

Hearings Panel

Wheels to Wings Papanui ki Waiwhetū Major Cycle Route

AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: Wednesday 16 February 2022
Time: 9am
Venue: Council Chamber, Level 2, Civic Offices, 53 Hereford Street, Christchurch

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) people holding a current vaccine pass may attend the meeting in person. Attendance is also available by an audio-visual link, please request access details from samantha.kelly@ccc.govt.nz. Attendance capacity may be limited.

Panel

Chairperson	Mayor Lianne Dalziel
Members	Councillor Aaron Keown
	Councillor Mike Davidson
	Community Board Member Jason Middlemiss
	Community Board Member Emma Norrish

4 February 2022

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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 - Papanui ki Waiwhetū Major Cycle Route

Reference Te Tohutoro: 21/1771095

Kelly Griffiths, Senior Project Manager, kelly.griffiths@ccc.govt.nz

Report of Te Pou Matua: Ann Tomlinson, Senior Engagement Advisor,
ann.tomlinson@ccc.govt.nz

General Manager Jane Davis, General Manager Infrastructure, Planning and
Pouwhakarae: Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report on the Wheels to Wings – Papanui ki Waiwhetū Major Cycle Route is to advise the Hearings Panel on the outcome of the consultation and engagement process, and to inform the Hearings Panel of the preferred option before it considers the views of submitters both oral and written.
- 1.2 The report also requests that the Hearings Panel make a recommendation to the Urban Development and Transport Committee or the Council to approve the preferred option, which is a cycleway along Harewood Road from the Johns Road underpass, via Whitchurch Place and Waimakariri Road to Papanui Road. The design of the cycleway uses different treatments along the route to best suit the surrounding area.
- 1.3 To note, there is no Urban Development and Transport Committee meeting scheduled in May, due to the 2022-23 Annual Plan process. Therefore if the Hearings Panel process is concluded by the end of March, its recommendations will be sent to the Council as the final decision-maker.

2. Proposed Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Receives the information within, attached to this report, and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that the Urban Development and Transport Committee or the Council approves:
 - a. The revised scheme design of the Wheels to Wings - Papanui ki Waiwhetū Major Cycle Route, as detailed in Attachment A;
 - b. Extending an existing 40km/h school speed zone on Waimakariri Road, as detailed in Attachment A;
 - c. Extending an existing 50km/h speed restriction further northeast along Waimakariri Road, as detailed in Attachment A;
 - d. The time restricted parking, as detailed in Attachment A;
 - e. The parking removal, as detailed in Attachment A;
 - f. The new traffic signals, intersections and mid-block crossings, as detailed in Attachment A;
 - g. A reduction from four lanes to two lanes on Harewood Road between Crofton Road and Greens Road, as detailed in Attachment A;
 - h. Access restrictions at Hoani Street, Sails Street and Chapel Street, as detailed in Attachment A;

- i. The tree removal, as detailed in Attachment A.
3. Recommends to the Urban Development and Transport Committee or the Council that the detailed traffic resolutions required for the implementation of the project are brought back to the Committee for approval at the end of the detailed design phase, prior to the beginning of construction.

3. Background Te Horopaki

- 3.1 The Wheels to Wings Major Cycle Route (MCR) is one of 13 major cycle routes planned to provide a city-wide cycle network. The cycleway is proposed along Harewood Road from Johns Road underpass, via Whitchurch Place and Waimakariri Road to Papanui Road, connecting to the Nor'West Arc and Northern Line MCR's.
- 3.2 The current construction funding is spread over financial years 2023 – 2028. The estimate for the preferred option is within the current budget.
- 3.3 Partial funding has been received from Waka Kotahi and the Crown for all Major Cycle Routes to date, if approved this project will be submitted to Waka Kotahi for funding consideration.
- 3.4 **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 – 25 January to 15 March 2021
 - 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.
 - Hearings Panel briefing – 21 October 2021 (rescheduled after COVID-19 2021 lockdown)
 - Second round of community consultation – 27 October to 17 November 2021 (rescheduled after COVID-19 2021 lockdown)

- Public information days – 27, 28, 29 October 2021 (rescheduled after COVID-19 2021 lockdown)
 - Joint Community Board workshop – 2 December 2021 (rescheduled after COVID-19 2021 lockdown)
 - **2022 Next Steps**
 - Hearing – February to March 2022 with recommendation to the Urban Development and Transport Committee (UDAT) or the Council decision.
 - UDAT or Council decision – 2022
- 3.5 After the 11 February 2021 Notice of Motion, staff included a Hearings Panel briefing to the decision making process. All design concepts considered including the preferred design with changes resulting from consultation feedback, and a summary of the consultation feedback received was presented to the Hearings Panel members.
- 3.6 The briefing was held on Thursday 21 October 2021, and was attended by all Panel members and project staff (some via audiovisual link). The briefing was live-streamed, due to the COVID-19 level 2 restrictions in place which restricted the public from attending the briefing. All information presented at the briefing was available online, and at the community information days, held on 27, 28 and 29 October 2021. A second round of engagement was undertaken following the briefing, seeking feedback on the changes made.
- 3.7 The following actions were recorded from the briefing, responses have been provided by memo to the Panel:
- The Hearings Panel requested for the current cycle counts along the route to be made available on the Wheels to Wings webpage.
This was actioned the week following the briefing.
 - West end section – In relation to submissions received, were there any submitters who indicated that they would begin to bike to Nunweek Park as a result of the new cycleway?
The five submissions were included in the memo to the Panel.
 - West end section – Concerns were raised regarding the high parking demand at Nunweek Park particularly during sporting events. The Hearings Panel requested for Officers to investigate if any other dedicated parking in or around the park is viable.
The design team assessed if angled parking could be accommodated at the Harewood Road end of Nunweek Park, however the manoeuvring space is inadequate between the live westbound traffic lane and angled parking. Therefore the parking configuration is recommended to remain as currently operating.
 - East end section – Concerns were raised regarding the potential conflict points between vehicles and cyclists at the Mitre 10 entrance. The Hearings Panel requested for Officers to provide further information on the impacts of having a two way cycleway on the south side after Chapel St as opposed to the preferred option.
Alternative options have been investigated for the section of Harewood Road between Harris Crescent (east end) and the railway line, this is discussed further in section 4.6.5, and in Attachment B.
- 3.8 In response to concerns raised by Panel members about the net increase in carbon emissions due to the proposed lane reduction and additional traffic signals on Harewood Road, staff requested an independent report to assess these issues. The outcome of the independent assessment is an overall net decrease in carbon emissions of 700 tonnes per year (rounded figure).

- 3.9 There was a small increase in emissions as a result of the lane reduction and proposed new traffic signals (5 tonnes per year), and a large decrease in emissions due to the expected mode change from vehicle use to cycling (704 tonnes per year).
- 3.10 In 2020, 928 cyclists using the Major Cycle Routes were interviewed and 19% of cyclists had changed their travel mode from travelling in a private motor vehicle to travelling by bike.
- 3.11 This emissions report has been circulated to the Hearings Panel, UDAT and Waimāero Fendalton-Waimairi-Harewood, and Waipapa Papanui-Innes Community Boards.
- 3.12 The 11 February 2021 Notice of Motion directed 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. This workshop was held on Thursday 2 December 2021, and was live-streamed due to the COVID-19 level 2 restrictions in place which restricted the public from attending.
- 3.13 The purpose of the workshop was to provide information to the Waimāero Fendalton-Waimairi-Harewood, and Waipapa Papanui-Innes Community Boards to inform their submissions to the Wheels to Wings hearings panel.

4. Options Analysis

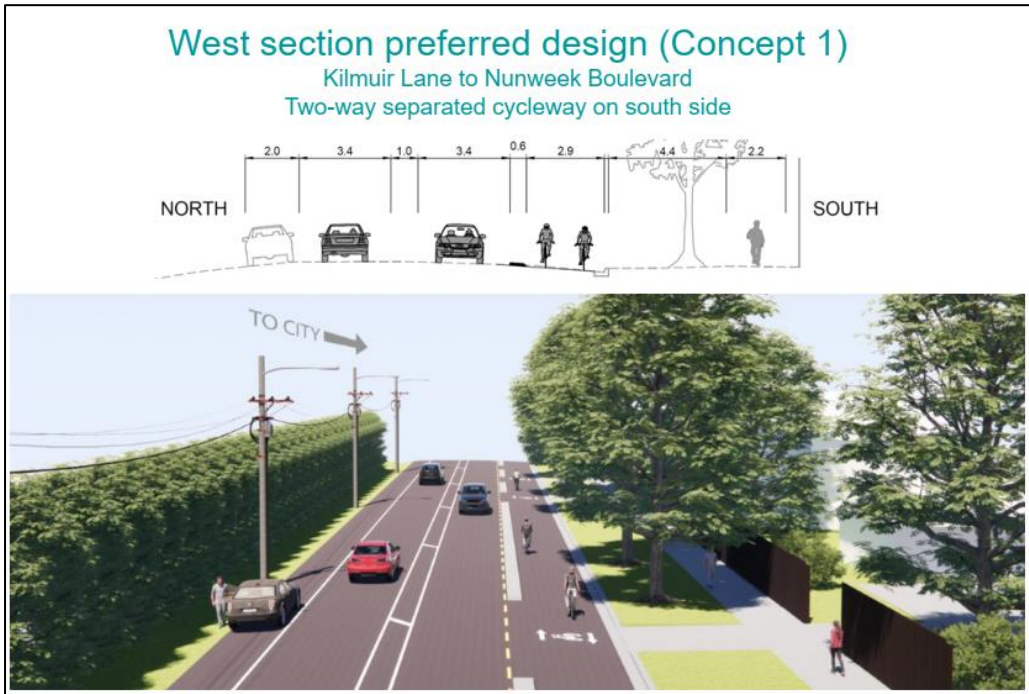
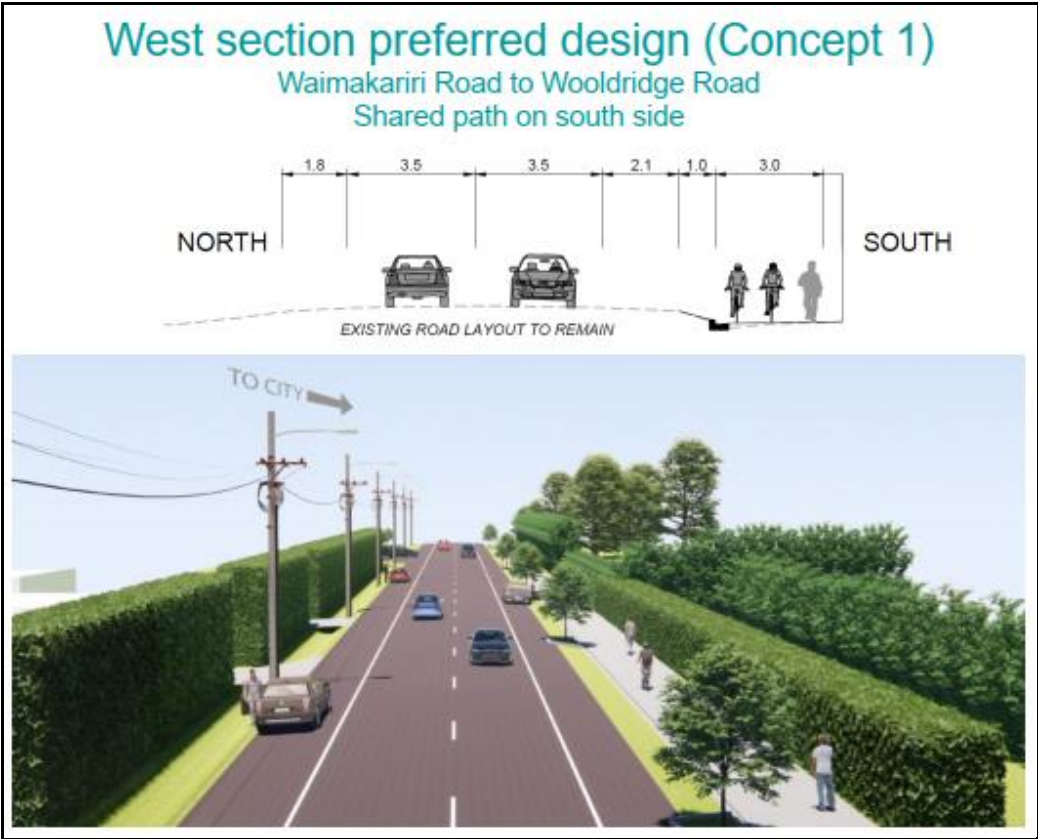
- 4.1 The Notice of Motion of 11 February 2021 directed staff to present all design concepts considered to the Hearings Panel and a joint Community Board workshop, prior to the commencement of the hearings process.
- 4.2 Thirteen design concepts across the three sections of Harewood Road were identified 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 both rounds of public consultation.

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

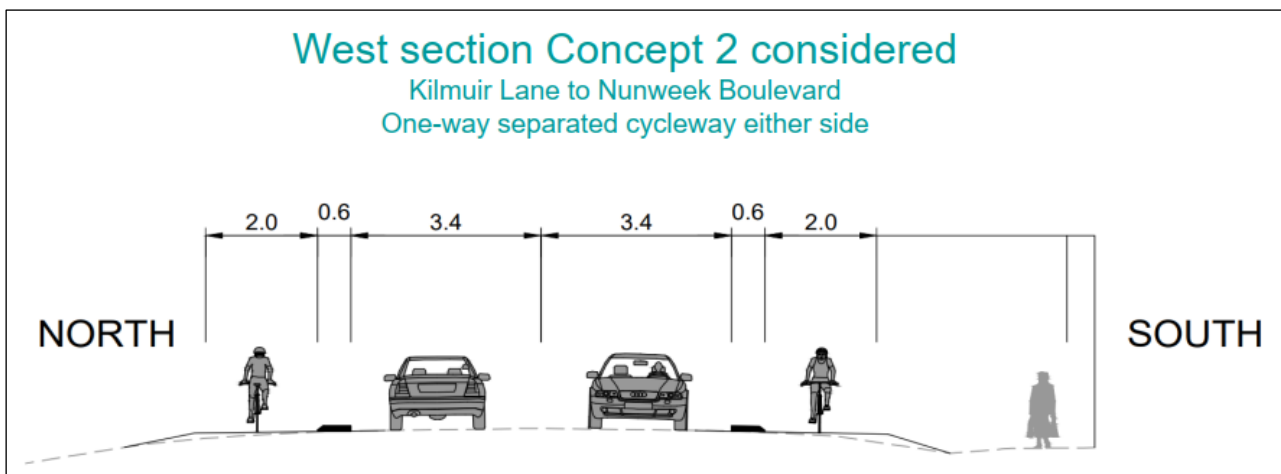
- A shared path on the south side of Harewood Road between Waimakariri Road, Wooldridge Road and Nunweek Park would be created by widening the existing narrow path.
- A path on the south side is preferred over a path on the north side as there is more space and it is away from the stormwater drain on the north side.
- A two-way separated cycleway on the south 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 south 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 north side of the road and 10 on-street parks on the south 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.

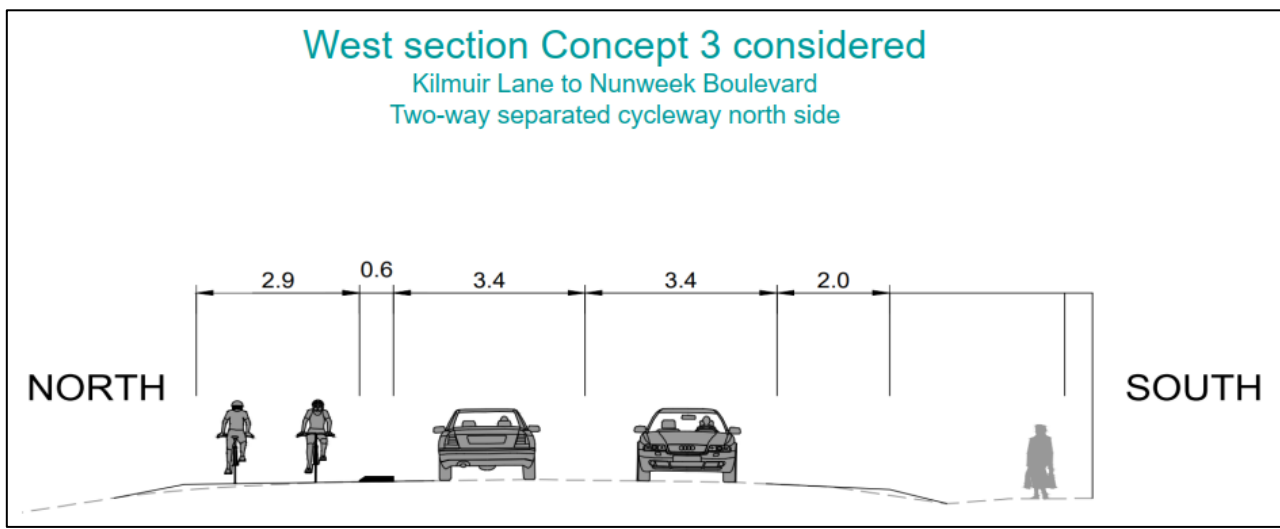


4.4.3 Design concept 3

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 north 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.

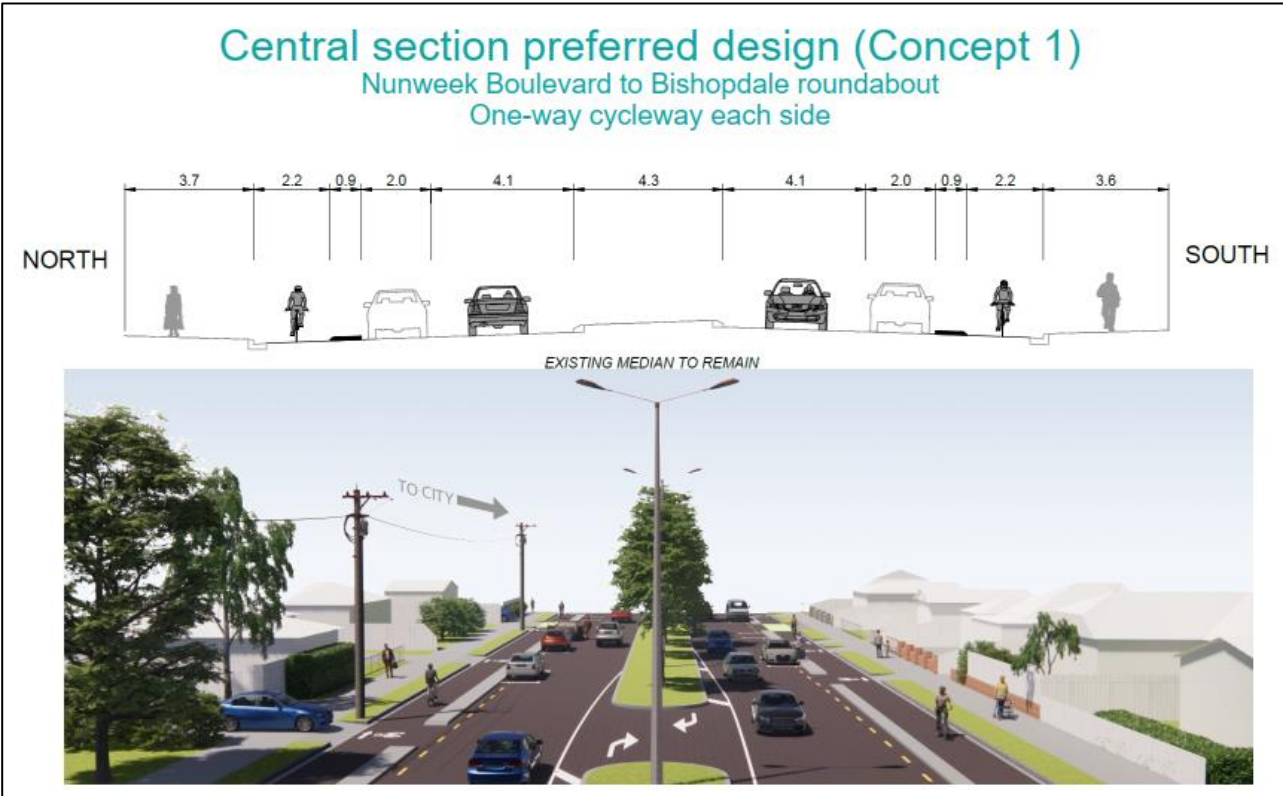


4.5 **Harewood Road central section – Nunweek Boulevard to Greers Road**

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

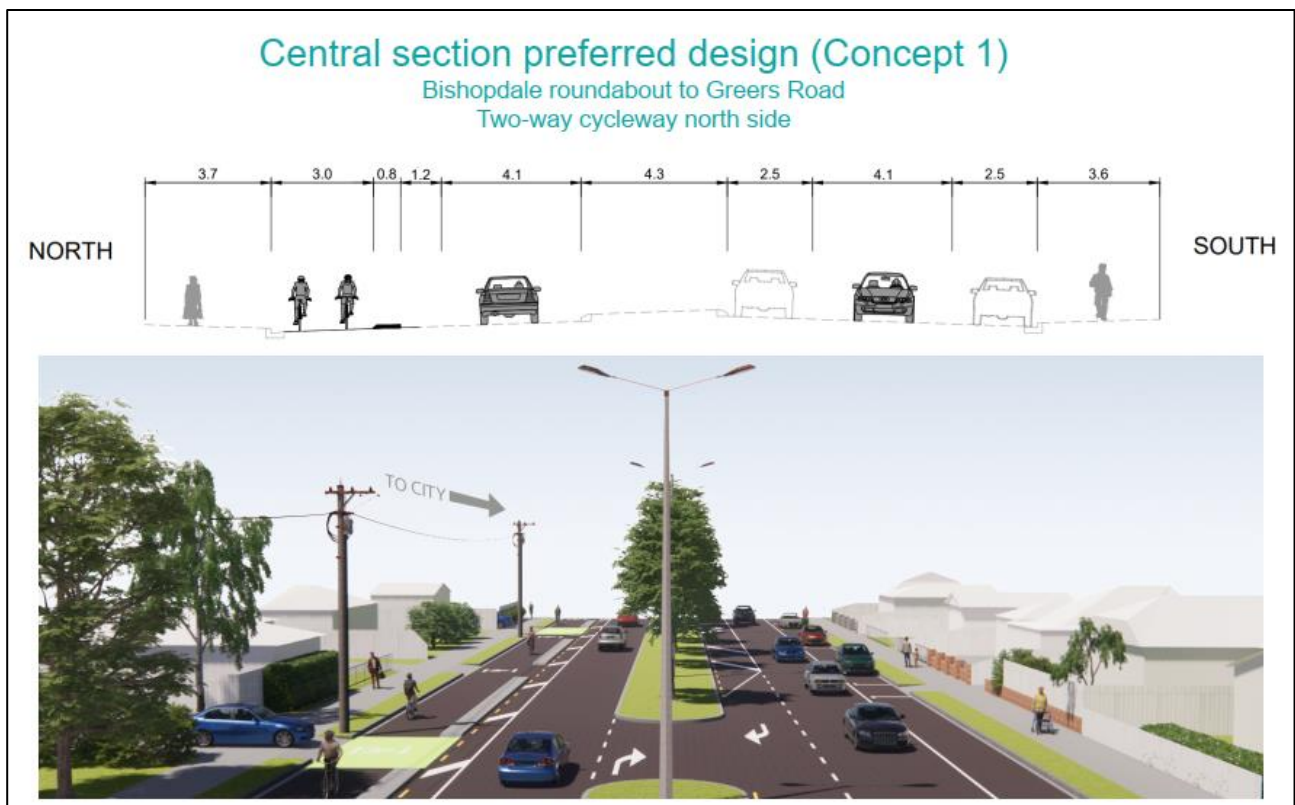
Nunweek Boulevard to Bishopdale roundabout section - One-way separated cycleways on each side of the road next to the kerb

- 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 because of parking setback and visibility requirements at intersections, driveways, bus stops and pedestrian crossing points. 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 for cyclists, pedestrians and drivers.
 - The best-connected design for people cycling.
 - There would be new signalised pedestrian/cycle crossings at Bishopdale roundabout.
 - There would be improved pedestrian crossing facilities across Harewood Road and side roads including new signalised intersections, new or improved pedestrian and cycle crossings, and kerb buildouts on side roads.
 - The cycleway ramps up to footpath level outside Copenhagen Bakery and the Charity Hospital to make access easier for mobility-impaired users.
- Disadvantages
 - This design has the highest number of on-street parking spaces that would need to be removed (although the proposed parking supply meets the typical observed demand in most locations).
 - With the cycleway located behind parked vehicles, driver visibility to cycleway users will be restricted, although parking setbacks help reduce this. On-street parked vehicle users will need to cross the cycleway to access parked vehicles.



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

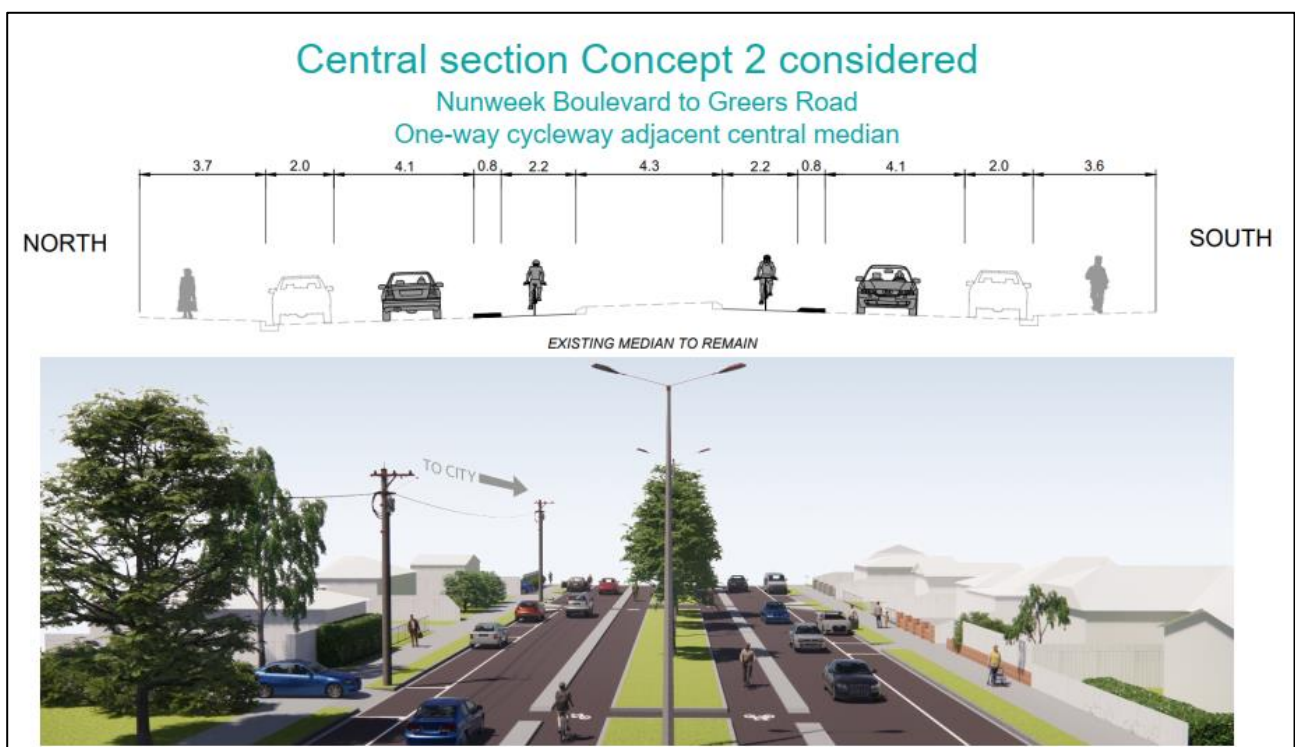
- One traffic lane and on-street parking removed on the north side of Harewood Road from Bishopdale roundabout to Greers Road and a cycleway added next to the existing kerb. Fifteen car parks are provided on the south side of Harewood Road, adjacent to the central median.
- The existing Harewood Road/Greers Road traffic signals are upgraded to improve safety for motorists, pedestrians and cyclists.
- 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 north 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.



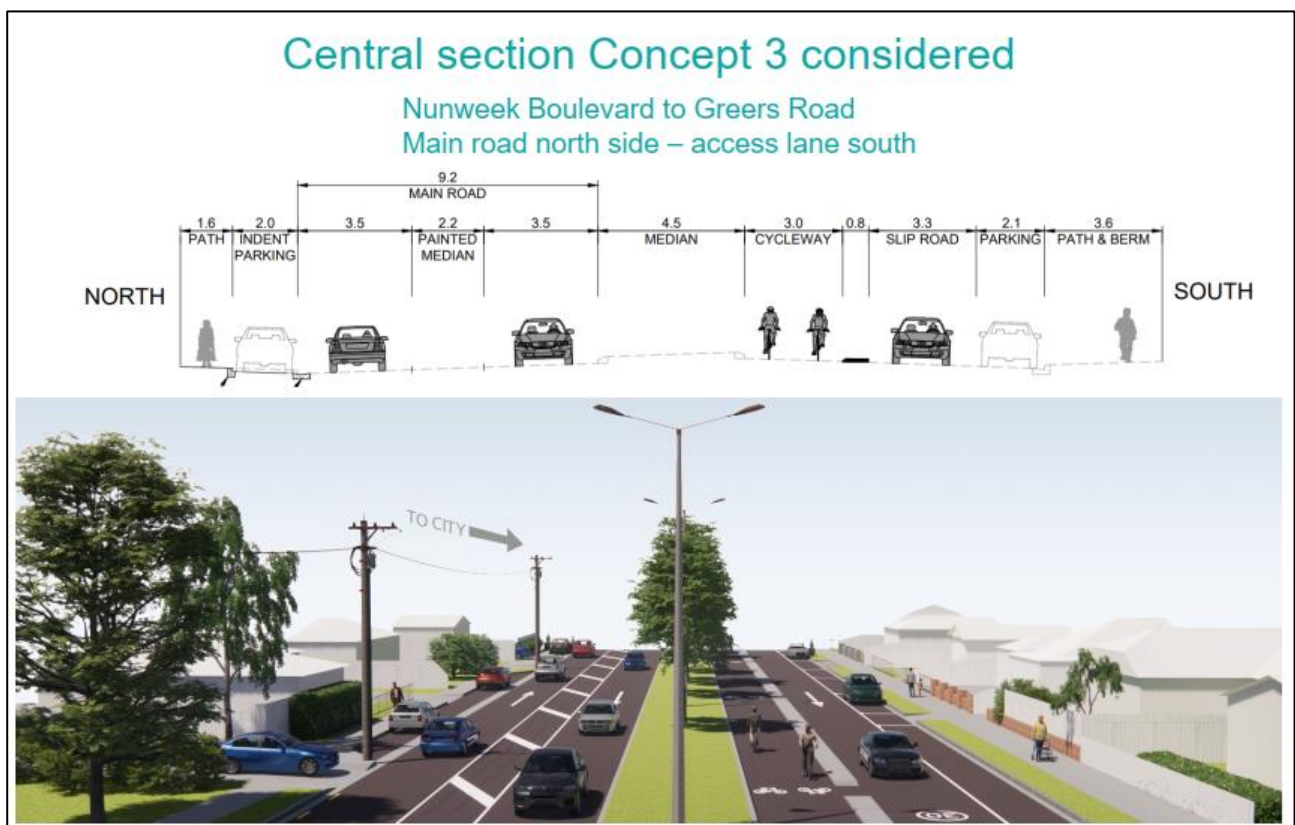
4.5.3 Design concept 3

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 north side of Harewood Road, with a flush painted median and indented parking.
- A two-way separated cycleway on the south 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 to provide visibility and improve safety at intersections, crossing points and bus stops in line with current design standards. The remaining parking on the north side of Harewood Road would be indented, while on-street parking on the south side will mostly be retained.
- This design concept must include traffic signals at Bishopdale Court (mall access) to accommodate the two-way cycleway crossing from the south side of Harewood Road to the central median.
- This concept would retain the partially-signalised roundabout as per the preferred design.
- 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 south 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, with all through traffic now located on one side of the median separating the access road.
 - Vehicle access in and out of the one-way access road (south side) will be via new intersections with Harewood Road. This may result in driver confusion due to the proximity to other existing intersections. Opportunities to access the one-way access road will be limited due to existing driveways and intersections, and operation and safety issues.
 - Provision of appropriate traffic lane alignments at intersections and indented parking would require more street trees to be removed than other separated cycleway options.
 - Would require the removal of 22 trees in the central median and 11 in the north berm.
 - Cycleway users would be required to give way at the entries and exits to the local access road as well as the side roads. This results in multiple stop-starts, and a poor level of service and crash risk at these locations. From

Greers Road to Kilmuir Lane riders would be required to stop or give way to traffic 17 times, compared to seven times for the preferred design.

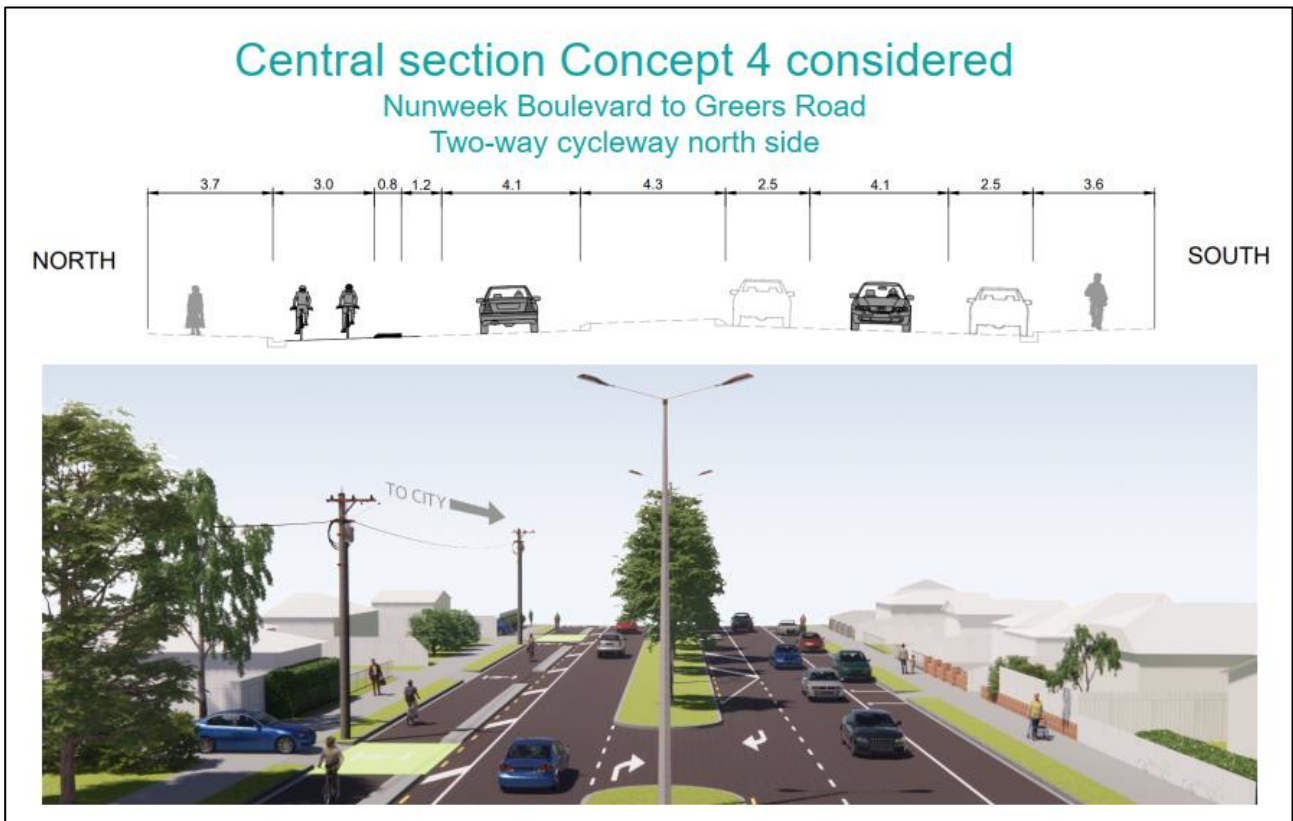
- Access on and off the cycleway would be more limited and less safe than other options for riders on the north side of Harewood Road. They would need to ride on the footpath (or walk their bike) to a suitable crossing location, either at traffic signals or mid-block island.
- There would be double the traffic volume and an increase in noise for residents on the north side of Harewood Road.
- Access to properties along the north side of Harewood Road would be more difficult with the higher traffic volumes and restricted sight-lines due to indented parking.
- This design concept is expected to cost \$2M to \$3M more than the other viable design concepts and cause the most disruption during construction. This is due to more civil works at intersections, the cost of shifting kerbs to indent parking, and undergrounding power lines. The costing excludes relocating underground services which are expected on top of this.
- 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 north side of Harewood Road, and a cycleway added next to the existing kerb. The median-side traffic lane on the south side of Harewood Road would be removed to provide additional parking and turning space.
- Locating the two-way cycleway on the north side is preferred over the south 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 north side and spaces created on the south side.
- Advantages
 - It would create a consistent cycleway along the north side of Harewood Road from Nunweek Boulevard to Matsons Avenue.
 - Full vehicle access would be retained at U-turn pockets.
- Disadvantages
 - Turning 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 north side of Harewood Road.
- This design concept is viable but not preferred.

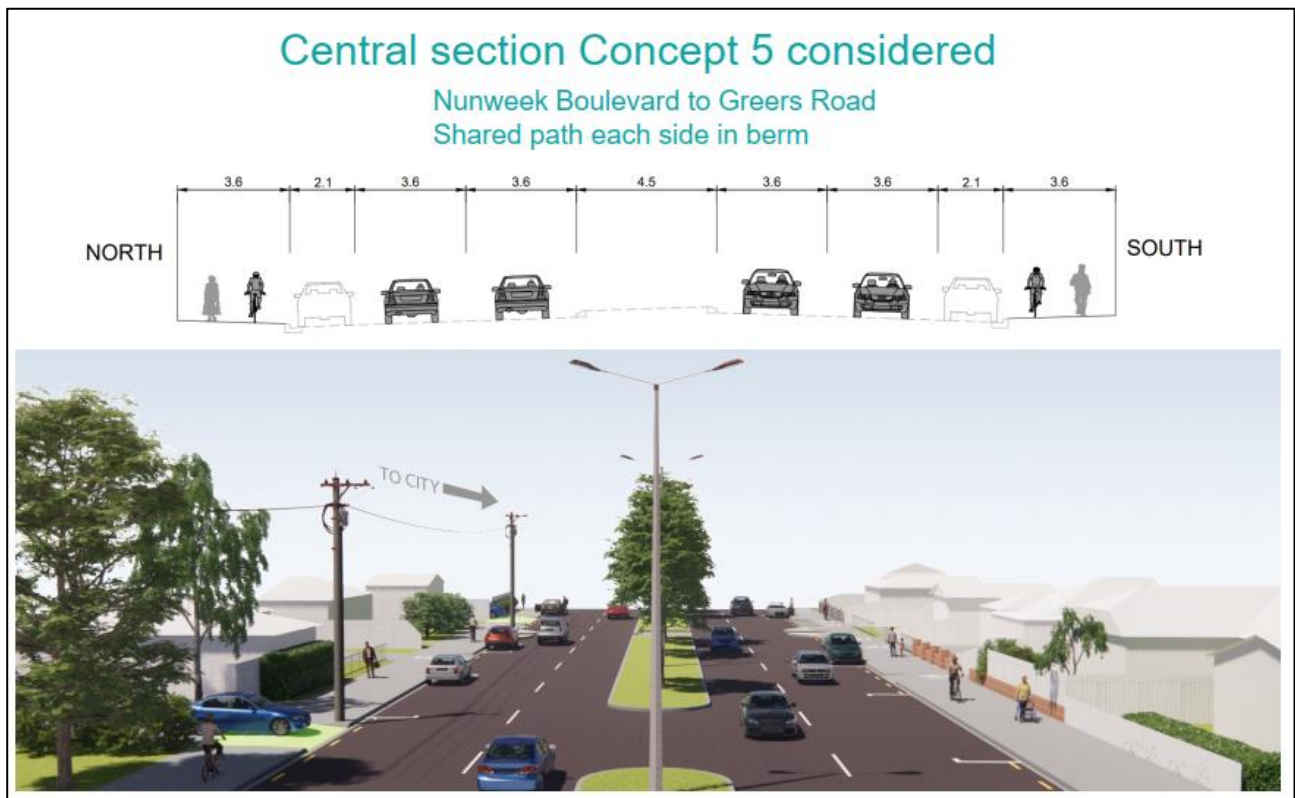


4.5.5 Design concept 5

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.

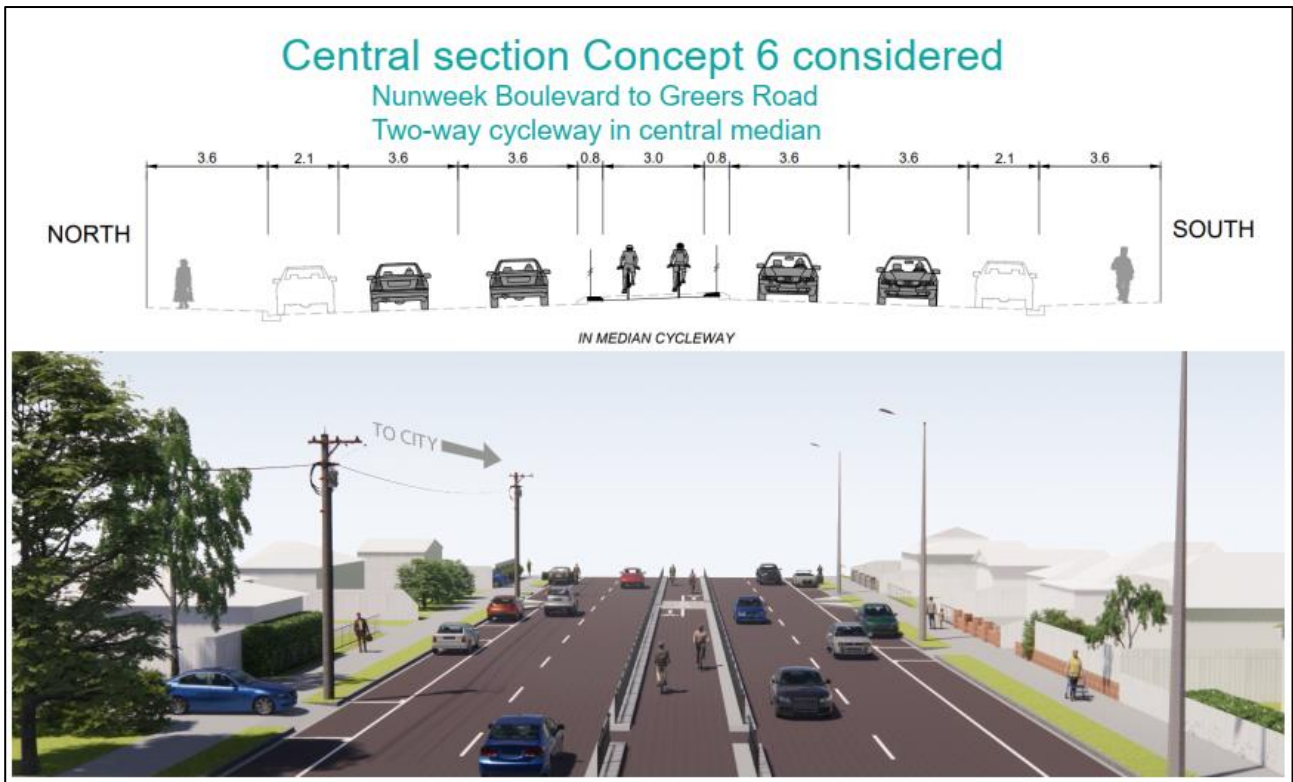


4.5.6 Design concept 6

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.



4.5.7 Signalisation of Bishopdale Court (mall access)

- Within the central section, the signalisation of Bishopdale Court has also been considered in combination with the partial signalisation of Bishopdale roundabout.
- The partial signalisation of Bishopdale roundabout is the preferred option and has been the option consulted with the community and stakeholders. Traffic signals would be installed on both Harewood Road legs and circulatory lane of the roundabout, with the Highsted Road and Farrington Avenue approaches remaining as Give Way controlled. The traffic signals allow all travel modes to more safely negotiate the existing roundabout.
- An evaluation has been undertaken to understand if traffic signals at Bishopdale Court would be beneficial to the project, assuming co-ordination with the nearby Bishopdale roundabout.
- To maintain the efficient operation of the Harewood Road corridor, signalisation of Bishopdale Court would impose long delays on vehicles exiting Bishopdale Mall with a one-way cycleway on either side of the road (the preferred option) or two-way cycleway on the south side of Harewood Road. This is due to the westbound through traffic being required to stop longer and more frequently. This creates queues and delays at the Bishopdale Court intersection. The signalisation of Bishopdale Court also results in vehicles queuing into the Bishopdale roundabout, leading to safety concerns with westbound vehicles exiting the roundabout.

- The signalisation of Bishopdale Court works efficiently with a two-way cycleway on the north side of Harewood Road with delays comparable to the consulted option. This is due to the westbound vehicle movement running independently (non-conflicting) of the cycle crossing movement. However, this option requires the westbound U-turn and right turn movement (into Caltex/Subway/Hells Pizza, etc) to be banned. These movements would need to occur further west on Harewood Road.
- Signalisation of Bishopdale Court increases delay for vehicles exiting the mall and will likely result in rat-running through the mall carpark to exit via the Liquorland access or Farrington Avenue. This has safety issues within the carpark for vulnerable users and increases traffic volumes to the Farrington Avenue roundabout approach.
- Partial signalisation of Bishopdale roundabout with Bishopdale Court remaining as priority controlled with a Give Way - which is the consulted and preferred option - is the most efficient intersection combination from a performance perspective. This is due to minimal delay for traffic existing Bishopdale Court onto Harewood Road, due to traffic being able to filter out where there are gaps available, and is therefore the recommended layout.

4.5.8 Project outcomes – table of central section option comparisons

Central section – Nunweek Boulevard to Greens Road	Pedestrian safety	Cycle safety	Cycle ease of access	Driver safety	Turning restrictions	Trees/ amenity	Residential parking	Ease of property access	Business parking	Traffic congestion	Project cost
Design concept 1 (preferred) Cycleway either side of the road	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Design concept 2 Cycleway either side of the central median	✓	✓	✓	✓	✗	✓	✓	✓	✓	✗	✓
Design concept 3 Two-way traffic on one side of the central median with a cycleway and access road on the other	✓	✓	✓	✗	✓	✓	✓	✗	✓	✗	✗
Design concept 4 Two-way cycleway on one side of the road	✓	✓	✗	✓	✓	✓	✓	✓	✓	✓	✓
Design concept 5 Retain the four traffic lanes with a shared path on each side of the road	⚠	⚠	✗	✓	✓	✓	✓	✗	✓	✓	✓
Design concept 6 Retain the four traffic lanes with the cycleway in the central median	✓	✓	✗	✓	✗	⚠	✓	✓	✓	✗	✓
✓ Good ✓ Ok ✗ Poor ⚠ Not acceptable											

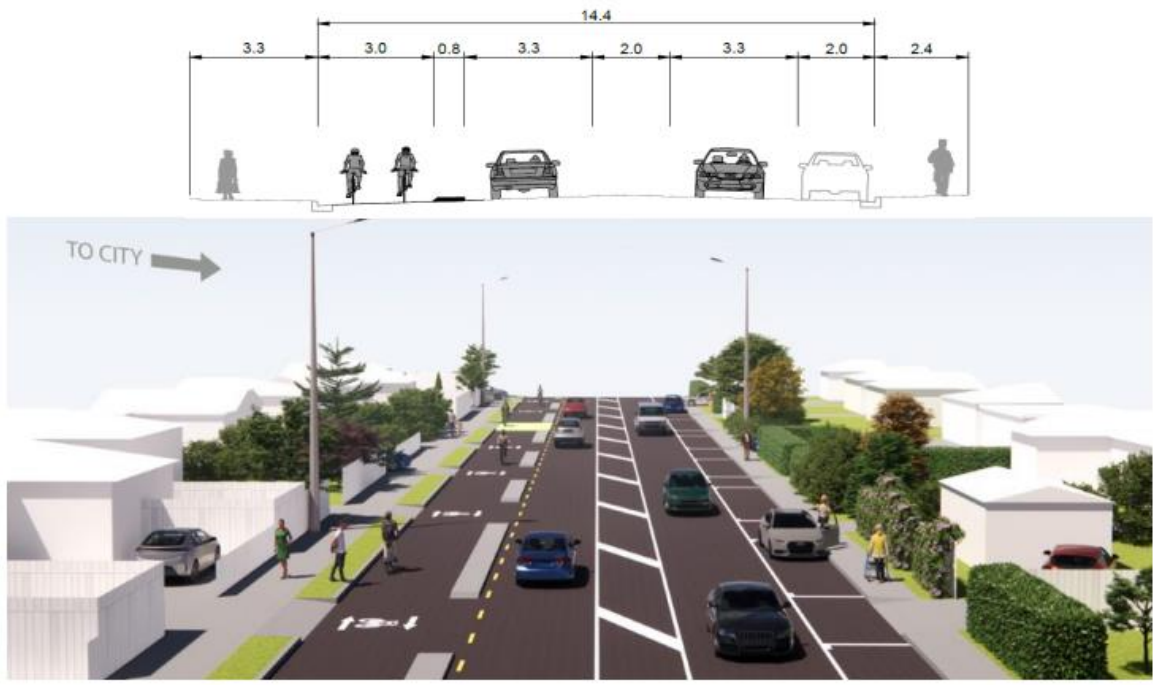
4.6 **Harewood Road - Section east of Greers Road**

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

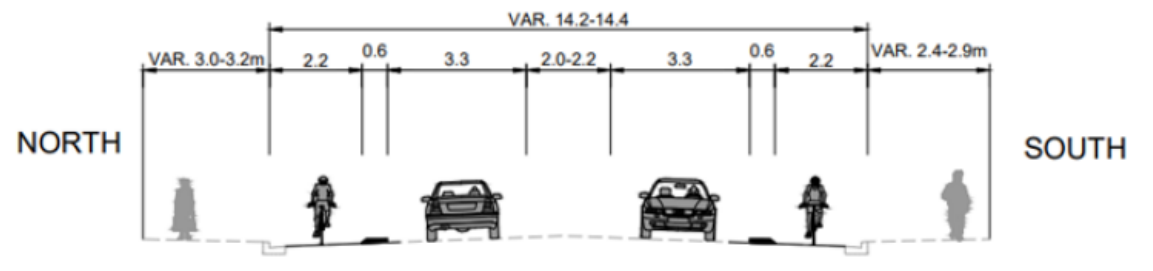
Two-way separated cycleway on the north side of the road

- A two-way cycleway located on the north 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 Mitre 10 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.
 - There would be improved pedestrian crossing facilities across Harewood Road and side roads including new signalised intersections, new or improved pedestrian and cycle crossings, and kerb buildouts on side roads.
- 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 south 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 entry only at the Sails Street and exit only at Chapel Street intersections with Harewood Road.

East section preferred design (Concept 1)
Greens 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



4.6.2 Design concept 2

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

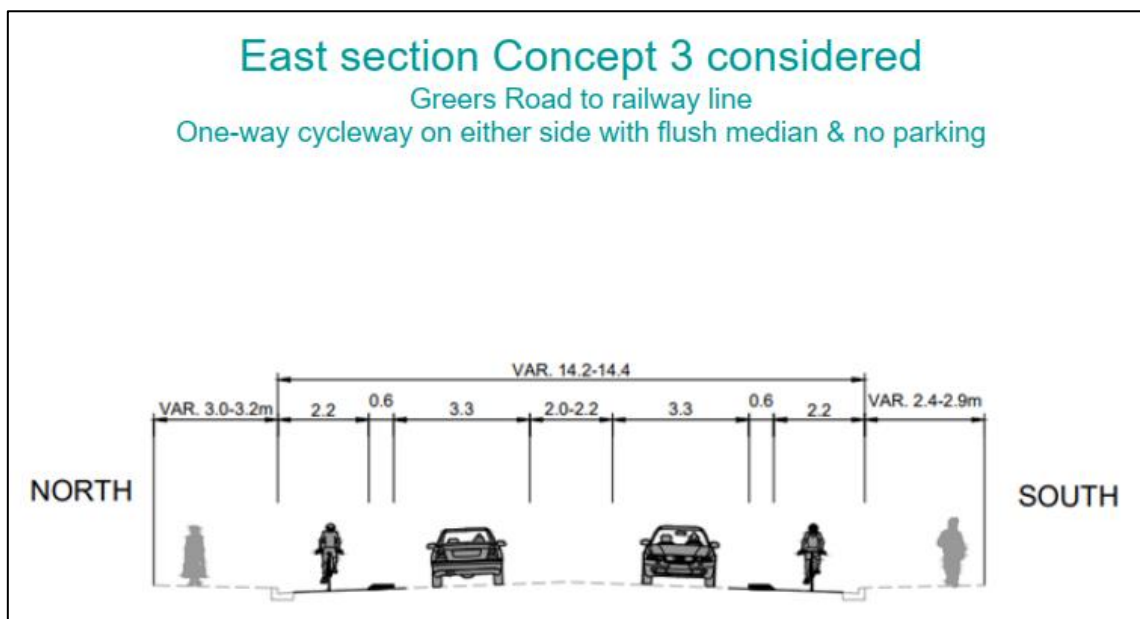
- A two-way cycleway is located on the south side of Harewood Road, next to the existing kerb.
- Advantages
 - The reduction of on-street parking would be less than other options.
 - The flush median would be retained for turning traffic and emergency vehicles.
 - There would be improved pedestrian crossing facilities across Harewood Road and side roads including new signalised intersections, new or improved pedestrian and cycle crossings, and kerb buildouts on side roads.
- Disadvantages
 - On-street parking on the south 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 north 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 south 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

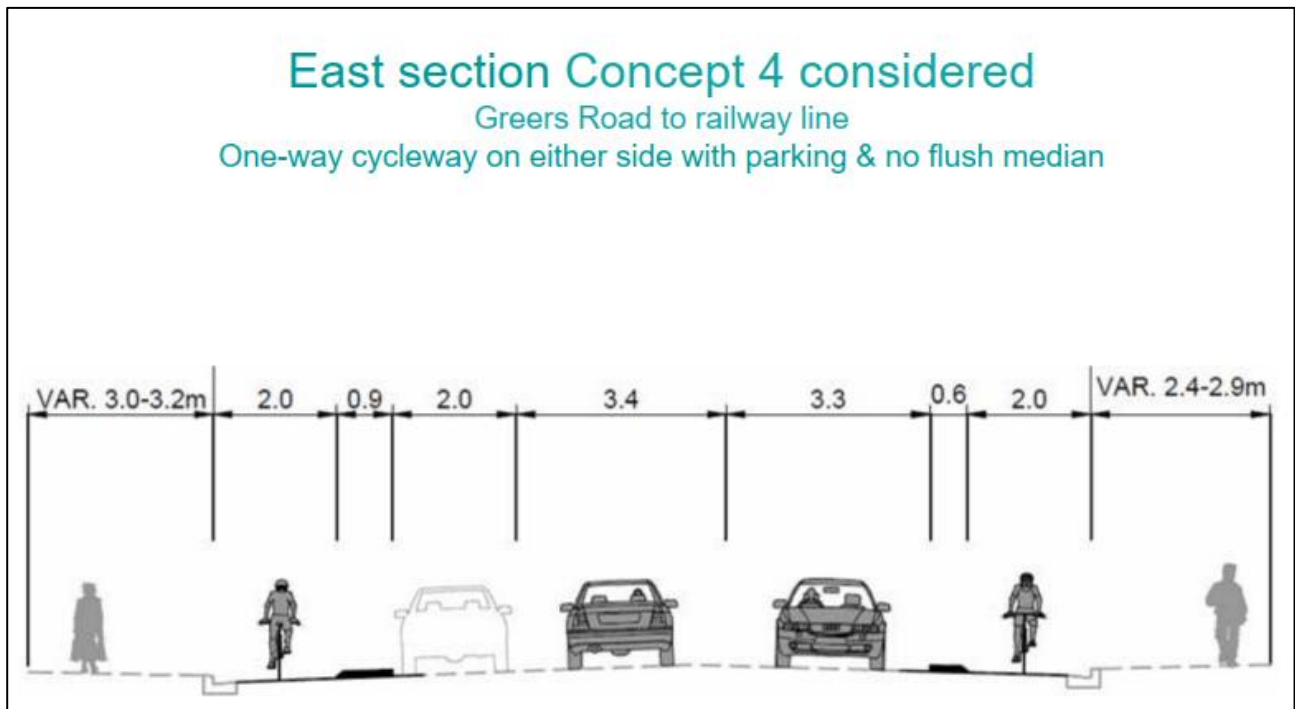
- One-way separated cycleways on each side of the road.
- Advantages
 - The flush median would be retained.
 - It is the best option for cycling.
 - The need for turning restrictions at side roads would be avoided.
- Disadvantages
 - 100% of on-street parking would be removed on both sides of the road 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

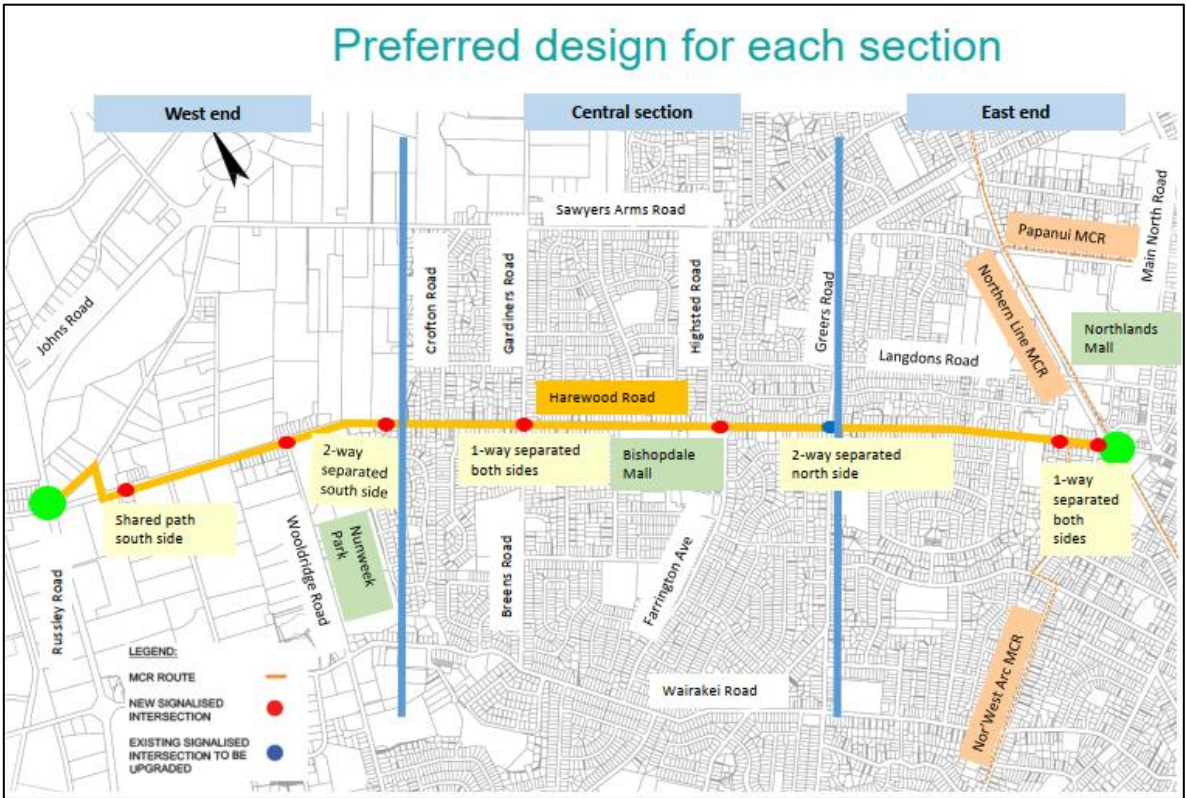
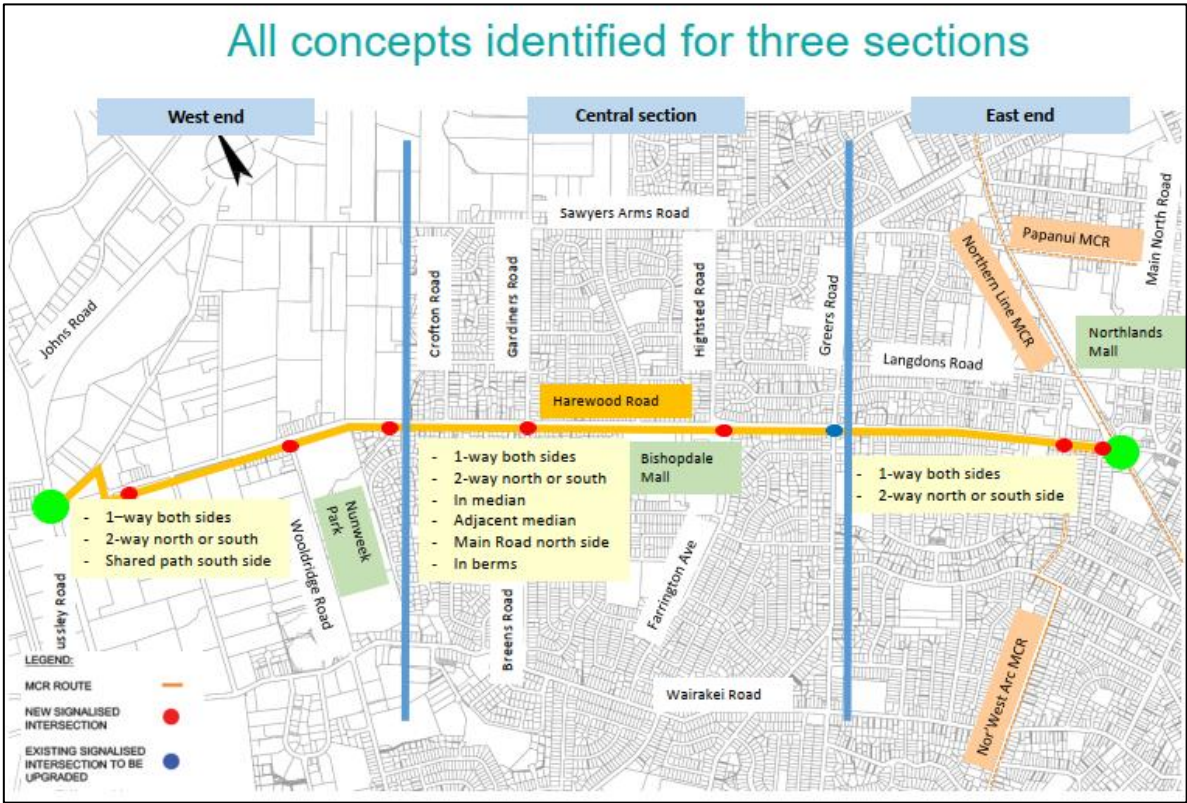
- One-way separated cycleways on each side of the road.
- Advantages
 - Provides separated cycleways.
- Disadvantages
 - Due to the locations of driveways, side roads and bus stops, this concept would remove approximately 80% of on-street parking between Greers Road and Chapel Street, and all on-street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



4.6.5 **Mitre 10 area alternative options, as requested by Hearings Panel**

- Following cyclist safety concerns raised at the Hearings Panel briefing in the vicinity of Mitre 10 access, alternative options were investigated for the section of Harewood Road between Harris Crescent (east end) and the railway line.
- In response, seven alternative options for the cycleway to transition to the south side of Harewood Road to avoid crossing the Mitre 10 access have been considered.
- The best of the alternative options (Option 5) crosses to a two-way cycleway on the south side of Harewood Road east of Matsons Avenue. It takes the cycleway away from crossing both the Mitre 10 access and Matsons Avenue, and improves connectivity to the Nor'West Arc MCR.
- However, Option 5 does not provide a direct eastbound cycle connection, and it is likely that many riders will continue to cycle past the Mitre 10 access even with a two-way cycleway on the south side. These include confident riders continuing on-road to Papanui Road - who would enter the roadway close to the Mitre 10 access - as well as less confident riders wishing to access the Papanui shops or the Northern Line MCR on Restell Street. Some of the latter are expected to ride along the footpath instead of riding on the road or crossing Harewood Road twice. Of particular concern from a MCR user perspective is the risk of less confident riders continuing along the footpath, where they are closer to the boundary and where drivers are less likely to be expecting them.
- For safety reasons, the alternative design also requires additional restrictions to vehicle access, these being a ban of the right turn out of Matsons Avenue, and St James Avenue being exit only onto Harewood Road. This would require further consultation with affected parties.
- None of the seven alternative options considered are likely to prevent riders - current and expected - from riding past the Mitre 10 access.
- The consulted design (Option 1) makes crossing this access as safe as possible; the other options will make the access less safe for both experienced and less confident riders who will continue to pass it. This option also includes elements to improve rider safety, with further measures to be investigated. Please refer to Attachment B for the details of the seven alternative options considered.
- The consulted design (Option 1) was confirmed as the option that caters best for all cycle movements and remains the Preferred Option.

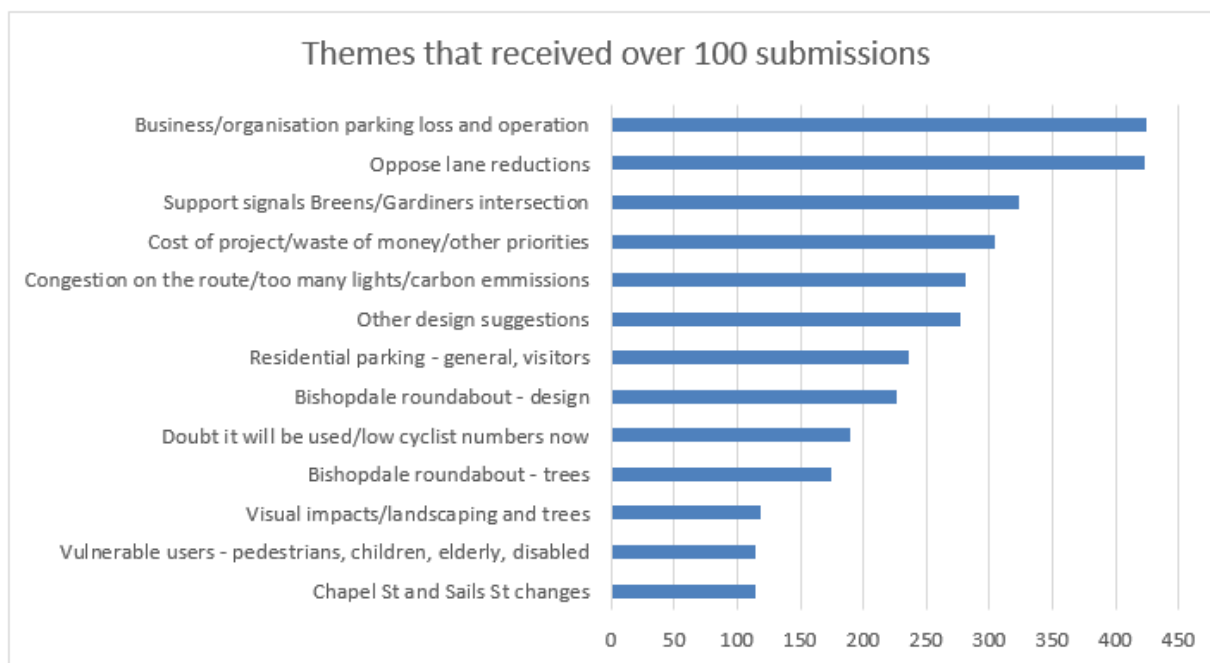
4.5 Summary of all design concepts



5. Community Views and Preferences Ngā mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

- 5.1 Community consultation on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway project was undertaken from 25 January 2021 until 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 an additional information session during the consultation period and allow people more time to make their submissions.
- 5.2 Hard copies of the consultation leaflet and individual (1-17) cycleway plans of sections of the route were made available at Civic Offices, Fendalton Service Centre, Papanui Service Centre and Bishopdale Library.
- 5.3 The community were asked to provide any feedback they have on the proposed design.
- 5.4 A Newsline article was available on the Council website, to provide information on this project and encourage submissions on 25 January 2021. Further Newsline articles were also produced to advise of the extension of the consultation period to 15 March and then to advise on the postponement of the information sessions.
- 5.5 Engagement was carried out the week before consultation opened and during early stages of the consultation period. This involved booking appointments and door knocking the businesses on the cycleway route on Harewood Road. Specific information from these groups relating to their requirements and preferences was collected and they were encouraged to make a submission.
- 5.6 **Information sessions**
 - 5.6.1 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
- 5.7 **Detailed analysis**
 - 5.7.1 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.
 - 5.7.2 Of the 1348 submissions, 172 were from residents directly on the route.



Other themes identified

Theme		Theme	
Safety concerns with design	98	Driver behaviour/speed	46
Property access - ease of access	85	Greens Rd intersection	42
Congestion/network impacts - Langdons Rd etc	78	Harewood School	37
Climate change	75	Rubbish collection	33
Alternative route suggestions	74	Nunweek Boulevard	22
Property access - safety	71	Raised platforms	21
Wilmot St closure	66	Time restricted parking	20
Nunweek Park and Bishopdale Park	66	U-turn pockets	15
Wooldridge Rd signals	63	Railway crossing safety	13
Support lane reductions	62	East of Greens Rd – cycleway north or south side	10
Emergency services	57	Clear signage	8
Buses and bus stops	53	Post and cable fence – Whitchurch Place	5
Residential parking – deliveries/services	50		

5.8 Key benefits noted in submissions

- Better safety for people biking
- Safe route for children to get to school
- Connectivity to other cycleways
- Physical and mental wellbeing
- New signalised crossings for both pedestrians and cyclists
- Positive impact on reducing carbon emissions

5.9 There was continued widespread support for signalling Harewood Rd/Gardiners Rd/Breens Rd intersection.

5.10 Key concerns noted in submissions

- Loss of parking – business and residential
- Increased traffic congestion as a result of reducing four lanes to two and additional traffic signals
- Cost of the project and whether it will get used
- Safety – property access, driver behaviour and cycleway design
- Safety concerns at Harewood/Greers intersection
- Chapel St, Sails St and Wilmot St changes
- Bishopdale roundabout – design of the roundabout and proposed tree removal
- Access for emergency services
- Bus stop changes
- How the wider network will function (including Langdons Road)
- Alternative route suggestions and design options

5.11 Overall response

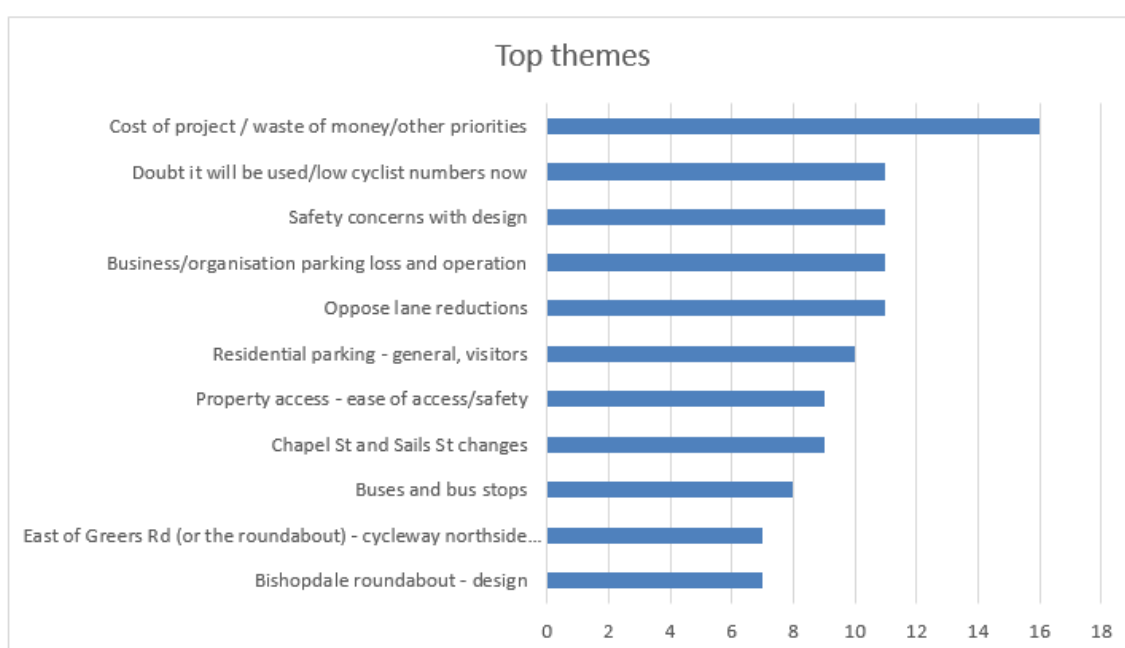
General response results	Bishopdale	Harewood	Northcote	Papanui	Other	Total
Clearly support	55	31	6	14	305	411
Clearly oppose	147	187	5	22	204	565
No clear indication for or against	110	115	2	26	119	372
Total	312	333	13	62	628	1348

Second round of engagement and Community Information Days

- 5.12 A second round of engagement was held between Wednesday 27 October and Wednesday 17 November seeking feedback on the changes made to the design following earlier consultation.
- 5.13 Updated plans, with the design changes highlighted, were made available at the information days and online through our project page with a link to the Have Your Say page.
- 5.14 On 27, 28, 29 October 2021 we held community information days at the former Ara Campus building in Bishopdale Mall. Those wishing to attend the open days were asked to book a 50 minute session with a limit of 20 people attending each session, to maintain COVID-19 level restrictions in place at the time.
- 5.15 Approximately 150 people attended sessions over the three information days, including a number of casual walk-ins. There was capacity over the three days to accommodate approximately 400 people, with the following Monday set aside as an overflow day in case of high demand. The project team visited the shops in Bishopdale Mall and encouraged the owners and staff to attend.

- 5.16 All the display material was made available online on the Wheels to Wings project page. Details of this was shared with all previous submitters and included in the invite delivered to the original drop area which included approximately 2000 properties. We also ran a Newsline story and advertised the information days and additional engagement through social media and our cycling e-newsletter.
- 5.17 We received 86 further submissions following the open days, including 17 submissions from residents of Harewood Road.

General response results	
Clearly support	34
Clearly oppose	28
No clear indication for or against	24
Total	86



- 5.18 We received 39 submissions from people who attended our information days. Of the 86 submissions we received, 64 were from previous submitters while receiving feedback from 22 new submitters.
- 5.19 Some additional themes noted that were not identified in the first round of consultation were:
- width of the cycleway (6 submissions)
 - narrowing of the side streets at Harewood Road (6 submissions)
 - support for other options (4 for the road swap option and 2 for the cycleway down the central median)
- 5.20 The cost of the project and whether it will be used were again the main concerns raised by submitters. Safety concerns with having the cycleway on Harewood Road was another concern which was also reflected in feedback related to property access. Parking, both residential and for businesses and opposition to the lane reductions also featured in the top concerns.

- 5.21 During the last 12 months the project team have continued to meet with key stakeholders, directly affected businesses and residents to discuss their concerns, which has contributed to the changes made to the preferred design.
- 5.22 There were a total of 69 design changes made as a result of feedback received. The key design changes made were:
- Copenhagen Bakery – additional parking added and accessway and cycleway design changes
 - Canterbury Charity Hospital – cycleway design changes
 - Bishopdale roundabout – retention of most trees
 - Wilmot Street – cul-de-sac shifted to Hoani Street
 - Chapel and Sails Streets – one-way vehicle access swapped
- 5.23 The statistics on the changes made are:

Change for (primarily)	Count	Typical examples
Cycleway users	16	Cycle stands, cycleway design details
Residents	11	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.

- 5.24 To view the list of design changes, refer Attachment C.
- 5.25 The project team will continue to have further discussions with key stakeholders, directly affected businesses and residents throughout the detailed design phase to optimise access arrangements where possible.
- 5.26 **Road swap – Two-way traffic lanes on one side of the central median with a cycleway and access road on the other side.**
- This option was promoted by two local residents who have a transportation background and an independent Transport Planner representing several businesses along the route, as an alternative to the Council preferred design option.
 - They have met with various businesses and organisations along Harewood Road to share their design concept and the benefits it provides to the community, including the retention of more parking than the preferred option. A number of businesses and organisations including Enliven Bishopdale, Foodstuffs and Copenhagen Bakery provided feedback supporting this option in their submission.
 - We understand there is also a petition circulating supporting this option but at the time of writing this report we had not received it.

- Our team met with the two residents and Transport Planner on a number of occasions to discuss their design and to provide further information. Our design team developed their design to a level where it could be assessed and compared with the preferred design. There were gaps in the design where our team could not find suitable solutions. This was put back to the two residents and suggested solutions have not been provided by them to date. This design concept to move the main Harewood Road traffic to the north side of the central median and provide a cycleway on the opposite side was considered during early stages of design. It was not progressed due to issues identified, primarily with complexities at intersections and concern for the impact on residents on the north side of Harewood Road with the substantial increase in traffic volume. For more detail on this option, see section 4.5.3.

5.27 To view the January 2021 and October 2021 consultation plans, refer Attachments D and E.

5.28 To view the full consultation analysis report, refer Attachment F.

6. Details Te Whakamahuki

Decision Making Authority Te Mana Whakatau

- 6.1 The decision-making authority for all decisions in connection with the Major Cycleway Routes programmes sits with the Urban Development and Transport Committee. It is the role of the Hearings Panel to consider and hear submissions from the community and information provided by Council Officers, deliberate on those matters raised, and make recommendations to the Urban Development and Transport Committee as the final decision-maker.
- 6.2 To note, there is no Urban Development and Transport Committee meeting scheduled in May, due to the 2022-23 Annual Plan process. Therefore if the Hearings Panel process is concluded by the end of March, its recommendations will be sent to the Council as the final decision-maker.

Legal Implications Ngā Hīraunga ā-Ture

- 6.3 There is not a legal context, issue or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.

Risks Ngā Tūraru

- 6.4 The risks associated with this project are considered to vary between moderate and high, as detailed below:

Risk	Rating	Consequence	Mitigation
Criticism from business and property owners about loss of on-street parking	High	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement with business and property owners to maximise all parking opportunities.
Removal of traffic lanes	High	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement about the benefits of the lane reduction including lower speed limits which will provide safety for all road users and safer property access.
Public criticism	High	Negative media, dissatisfied stakeholders	Proactive and ongoing communications and engagement, and keeping all submitters and wider community informed throughout the process.
Community engagement fatigue due to length of decision-making process	Low	An unengaged community	Keep all submitters and wider community up to date with clear and concise information at timely intervals.
Road-swap option socialised in community	High	Directed to carry out more community engagement on an option staff consider has greater negative impacts on the	Provide clear information to elected members of this option having been developed and considered at the same level as all other

		community and provides a lower level of service than the preferred option.	options, and of the option advantages and disadvantages.
Disruption to businesses during construction if project approved	High	Disruption to the operation of businesses along the route during the construction period.	Pre-planning with businesses along the route on construction phasing and traffic management. Daily engagement with the business owners to identify concerns and inform on construction activities.







Next Steps Ngā Mahinga ā-muri

- 6.5 Following the Hearings Panel's consideration of this report and submissions received, the Hearings Panel may seek further information of the project team, if it considers it necessary, and then report to the Urban Development and Transport Committee or Council for a decision on its recommended option.
- 6.6 Upon approval of an option, the project team will commence detailed design.
- 6.7 It is anticipated that the construction of this project will commence in late 2023 subject to UDAT or the Council approval by mid-2022, contractor availability and Covid-19 impact.

Links to submissions and attachments:

Document Name	Location/File Link
Business and organisations submissions	https://drive.google.com/file/d/1tFO6oby0WWyX8u9TVEp17-OYuwcDj3Z/view
Submissions	https://drive.google.com/file/d/1Lhz5wBYeeY4OUTusfs-554xmEXR7cu3/view
Attachments	https://drive.google.com/drive/folders/1zoboJWEMICTsLVJpd-Sf-sEA15gleq0R
Second engagement feedback	https://ccc.govt.nz/assets/Documents/Consultation/2021/11-November/Wheels-to-Wings-feedback-table-for-website-second-engagement.pdf
Second engagement attachments	https://ccc.govt.nz/assets/Documents/Consultation/2021/11-November/Wheels-to-Wings-second-engagement-all-attachments-for-website.pdf

Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Wheels to Wings - Final plans for approval	41
B 	Wheels to Wings - Mitre 10 options technical note	60
C 	Wheels to Wings - list of design changes	73
D 	Wheels to Wings - January 2021 consultation plans	77
E 	Wheels to Wings - October 2021 consultation plans	94
F 	Wheels to Wings - consultation analysis report	113

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:

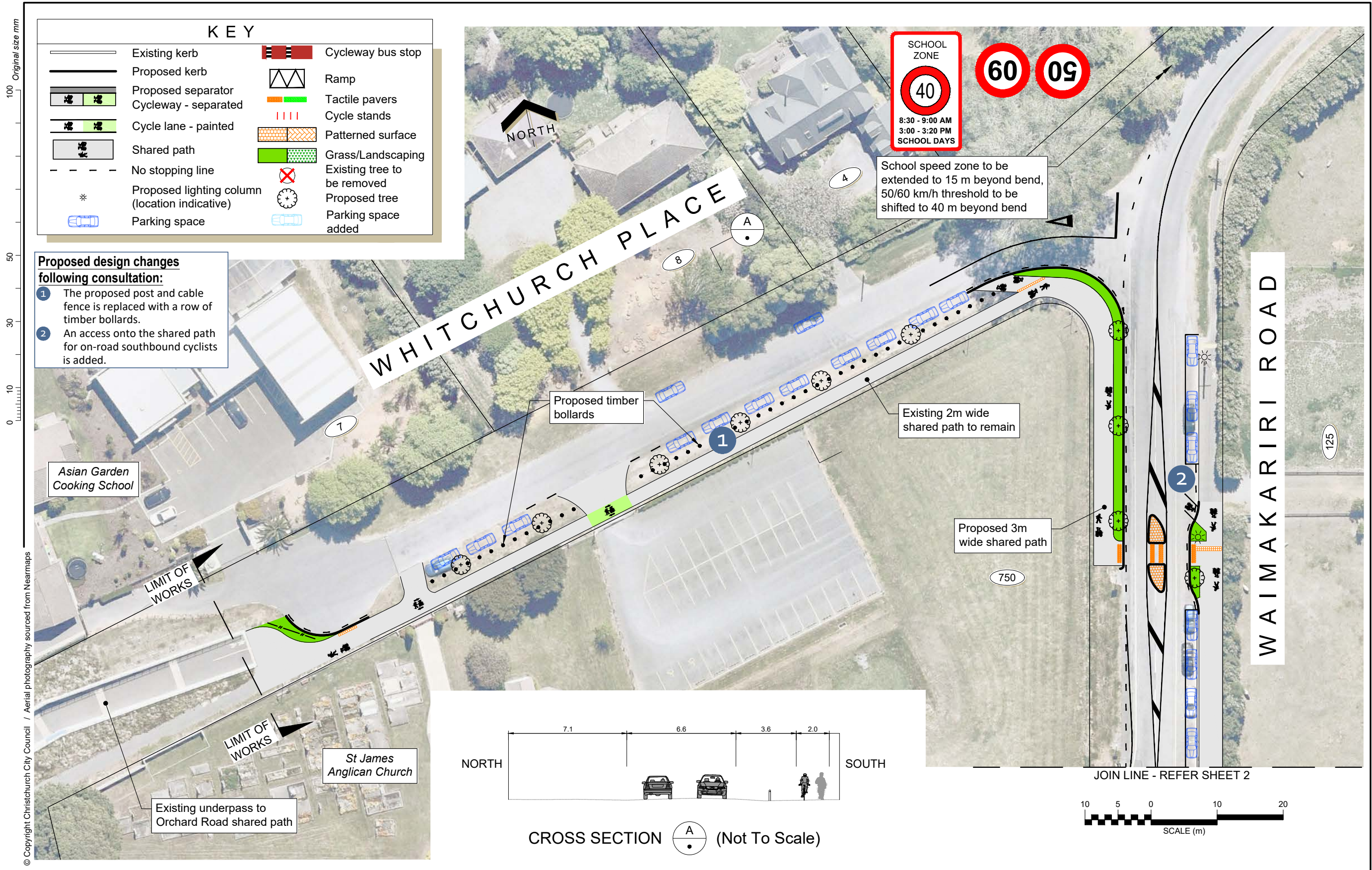
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

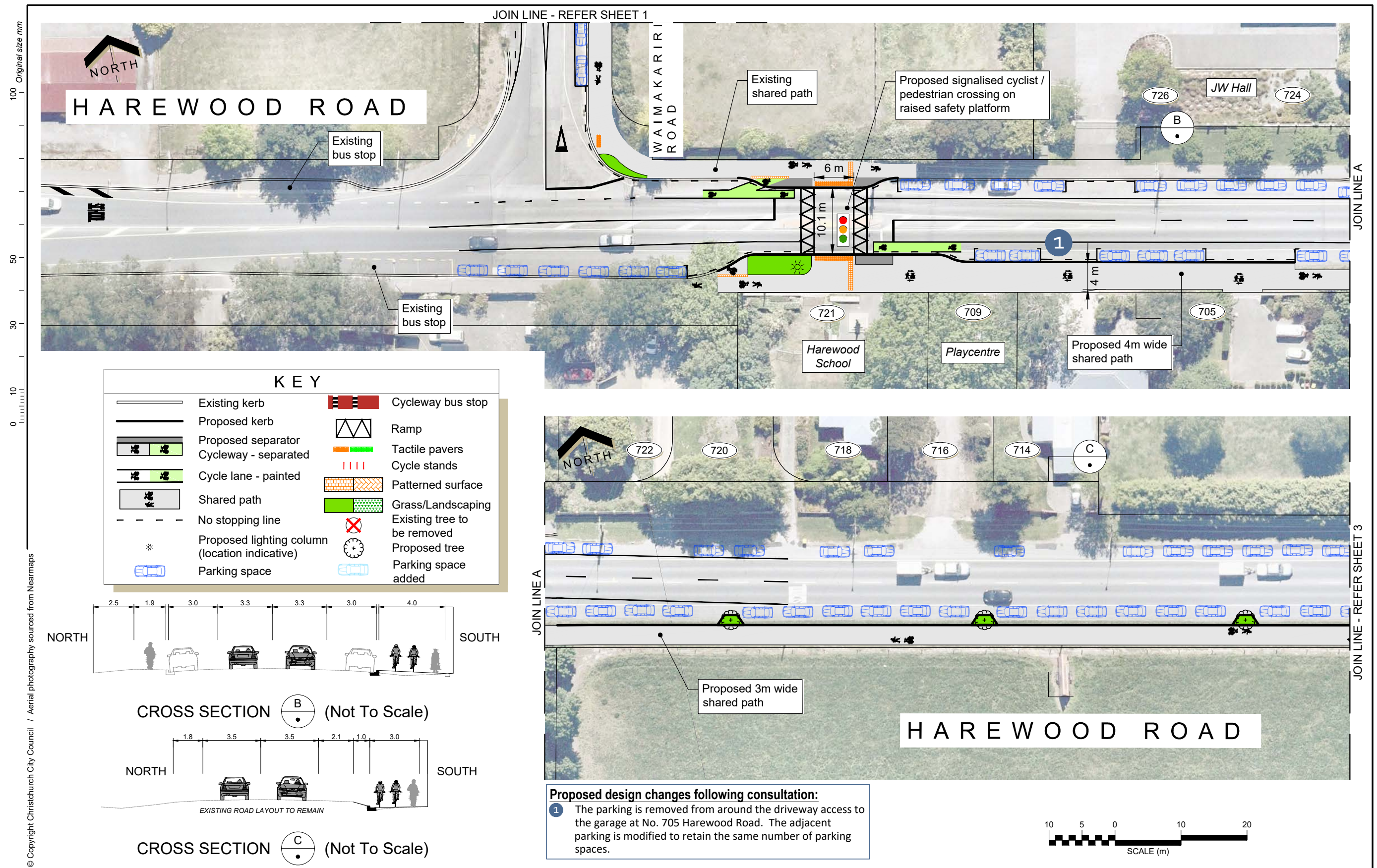
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

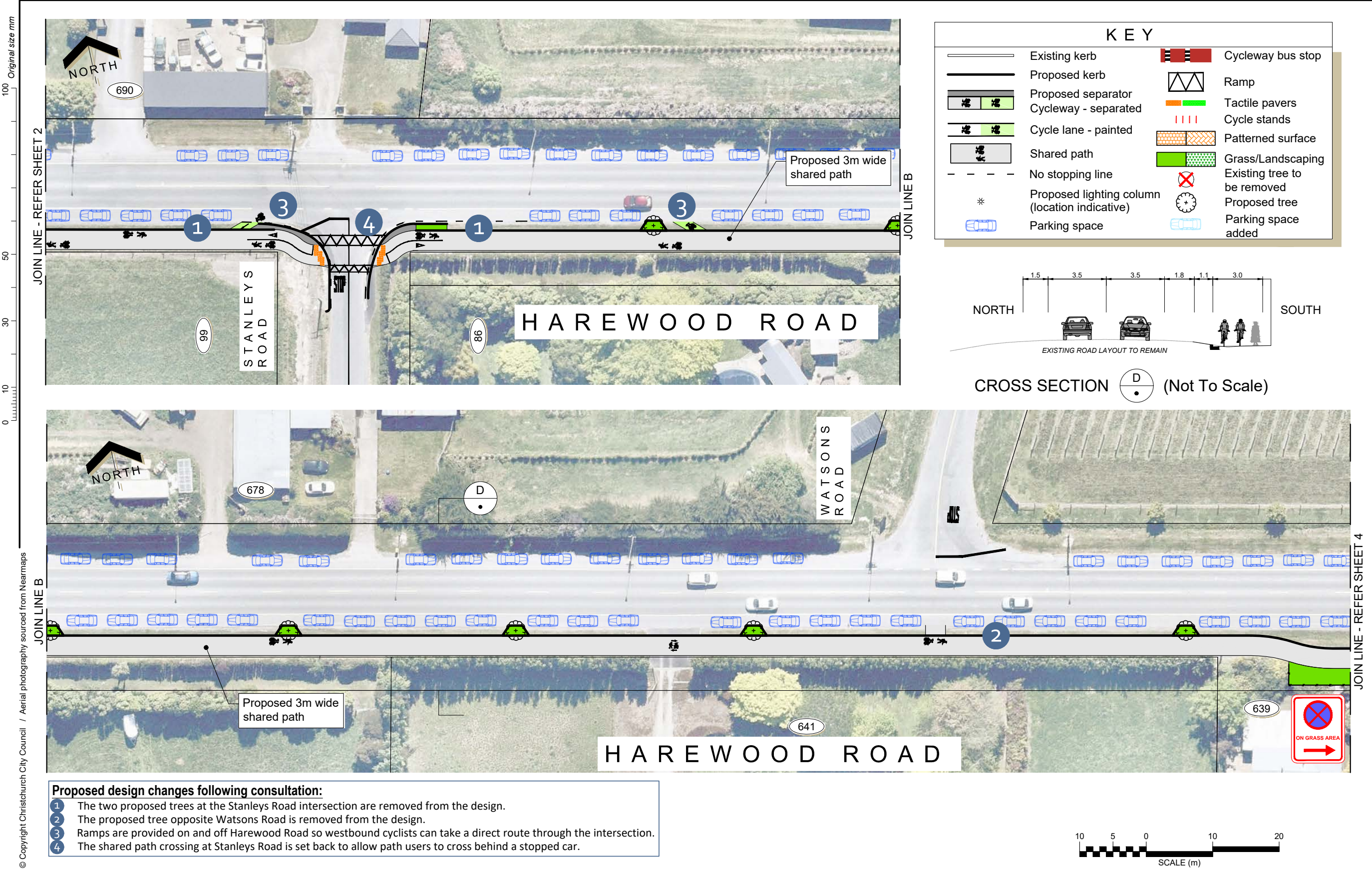
Signatories Ngā Kaiwaitohu

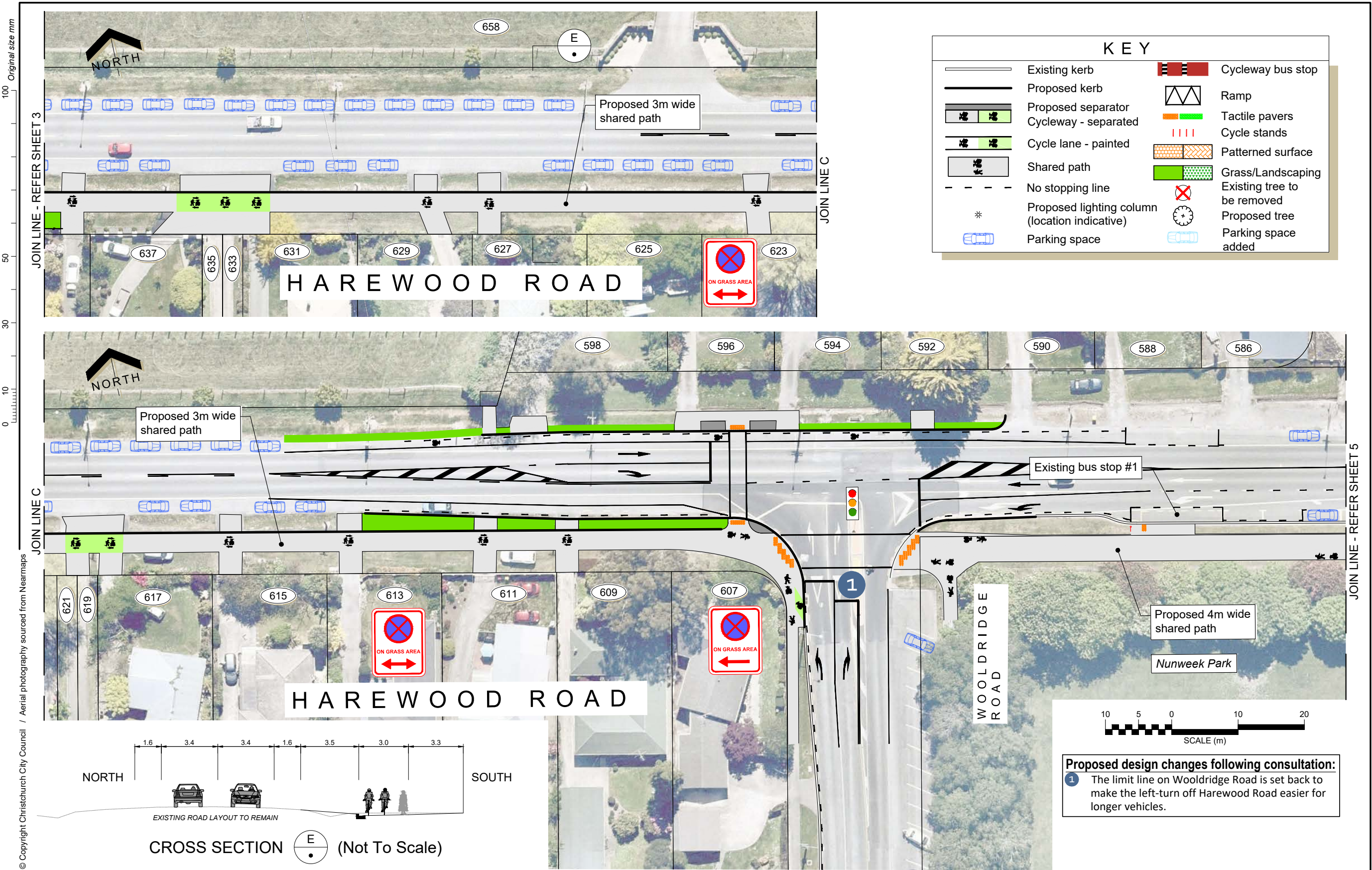
Authors	Kelly Griffiths - Senior Project Manager Ann Tomlinson - Senior Engagement Advisor Sharon O'Neill - Programme Manager Transport Capital Programme
Approved By	Lynette Ellis - Head of Transport & Waste Management Jane Davis - General Manager Infrastructure, Planning & Regulatory Services

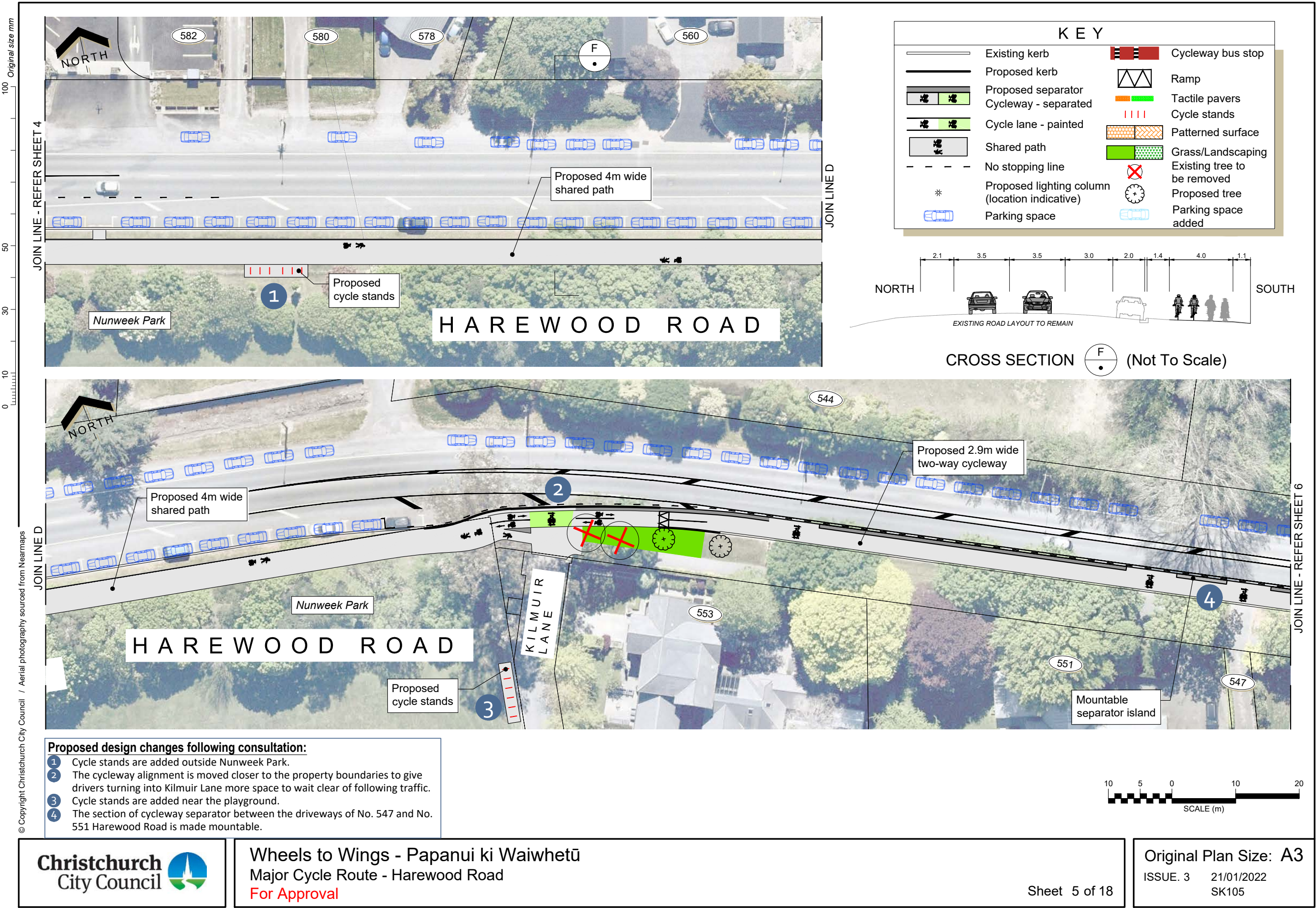
Item 3

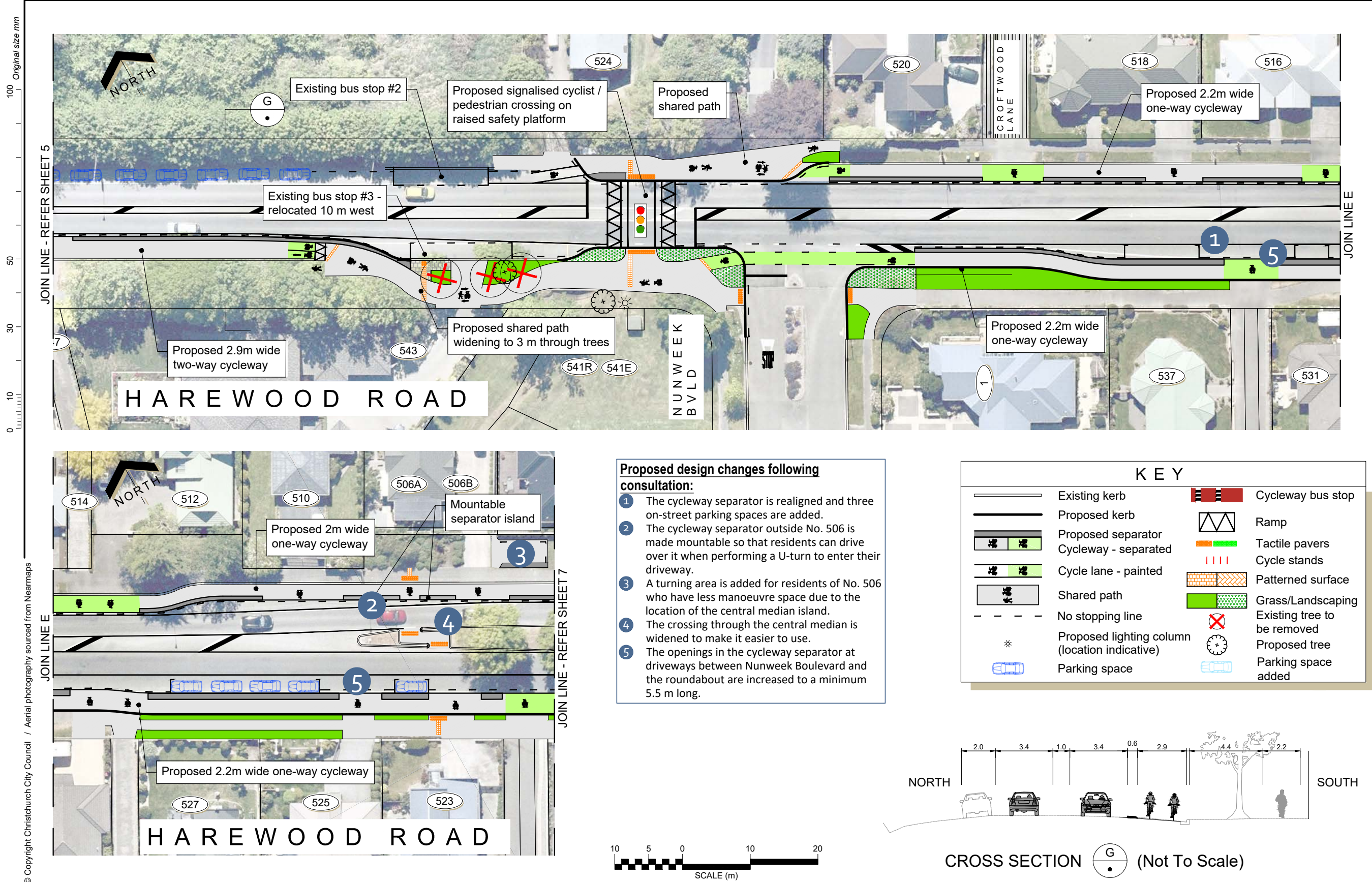


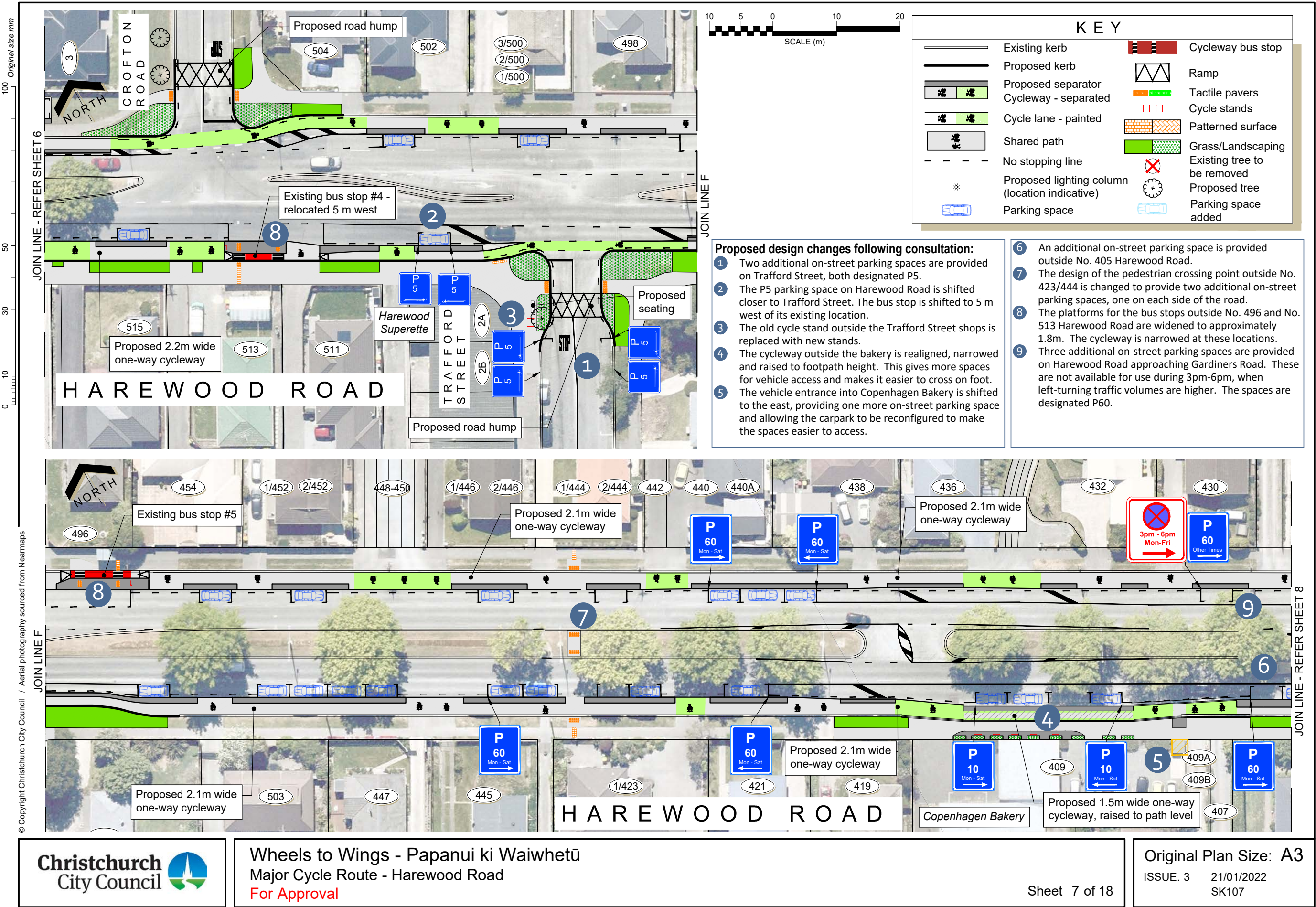


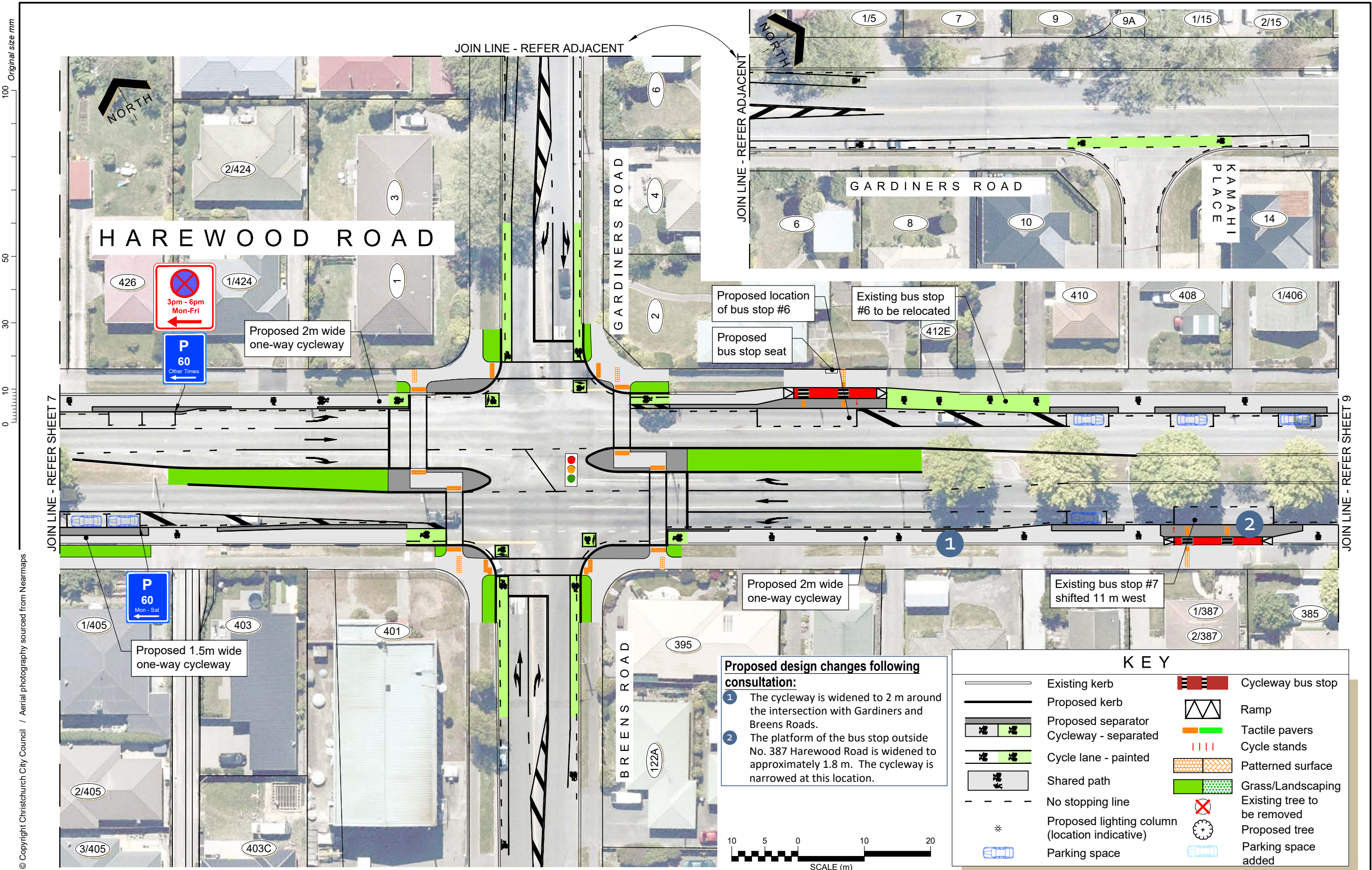






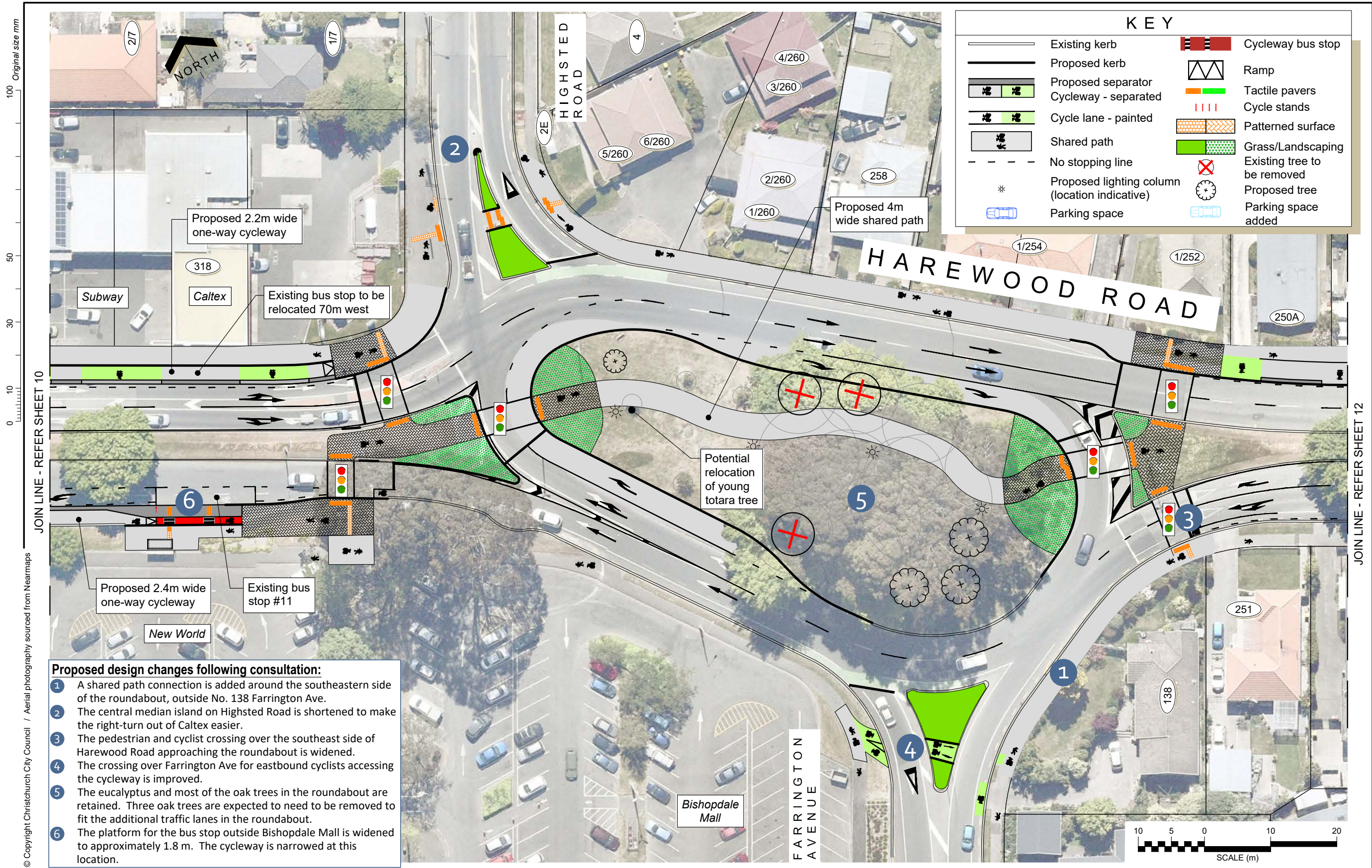


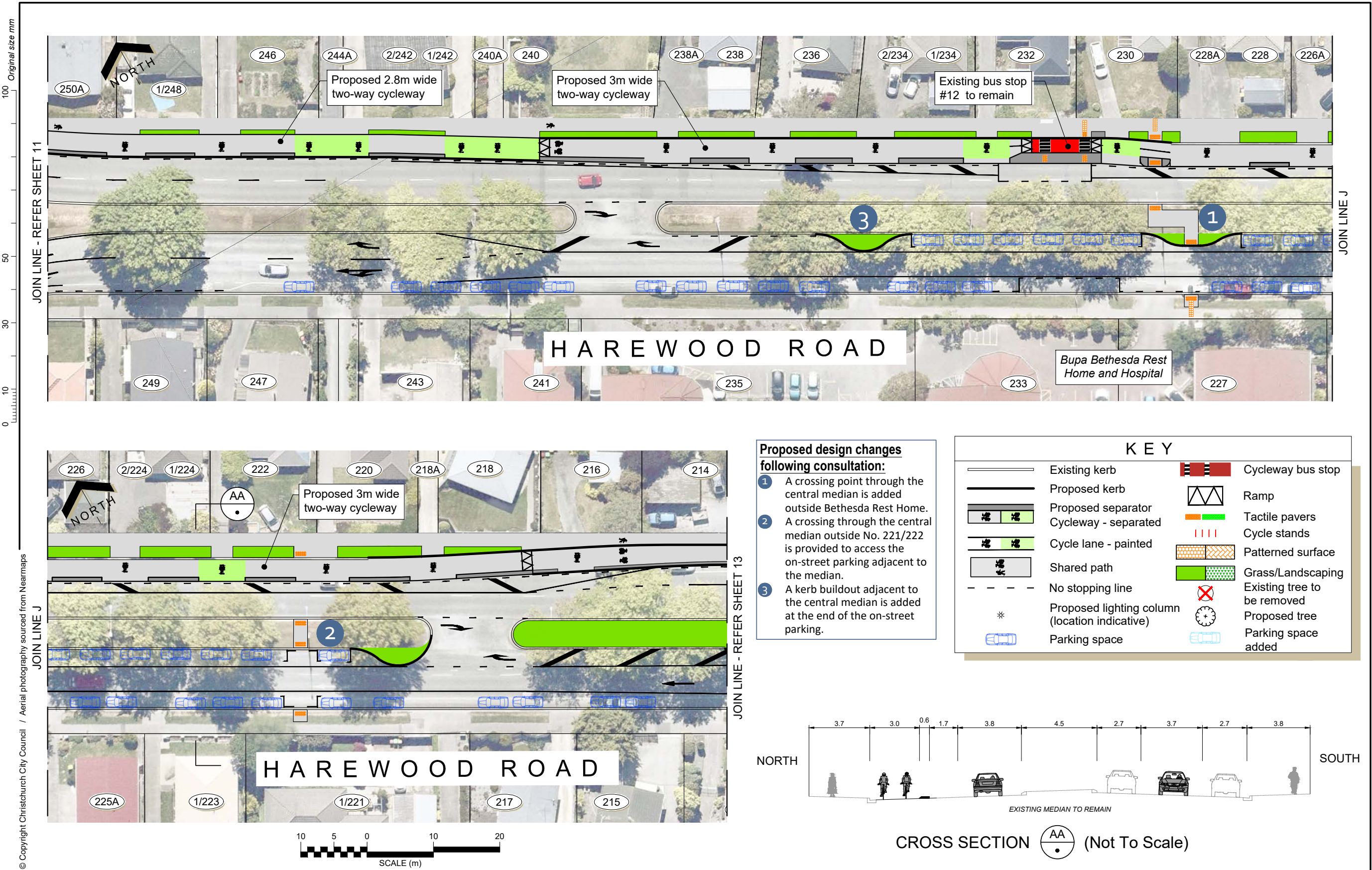


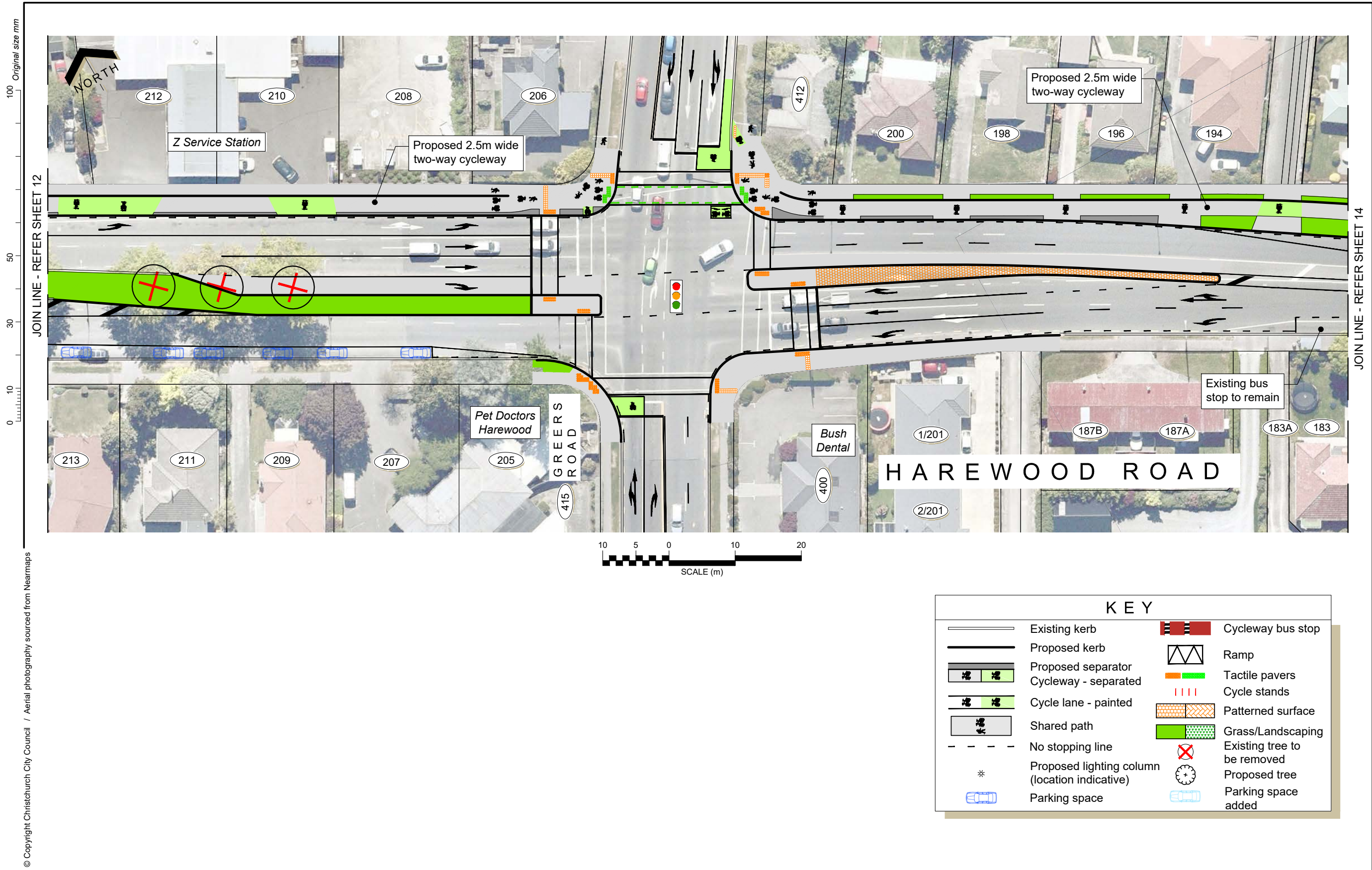


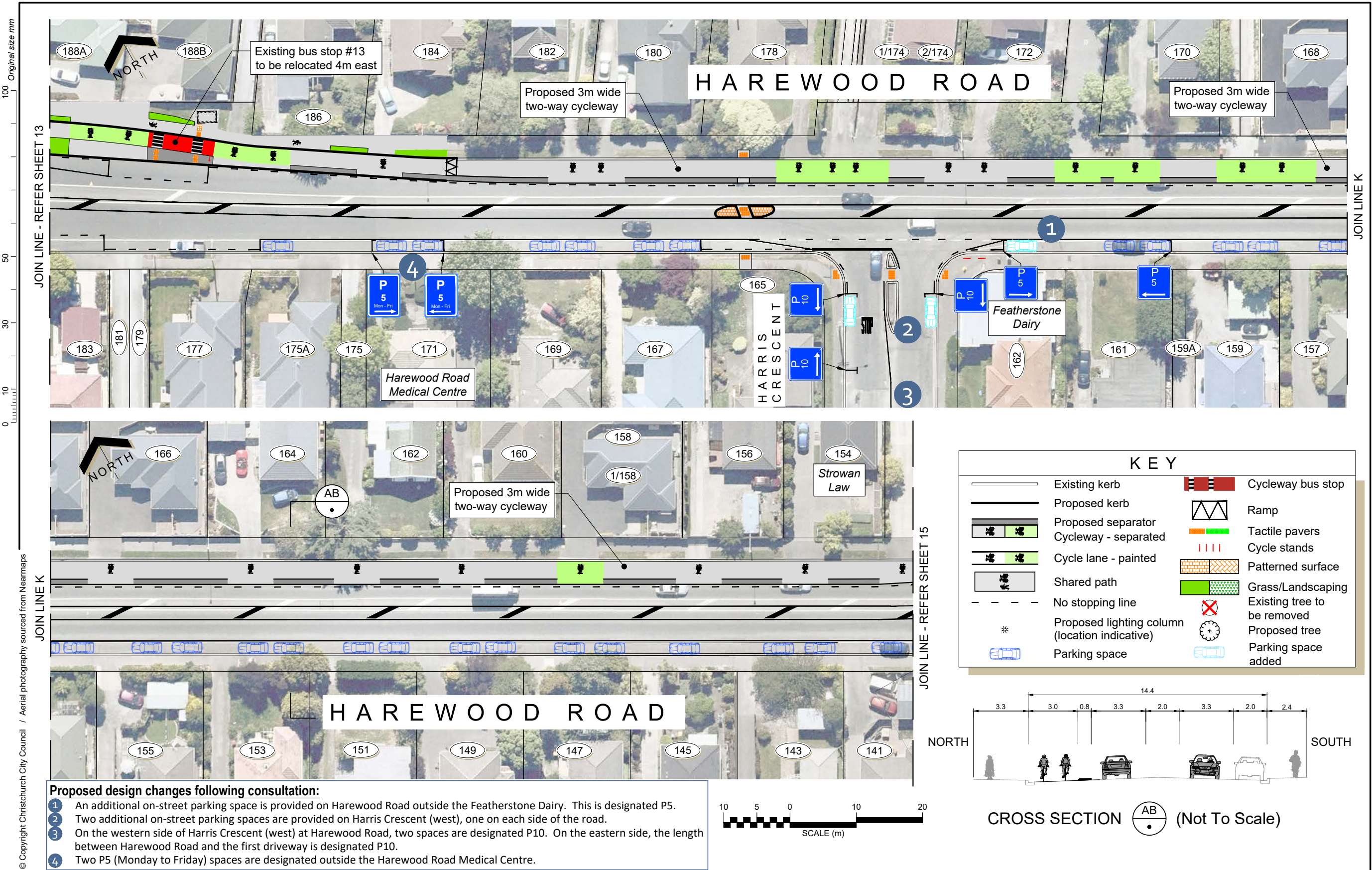


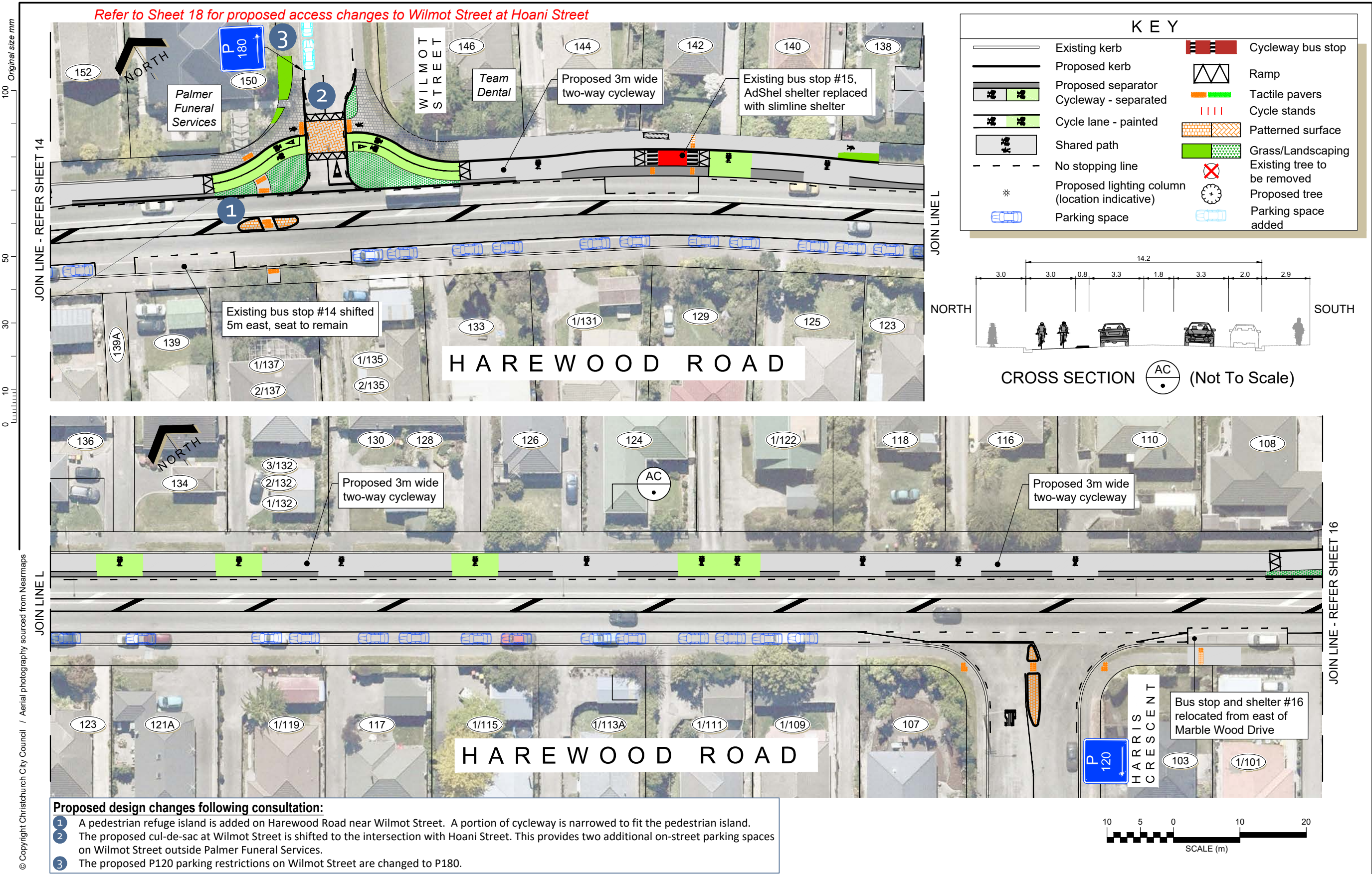


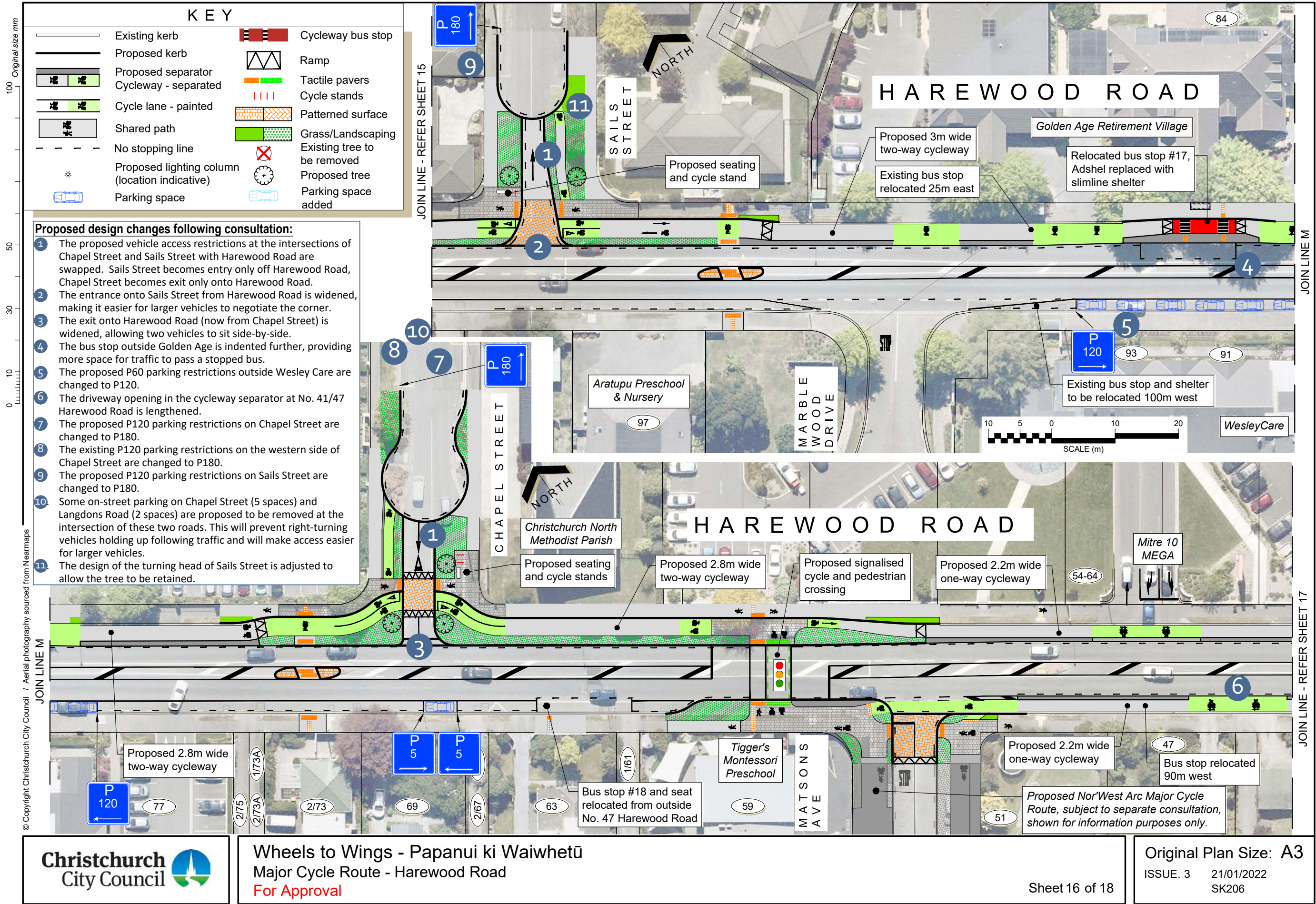


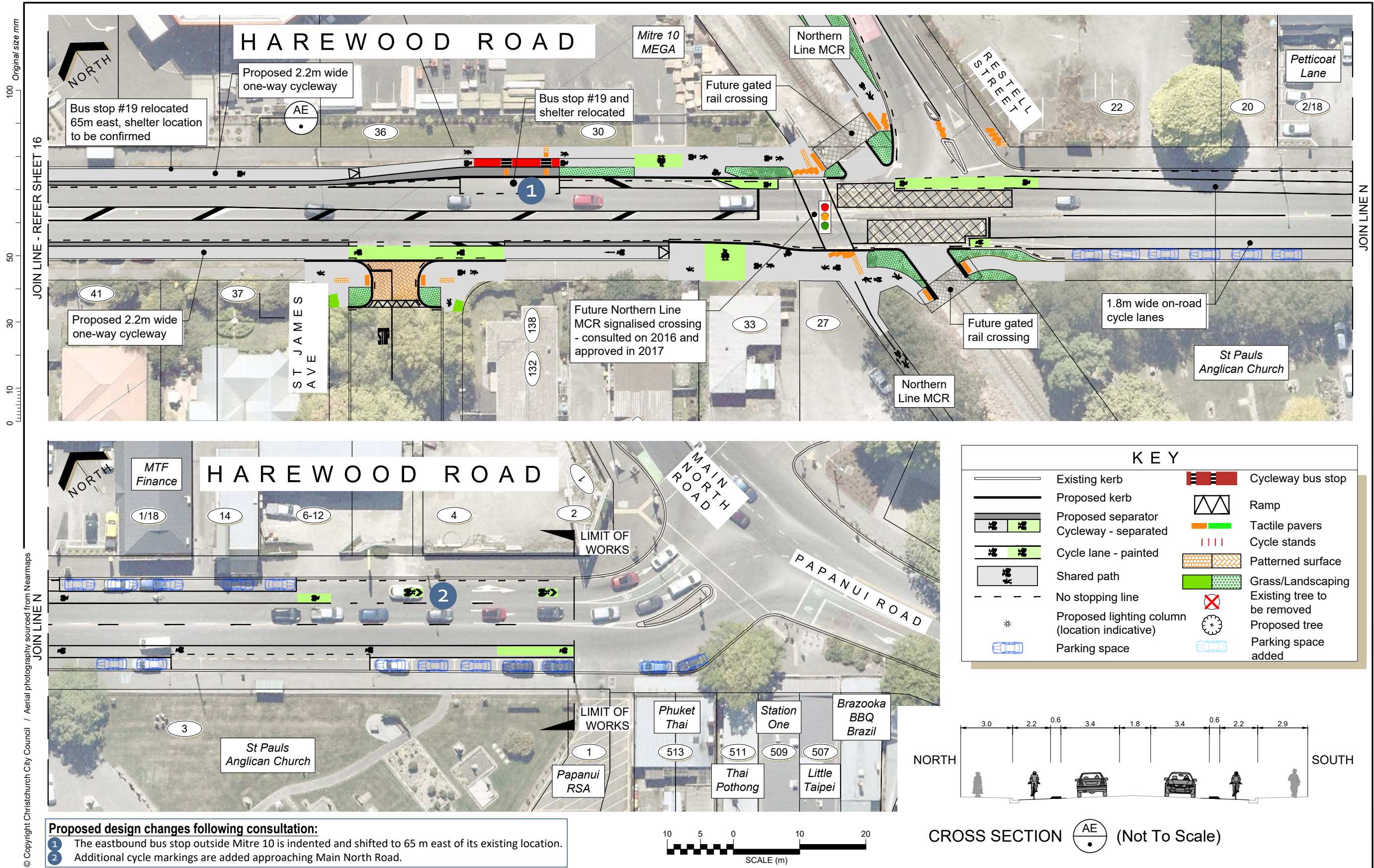




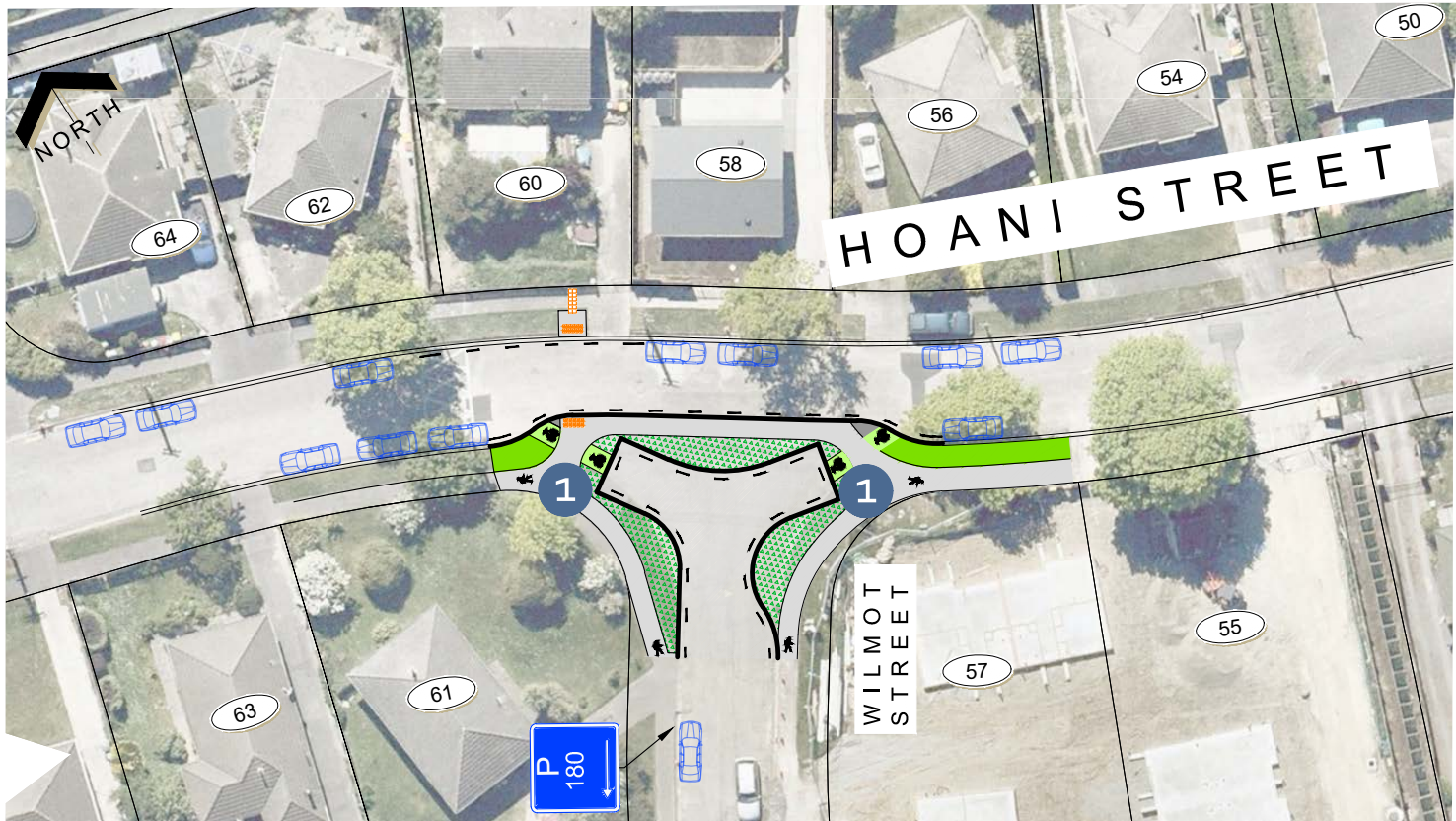








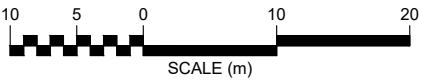
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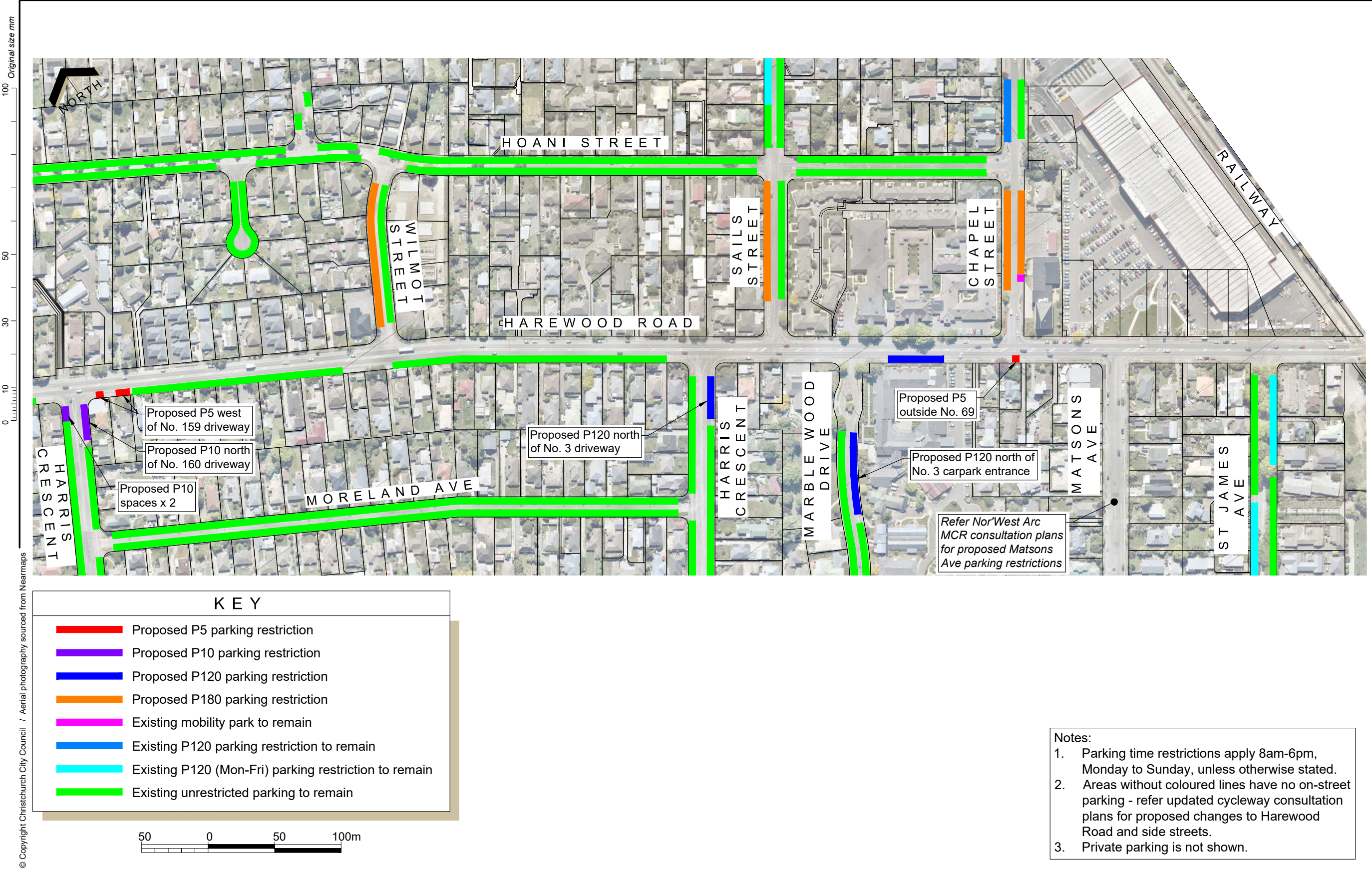
KEY			
	Existing kerb		Cycleway bus stop
	Proposed kerb		Ramp
	Proposed separator		Tactile pavers
	Cycleway - separated		Cycle stands
	Cycle lane - painted		Patterned surface
	Shared path		Grass/Landscaping
	No stopping line		Existing tree to be removed
	Proposed lighting column (location indicative)		Proposed tree
	Parking space		Parking space added

Proposed design changes following consultation:

1 The shared path areas where Wilmot Street intersects with Hoani Street are replaced with direct cycle connections to the roadway.



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Technical Note

Issued to: Christchurch City Council **Date:** December 2021
From: Peloton **Our Ref:** 3385027-1100

Subject: Wheels to Wings Technical Note – Mitre10 area options

Executive Summary

Some panel members at the Wheels to Wings Hearings Panel briefing raised concerns with cyclists crossing the Mitre10 access. In response, seven alternative options for the Major Cycle Route (MCR) to transition to the southern side of Harewood Road to avoid crossing the Mitre10 access are further considered in this Technical Note. Option 1 - the consulted design, was confirmed as the option that caters best for all cycle movements and remains the Preferred Option. Option 5 crosses to a two-way cycleway on the southern side east of Matsons Avenue and was considered the best of the alternatives. It takes the MCR away from crossing both Mitre10 and Matsons Avenue and improves connectivity to the Nor'West Arc MCR.

However, Option 5 does not provide a direct eastbound cycle connection, and it is likely that many riders will continue to cycle past the Mitre10 access. These include confident riders continuing on-road to Papanui Road, who would enter the roadway close to the Mitre10 access, as well as less confident riders wishing to access the Papanui shops or the Northern Line MCR on Restell Street. Some of the latter are expected to ride along the footpath instead of riding on the road or crossing Harewood Road twice. Of particular concern from a MCR user perspective is the risk of less confident riders continuing along the footpath, where they are closer to the boundary and where drivers are less likely to be expecting them. For safety reasons, the alternative design also requires additional restrictions to vehicle access, being a ban of the right turn out of Matsons Avenue and St James Avenue being exit only onto Harewood Road. This would require consultation with affected parties.

None of the options are going to prevent riders, current and expected, from riding past the Mitre10 access. The consulted design (Option 1) makes crossing this access as safe as possible; the other options will make the access less safe for both experienced and less confident riders who will continue to pass it. Option 1 includes elements to improve rider safety, with further measures to be investigated.



Introduction

Following concerns from members of the Hearings Panel, options for the cycleway to transition to the southern side of Harewood Road to avoid crossing the Mitre10 access have been considered. These include options previously considered as part of developing the preferred scheme, as well as options developed following consultation. The options and their impacts are presented in this Technical Note, where a potential alternative design is identified. The advantages and disadvantages of this design compared to the preferred scheme design of one-way cycleways are presented.

A two-way cycleway on the northern side of the road remains preferred over one on the southern side for the balance of the section east of the Bishopdale Roundabout. This is because a cycleway on the northern side crosses fewer side roads, has side roads that can have access/movements restricted with less re-routing for residents, has an adequate cycleway to boundary offset and retains on-street parking outside more destinations that rely on it, most notably Featherstone Dairy. A cycleway on the southern side has a higher overall safety risk associated with the number of intersections crossed and length of facility with property boundary offsets less than the minimum design standard.

The following figure presents the connections between the Wheels to Wings Major Cycle Route and the other MCRs at the eastern end of Harewood Road (shown in red), along with the key connection to the local cycle network (shown in blue). The line thicknesses are indicative of the relative split of cycle trips to and from Wheels to Wings and the other MCRs.



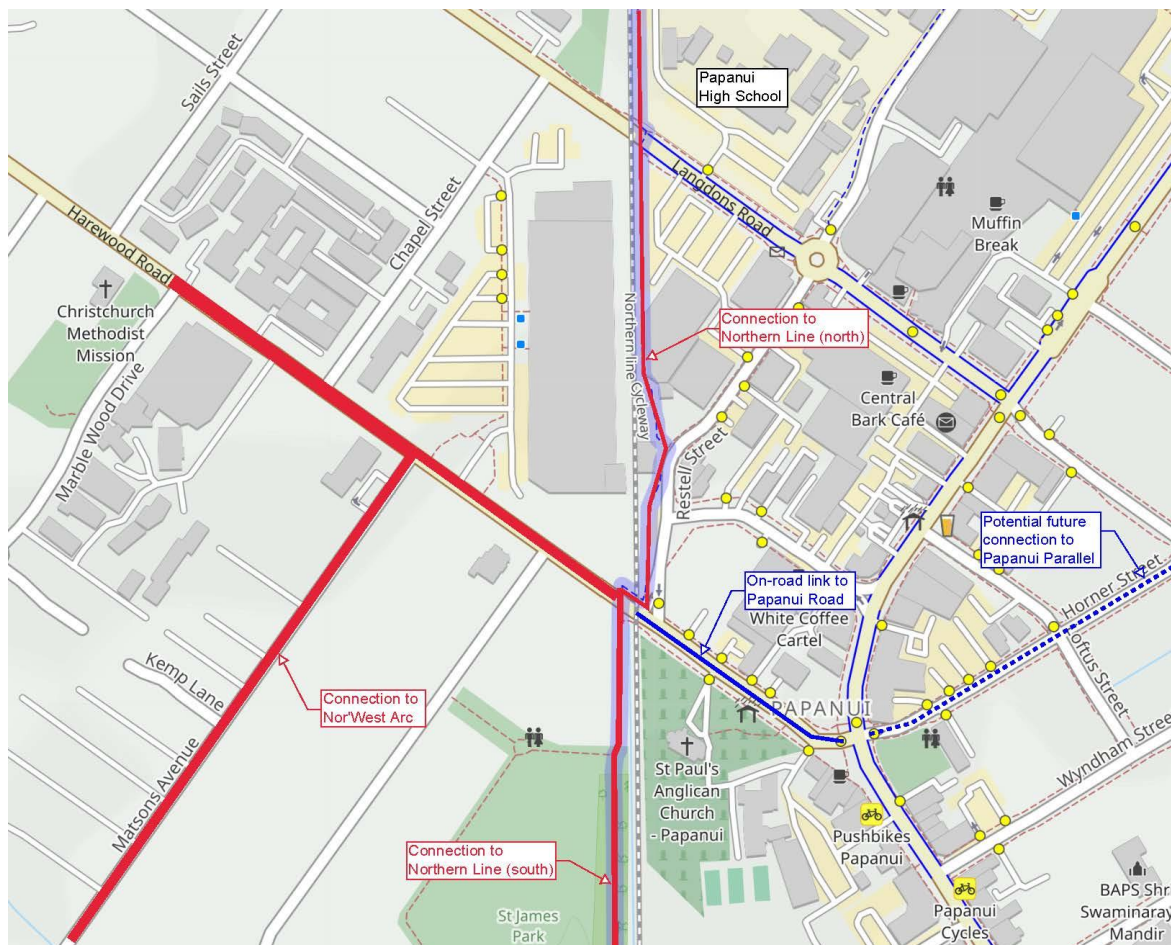
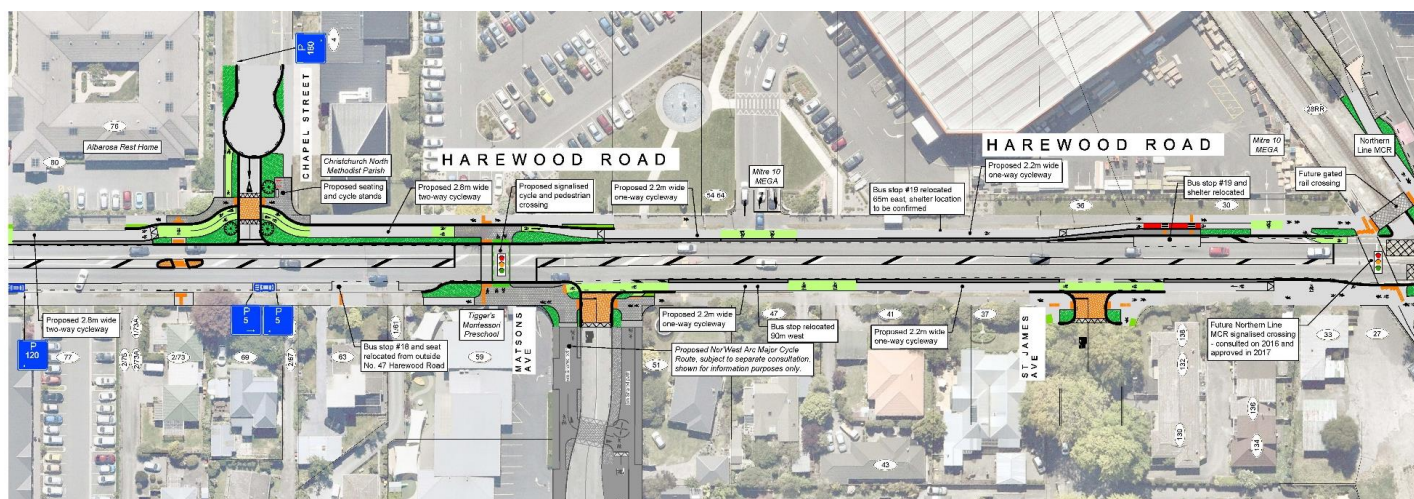


Figure 1: Harewood Road east end cycle connections (Open Street Map and Contributors)



Option 1 – Consulted design

- Two-way cycleway on northern side west of Matsons Avenue reduces side road conflicts and maintains on-street parking on one side.
- The MCR splits to one-way cycleways east of Matsons Avenue maximises safety at side roads and commercial accesses. This is consistent with design standards.
- Full vehicle movements are retained at all side roads and accesses east of Chapel Street.
- Traffic volumes at the Mitre10 access are within the range of traffic volumes that a MCR would cross on a side road, with vehicle speeds lower than those observed at typical side roads.



Advantages

- One-way cycleways without on-street parking adjacent are generally the safest type of on-road cycle facility.
- MCR-standard cycle facilities connect directly to the Northern Line MCR.
- Provides a good eastbound connection to Papanui Road for experienced riders

Disadvantages

- MCR crosses Mitre10 accessway.
- Nor'West Arc MCR users (on the east side of Matsons Avenue) need to cross Matsons Avenue to connect onto Wheels to Wings.



Option 2 – Consulted design with shared path on south side

- The same as the consulted design with addition of a shared path on south side between Matsons Avenue and St James Avenue, providing a continuous route to the Northern Line MCR.



Advantages

- One-way cycleways without on-street parking adjacent are generally the safest type of on-road cycle facility.
- MCR-standard cycle facilities connect directly to the Northern Line MCR.
- Shared path provides more direct option for riders coming from Nor'West Arc to connect to Northern Line.

Disadvantages

- MCR crosses Mitre10 accessway.
- Shared paths are less safe for pedestrians, with increased crash risk for riders at driveways.
- Nor'West Arc MCR users on the east side of Matsons Avenue need to cross Matsons Avenue to connect onto Wheels to Wings.



Option 3 – Crossing to south side at consulted crossing point – vehicle access restrictions

- Two-way cycleway on northern side crosses to southern side at the consulted crossing point between Chapel Street and Matsons Avenue.
- On-road cycle lane for eastbound riders to connect to Papanui Road.
- To improve safety of the two-way facility, vehicle access to Matsons Avenue is restricted to left-in/left-out and St James Avenue entry only.



Advantages

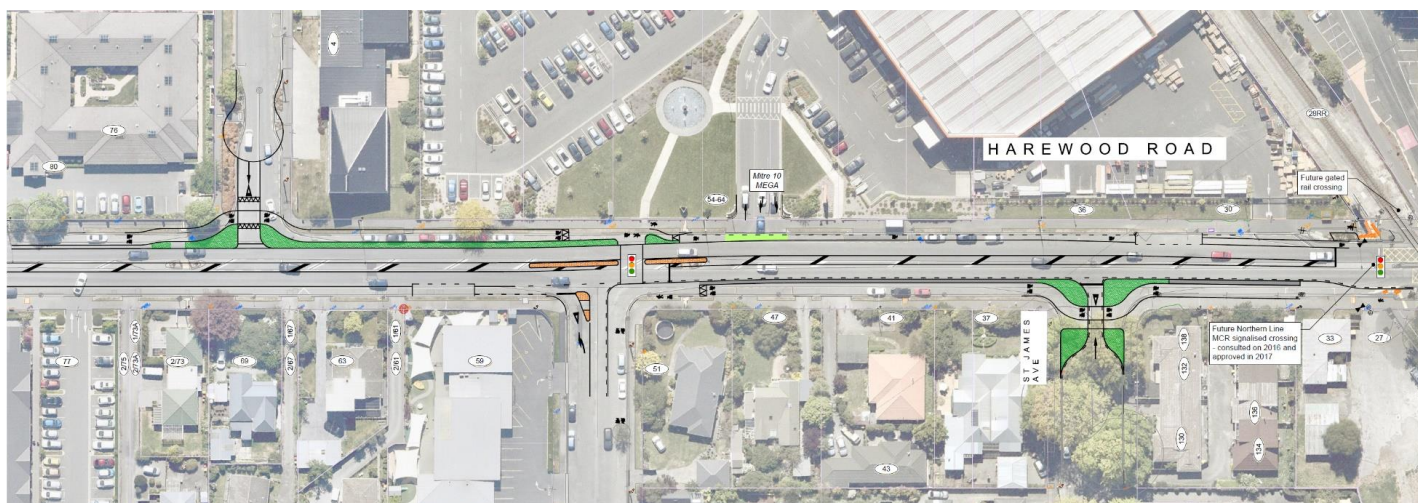
- MCR avoids Mitre10 access (although a proportion of riders will continue to cycle past it).
- More direct route for connection between Nor'West Arc and Northern Line MCRs, avoiding crossing Matsons Avenue.

Disadvantages

- Additional crossings of Harewood Road for eastbound MCR users wishing to access the Northern Line MCR (north), unless they ride on-road.
- Crash risk at Mitre10 remains for on-road eastbound riders, plus less confident riders who may continue on the footpath for directness. Overall, the level of protection for these riders is less therefore the crash risk is higher.
- Two-way cycleway crosses five side roads – delays to riders, turning/access restrictions required for cycle safety create some re-routing issues.

Option 4 – Crossing to south side east of Matsons Avenue – left-in/left-out

- Two-way cycleway on northern side crosses to southern side between Matsons Avenue and Mitre10. On-road cycle lane continues east to Papanui Road.
- Matsons Avenue is restricted to left-in/left-out to remove the risk of vehicles turning out across the nearby crossing. St James Avenue is exit-only.



Advantages

- MCR avoids Mitre10 access (although a proportion of riders will continue to cycle past it).
- Good connectivity to Nor'West Arc MCR on east side of Matsons Avenue.

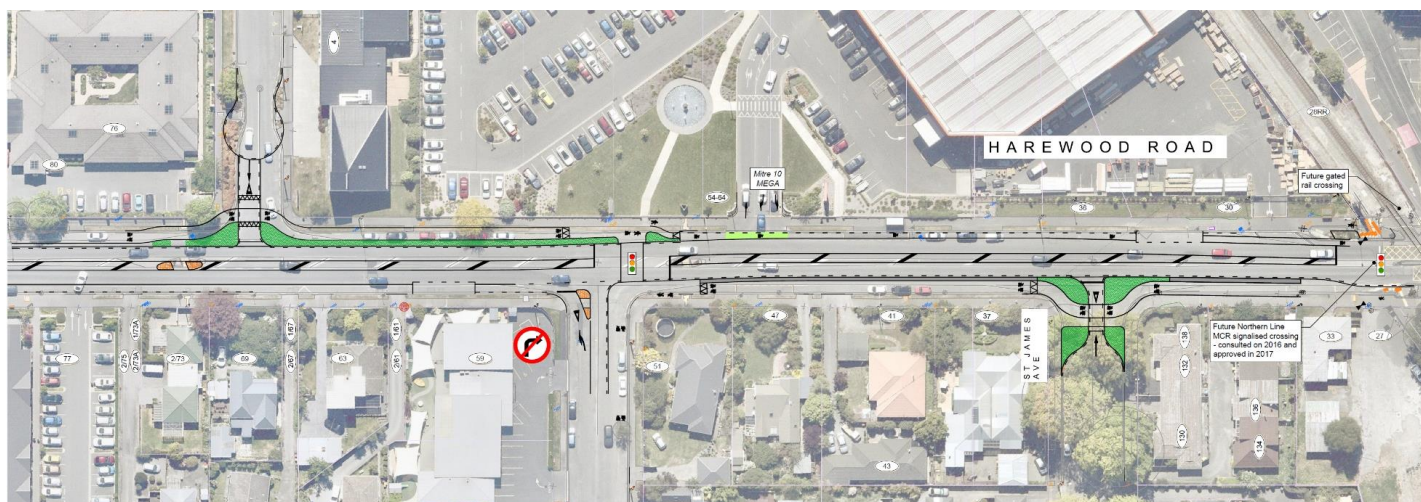
Disadvantages

- Additional crossings of Harewood Road for eastbound MCR users wishing to access the Northern Line MCR (north), unless they ride on-road.
- Crash risk at Mitre10 remains for on-road eastbound riders, plus less confident riders who may continue on the footpath for directness.
- Eastbound riders on the northern side wishing to continue on-road would enter the roadway immediately prior to the Mitre10 access, which drivers will not expect and are therefore unlikely to look for.
- Two-way cycleway crosses four side roads with signalised crossing close to intersection – delays to riders, turning/access restrictions required for cycle safety create some re-routing issues.



Option 5 – Crossing to south side east of Matsons Avenue – right-turn out banned

- Two-way cycleway on northern side crosses to southern side between Matsons Avenue and Mitre10. On-road cycle lane continues east to Papanui Road.
- Matsons Avenue right turn out restricted to reduce the risk of vehicles turning out across the nearby crossing. St James Avenue is entry-only.



Advantages

- MCR avoids Mitre10 access (although a proportion of riders will continue to cycle past it).
- Good connectivity to Nor'West Arc MCR on east side of Matsons Avenue.

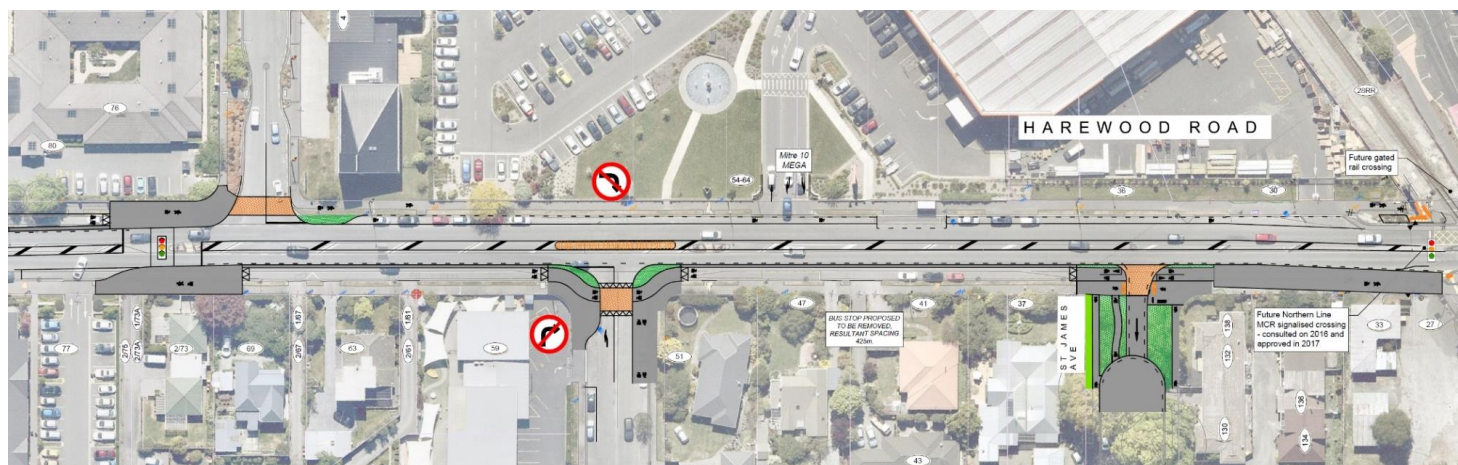
Disadvantages

- Additional crossings of Harewood Road for eastbound MCR users wishing to access the Northern Line MCR (north), unless they ride on-road.
- Crash risk at Mitre10 remains for on-road eastbound riders, plus less confident riders who may continue on the footpath for directness.
- Eastbound riders wishing to continue on-road would enter the roadway immediately prior to the Mitre10 access, which drivers will not expect.
- Two-way cycleway crosses four side roads with signalised crossing close to intersection – delays to riders, turning/access restrictions required for cycle safety create some re-routing issues.



Option 6 – Crossing to south side west of Chapel Street

- Two-way cycleway on northern side crosses to southern side west of Chapel Street.
- On-road cycle lane for eastbound riders to connect to Papanui Road commences after shared path crossing of Chapel Street.



Advantages

- MCR avoids Chapel Street and Mitre10 access (although a proportion of riders will continue to cycle past them).
- Vehicle access restrictions at Chapel Street are not required.

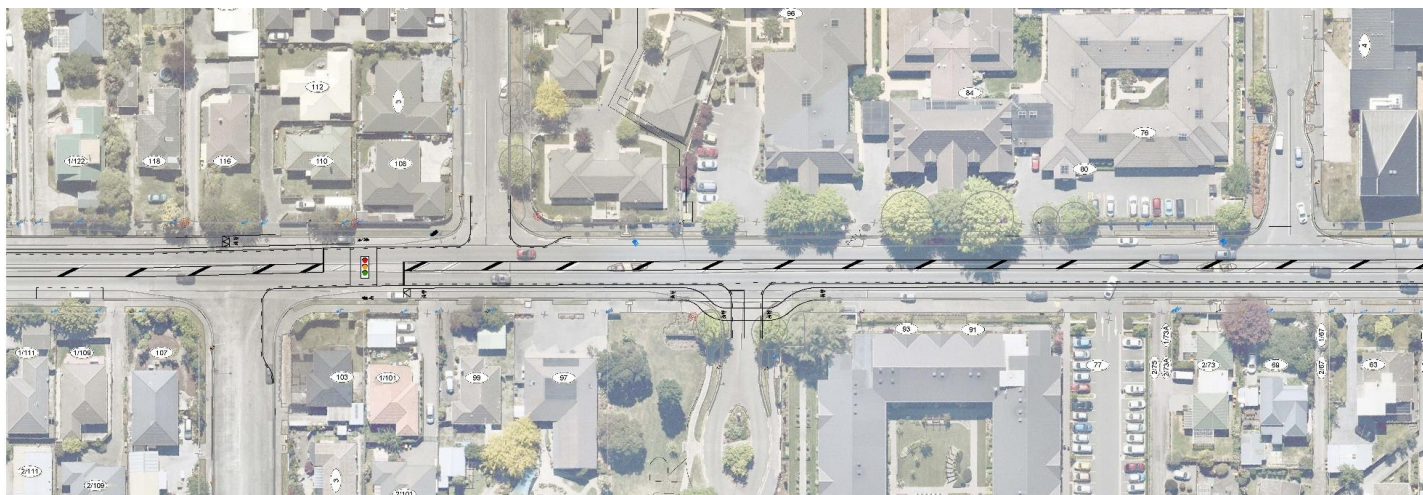
Disadvantages

- Signalised crossing is close to the WesleyCare access, creating a risk of drivers exiting onto the crossing without realising it is operating. This risk also exists with the private property access located between the limit line and the crossing.
- Shared path area and crossing of Chapel Street is less safe for eastbound riders and pedestrians. This is a notable concern with Wesley Care and Golden Age rest homes being adjacent. Whilst the location of the crossing would provide some benefits, it introduces additional conflicts on shared paths.
- Additional crossings of Harewood Road for eastbound MCR users wishing to access the Northern Line MCR (north), unless they ride on-road.
- Crash risk at Mitre10 remains for on-road eastbound riders, plus less confident riders who may continue on the footpath for directness.
- Two-way cycleway crosses four side roads – delays to riders, turning/access restrictions required for cycle safety create some re-routing issues.



Option 7 – Crossing to south side west of Sails Street

- Two-way cycleway on northern side crosses to southern between Harris Crescent and Sails Street.
- Cycleway crosses WesleyCare access instead of Golden Age accesses.



Advantages

- MCR avoids Mitre10 access.
- MCR avoids Sails Street and Chapel Street – vehicle turning/access restrictions are not required at these locations.

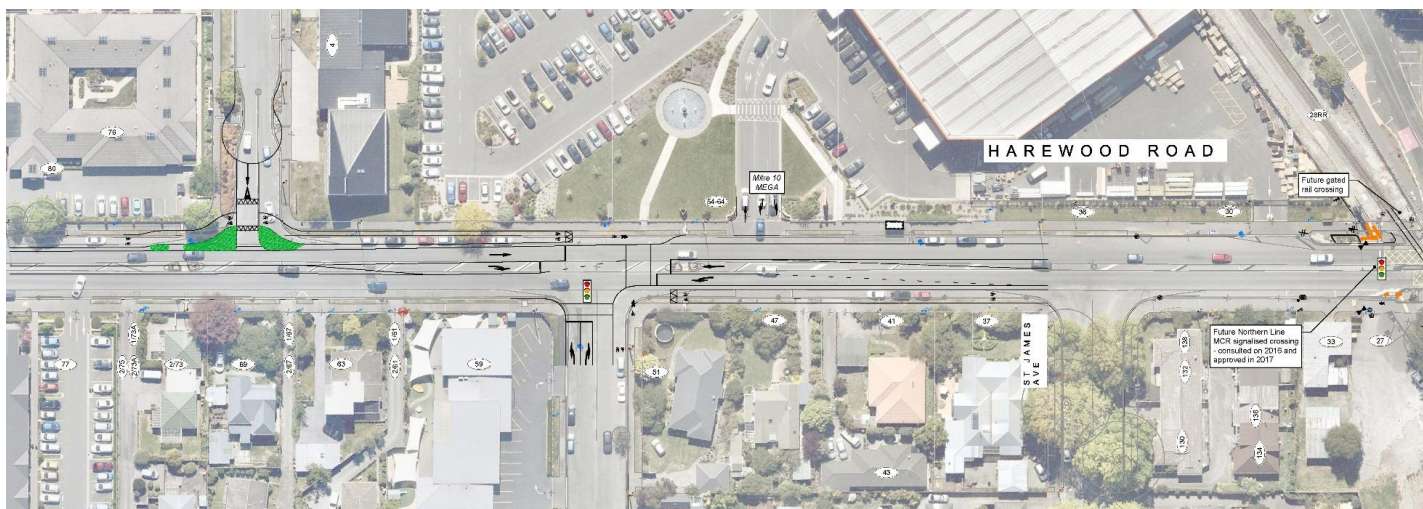
Disadvantages

- Additional crossings of Harewood Road for eastbound MCR users wishing to access the Northern Line MCR (north).
- Poor safety and connectivity for eastbound riders continuing to Papanui Road (unless all on-street parking removed east of Sails Street). Riders will still want to do this movement.
- Two-way cycleway crosses four side roads – delays to riders, turning/access restrictions required for cycle safety create some re-routing issues.
- Crossing location is less convenient for Wesley Care and Golden Age residents who have destinations in the Mitre10 area.



Option 8 - Crossing to south side at new signalised intersection with Matsons Avenue (NOT VIABLE)

- Two-way cycleway on northern side crosses to southern side at new signalised intersection at Matsons Avenue.



Advantages

- MCR avoids Mitre10 access (although a proportion of riders will continue to cycle past it).
- Easier right turns out of Matsons Avenue (but would attract traffic to this local road and the Nor'West Arc route).

Disadvantages

- Results in an unacceptable westbound traffic lane geometric alignment and removal of flush median at Mitre10, or no dedicated left-turn lane into Matsons Avenue.
- Will result in greater delays to cycleway users and general traffic than other options.
- Crash risk at Mitre10 remains for on-road eastbound riders, plus less confident riders who may continue on the footpath for directness.
- Eastbound riders wishing to continue on-road would enter the roadway immediately prior to the Mitre10 access, which drivers will not expect.
- Turning restrictions are required at St James Avenue for cyclist safety, which result in extended re-routing to and from this residential area.

Option Assessment

All options have some advantages and disadvantages. Whilst the alternatives to the consulted design avoid the MCR crossing over the Mitre10 accessway, they do create other conflict points and have impacts on other road users.

Of the options identified, Option 1 (the consulted design) remains the preferred design, and the option that caters best for all for all cycle movements. Option 5 (crossing to the south side east of Matsons Avenue) is considered the best of the alternative designs. It takes the MCR away from crossing both Mitre10 and Matsons Avenue and improves connectivity to the Nor'West Arc MCR. However, Option 5 does have the following impacts:

- Whilst Option 5 does not involve the MCR passing the Mitre10 access, it does not provide a direct eastbound MCR connection, and it is likely that many riders will continue to cycle past the access. These include confident riders continuing on-road to Papanui Road, or less confident riders wishing to access the Papanui shops or the Northern Line MCR on Restell Street riding along the footpath instead of crossing Harewood Road twice. Of particular concern from a MCR user perspective is the risk of less confident riders continuing along the footpath, where they are closer to the exit and where drivers are less likely to be expecting them.
- Eastbound riders transitioning to the road past the crossing would do so in close proximity to the Mitre10 access. Drivers entering or exiting will not expect riders to make this movement and would have little time to react to a rider emerging on the road approximately 10 m before the access. This design has sought to slow riders making this movement, but it is still closer than desirable, and this risk remains. If the transition on-road is too onerous for riders, they will likely use the footpath.
- This option requires vehicle access restrictions at Matsons Avenue and St James Avenue. This will require further consultation with affected residents and organisations. At Matsons Avenue, the right turn onto Harewood Road needs to be banned as this is in close proximity to the crossing and drivers making this movement may turn across it whilst people are crossing. Like other two-way cycleway crossings of side roads, vehicle access restrictions are proposed at St James Avenue to make the crossing safer for cycleway users by simplifying the intersection and reducing the crossing distance.

Having considered the advantages of Option 5 against the consulted design (Option 1) of one-way cycleways east of Chapel Street, the consulted design remains the preferred option due to its better connectivity into the surrounding network. None of the options are going to prevent riders, existing and those attracted by the MCR, from riding past the Mitre10 access. The consulted design makes crossing this access as safe as possible; the other options will make the access less safe for both experienced and less confident riders. The access has similar traffic volumes to side road intersections and was observed to have lower traffic volumes at a weekday traffic survey than Matsons Avenue. It is within the range of traffic volumes on a side road that a MCR would cross.

Preferred Design

The concerns with the Mitre10 access highlighted at the hearings panel briefing are noted and have been evaluated further. The Mitre10 access layout and traffic volumes are the reason why the MCR splits to the one-way cycleways at this point; otherwise, the two-way cycleway would have continued to the Northern Line on



the northern side of Harewood Road. However, site observations have noted several aspects of the operation of the access that reduce the likelihood of crashes involving cycleway users. Drivers exiting Mitre10 were typically observed to approach the exit slowly, presumably due to them expecting to stop due to the traffic volumes Harewood Road, as well as the “stop” markings present at the property boundary. Drivers entering and exiting the access were typically observed to do so at low speeds, likely due to the large change in grade between the road shoulder and driveway being uncomfortable to drive at higher speeds.

These factors result in the accessway operating differently to a typical side road and contribute to some mitigation of concerns with the access layout and traffic volumes, although do not remove them. Further measures are included in the design in the form of signage, markings and vertical deflection measures in the separator. Additional measures such as flashing studs in the cycleway and flashing signs will be investigated following the conclusion of trials in other parts of New Zealand, the key concern with them being a driver reliance on them alongside false or missed detections. Mitre10 were not supportive of banning turns or reducing the exit to a single lane.



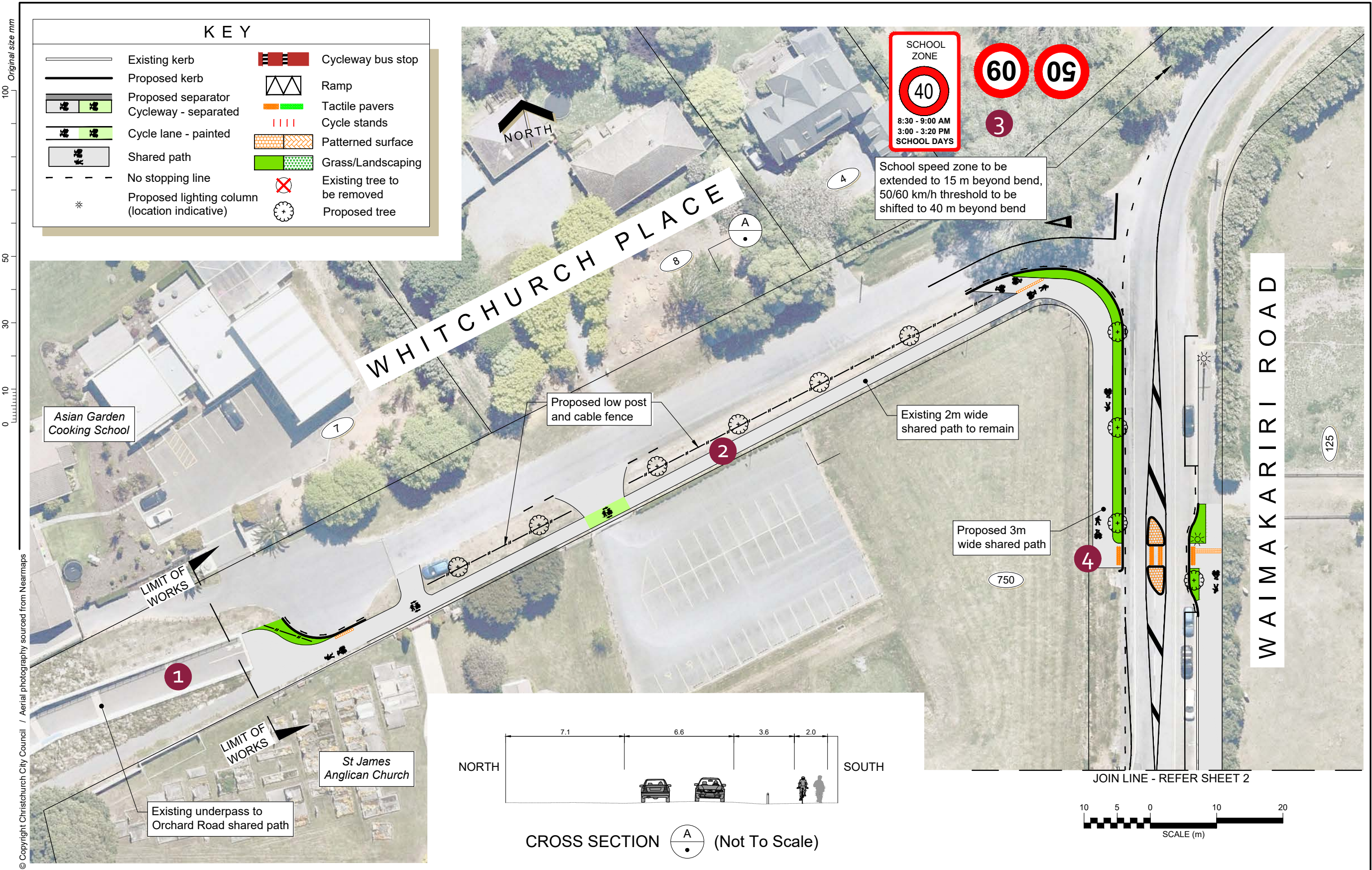
WHEELS TO WINGS MAJOR CYCLE ROUTE
DESIGN CHANGES FOLLOWING CONSULTATION

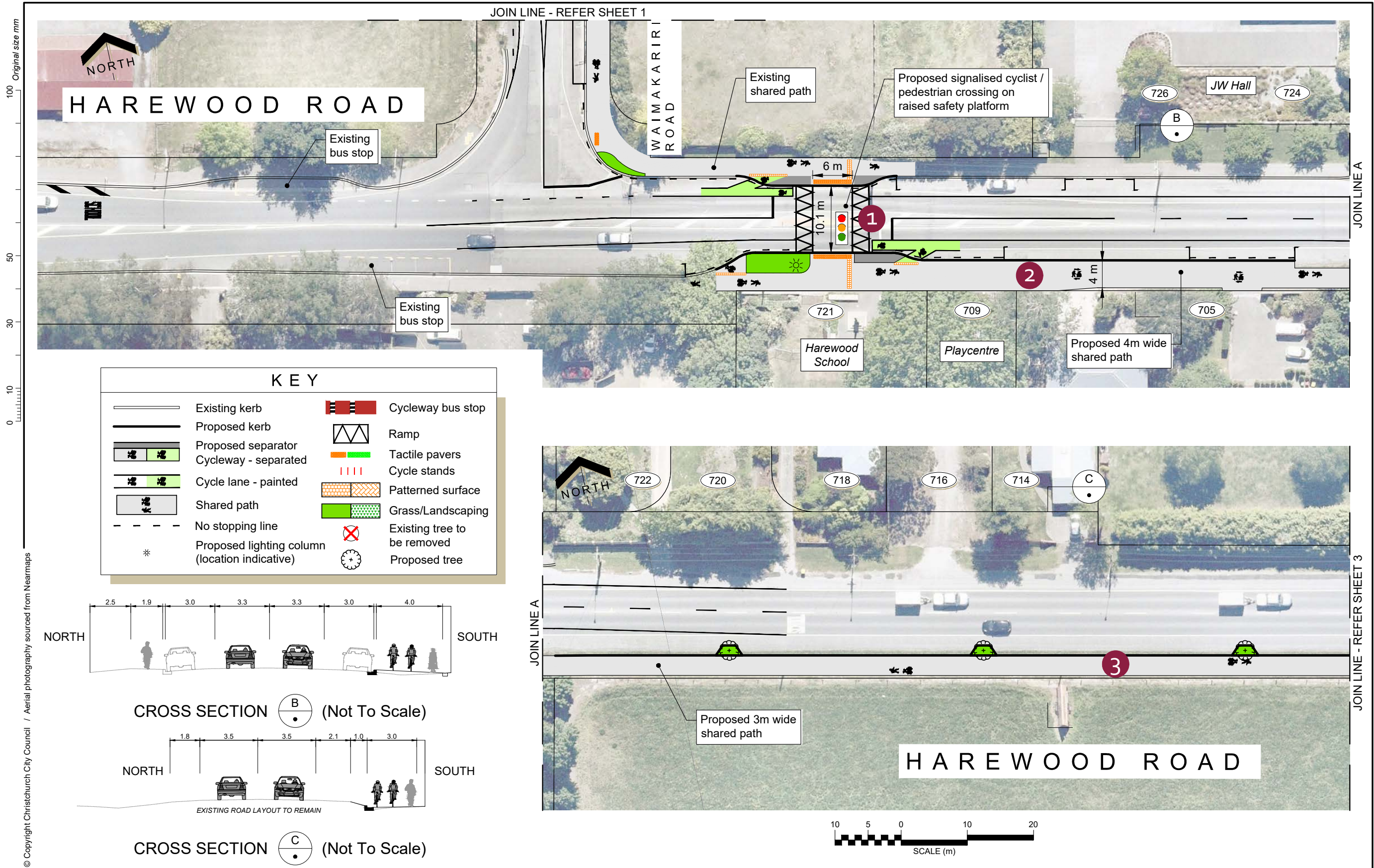
Sheet	Details of design change
1	The proposed post and cable fence is replaced with a row of timber bollards.
1	An access onto the shared path for on-road southbound cyclists is added.
2	The parking is removed from around the driveway access to the garage at No. 705 Harewood Road. The adjacent parking is modified to retain the same number of parking spaces.
3	The two proposed trees at the Stanleys Road intersection are removed from the design.
3	The proposed tree opposite Watsons Road is removed from the design.
3	Ramps are provided on and off Harewood Road so westbound cyclists can take a direct route through the intersection.
3	The shared path crossing at Stanleys Road is set back to allow path users to cross behind a stopped car.
4	The limit line on Waimakariri Road is set back to make the left-turn off Harewood Road easier for longer vehicles.
5	Cycle stands are added outside Nunweek Park.
5	The cycleway alignment is moved closer to the property boundaries to give drivers turning into Kilmuir Lane more space to wait clear of following traffic.
5	Cycle stands are added near the playground.
5	The section of cycleway separator between the driveways of No. 547 and No. 551 Harewood Road is made mountable.
6	The cycleway separator is realigned and three on-street parking spaces are added.
6	The cycleway separator outside No. 506 is made mountable so that residents can drive over it when performing a U-turn to enter their driveway.
6	A turning area is added for residents of No. 506 who have less manoeuvre space due to the location of the central median island.
6	The crossing through the central median is widened to make it easier to use.
6	The openings in the cycleway separator at driveways between Nunweek Boulevard and the roundabout are increased to a minimum 5.5m long.

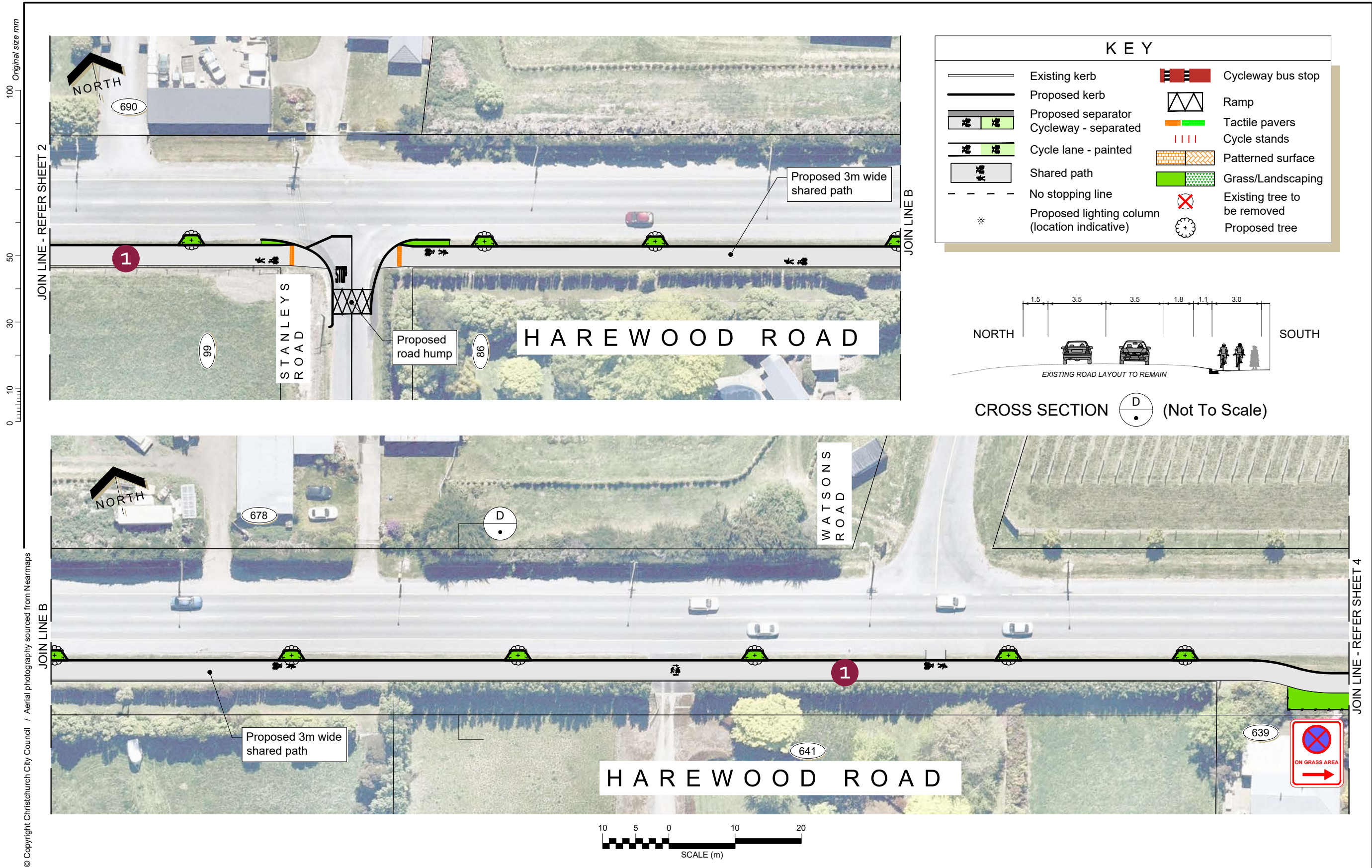
Sheet	Details of design change
7	Two additional on-street parking spaces are provided on Trafford Street, both designated P5.
7	The P5 parking space on Harewood Road is shifted closer to Trafford Street. The bus stop is shifted to 5m west of its existing location.
7	The old cycle stand outside the Traffic Street shops is replaced with new stands.
7	The cycleway outside the bakery is realigned, narrowed and raised to footpath height. This gives more spaces for vehicle access and makes it easier to cross on foot.
7	The vehicle entrance into Copenhagen Bakery is shifted to the east, providing one more on-street parking space and allowing the carpark to be reconfigured to make the spaces easier to access.
7	An additional on-street parking space is provided outside No. 405 Harewood Road.
7	The design of the pedestrian crossing point outside No. 423/444 is changed to provide two additional on-street parking spaces, one on each side of the road.
7	The platforms for the bus stops outside No. 496 and No. 513 Harewood Road are widened to approximately 1.8m. The cycleway is narrowed at these locations.
7	Three additional on-street parking spaces are provided on Harewood Road approaching Gardiners Road. These are not available for use during 3pm-6pm, when left-turning traffic volumes are higher. The spaces are designated P60.
8	The cycleway is widened to 2m around the intersection with Gardiners and Breens Roads.
8	The platform of the bus stop outside No. 387 Harewood Road is widened to approximately 1.8m. The cycleway is narrowed at this location.
9	A direct crossing to the cycleway from the alleyway between No. 382 and 386 Harewood Road is added.
9	A pedestrian crossing point is added to the central median.
9	The cycleway outside the Charity Hospital is realigned, narrowed and raised to footpath height. The existing driveways are also widened.
9	A shared path area with access to Leacroft Street improves the connection on and off the cycleway to the surrounding area.
9	Cycle stands are added near the playground on Leacroft Street.
10	The maintenance gate into the eastern side of Bishopdale Park is widened.
10	An additional on-street parking space is provided outside No. 338/336 Harewood Road.

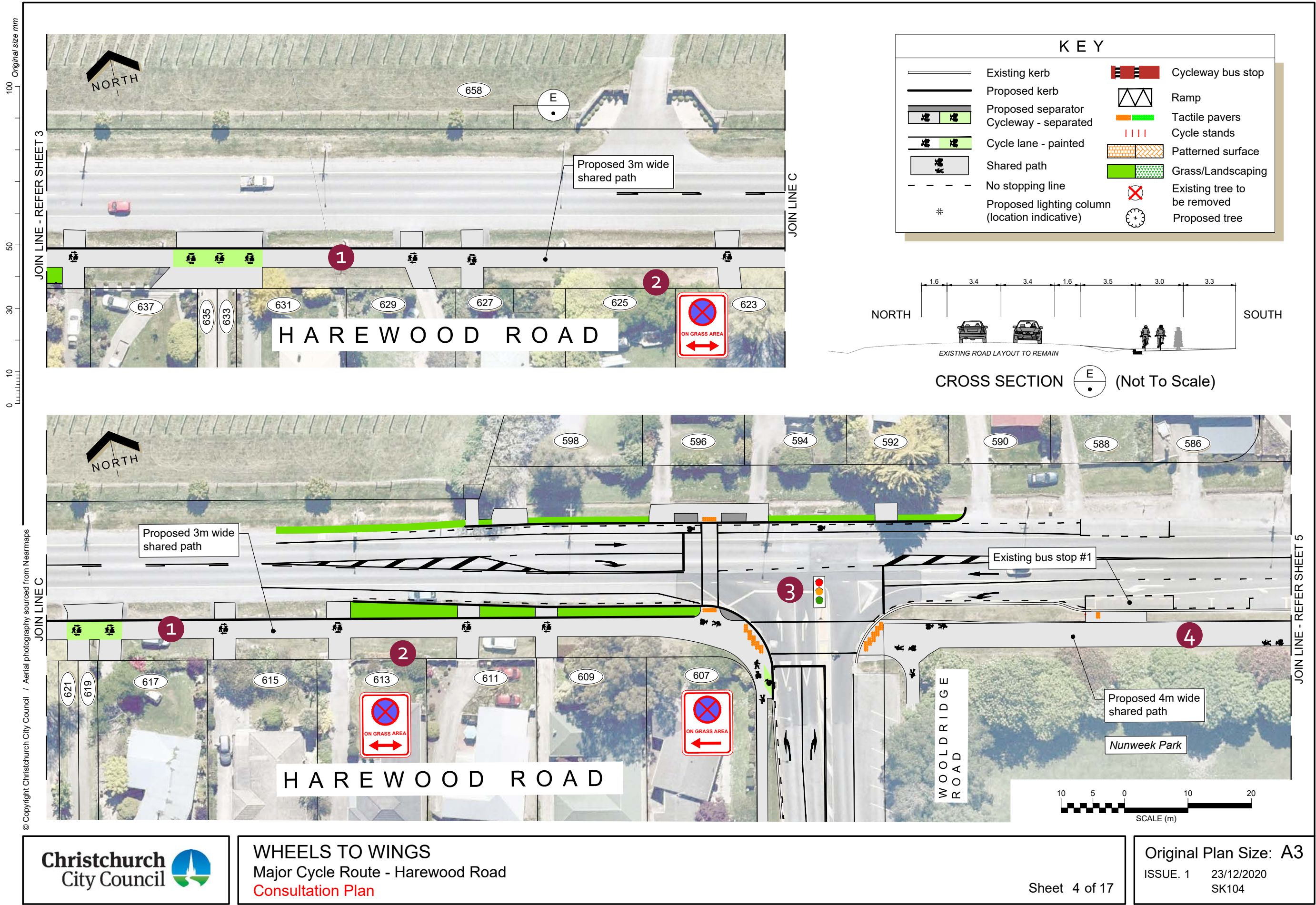
Sheet	Details of design change
10	The crossing through the central median is widened to make it easier to use.
10	A shared path area with access to Cotswold Avenue improves the connection on and off the cycleway to the surrounding area.
10	The platform for the bus stops outside Bishopdale Park, No. 364 and No. 332 Harewood Road are widened to approximately 1.8 m. The cycleway is narrowed at these locations.
10	Cycle stands are added near the elephant slide.
11	A shared path connection is added around the southeastern side of the roundabout, outside No. 138 Farrington Ave.
11	The central median island on Highsted Road is shortened to make the right-turn out of Caltex easier.
11	The pedestrian and cyclist crossing over the southeast side of Harewood Road approaching the roundabout is widened.
11	The crossing over Farrington Ave for eastbound cyclists accessing the cycleway is improved.
11	The eucalyptus and most of the oak trees in the roundabout are retained. Three oak trees are expected to need to be removed to fit the additional traffic lanes in the roundabout.
11	The platform for the bus stop outside Bishopdale Mall is widened to approximately 1.8m. The cycleway is narrowed at this location.
12	A crossing point through the central median is added outside Bethesda Rest Home.
12	A crossing through the central median outside No. 221/222 is provided to access the on-street parking adjacent to the median.
12	A kerb buildout adjacent to the central median is added at the end of the on-street parking.
14	An additional on-street parking space is provided on Harewood Road outside the Featherstone Dairy. This is designated P5.
14	Two additional on-street parking spaces are provided on Harris Crescent (west), one on each side of the road.
14	On the western side of Harris Crescent (west) at Harewood Road, two spaces are designated P10. On the eastern side, the length between Harewood Road and the first driveway is designated P10.
14	Two P5 (Monday to Friday) spaces are designated outside the Harewood Road Medical Centre.

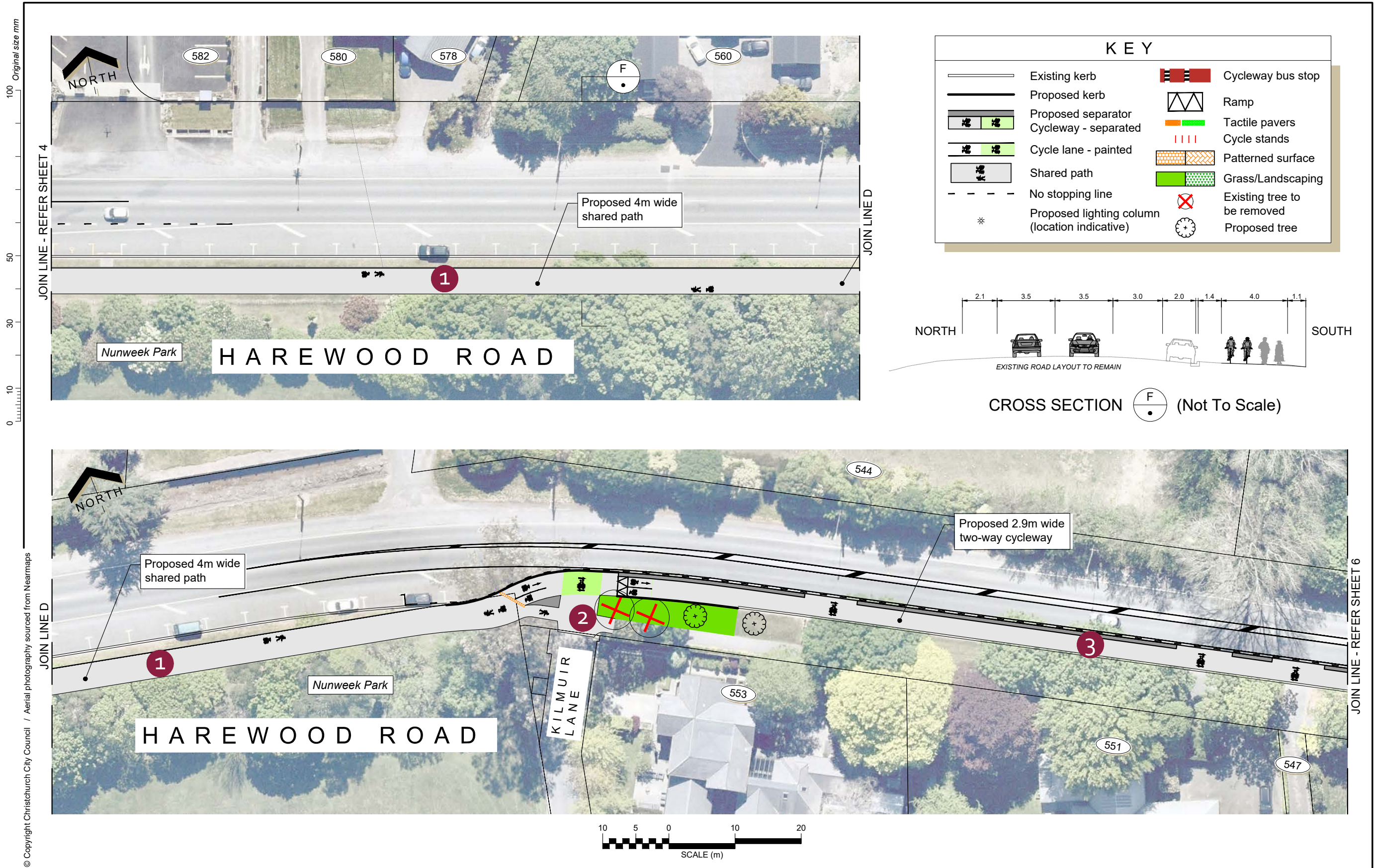
Sheet	Details of design change
15	A pedestrian refuge island is added on Harewood Road near Wilmot Street. A portion of cycleway is narrowed to fit this.
15	The proposed cul-de-sac at Wilmot Street is shifted to the intersection with Hoani Street. This provides two additional on-street parking spaces on Wilmot Street outside Palmer Funeral services.
15	The proposed P120 parking restrictions on Wilmot Street are changed to P180.
16	The proposed vehicle access restrictions at the intersections of Chapel Street and Sails Street with Harewood Road are swapped. Sails Street becomes entry only off Harewood Road, Chapel Street becomes exit only onto Harewood Road.
16	The entrance onto Sails Street from Harewood Road is widened, making it easier for larger vehicles to negotiate the corner.
16	The exit onto Harewood Road (now from Chapel Street) is widened, allowing two vehicles to sit side-by-side.
16	The bus stop outside Golden Age is indented further, providing more space for traffic to pass a stopped bus.
16	The proposed P60 parking restrictions outside Wesley Care are changed to P120.
16	The driveway opening in the cycleway separator at No. 41/47 Harewood Road is lengthened.
16	The proposed P120 parking restrictions on Chapel Street are changed to P180.
16	The existing P120 parking restrictions on the western side of Chapel Street are changed to P180.
16	The proposed P120 parking restrictions on Sails Street are changed to P180.
16	Some on-street parking on Chapel Street (5 spaces) and Langdons Road (2 spaces) are proposed to be removed at the intersection of these two roads. This will prevent right-turning vehicles holding up following traffic and will make access easier for larger vehicles.
16	The design of the turning head of Sails Street is adjusted to allow the tree to be retained.
17	The eastbound bus stop outside Mitre10 is indented and shifted to 65m east of its existing location.
17	Additional cycle markings are added approaching Main North Road.
18	The shared path areas where Wilmot Street intersects with Hoani Street are replaced with direct cycle connections to the roadway.

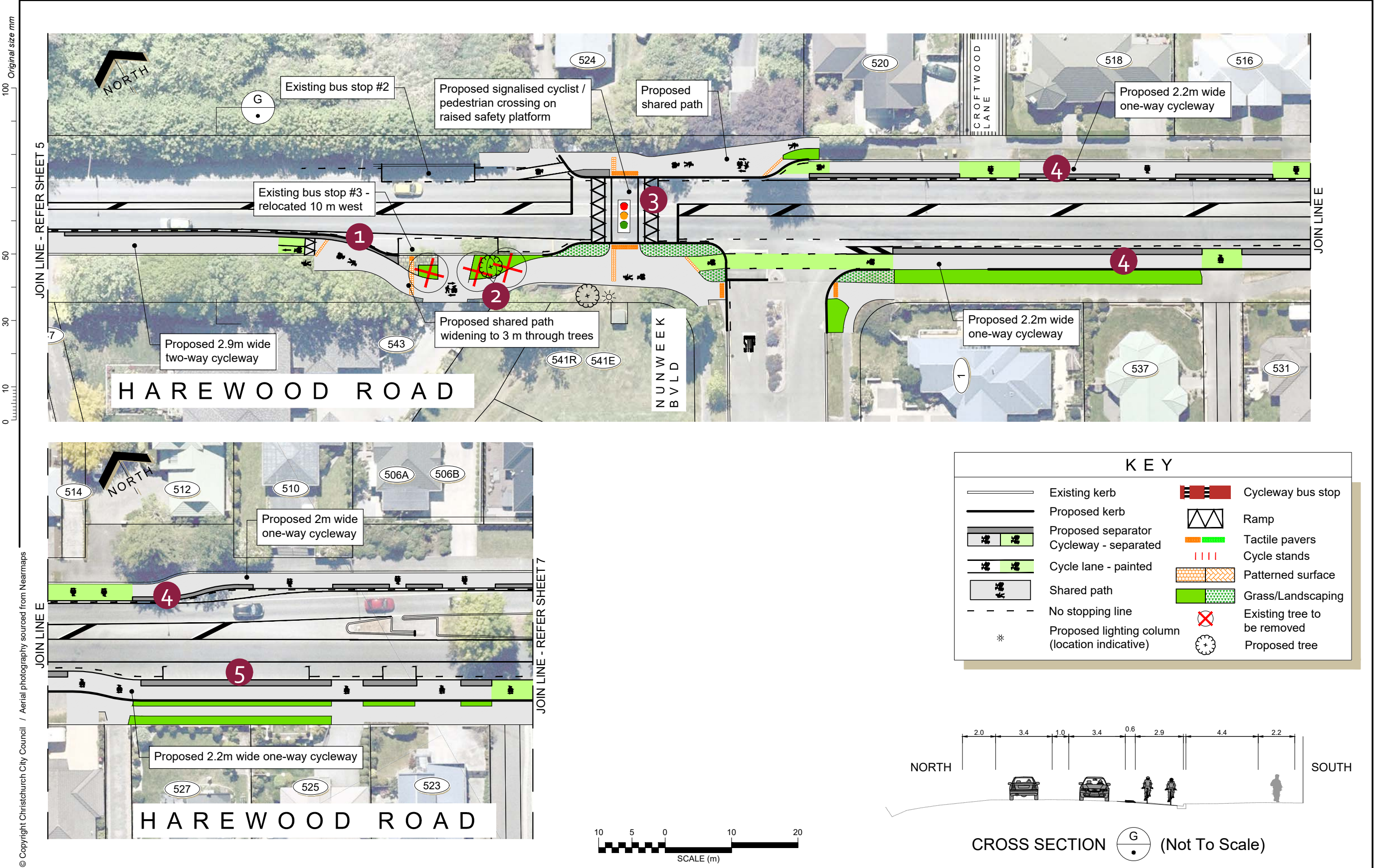


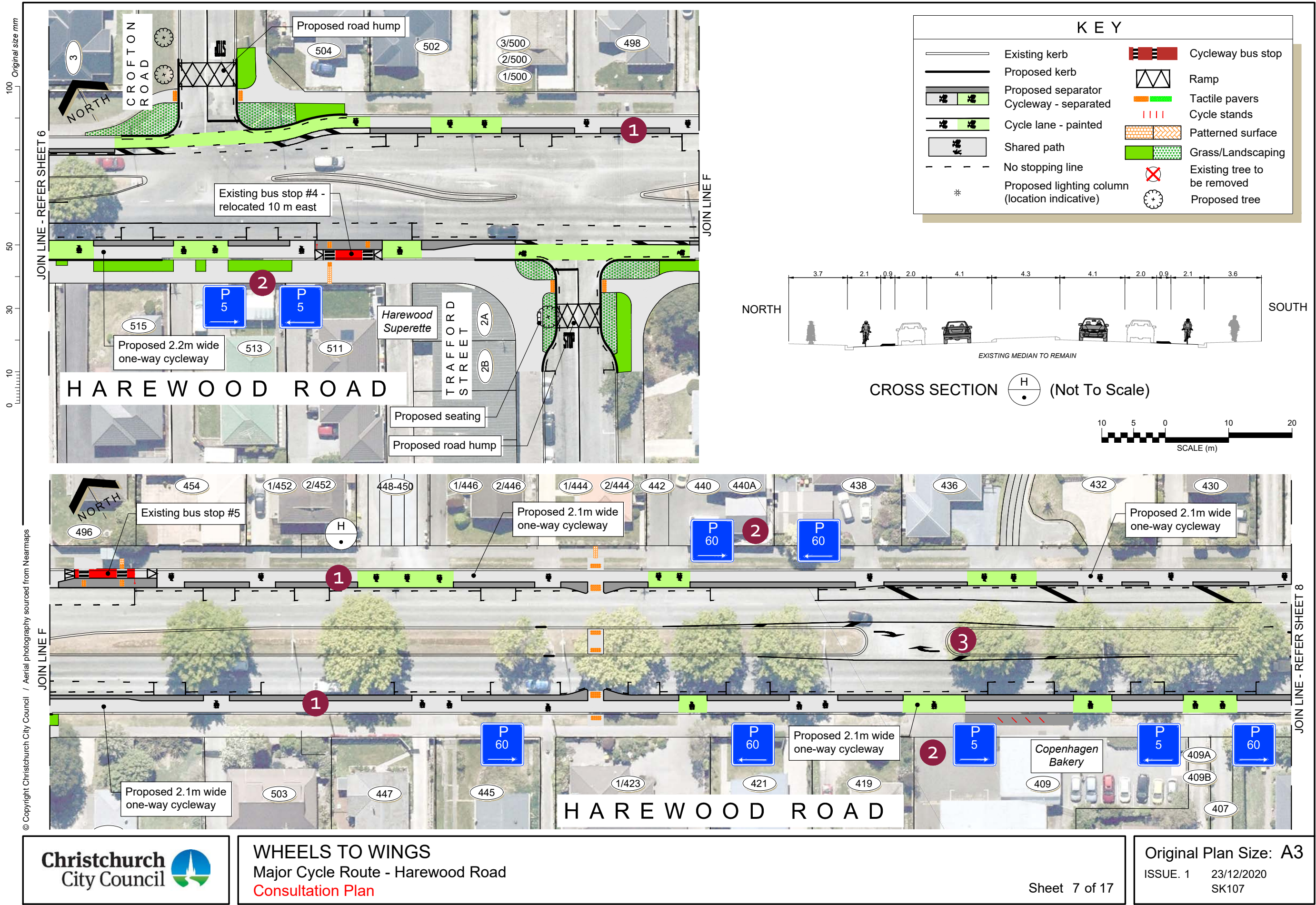


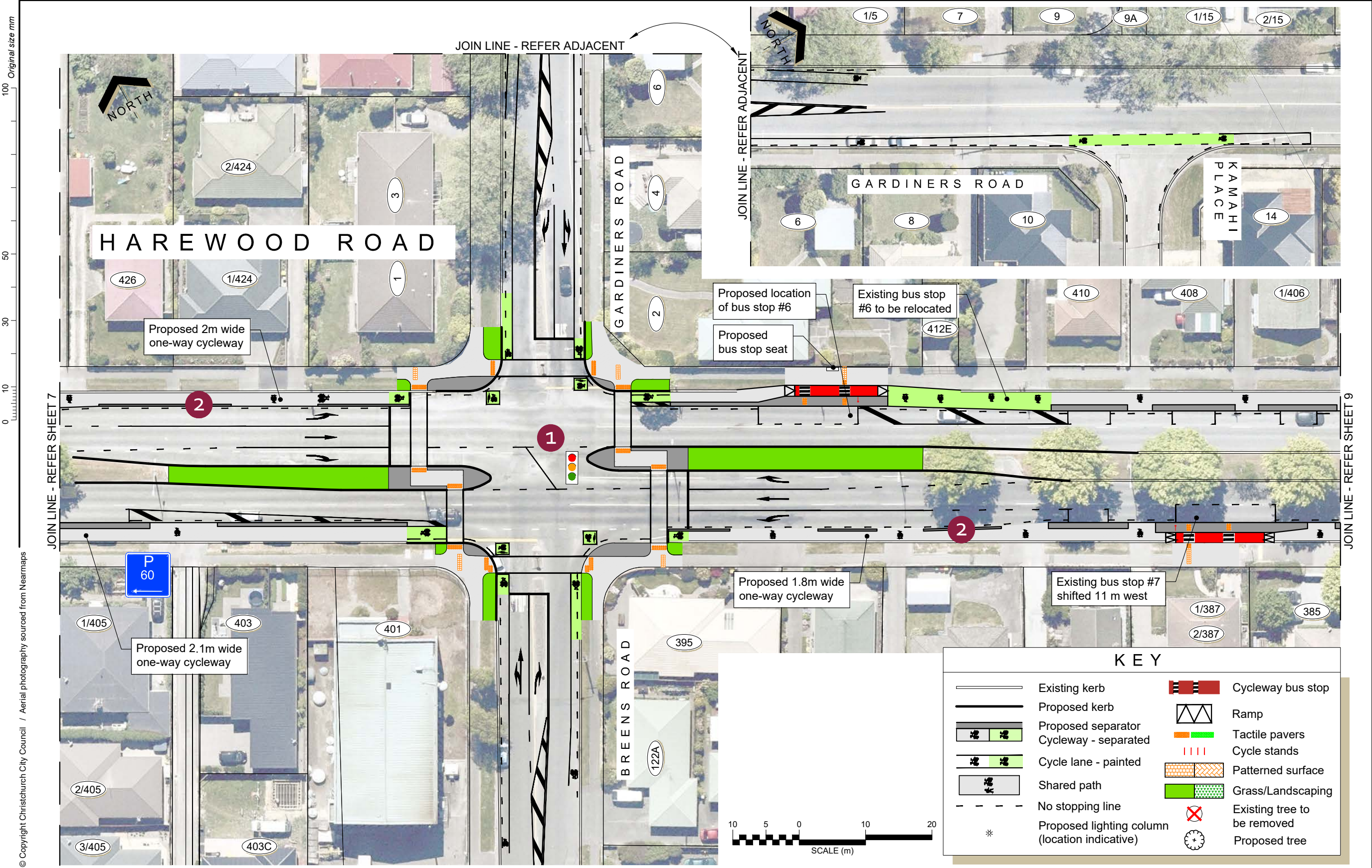


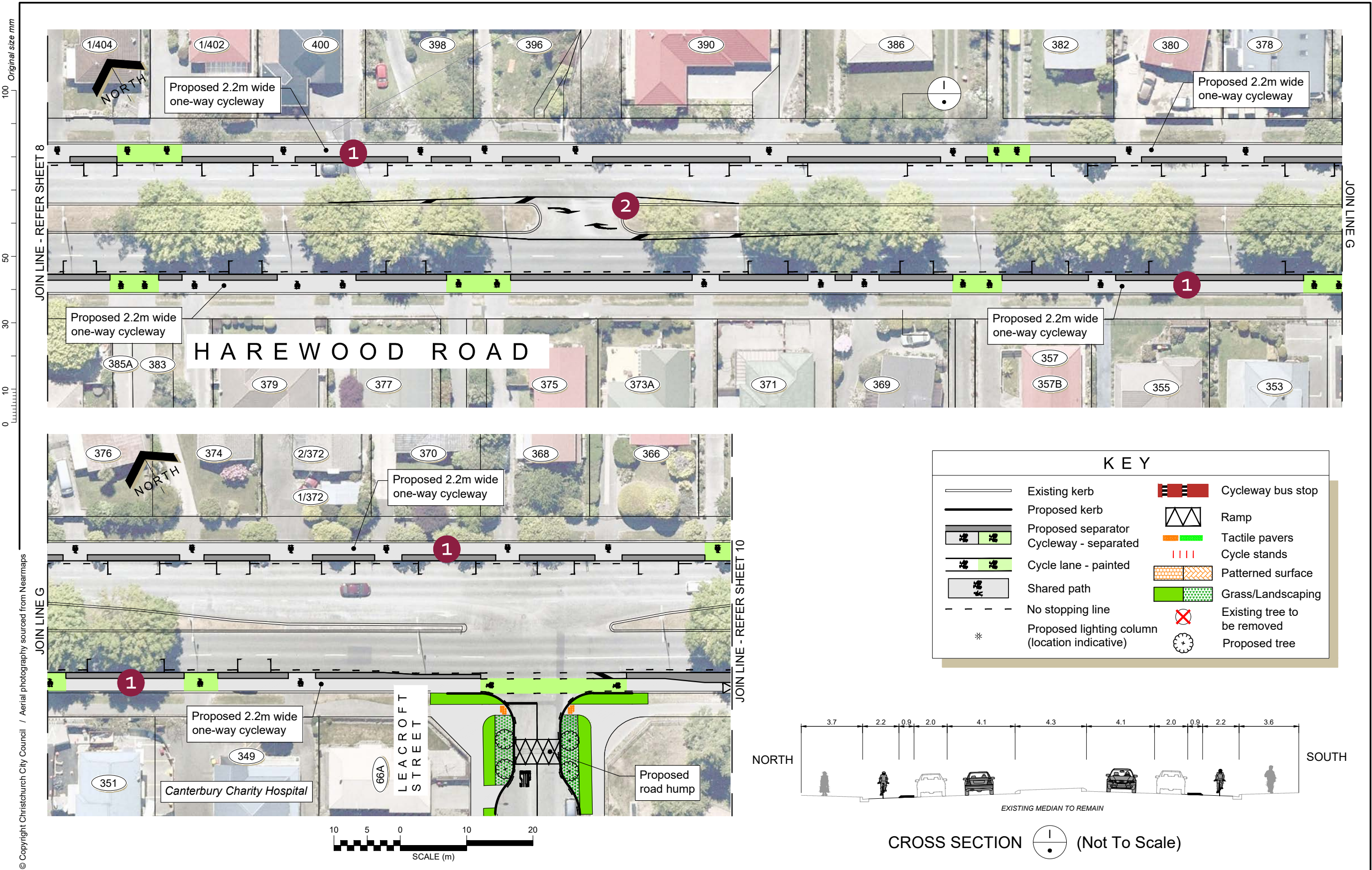


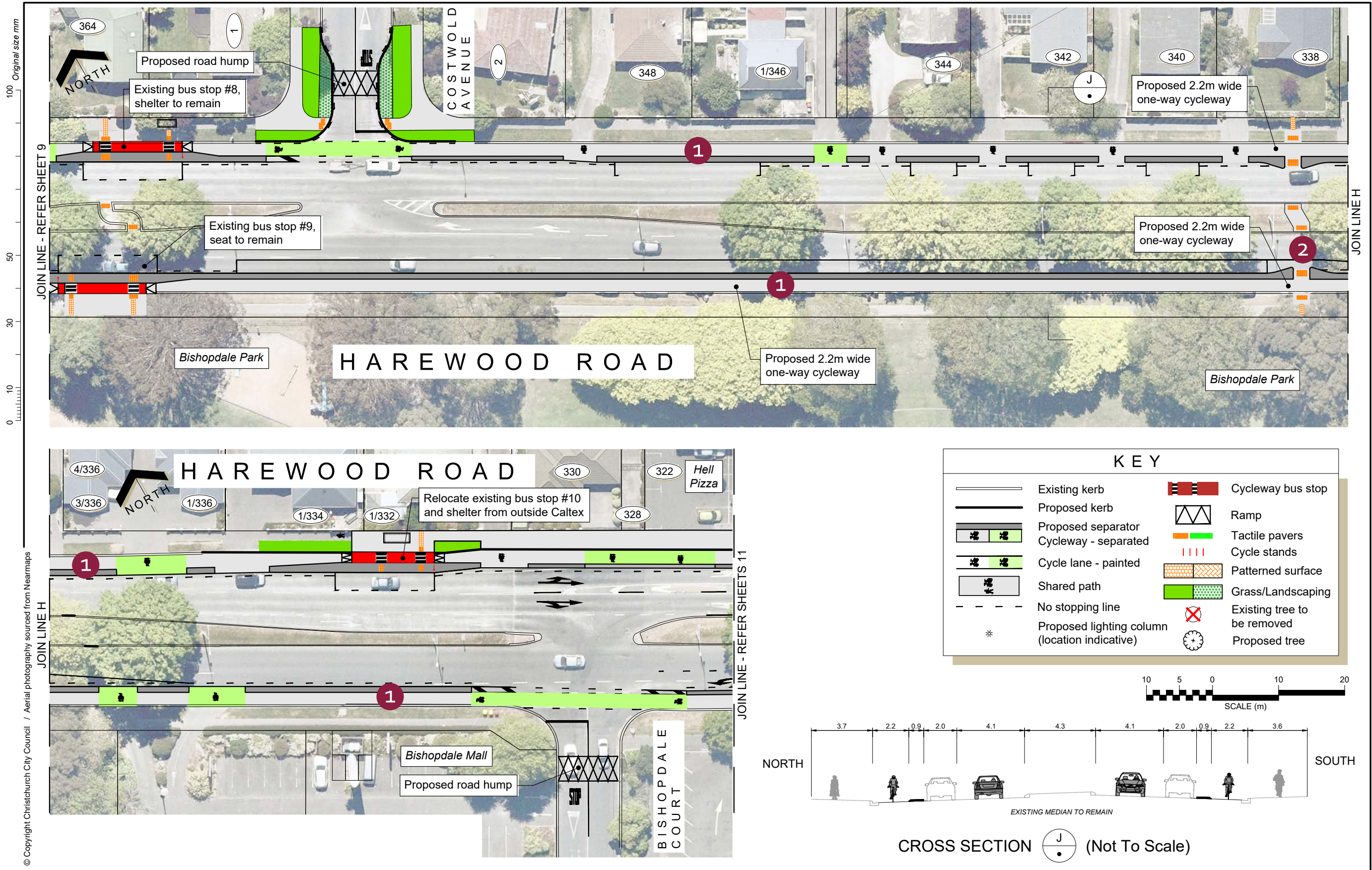


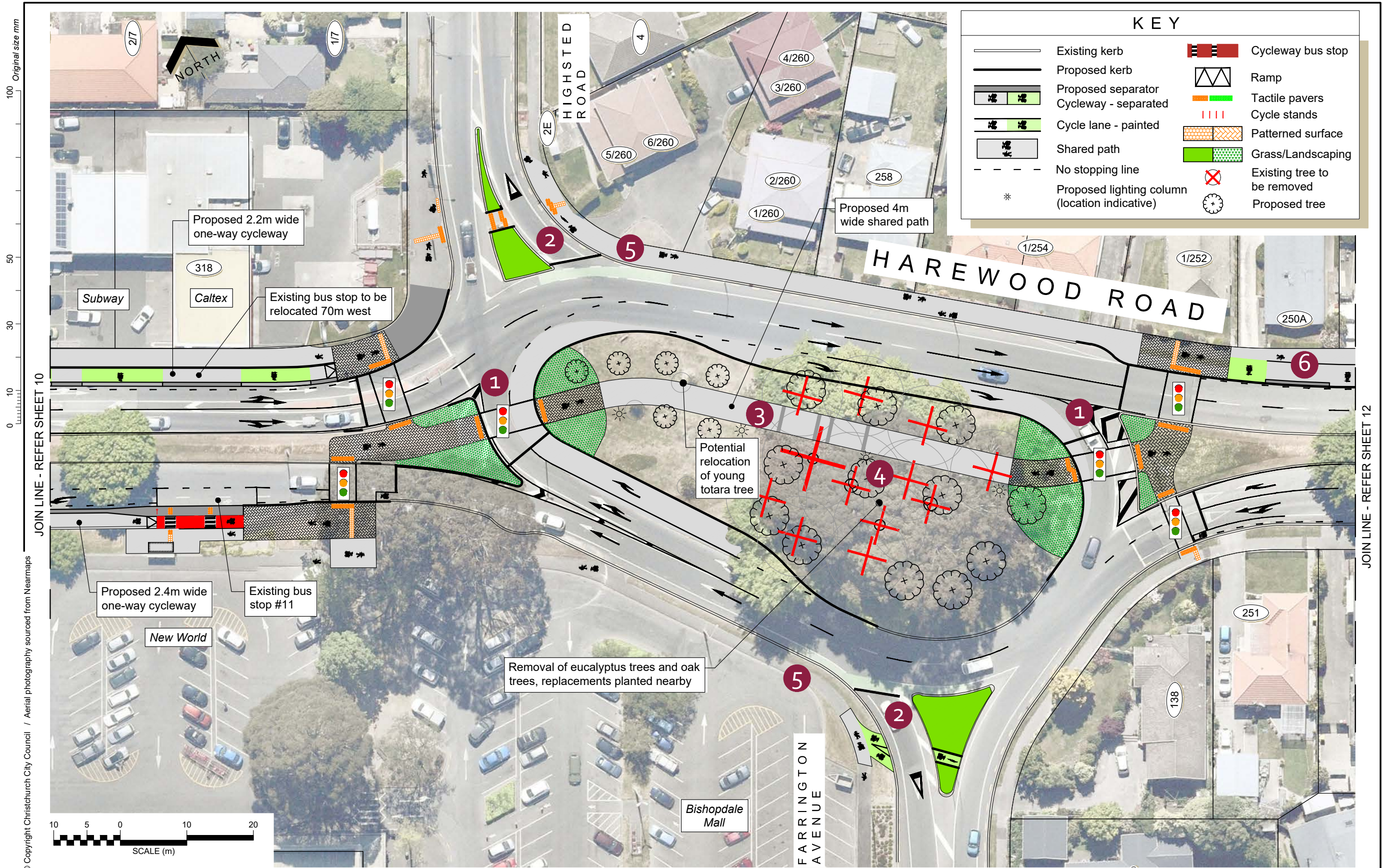


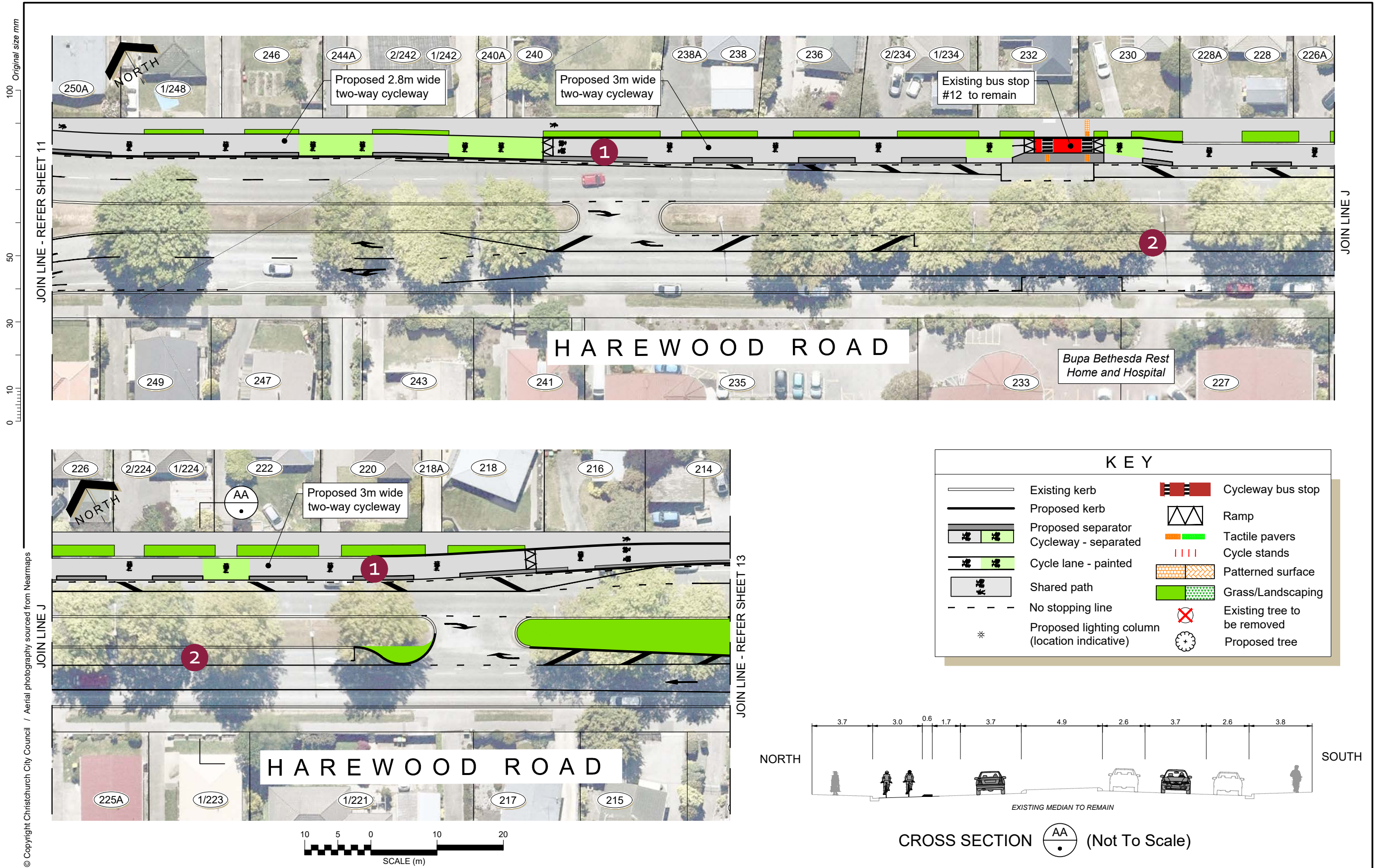


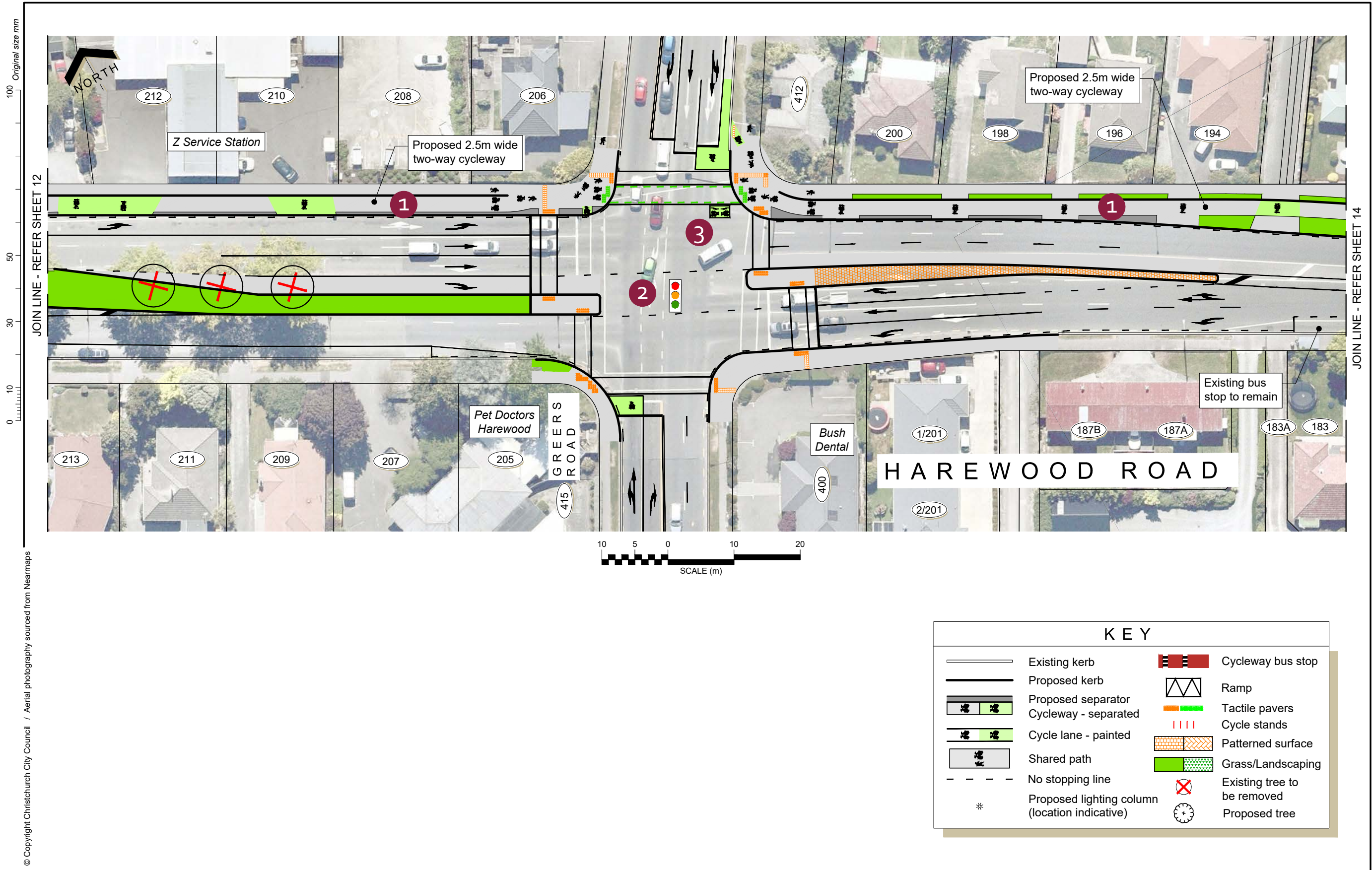


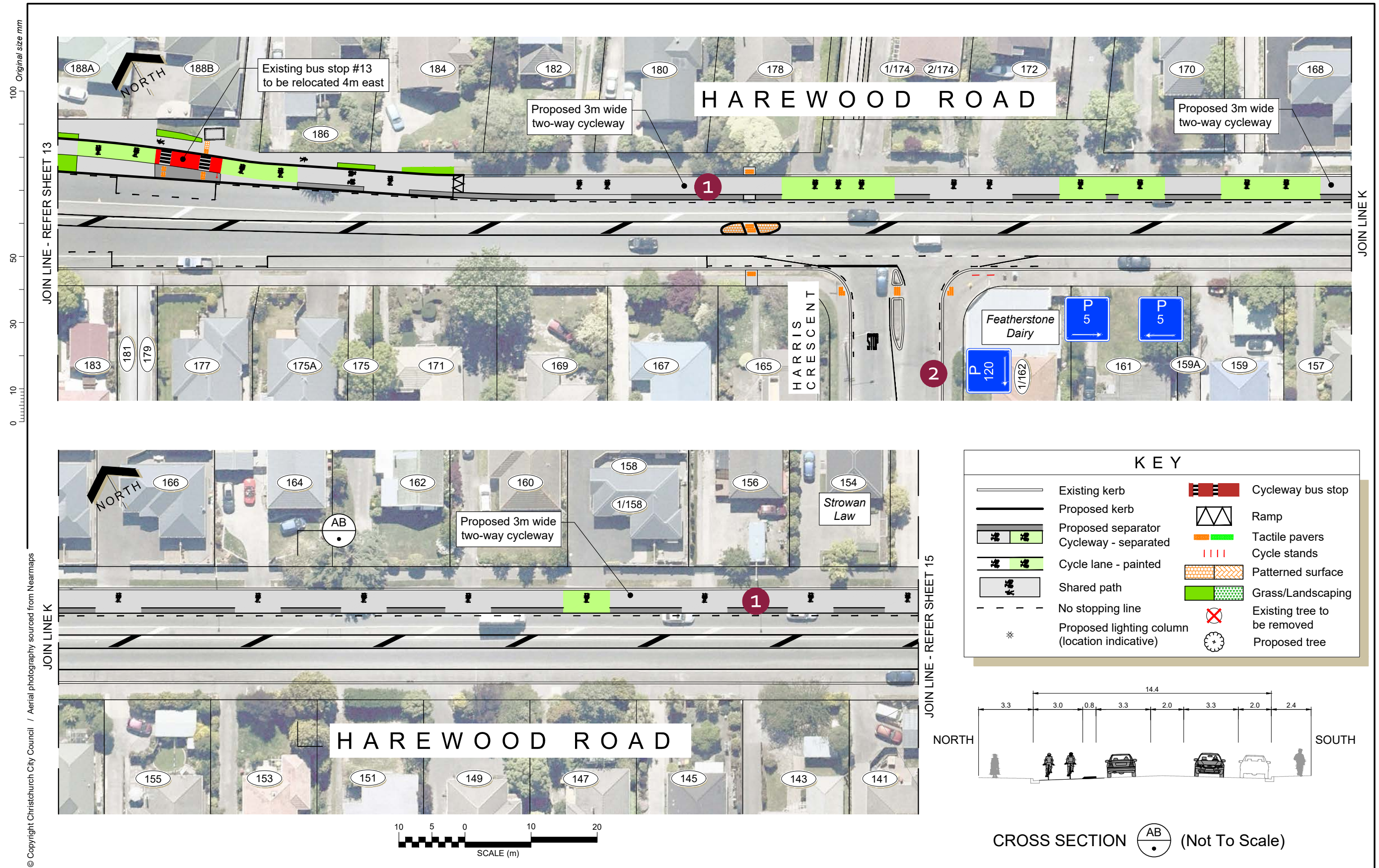


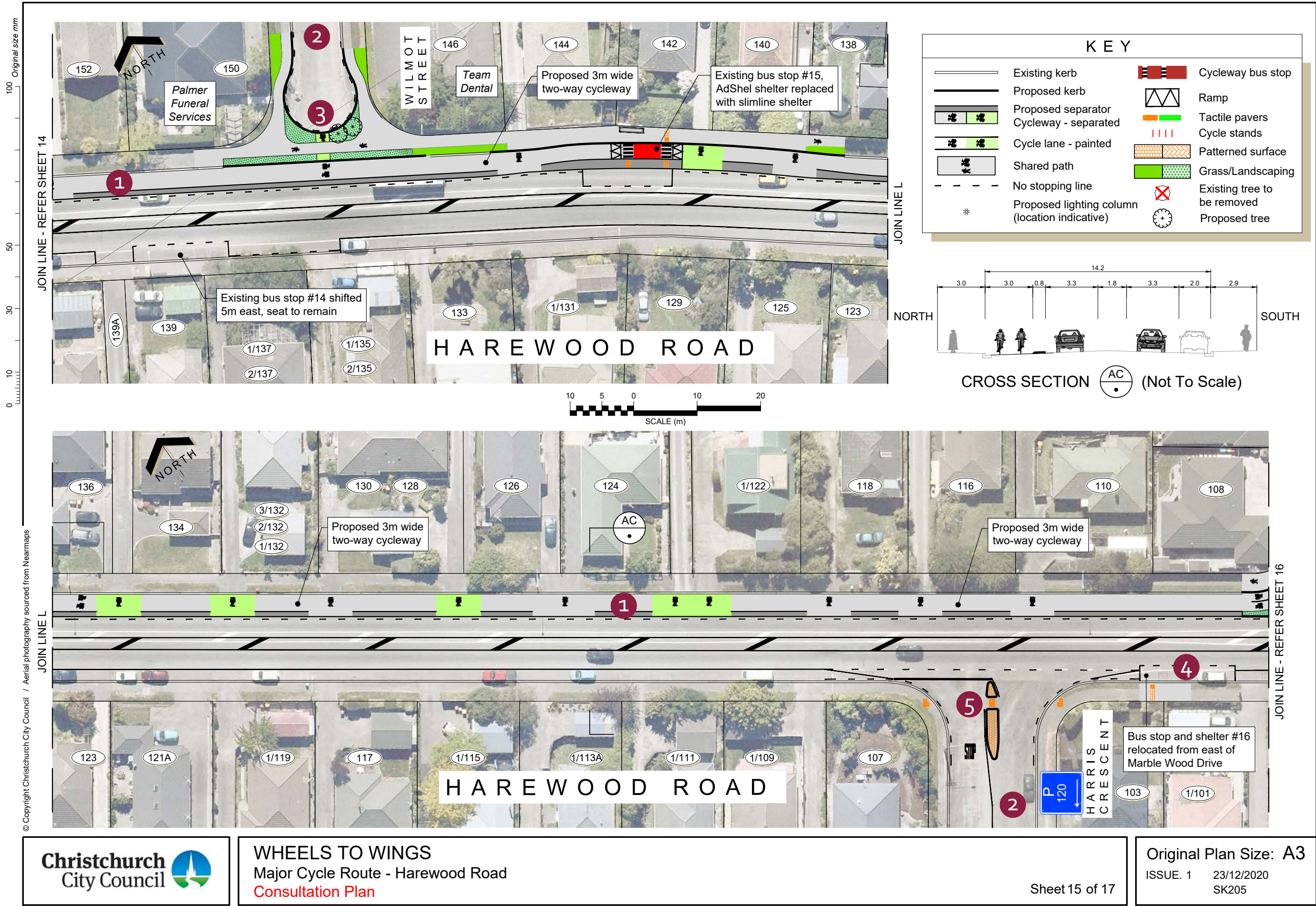


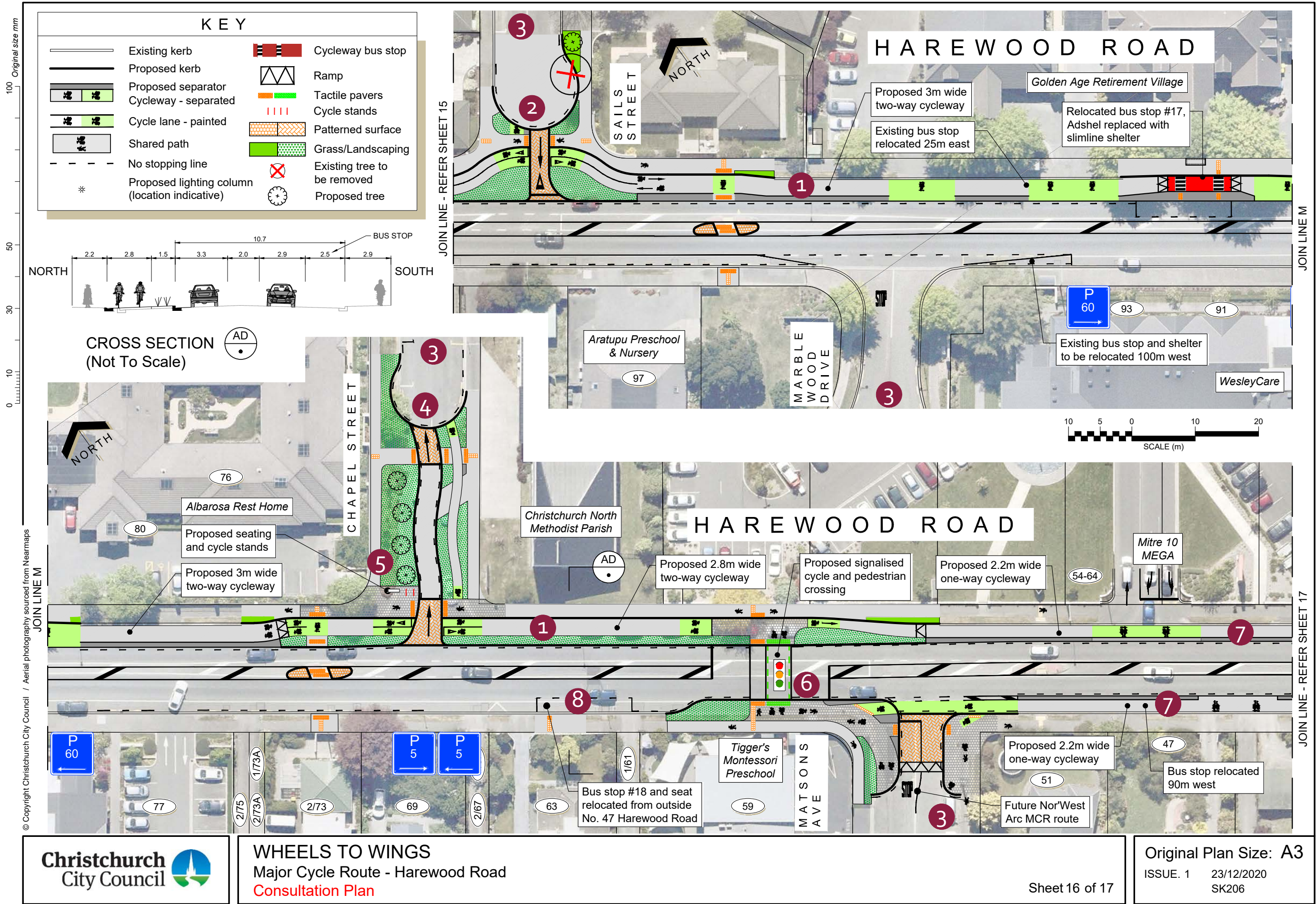


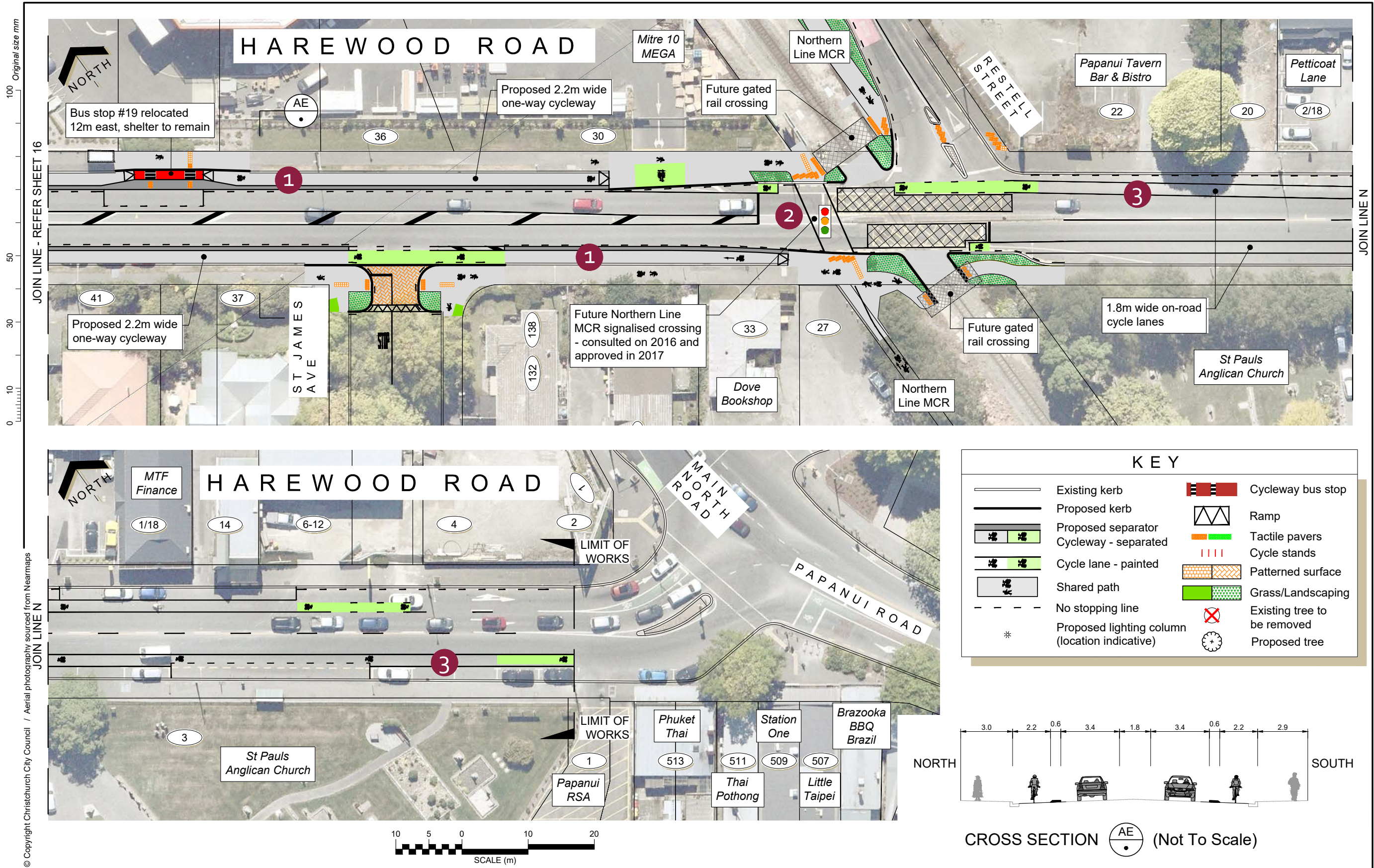


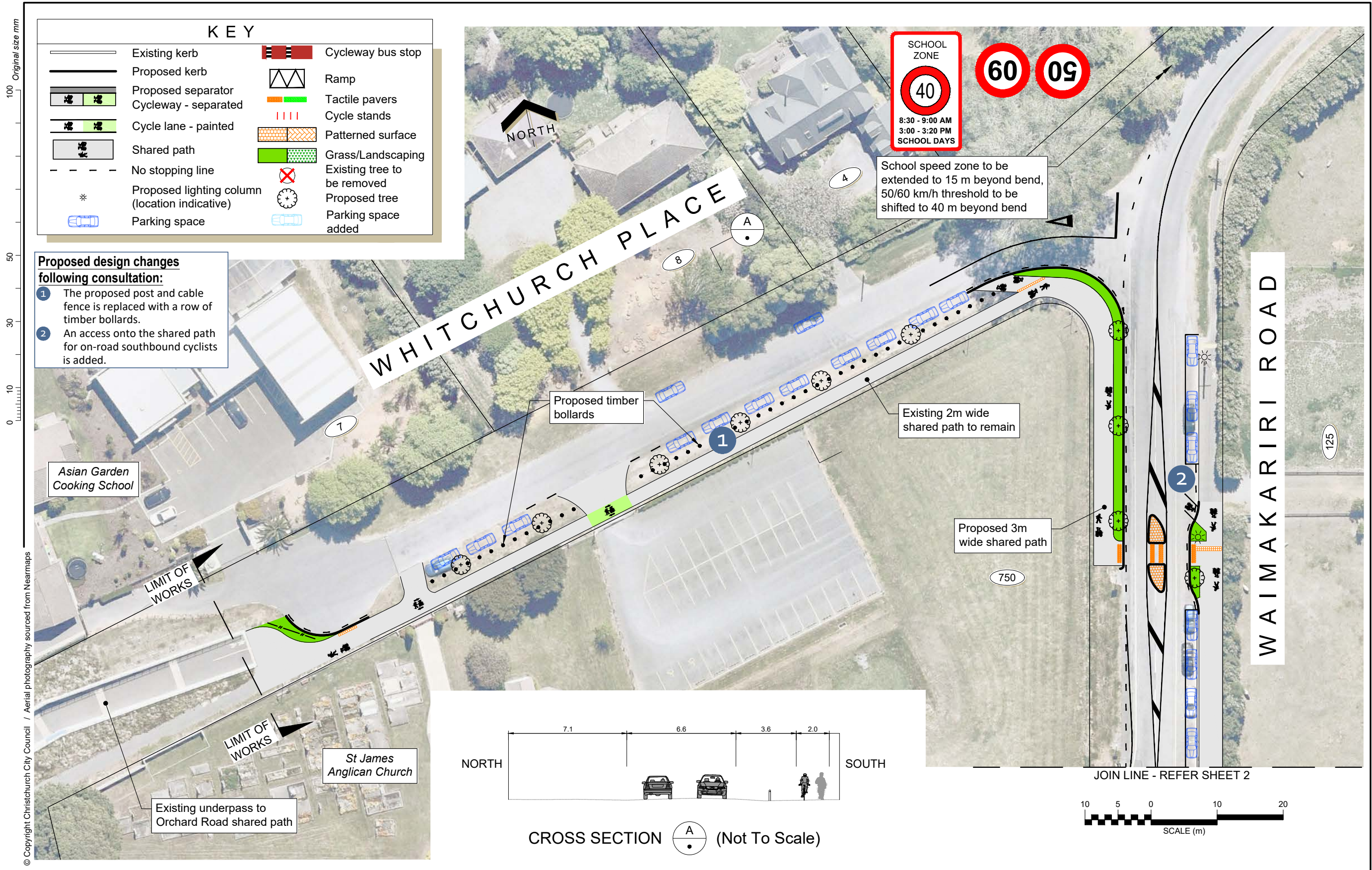


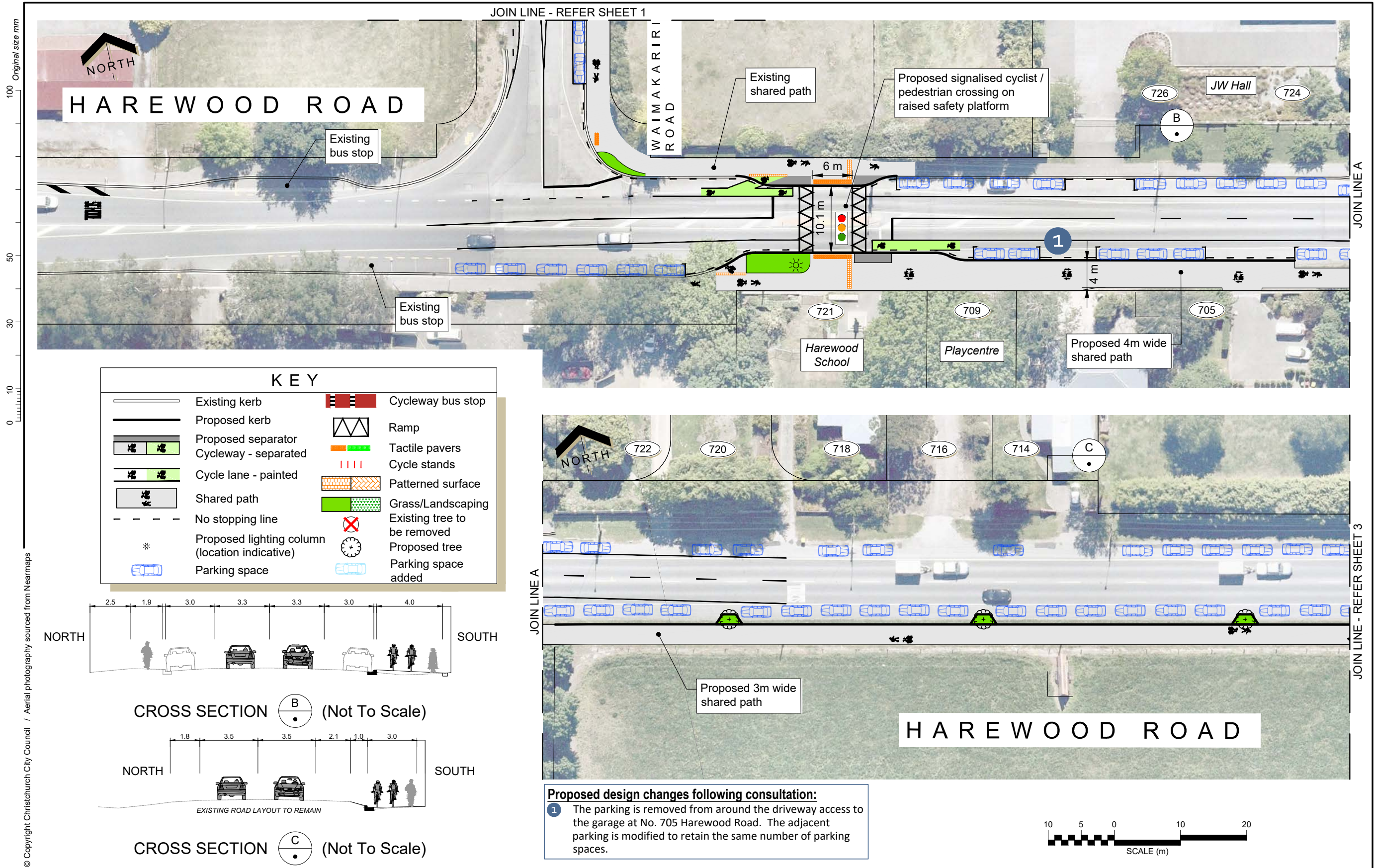


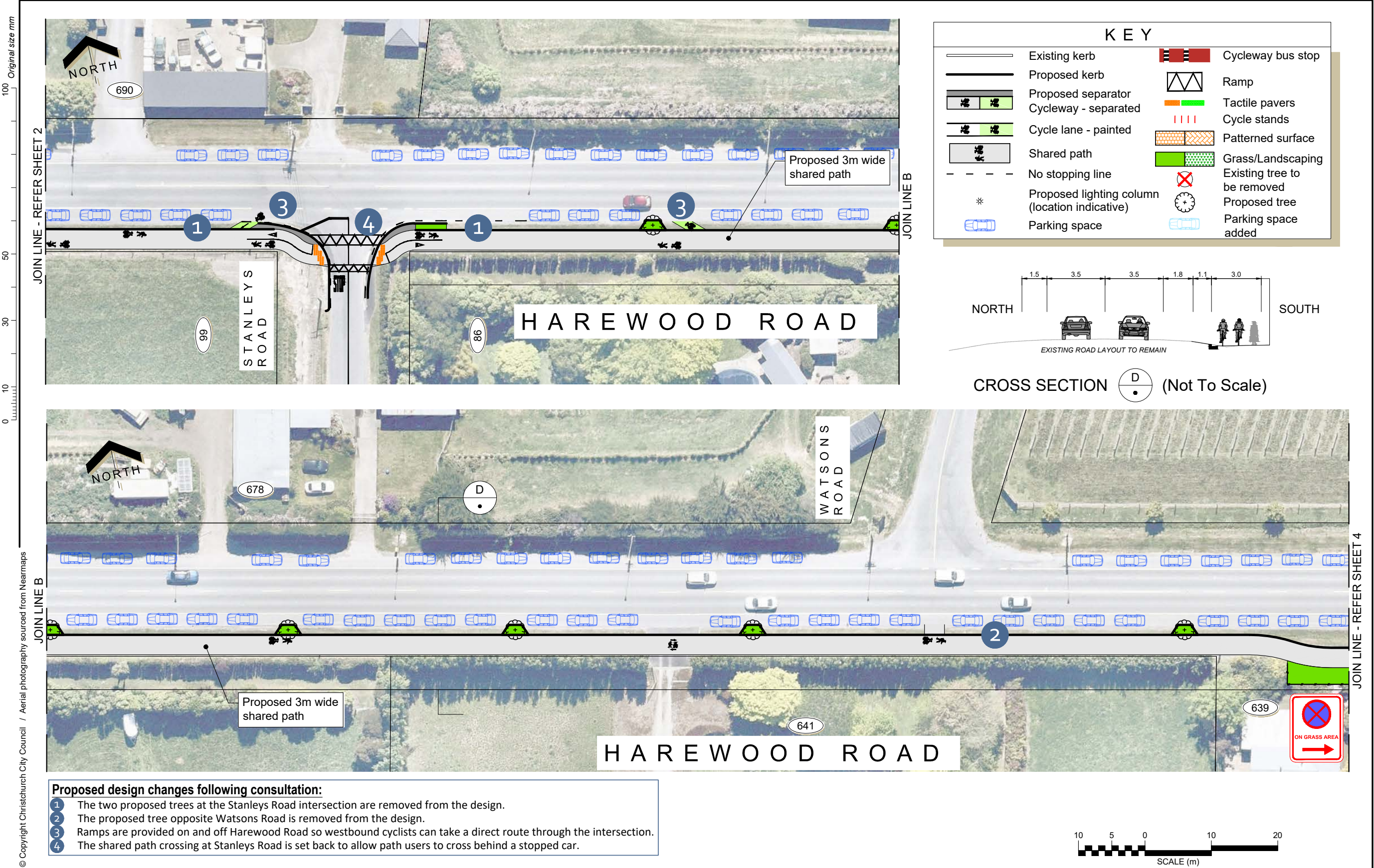


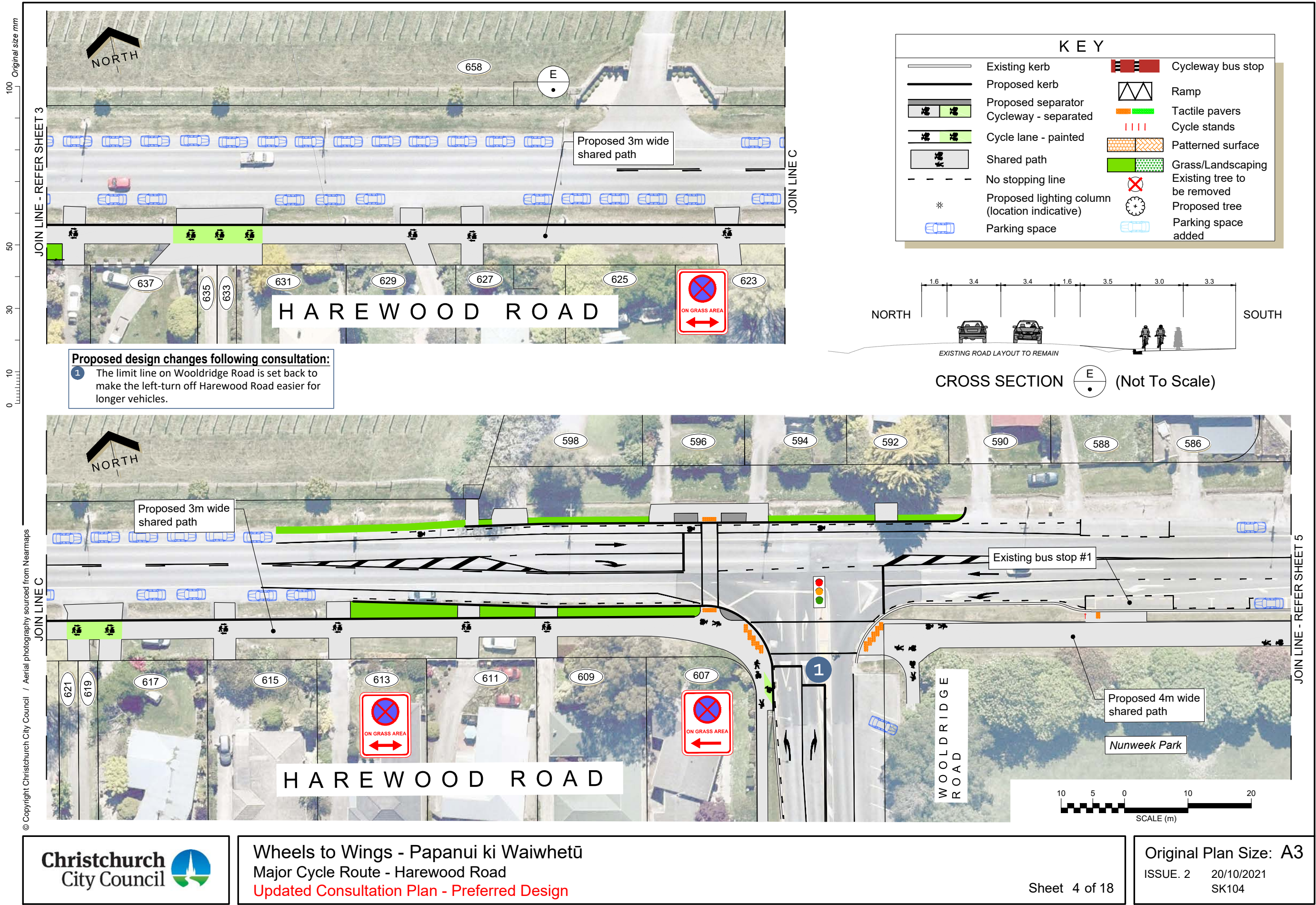


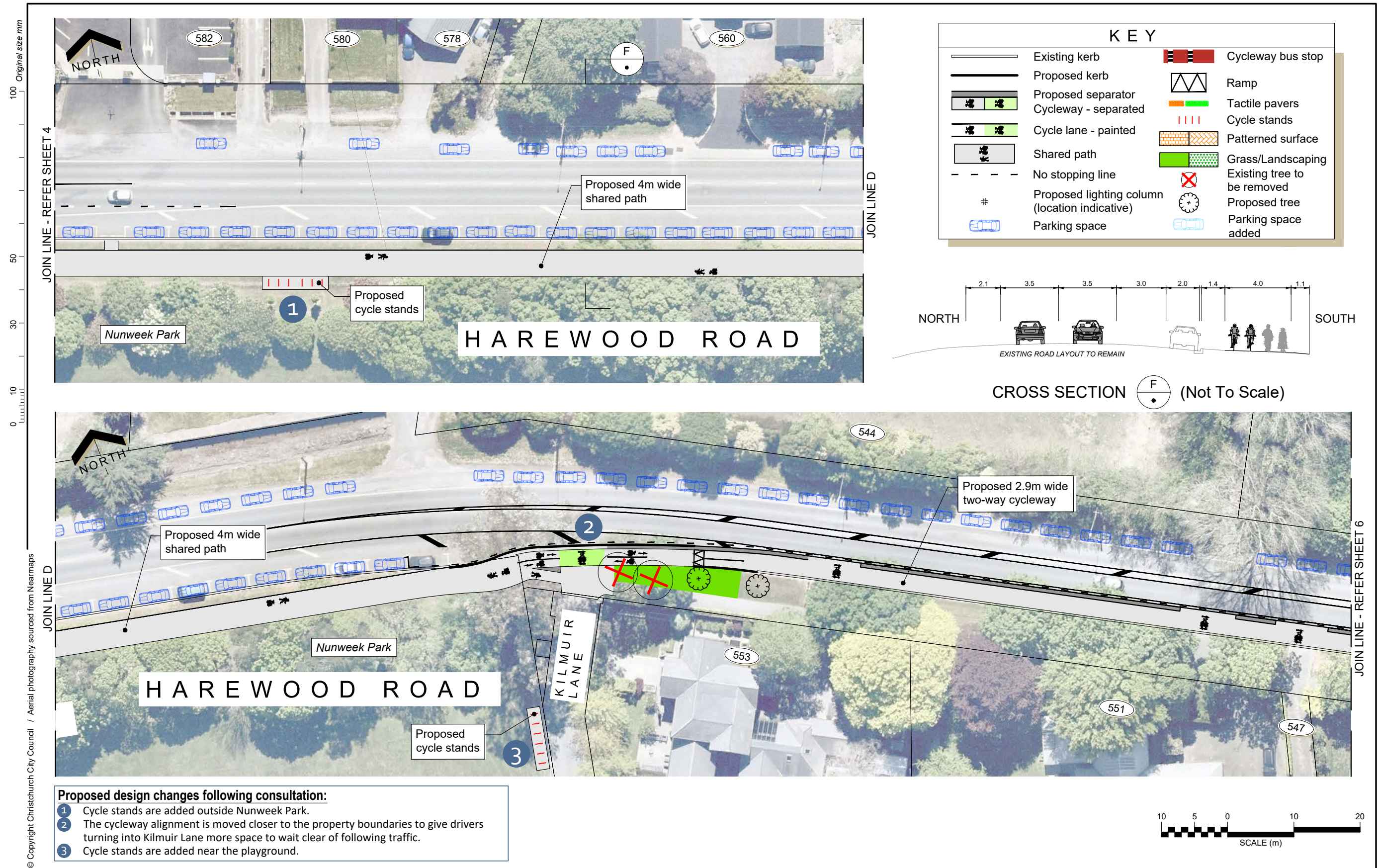


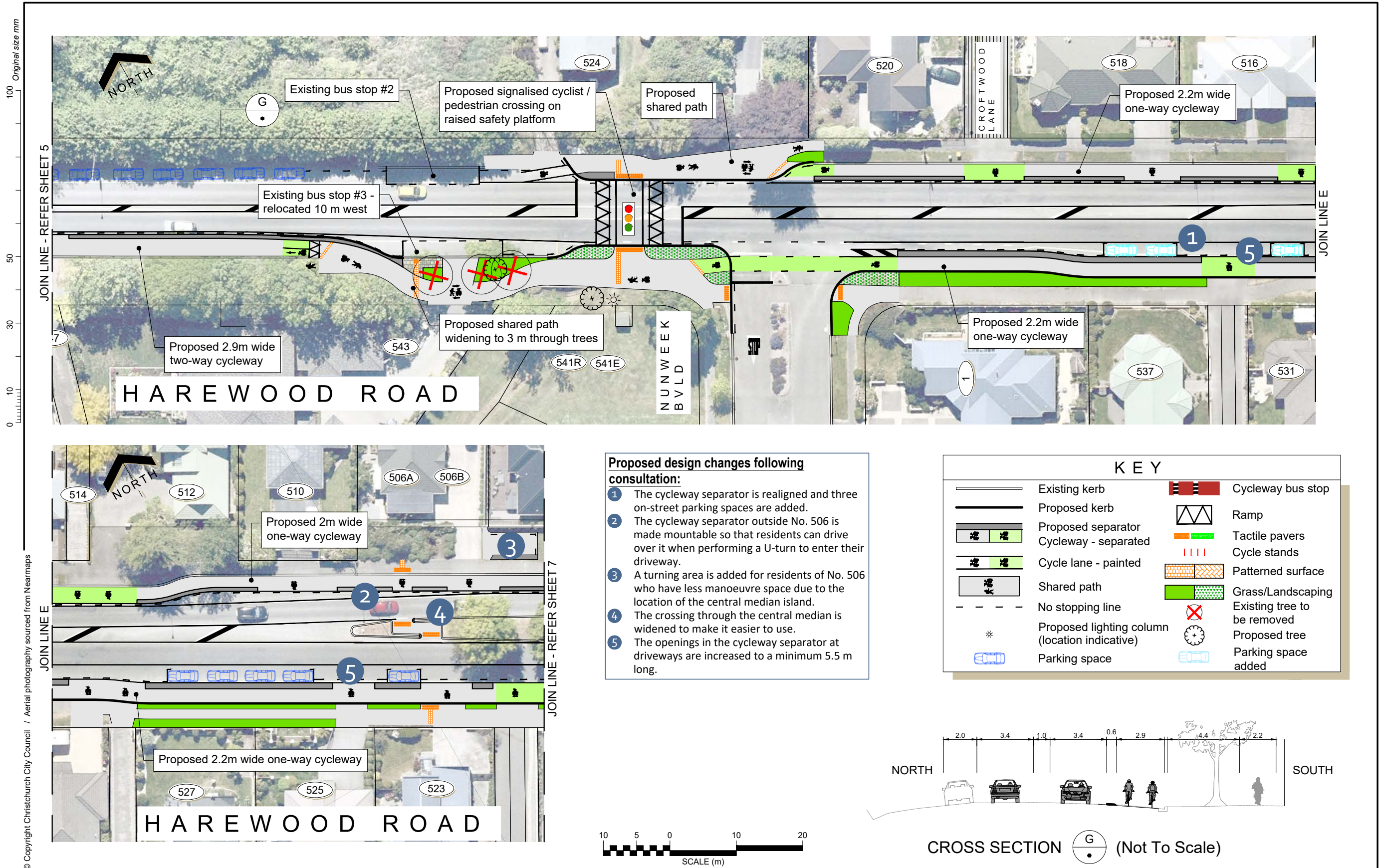


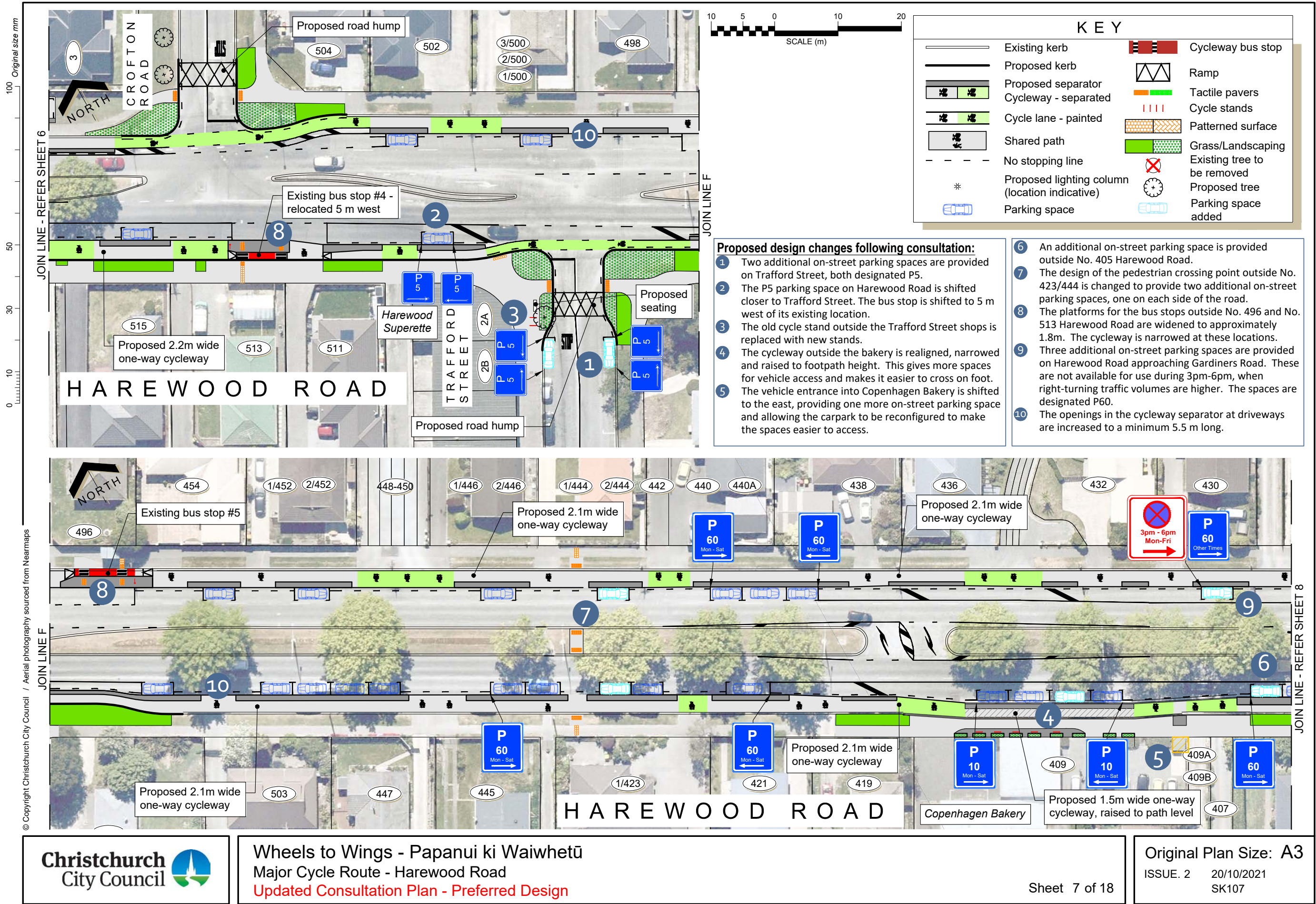


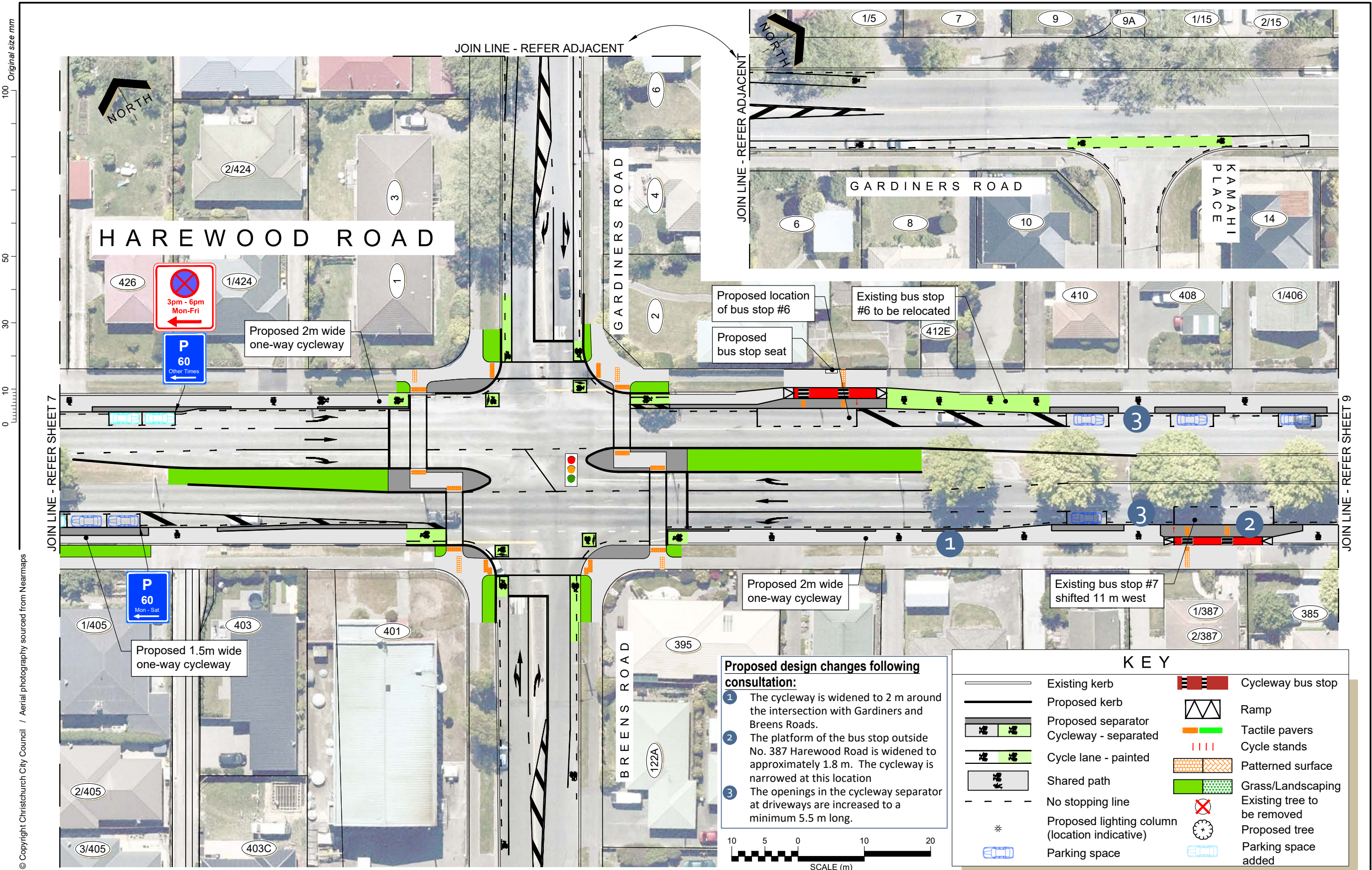


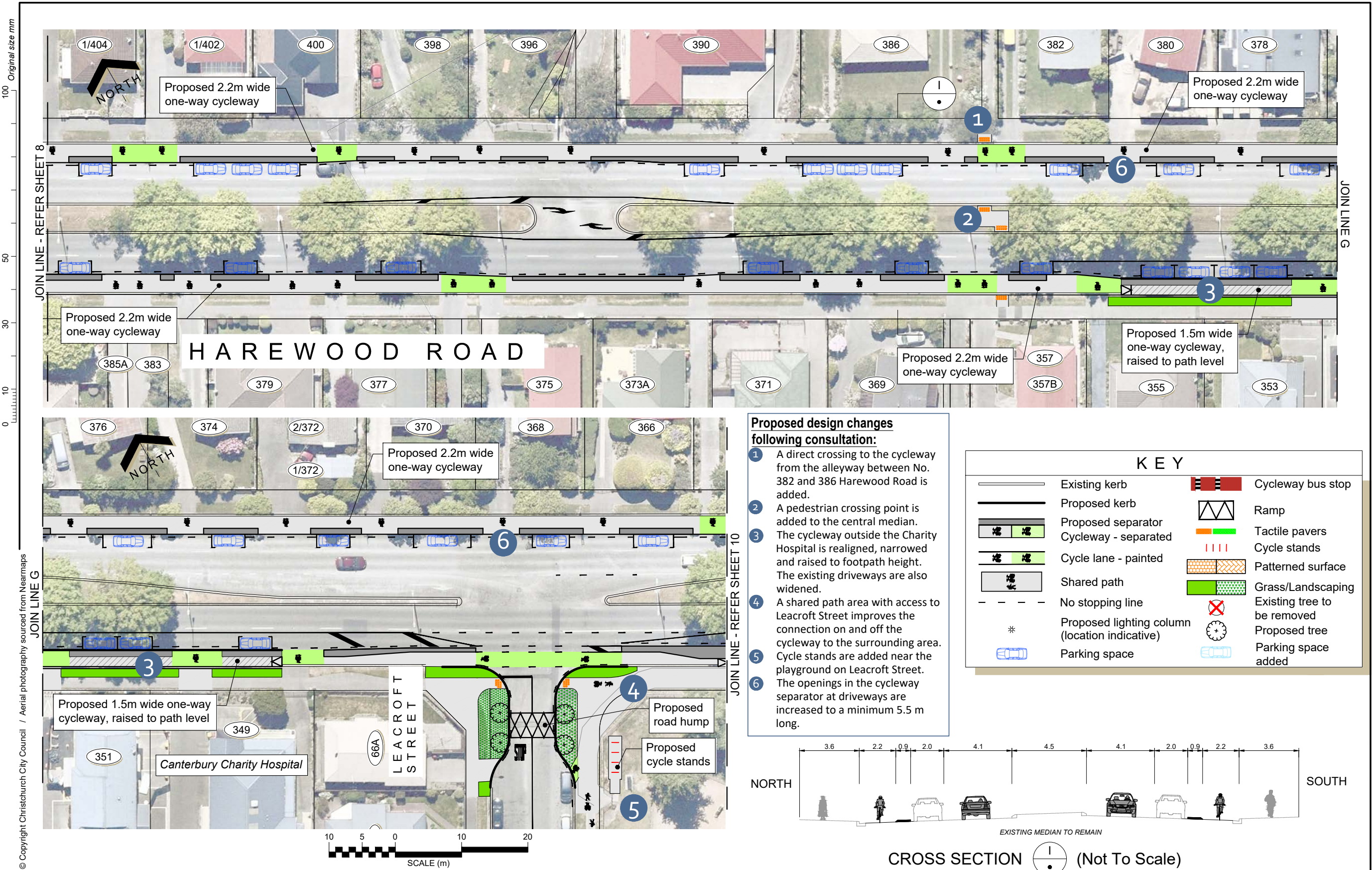


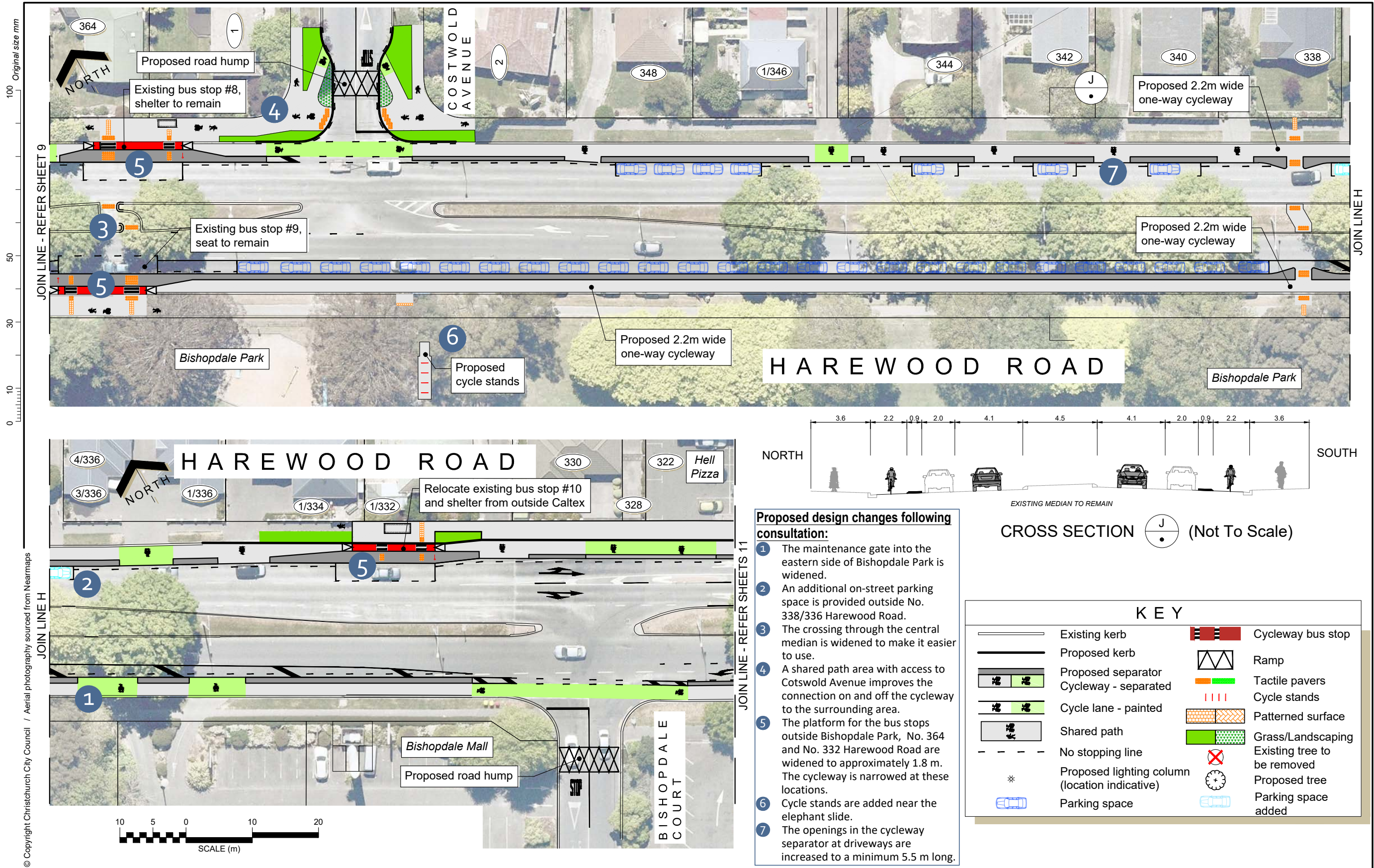


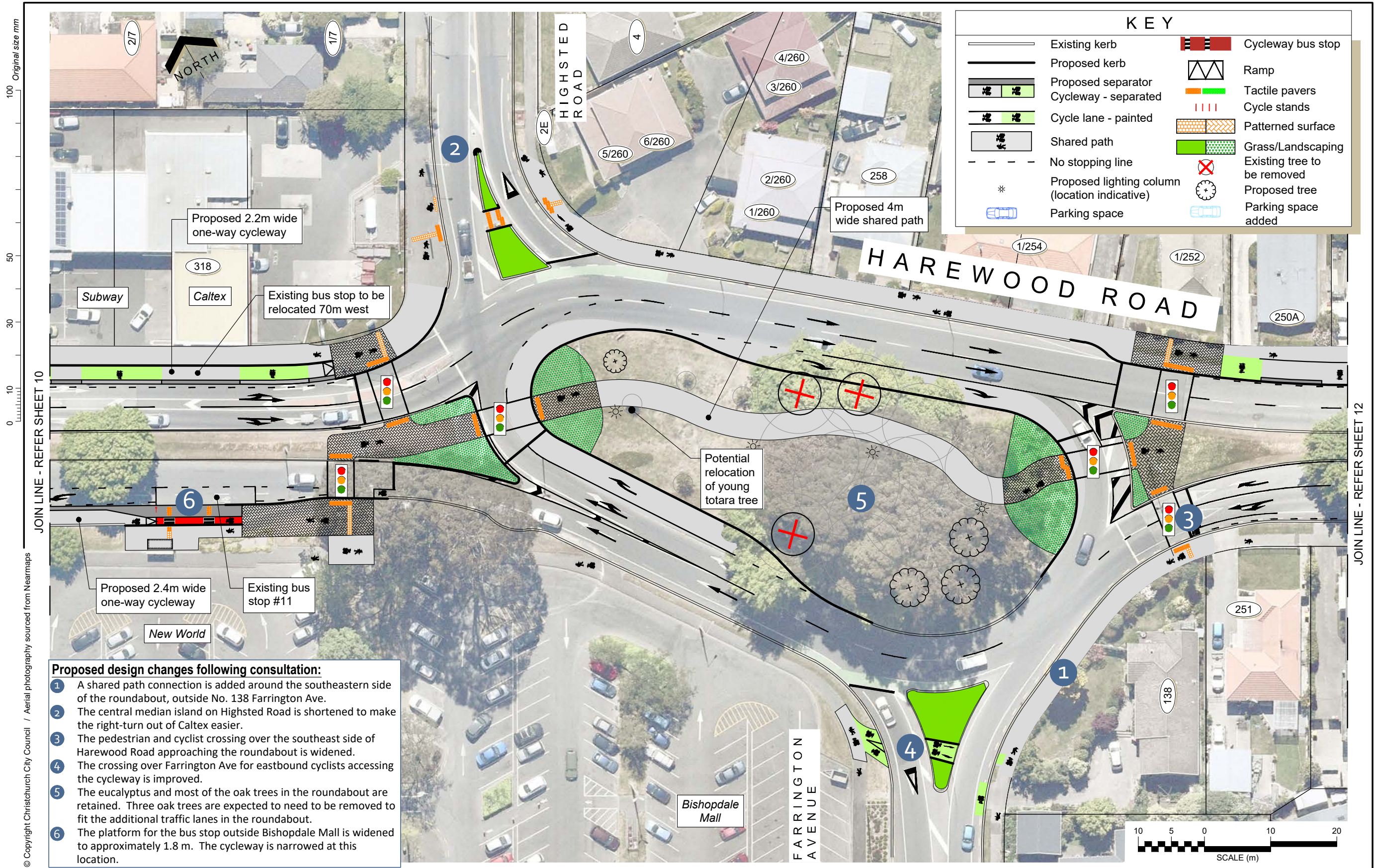


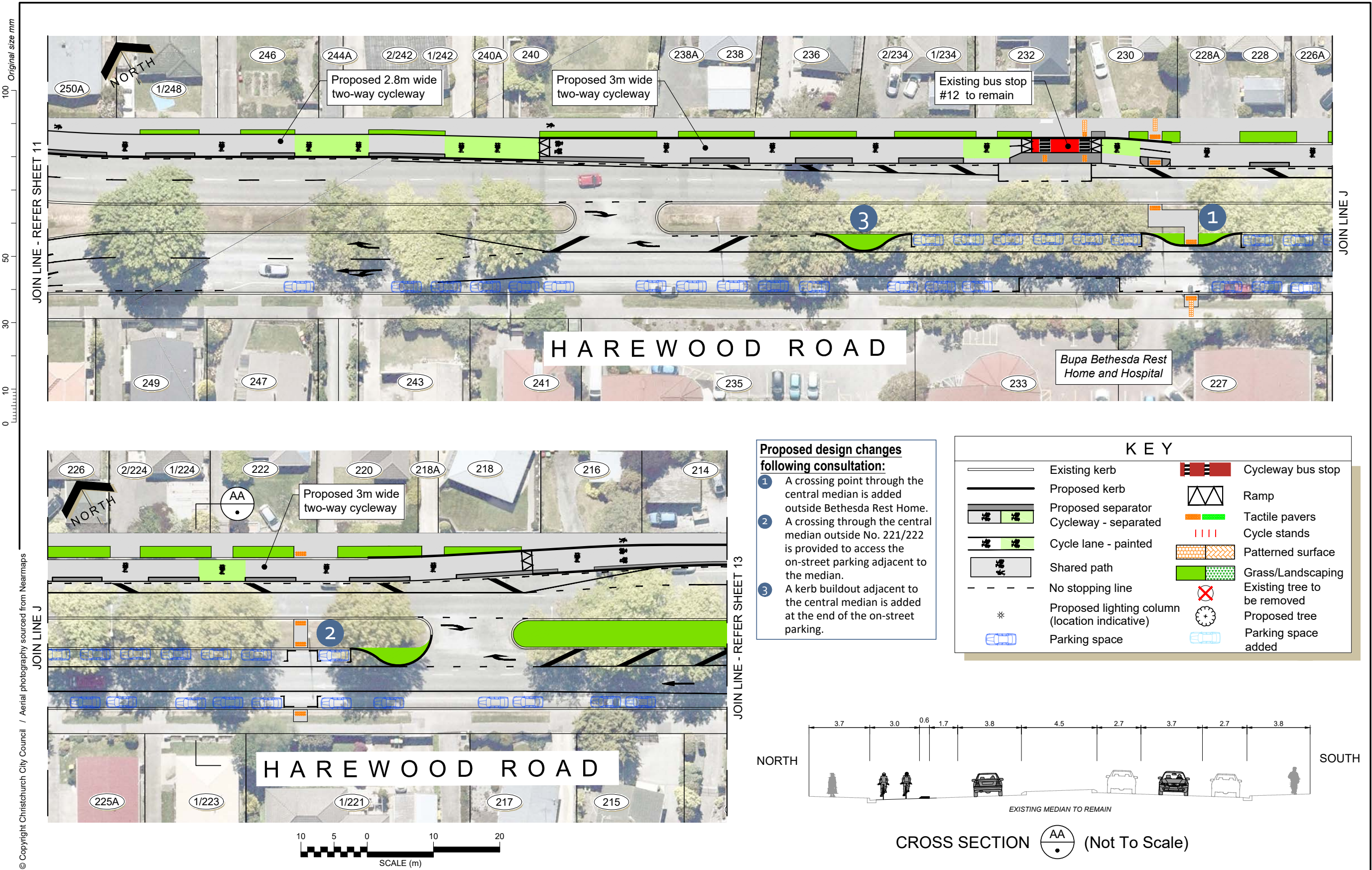


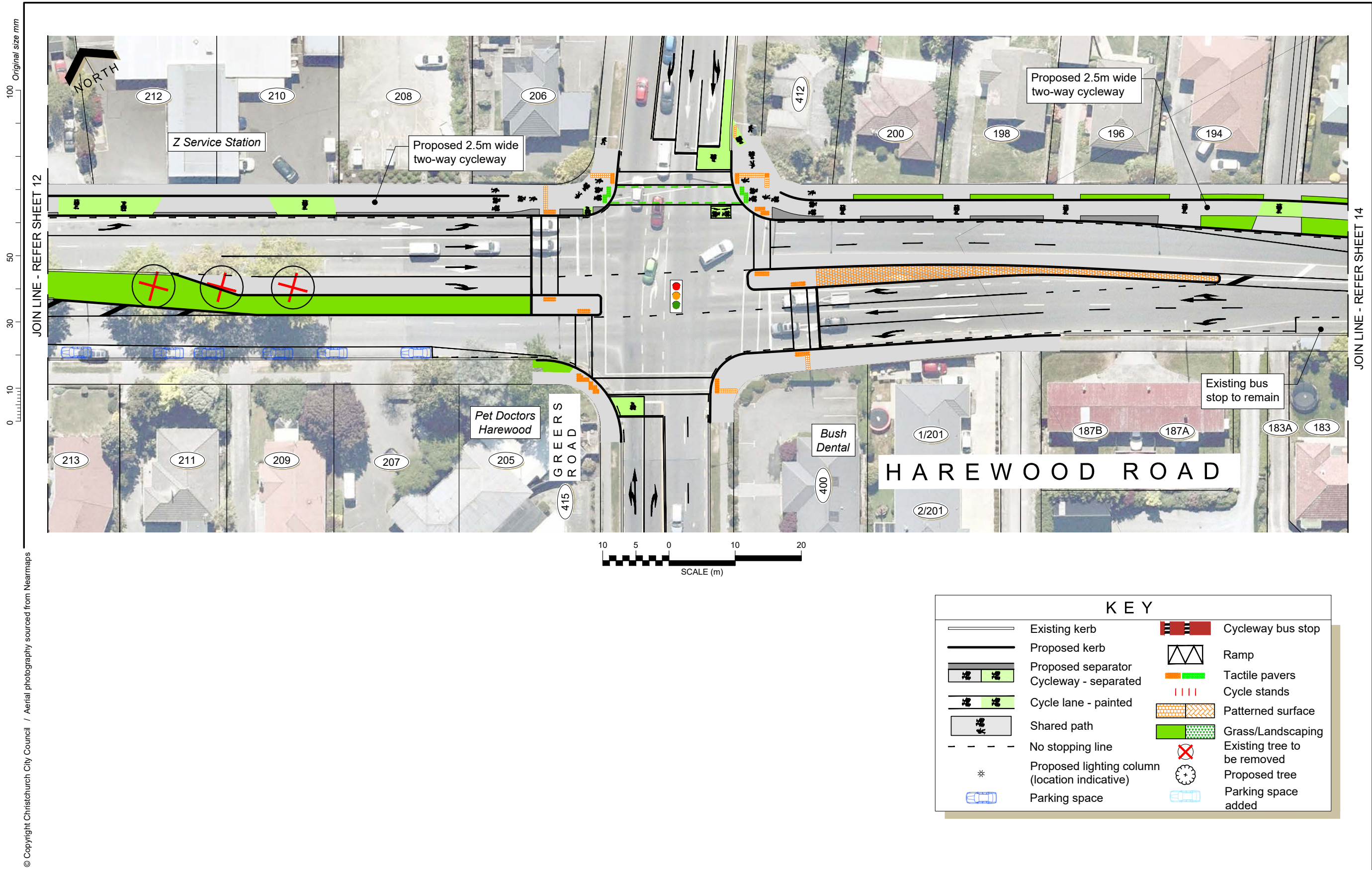


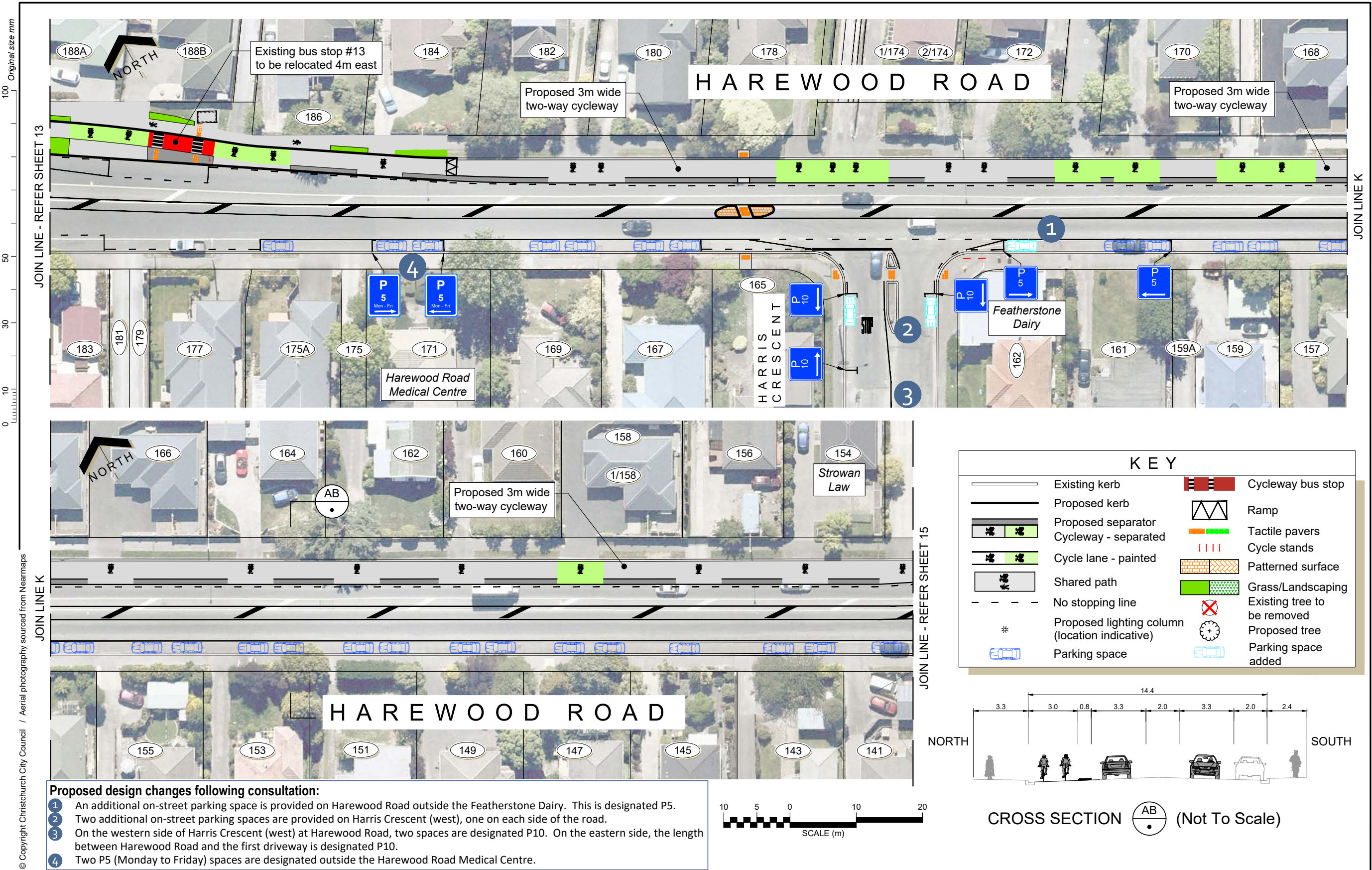


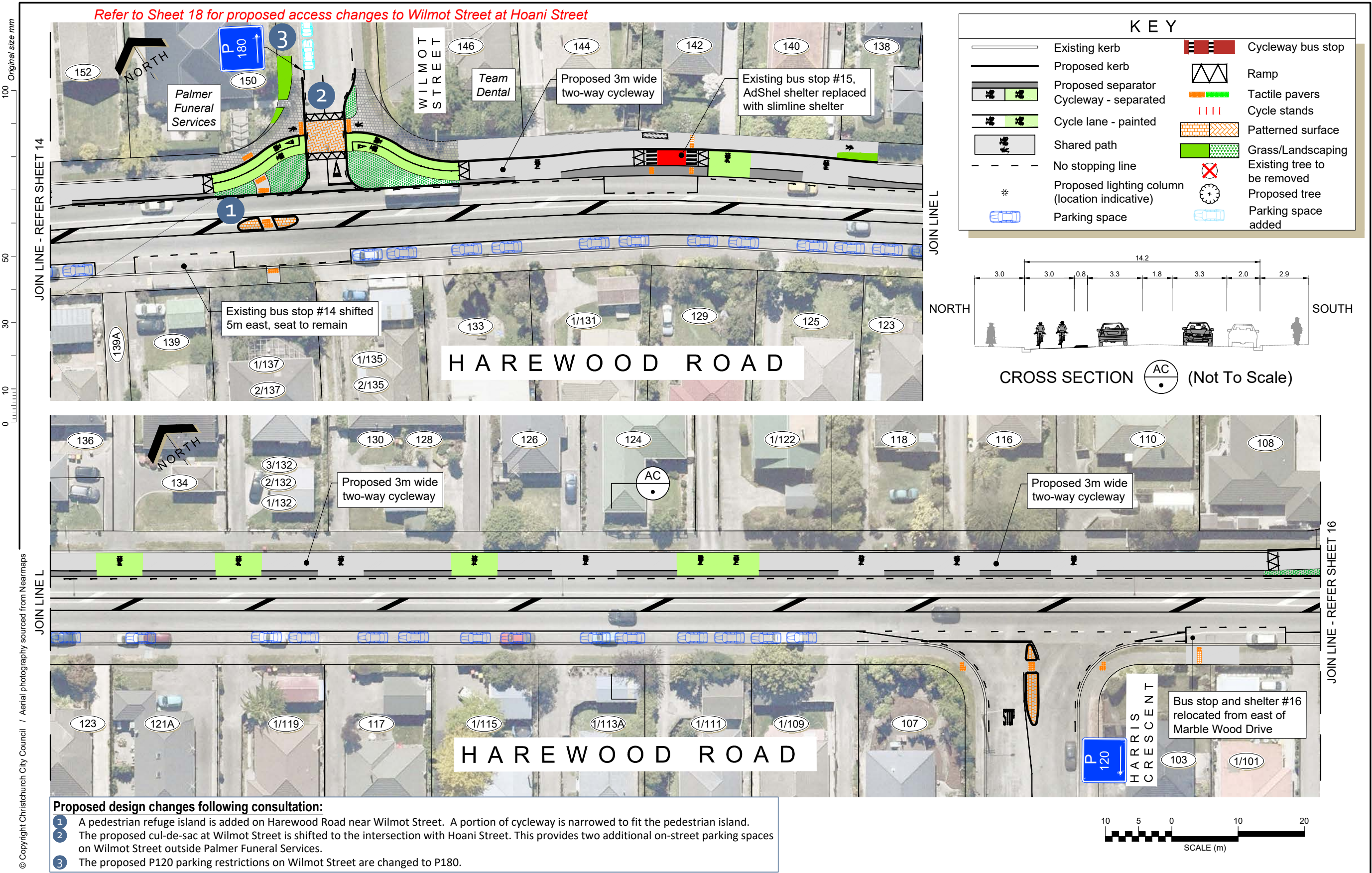


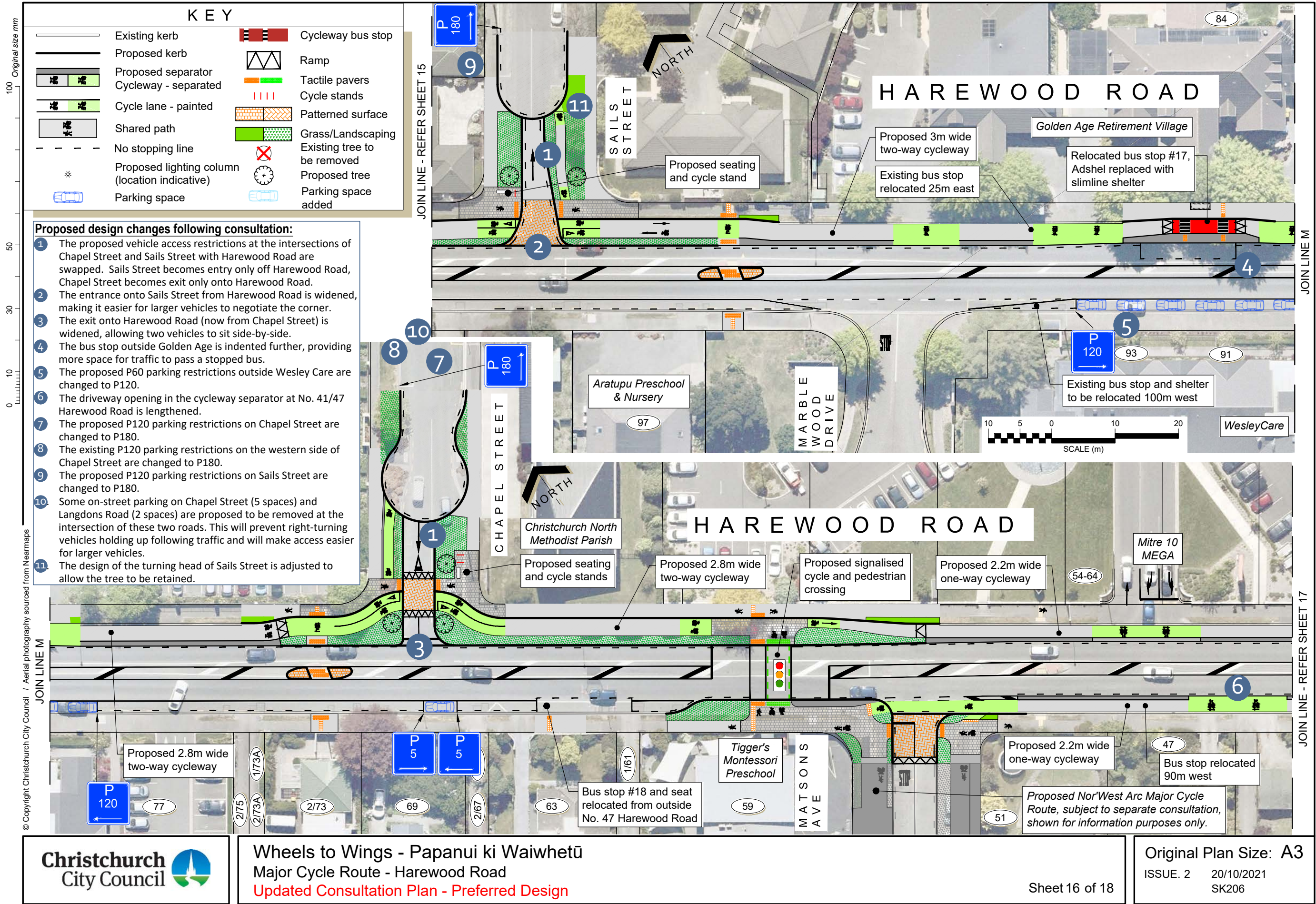


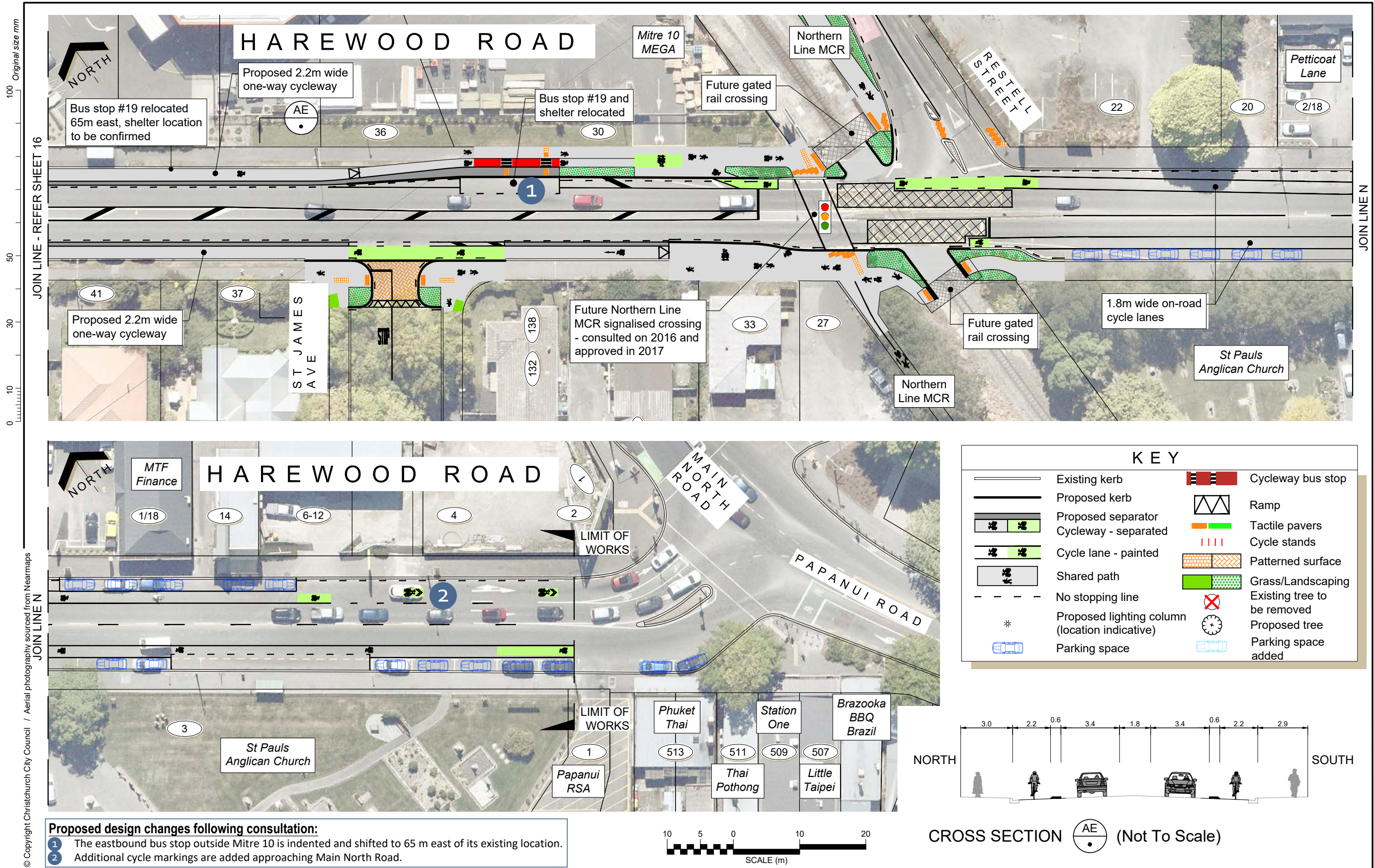


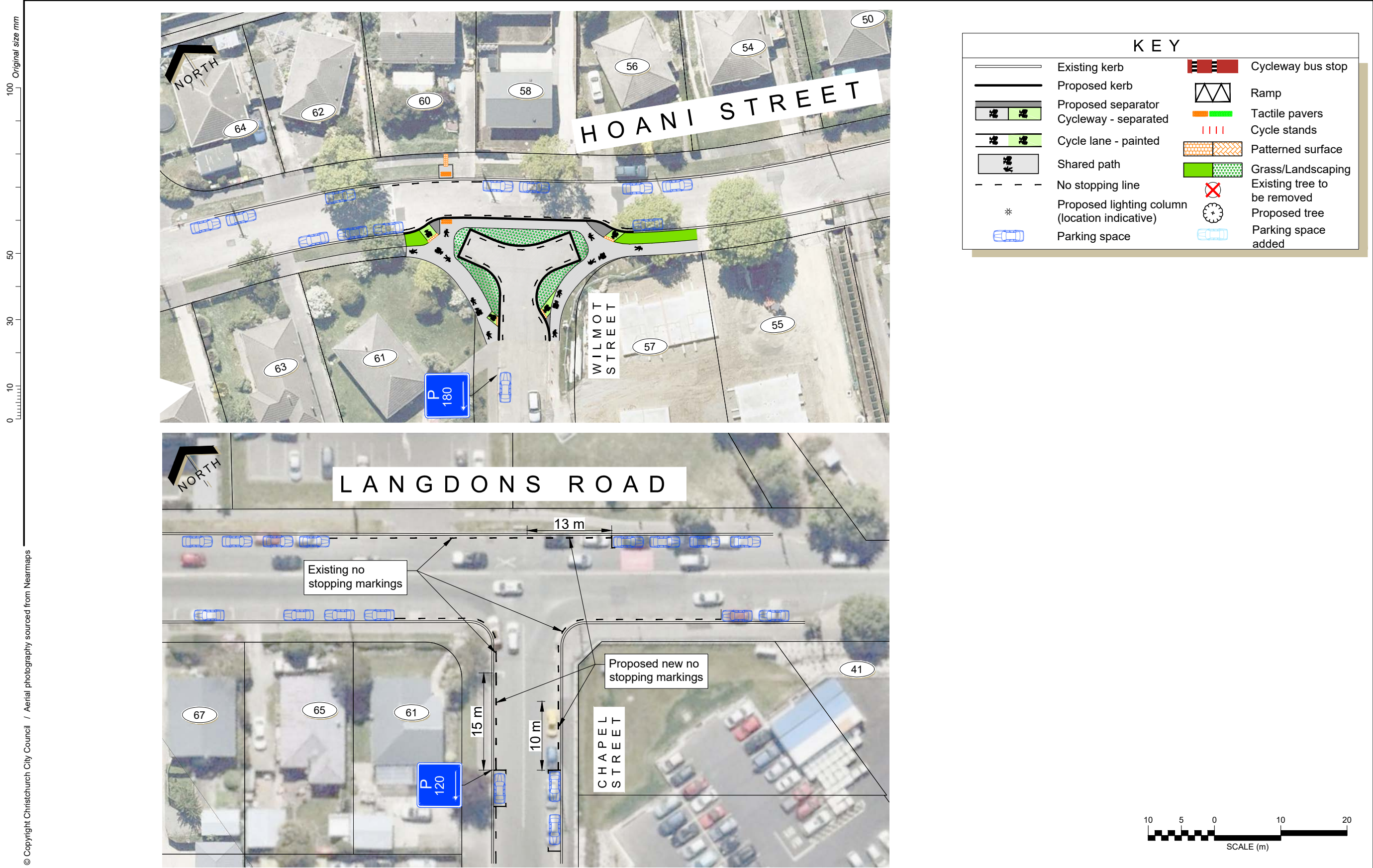


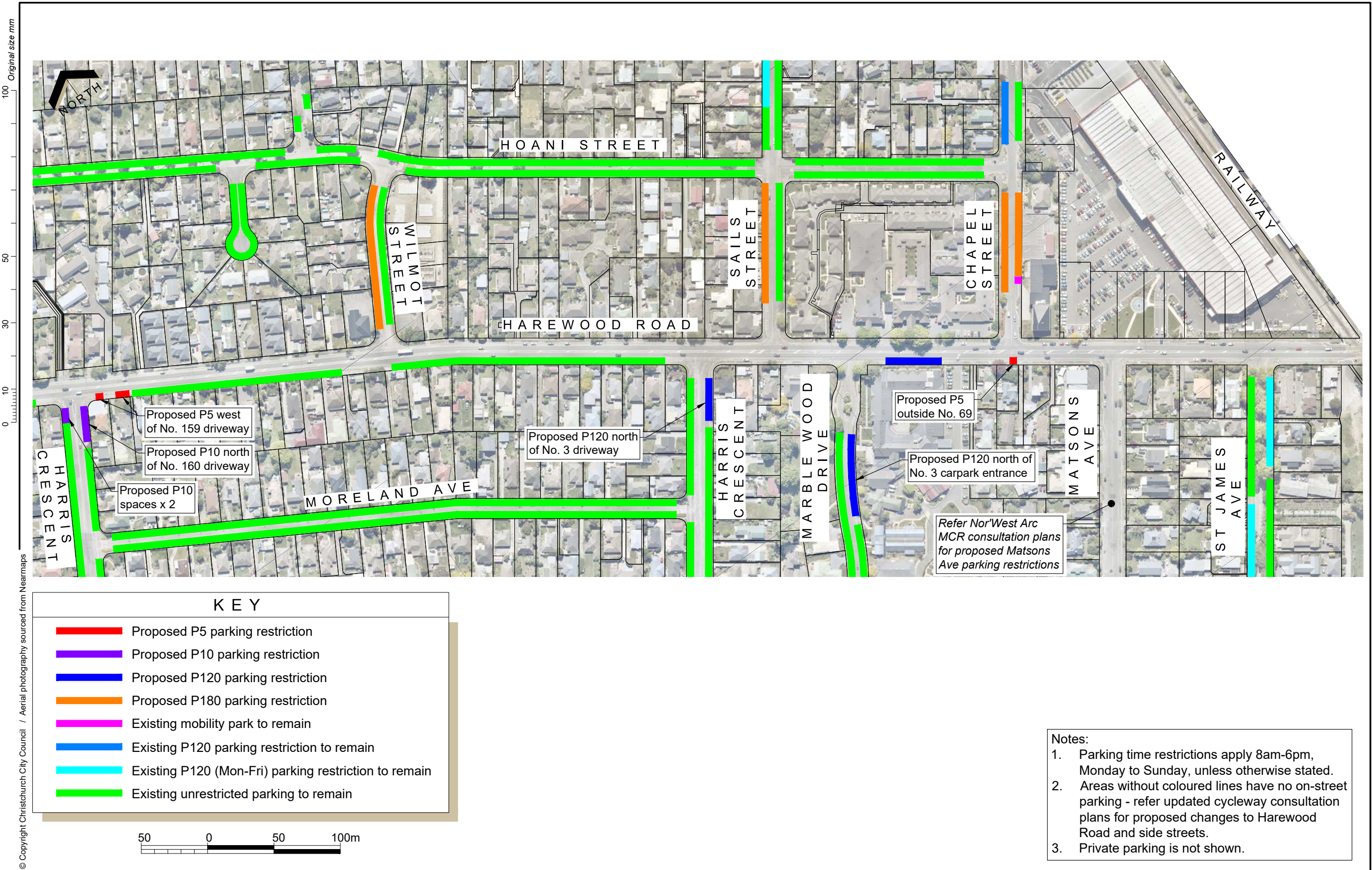












KEY

- Proposed P5 parking restriction
- Proposed P10 parking restriction
- Proposed P120 parking restriction
- Proposed P180 parking restriction
- Existing mobility park to remain
- Existing P120 parking restriction to remain
- Existing P120 (Mon-Fri) parking restriction to remain
- Existing unrestricted parking to remain

- Notes:
- Parking time restrictions apply 8am-6pm, Monday to Sunday, unless otherwise stated.
 - Areas without coloured lines have no on-street parking - refer updated cycleway consultation plans for proposed changes to Harewood Road and side streets.
 - Private parking is not shown.

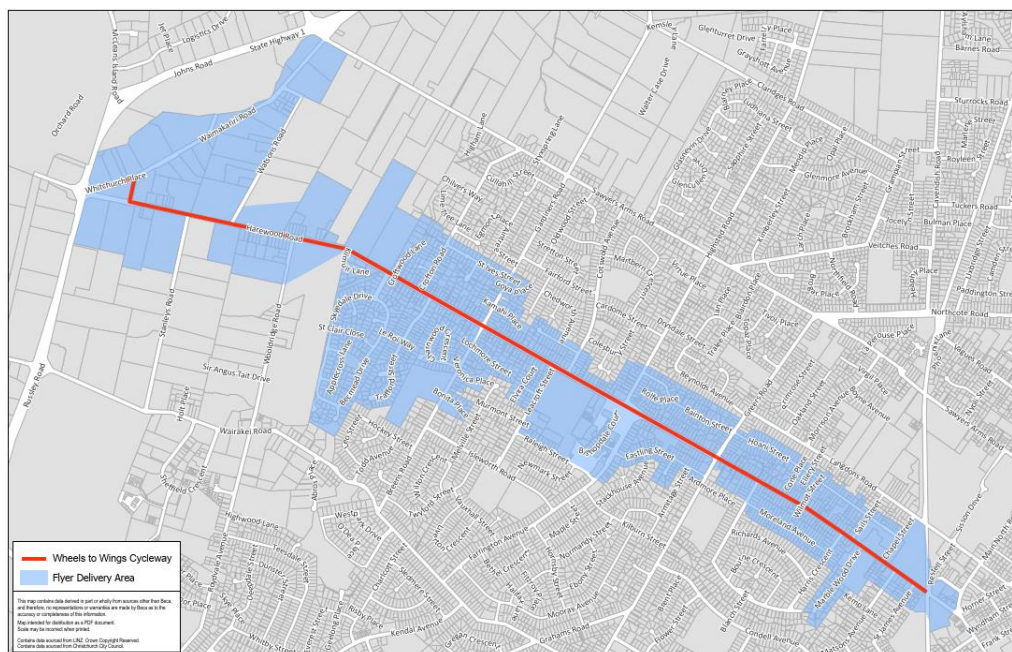
WHEELS TO WINGS

CONSULTATION ANALYSIS

Overview

Community consultation on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway project, was undertaken from 25 January 2021 until 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 an additional information session during the consultation period and allow people more time to make their submissions.

Approximately 2000 consultation leaflets and cycleway plans applicable to each property were hand delivered to businesses, property owners and absentee owners along the cycle route and side streets leading onto the cycle route.



Distribution area

Hard copies of the consultation leaflet and individual (1-17) cycleway plans of sections of the route were made available at Civic Offices, Fendalton Service Centre, Papanui Service Centre and Bishopdale Library.

The community were asked to provide any feedback they have on the proposed design.

A Newsline article was available on the Council website, to provide information on this project and encourage submissions on 25 January 2021¹. Further Newsline articles were also produced to

¹ <https://newsline.ccc.govt.nz/news/story/safety-improvements-included-in-plans-for-new-cycleway>

advise of the extension of the consultation period to 8 March² and then to advise on the postponement of the information sessions³.

Engagement was carried out the week before consultation opened and during early stages of the consultation period. This involved booking appointments and door knocking the businesses on the cycleway route on Harewood Road. Specific information from these groups relating to their requirements and preferences was collected and they were encouraged to make a submission.

The key businesses and groups that the project team met with included:

- Copenhagen Bakery
- Charity Hospital
- Bethesda Rest Home
- Palmer Funeral Services
- Chapel Street Centre
- Mitre 10 Mega
- Harewood School
- Harewood Playcentre
- Bishopdale Village Mall
- Z Bishopdale
- Strowan Law
- Team Dental
- Golden Age Retirement Village/Camellia Court Rest Home/Albarosa Rest Home
- Caltex Bishopdale
- Subway Bishopdale
- Hell Pizza Bishopdale
- Featherstone Dairy
- Harewood Superette
- Dove Book Shop
- Tigger's Montessori Preschool

Wesley Care were offered a visit but declined and offers of a visit were also made to Breens Intermediate School, Cotswold School and Papanui High School.

The design team had a joint meeting on 10 February 2021 with representatives of three cycling interest groups (SPOKES, Cycling Christchurch and Go Cycle Christchurch) to ensure they understood the proposal, to help them answer any questions that their members may have and understand if there were any concerns with the design.

Feedback and concerns raised at this session informed design updates, presented in the second round of consultation.

Information sessions

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

² <https://newsline.ccc.govt.nz/news/story/cycleway-consultation-extended-by-two-weeks>

³ <https://newsline.ccc.govt.nz/news/story/alert-level-change-prompts-postponement-of-drop-in-sessions>



Information sessions at Ōrauwahata: Bishopdale Community Centre on 9 February and at the Chapel Centre on 25 February (left to right)

Our first information session on 3 February was not as constructive as we had hoped it would be. This was mainly due to the fact that there had been a miscommunication about the nature of the event. We had promoted it as a drop-in, with people able to drop between certain times to see the plans, talk to the technical experts and ask any questions they might have. Unfortunately, there was some public messaging that described the event as more of a 'town hall' style meeting. Residents who were already upset by the proposed plans became even more frustrated when they discovered it wasn't a public meeting, and that the format of the event meant there was no presentation or opportunity voice their concerns publically.

Staff were also faced with the logistical challenge of having a lot of people arrive at the start of the session, which meant there were delays in answering people's questions and hearing their concerns.

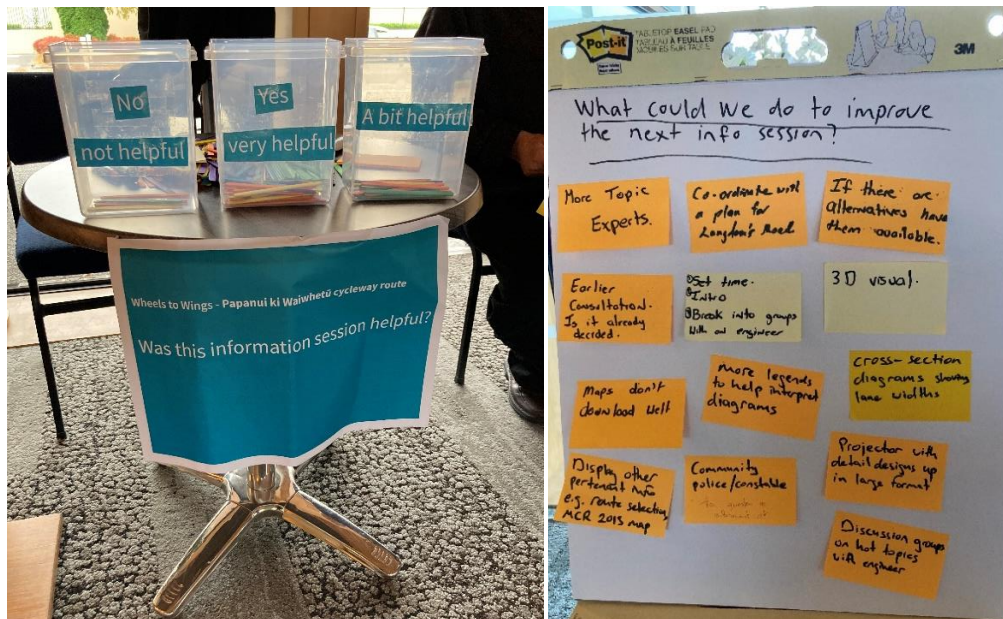
Subsequent sessions went more smoothly, with residents having a better understanding of the format, and Council providing increased resourcing, which included having senior managers in attendance.

We had between 45 and 150 people at each of the four sessions. The room was divided into the different sections of the route with detailed plans and technical staff to answer questions or clarify parts of the plan. In total the project team spoke with approximately 350 people over the four information sessions.

Feedback received from those who attended the information sessions was very positive. Regardless of whether they supported the project or not, they generally felt that it provided a good opportunity to learn more about the project and to assist them in putting their submission together.

At the information session on 25 February we asked attendees to indicate whether the session was helpful and any suggestions for improvement for following sessions. This was captured by indicating with coloured sticks and suggesting improvements with post it notes.

At the information session on 11 March, there was another opportunity to indicate whether the information session was helpful.



Information collected from 25 February information session

From those who attended the information session on 25 February and participated in the exercise, the results indicated that 59% did find it helpful, 32% found it a bit helpful and 9% did not find the session helpful.

From those who attended the information session on 11 March and participated in the exercise, the results indicated that 62% did find it helpful, 35% found it a bit helpful and 3% did not find the session helpful.

Ideas collected on improving future information sessions included:

- More topic experts
- Earlier consultations, it is already decided
- Maps don't download well
- Display other pertinent info eg. Route selection, MCR 2013 map
- Co-ordinate with a plan for Langdons Road
- Set time, intro, break into groups with an engineer
- More legends to help interpret diagrams
- Community Police/Constable to question re: enforcement
- If there are alternatives have them available
- 3D visual
- Cross section diagrams showing lane widths
- Projector with detail designs up in large format
- Discussion group on hot topics with engineer

Harewood School visit

On Wednesday 24 February the project team met with staff and students from Harewood School. We were unable to meet with the year 6 students as they were away on school camp.

The sessions with the children were really positive and we focussed on questions around how they currently get to school, how they might like to get to school, their ideas on improvements for crossing outside the school and ideas on improving footpaths in the area. We also asked if they

think they would use the cycleway or not (keeping in mind that parents/caregivers may not necessarily support what they might like to do). It was also an opportunity for them to get a small understanding on how decision making happens in Council. We carried out this visit with the Council Travel Demand team who work in local schools.



Harewood School visit

Summary of feedback from the students

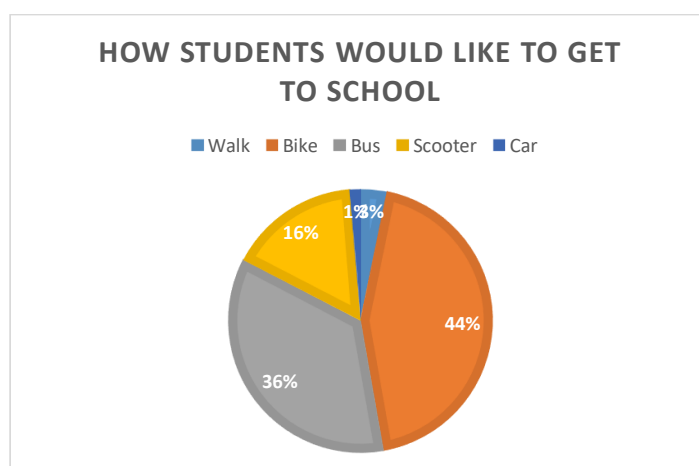
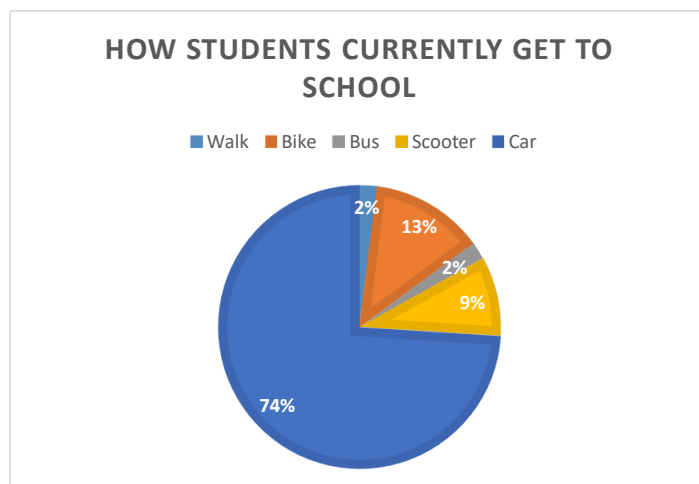
- Ramps to reduce speed
- Traffic lights
- Cycleway
- Speed bumps
- Speed trailer
- Speed camera
- Police
- A bridge for children to use
- Use bigger/more road signs
- Speed counter
- Make a cycleway with lights
- Want better protection when crossing
- Another pathway with edges to stop cars
- Bit for cars and a bit for bikes
- Make the lines easier to see (thicker/brighter) so cars know where to stop

In relation to ideas for crossing improvements, what became really clear from the feedback is that there are concerns about speed outside the school and a number of students talked about cars not stopping at the crossing or stopping too close to the crossing.

Footpath improvement ideas (on Harewood Rd, near the school)

- Path too narrow, make it wider
- Don't like the barbed wire fence beside the path would like a nicer fence
- Would like path to have a bigger separation from cars
- Would like a sealed path on Stanley's Road
- The path is too bumpy
- Some of the trees affect whether they can see cars coming
- Patch up the corner that goes into gravel
- Sometimes there is horse poo on the path
- Grass is good to keep cars off the path
- Cars park on the path sometimes
- Put traffic lights on the corners to make it safer to cross

Student travel



Would students use the cycleway if it was built?

Of the students who participated in this activity 72 students indicated 'yes' they would use the cycleway, 23 indicated that they were 'undecided' and unsure if they would use it and 13 indicating that 'no' they would not use the cycleway. These numbers were calculated by doing a head count of students who indicated their preference by standing in certain areas of the classroom.

This information has been collected as a very general snap shot only. In regard to the question about how students would like to get to school and whether they think they would use the cycleway, this is from the students perspective only. This desire may not necessarily be supported or possible for the parents or caregivers due to logistical or personal reasons.

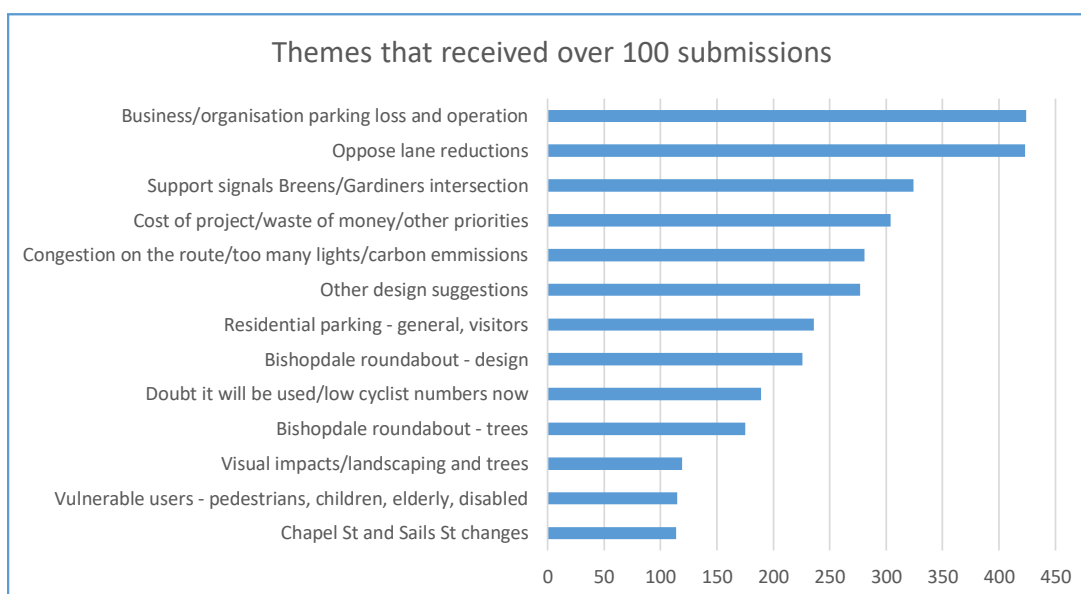
Detailed analysis

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.

Of the 1348 submissions, 172 were from residents directly on the route.

Where submissions came from:

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



Other themes identified

Theme		Theme	
Safety concerns with design	98	Driver behaviour/speed	46
Property access - ease of access	85	Greens Rd intersection	42
Congestion/network impacts - Langdons Rd etc	78	Harewood School	37
Climate change	75	Rubbish collection	33
Alternative route suggestions	74	Nunweek Boulevard	22
Property access - safety	71	Raised platforms	21
Wilmot St closure	66	Time restricted parking	20
Nunweek Park and Bishopdale Park	66	U-turn pockets	15
Wooldridge Rd signals	63	Railway crossing safety	13

Theme		Theme	
Support lane reductions	62	East of Greers Rd – cycleway north or south side	10
Emergency services	57	Clear signage	8
Buses and bus stops	53	Post and cable fence – Whitchurch Pl	5
Residential parking – deliveries/services	50		

Key benefits

- Better safety for people biking
- Safe route for children to get to school
- Connectivity to other cycleways
- Physical and mental wellbeing
- New signalised crossings for both pedestrians and cyclists
- Positive impact on reducing carbon emissions

There was continued widespread support for signalising Harewood Rd/Gardiniers Rd/Breens Rd intersection.

Key concerns

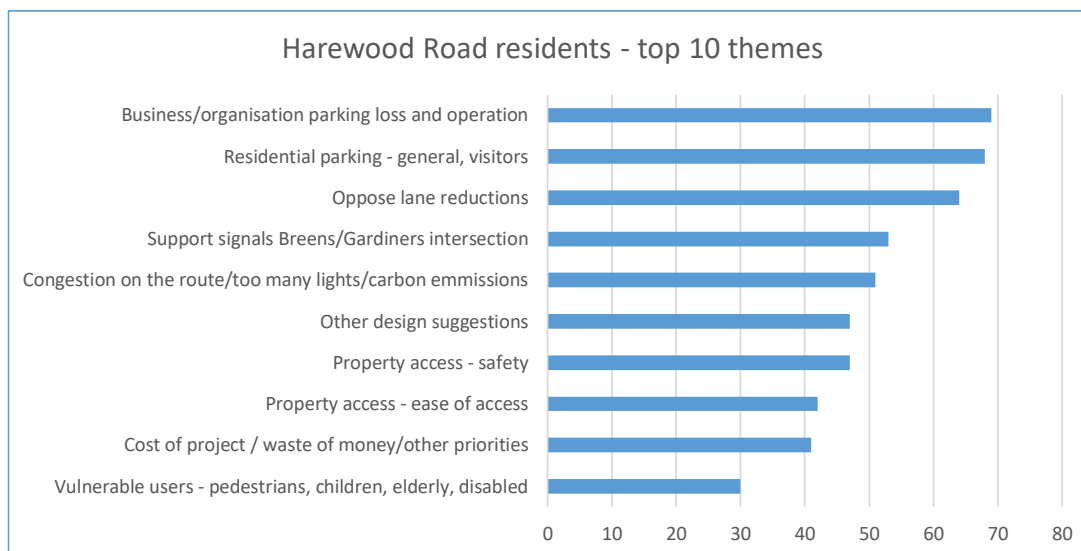
- Loss of parking – business and residential
- Increased traffic congestion as a result of reducing four lanes to two and additional traffic signals
- Cost of the project and whether it will get used
- Safety – property access, driver behaviour and cycleway design
- Safety concerns at Harewood/Greers intersection
- Chapel St, Sails St and Wilmot St changes
- Bishopdale roundabout – design of the roundabout and proposed tree removal
- Access for emergency services
- Bus stop changes
- How the wider network will function (including Langdons Road)
- Alternative route suggestions and design options

We did not specifically ask for feedback on whether people supported the project or not as the real value is in the comments we receive as this helps us to understand what people like or dislike about the proposed cycleway. As part of our analysis we did note where submissions clearly indicated support or opposition to the cycleway.

General response results	Bishopdale	Harewood	Northcote	Papanui	Other	Total
Clearly support	55	31	6	14	305	411
Clearly oppose	147	187	5	22	204	565
No clear indication	110	115	2	26	119	372
Total	312	333	13	62	628	1348

SPECIFIC FEEDBACK

Residents on Harewood Road



For those submitters who have a business or live on Harewood Road, the main concern raised was the loss of on-street parking. We received a large number of submissions concerned about the impact of parking reduction for Copenhagen Bakery and also outside the Charity Hospital. Residents were also concerned that the reduction in parking would impact on family and friends coming to visit and there is not enough off-street parking outside their property. We also received feedback from residents who rely on external services visiting their property, eg Nurse Maude, Meals on Wheels, mowing and gardening services etc.

Property access, both ease of access and safety, was also an issue for a number of residents living on Harewood Road especially for those with caravans and trailers.

Opposition to the lane reduction, concern regarding congestion and carbon emissions and the cost of the project were also key concerns raised by submitters. We received feedback about the impact of the cycleway on vulnerable members on the community – pedestrians, children and elderly with the cycleway kerbing being a trip hazard and hard to manoeuvre around.

There was a lot of positive feedback that acknowledged that the new signalised crossings will make the area a lot safer for pedestrians and the elderly in crossing Harewood Road, as well as safer trips to the local schools.

Many residents and businesses felt the road operates fine how it is, and is not used by many cyclists so did not see the need for any change.

There was continued strong support for new traffic signals at the Harewood/Gardiners/Breens intersection.

As a result of feedback we have reviewed specific areas of concern and general design details.

- Changes to the type of cycleway outside the Charity Hospital and Copenhagen Bakery have been made.
- Residential driveways have been reviewed, with design changes made to accommodate specific access requirements where this would have been impeded by the cycleway. The opening of the separator gap at driveways was increased to a minimum of 5.5 m, making it easier for residents to enter and exit their properties.
- The design team met with Age Concern to discuss the concerns raised by some residents of facing social isolation if visitors, support workers and services could not park on the street outside their property. Following the meeting the design team are confident that support workers and service providers will continue to be able to access properties if it is not possible to park on the street outside. It was noted that some elderly visitors may be less like to visit residents if there is no parking available directly outside or on the property, however most properties do have some available off-street parking.

Businesses on Harewood Road

Mitre 10 MEGA Papanui: Supportive of the cycleway project. The main concerns were access to their business for delivery trucks, the Chapel Street and Sails Street intersection changes and bus stop on Harewood Road outside their business. We had four meetings with Mitre 10 to discuss their concerns and what changes could be made to address them.

As a result of these discussions the entry and exit at Harewood Road for Chapel Street and Sails Street have been swapped (from the original consultation), and no stopping included at the Langdons Road end of Chapel Street to assist with truck movements. The bus stop on Harewood Road outside Mitre10 has been shifted to the east so as to have less impact on traffic flows in and out of the carpark.

Subsequent to their initial submission, Mitre10 have expressed a desire for the cycleway to be located on the south side of Harewood Road, or for the operation of Chapel Street and Sails Street to be reverted to that proposed in the original design if the cycleway was to remain on the north side. This is for ease of access for large delivery trucks. However, it is recommended for the operation of Chapel Street and Sails Street to remain as in the amended design (entry from Harewood Road into Sails Street and exit from Chapel Street onto Harewood Road), as this provides the safest outcome for cycleway users. Removal of on-street parking around the intersection of Langdons Road and Chapel Street has been included in the scheme to make access easier for delivery vehicles.

Christchurch North Methodist Parish: Parish generally happy for a cycleway to be placed adjacent to their facilities on Harewood Road. The proposed one way into Chapel Street from Harewood Road would be problematic for access to church facilities, and concerns raised regarding the proposed P120 parking restriction. The church were supportive of the new signals near Matsons Avenue with the number of pedestrians accessing different facilities in this area.

As with Mitre 10 MEGA, and after meeting with the church, Chapel Street will changed to an exit only on to Harewood Road and no stopping is proposed near Langdons Road on Chapel Street. We are also changing the parking time restriction on Chapel Street to P180 to support the types of events held at the church.

Golden Age Retirement Village: Several concerns were raised in this submission. The removal of parking in front of the rest homes, the changes to Chapel and Sails streets, safety concerns for pedestrians from their complex who walk in the area, and access to their facility from numerous vehicles who enter the complex regularly having to cross a two-way cycleway.

The team have met with management three times to discuss their concerns and have investigated options to mitigate these. An example of this was extending the one-way cycleways further west past their accessway. This was not preferred as it resulted in additional on-street parking loss and an additional signalised crossing on Harewood Road. Consideration has been given to mitigating measures such as flashing lights, signage and markings, to be confirmed in later stages of design. The design took pedestrian safety needs into account, avoiding the use of shared paths around the rest homes wherever possible.

Christchurch Methodist Mission (Wesley Care): Concerns were raised about the safety of the cycleway and the challenges it will present older drivers and pedestrians due to the complexity of Harewood Road. There was also concern about the significant impact on reduction of parking in the area and affecting older people visiting both rest homes and the lack of parking availability on Marblewood Drive. Access into and out of their facility and Aratupu Preschool will become a lot more challenging was another issue that was raised. Concern was also raised about the impact the cycleway will have on both rubbish collection and bus services. They did support the new signals at Harewood/Gardiners/Breens and other safety features being proposed and would like to see these still happen irrespective of the outcome of the cycleway.

The project team met with the management team and discussed their concerns and also clarified the rubbish collection and bus operations.

Following this meeting the seven on-street parking spaces immediately outside Wesley Care were changed from the proposed P60 to P120 to better provide for the typical length of visits.

Team Dental: The entrance and parking is from Wilmot Street at the Harewood Road end. They were concerned with customers not being able to access their practice from Harewood Road with the proposed road closure at Harewood Road.

We met with the owners and staff to discuss their concerns. The cul-de-sac initially proposed on Wilmot Street at Harewood Road has now shifted to Hoani Street intersection to retain access from Harewood Road for patients. They have sufficient off-street parking for patients so this was not an issue for them. When we discussed the moving of the cul-de-sac with the owners and staff, they were happy with this solution.

Palmer Funeral Services: The proposed cul-de-sac on Wilmot Street at Harewood Road and the reduction in parking on Harewood Road were their biggest concerns as there are only approximately 11 spaces available on site. Harewood Road is already very busy and with the cycleway all parking will be removed on the north side of the road, meaning people attending a funeral will need to cross the road if parking on Harewood Road. There was concern that the new Kainga Ora housing on Wilmot Street would increase the parking demand in the area (this has not been observed subsequently, with most properties having two off-street parking spaces). Many funeral attendees are elderly, and can spend up to 3 hours at the chapel and on average up to 80 people will be at a funeral, with typically around 40 vehicles including the likes of the hearse and caterers. For 90% of people this is their first visit to the Chapel, so unsure exactly where it is located and where to park with people driving past and preforming a U-turn to come back. The majority of

movements from the chapel is from Wilmot Street and right into Harewood Road to head to the cemeteries and crematorium in the north of the city. The manager indicated that the cycleway could be the tipping point in making the chapel no longer viable in this location.

The updated design relocated the cul-de-sac to the intersection of Wilmot Street and Hoani Street, allowing direct access to the chapel to and from Harewood Road and creating two additional on-street parking spaces on Wilmot Street near the chapel. The proposed P120 parking restrictions on Wilmot Street were changed to P180 to better reflect the length of stays at the chapel. A pedestrian refuge island was added to make the crossing of Harewood Road safer and easier.

Featherstone Dairy - Harris Crescent: Removal of parking from outside this dairy was the key concern from the owners, both on Harewood Road and Harris Crescent. They would like to see time restricted parking (P5 or P10) installed for their customers and delivery vehicles.

The project team met with the dairy owners and the design was amended to create one additional on-street parking space on Harewood Road and two on Harris Crescent, all in close proximity to the dairy. Additional P5 and P10 parking spaces were provided.

Harewood Aylesford Gospel Halls Trust: Concern about the significant removal of parking near their facility on Harewood Road, and in the adjacent section around the Copenhagen Bakery. In this section there is quite a large reduction in parking due to the Harewood/Gardiniers/Breens signals as well as the cycleway.

The updated design includes additional on-street parking around the bakery area.

Z Energy: Z Energy supports the retention of the u-turn pocket in the median to allow westbound traffic to access their facility and to undertake u-turns in a safe manner. This will also support the ongoing operations of this site. While there are no changes proposed at their site they reinforced the importance of providing for safe movement of cyclists and motorists at the entry and exit of its site. They also requested that the gaps in the separators in this location are wide enough to allow for the movement of tankers into and out of their property.

This has been accommodated in the design and will be confirmed through subsequent design stages.

Foodstuffs – New World Bishopdale Mall: Supports improved accessibility for pedestrians and cyclists to safely use the Bishopdale shopping centre. They also wanted to ensure the design did not compromise the health and safety of their delivery drivers accessing New World. Foodstuffs also raised concerns about the condition of the footpaths that the cycleway links to the Mall carpark, and the Council owned trees in this area which they believe are unsafe. These are existing maintenance/operational concerns and have been referred to the relevant staff in Council. During the second round of engagement, Foodstuffs put in another submission supporting Option 3 (road swap option) with the installation of traffic signals at the entrance on Harewood Road to Bishopdale Mall for customers and heavy vehicle deliveries.

Caltex Bishopdale Service Station: Caltex raised a number of concerns about the cycleway in general which included loss of parking, safety of cyclists, street tree removal, traffic congestion at intersections, and construction and long term effects on their facility. One of their key concerns in relation to their property was safe access (both entry and exit) for petrol tankers and customers to their site and their preference was for no cycleway past their premises. Caltex are supportive of the

bus stop relocation from outside their business as it currently restricts sightlines and access for vehicles and tankers.

The project team met on site with Caltex and their traffic engineer and talked through their concerns, including the new signals proposed at the roundabout.

Canterbury Charity Hospital: The Charity Hospital raised a number of concerns about the cycleway in general which included loss of parking, safety of cyclists, street tree removal, traffic congestion at intersections, and construction and long term effects on their facility. Specific to the hospital site the additional concerns raised were safe access for people and vehicles into and out of the site (in particular the gas delivery truck), cycleway separator being a trip hazard for patients and carers leaving the hospital after a procedure and access to the site for future expansion.

The team met with the Charity Hospital three times to discuss how their concerns can be mitigated. The following changes have been made and the Charity Hospital are happy to support the cycleway design with these changes included. The cycleway has been narrowed and raised to path level removing any trip hazard and giving people more space away from traffic to enter and exit vehicles. The driveways have also been widened to make access for larger vehicles easier.

The Charity Hospital contacted us in December with an update to their original submission with the following feedback, their order of preference being:

1. Preferred option – Option 3, road swap design concept
2. Compromise option – Council preferred design with previously agreed changes to parking and access and no raised kerbs or concrete separators

We will continue to work with the Charity Hospital during the detailed design phase.

Copenhagen Bakery: Copenhagen Bakery raised a number of concerns about the cycleway in general which included loss of parking, safety of cyclists, street tree removal, traffic congestion at intersections, and construction and long term effects on their facility. Site specific design concerns that were raised by the bakery were concern about vehicles accessing their site with the lane reduction, ability for delivery trucks to access the site, loss of parking within the vicinity of the bakery, ability for mini –buses to park on site with less on-street parking available and safety of customers crossing the cycleway and the risk of tripping over the separator.

The team met with Copenhagen Bakery a number of times to discuss their concerns and what changes could be made to address them. The below changes have been made following these meetings to address the concerns:

- The cycleway outside the bakery is realigned, narrowed and raised to footpath height giving more space for vehicle access and making it easier to cross on foot.
- The vehicle entrance into the bakery carpark is shifted to the east, providing one more on-street parking space and allowing the carpark to be reconfigured to make the spaces easier to access.
- An additional on-street parking space is provided outside No. 405 Harewood Road.
- The design of the pedestrian crossing point outside No. 423/444 Harewood Road is changed to provide two additional on-street parking spaces, one on each side of the road.

- Three additional on-street parking spaces are provided on Harewood Road approaching Gardiners Road. These are not available for use during 3pm-6pm, when right-turning traffic volumes are higher. The spaces are designated P60.

Note – a number of carparks being removed in this area is to accommodate the new signals and intersection layout at Harewood/Gardiners/Breens, not the cycleway.

Harewood Superette (Trafford Street): The main concern raised by the dairy was the loss of parking around this business both on Harewood Road and Trafford Street.

The team met with the business owner to discuss his concerns on site and as a result of these discussions we have made the following changes:

- The P5 parking space on Harewood Road is swapped with the bus stop, bringing it closer to the dairy.
- Two P5 spaces created on Trafford Street.

Harewood School [details of school visit noted earlier in this report]: The main concern raised by the Principal of Harewood School was student safety. Areas that need to be addressed are the shared path between the school and Nunweek Park, crossing Stanleys Road and parking at school drop off and pick up. They are supportive of moving the crossing point in Waimakariri Road and the extension of the 40km/h speed zone. The new signalised crossing outside the school was also welcomed but there was concern with the heavy traffic volume on Harewood Road that there would be a level of driver frustration with another set of signals.

Businesses and Organisations

Christchurch International Airport: The airport are supportive of the Wheels to Wings cycleway. Their submission included three key themes:

- *Addressing climate change* – As a company they accept the role that carbon dioxide and other greenhouse gases play in climate change. They are committed to eliminating all non-emergency related direct carbon emissions, including those arising from people travelling to and from the airport. With aircraft decarbonisation technology still some years away, other available means to reduce carbon emissions needs to be looked and supported. They will be encouraging the need to switch to walking, cycling and public transport.
- *Safety of their people* – Wheels to Wings will provide a safe separated pathway for staff and customers and would allow potential cyclists a space where they could feel confident on the road. In addition the associated benefits from cycling include health improvements, cost savings, and less cars on the road. At the airport there are staff who currently cycle who would be grateful for the safety improvements that separated cycle connections would bring. Across the campus and customers, there would be more cyclists and more members of the public who do not currently cycle because they consider it unsafe.
- *Cyclists as ratepayers* – The airport would like to acknowledge that cyclists are customers and ratepayers too and deserve funding to go towards infrastructure that supports their safe mobility.

Canterbury District Health Board: CDHB commends Council in their development of quality cycling infrastructure over the years, as it is a significant investment towards the health and wellbeing of our community. Low physical activity is the 10th leading risk factor for death and

disability and every cycleway built contributes to promoting active transport and thus collectively improving health outcomes.

Specific comments to this project:

- Recommend all shared paths meet minimum width guidelines- 3 metres
- Clear signage on the bi-directional paths
- Education campaign for residents living on the cycleway eg looking both ways when exiting driveway
- Green surface treatment at bus stops
- Large patterned surface outside Harewood School to ensure cyclists reduce their speed
- Kilmuir Lane – reconsider the cycle path/pedestrian split at this intersection and add a speed hump
- Charity Hospital – reconsider design for access with a red treatment added and adequate distance and kerb cut downs for bigger vehicles. This treatment to also be considered for the Aged Residential Care facilities on the route.
- Safety platforms install at side streets such as Leacroft Street, Cotswold Avenue, Bishopdale Court to ensure safety for pedestrians.
- Supports new signals at Bishopdale roundabout but suggested design is reviewed to ensure usability and wayfinding
- Rail crossing at Restell Street is upgraded to a gated pedestrian crossing as part of this project

These comments have been reviewed and where possible will be incorporated with the design at the appropriate stage.

SPOKES: Spokes is a local cycling advocacy group and strongly supports the Wheels to Wings cycleway project. Their submission provided specific feedback on each of the sheets of plans and they also met with the design team to discuss in further detail. We received a number of submissions who also were in support of Spokes submission.

Design changes made following the meeting and submission were primarily focussed on the finer design details of the cycleway.

The design team had a joint meeting on 10 February 2021 with representatives of three cycling interest groups (SPOKES, Cycling Christchurch and Go Cycle Christchurch) to ensure they understood the proposal, to help them answer any questions that their members may have and understand if there were any concerns with the design.

Feedback and concerns raised at this session informed design updates, presented in the second round of consultation.

We will continue to work with SPOKES through the detailed design phase of this project.

New Zealand Automobile Association: NZAA shared and supports the public concerns about the expected adverse effects of the cycleway to residents and businesses on Harewood Road, which included on-street parking reduction and access. They were also concerned about the effects of the lane reduction causing an increase in congestion. They did not see that traffic signals at the Bishopdale roundabout would be a success and could increase the incidents of collisions. They did support the new signals at Harewood/Gardiners/Breens intersection. Their submission also raised concerns about the long term effect of the safe use of the roadway.

Project team members met with three NZAA representatives and talked through the design and answered questions and discussed their concerns. Following this meeting NZAA were more comfortable with the proposal than initially suggested.

Generation Zero: Generation Zero (Canterbury) strongly supports the Wheels to Wings cycleway for a number of reasons:

- Sustainability and climate change
- Health benefits of active modes of transport
- Transport system
 - Walking and cycling network planning – cycleway will create an effect link between places of interest
 - Reducing car dependency
 - Reducing car ownership and vehicle kilometres driven
 - Alleviating congestion
- Benefits to children's independence and development
- Economic benefits
 - General economic returns
 - Personal savings
 - Retail spending

Specific feedback about this project:

- Support for Spokes submission
- Questioned the need for two lanes heading towards the city at the Harewood/Greens intersection
- Supports the use of cul-de-sacs along the route
- Supports the reduction of four lanes down to two
- Reduction in on-street parking and that the cycleways contribute to long term mode shift, they did recognise the importance of engaging closely with affected business to achieve a good result for the whole community

The addition of this separated cycleway will have a number of social, economic and environmental benefits and will enhance the communities in this area by providing this all age facility.

Road Transport Association of New Zealand: RTANZ do not support the cycleway project due to increased travel times and costs associated with the lane reduction and new signals at the roundabout. They also raised concerns that no consideration had been given to heavy vehicles, goods and service metro deliveries, couriers and other commercial users of Harewood Road. They highlighted the fact that there are a number of businesses on this route which are serviced by commercial vehicles. They were also concerned about the loss of on-street parking.

Members of the project team met with RTANZ and talked through the concerns raised and the wider network availability for heavy vehicle use. The main concern they wanted highlighted was safety between cyclists and heavy vehicles and to ensure that this has been taken into consideration with the design.

Merivale Papanui Cricket Club: The club use Bishopdale Park for both their senior grade games and junior outfield games. Access to the park at the north east end is necessary for ground maintenance equipment. Parking for players near the park is also important and the safety when they are entering and exiting their cars as this stretch of Harewood Road is very busy.

The design has been amended to better cater for the maintenance access.

Environment Canterbury: ECan advised that Harewood Road is a key public transport corridor which currently services three bus routes with a high frequency of trips. They were supportive of the new signals at intersections and the proposed safety improvements at Harewood/Greers intersection. Allowing safe boarding and alighting of all passengers including wheelchair users was also highlighted and for the NZTA guideline for boarding platform width to be applied. They were supportive of the signals and widening at the roundabout as this would make it easier to manage vehicle flow.

The project team is continuing to work with ECan around design standards for bus stops as these develop, with changes already made to widen the platforms between the cycleway and bus stops and to provide more space for buses to pull clear of following traffic.

Ministry of Education: The Ministry of Education is generally supportive of infrastructure that facilitates active transport and improves the safety of school staff and students travelling to and from school. In relation to the Wheels to Wings cycleway – this cycleway passes the frontage of Harewood School and there are five additional schools on adjacent streets: Cotswold School, Breens Intermediate, Bishopdale School, Isleworth School and Papanui High School.

The new traffic signals proposed at Harewood/Gardiners/Breens and Harewood/Wooldridge intersection, the Bishopdale roundabout and the safety upgrade at Harewood/Greers intersection is expected to increase the safety for staff and students in their commute. There was however concerns that these changes could result in increased traffic congestion. The new signalised crossing outside Harewood School will result in safety improvements for the school, however it is noted that many cars currently ignore the existing kea crossing.

They acknowledge the extension of the 40km/h speed zone around Harewood School will also improve safety for the staff and students.

The Ministry raised concerns that with the proposed changes on Harewood Road there is the potential that vehicles may use other routes which could increase congestion on other streets. This may raise safety issues for other schools in the area.

There were concerns raised about the reduction in parking on Waimakariri Road near Harewood School but they did support the P3 parking adjacent to Harewood School.

They requested that any construction activity and effects of this are appropriately managed and that the schools in the area are taken into consideration when planning these works.

New Zealand Heavy Haulage Association: This Association made a submission on behalf of local transport operators and other transport operators from around NZ that specialise in moving large oversize freight objects in and around Christchurch.

They raised the importance of retaining Harewood Road as an oversize route due to the lack of other alternatives in the area and providing both north and south-bound access to Russley Road.

Their submission provided specific feedback on each of the sheets of plans and they also met with the design team to discuss the plans in further detail. This included detailed discussions on over-

dimension routes in the area, how Harewood Road is used when shifting over-dimension loads, and design details to accommodate these.

Emergency Services: The design team met with Police, Fire and Emergency NZ and St John to discuss the cycleway at early stages of investigations in 2017 and again during community consultation in 2021. The 2017 meetings informed the details of the cycleway design, with none of the organisations being concerned with the proposed road layout changes. In 2021, St John operational staff identified potential concerns with delays to time-critical callouts if these occurred when times of high parking demand coincided with peak traffic flows in the central section.

The design team subsequently undertook additional parking surveys to confirm that parking demand at peak traffic times is low, providing plentiful space for vehicles to pull clear of the traffic lane to let emergency services vehicles pass.

Community Boards

Waimāero/Fendalton-Waimairi-Harewood Community Board: The Community Board supports cycling in and around Christchurch. The Wheels to Wings cycleway project was included as a priority in the Community Board's 2015-2016 Board Plan before the prioritisation of traffic signals at Harewood/Gardiners/Breens intersection was requested by the community.

The Community Board raised the following concerns in their submission:

- **Parking**
 - Does not support the loss of on-street parking for residents
 - Concern at the removal of parking outside businesses
 - Feedback in time restricted parking outside Copenhagen Bakery to be increased to 15mins
 - Concern about the reduction in parking and access to the Charity Hospital, Bupa Bethesda Rest Home and Palmer Funeral Services
 - Reduction in parking around Bishopdale Park and Nunweek Park
- **Trees**
 - Concern at the number of trees proposed to be removed, many of which are of significant size
 - Of particular concern are the trees in the roundabout and outside Kilmuir Lane
 - Concern of the perception that Council can remove trees whenever it desires and the process is different for residents
- **Bus stops**
 - Access to bus stops be easy, smooth and not require crossing a cycle lane, for patron safety
- **Traffic**
 - Supports new signals at Harewood/Gardiners/Breens intersection
 - Look at an alternative cycleway design to support concerns raised by the community around the reduction of four lanes to two
 - Concerns about possible congestion with the new signals at the roundabout
 - Impact of lane reduction on Sawyers Arms Road and other small residential streets

The Board were concerned about the cost of the project and would prefer to see less expensive options explored.

Waipapa/Papanui-Innes Community Board: The Board supports the improvement this project will make to the city's overall cycleway network but also notes that they have not heard the community's views on this proposal. They are pleased with the connection to Northern Line and the future Nor'West Arc routes and the link to the airport campus area. They appreciate the investment in active transport modes support the Council's declaration of a climate and ecological emergency.

The Board supported the following features of the plan:

- Installation of turning arrows at Harewood/Greers intersection
- Connection to local schools, providing a safe cycling route for students
- Restrictions at Chapel Street and Sails Street

The Board also raised the following concerns:

- Loss of parking outside a number of rest homes
- Loss of parking outside local businesses

They wanted to note the importance of team work with regards to enforcement, education and monitoring of road users behaviour when the new development is in place.

CHANGES MADE AS A RESULT OF CONSULTATION AND FURTHER ENGAGEMENT

As a result of community feedback and further technical advice the project made 69 design changes.

These changes are described in **Appendix C**.

Second round of engagement

A second round of engagement was held between Wednesday 27 October and Wednesday 17 November seeking feedback on the changes made to the design following earlier consultation.

Updated plans, with the design changes highlighted, were made available at Community Information Days and online through our project page with a link to the Have Your Say page.

Community Information Days

On 27, 28, 29 October we held community information days at the former Ara Campus building in Bishopdale Mall. Those wishing to attend the open days were asked to book a 50 minute session with a limit of 20 people attending each session, to maintain COVID-19 level restrictions in place at the time.

A separate session was available for elected members to attend, with the Mayor and five Councillors and Community Board members attending the session, and two Community Board members attending the community sessions.

At the information days, details of the 13 design concepts identified and evaluated for the project were shown, which included the preferred design, along with a summary of the feedback received in the community consultation held earlier this year, and details of the changes to the preferred design made after community consultation.



Information days set-up



Information days set-up

We had an animation of how Bishopdale roundabout would work with the proposed design changes as this was seemed to cause a bit of confusion during the first round of consultation. We also had an area specifically to discuss congestion and lane reduction modelling as these topics were also an area of concern during the initial consultation.

Approximately 150 people attended sessions over the three information days, including a small number of casual walk-ins. There was capacity over the three days to accommodate approximately 400 people, with the following Monday set aside as an overflow day in case of high demand. The project team visited the shops in Bishopdale Mall and encouraged the owners and staff to attend.

The majority of those who attended were appreciative of the information supplied and also of the opportunity to speak to the project team and ask questions. Attendees were updated on the process from here and encouraged to put in a submission on the updated preferred design.

Below is a summary of the general topics and discussion points raised at the open days:

- Concern regarding the lane reduction of four lanes to two creating congestion, particularly in the roundabout to Greers Road section that queues back towards the roundabout. Also the lane reduction will make it more difficult and less safe to enter/exit side roads and driveways.
- Lack of cyclists on Harewood Road, doubts that the cycleway will be well-used. Lack of awareness on reasons for MCR's and that the target group is the interested but concerned.
- Cost of the project.
- Support for the cycleway design in the median, which removes all trees in the median.
- Concern about potential effects on Copenhagen Bakery.
- Concern about narrow thresholds resulting in left-turners stuck behind right-turners, mainly at Cotswold Avenue and Matsons Avenue.
- Concern about how the emergency services and rubbish collection will operate.
- Mitre 10 access is busy. Are there alternative layout options?
- General feedback that a comprehensive level of information has been presented, both from people for or against the cycleway and preferred design. The majority of people wanted to discuss how the recommended design would work.
- Rat running on St James Ave which doesn't stand to benefit from the Nor'West Arc MCR, like Matsons Avenue likely will.
- Local walkability and additional crossings on Farrington Ave.
- Burnside High has been rezoned to Harewood Road, hence there should be improved connections to the school, Greers Road was suggested.
- Signals at Langdons Road/Greers Road are required.
- Path consistency across Wilmot/Sails/Chapel side roads.
- In-lane bus stops should be indented or away from through traffic lane.
- Pedestrian desire line across Farrington Ave, people wouldn't use signals through the central island.
- U-turn pocket safety especially at Bethesda which is well used, including by ambulances. Information on some different ways they're used, concerns that a second vehicle would hold up following traffic and maybe should be wider.
- At Langdons Road action is required to mitigate increased traffic and safety issues.
- Maintenance of trees in the central median to improve lighting, as they are currently blocking the lights.
- Harewood Road surface is too loud, could we include a quieter surface.
- Request for localised yellow lines at Cotswold Avenue and Kingrove Street to mitigate offset parking demands.
- Traffic increases on Sawyers Arms Road and requests for signals at Sawyers Arms Road and Crofton Street intersection.

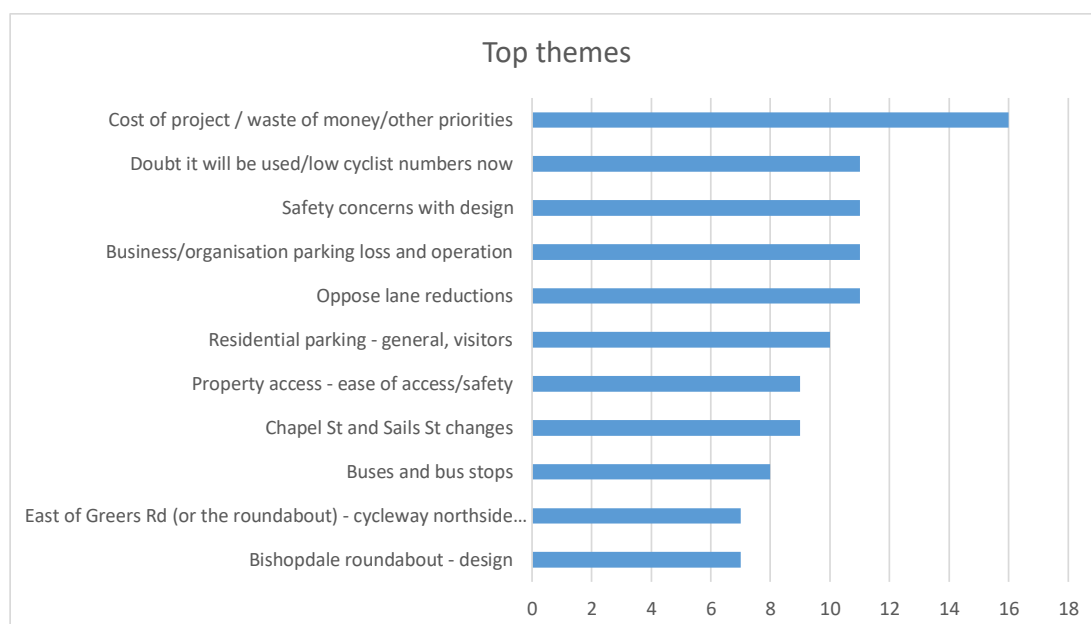
All the display material was made available online on the Wheels to Wings project page. Details of this was shared with all previous submitters and included in the invite delivered to the original drop area which included approximately 2000 properties. We also ran a Newsline story and

advertised the information days and additional engagement through social media and our cycling e-newsletter.

Feedback

We received 86 submissions, including 17 submissions from residents of Harewood Road.

General response results	
Clearly support	34
Clearly oppose	28
No clear indication for or against	24
Total	86



We received 39 submissions from people who attended our information days. Of the 86 submissions we received, 64 were from previous submitters while receiving feedback from 22 new submitters.

Additional themes noted that were not identified in the first round of consultation were:

- width of the cycleway (6 submissions)
- narrowing of the side streets at Harewood Road (6 submissions)
- support for other options (4 for the road swap option and 2 for the cycleway down the central median).

The cost of the project and whether it will be used were again the main concerns raised by submitters. Safety concerns with having the cycleway on Harewood Road was another concern which was also reflected in feedback related to property access. Parking, both residential and for businesses and opposition to the lane reductions also featured in the top concerns.

Central section design concept 3 – cycleway on the south side of the median, two-way traffic on north side of the median with a slow road along the front of properties on the south side of Harewood Road heading west

This option was promoted by two local residents who have a transportation background and an independent Transport Planner representing several businesses along the route, as an alternative to the Council preferred design option.

They have met with various businesses and organisations along Harewood Road to share their design concept and the benefits it provides to the community, including the retention of more parking than the preferred option. A number of businesses and organisations including Enliven Bishopdale, Foodstuffs and Copenhagen Bakery provided feedback supporting this option in their submission.

We understand there is also a petition circulating supporting this option but at the time of writing this report we had not received it.

Our team met with these residents on a number of occasions to discuss their design and to provide further information. Our design team developed this design to a level where it could be assessed and compared with the preferred design, although some design details were not able to be resolved and solutions have not been provided to date.

The design concept to move the main Harewood Road traffic to the north side of the central median and provide a cycleway on the opposite side was considered during early stages of design. It was not progressed due to issues identified, primarily with complexities at intersections and concern for the impact on residents on the north side of Harewood Road with the substantial increase in traffic volume.

Responses to key themes

The themes below are the main concerns raised in the first round of consultation with the majority also being raised again in the second round.

A number of submissions were also views, both positive and negative, on the installation of a cycleway in general.

1. Parking loss – residential and business

The project team developed a revised design that maximised the amount of on-street parking and is, as much as safely possible, sympathetic to residential and business owner needs. The existing road width and safety constraints such as visibility, limit opportunities and unfortunately the retention of all existing on-street parking cannot be accommodated along the proposed cycleway.

Further review of the scheme by the project team has added additional parking spaces as follows:

Location of on-street parking spaces added	No. spaces
Harewood Road, Nunweek Boulevard to Trafford Street (south side)	3
Trafford Street (both sides) – by Harewood Superette	2
Harewood Road, Crofton Road to Gardiners Road (north side) – opposite Copenhagen	4
Harewood Road, Trafford Street to Breens Road (south side) – outside Copenhagen	3

Harewood Road, Cotswold Avenue to Highsted Road (north side)	1
Harewood Road/Harris Crescent – by Featherstone Dairy	3
Wilmot Street – by Palmer Funeral Services	2
Total	22

2. Support for signals at Harewood/Gardiners/Breens intersection

The construction of the cycleway was brought forward to enable the construction of the previously unfunded signals.

Council Resolved CAPL/2020/00094

Wings to Wheels Major Cycleway Route and Breens/Gardiners/Harewood Intersection

2.4.7 That the Council:

- a. Bring forward \$500,000 (capex) from FY26 to FY21 for design and consultation of the Wings to Wheels Major Cycleway Route with the intention of enabling the commencement of construction of the Breens/Gardiners/Harewood intersection in FY22 as part of the Cycleway Route.

Councillor Davidson/Councillor Keown

Carried

Council Resolved CAPL/2020/00095

3. Cost of the project/waste of money

This project includes benefits for the whole community. Approximately 30% of the project cost can be attributed to components that aren't just for cycling, these include:

- New signalised intersections are Harewood/Gardiners/Breens and Wooldridge/Harewood
- Turning arrows at the Greers Road intersection to improve safety for all road users
- Improvement to crossings over Harewood Road and side streets to make it easier and safer for pedestrians
- Streetscape improvements such as planting, seating and paving
- Road, footpath and pipe renewals

4. Lane reductions/Congestion/too many signals/carbon emissions

The preferred design of the cycleway proposes reducing Harewood Road from four lanes to two and adds traffic signals in several places along the route.

We're expecting it to take slightly longer to get from one end of Harewood Road to the other – we estimate it would take an extra one minute to travel its full length in peak hour.

Our modelling shows that one traffic lane in each direction is adequate for the current and future traffic volumes on Harewood Road. We expect traffic delays at intersections rather than mid-block. Journey times for routes including Breens Road, Gardiners Road, Farrington Road, Highsted Road and Greers Road would improve.

There's further work planned in the wider area to help with traffic flow. For example, the intersection of Northcote/Sawyers Arms/Greers roads is due to be upgraded.

Further work undertaken to assess the carbon emission impacts of the changes shows a negligible overall change in vehicle emissions on Harewood Road and the surrounding road network. However, the mode shift towards more cycling will lead to a reduction in carbon emissions of approximately 700 tonnes/year.

5. Alternative design suggestions

A number of alternative design suggestions were received during the initial round of consultation. All 13 design concepts for the different sections of the cycleway were presented to the community at the information days and were available for feedback during the second round of consultation. There was no strong preference for any of the alternative options although there was some support for a cycleway down the central median (which involves removal of all the trees) and for the road swap option, discussed earlier in this report.

6. Bishopdale Roundabout

There was a lot of feedback from submitters about the potential removal of mature trees in the roundabout and the potential for traffic delays with the proposed traffic signals.

We've investigated the proposed tree removal in more detail with an arborist, and we can now retain most of the trees. However, it is likely the three oak trees will need to be removed to fit the extra traffic lanes around the roundabout. Tree removal within the roundabout would be required for all the design concepts.

We expect traffic delays to remain about the same as they are currently, and the queues to be shorter on Highsted Road and Farrington Avenue during peak travel periods. We created a video for the information days and we put online to show how traffic will get around the roundabout which helped people to understand how it would function.

7. Doubt it will be used

Some submitters did not believe that Harewood Road is currently used by many cyclists and that the cycleway will not attract the volumes predicted.

Current cycle counts on Harewood Road vary along its length, but are between 100 and 200 riders per day. These counts have been uploaded to the Wheels to Wings project website. The same process has been used to determine the future usage predictions on Harewood Road as other cycleways in the city, with the actual numbers observed on the completed parts of the network consistent with the predictions.

The key point of the MCR programme is that it is catering for people who do not feel safe sharing the road with traffic and require a higher level of protection from vehicles before they will consider cycling on the roads.

8. Trees/visual amenity

The updated design removes 12 trees, 10 less than the original design. 39 new trees are to be planted along the route, along with new areas of plantings at many intersections.

9. Vulnerable community members – elderly, children, disabled

The design seeks to make Harewood Road safer for people of all ages, abilities, and using different modes of transport. This includes making crossings safer for pedestrians and creating a lower-speed traffic environment. Design details to maximise safety for vulnerable community members include seeking to avoid the use of shared paths in residential areas, particularly around the rest homes, with changes made to the cycleway design at Copenhagen Bakery and Canterbury Charity Hospital to make accessing on-street parking more accessible.

The design team have met with Age Concern and the Disability Advisory Group to discuss aspects of the design.

10. Chapel Street and Sails Street changes

Following feedback from stakeholders, the proposed one-way vehicle access at Sails Street and Chapel Street has been reversed so that vehicles enter Sails Street from Harewood Road and exit Chapel Street onto Harewood Road. Details of the designs have also been changed. The cul-de-sac on Wilmot Street at Harewood Road is shifted to the intersection with Hoani Street.

11. Property access

All property accesses will remain open with the proposed cycleway. The design team have reviewed individual driveway access where site-specific concerns have been raised by residents and businesses. The design has increased all separator driveway openings to a minimum of 5.5m to make entering and exiting properties easier.

Design changes

As a result of community feedback and further technical advice the project team has reviewed the scheme and has recommended 69 design changes.

Information for submitters

We have kept submitters informed through all stages of the project including details of elected member meetings held to date. Meetings that were not open to the public due to COVID-19 restrictions were livestreamed and are available online.

Newsline links

Round 1 – 25 January 2021 to 8 March 2021

<https://newsline.ccc.govt.nz/news/story/safety-improvements-included-in-plans-for-new-cycleway>

<https://newsline.ccc.govt.nz/news/story/cycleway-consultation-extended-by-two-weeks>

<https://newsline.ccc.govt.nz/news/story/cycleway-plans-draw-more-than-1200-submissions>

Round 2 – 27 October 2021 to 17 November 2021

<https://newsline.ccc.govt.nz/news/story/wheels-to-wings-cycleway-information-days-coming-up>

<https://newsline.ccc.govt.nz/news/story/final-opportunity-for-feedback-on-wheels-to-wings-cycleway>

4. Hearing of Submissions Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found in the Supplementary Agenda (to be circulated separately).

5. Consideration and Deliberations Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

6. Hearings Panel Recommendations Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the Wheels to Wings Papanui ki Waiwhetū Major Cycle Route to the Urban Development and Transport Committee or the Council.