike theft.

- **Are there enough spaces?**

This is difficult to comment on as residents are reluctant to use it until we can resolve the security issue. I suspect that it would be insufficient if all the bike owners used them.

- **Do they feel their bikes are safe in there?**

No

- **Have there been any bike thefts from there?**

Multiple thefts

- **Who has access to the door code?**

All residents, but it is more for use by those who do not have a garage. As we have five or more units that are operating as Air BNBS, there is suspicion from some residents that the codes are being left for the guests to use, which does expand the number of people who know the access code.

I have an eBike, as does my partner, but we do not use the bike sheds. Also, I noted your comment on the value of eBikes ranging from \$3K to \$10K. My cargo eBike costs \$16K, and I know of eBikes that cost over \$30K, so you can understand the reluctance for people to leave their eBikes in a bike shed with security issues. I love biking to work and using the ever-improving cycle network around Christchurch. If we could now change the attitude of car drivers towards cyclists, that would be a significant win – no pressure 😊.

Since we have moved into the city, we seldom use our cars anymore, and we will be selling one shortly and switching the other to electric. Our body corp has an EGM meeting on 2 May, in which we will elect our first legitimate body corp for Worcester Terraces, and one of the items on the agenda will be to find a solution for the bike sheds.

I hope this helps you, but feel free to contact me if you have any more questions or suggestions on improving the bike sheds.

Many thanks,
Darren Sandford

From: Mark Darbyshire <markdarb@gmail.com>

Sent: Tuesday, April 11, 2023 5:54 PM

To: Darren Sandford <Darren.Sandford@landpower.co.nz>

Subject: Fwd: Question for residents or Body Corp of Worcester Terraces on their bike parking lock-up on Gloucester St

Kia ora Darren,

I came across the following council employee who was looking for a contact person for Worcester Terraces.

Would you be happy to get back to her about her questions?

I'll get back to her too as we have bike storage rooms in Atlas Quarter and there's a lot I can say on the topic.

My understanding is some of the other bike lock-ups in One Central have had trouble with break-ins (as have we) but I'm not sure about yours.

Cheers,
Mark

----- Forwarded message -----

From: **Heins, Anne** <Anne.Heins@ccc.govt.nz>

Date: Tue, 11 Apr 2023, 5:27 pm

Subject: Question for residents or Body Corp of Worcester Terraces on their bike parking lock-up on Gloucester St

To: markdarb@gmail.com <markdarb@gmail.com>

Kia ora Mark,

Thanks for your email.

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Many thanks,

Anne

Anne Heins

Community Travel Advisor
Travel Choice and Education

Pronouns: she / her ([Why?](#))



03 941 5260



Anne.Heins@ccc.govt.nz



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