

**Joint Briefing of the Fendalton-Waimairi-Harewood
Community Board and Papanui-Innes Community
Board
MINUTES ATTACHMENTS**

Date: Thursday 2 December 2021
Time: 6pm
Venue: Held By Audio/Video Link

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Wheels to Wings cycleway Joint Community Board workshop

2 December 2021

Today's purpose




1. Outcome of Notice of Motion from 11 February 2021
2. Assist you with development of your hearings panel submissions on the Wheels to Wings MCR project by providing:
 1. Update on where we are at
 2. Community and stakeholder feedback overview from second round of consultation in October & November 2021
 3. Design changes from March consultation

16. Notice of Motion - Wheels to Wings Cycleway - continued

The Council debated the amended Notice of Motion.

Council Resolved CNCL/2021/00025

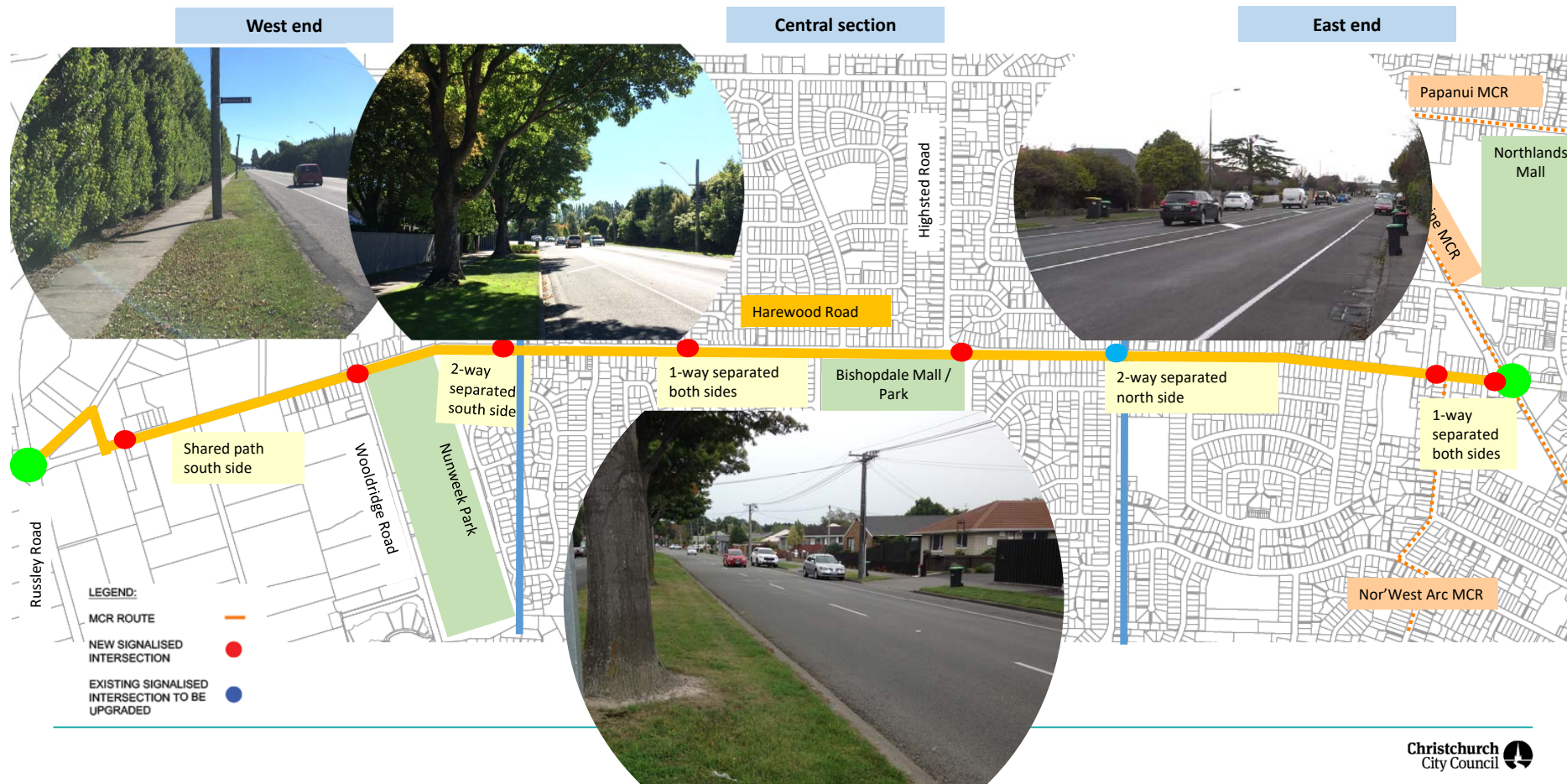
That the Council:

-  1. Direct staff to conclude consultation on the project as per the 8 March date with an additional information session to be held in Bishopdale.
-  2. Direct staff to meet with key stakeholders along Harewood Road to mitigate any potential design issues based off the initial feedback.
-  3. 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.

Councillor Keown/Councillor MacDonald

Carried

Preferred option summary



Project update – what we have been working on

This Year

- January to March - community consultation and drop-in sessions
- 11 February - Notice of Motion
- 16 & 21 June - Separate Community Board briefings on consultation outcomes
- 21 October - Hearings panel briefing
- 26 - 29 October - Elected member and community information sessions
- 27 October to 17 November – second community consultation
- January to now – changes to the preferred option and on-going stakeholder discussions

Community & stakeholder feedback

Consultation overview

- Further consultation 27 October – 17 November 2021
 - Three community information days – approx. 150 attendees, 8 elected members
 - Invite delivered to original drop area, all previous submitters also sent an invite
 - 85 submissions received:
 - Clearly do not support - 34
 - Clearly support - 28
 - No clear indication - 24
 - 17 submissions from Harewood Road residents
-

Community Information days



Feedback themes

Key concerns noted by submitters:

- Cost of the project – other priorities, waste of money, will it get used?
- Opposition to lane reduction
- Safety concerns with having a cycleway on Harewood Road
- Parking loss
- Property access

“I am distressed that vehicles parked beside the cycleway will open doors directly onto the cycle lane, not safe for cycles nor for elderly or young car passengers exiting on this side of the vehicle, it's ludicrous and unsafe. The same applies to bus stops.”

“The cost is absolutely exorbitant, where this money should be used for repairs of infrastructure which has not all been repaired since the Earthquake.

We feel the design of this cycleway is over the top considering the number of cyclist using it.”

Feedback themes

Key benefits noted by submitters:

- Support and acknowledgement of changes made from feedback
- Providing a safe cycle facility in this area of the city, connections to other cycleways – including other design options
- Reduction in carbon emissions

“The cycleway is an absolute no brainer to make happen ASAP, without compromising separation from people driving on Harewood Road. It will hugely improve accessibility as safety and travel choice in the North-West. Improving the connection to the Northern Line on Harewood Road as it's going to be popular from day 1 and that'll be a bottleneck and isn't set up for kids to cross safely.”

“I commend the council for making changes based upon the feedback received, whilst sticking to their priorities to deliver this key piece of cycle infrastructure which will bring long term benefits to Christchurch. ”

Community Board submissions

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

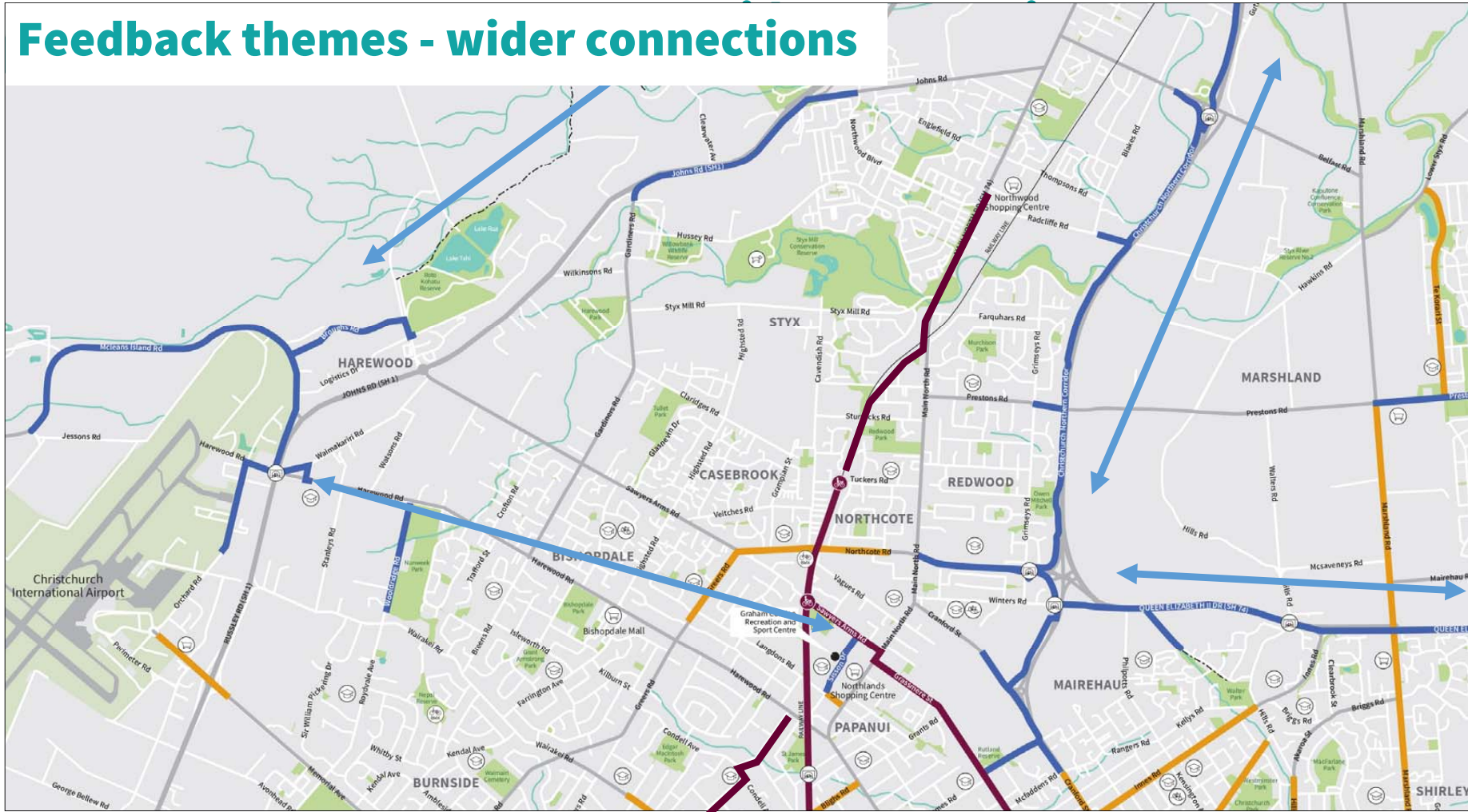
Waipapa/Papanui-Innes

- Support cycleway programme
- Investment in active transport modes is a necessary response to the Council’s declaration of a climate and ecological emergency
- Harewood/Greers intersection – support changes
- Local schools - support connections
- Support Chapel and Sails intersection changes
- Parking – concern about loss of parking outside rest homes and businesses

Areas of interest



Feedback themes - wider connections



Feedback themes – cycle trips

- Existing cycle volumes – “no one rides”: Table presenting volumes and raw data provided on website
- Projected future volumes – “will never be achieved”: Christchurch Strategic Cycle Model updated in 2013 estimated 1,000 trips per day east of Wooldridge Road, 800 trips per day west of Wooldridge.

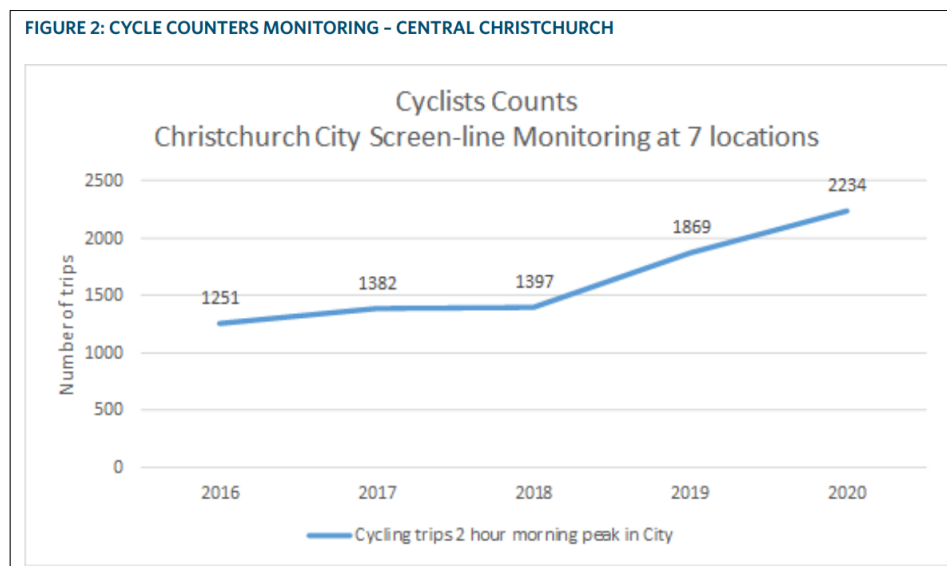
Harewood Road				
On-road cycle volumes				
12 hour intersection count data & 24 hour extrapolated				
Location	year	month	12hr cycle volume (two-way count ¹)	24hr cycle volume (two-way estimate ²)
Whitchurch Place @ Johns Road underpass	2021	March	102	
Harewood Road @ Wooldridge Road intersection	2017	June		
West of Wooldridge Road				56 ²
East of Wooldridge Road				56 ²
Harewood Road @ Breens Road intersection	2021	Feb		
West of Breens Road			109	
East of Breens Road			95	
Harewood Road @ Highsted Road intersection	2021	Feb		
West of Highsted Road			137	
East of Highsted Road			165	
Harewood Road @ Farrington Ave intersection	2021	Feb		
West of Farrington Ave			196	
East of Farrington Ave			171	
Harewood Road @ Greers Road intersection	2020	March		
West of Greers Road				100 ³
East of Greers Road				130 ³
Harewood Road @ Chapel Street intersection	2021	Feb		
West of Chapel Street			177	
East of Chapel Street			212	

1) Survey does not include scooter users or cyclists on footpath

2) 6 hour count extrapolated to estimated 24hr count using the LTSa Cycle Network & Route Planning Guide, 2004, Appendix 2 - Scaling Cycle Counts. <https://www.nzta.govt.nz/assets/resources/cycle-network-and-route-planning/docs/cycle-network-and-route-planning.pdf>

3) 5 hour count extrapolated to estimated 24hr count using the LTSa Cycle Network & Route Planning Guide, 2004, Appendix 2 - Scaling Cycle Counts. <https://www.nzta.govt.nz/assets/resources/cycle-network-and-route-planning/docs/cycle-network-and-route-planning.pdf>

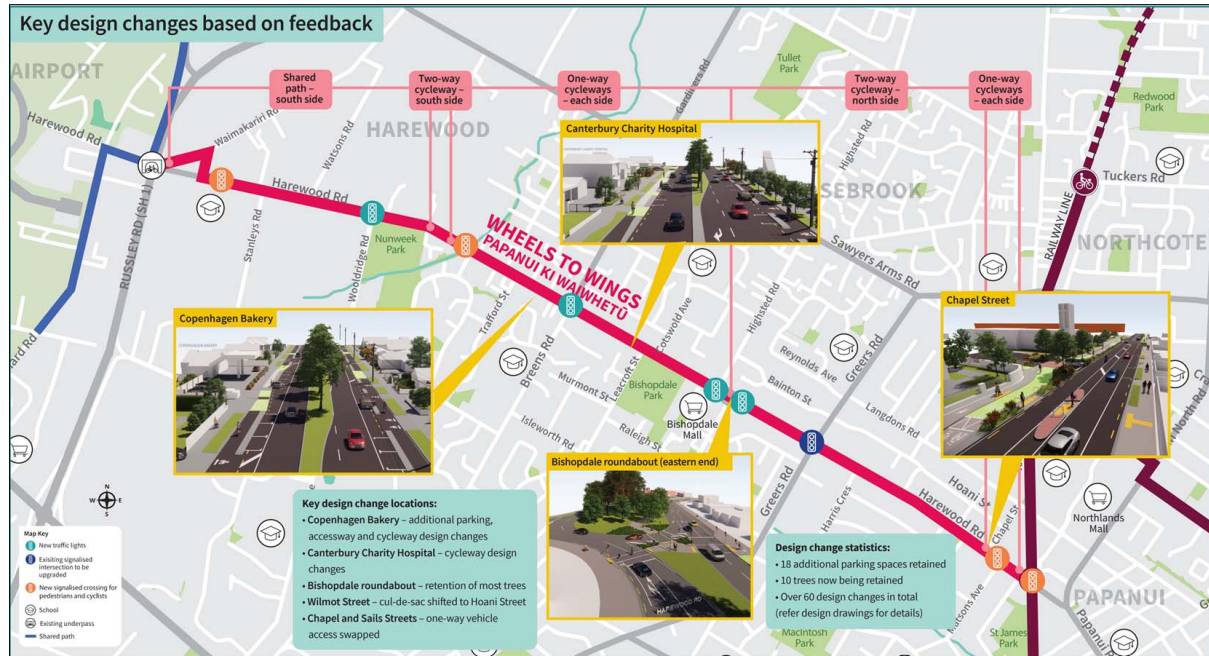
FIGURE 2: CYCLE COUNTERS MONITORING - CENTRAL CHRISTCHURCH



<https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/>

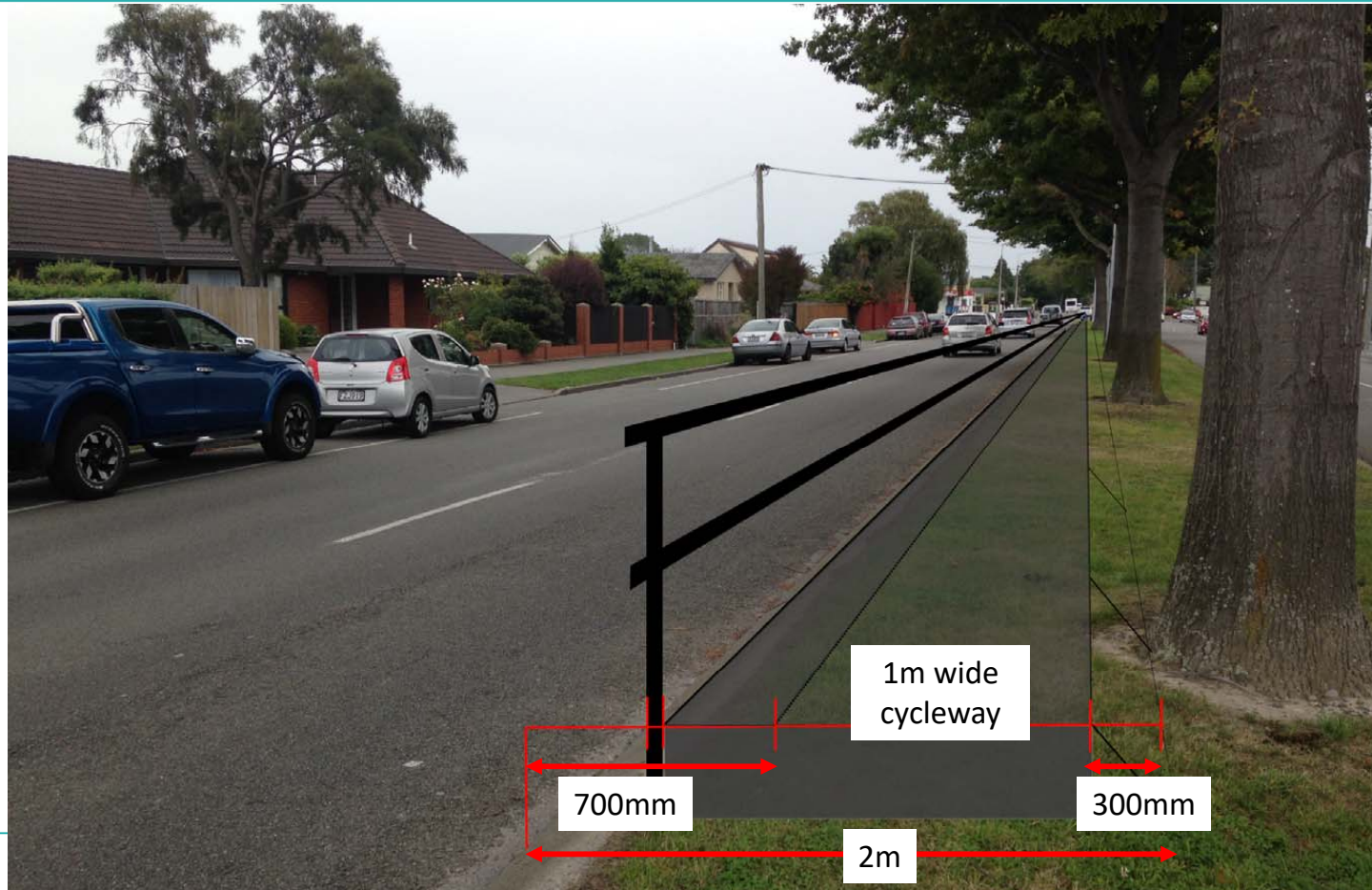
<https://smartview.ccc.govt.nz/map/layers/ecocounter#/@172.59095,-43.53140,11>

Feedback themes - design changes



Change for (primarily)	Count	Typical examples
Cycleway users	15	Cycle stands, cycleway design details
Residents	10	Parking, ease of vehicle access
Businesses/organisations	18	Parking, ease of vehicle access
Amenity	2	Retaining trees
Drivers	9	Width for manoeuvring, visibility
Pedestrians	13	People walking, using mobility devices, bus passengers, and people having parked.
	67	

Feedback themes – trees in central median



Not to scale

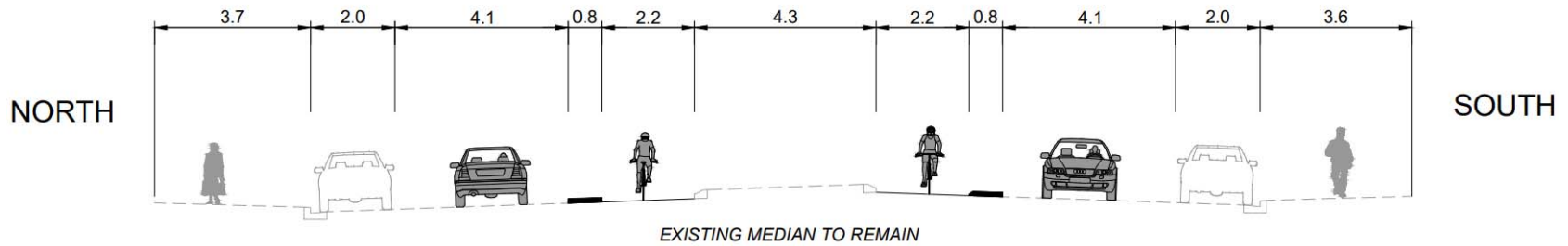
Concepts considered for central section

One-way cycleway each side - Preferred

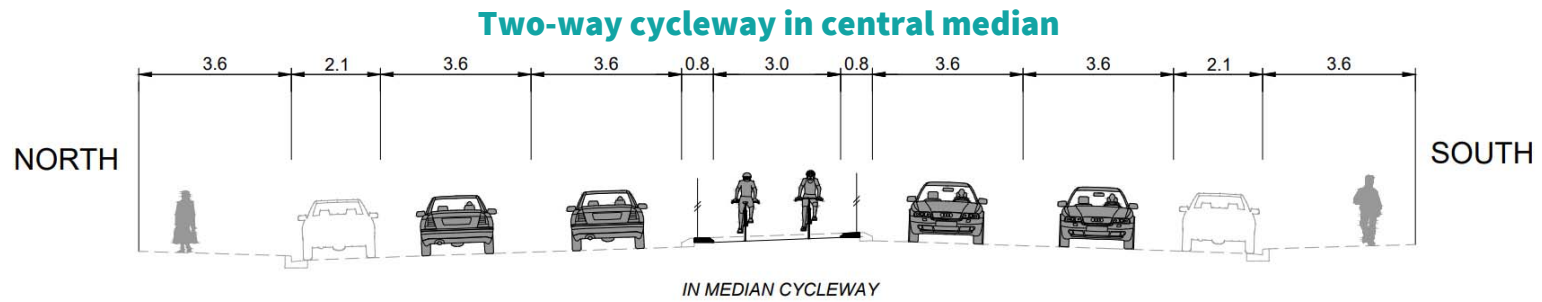


Concepts considered for central section

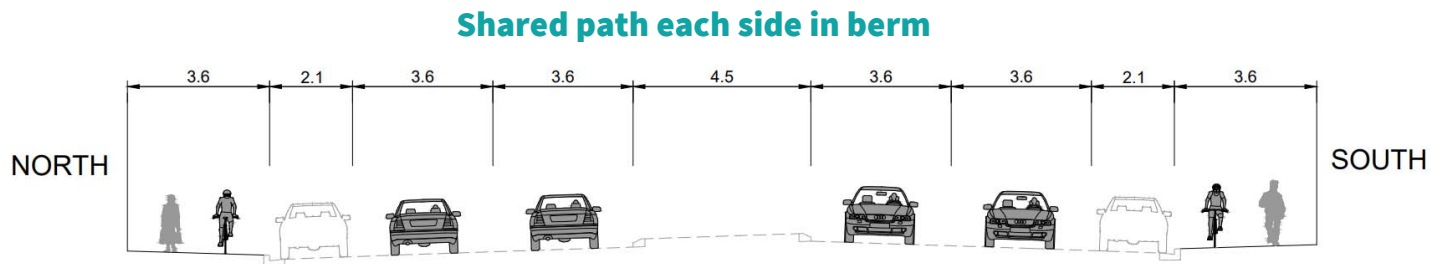
One-way cycleway adjacent central median



Concepts considered for central section

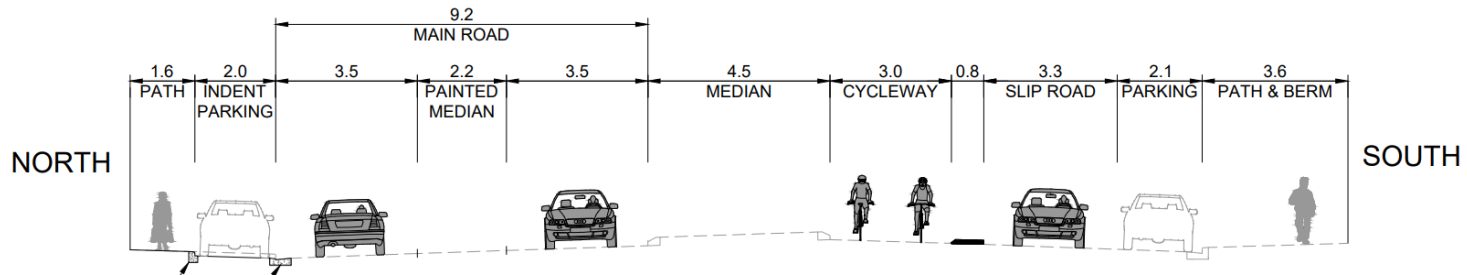


Concepts considered for central section

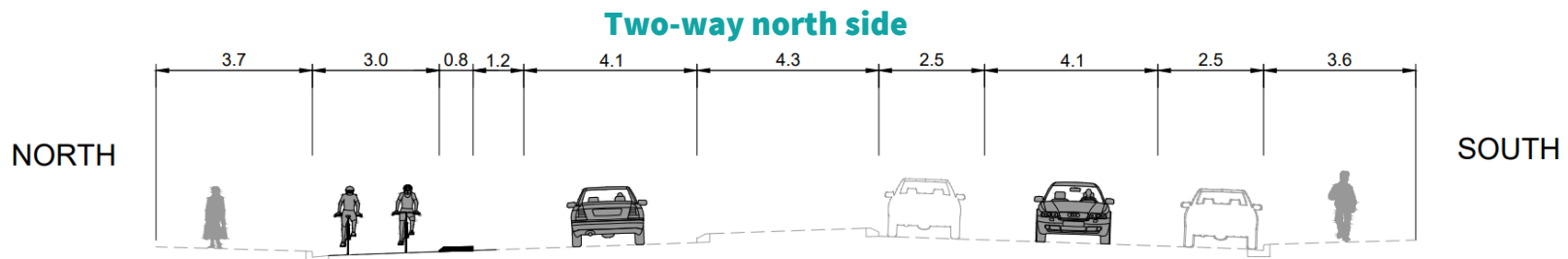


Concepts considered for central section

Main road north side – access lane south



Concepts considered for central section

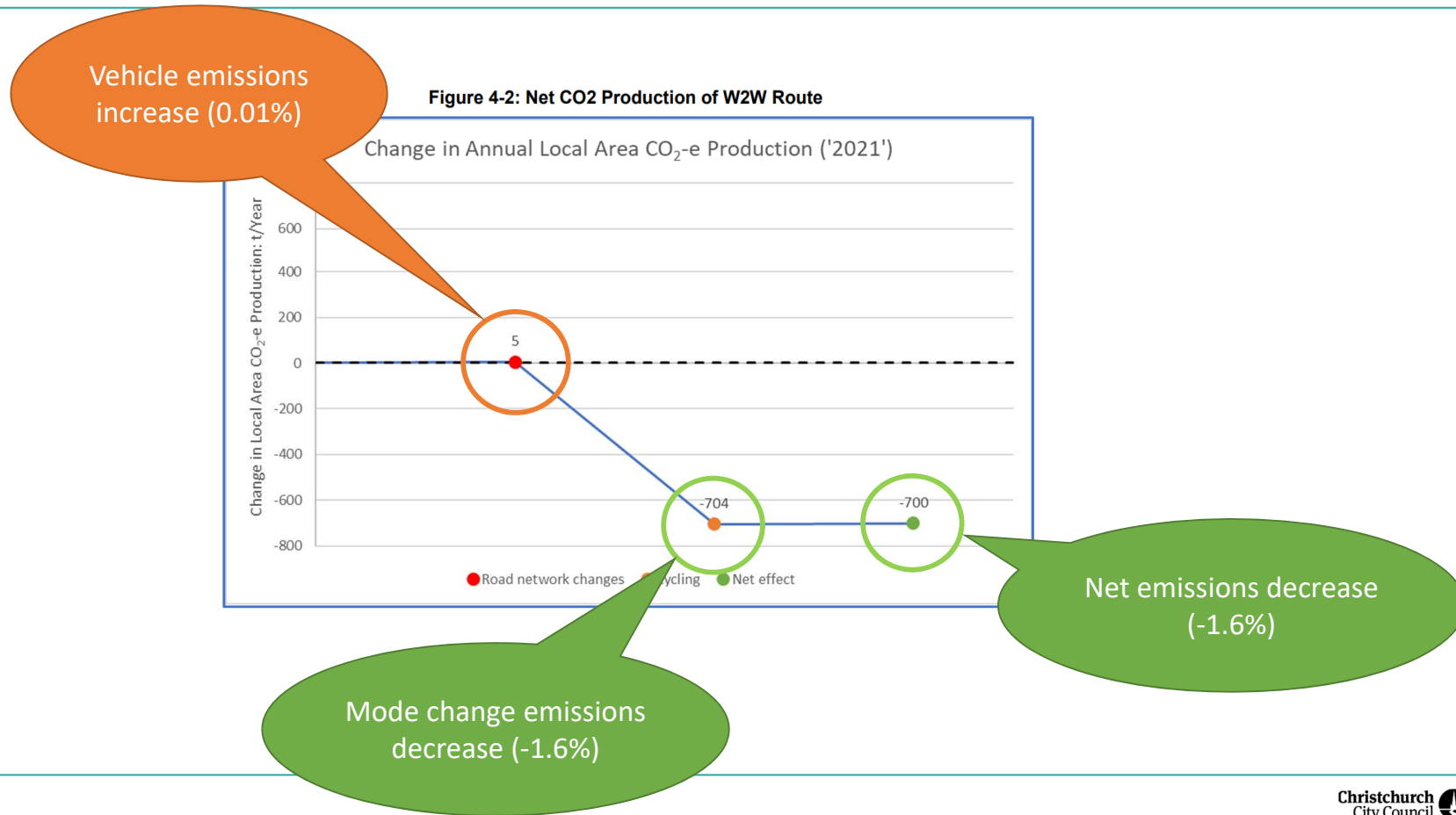


Feedback themes - Emissions and travel time

Figure 3-2: Westbound Travel Times (AM Peak Hour, 2021 existing demands)

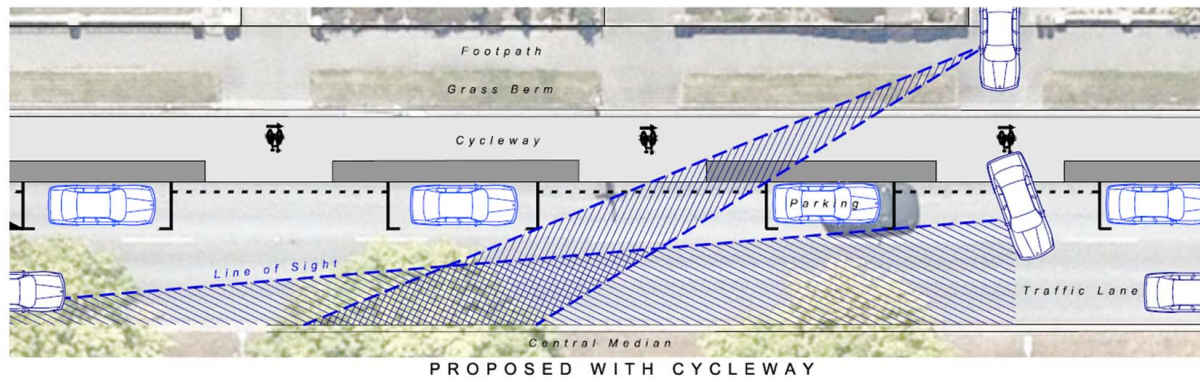
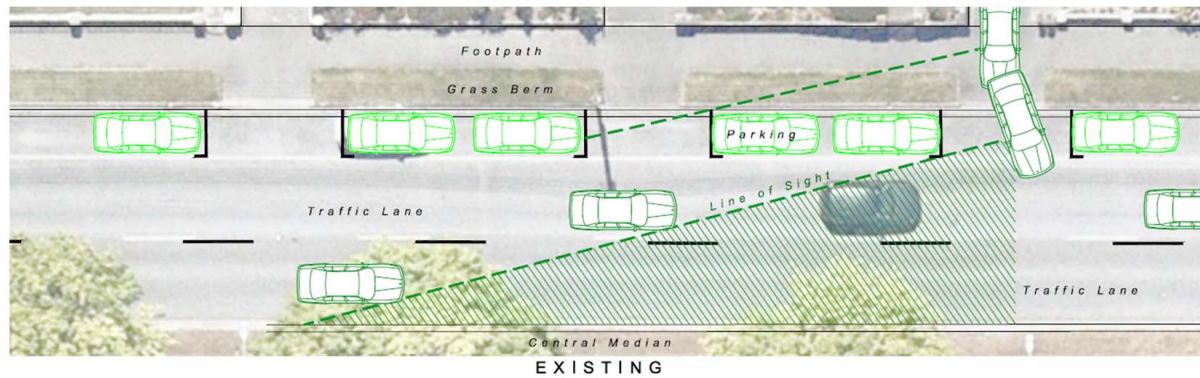


Feedback themes - emissions and travel time

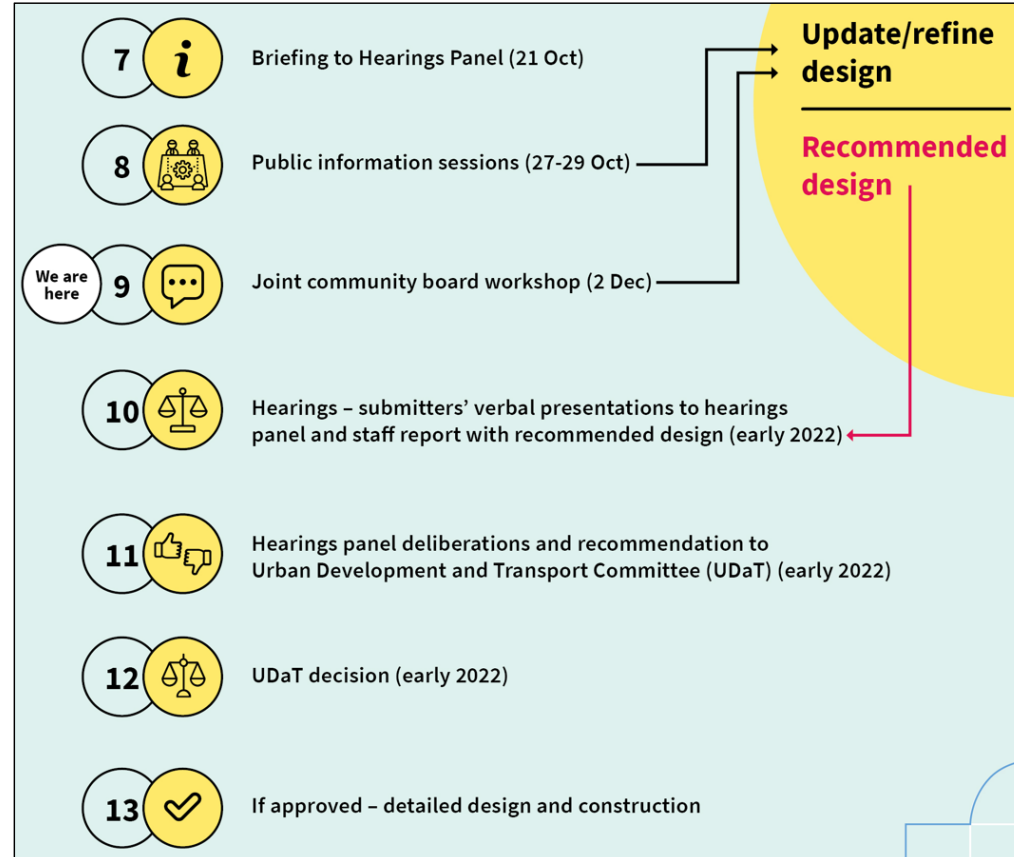
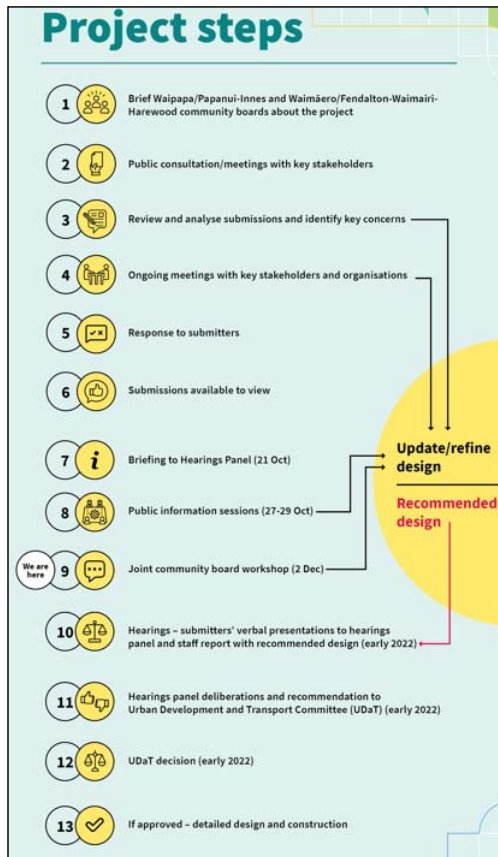


Engagement queries – driveway visibility when exiting

DRIVEWAY SIGHT DISTANCE
TYPICAL DRIVEWAY - EXITING



Process from here



Community Board Discussion

