

Briefing - Hearings Panel

Wheels to Wings Major Cycleway Route

AGENDA

Notice of Briefing:

A briefing of the Hearings Panel will be held on:

Date: Thursday 21 October 2021

Time: 2pm

Venue: Held by Audio/Video Link

The briefing is open to the public through access to the live broadcasting of the briefing: <https://councillive.ccc.govt.nz/live-stream>

Panel

Chairperson

Mayor Lianne Dalziel

Members

Councillor Mike Davidson

Councillor Aaron Keown

Community Board Member Emma Norrish

Community Board Member Jason Middlemiss

15 October 2021

Samantha Kelly

Team Leader Hearings & Committee Support

941 6227

samantha.kelly@ccc.govt.nz

www.ccc.govt.nz

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Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Wheels to Wings Major Cycleway Route - Hearings Panel Briefing

Reference Te Tohutoro:	21/1120333
Report of Te Pou Matua:	Kelly Griffiths, Senior Project Manager, kelly.griffiths@ccc.govt.nz , Ann Tomlinson, Senior Engagement Advisor, ann.thomlinson@ccc.govt.nz , Peter Hume, Senior Communications Advisor, peter.hume@ccc.govt.nz
General Manager Pouwhakarae:	Jane Davis, General Manager Infrastructure, Planning and Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose of Briefing

- 1.1 This Hearings Panel briefing has been requested to ensure information on all design concepts considered, the preferred design including changes resulting from consultation feedback, and a summary of the consultation feedback received is available to the Hearing Panel members. This briefing will be live-streamed. At the time of writing this report COVID-19 level 2 restrictions are in place which restrict the public from attending the briefing.
- 1.2 Following the Hearings Panel briefing, there will be three public information days on Wednesday 27, Thursday 28 and Friday 29 October 2021 at the former Ara Campus building in Bishopdale Mall. Attendees will need to register online and each 50 minute session will be limited to 20 people, to allow for social distancing. An additional open day on Monday 1 November will be made available if needed. All information presented at the briefing will be available at the information days, and the Wheels to Wings project team will be there to talk through the designs and answer questions.
- 1.3 From Wednesday 27 October to Wednesday 17 November 2021 there will be a further period of engagement with the community. People will be able to provide feedback on the design concepts, and the changes made to the preferred design resulting from consultation feedback.

2. Background

2.1 Timeline

- **2017** Wheels to Wings route selection investigation.
- **2018** Harewood Road endorsed by Infrastructure, Transport and Environment Committee as the preferred Wheels to Wings route.
- **2019** Upgrade of the Harewood/Gardiners/Breens intersection approved by Council, following community consultation.
- **2020** Scheme design
 - Joint Community Board briefings
 - Urban Development and Transport Committee briefing
- **Notice of Motion 11 February 2021**
 - Direct staff to conclude consultation on the project as per the 8 March date with an additional information session to be held in Bishopdale.

- Direct staff to meet with key stakeholders along Harewood Road to mitigate any potential design issues based off the initial feedback.
- Direct staff to produce a range of design options for the Community Boards to consider in public workshops prior to the commencement of the hearings process.
- **2021**
 - Community consultation.
 - Separate Community Board briefings.
 - Revised Wheels to Wings approval process to include Hearings Panel briefing, community information days and joint Community Board workshop with public invited to all.
- **2021 and 2022 Next Steps**
 - Further period of engagement – 27 October to 17 November 2021
 - Public information days – 27, 28, 29 October 2021, and 1 November if needed
 - Joint Community Board workshop – 2 December 2021
 - Hearing to be held early in 2022 with recommendation to Urban Development and Transport Committee (UDAT).
 - UDAT decision - 2022

3. Community consultation

- 3.1 Community consultation on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway project ran from 25 January 2021 to 22 February 2021. Due to requests for more time to complete submissions, the closing date was extended to 8 March 2021. Following changes in our Covid-19 alert levels, the consultation closing date was again extended to 15 March 2021 in order to offer information sessions during the consultation period.
- 3.2 Approximately 2000 consultation leaflets and cycleway plans applicable to each property were hand-delivered to businesses, and residents along the cycle route and side streets leading onto the cycle route. People who own property along the route but live elsewhere were posted the consultation material.
- 3.3 During the consultation period we held four drop in sessions for the community to meet the project team and find out more about the project. Two of these sessions were re-scheduled due to changes in Covid-19 alert levels. The sessions were held:
 - Wednesday 3 February, 5 pm to 7 pm at Ōrauwhata: Bishopdale Community Centre
 - Tuesday 9 February, 12.30 pm to 2.30 pm at Ōrauwhata: Bishopdale Community Centre
 - Thursday 25 February, 4.30 pm to 6.30 pm at the Chapel Street Centre in Papanui
 - Thursday 11 March, 11 am to 3 pm at the YMCA Bishopdale
- 3.4 At the close of consultation we received 1348 submissions from businesses, organisations and residents. Many submitters were long-time residents in the area and provided us with very detailed and informed feedback.
- 3.5 Here is the link to the project Have Your Say webpage with a link to the submissions received <https://ccc.govt.nz/the-council/haveyoursay/show/375>

3.6 Where the submissions came from:

Bishopdale	Harewood	Northcote	Papanui	Other	Total
312	333	13	62	628	1348

3.7 Summary of overall sentiment:

	Bishopdale	Harewood	Northcote	Papanui	Other	Total	%
Clearly support	55	31	6	14	305	411	30%
Clearly oppose	147	187	5	22	204	565	42%
No clear indication for or against	110	115	2	26	119	372	28%
Total	312	333	13	62	628	1348	100%
%	23%	25%	1%	5%	47%	100%	

3.8 Key benefits identified in feedback

- Better safety for biking
- Safe route for children to get to school
- Positive impact on climate change
- Physical and mental wellbeing
- Connections to other cycleways and the wider network

3.9 Key concerns identified in feedback

- Loss of parking – business and residential (visitors & deliveries)
- Increased traffic congestion as a result of reducing four lanes to two and additional signals
- Cost of the project – other priorities, waste of money, will it get used?
- Safety – property access, driver behaviour, cycleway design, vulnerable users (e.g. pedestrians, children, elderly)
- Safety concerns at Harewood/Greens intersection
- Bishopdale roundabout – design of the roundabout and removal of trees
- How the wider network will function (including Langdons Road)
- Negative impact on parking for Bishopdale Park and Nunweek Park
- Impact on Chapel, and Sails streets as a result of proposed turning restrictions
- Impact on Wilmot Street as a result of proposed closure.

- 3.10 Some submitters proposed alternative route suggestions and design options. For example, Sawyers Arms Road suggested as an alternative route; shared paths suggested as an alternative design.
- 3.11 There was also continued widespread support for signalising Harewood/Gardiners/Breens intersection.
- 3.12 A full consultation analysis on both the consultation feedback and additional feedback received will form part of the Hearings Panel report.

4. Design Concepts Considered and Preferred Design

- 4.1 The Notice of Motion of 11 February 2021 directed staff to present all design concepts considered to the Hearings Panel and at a joint Community Board workshop on 2 December 2021, prior to the commencement of the hearings process.
- 4.2 Thirteen design concepts across the three sections of Harewood Road were identified and evaluated by the Wheels to Wings design team prior to community consultation.
- 4.3 In each section, there is a preferred design which now incorporates changes resulting from consultation feedback.

4.4 Harewood Road West Section Waimakariri Road to Nunweek Boulevard

4.4.1 Design concept 1 – The preferred design including changes resulting from consultation feedback

Shared path and two-way separated cycleway on south side of the road

- A shared path on the southern side of Harewood Road between Waimakariri Road, Wooldridge Road and Nunweek Park would be created by widening the existing narrow path.
- A path on the southern side is preferred over a path on the northern side as there is more space and it is away from the stormwater drain on the northern side.
- A two-way separated cycleway on the southern side of Harewood Road from Kilmuir Lane to Nunweek Boulevard would be created
- Advantages
 - On-street parking would generally be retained between Waimakariri Road and Wooldridge Road, with two spaces removed outside Harewood School, and approximately nine spaces removed for new street trees to be planted.
 - The existing traffic lanes would be retained.
 - It provides a good cycle link to Nunweek Park.
 - The mature street trees between Kilmuir Lane and Nunweek Boulevard would be retained.
- Disadvantages
 - All on-street parking on the southern side between Kilmuir Lane and Nunweek Boulevard would need to be removed.

4.4.2 Design concept 2

One-way separated cycleways on each side of the road

- Advantages
 - It provides separated cycleways.
 - Concrete separators create a narrowing effect of the road which would slow traffic, while keeping the existing footpath to provide separate spaces for people walking and cycling.
- Disadvantages
 - The road would need to be widened and all on-street parking would need to be removed between Waimakariri Road and Wooldridge Road.
 - All on-street parking on the northern side of the road and 10 on-street parks on the southern side between Kilmuir Lane and Nunweek Boulevard would need to be removed.
 - On-street parking would be reduced by approximately 50% opposite Nunweek Park.
 - The crash risk for cycleway users passing the P & M Growers driveway would potentially increase
 - Eastbound buses would stop in the traffic lane with a flush median at the bus stop to allow traffic to pass.
- This design concept is viable but not preferred.

4.4.3 Design concept 3

Two-way separated cycleway on north side of the road

- A two-way separated cycleway on the north side of Harewood Road between Waimakariri Road and Nunweek Boulevard.
- Advantages
 - It has the least impact on street trees between Kilmuir Lane and Nunweek Boulevard.
 - On-street parking on the south side closest to Nunweek Park would be retained.
 - Concrete separators create a narrowing effect of the road which would slow traffic.
 - Keeping the existing footpath on the south side would provide separate spaces for people walking and cycling.
- Disadvantages
 - All on-street parking on the northern side between Waimakariri Road and Nunweek Boulevard would need to be removed.
 - To avoid additional road crossings for cycleway users, which also has traffic impacts, the cycleway would need to extend through the adjacent section to Waimakariri Road. This would extend the cycleway across the busy P & M Growers driveway and affect parking around Harewood School.
- This design concept is viable but not preferred.

4.5 **Harewood Road Central Section – Nunweek Boulevard to Greers Road**

4.5.1 **Design concept 1 – The preferred design including changes resulting from consultation feedback**

Nunweek Boulevard to Bishopdale Roundabout section - One-way separated cycleways on each side of the road next to the kerb

- One traffic lane is removed and a one-way cycleway added on each side of the road. The remaining traffic lanes are slightly wider than the existing lanes.
- On-street parking would be reduced by approximately 50% in this section. The remaining parking is generally spread along both sides of the road.
- Advantages
 - This design has the least impacts to the operation of Harewood Road.
 - Full vehicle access would be retained at all intersections and U-turn pockets.
 - Cycle facilities on both sides of the road mean this would be the most intuitive and best-connected design for people cycling.
- Disadvantages
 - This design has the highest number of on-street parking spaces that would need to be removed.

Bishopdale Roundabout to Greers Road section - Two-way cycleway on north side

- One traffic lane and on-street parking removed on the northern side of Harewood Road from the Bishopdale roundabout to Greers Road, and a cycleway added next to the existing kerb. The median-side traffic lane on the southern side of Harewood Road would be removed to provide additional parking and turning space.
- Advantages
 - Minimum traffic delay at the Greers Road intersection.
 - The most direct link between the Bishopdale roundabout and Greers Road.
 - Retains the most parking outside Bethesda Rest Home.
- Disadvantages
 - Two-way cycleways are generally less safe than other designs as drivers exiting properties may not look for cyclists coming in the other direction, however this has been mitigated in this section by not having parking adjacent to the cycleway.
 - All on-street parking would be removed on the northern side of Harewood Road between the Bishopdale roundabout and Greers Road.

4.5.2 Design concept 2

Four traffic lanes to two with a one-way separated cycleway on each side of the central median

- One traffic lane is removed and a one-way cycleway is added on each side of the road, adjacent to the central median island. The remaining traffic lanes are slightly wider than the existing lanes.
- On-street parking would be reduced by approximately 20% in this section. The remaining parking is located in its existing position next to the kerb.
- Advantages
 - The potential for accidents between cycleway users and vehicles accessing driveways would be removed, along with the potential for conflict between car drivers and passengers crossing the cycleway from a parking space.
 - The reduction of on-street parking is less than in other designs.
 - There would be new signalised pedestrian/cycle crossings and improved crossings across Harewood Road and side roads.
- Disadvantages
 - Existing U-turn pockets would need to be closed to create a safe passage for cycleway users.
 - Right turns would be banned in and out of Leacroft Street, Cotswold Avenue and Trafford Street to avoid creating complex and unsafe intersections with vehicles turning across cycleway users in the middle of the road.
 - Cycleways in the middle of the road are more difficult for people to access.
- This design concept is viable but not preferred.

4.5.3 Design concept 3

Road swap – Two-way traffic lanes on one side of the central median with a cycleway and access road on the other side

- All through traffic is shifted to the northern side of Harewood Road, with a flush painted median and indented parking.
- A two-way separated cycleway on the southern side of Harewood Road located adjacent to the central median island, alongside a predominately one-way local access road and on-street parking.
- On-street parking would be reduced by approximately 25% in this section. The remaining parking on the northern side of Harewood Road will be indented, while on-street parking on the southern side will mostly be retained.
- Advantages:
 - The potential for conflicts between cycleway users and vehicles accessing driveways would be removed, along with the potential for conflict between vehicle drivers and passengers crossing the cycleway from a parking space.
 - Traffic volumes and speeds outside Bishopdale Park, Canterbury Charity Hospital, Copenhagen Bakery and residents on the southern side of Harewood Road would be reduced.

- There would be new signalised pedestrian/cycle crossings and improved crossings across Harewood Road and side roads.
- Disadvantages
 - U-turns in the median would no longer be possible.
 - Vehicle access in and out of the local access road is likely to be limited in some locations due to the proximity of the access points to the intersections.
 - Provision of appropriate traffic lane alignments at intersections and indented parking would require more street trees to be removed than other separated cycleway options.
 - There would be increased traffic volume and noise for residents on the northern side of Harewood Road.
- This design concept is viable but not preferred.

4.5.4 Design concept 4

Four traffic lanes to two with a two-way cycleway on one side of the road next to the kerb

- One traffic lane and on-street parking removed on the northern side of Harewood Road, and a cycleway added next to the existing kerb. The median-side traffic lane on the southern side of Harewood Road would be removed to provide additional parking and turning space.
- Locating the two-way cycleway on the northern side is preferred over the southern side as it provides more on-street parking outside destinations such as Bishopdale Park and Copenhagen Bakery.
- On-street parking would be reduced by approximately 20% in this section. All parking would be removed on the northern side and spaces created on the southern side.
- Advantages
 - It would create consistent cycleway along the northern side of Harewood Road from Nunweek Boulevard to Matsons Avenue.
 - Full vehicle access would be retained at U-turn pockets.
- Disadvantages
 - Turn restrictions would be needed at the intersections of Crofton Road and Cotswold Avenue with Harewood Road to make the intersections safer for the two-way cycleway across them.
 - Two-way cycleways are generally less safe than other designs as drivers exiting properties may not look for cyclists coming in the other direction.
 - All on-street parking would be removed on the northern side of Harewood Road.
- This design concept is viable but not preferred.

4.5.5 Design concept 5

Retain four traffic lanes with a shared path on each side of the road

- The entire width between the property boundaries and kerb would be sealed, providing a shared pedestrian and cycle path along both sides of Harewood Road. All existing traffic lanes and turning movements would be retained.
- On-street parking would be reduced by approximately 50% in this section, because of parking setback and visibility requirements at intersections, driveways, bus stops and pedestrian crossing points.
- Advantages
 - Maintains the existing number of traffic lanes on Harewood Road.
- Disadvantages
 - The location of the shared path would pose significant risk of accidents between cycleway users and vehicles exiting properties due to restricted visibility.
 - There would be a high crash risk between cycleway users and pedestrians including vehicle passengers, by providing a shared path in an urban area. This is a greater concern for more vulnerable path users, such as the elderly.
 - Cycle facilities would not be provided to the standard required for a Major Cycle Route.
 - For some users, shared paths with people walking, using mobility devices and cycling can be uncomfortable and challenging.
- This design concept is not viable primarily because it does not provide cycle facilities to the standard required for a Major Cycle Route.

4.5.6 Design concept 6

Retain four traffic lanes with a cycleway in the central median

- Cycleway would be provided in the existing central median island.
- Due to the restricted width available it would not be possible to retain any of the existing trees in the median.
- All traffic lanes would be retained.
- Around 20% of the existing on-street parking would be removed, primarily at intersections, bus stops, pedestrian crossings, and to provide access to the cycleway.
- Advantages
 - All existing traffic lanes on Harewood Road would be retained.
 - The reduction of on-street parking would be less than other options.
 - New signalised pedestrian/cycle crossings would be provided
- Disadvantages

- The existing U-turn pockets would need to be closed to create safe through-passage for cycleway users.
 - Right turns would be banned in and out of Leacroft Street, Cotswold Avenue and Trafford Street to avoid creating complex and unsafe intersections, with vehicles turning across people cycling in the middle of the road.
 - Cycleways in this location would be an unattractive environment to cycle into and would be more difficult to access due to being located in the middle of the road.
 - All trees in the central median would need to be removed
- This design concept is not viable primarily because of the removal of trees required and the turning restrictions.

4.6 **Harewood Road Section East of Greers Road**

4.6.1 **Design concept 1 – The preferred design including changes resulting from consultation feedback**

Two-way separated cycleway on the north side of the road

- A two-way cycleway located on the northern side of Harewood Road.
- East of Chapel Street, the two-way cycleway would change to one-way cycleways on either side of the road to improve safety past the busy Mitre10 access. This, combined with the flush median, would require all on-street parking to be removed between Chapel Street and the railway.
- Advantages
 - The reduction of on-street parking would be less than other options.
 - The flush median would be retained for turning traffic and emergency vehicles.
 - Improved pedestrian facilities would be provided at side roads and across Harewood Road. The use of shared paths is minimised.
- Disadvantages
 - On-street parking would be reduced by approximately 55% between Greers Road and Chapel Street, with all on-street parking removed between Chapel Street and the railway. All remaining parking would be on the southern side, opposite the cycleway.
 - Two-way cycleways are generally less safe than one-way cycleways as drivers may not expect riders to be cycling against the normal flow of traffic.
 - Vehicle access restrictions would be required at side roads to improve safety for people cycling: a cul-de-sac on Wilmot Street at Hoani Street and one-way access only at the Sails Street and Chapel Street intersections with Harewood Road.

4.6.2 **Design concept 2**

Two-way separated cycleway on the southern side of the road

- A two-way cycleway is located on the southern side of Harewood Road, next to the existing kerb.
- Advantages
 - The reduction of on-street parking would be less than other options.
 - The flush median would be retained for turning traffic and emergency vehicles.
 - Improved pedestrian facilities would be provided at side roads and across Harewood Road. The use of shared paths would be minimised.
- Disadvantages
 - On-street parking on the southern side would be removed to fit the cycleway and retain the flush painted median.

- On-street parking would be reduced by approximately 55% between Greers Road and the railway. All remaining parking would be on the northern side, opposite the cycleway.
- Two-way cycleways are generally less safe than one-way cycleways as drivers may not expect riders to be cycling against the normal flow of traffic.
- Vehicle access restrictions would be required at side roads to improve safety for people cycling: exit-only from the eastern end of Harris Crescent onto Harewood Road, left-in/left-out only at the western end of Harris Crescent and at Matsons Avenue, and entry-only onto St James Avenue from Harewood Road.
- The kerb would be close to the property boundaries on the southern side for much of this section. This will make it more difficult for drivers exiting properties to see approaching riders, which also makes it less safe and comfortable for people cycling. Hedges in property boundaries may need to be removed.
- This design concept is viable but not preferred.

4.6.3 Design concept 3

One-way separated cycleways with a flush median and no parking

- One-way separated cycleways on each side of the road.
- Advantages
 - The flush median would be retained.
 - It is the best option for cycling.
 - The need for turning restrictions at side roads would be avoided.
- Disadvantages
 - On-street parking would be removed on both sides of the road from Greers Road to the railway.
- This design concept is viable but not preferred.

4.6.4 Design concept 4

One-way separated cycleways with parking and no flush median

- One-way separated cycleways on each side of the road.
- Advantages
 - Provides separated cycleways.
- Disadvantages
 - Due to the locations of driveways, side roads and bus stops, this concept would remove approximately 80% of on-street parking between Greers Road and Chapel Street, and all on-street parking between Chapel Street and the railway.

- The painted flush median would be removed making right turns into properties and side roads more difficult and increasing delays to Harewood Road traffic.
- This design concept is viable but not preferred.

5. Cost of Design Concepts



- 5.1 High-level cost estimates have been completed for the six design concepts considered for the Harewood Road central section between Nunweek Boulevard and Greers Road.
- 5.2 High-level cost estimates have also been completed for the preferred option only for the west and east sections, and for signalising the Harewood/Gardiners/Breens intersection.
- 5.3 The construction funding for this project (\$22.6 million) currently sits between FY25 to FY28 and includes inflation. This is currently being reviewed as part of the FY23 Annual Plan process.
- 5.4 However, as we have been requested to bring forward the construction of this project, we cannot include inflation in our budget. This means, in today's terms (without inflation added) we actually have a project budget of \$19.2 million.
- 5.5 All preferred designs are able to be implemented within the current project budget.

Report Reference	Harewood Road central section from Nunweek Boulevard to Greers Road design concept	Total Cost to Implement (including west & east section preferred options & Harewood/Gardiners/Breens intersection)
4.5.1	1. Preferred concept – four traffic lanes to two, one-way separated cycleways on each side of the road (Nunweek Boulevard – roundabout), two-way cycleway on north side of the road (roundabout – Greers Road)	Approx. \$19 million
4.5.2	2. Four traffic lanes to two, one-way separated cycleway on either side of the median	Approx. \$19 million
4.5.3	3. Road swap – two-way traffic on one side of the central median, cycleway and access road on other side	Approx. \$21 - \$22 million
4.5.4	4. Four traffic lanes to two, two-way cycleway on one side of the road	Approx. \$19 million
4.5.5	5. Four traffic lanes, shared path on each side of the road	Further investigation required due to unknown power pole & service relocation costs
4.5.6	6. Four traffic lanes, cycleway in central median	Approx. \$18.5 million

6. Summary

- 6.1 The above information is a summary of all the design concepts considered. The design concepts will be discussed in detail at the briefing.

Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Wheels to Wings MCR - Concept Images	20

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

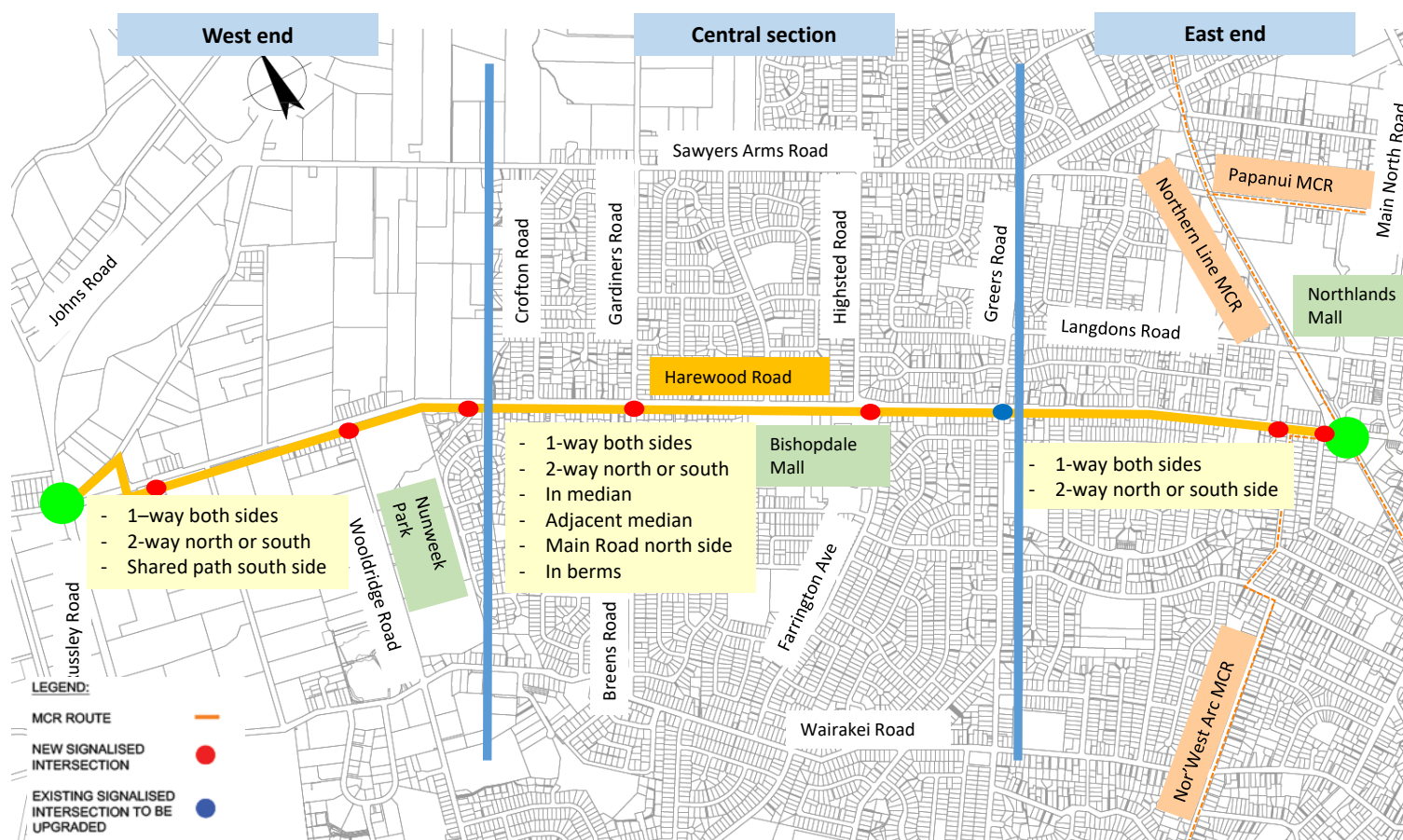
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

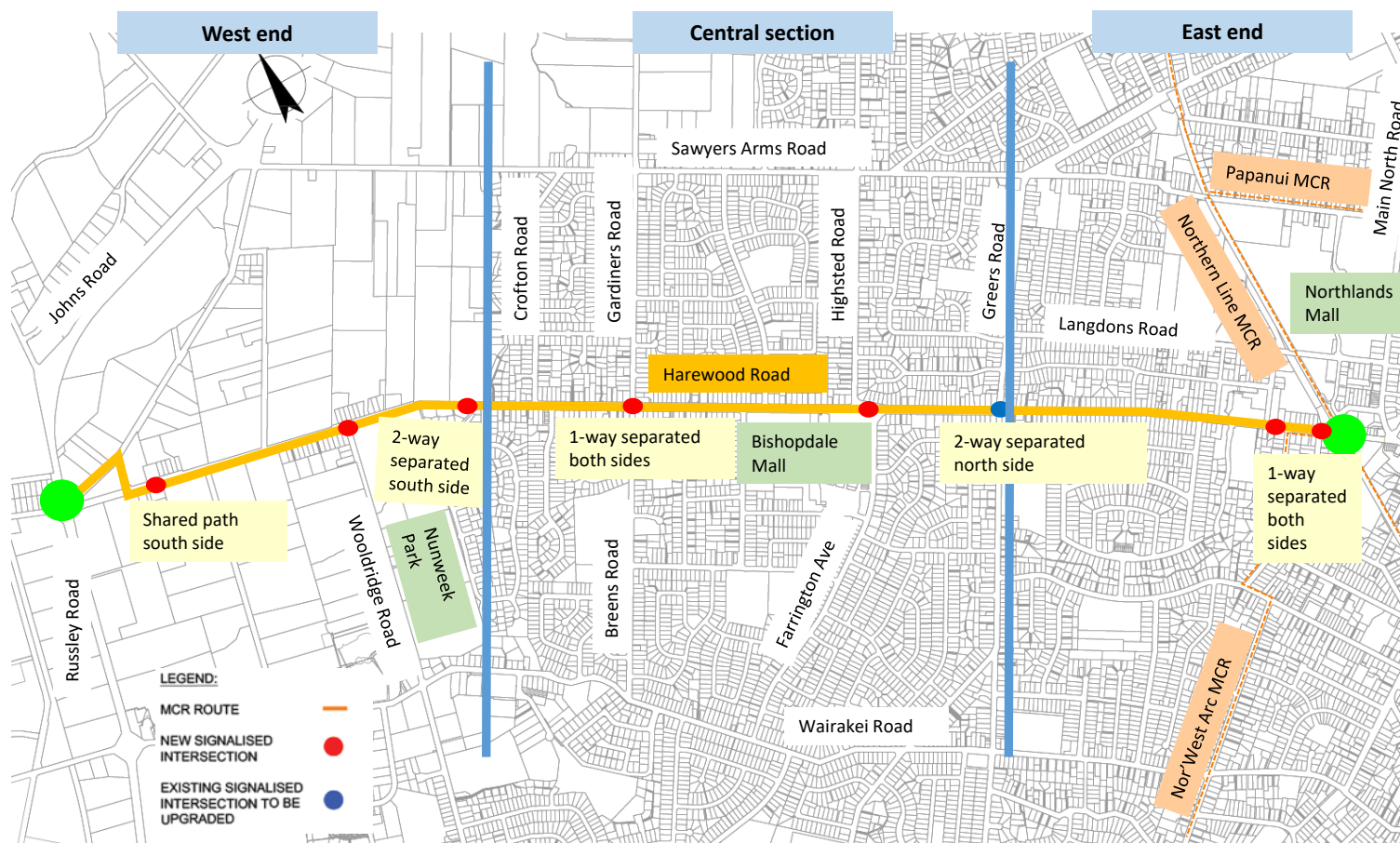
Signatories Ngā Kaiwaitohu

Authors	Kelly Griffiths - Senior Project Manager Ann Tomlinson - Senior Engagement Advisor
Approved By	Lynette Ellis - Head of Transport Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

All concepts identified for three sections



Preferred design for each section

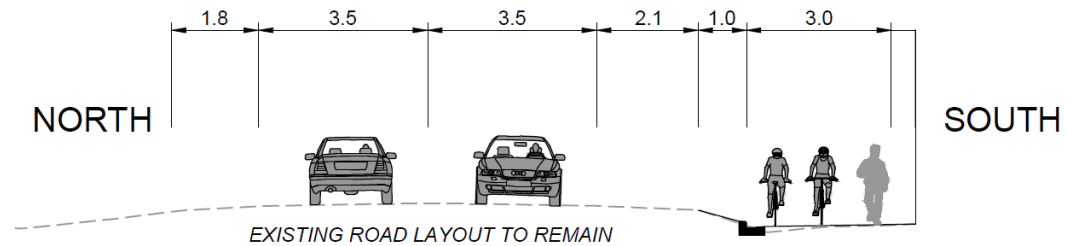


West section

Waimakariri Road to Nunweek Boulevard

West section preferred design (Concept 1)

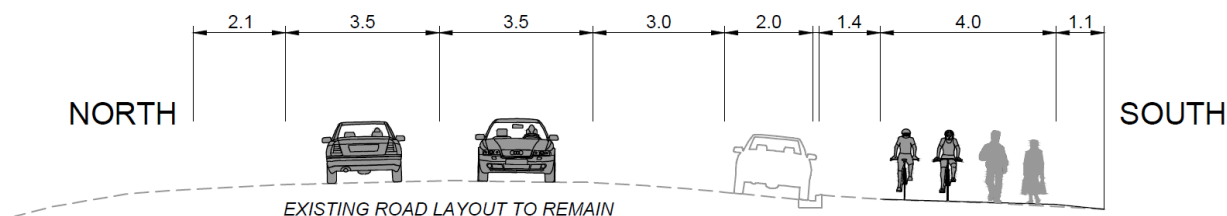
Waimakariri Road to Wooldridge Road
Shared path on south side



West section preferred design (Concept 1)

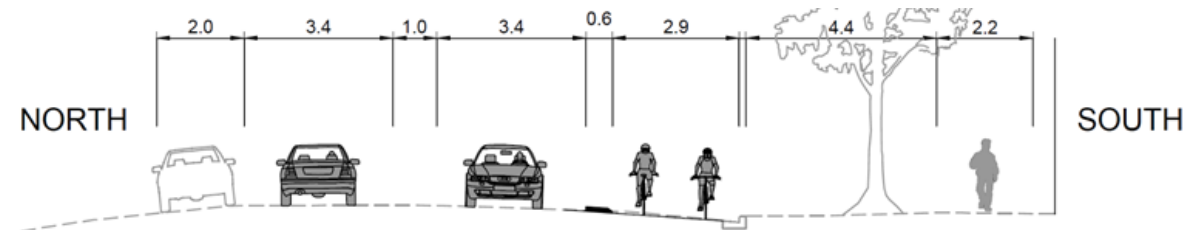
Wooldridge Road to Kilmuir Lane

Shared path on south side



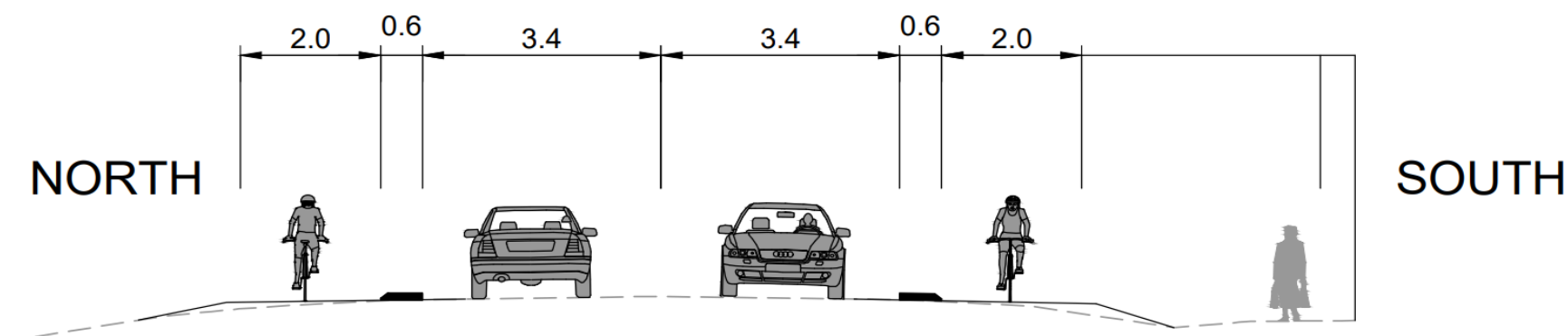
West section preferred design (Concept 1)

Kilmuir Lane to Nunweek Boulevard
Two-way separated cycleway on south side



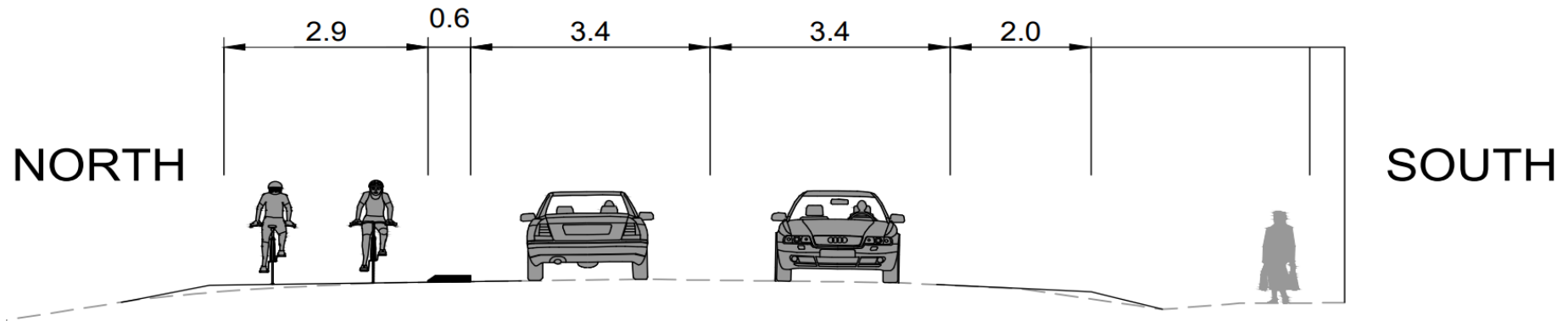
West section Concept 2 considered

Kilmuir Lane to Nunweek Boulevard
One-way separated cycleway either side



West section Concept 3 considered

Kilmuir Lane to Nunweek Boulevard
Two-way separated cycleway north side

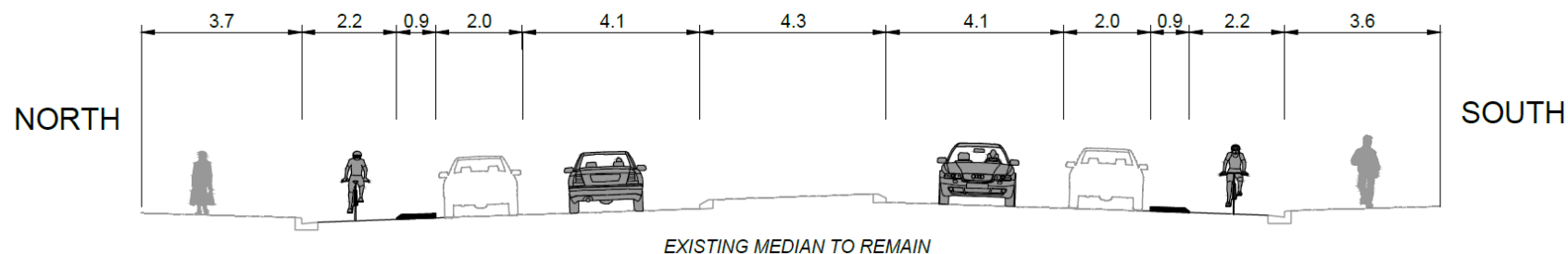


Central section

Nunweek Boulevard to Greers Road

Central section preferred design (Concept 1)

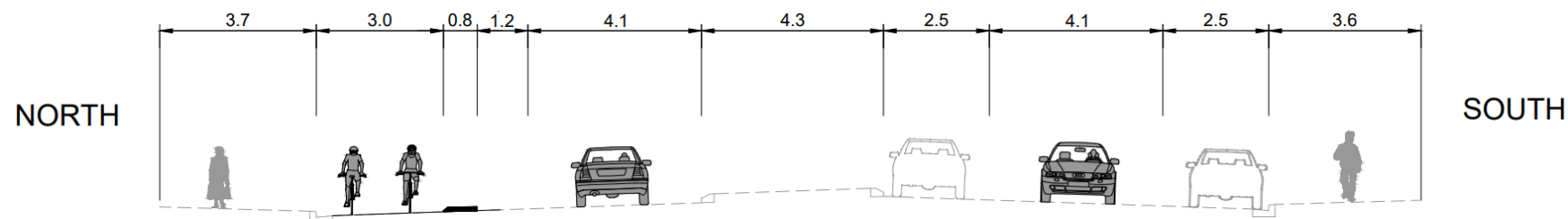
Nunweek Boulevard to Bishopdale roundabout
One-way cycleway each side



Central section preferred design (Concept 1)

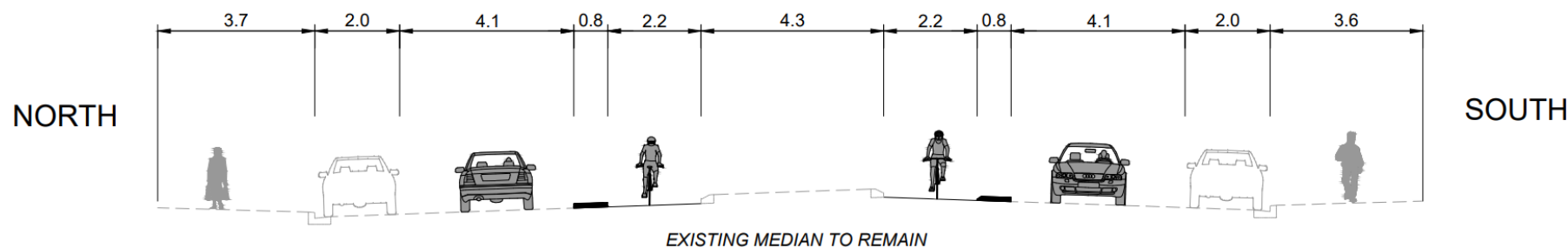
Bishopdale roundabout to Greers Road

Two-way cycleway north side



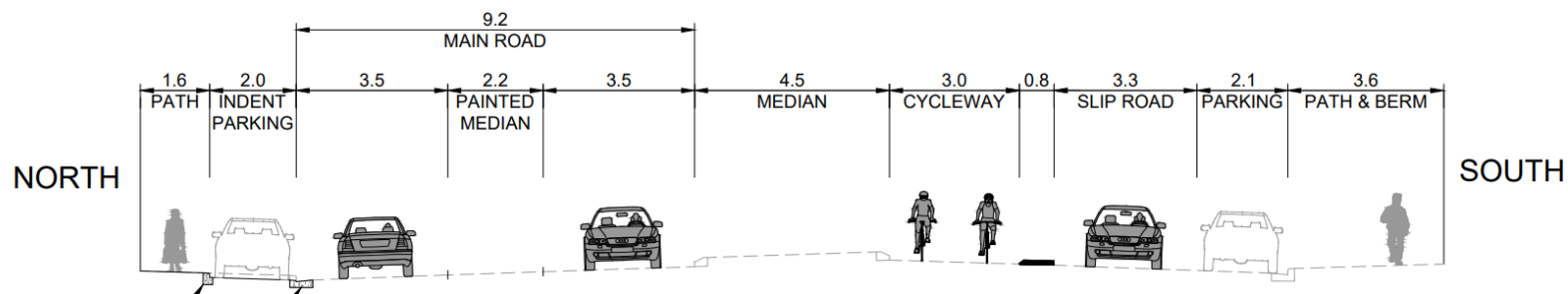
Central section Concept 2 considered

Nunweek Boulevard to Greers Road
One-way cycleway adjacent central median



Central section Concept 3 considered

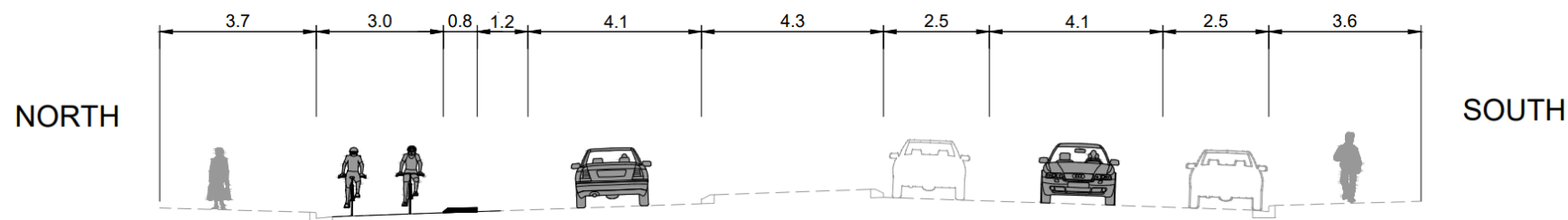
Nunweek Boulevard to Greers Road
Main road north side – access lane south



Central section Concept 4 considered

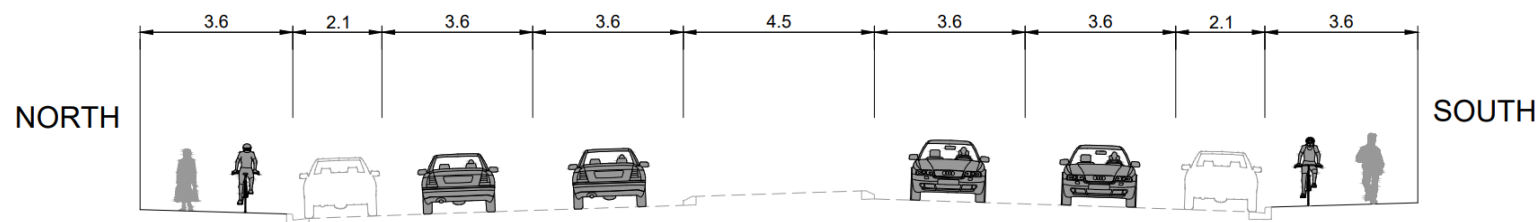
Nunweek Boulevard to Greers Road

Two-way cycleway north side



Central section Concept 5 considered

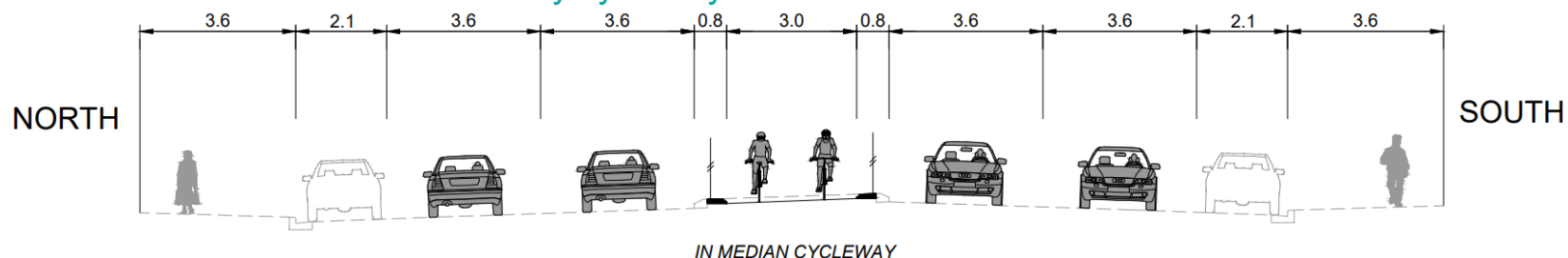
Nunweek Boulevard to Greers Road
Shared path each side in berm



Central section Concept 6 considered

Nunweek Boulevard to Greers Road

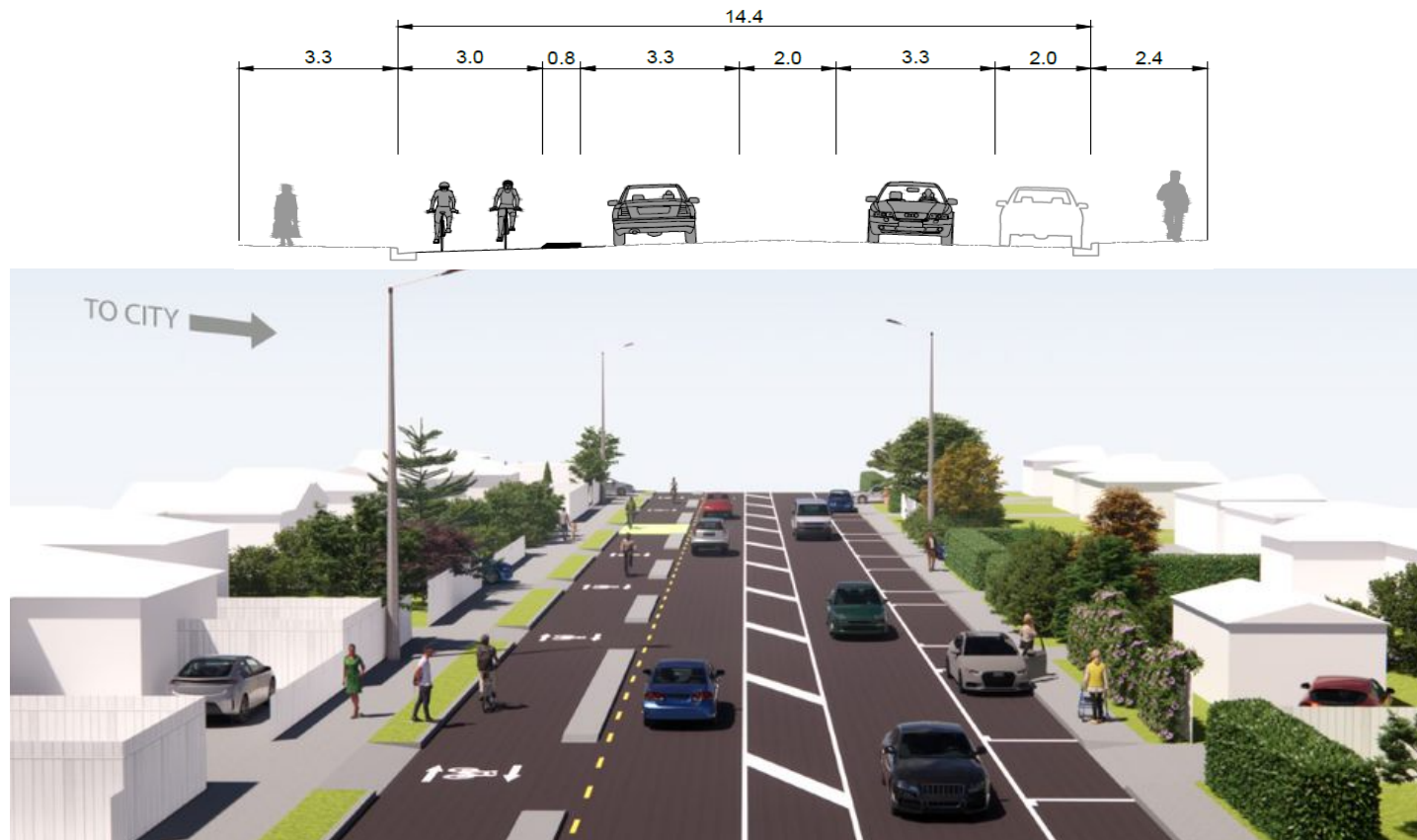
Two-way cycleway in central median



Section east of Greers Road

East section preferred design (Concept 1)

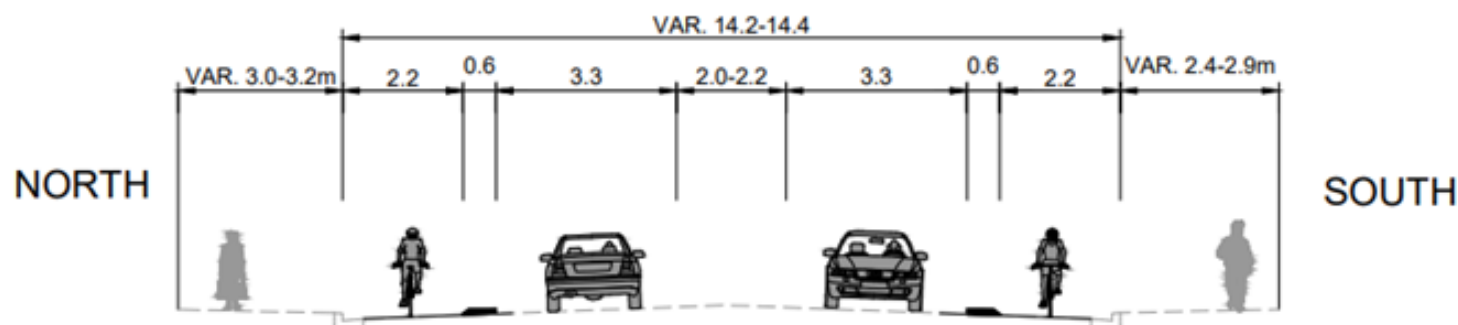
Greers Road to Chapel Street
Two-way cycleway on north side



East section preferred design (Concept 1)

Chapel Street to railway line

One-way cycleway on either side with flush median & no parking



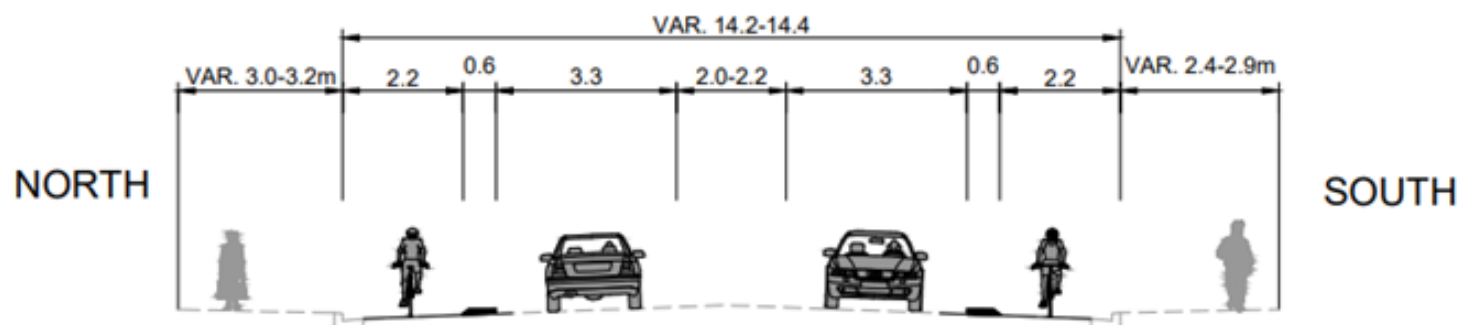
East section Concept 2 considered

Greers Road to railway line
Two-way cycleway on south side



East section Concept 3 considered

Greers Road to railway line
One-way cycleway on either side with flush median & no parking



East section Concept 4 considered

Greers Road to railway line
One-way cycleway on either side with parking & no flush median

