

**Briefing - Hearings Panel**  
**Wheels to Wings Major Cycleway**  
**NOTES ATTACHMENTS**

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**Date:** Thursday 21 October 2021  
**Time:** 2pm  
**Venue:** Held by Audio/Video Link

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# Wheels to Wings cycleway Hearings Panel briefing

21 October 2021

## Project objective

- Our cycleways are designed to make it safer and easier for people to bike – 8 to 80-year-old
- Cycleways are a proven way to reduce emissions, reduce congestion and improve the health of communities
- There are over 40km of completed cycleways with four further routes currently in construction

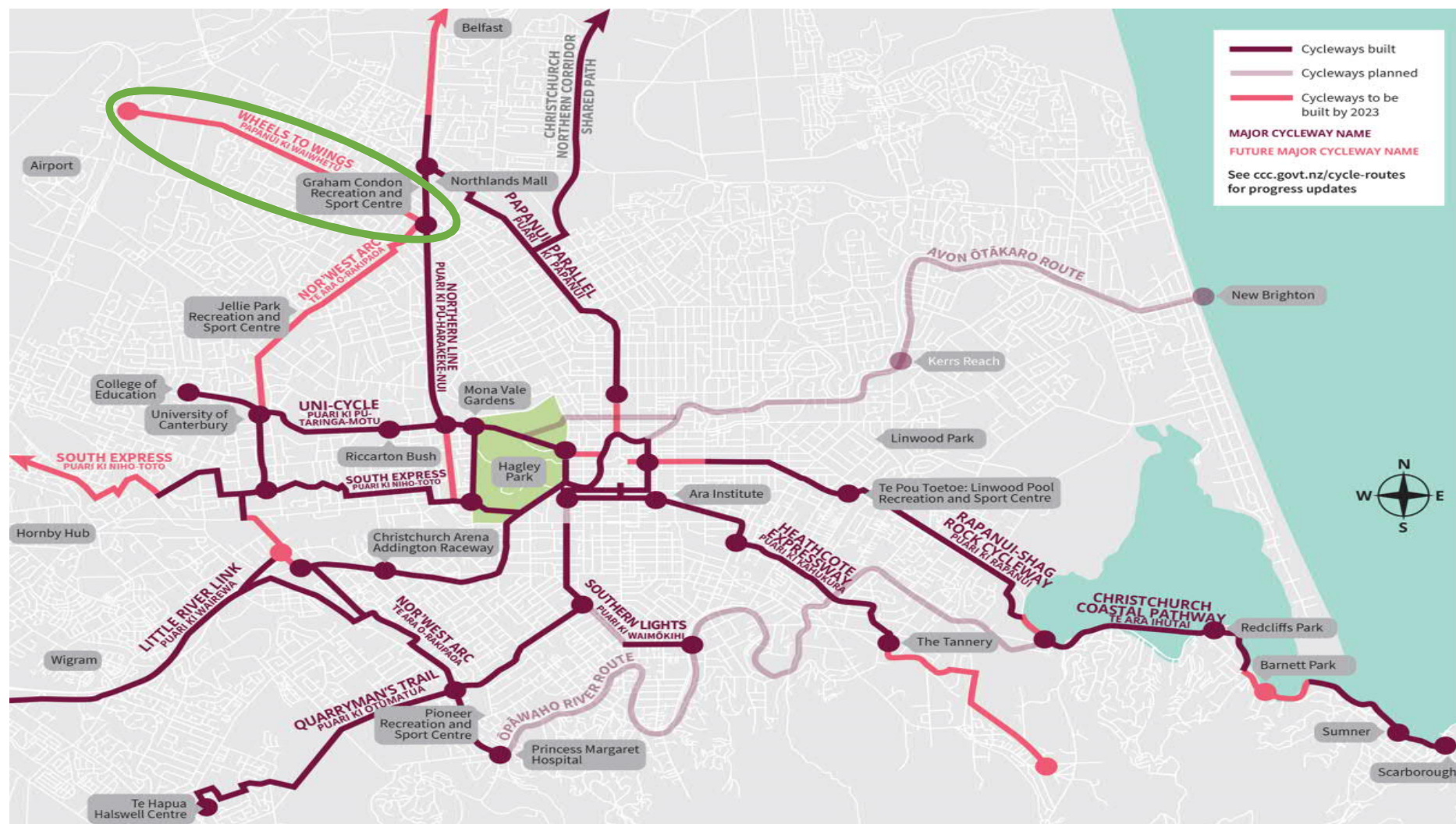




## MCR Programme scope

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- Major Cycleway Objectives/Outcomes
  - Delivering the cycling actions in Christchurch Transport Strategic Plan
  - Encouraging more residents to cycle
  - Specific to the needs of Christchurch
  - Being safe, realistic and achievable for Christchurch
  - Based on best practice examples
  - Attract the '*interested but concerned*' people to cycling through providing safe, good-quality facilities



## Today's objectives

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### Brief hearings panel on Wheels to Wings MCR project

1. Project background
2. Design considerations
3. Community and Stakeholder feedback overview
4. Design Changes - review of previous / alternative concepts
  1. West end - Nunweek Boulevard to west
  2. East end – Greers Road to east
  3. Central section – Nunweek Boulevard to Greers Road

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# 1 - Project Background

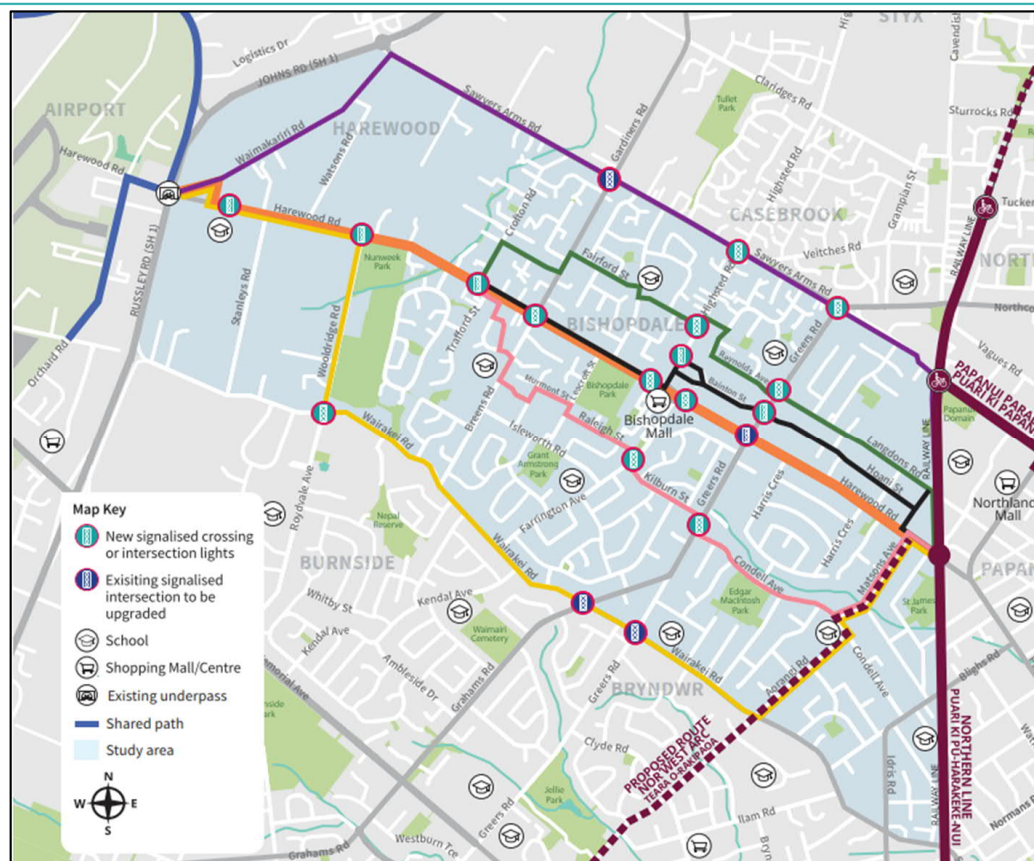
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## Project background

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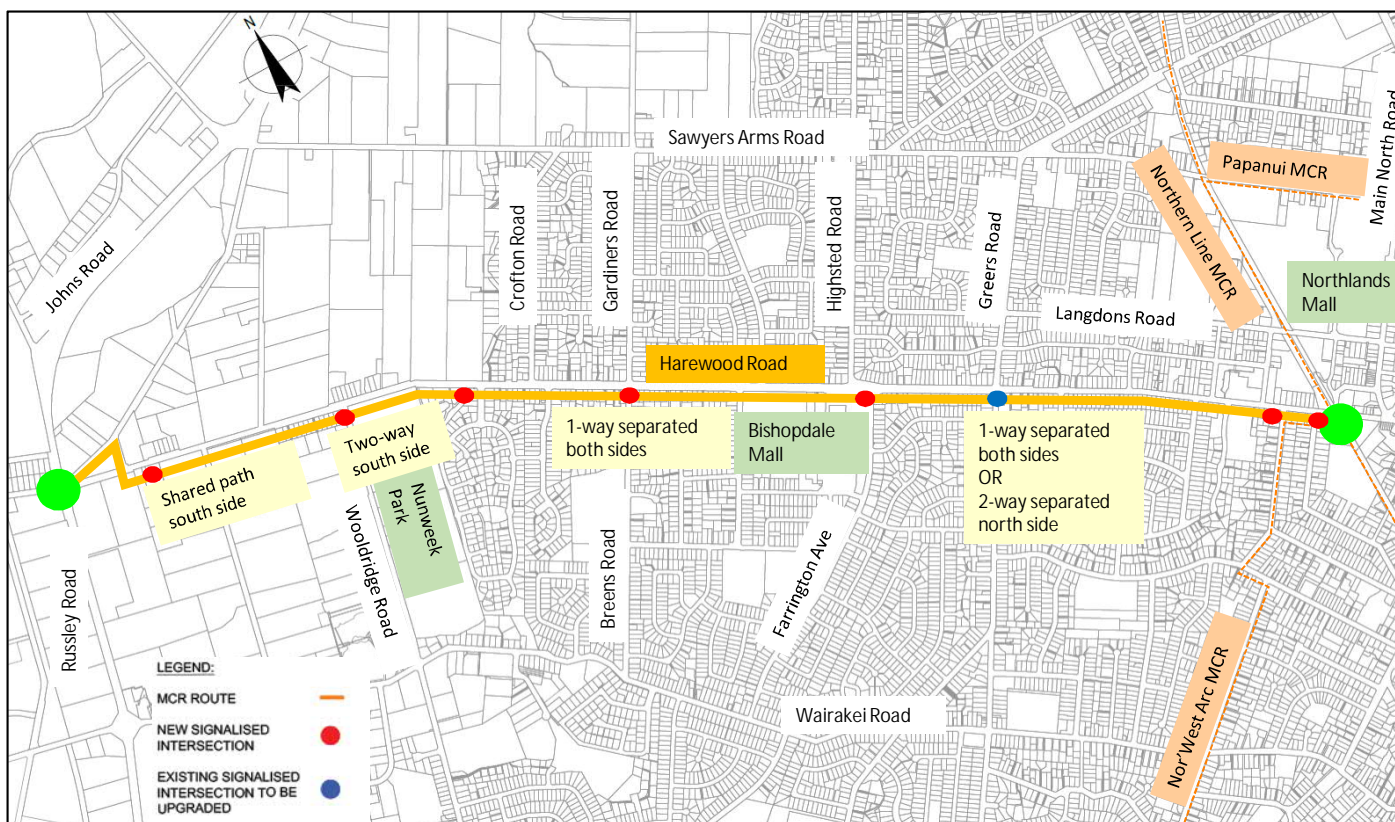
- 2017 - Route selection analysis & Community Board briefings (route options, MCA)
- 2018 – Harewood Road endorsed in March as the preferred route by ITE
- 2019 - Breens/Gardiners/Harewood intersection upgrade approved by Council – to be included in cycleway project
- 2020 – Scheme design reporting
  - Joint community board briefings in November
  - UDAT briefing in December
  - Nor'West Arc MCR route confirmed as Matsons Avenue
  - Greers/Harewood minor safety improvements
  - Northern Line MCR Harewood Road traffic signals - construction 2023
- 2021
  - Community consultation
  - Separate community board briefings

## Route selection map





## Preferred route endorsed by ITE



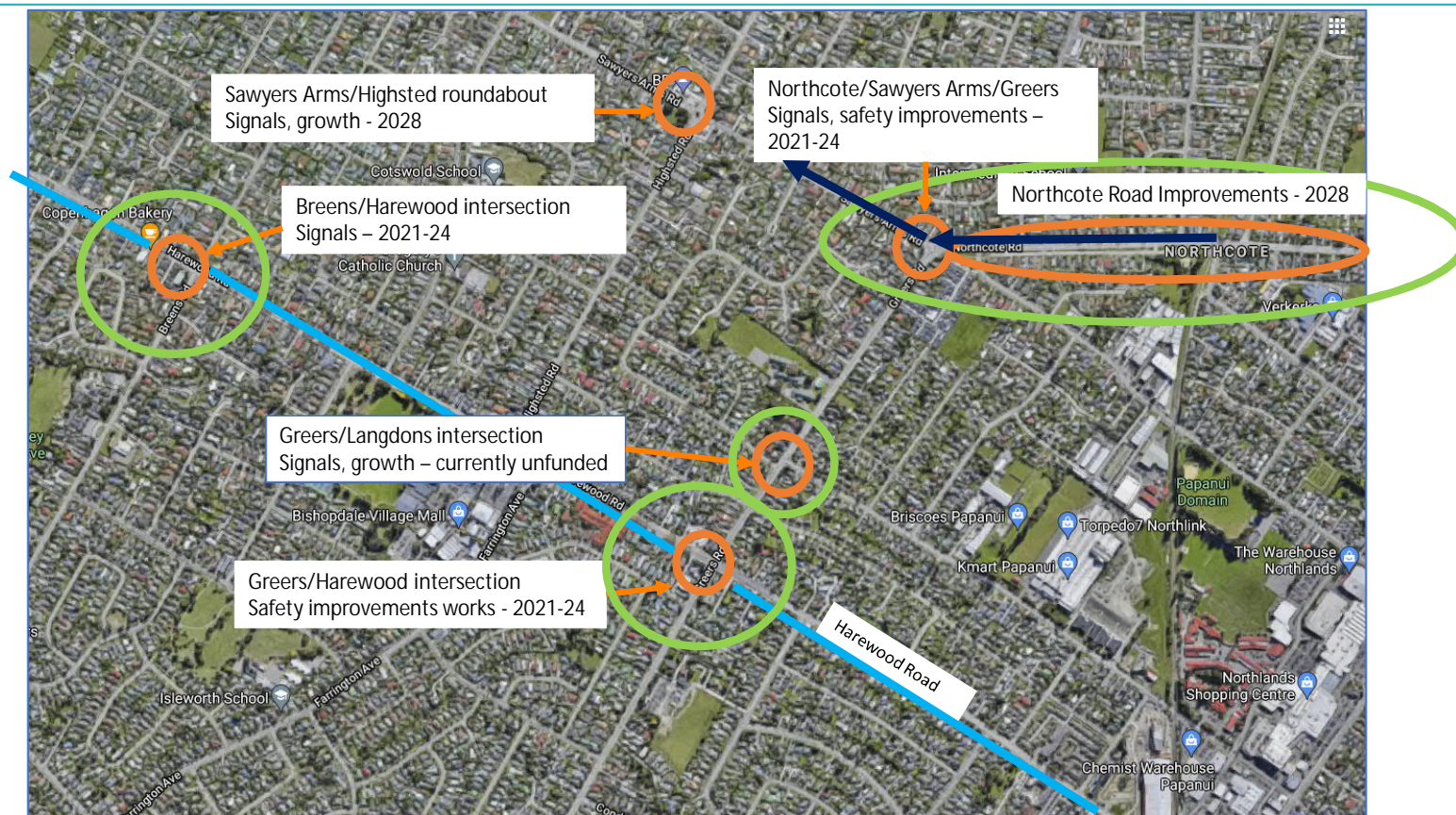
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## Section 2 - Design Considerations

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## Wider network considerations



## General design considerations

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- Bus route and facilities
- Mobility & visually impaired users
- Pedestrian safety
- Loss of on-street parking
- Residents' accessibility
- Local business
  - parking
  - accessibility
  - buildings (verandas etc)
- Local amenity
- Wheelie bin placements
- Operations and maintenance
- Emergency services
- Existing trees
- Utilities / KiwiRail
- Network impact
- Costs / programme
- Traffic volumes
- Road reserve width
- Desire lines
- Intersection layouts

## Specific design considerations

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- 4-lane to 2-lane capacity affects
- Link to Northern Line MCR and Nor'West Arc MCR
- Network safety and capacity improvements
  - Northcote/Sawyers/Greers signals, Northcote mid-block, Greers/Harewood signals, Breens / Gardiners / Harewood signals
- Bishopdale roundabout
- Number of rest homes and retirement villages
- Nunweek & Bishopdale Parks - sports events
- Vehicle speeds
- Range of business types along the route

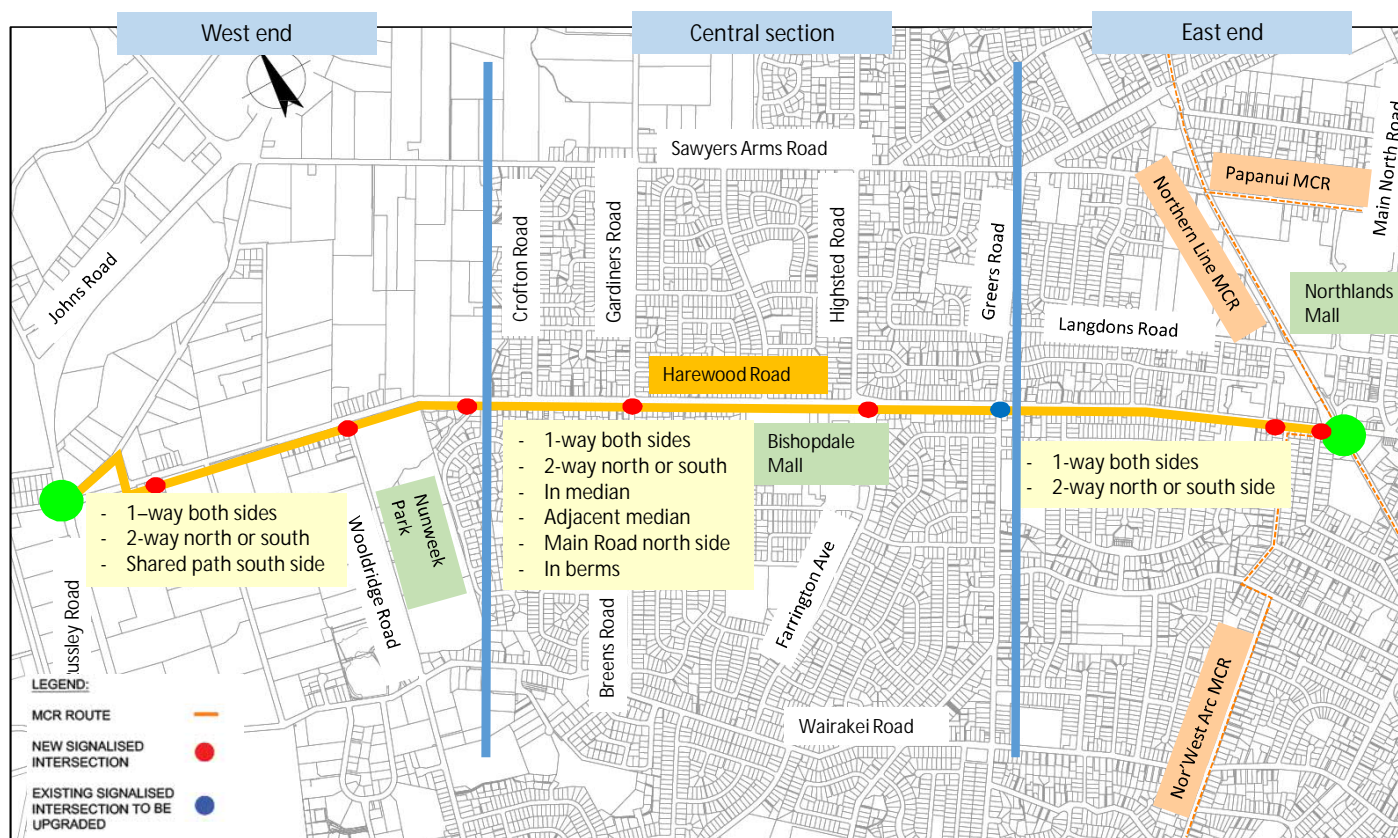
## Analysis done

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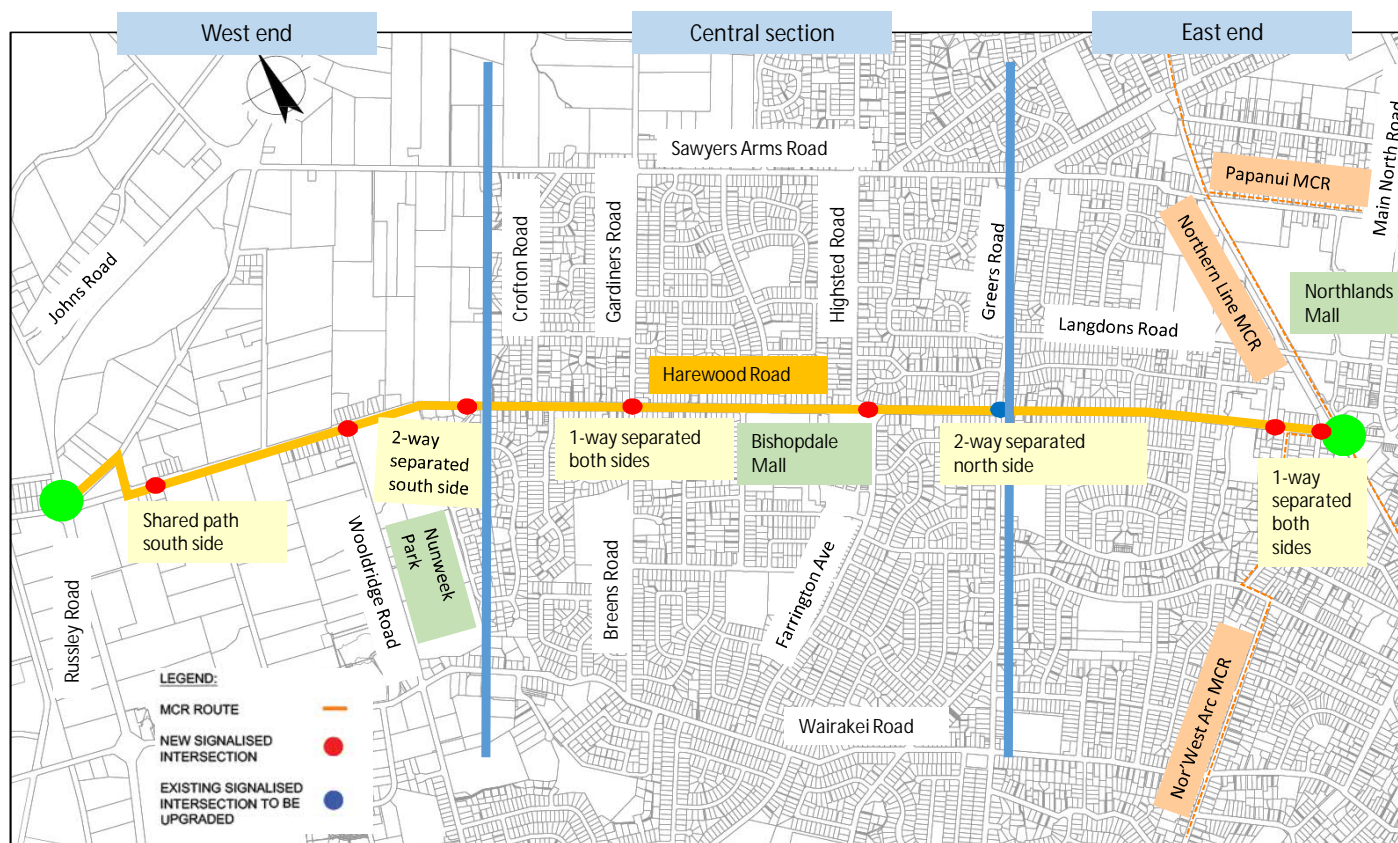
- Parking surveys – supply, demand, destination
- Traffic volume surveys – intersections
- Traffic modelling – network, corridor, intersections
- Drainage assessments
- Crime Prevention Through Environmental Design review
- Other network safety and capacity improvements
- Arborist assessment



## Concepts identified



## Consulted design



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## 3 Community & stakeholder feedback

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## Consultation overview

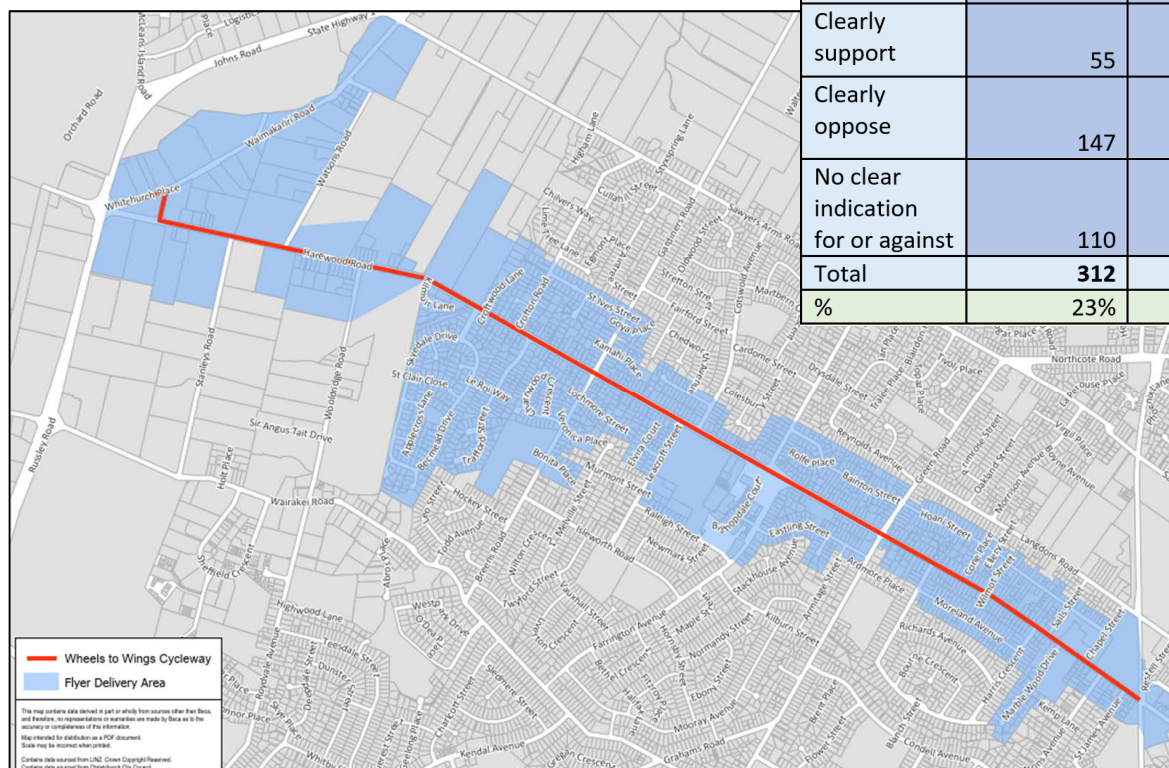
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- Consultation 25 January 2021 – 15 March 2021, including 4 drop-in sessions (promoted on targeted social media)
- Met with businesses and groups before consultation and during early stages (these meetings have continued since the close of consultation)
- Emailed stakeholders, Newsline, social media
- Approximately 2,000 documents delivered on the route and adjacent side streets, with 650 properties on Harewood Road
- 1,348 submissions received including businesses, organisations and residents, 349 from properties within the delivery area.
- Project received a lot of media attention



## Consultation overview continued

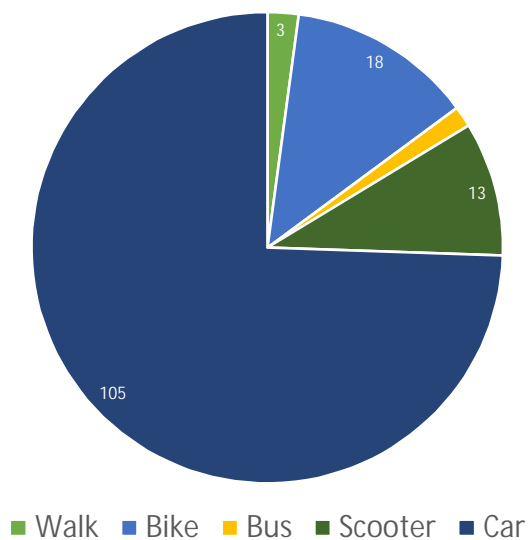
Where did the submissions come from?



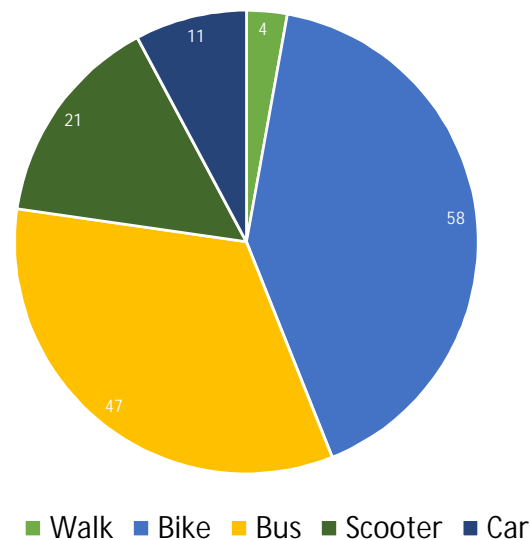
	Bishopdale	Harewood	Northcote	Papanui	Other	Total	%
Clearly support	55	31	6	14	305	411	30%
Clearly oppose	147	187	5	22	204	565	42%
No clear indication for or against	110	115	2	26	119	372	28%
Total	312	333	13	62	628	1348	100%
%	23%	25%	1%	5%	47%	100%	

## Harewood School visit

How students currently get to school

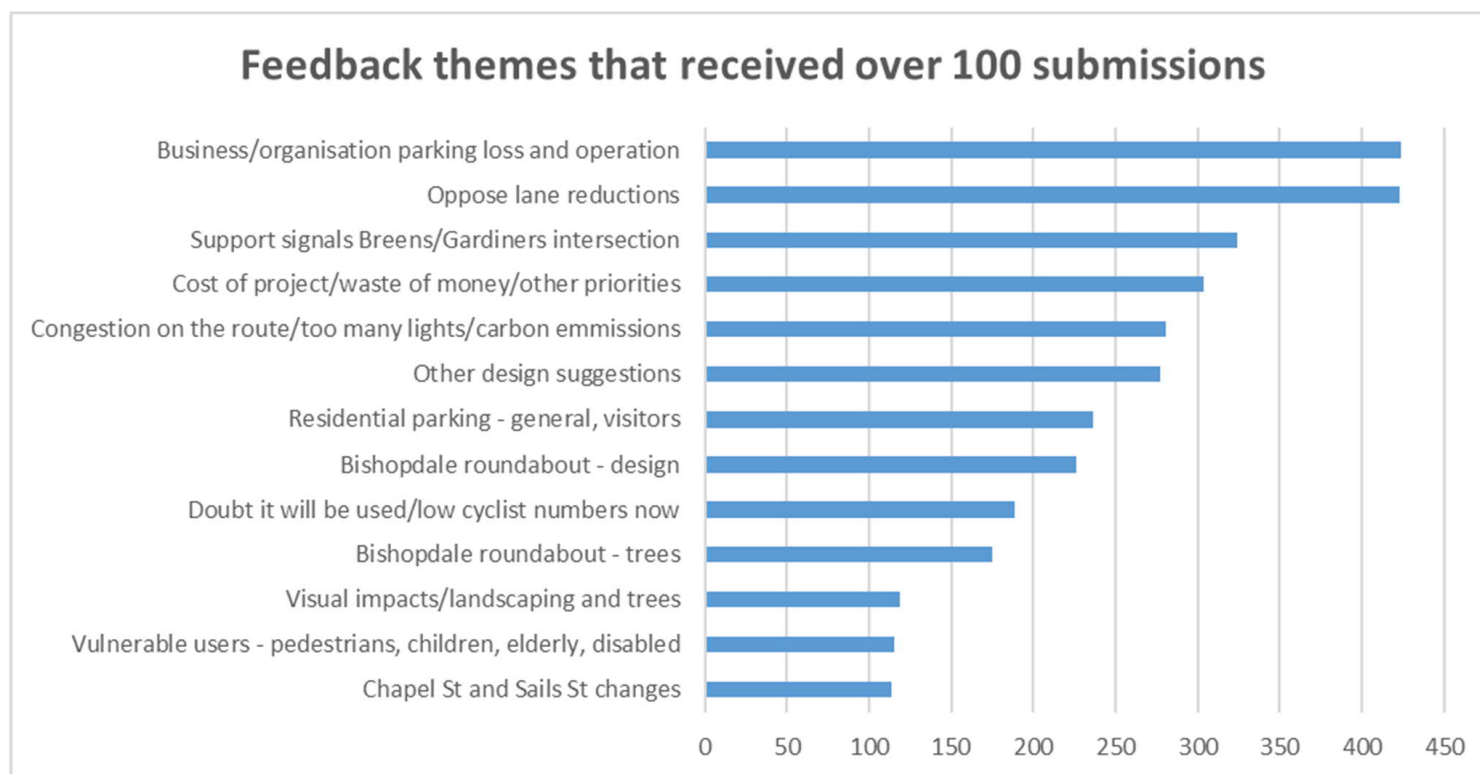


How students would like to get to school



Based on student's feedback

## Feedback themes



## Feedback themes

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### Key benefits noted by submitters:

- Better safety for people biking and walking
- A safe route for children to get to school
- Positive impact in reducing carbon emissions
- Physical and mental wellbeing
- Improved permeability and connectivity to the wider network
- Widespread support for signalling the Harewood/Gardiners/Breens intersection
- New signalised cycle and pedestrian crossings

*"Cycleways are a necessary aspect of our transportation infrastructure. They support greater equity in our city - especially for those who can't or don't want to drive, in particular children and youth and those on limited incomes. Cycleways are necessary for lowering GHG emissions and addressing climate change. This cycleway will help the City Council meet the ambitious goal of reducing Christchurch's GHG emissions."*

*"I fully support the design. I work at the airport and currently don't have a safe choice to cycle, so I drive. This would 100% get me out of my car and on the bike! Thank you for a great design."*

*"My daughter will now be able to bike safely to school (St Josephs Papanui). That's 1 less car on the roads for school pick up and drop off. Hopefully more parents in the area follow suit."*

## Feedback themes continued

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### Key issues noted by submitters:

- 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?

*“..will increase risks (rather than improving safety as claimed) by removing parking, creating hazards for people having to cross the cycleway to get to their properties and by narrowing the road for drivers...”*

### Other issues raised:

- Safety – property access, driver behaviour, cycleway design, vulnerable users (e.g. pedestrians, children, elderly)
- Safety concerns at Harewood/Greers intersection
- Bishopdale roundabout – design of the roundabout and trees
- How the wider network will function (including Langdons Road)
- Alternative route suggestions and design options
- Impact on Bishopdale Park and Nunweek Park
- Chapel, and Sails streets turning restrictions, and Wilmot Street closure

*“.....to embark on a 20 million dollar cycleway project with such consistently witnessed minimal cyclist numbers is both reckless and unwise use of Ratepayers money.”*

## Community Board submissions

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### Waimāero/Fendalton-Waimairi-Harewood

- Support cycleway programme
- Parking – concern about loss of parking outside businesses, residences, and parks, restricted parking
- Bus stops – concern for safety of bus users accessing the bus
- Trees – concern at proposed tree removals (Bishopdale roundabout, Kilmuir Lane)  
Support removals for H&S but would like replacements to be planted
- Traffic – concern about no. of signals at roundabout, reduction of 4 lanes to 2. Support H/G/B signals
- Cycleway – concern about cost

### Waipapa/Papanui-Innes

- Support cycleway programme
- Investment in active transport modes is a necessary response to the Council's declaration of a climate and ecological emergency
- Support Harewood/Greers intersection changes
- Support connection to local schools
- Support Chapel and Sails intersection changes
- Concern for parking loss outside rest homes
- Concern for parking loss outside businesses



## Areas of interest



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## Consultation questions ?

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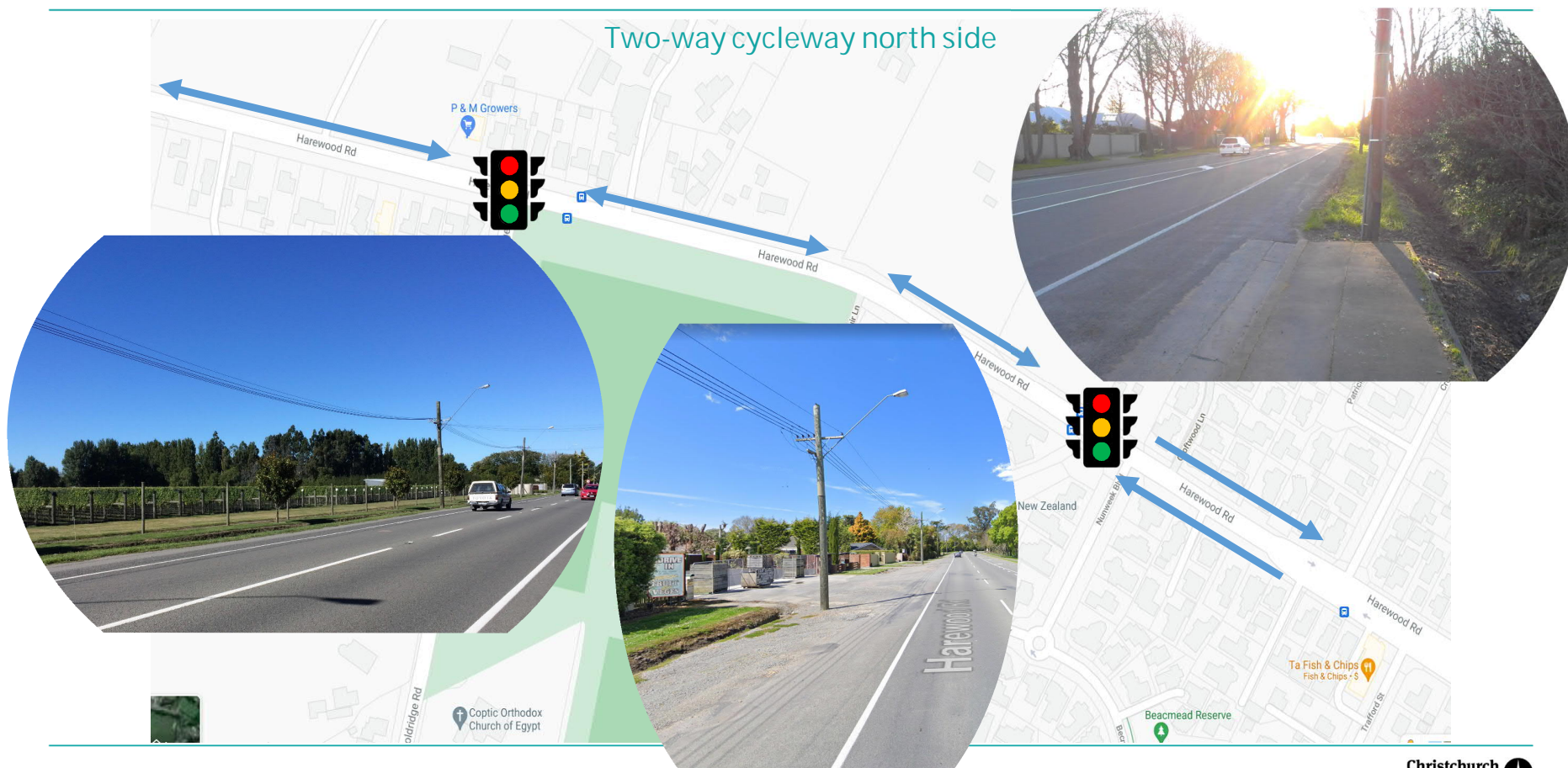
## 4 Design changes - review of previous & alternative concepts

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## West end – submission responses

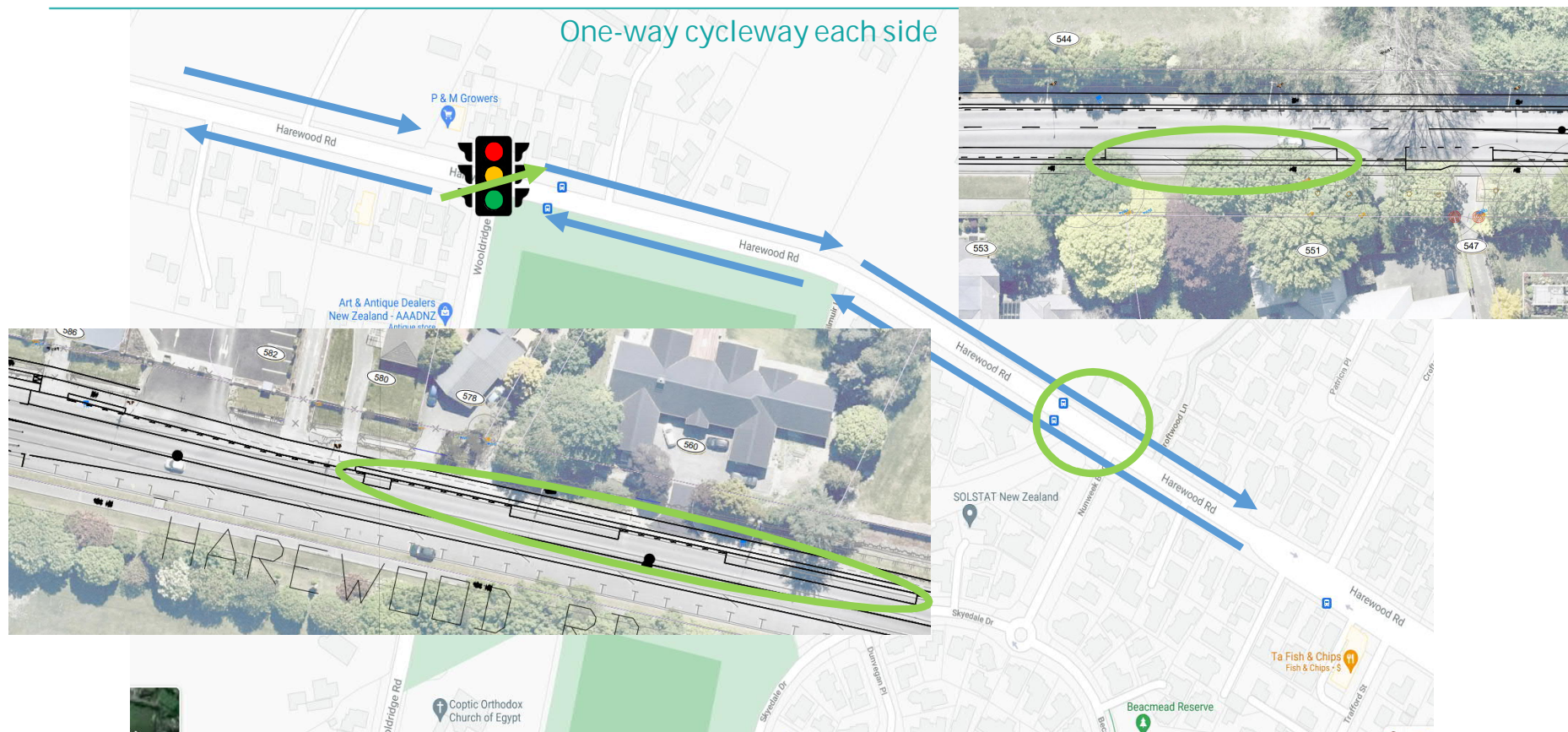


## Concepts considered

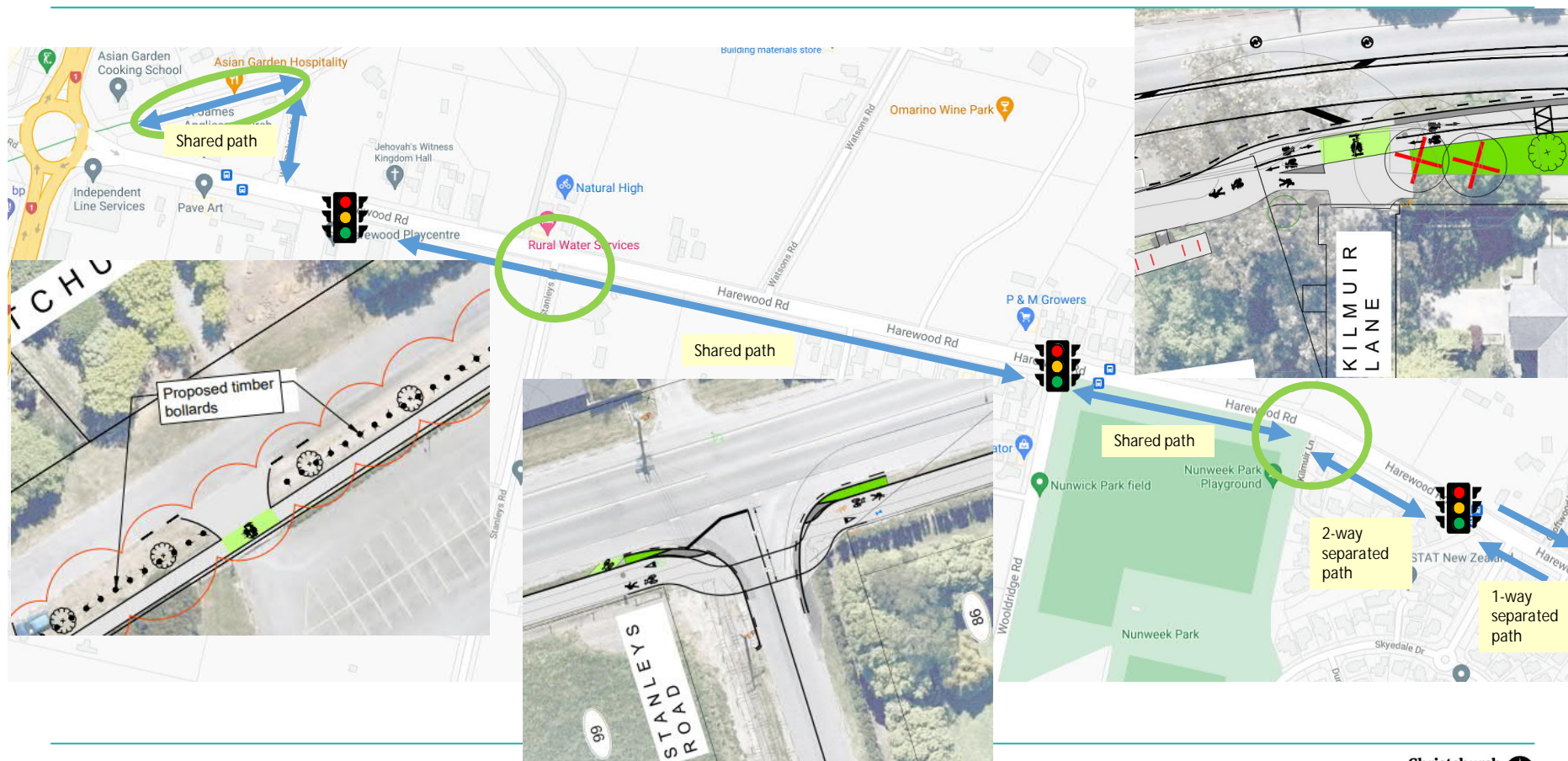




## Concepts considered



## Key changes made after consultation



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West end questions ?

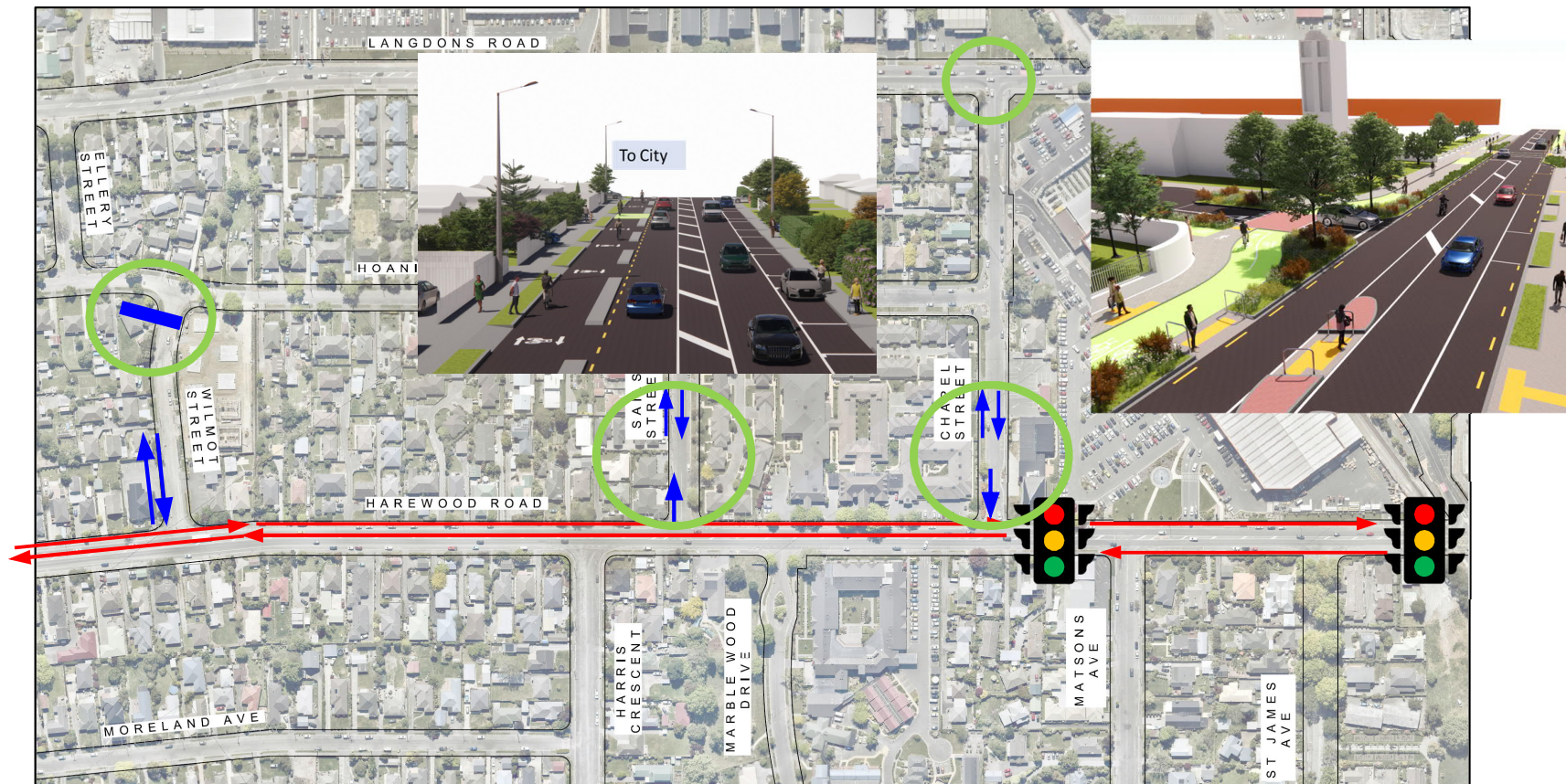
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## East end submission responses



## Key changes made



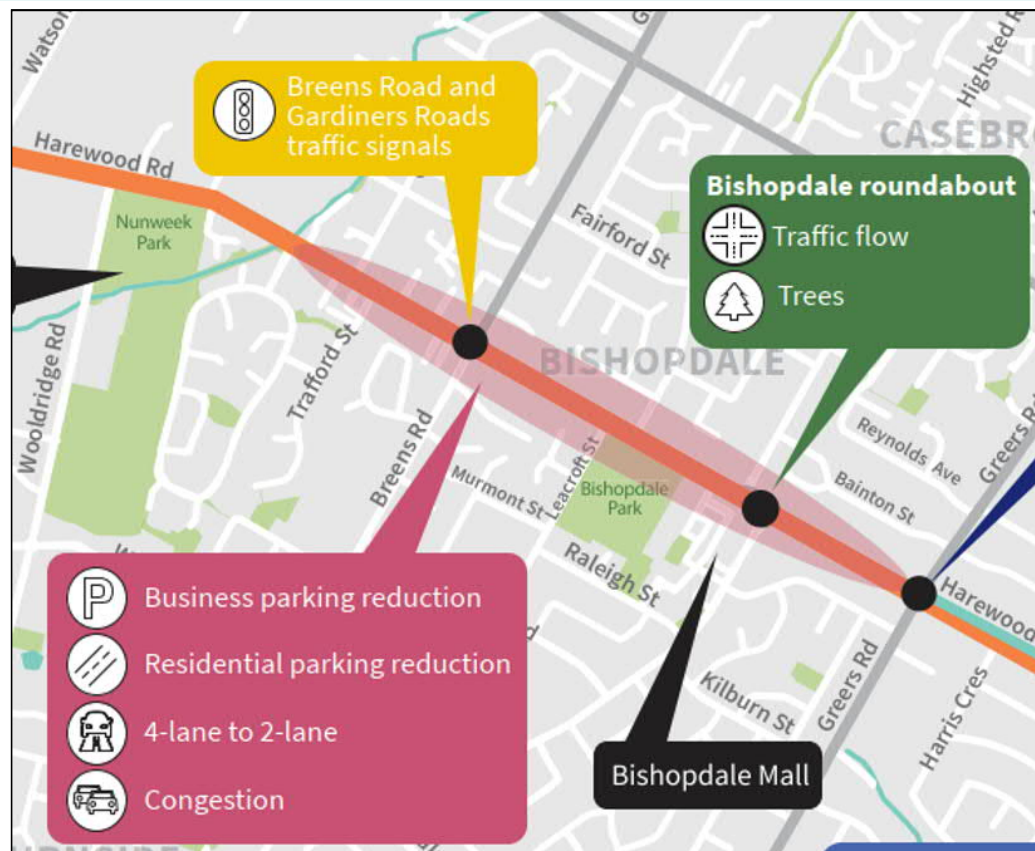


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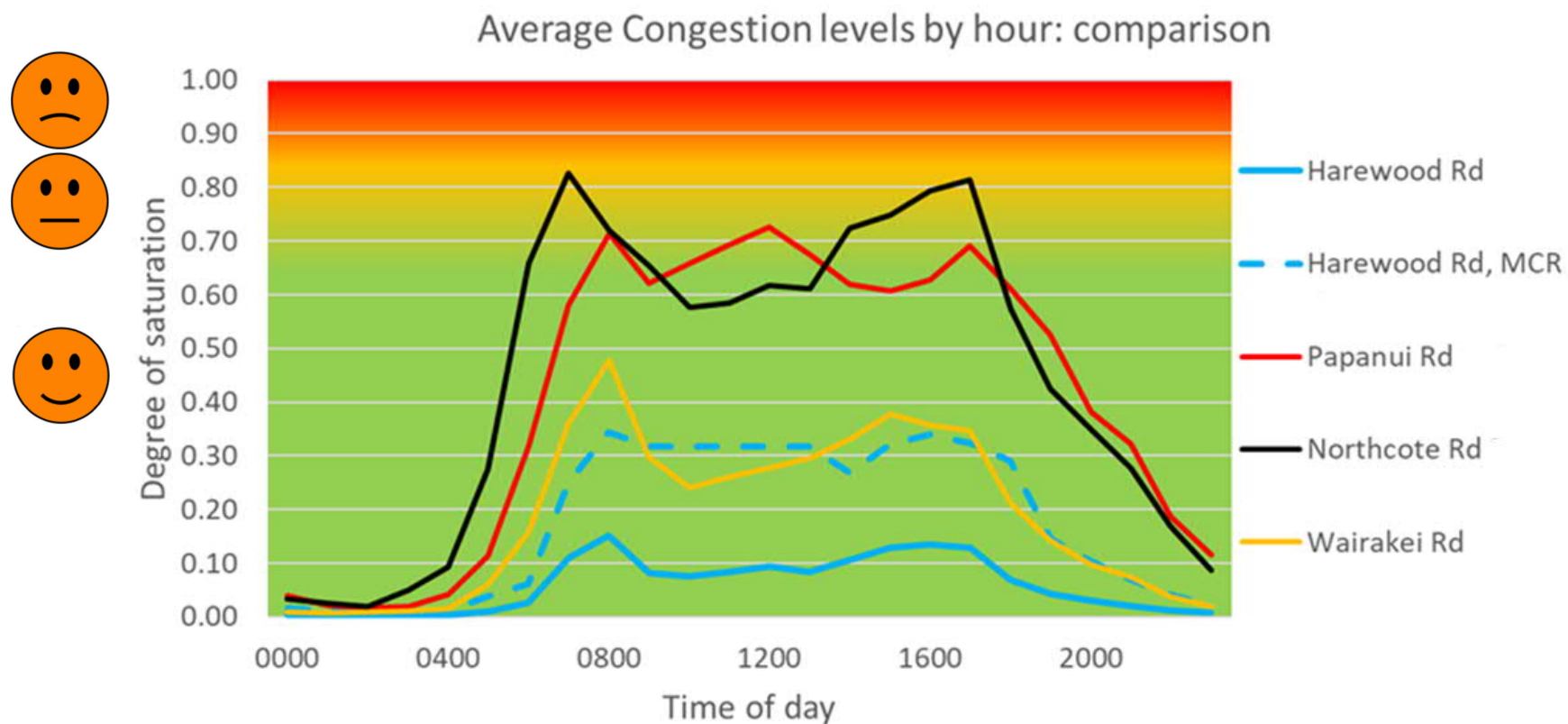
East end questions ?

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## Central section submission responses



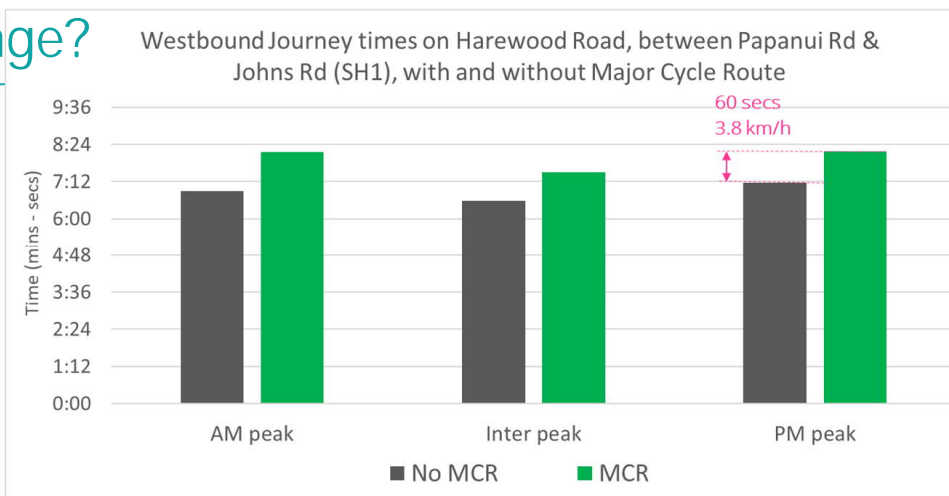
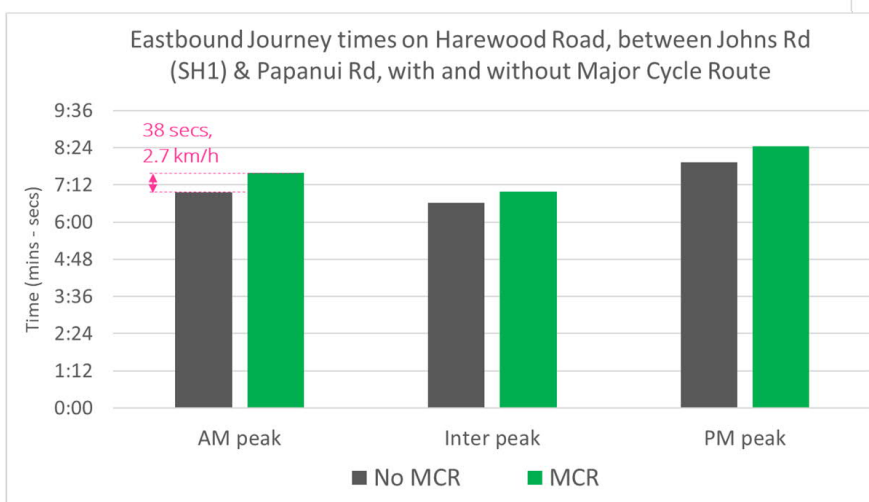
## Will Harewood Road still work with one lane in each direction?



## How much will journey times change?

The MCR includes traffic lights, so peak time journey times will be a little bit longer... but not by much.

*Typical difference would be 3 km/h*



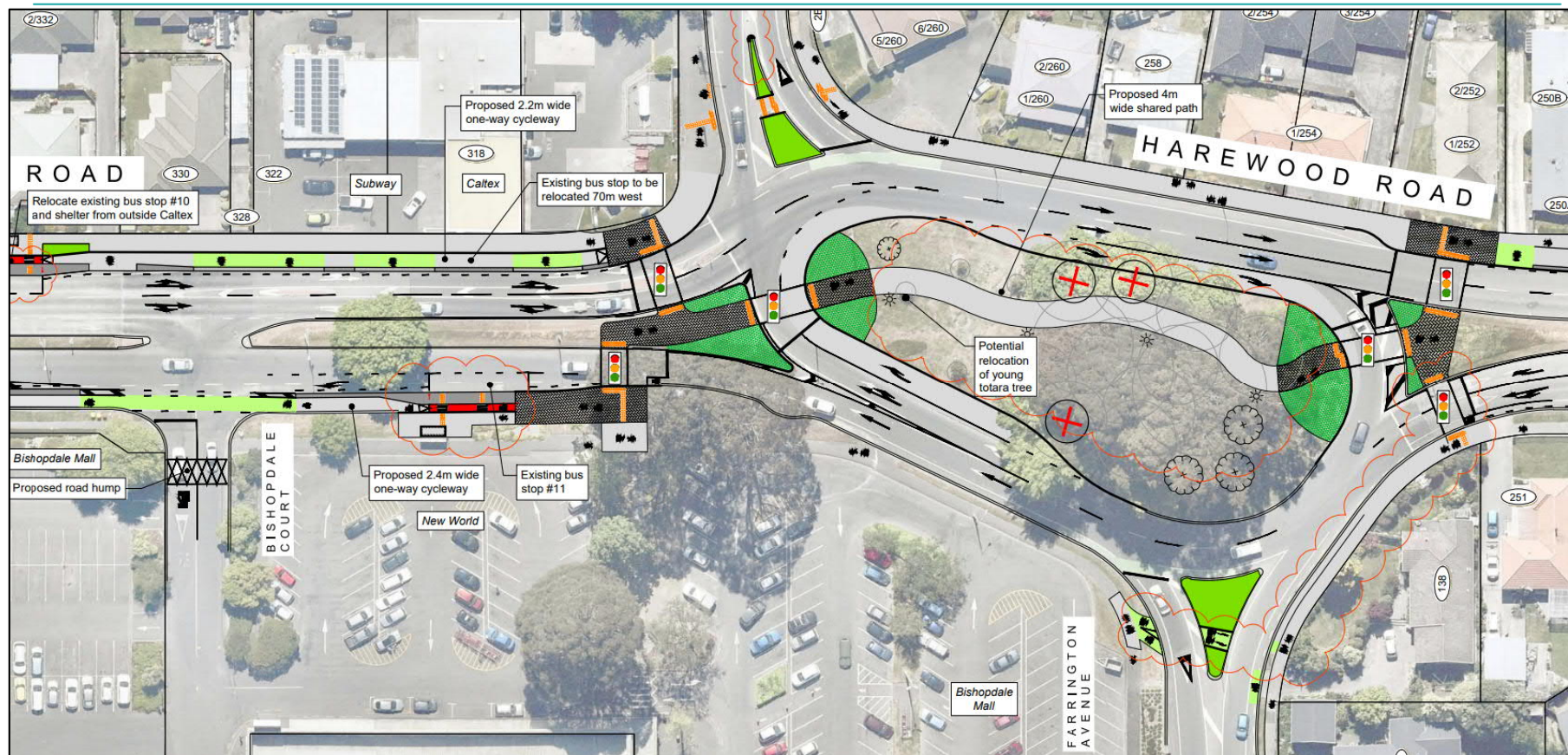
The *biggest* increase is expected in the morning, travelling westbound, where average travel time would be around 4 km/h slower with the MCR.

This assumes a 'worst case' scenario.

There would be unnoticeable differences, except at the main intersections.



## Bishopdale roundabout operation





## Bishopdale roundabout video





## Parking impacts

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### Parking removal

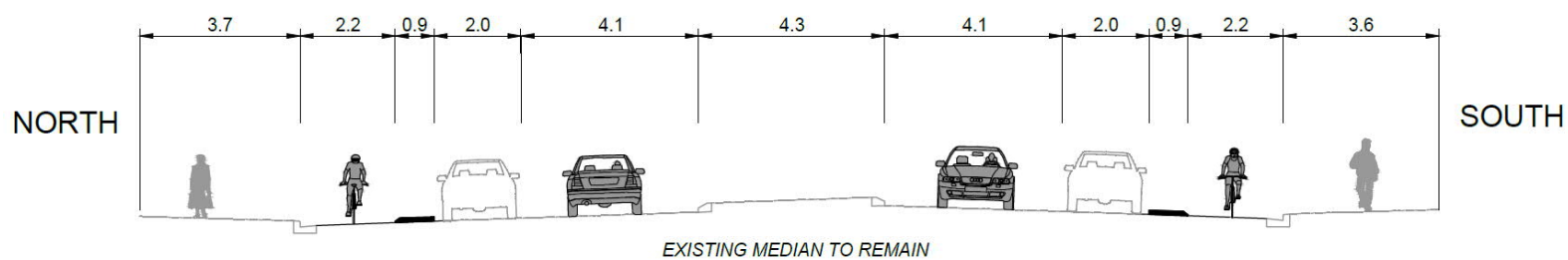
- Removal of parking at intersections and accessways to achieve sight lines for pedestrians, cyclists, improve bus manoeuvring and for new traffic signals.
- Parking surveys show reasonably low on-street demand.

### Parking removal impacts

- Parking survey demonstrates sufficient spare capacity along Harewood Road to accommodate displaced parking.
- Spare capacity in side streets to accommodate displaced parking in high demand areas.
- Parking time restrictions will be required at high turnover locations - Copenhagen Bakery, Trafford Street shops. P5, P10.
- Wesley Care, Golden Age and Chapel time restrictions. P120, P180.

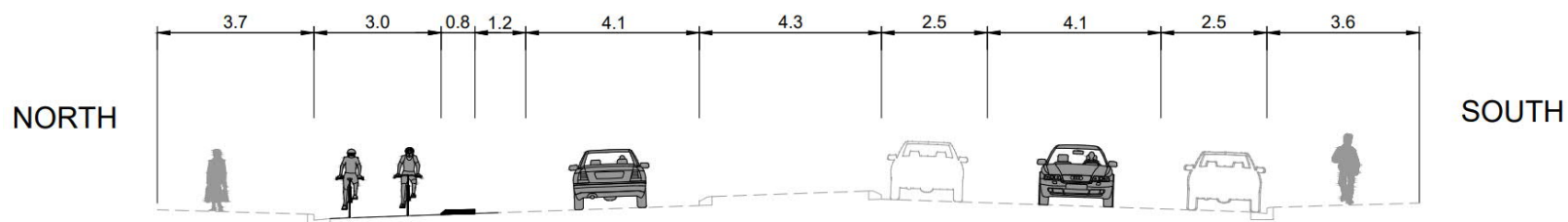
## Concepts considered

One-way cycleway each side – Preferred – Nunweek Boulevard to Bishopdale Roundabout

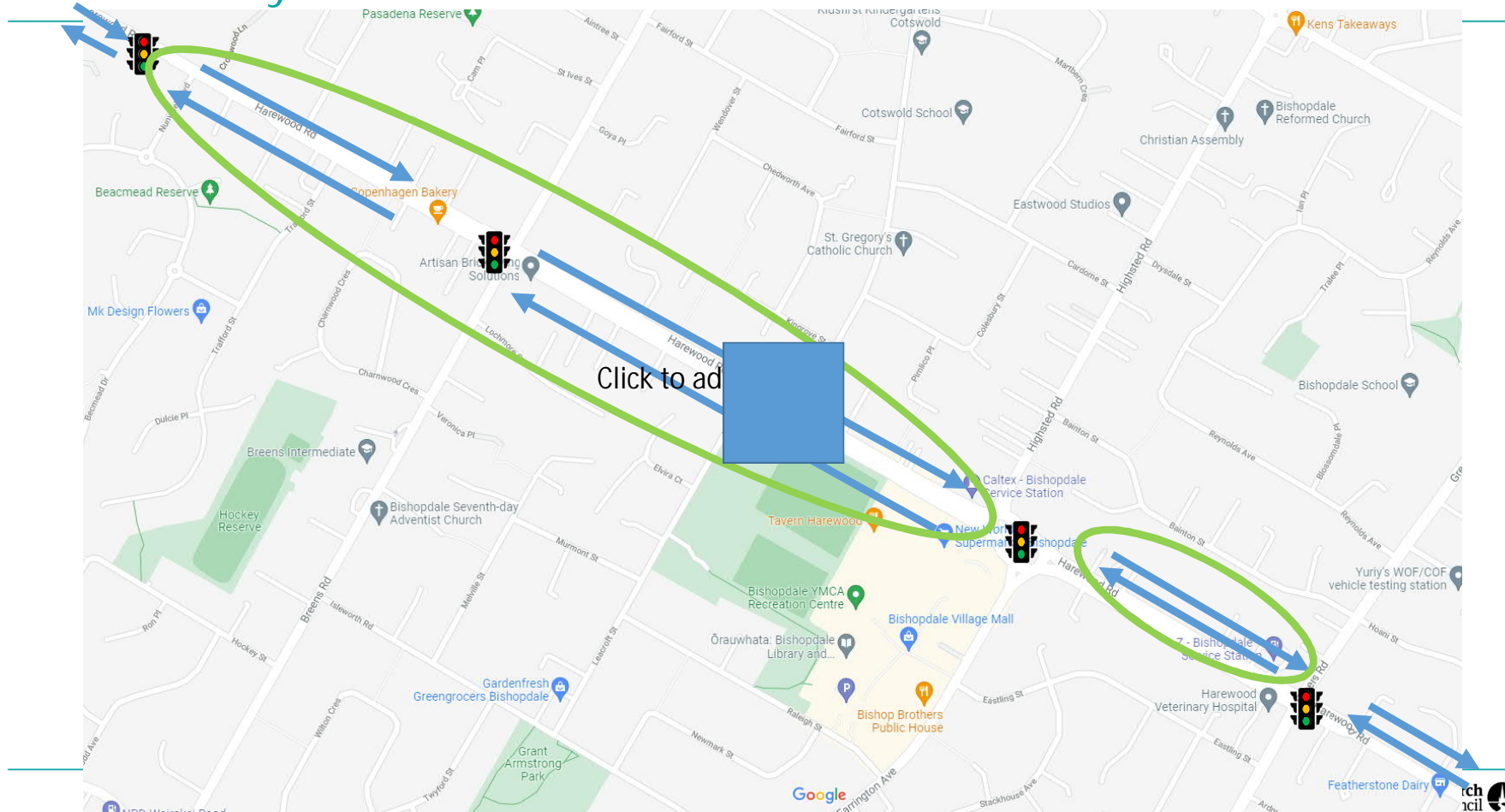


## Concepts considered continued

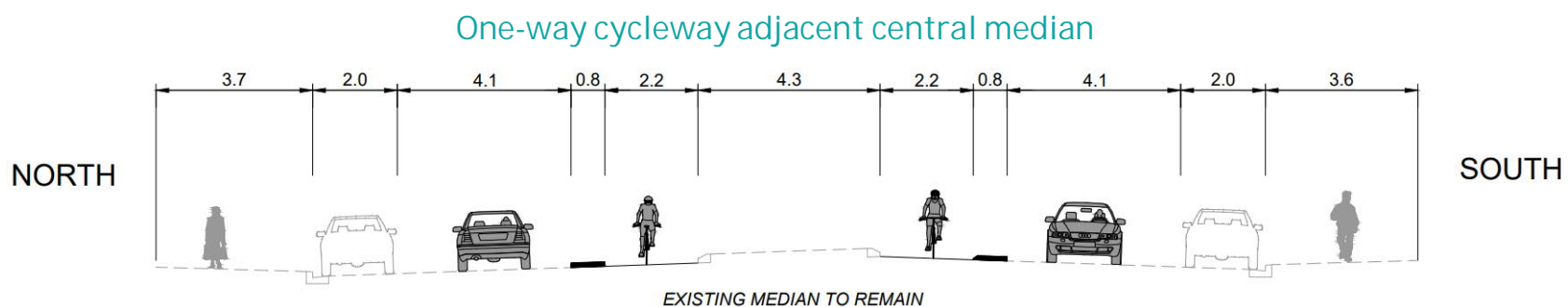
### Two-way north side – Preferred – Bishopdale Roundabout to Greers Road



## Preferred layout

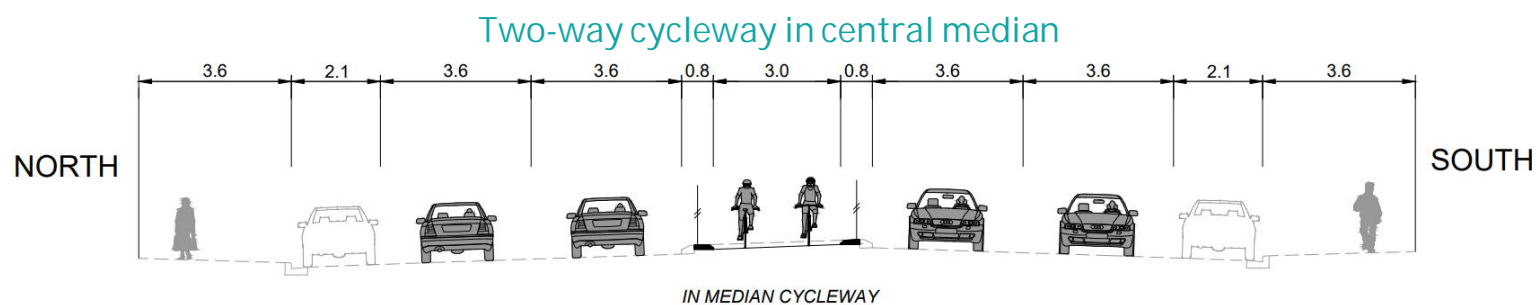


## Concepts considered continued



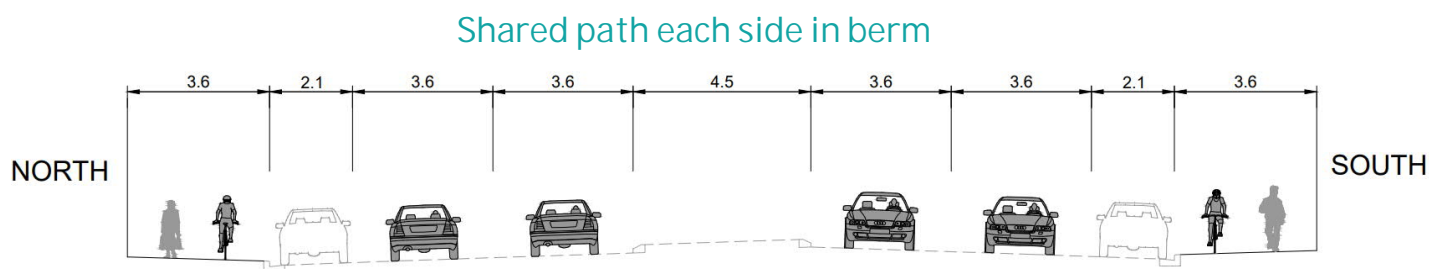


## Concepts considered continued



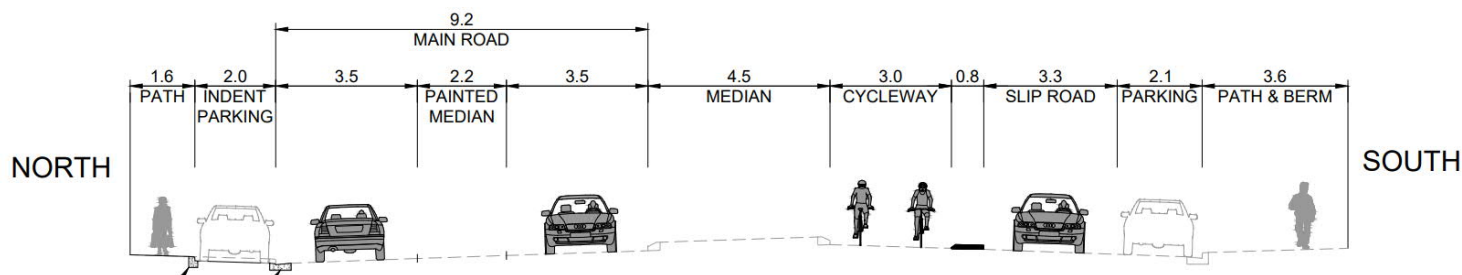


## Concepts considered continued

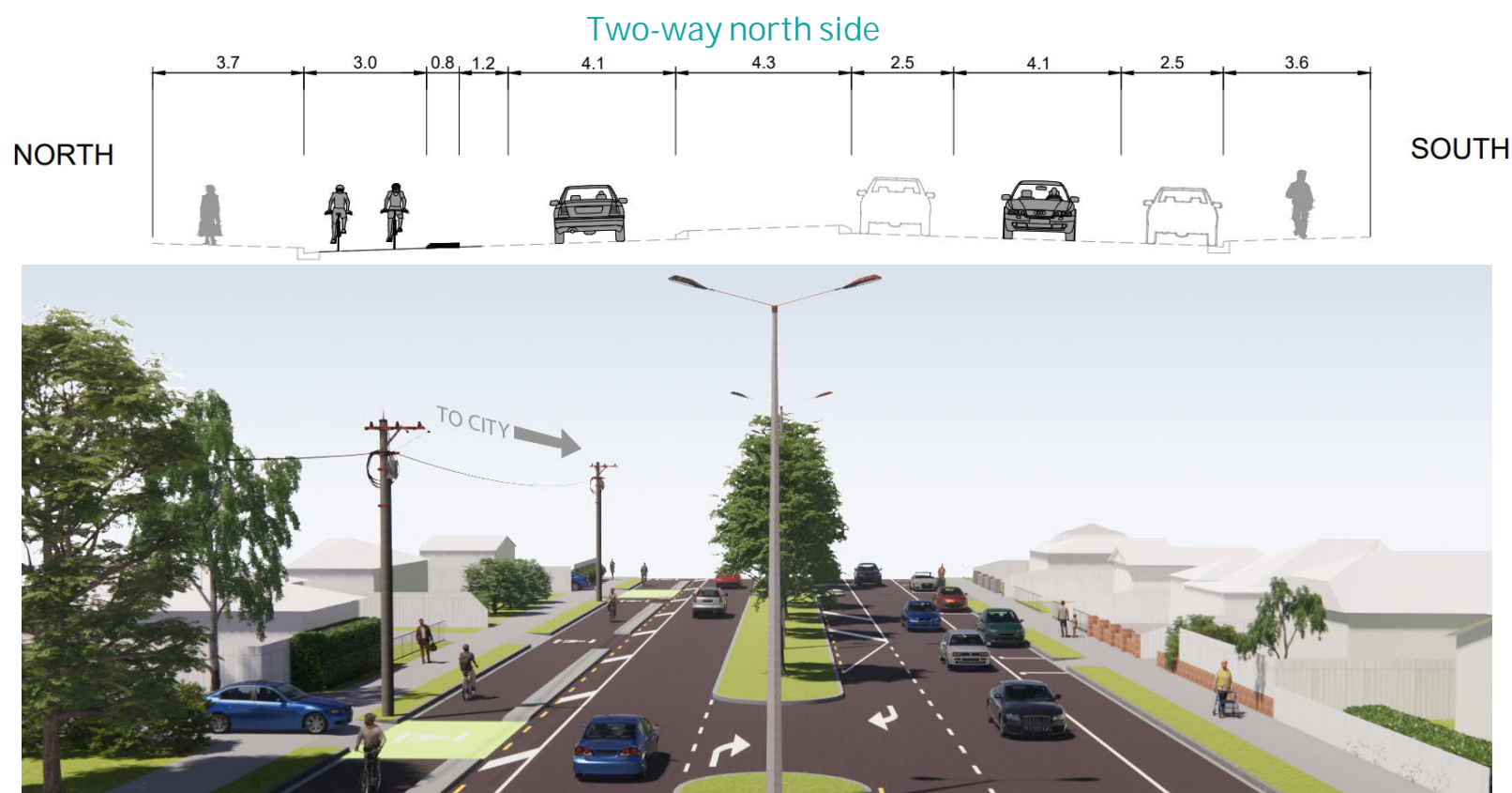


## Concepts considered continued

Main road north side – access lane south



## Concepts considered continued



## One-way vs two-way cycleway concepts – Nunweek Boulevard to Greers Road section

One-way each side



- ✓ Safest for riders
- ✓ Best connected for riders
- ✓ 50% parking removal distributed both sides of median
- ✓ No sideroad restrictions
- ✓ Most intuitive for all users

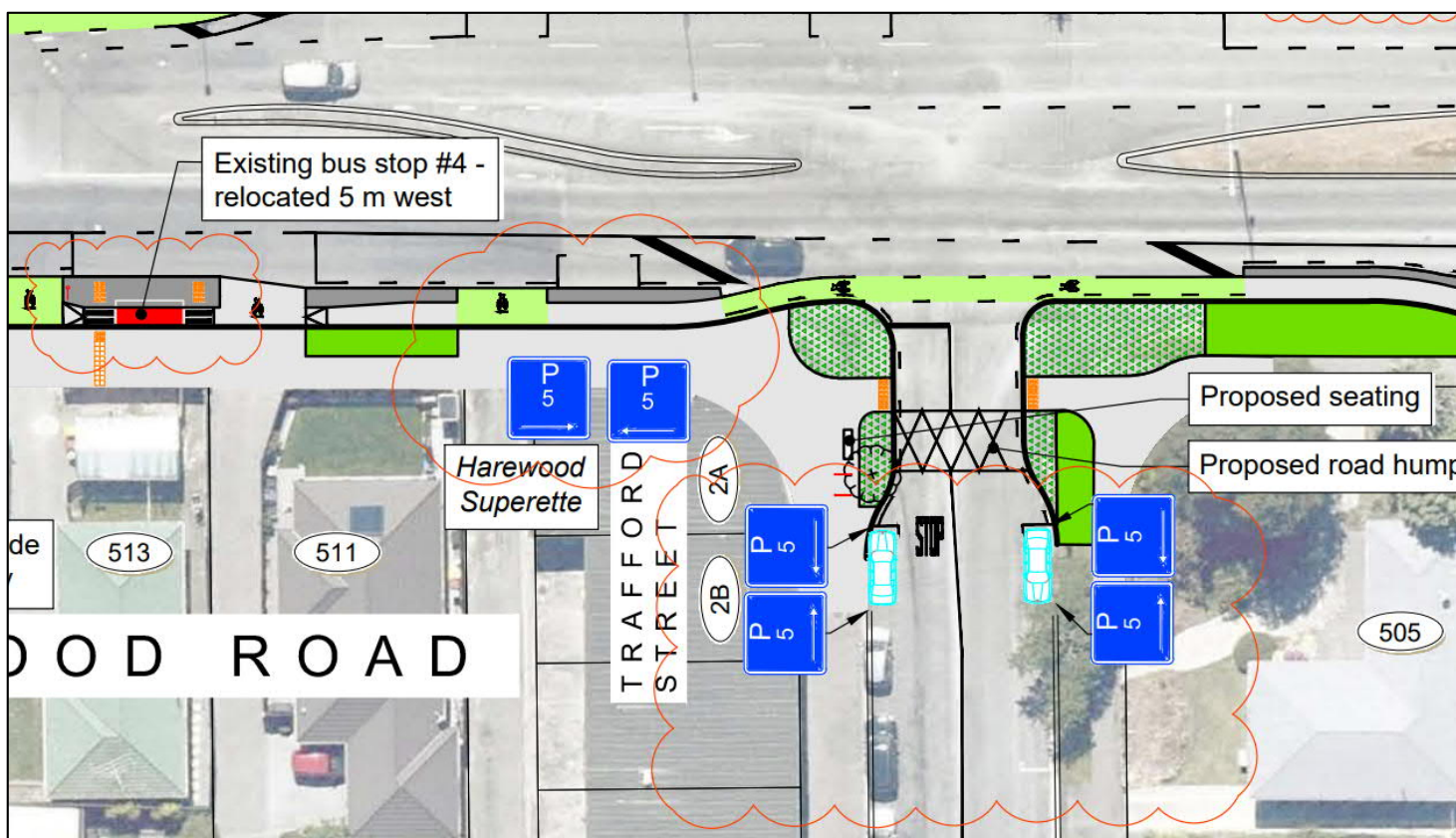
Two-way north side



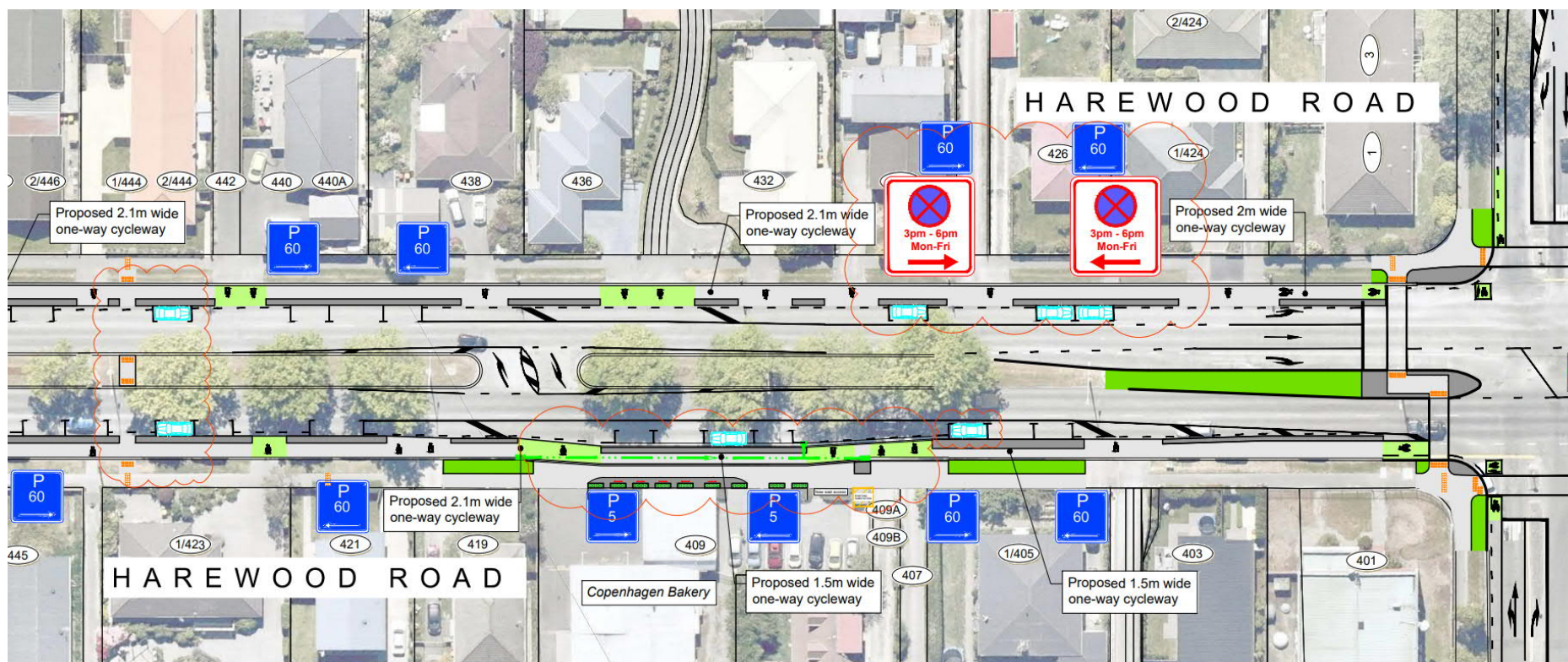
- ✓ Less safe for contra-flow riders
- ✓ Requires contra-flow riders to use traffic lane / footpath
- ✓ 20% parking removal
- ✓ 100% parking removal on north side of median
- ✓ Crofton Rd & Cotswold Ave restricted to left-in left-out



## Key changes made

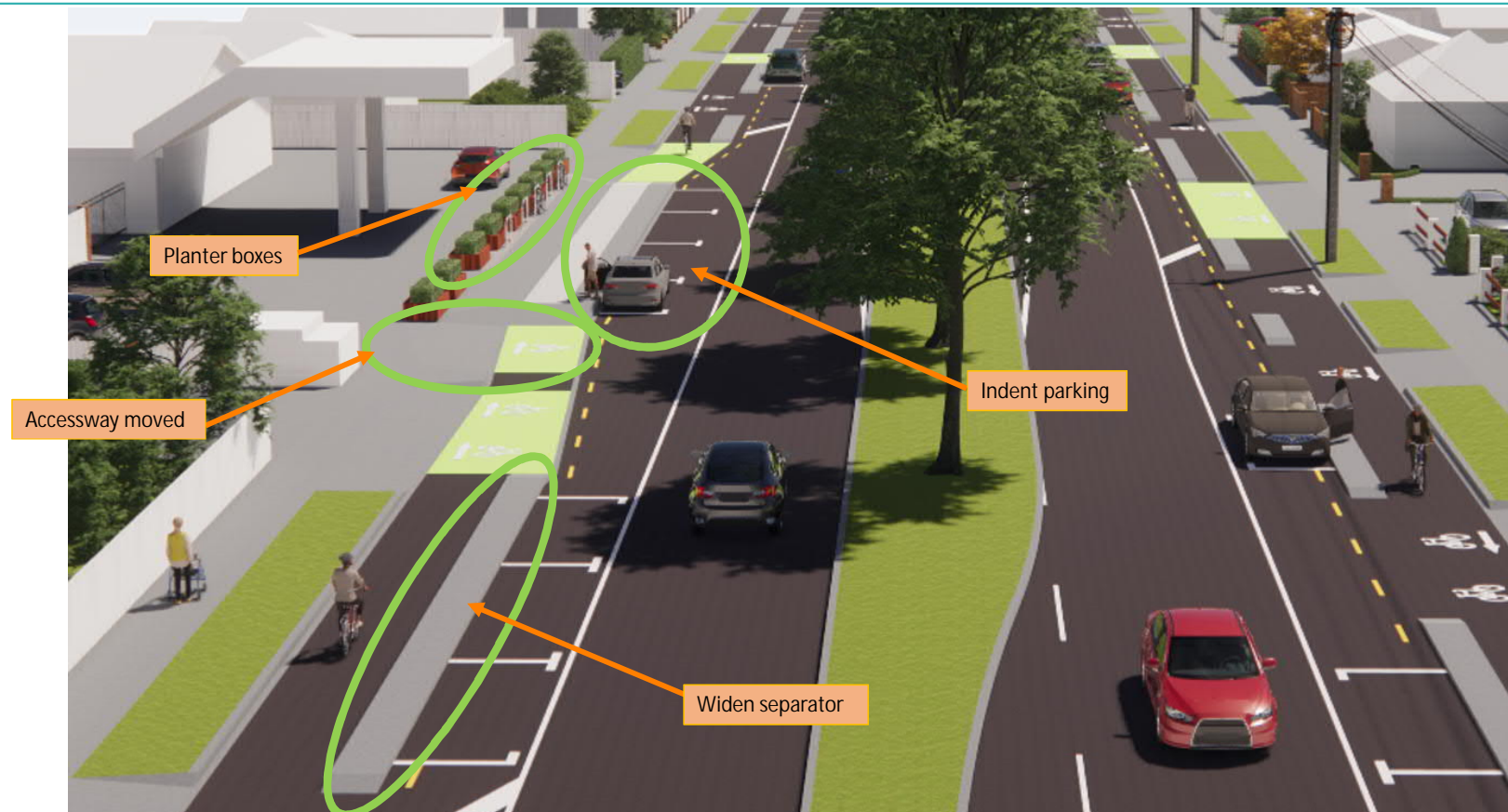


## Key changes made continued

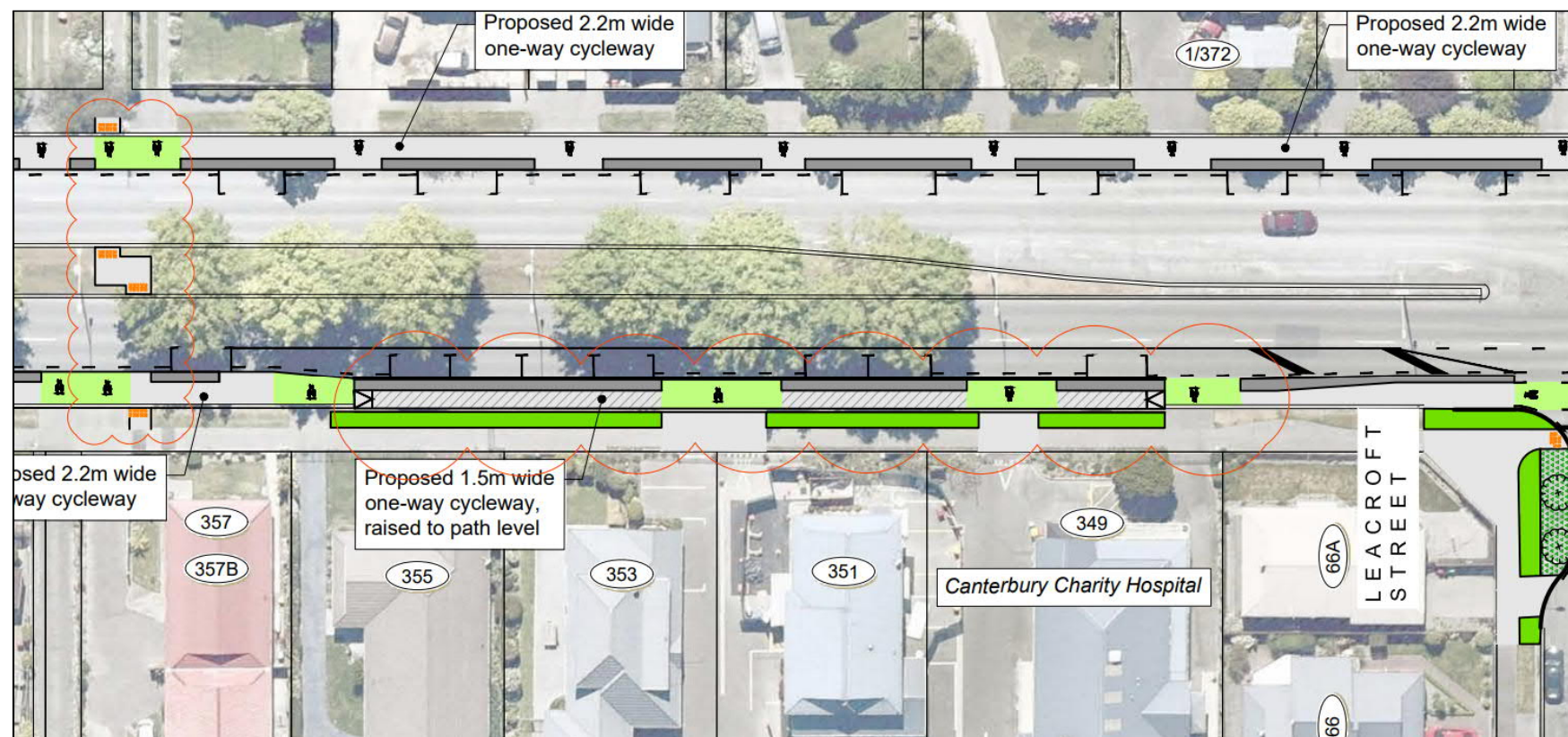




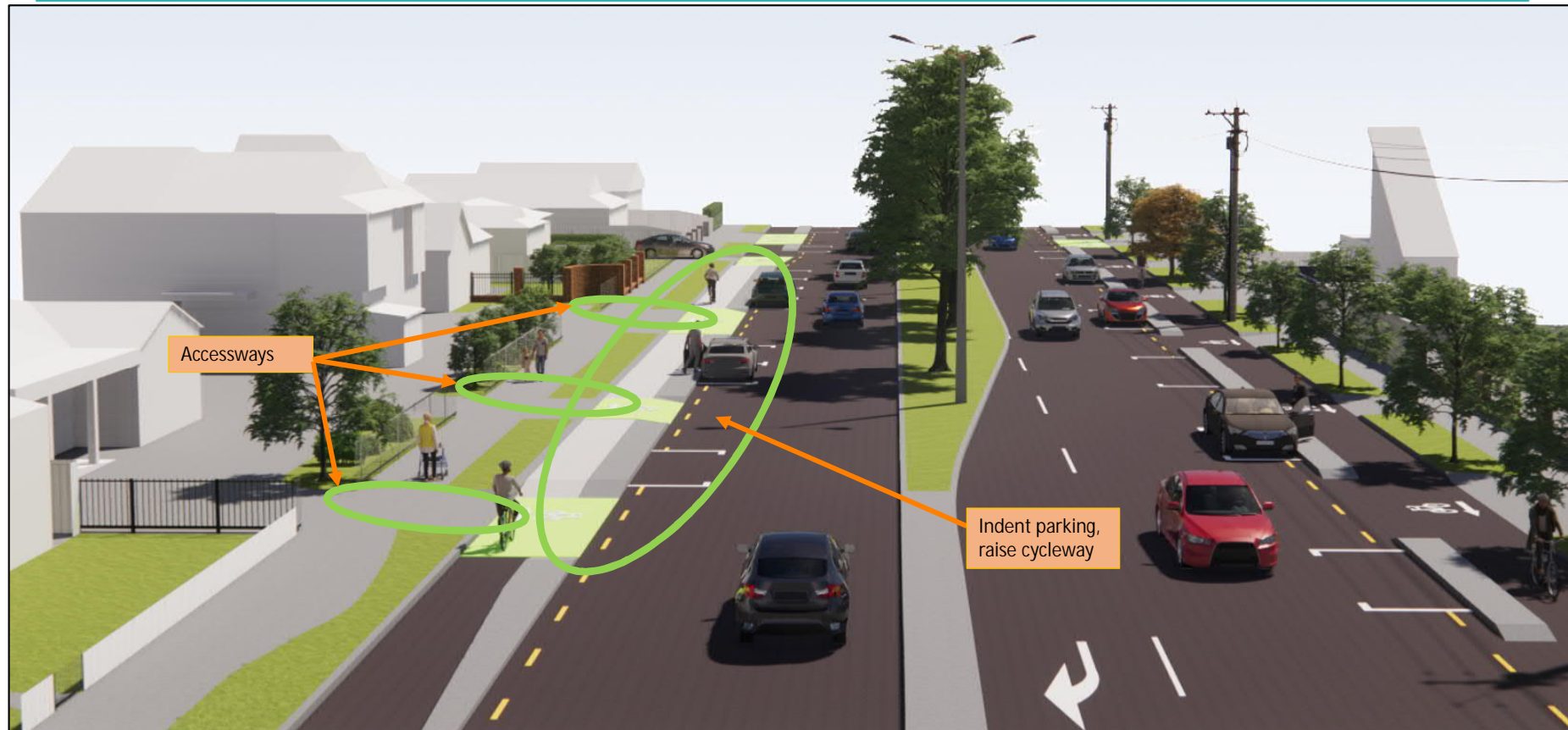
## Key changes made continued



## Key changes made continued

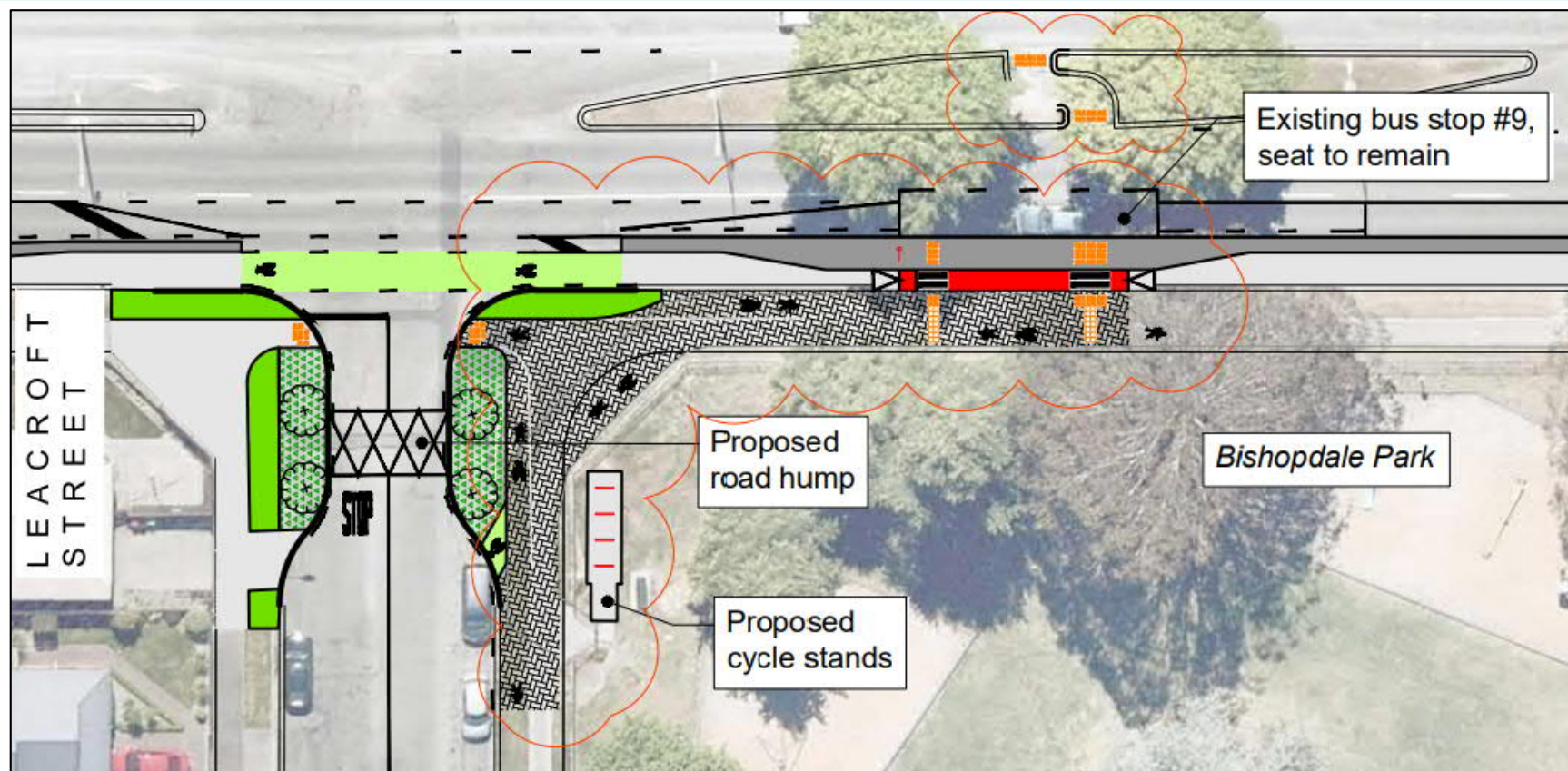


## Key changes made continued





## Key changes made continued



## Key changes made continued



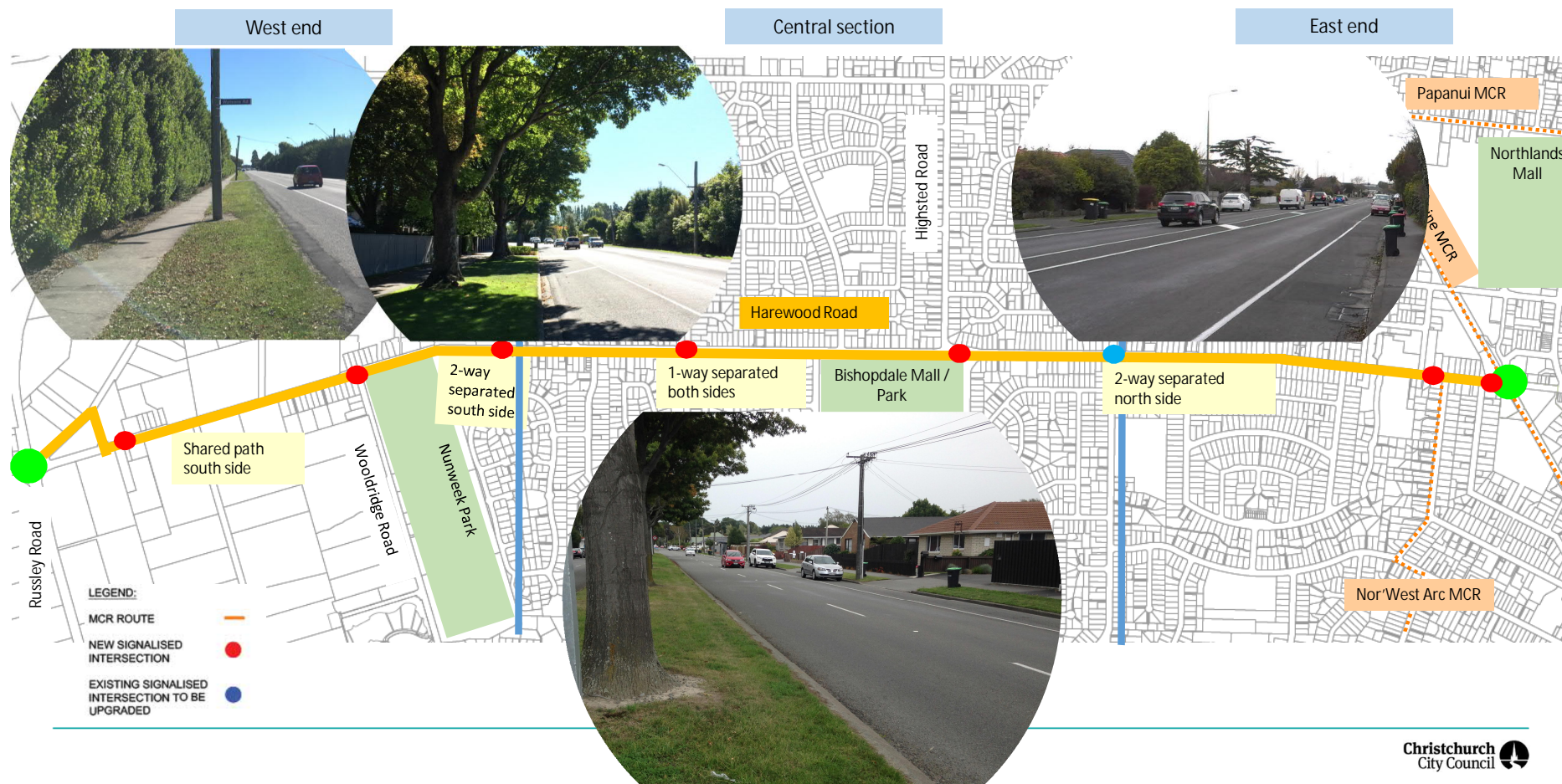


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Questions ?

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## Preferred option summary



## Process from here

