

Waimāero
Fendalton-Waimairi-Harewood Community Board
Submissions Committee
MINUTES ATTACHMENTS

Date: Monday 15 February 2021
Time: 5.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

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City Mall and Oxford Street Access Changes

Date: 15 February 2021
To: Christchurch City Council
From: Waimāero/Fendalton-Waimairi-Harewood Community Board
Contact: David Cartwright
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Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Council's proposed City Mall and Oxford Street Access Changes.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board commends the Council for looking to improve safety for pedestrians in the City Mall and Oxford Terrace areas and would like to make the following recommendations:

- While the Board fully encourages the use of alternative means of transport such as cycling, using electric scooters or skateboarding it would prefer to see the City Mall retained as a pedestrian only zone (with the exception of mobility scooters). The Board sees this as a key area for people to walk freely and enjoy the relaxed pace. Even with the proposed reduction in speed limit through the City Mall, there is a risk that if cycles and scooter are ridden through the area, their speeds will still be sufficient to cause safety concerns. This, coupled with the increased use of quiet electric-scooters and electric bikes, makes it very difficult particularly for our older adults and those who are hearing or visually impaired, to feel and be safe in shared space environments such as the City Mall area.

To support and encourage cyclists and scooter users coming to City Mall and Oxford Street, the Board would recommend that a number of bike/scooter stands be installed at each of the City Mall and Oxford Street entrance points.

- In supporting the proposed 10 kilometre speed limit through City Mall and Oxford Street the Board recommends that consideration be given to restricting the level visual pollution such as speed signage, where possible.
- The Board fully supports the proposed restriction to the access times for those goods delivery vehicles and Council-authorised vehicles, but would ask for clarification on what a Council-authorised vehicle is, e.g. does this mean any vehicle that has a permit?



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board

Draft Christchurch Central City Parking Policy


Date: 15 February 2021
To: Christchurch City Council
From: Waimāero/Fendalton-Waimairi-Harewood Community Board
Contact: David Cartwright
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C/- PO Box 73020
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Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Council's Draft Christchurch Central City Parking Policy.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board fully supports the goals proposed in the Council's Draft Christchurch Central City Parking Policy, in particular the proposal not to create new 'resident only' Parking Permit areas and the proposal to increase the parking spaces for sustainable alternatives to petrol or diesel vehicles.
4. The Board would also recommend that 'drop off/pick up zones only' be allocated to hotels and other hospitality/visitor experience locations around the city eg outside the Canterbury Museum and the Arts Centre, and that buses be required to leave and park in a separate designated area.



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board

Managing Noise from the Multi-Use Arena

Date: 15 February 2021
To: Christchurch City Council
From: Waimāero/Fendalton-Waimairi-Harewood Community Board
Contact: David Cartwright
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Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on Managing Noise from the Multi-Use Arena.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board supports the Council giving consideration to managing noise from the Multi-Use Arena and the requirement for a noise management plan setting out how the noise related activities will be addressed.
4. The Board does not support the proposed standard finishing time of 11pm, except for New Year's Eve when concerns could continue to 12.30 am. The Board would recommend that the proposed finishing times be extended to 12am, and on New Year's Eve 1am. This will ensure a broad range of concerts can be brought to the City and it will also allow time for patrons to depart the arena.
5. The Board fully supports the requirement for new developments within the vicinity of the Multi-Use Arena to have strengthened noise insulation requirement and recommends double-glazing as a minimum. It also recommends that the Arena itself has minimum hard surfaces around the industrial waste areas to lessen noise and for materials that absorb the noise of bottles being disposed of and bins being emptied to be installed in receptacles around the Arena complex.

In conclusion the Board further recommends that there be an opportunity to review the noise management conditions 12 months after the Multi-Use Arena has commenced operation.



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board

Wheels to Wings – Papanui ki Waiwhetū Major Cycleway

Date: 15 February 2021
To: Christchurch City Council
From: Waimāero/Fendalton-Waimairi-Harewood Community Board
Contact: David Cartwright
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Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.
2. The Board **does** wish to be heard in support of its submission.

Comments

3. The Board and the previous Fendalton/Waimairi Community Board have long been supporters of cycling in and around Christchurch and the Wheels to Wings Cycleway project was included as a priority in the Fendalton/Waimairi Community Board's 2015-2016 Board Plan before the prioritisation of traffic signals at the Breens Road/Harewood Road intersection was requested by the local community.
4. Before making its comments on the cycleway design, the Board would like to express its concern that key local stakeholders were not engaged with nor their input sought, prior to the consultation design being created. The Board considers it essential that design impacts be discussed with local stakeholders early.
5. In supporting cycleways the Board considers that there is a fine balance between cyclists, parking and accesses and, taking this into consideration, the Board makes the following comments on the proposed Wheels to Wings – Papanui ki Waiwhetū Major Cycleway design:

Parking

- a) The Board does not support the loss of on-street vehicle parking proposed for this predominantly residential road. The Board considers it important that sufficient parking remains available to allow for residential visitor parking, for service vehicle accesses, home support worker vehicles and most importantly for emergency vehicles.
- b) The Board is especially concerned at the removal of on-street parking outside businesses located along Harewood Road and the impact the proposal could have on their viability. Two examples are the Copenhagen Bakery and the Trafford Street Dairy. Both of these businesses are very popular locally and but also receive a significant amount of business from passing traffic. The Board would strongly recommend that sufficient on-street parking is retained outside their premises.
- c) In relation to the proposed P5 on-street parking spaces allocated to the Copenhagen Bakery the Board would recommend that the timeline be extended to P15 to allow

sufficient time for customers to safely cross the cycle lane and execute their takeaway transactions.

- d) In addition to a) and b) above, the Board also expresses its concern at the reduction in both on-street parking and accesses to the Charity Hospital, Bupa Bethsuda Rest Home and Hospital and Palmer Funeral Services. It strongly recommends that sizable access-ways for services vehicles and emergency vehicles as well as substantial wheel-chair friendly on-street parking for visiting/attending family and friends, be retained.
- e) The Board would also recommend that the business accesses along Whitchurch Place be retained.
- f) Nunweek Park is a very popular destination located at the intersection of Wooldridge Road and Harewood Road. Many sporting groups use the park, and cycling to a sporting event is not always a practical option. The Board is very concerned that the removal of any parking spaces around the park will have a negative impact on Nunweek Boulevard and the surrounding streets. Access to the playground will also be reduced if there is limited parking.
- g) The Board does note however, that the shared pathway on the southern side of Harewood Road by Nunweek Park works well and it would like to see this option considered in other sections of the cycleway including outside the Copenhagen Bakery.
- h) Bishopdale Park is another very well utilised amenity along Harewood Road, with not only the sports ground but the extremely popular Elephant Playground, and the Board is concerned that the removal of any carparks outside the park will force cars to park further into the residential Leacroft Street and Raleigh Street. It recommends that parking be retained outside the park.

Trees

- i) For many years the Board has advocated for the retention of trees in the Fendalton, Waimairi and Harewood areas and it is concerned at the number of proposed tree removals on Harewood Road and the Bishopdale roundabout, many of which are of a significant size and amenity value. The Board would ask that there be hard evidence that the removal of the trees on the roundabout is required for safety reasons.
- j) The Board does not support the removal of the large trees outside Kilmuir Lane and would recommend that other means be explored to mitigate sight line issues.
- k) While fully supportive of tree removals for health and safety issues the Board requests that when a tree is removed, a replacement tree(s) of equal size and grandeur be planted in nearby areas. The Board also expresses its concern that in removing a number of Council-owned trees for the cycleway there could be a perception that the Council can remove trees whenever it desires while residents require a costly Resource Consent as well as landowner permission.

Bus Stops

- l) The Board has noted that many bus stops along Harewood Road require relocation and it urges that access for these be easy, smooth, and do not require crossing a cycle lane. This is particularly important for the safety of patrons that are physically impaired.

Traffic

- m) The Board applauds the inclusion of signalised traffic lights at the Breens Road/Harewood Road intersection to improve residents' safety concerns. For many years the need for traffic lights at this intersection has been raised by the community, Fendalton-Waimairi-Harewood Community Board and the previous Fendalton/Waimairi Community Board.
- n) The Board is aware that a significant number of residents are opposed to the reduction in traffic lanes on Harewood Road from two lanes to one, and in support recommends that alternative cycleway options be explored including shared pathways and the installation of a cycleway down the median strip. These could be the solution that provide a safe cycling option but also address the parking and access concerns.
- o) With the number of proposed traffic signals around the Bishopdale Roundabout the Board has concerns about congestion and asks whether robust congestion modelling has been carried out.
- p) The Board is also disappointed that no modelling information has been provided on the possible flow-on effects that turning of Harewood Road into a single lane will have on Sawyers Arms Road and the smaller residential streets, nor on how they will be managed.

In conclusion

As mentioned at the beginning of this submission, the Board is fully supportive of cycling as a means of transport around Christchurch and of the need to provide city-wide safe cycling options. The Board does however, question whether the spending of \$19 million on a cycleway at a time when the Council has limited funds and is proposing increased rates, sends the right message to residents. The Board would prefer to see less expensive options explored that include a more pragmatic approach to parking and accesses, such as a widened shared pathway down both sides of Harewood Road and a cycleway down the centre of Harewood Road, from Bishopdale roundabout to Waimakariri Road. It would also recommend that, to prevent the blow-out of an already expensive project, that there be a contracts cost assigned so that any over-runs are not the responsibility of the ratepayer.

To finish, the Board would strongly recommend that any subsequent designs or significant modifications to the current design is made available for the community and the two Community Boards for feedback.



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board

Note:

Although not part of the Board's official submission, we have attached Appendix A which is the notes from a recent public meeting on the proposed project. The Board believes this provides a good overview of the feelings of the local community.

APPENDIX A

NOTES FROM WHEELS TO WINGS CYCLEWAY PUBLIC MEETING - 11 MARCH 2021

Meeting hosted by Councillors Aaron Keown and Sam MacDonald.

Elected members present: Mike Wall (Fendalton-Waimairi-Harewood), Emma Norrish (Papanui-Innes), Debbie Mora (Halswell-Hornby-Riccarton) and Councillor Phil Mauger (Coastal-Burwood).

Approx 100 members of the public in attendance.

Issues raised by attendees: (as part of the group discussion)

- Bus users - getting on and off, having to cross the cycleway.
- What is the exact number of current cyclists using Harewood Road - seem to be varied answers and some have been told the last count was done many years ago. People are being told that the cycleway will increase the number of cyclists by 20%...but 20% of what?
- Traffic lights - green turning arrows essential but often not working.
- Impact on emergency services if number of lanes are reduced. One attendee said she had spoken to St John's who were unhappy with the design and concerned about the possible increase in time to get to an emergency - could cost someone their life!
- Please fix pipes/infrastructure first - don't waste money fixing a road that ain't broke!
- Why isn't Sawyers Arms Road considered a better option?
- Has Wairakei Road been considered - given the large increase in businesses and number of employees (e.g. Tait's and Sir William Pickering Drive business park)?
- Very few people appear to use the cycle underpass at the Johns Road end of Harewood Road.
- How did the \$20m cost come about when other cycleways in the city have costs much more?
- General agreement from the group that a shared cycle/pedestrian path would suffice (like many places overseas).
- What about a two-lane cycleway on the north-side of Harewood Road and leave the south-side as is.
- Support the idea of cycleways and making it safer for cyclists, but given the Council's current financial situation, is this the right time to be spending such a large amount of money on a 'nice to have'. Even if NZTA stump up half the money, \$10m is still a huge amount that would be better spent on infrastructure repairs.
- Many were concerned about tree removals involved in the design (particularly the Farrington Ave round-about and Nunweek Park).
- Why not run a trial where they block off a lane on each side for a period of time and just see how the traffic moves?
- Loss of parking at Nunweek Park of a major concern as the area is already experiencing major congestion issues when sports are on.
- Feedback from bus-drivers that they are concerned about holding up traffic as people get on and off.
- One attendee stated they were told by staff at a drop-in session that if there is no cycleway then there will not be lights put at Breens/Harewood. People felt they were being blackmailed.
- A number of retirement homes along Harewood Road - concern for staff doing nightshifts around carparking.
- People understood the need to have an initial design for the public to start thinking about, but feel this design has gone too far without community input.

- People appeared to like the idea of the cycleway going down the centre, however someone noted that tree roots would cause problems for this idea.
- Concern re cost over-runs.
- Safety issues for people coming out of Bishopdale Mall onto Harewood Road.
- Concerns regarding access to places like Mitre 10 Mega as the traffic has significantly increased in that area.
- Has the future requirements of replacing underground infrastructure along the route been considered? Would hate to see the cycleway going in and then being ripped up again not long after to replace pipes etc.

Comments from attendees: (verbatim - directly from sticky sheets)

- Safety issues - Emergency services unable to get to medical events, Fire Service to fires, use of jaws of life (trucks too large to get to those affected).
- Wheelchairs and those using walkers attempting to get on/off buses using ramps.
- Parking - Bishopdale Park and Nunweek Park for sports/community events.
- Lights at Breens/Harewood!
- DO NOT TOUCH OUR TREES!
- Shared pathway.
- If the design alone has cost \$5m then God help us!
- SCRAP THE WHOLE PLAN AND START AGAIN WITH "COMMUNITY" CONSULTATION.
- Foodstuffs twice a day, 7 days a week, deliveries to New World, also other HUGE trucks (Coca Cola, liquor, bread, milk) trying to turn into Bishopdale Mall from one lane over a cycleway.
- Non-compliance to the Local Governance Act Section 14 - in particular the 6 items which must be adhered to.
- DO LIGHTS AT HAREWOOD/GARINDERS!
- Lights and 4 lanes.
- Save the trees.
- Plant natives.
- Don't spend \$\$ we haven't got.
- We want the Harewood/Breens traffic lights.
- Whole process should go to the Ombudsman.
- Leave Harewood Road as it is and make footpaths and berms foot and cycle traffic. Its Council land anyway so less maintenance for owners at less cost for all.
- We want/need lights at Harewood and Breens and have done for years. Harewood Road was built 2 lanes in foresight, removing this is going backwards.
- This has been ongoing for over 12 years - time to end this nonsense. Nothing of our rates gets spent on this side of town, we seem to fund development everywhere except our own patch.
- Light - yes, cycleway - no. Do not single lane Harewood.
- We want lights only!
- Do not try and fix something this is not broken.
- Share the current footpath with cyclists and pedestrians.
- Leave the four lanes alone!
- Fix water pipes and infrastructure before wasting ratepayers money.
- Safety is the most important thing. Traffic lights need to be put in.
- Safety!!!! Human driving behaviour and future development of the wider area need to be considered.
- Emergency services!
- Water pipes

- Getting out our driveway.
- Really a waste of time and money. Lights at Breens would be better.
- Lights Only at Gardiners Road. Shared pathway. Trees remain round roundabout. We do not want single traffic lanes on Harewood Road.
- Agree with the lights at Breens/Harewood
- How on earth are emergency service going to emergencies going to get through the traffic jams which are going to happen. I'm not going to die just because there MAYBE a few cyclists on the roads.
- Just do the lights!! Dual footpath/cycleways. Leave the rest.
- Cycleway 2-way one side North and lights at intersections. Hear hear! Need lights. Stop wasting all money.
- The traffic lights are needed before anything (ditto)
- Take out grass berms and create dual path/cycleway (ditto)
- Lack of consultation appalling!
- Use the grass berms for cycle and pathways.
- Money excessive!!
- Parking needed on both sides of road.
- How will the rubbish trucks get on?
- Backing out of driveway will be extremely dangerous.
- What about ambulances and fire engines being held up. Safety first!
- Safety – related parking for Saturday community sports @ each park.
- Put lights at Harewood and Breens and lights at Wooldridge and Harewood and please sit back and you will see that's all that's required. Leave Harewood Road as it is.
- Harewood Road should still be classed as a main arterial roadway!!