

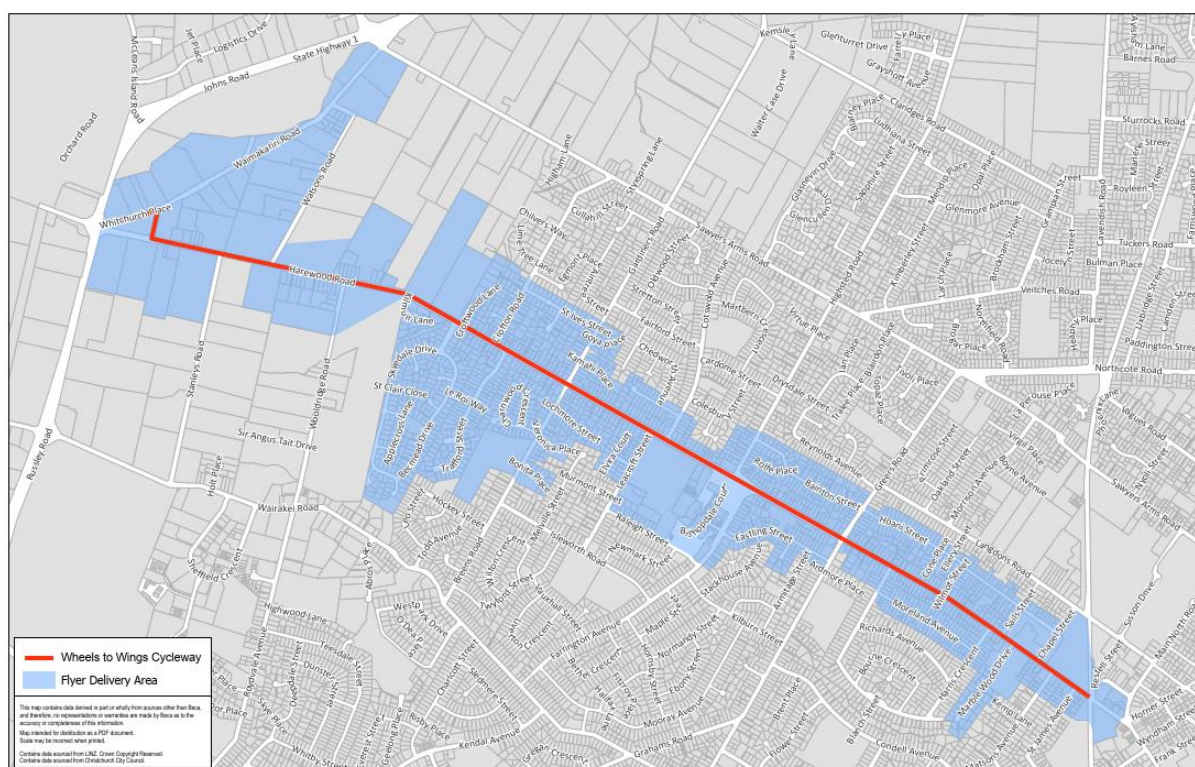
WHEELS TO WINGS

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 Ōrauwhata: 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.

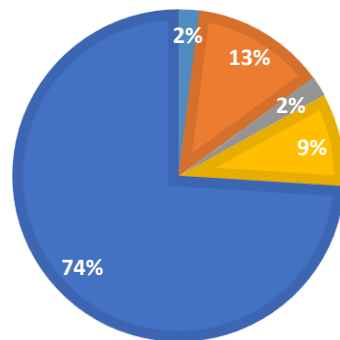
Footpath improvement ideas (on Harewood Rd, near the school)

- 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

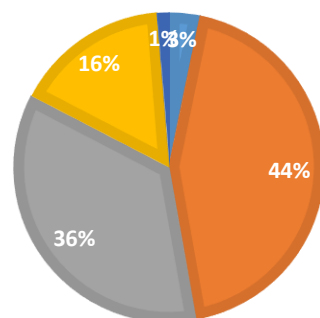
HOW STUDENTS CURRENTLY GET TO SCHOOL

■ Walk ■ Bike ■ Bus ■ Scooter ■ Car



HOW STUDENTS WOULD LIKE TO GET TO SCHOOL

■ Walk ■ Bike ■ Bus ■ Scooter ■ Car



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.

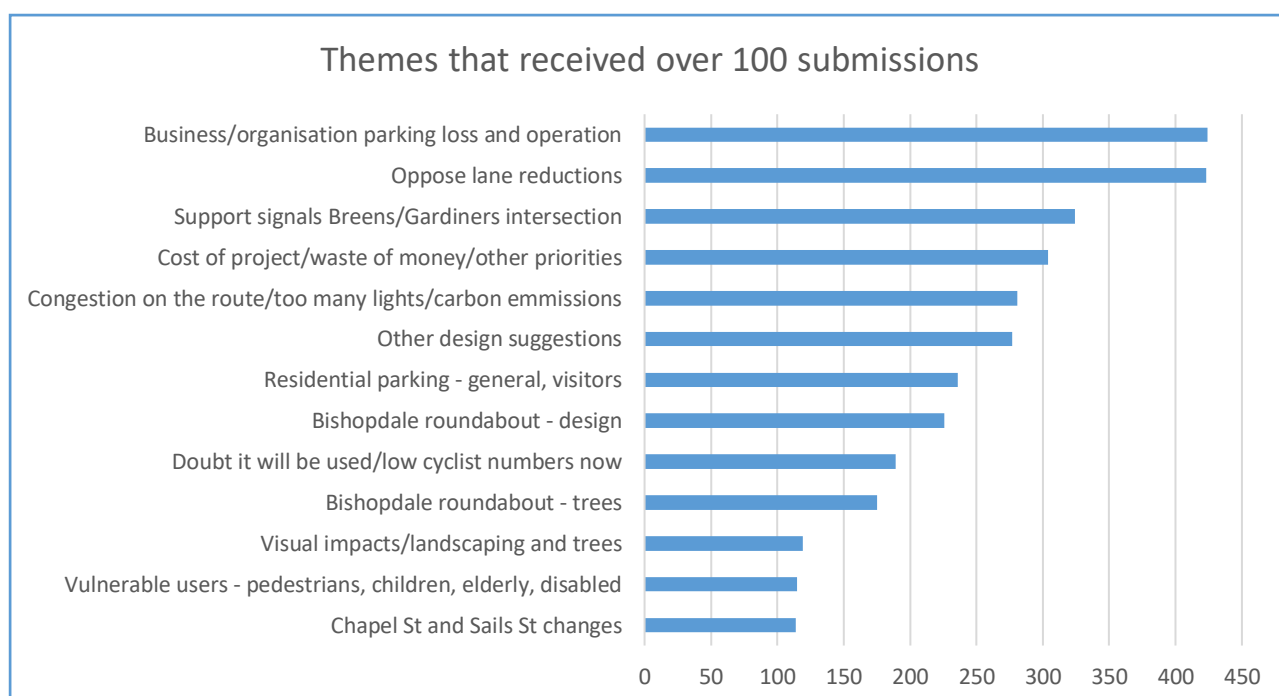
Detailed analysis

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	Greers 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 signalling Harewood Rd/Gardiners Rd/Breens Rd intersection.

Key concerns

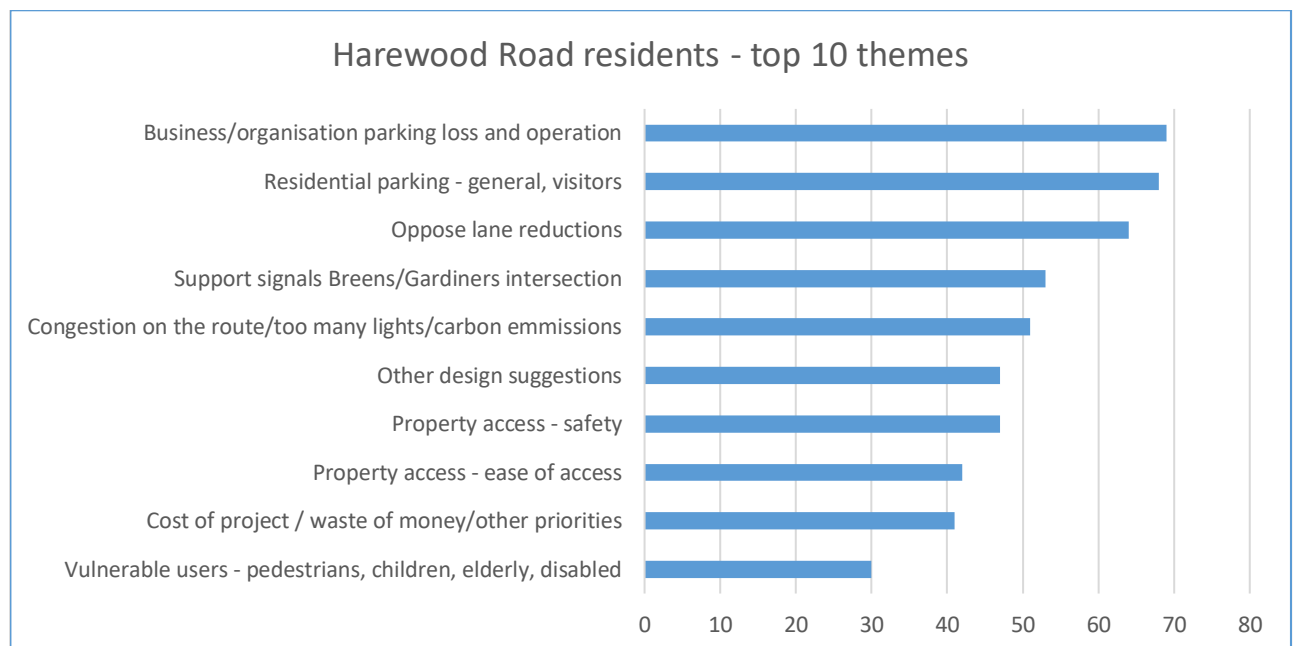
- Loss of parking – business and residential
- Increased traffic congestion as a result of reducing four lanes to two and additional traffic signals
- Cost of the project and whether it will get used
- Safety – property access, driver behaviour and cycleway design
- Safety concerns at Harewood/Greers 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/Gardiners/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/Greers 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/Greens 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.

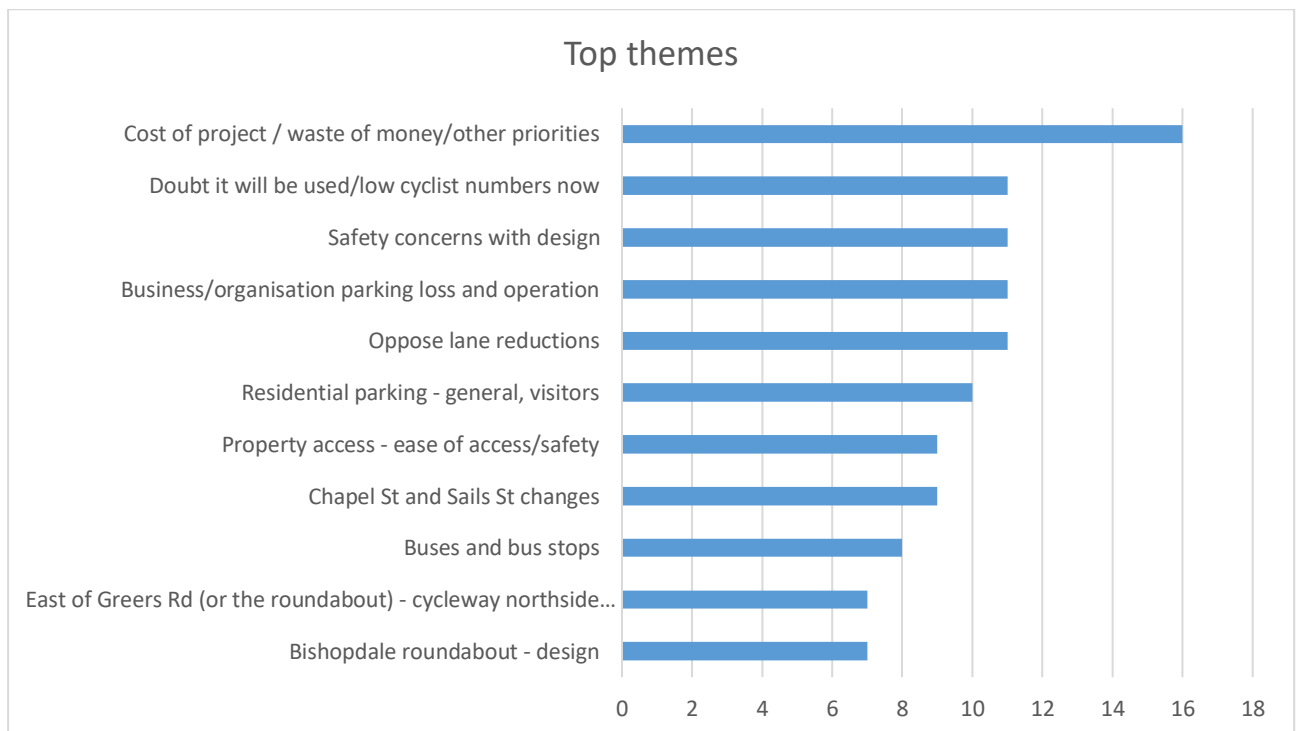
All the display material was made available online on the Wheels to Wings project page. Details of this was shared with all previous submitters and included in the invite delivered to the original drop area which included approximately 2000 properties. We also ran a Newsline story and

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>