

Hearings Panel
Wheels to Wings Papanui ki Waiwhetū Major Cycle
Route
MINUTES ATTACHMENTS

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

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SUMMARY OF SUBMISSION Wheels to Wings Safe Cycleway

Foodstuffs South Island Limited & Bishopdale New World

16 February 2022

Foodstuffs and Bishopdale New World recognise the importance of accessibility throughout the City. Bishopdale New World can attract up to 25,000 customers per week. The New World and Bishopdale Shopping Centre combined attracts in excess of 30,000 customers per week. Safe and unobstructed accessibility to site for all road users is an essential operational requirement for the New World. Multiple heavy delivery vehicles enter and exit from Harewood Road including truck and trailer units with limited ability to circulate and maneuver. Thousands of customers enter and exit from the Bishopdale Court entranceway and circulate through the New World and Shopping Centre car park daily. It is essential that Council's roading design at the Bishopdale Court intersection supports and safely assists customer and heavy vehicle circulation onto Harewood Road.

The proposed cycleway will have a significant impact on how the Bishopdale Court interacts with Harewood Road.

Our submission seeks:

That Council install an intersection design that provides for signalization at the Bishopdale Court intersection. The installation of a controlled intersection environment through the use of traffic lights will ensure our heavy vehicle and truck & trailer units are able to make their critical right turn movement out of the intersection.

The installation of traffic lights will ensure that the right turn movement is protected and available for customers and delivery vehicles.

The installation of traffic lights will ensure truck and trailer units can safely navigate across the cycle lane without the threat of an accident with a cycle user. Foodstuffs understand that the traffic light installation will produce consequences to the road network including queuing and delays along the network but we strongly believe that the traffic light installation has overall safety benefits that outweigh any delay or queuing issues.

Alternatively, if Council determine that the projects "Preferred Option" is approved then our submission seeks that:

The "Preferred Option" as it is designed at the Bishopdale Court intersection include the installation of a hatched area between the two existing solid medians to ensure a safer passage for right turning vehicles as they exit Bishopdale Court and right turning vehicles as they enter Bishopdale Court.

R Parish

Property Development Manager

Foodstuffs SI Ltd



Option 1 - Foodstuffs

Photo of existing situation as reference only



Option 2 - Foodstuffs

Photo of existing situation as reference only

Kelly, Samantha

From: Tomlinson, Ann
Sent: Tuesday, 15 February 2022 2:56 pm
To: Kelly, Samantha
Subject: FW: Wheels to Wings hearing attendance update (includes zoom link)

Ann Tomlinson

Senior Engagement Advisor
Engagement Team

 03 941 8717
 ann.tomlinson@ccc.govt.nz
 Te Hononga Civic Offices, 53 Hereford Street, Christchurch
 PO Box 73016, Christchurch 8154
 ccc.govt.nz

From: Dominic Mckeown [REDACTED]
Sent: Tuesday, 15 February 2022 2:53 pm
To: Tomlinson, Ann <Ann.Tomlinson@ccc.govt.nz>
Subject: Re: Wheels to Wings hearing attendance update (includes zoom link)

Hi Ann,

Due to prior commitments I am now unable to attend the hearing now.

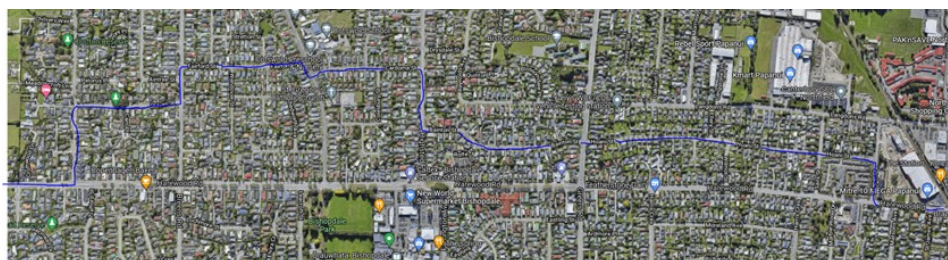
I wish for the hearings panel to consider the following in making a decision:

The route that has been selected seems rather over the top , over priced and over engineered with such a huge impact on the local community.

There is an alternate route using quieter streets with a different design method similar to that used along Worcester Street. At present the design is primarily separated due to being along a main arterial road.

It is crazy to reduce a main road when there are alternatives which should be looked at.

I have supplied a map showing the route. This alternative still achieves the same result and potentially for less cost and less impact on the local community. There are some things that can still be done to improve surrounding streets if needed.



Regards,

Dominic

On Fri, Feb 11, 2022 at 2:16 PM Tomlinson, Ann <Ann.Tomlinson@ccc.govt.nz> wrote:

Kia ora

As previously advised, due to the current red traffic light setting, attendance capacity at the upcoming hearings is limited. If you are not presenting but wish to watch any of the meetings we request that you please join via the audiovisual link below. The link will work for all of the meetings and you will need to remain muted and turn your video camera off.

For those presenting in person you will need to hold a current vaccine pass and wear a facemask. We may also need to ask you to leave after your presentation if there are not enough seats for the subsequent presenters.

The meeting on Wednesday 16 March is limited to audiovisual only due to the smaller room size.

Below is a reminder of the meeting dates and times. The timetables are available in the [Supplementary Agenda](#).

- **Wednesday 16 February from 9am** – At this meeting the Hearings Panel will firstly receive a presentation from Council Officers and then have an opportunity to ask any questions they may have. Following this the Hearings Panel will then hear from submitters who wish to speak to their submission.
- **Friday 4 March from 1pm** – Continuation of hearing of submissions.
- **Wednesday 16 March from 2.30pm** – Continuation of hearing of submissions (please note that due to the smaller room size this will be held via audiovisual link only).

The following dates are likely to be used for the Hearings Panel to deliberate and make its final recommendations.

Downey, Jo

From: Joy Priest
Sent: Monday, 7 March 2022 2:54 pm
To: Kelly, Samantha
Subject: Wheels to Wings Cycleway

Dear Samantha,

Your probably not the right person for me to write too but I have to express my thoughts about the planned cycleway above. I have had involvement with the cycleways on Marlborough Street in Linwood and I live in Elizabeth Street in Riccarton. I'll never understand why one small group of road users receives a hugely disproportionate amount of funding while the majority of road users and residents and local shop keepers are overlooked and ignored? Last year while the cycleway was built in Elizabeth Street, there was hold up after hold up as more and more issues were found with drainage etc this could easily happen again with this new cycleway on a very busy road. The traffic flow on streets around Elizabeth Street has been completely ruined with Elizabeth St blocked off at both ends, no through traffic on Division St and totally unnecessary lights on Matipo and Clarence Streets. Before these lights were installed cars simply turned left or moved through the traffic when they got the opportunity. Now these two main roads have constant stops on them, cars have to slow down, sit and idle and then take off again all adding far more engine exhaust than before. Clarence St is often blocked from Riccarton Rd back across Blenheim Rd with vehicles sitting idling far more than necessary. The worst thing is that the cycleway on Elizabeth Street is virtually unused so all the permanent upheaval is for nothing. The cycleway on Harewood Rd will cause major disruption for many months while it's built and forever into the future with only two lanes for traffic and reduced parking for residents and business owners. Again I struggle to understand why this minority of road users receive so much more than everyone else?

Please listen to the people who will be most effected by this cycleway and not the obsessed cyclists who believe they are entitled beyond anyone else.

Regards
Joy Priest.

Sent from my iPad

Wheels to Wings MCR Presentation to Hearings Panel

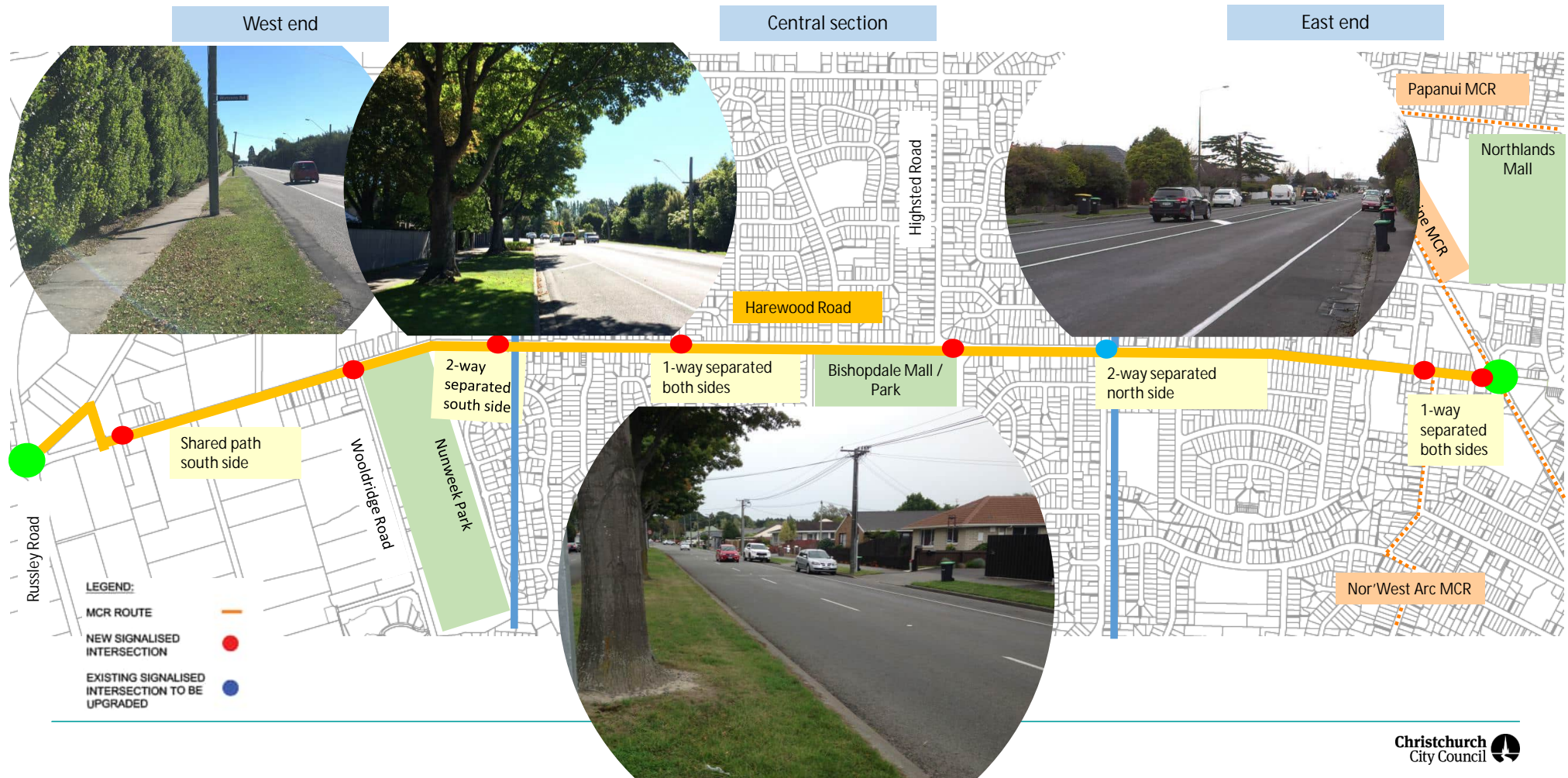
16 February 2022

Today's purpose

To brief the Hearings Panel on a consultation overview and recommended design.

1. Community and stakeholder feedback overview from all consultation
2. Summarise the design changes:
 - West end - Nunweek Boulevard to west
 - East end – Greers Road to east
 - Central section – Nunweek Boulevard to Greers Road
3. Sites further investigated

Preferred option summary



Project update – what we've been working on

Since Hearings Panel briefing on 21 October 2021:

- 26 - 29 October - Elected member and community information sessions
- 27 October to 17 November - second round of community consultation
- 2 December - Joint Community Boards workshop
- December 2021 to now - changes to the preferred option and on-going stakeholder discussions

Community & stakeholder feedback overview

Consultation overview

- Consultation – Jan-Mar 2021 and Oct-Nov 2021
- Just over 1400 submissions overall
- Meetings with stakeholders, businesses, residents
- Drop in sessions and three community information days in Bishopdale

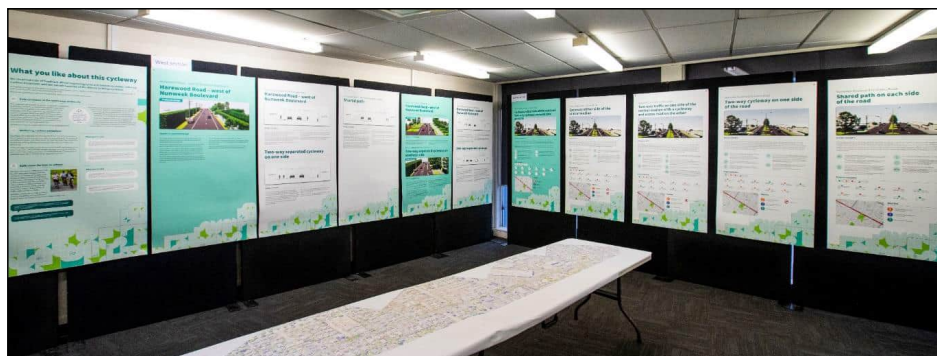
First consultation results

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

Second consultation results

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

Community Information days



Feedback themes

Key concerns noted by submitters:

- Parking loss – residential and business
- Opposition to lane reductions
- Congestion/too many signals/carbon emissions
- Property access
- Bishopdale roundabout
- Cost of the project
- No one will use it

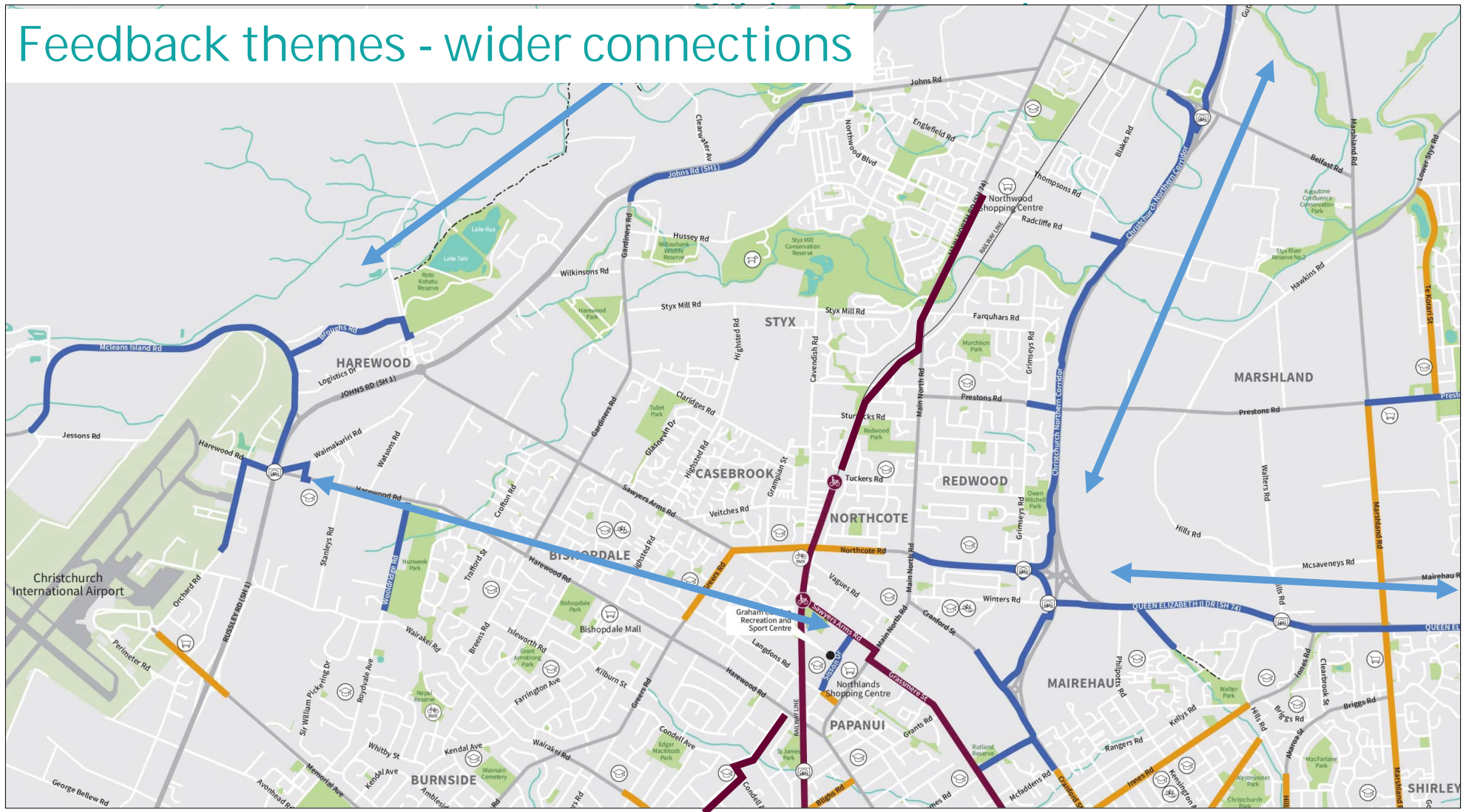
Key benefits noted by submitters:

- Providing a safe cycle facility in this area of the city, including schools
- New signalised crossings for both cyclists and pedestrians
- Connections to other cycleways in the wider area
- Reduction in carbon emissions
- Physical and mental wellbeing associated with cycling
- Support signals Harewood/Gardiners/Breens

Areas of interest



Feedback themes - wider connections

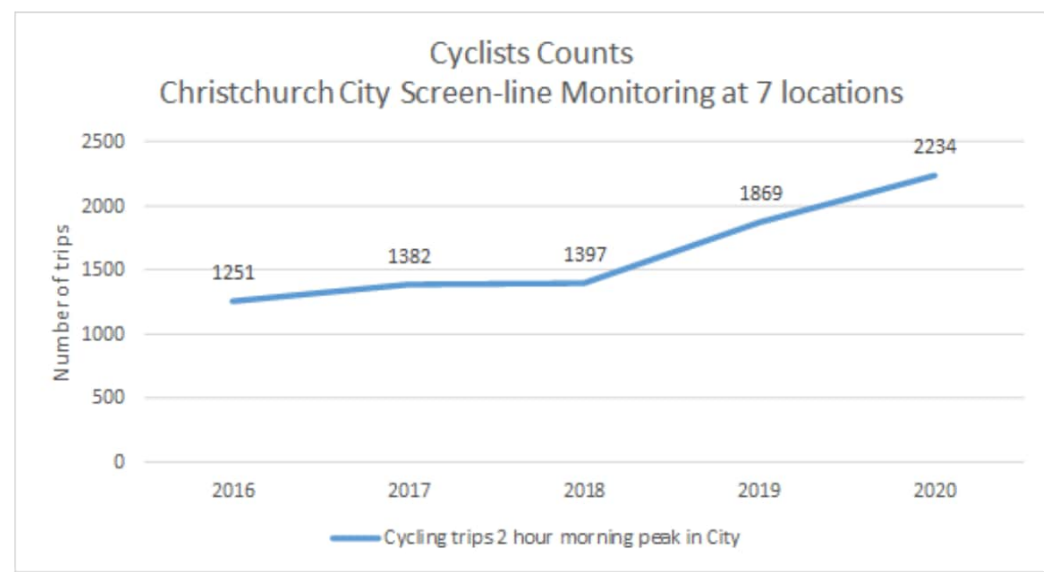


Feedback themes – cycle trips

1. Existing cycle volumes – “no one rides”: Table presenting volumes and raw data provided on website
2. Projected future volumes – “will never be achieved”: Christchurch Strategic Cycle Model updated in 2013 estimated 1,000 trips per day east of Wooldridge Road, 800 trips per day west of Wooldridge Road (2021).

Harewood Road				
On-road cycle volumes				
12 hour intersection count data & 24 hour extrapolated				
Location	year	month	12hr cycle volume (two-way count ¹)	24hr cycle volume (two-way estimate ¹)
Whitchurch Place @ Johns Road underpass	2021	March	102	
Harewood Road @ Wooldridge Road intersection	2017	June		
West of Wooldridge Road				56 ²
East of Wooldridge Road				56 ²
Harewood Road @ Breens Road intersection	2021	Feb		
West of Breens Road			109	
East of Breens Road			95	
Harewood Road @ Highsted Road intersection	2021	Feb		
West of Highsted Road			137	
East of Highsted Road			165	
Harewood Road @ Farrington Ave intersection	2021	Feb		
West of Farrington Ave			196	
East of Farrington Ave			171	
Harewood Road @ Greers Road intersection	2020	March		
West of Greers Road				100 ³
East of Greers Road				130 ³
Harewood Road @ Chapel Street intersection	2021	Feb		
West of Chapel Street			177	
East of Chapel Street			212	
1) Survey does not include scooter users or cyclists on footpath				
2) 6 hour count extrapolated to estimated 24hr count using the LTSA Cycle Network & Route Planning Guide, 2004, Appendix 2 - Scaling Cycle Counts. https://www.nzta.govt.nz/assets/resources/cycle-network-and-route-planning/docs/cycle-network-and-route-planning.pdf				
3) 5 hour count extrapolated to estimated 24hr count using the LTSA Cycle Network & Route Planning Guide, 2004, Appendix 2 - Scaling Cycle Counts. https://www.nzta.govt.nz/assets/resources/cycle-network-and-route-planning/docs/cycle-network-and-route-planning.pdf				

FIGURE 2: CYCLE COUNTERS MONITORING - CENTRAL CHRISTCHURCH



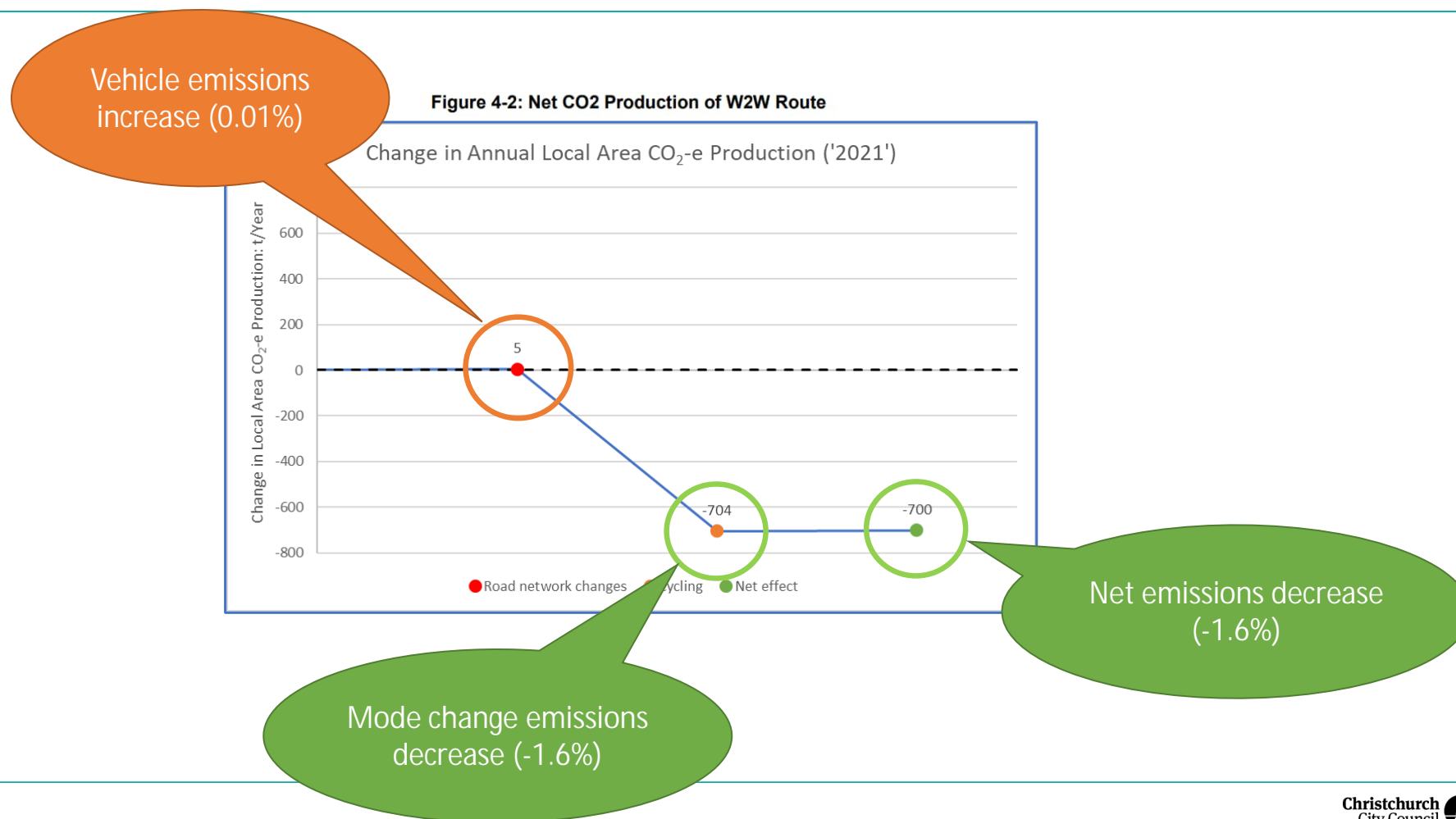
<https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/>
<https://smartview.ccc.govt.nz/map/layers/ecocounter>

Feedback themes - design changes



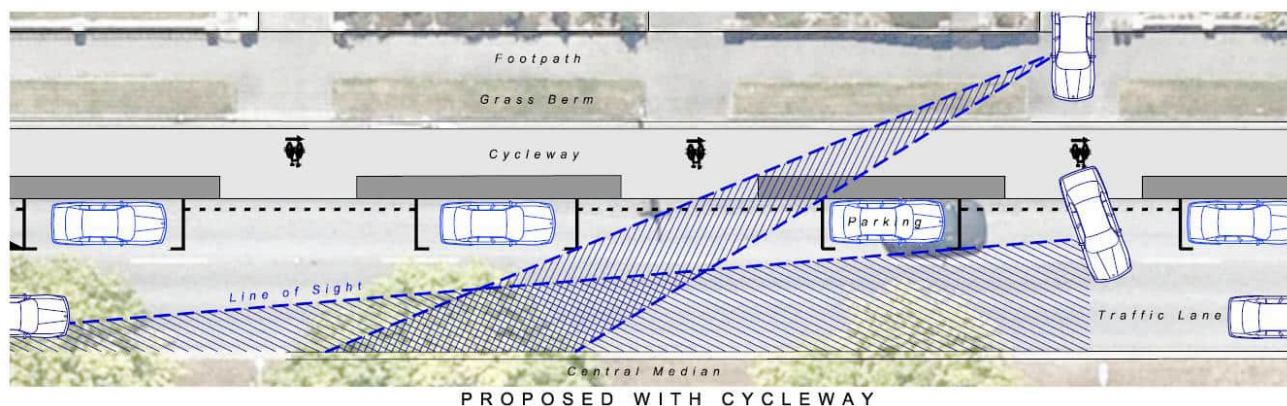
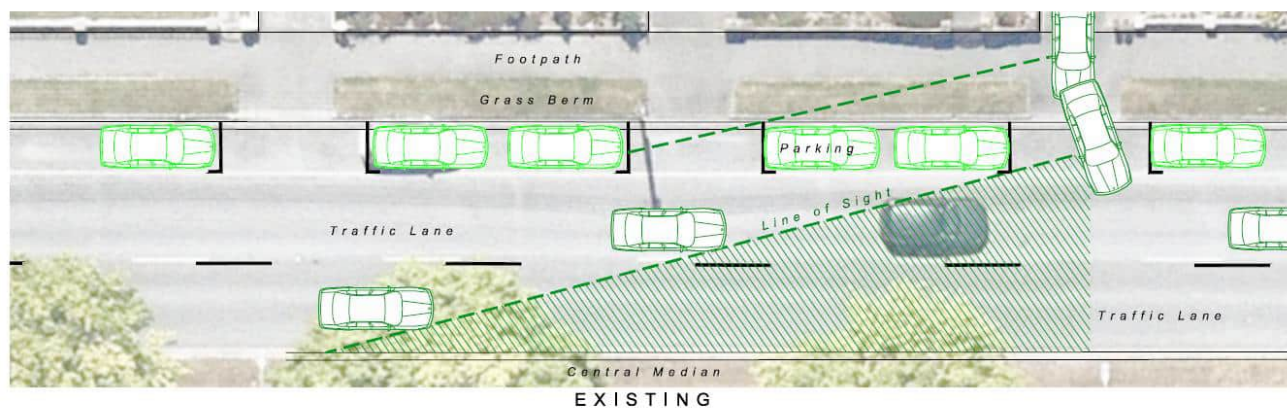
Change for (primarily)	Count	Typical examples
Cycleway users	16	Cycle stands, cycleway design details
Residents	11	Parking, ease of vehicle access
Businesses/organisations	18	Parking, ease of vehicle access
Amenity	2	Retaining trees
Drivers	9	Width for manoeuvring, visibility
Pedestrians	13	People walking, using mobility devices, bus passengers, and people having parked.
	69	

Feedback themes - emissions



Engagement queries – driveway visibility when exiting

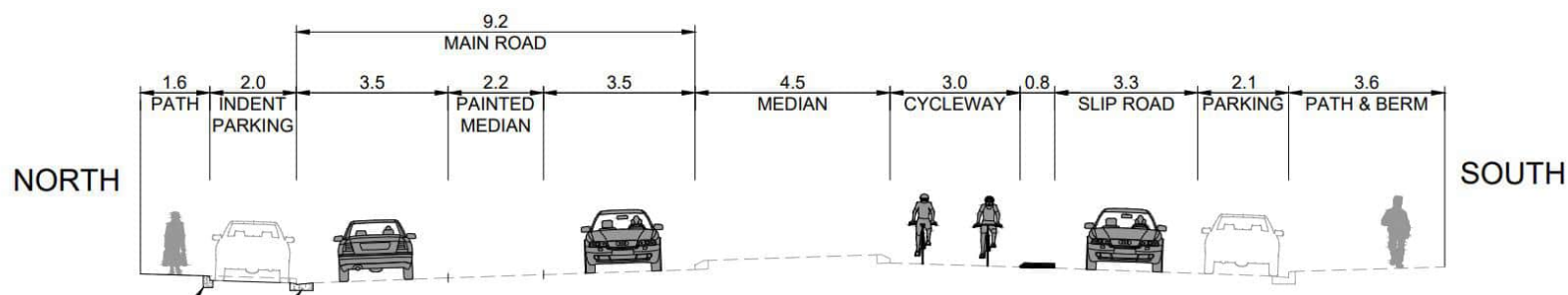
DRIVEWAY SIGHT DISTANCE
TYPICAL DRIVEWAY - EXITING



Sites further investigated

Concepts considered for central section – Concept 3

Main road north side – access lane south



Bishopdale Court - traffic signals

- Traffic signals evaluated
 - Westbound vehicles queue into Bishopdale Roundabout
 - Higher delay exiting mall to maintain flow on Harewood Road – rat-running through mall carpark
 - Off-pedestrian desire line
- Traffic signals not recommended, however could be installed with any option.
- Consulted design creates gaps in traffic that improves exit from mall.
- Line marking changes to improve right turn out of mall waiting in central median.

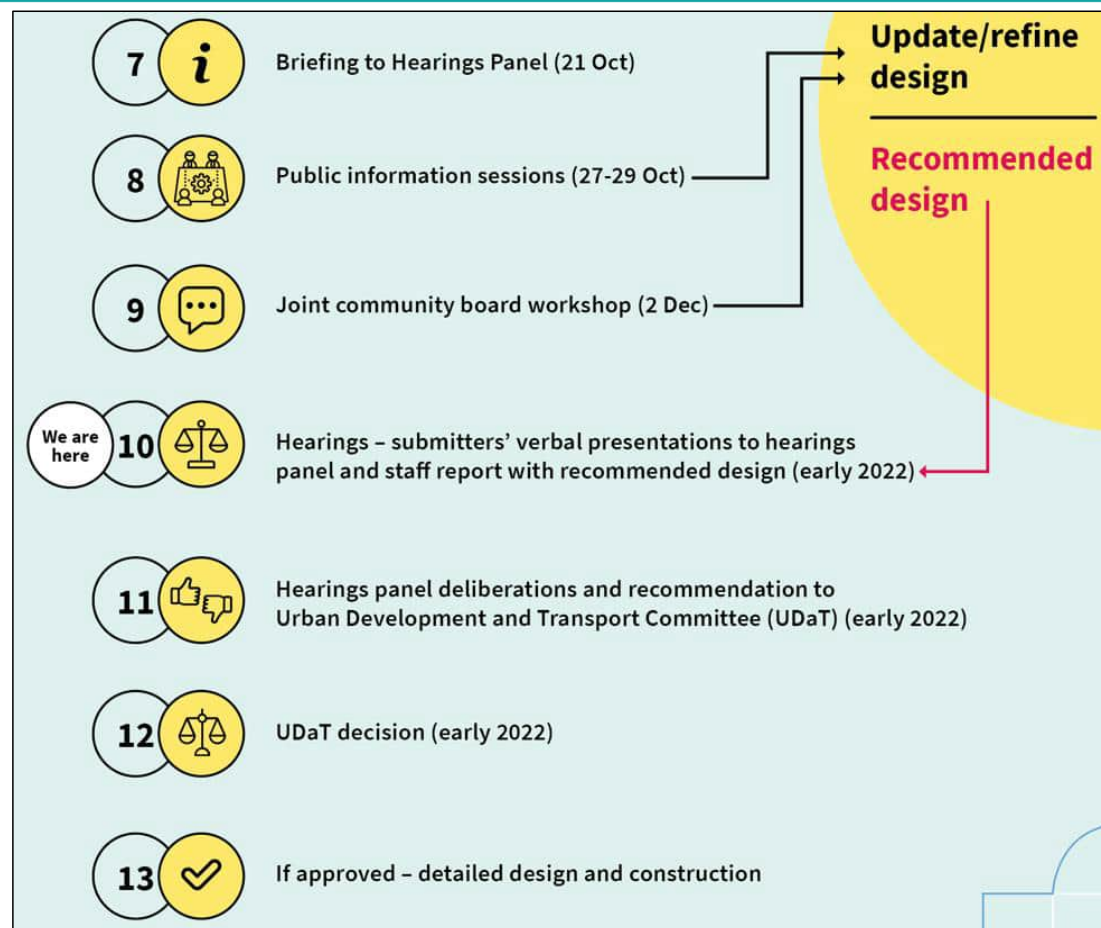
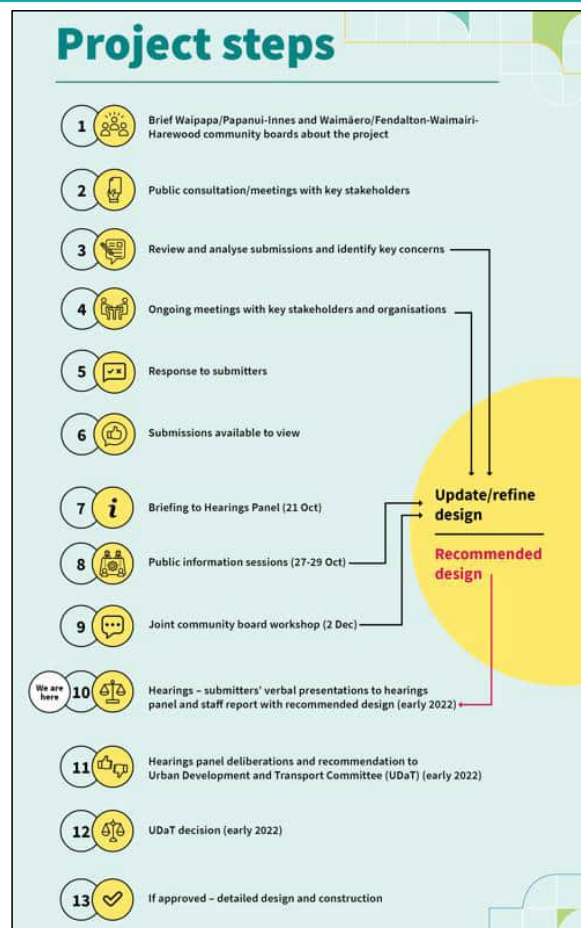
Mitre 10 access

- Concern with westbound cycle movements over access
- Technical Note identified 7 alternatives:
 - Option 1 - Consulted option best caters for all cycle movements and remains preferred
 - Option 5 – crosses to two-way east of Matsons Ave is best alternative.
 - Avoids Matsons and Mitre 10
 - No eastbound rider connection – remaining concern at Mitre 10
 - Matsons no right turn out, St James exit only

Nunweek Park – angle parking on Harewood Road

- Angle parking could provide an additional 23 spaces
- Desirable standards cannot be met without impacts on Nunweek Park trees and shared path being located near sports fields
- Minimum standards (below minimum for road of this volume and speed) can be achieved
 - Require car park manoeuvring within the traffic lane
 - Narrower path width and minimum offsets to fence / parked vehicles
- Angle parking not recommended due to traffic impacts on Harewood Road

Process from here



Questions?



Collin Fussell

Hi Samantha,

I tried hard to load the video clips I promised but they just refused to load. The photos below tend to show some of the problems.

Sorry my very rushed below.



Tyre & rim damaged after "clipping" raised curbs as has just barely entered

Notice here front of my vehicle

per earlier as vehicles pressured to get a clear road ! forward by at least extra 6 feet

the lane my vision needs me to go

As the car is in a tight turn the tyre hits obliquely below any vehicles

to see round the campervan & then as

hence the amount of damage - COSTLY !! Rounded **within 5secs if they are doing even**

approaching **will be on top of me**

LOW kerbs a must but better no kerbs either side a mere 45 kph & many are above that
. Refer my earlier email !

of (including no stopping areas) either side of drive
!!



Others "coming at pace" taking "evasive action" when they swerve
noticed my car at the "last minute" as he swerved to other lane

This car, too

into the "other lane" - what would happen when no other lane ? He
ONLY TRAVELLING ABOUT 45 KPH ON OUR MEASURES !

AND HE WAS

spotted my camera ! My car front bumper had barely entered the
at a quiet time of the day during the week as per earlier email !

All this "unstaged"

lane - by reducing to one lane where would he have gone - perhaps
where the next bus may have gone i.e. "through me or up into the
island" ?

Post script - this is why I reacted to the comment made to me at the public meeting that any
lights at Breens/Gardiners will give "breaks in the traffic" !!

We can NEVER assume there will be a "break" & blindly "charge out" - I would have failed
any new bus driving staff if they ever started assuming like that !

We will endure in getting enlightened solutions - even looking & recalling these events I am determined these matters will be addressed. The consequences

are likely to be too great to us otherwise.

Kind regards,

Shirl & Colin Fussell

No video clip provided but points from email were:

- taken at a quiet time late morning through the week. Campers, trucks, often park right up to our drive - in this case I stopped a passing Police car to confirm this was no "arranged setup"! They agreed a terrible position to be in but they didn't wish to get involved which I completely understood.
- taken in real time & calculations (distance/time) are that the traffic shown was going no more than 45 to 48 kph - this (according to recent police reports) in, what is, a highly ticketed area where speeding can be a problem.
- I walked slowly out to the point where, I could envisage I would be sitting to reasonably see approaching traffic at which time my bonnet would be well into the active lane impeding flow
- the vehicles were "on top of me" within 3 to 5 seconds, which would, with reaction time taken into account lead to only two possible results: collision or the approaching vehicle currently would try to move over to the "other lane" WHICH NO LONGER WOULD APPLY UNDER THE REVISED PLAN of one lane !! Police advised me I would likely be charged if we hit !! This after a clean record from my having driven from 17 years of age with 10 of those years driving, & given my exemplary record, training new recruits on CTB buses before entering a banking career in a senior position.
- Also having lived here for 40 years or more I can assure you traffic is regularly travelling well over 50 kph especially at nights - hence the high traffic infringements
- In all cases bear in mind our long experience has been that traffic coming across any person blocking their lane & trying to "back-in" is treated to a blast & usually the "back-in" has to be abandoned & we have to go round the islands again to try again... if one is lucky "next time" !!! Totally unsatisfactory all round !!!
- It's why any berms must be only low & mounded to execute a quick "back-in" to avoid fast-approaching vehicles - I will try to bring, or send, a photo showing the results on a near-new low profile tyre & rim after I "clipped the existing standard kerb" when I was trying to back to hurriedly avoid a fast-approaching vehicle & a driver who was leaning on his horn. THAT is the sort of thing we have had to tolerate & which could well worsen ! The delightful folk at

Copenhagen have sent us a lot of parking frustration unfortunately - & it is consistent.

The rest of the matters I have previously covered fairly well. To repeat we are not against cycle ways BUT we feel there are better options being ignored like utilising the grass berms which few maintain well.

Wheels to Wings Presentation

by Matthew Reid

- Cost analysis
- Design considerations



Cost benefit analysis

- Stadium 88M for 5000 seats (17,600 per person)
- Harewood Cycleway 23M for 700 cyclists (32,857 per person)
 - Where did I get the 700 number from? Antigua Bridge counter.
- I would welcome question or challenges to any statement made in this presentation.
- Cannot maintain what you already have.

No Budget for Maintenance



I am a daily cyclist

- Myth cycleway are safer than when white lines painted on the road
- Myth cycleway promote more people to use bikes for daily transport
 - Bike sheds at the office are empty in the winter time
- Sections of proposed cycleway are completely illogical
- There are inconsistencies in the design when taken into account our road code rules and accepted behaviour of society
- Another unfounded experiment which is financially unjustified for the majority of our rate payers

Acceptable cycleways

- 100km/hour
- Cost effective
- Acceptable to most motorists
- Acceptable to LTSA
- Waikanae Wellington
- 10k+ cars and trucks per day



Two lane cycleways

- Who says these are safer?
- Who thinks they are a good idea
- Two lanes at Matipo Street / Boys High School.
- I know of a senior council worker – fractured wrist
- A and E commented “another cycle lane accident”
- Room to share the pavement on both sides



Assumption that people will use cycleway

- Designed for convenience
- Traffic has to flow both for cyclists and vehicles



Sail Street intersection is another experiment

- Asked the ccc where this has been in place before.
- No space between vehicle and cycleway
- Plants growing
- Two way on St Asaph St
- Expecting the cyclist to give way?



St Asaph St Repeated

- Same design as St Asaph St
- Fundamentally dangerous
- Scooters & Bikes are now doing 40-60Km/h
- Raised protection barriers are a tripping hazard.
- Children exiting cars are in a more dangerous position than entering onto the pavement



Going forward – better design

- Introduction of e-bike and scooters, speeds are considerable faster
- Most are now more aware of others and are very considerate
- Sharing of pavements is becoming more acceptable
- Has worked for years (Museum / Christ's College)
 - School children
 - Tourists at museum and school,
 - Pickups and drop offs,
 - Cyclists, Scooters, Suitcases, Luggage
 - CCC has accepted this works for more than 40 years
- Ambiguity on rules of cycleway / road. Draw a white line on the road !

Summary

- Must change inconsistencies
 - Two lane section against fundamental rules drive on the left.
 - Sail street intersection is unworkable as it is at St Asaph St now.
 - Cycle lane between pavement and parked cars is more dangerous than painted cycle lane on the road.
 - Cycle lane width is completely illogical



Kelly, Samantha

From: Matthew Reid [REDACTED]
Sent: Wednesday, 16 February 2022 1:19 pm
To: Kelly, Samantha
Subject: Re: CCC presentation

Categories: [REDACTED]

Hi Samantha,
Thank you for organising the presentation today. All worked well thank you.

I was amazed to hear (From the CCC staff presentation) that the current number of cyclists is only 200.

That makes the cost to each cyclist even worse than my conservation estimates.
Would you please not in addition to my presentation that the cost per cyclist are not 32,000 per seat but closer to \$100,000
which makes the financial decision to continue completely illogical.

Regards

Matthew Reid
[REDACTED]

From: Kelly, Samantha <Samantha.Kelly@ccc.govt.nz>
Sent: Wednesday, 2 February 2022 11:35 am
To: Matthew Reid [REDACTED]
Subject: RE: CCC presentation

Hi Matthew

Many thanks for your presentation. Confirming this will be available on screen when you present.

Kind Regards,
Sam

Samantha Kelly

Team Leader Hearings & Committee Support
Te Ratonga Ture me te Manapori - Legal and Democratic Services

 03 941 6227 027 201 8321

Christchurch
City Council 

9 February 2022

CHRISTCHURCH CITY COUNCIL PROJECT: WHEELS TO WINGS-SEPARATE CYCLE LANE ALONG HAREWOOD ROAD, CHRISTCHURCH.

Submission from Phil Brady, replacing previous submission.

I worked as a Telegram boy in the mid 1960s throughout the Papanui, Bishopdale and Harewood areas. There are many alternative ways to bicycle in this area avoiding busy roads, have lived in this area most of my life.

Over the last few months I have travelled around the city and observed current separated cycle lanes, such as, inner city streets, Sparks Road, Domain Terrace, Sawyers Arms Road and Grassmere Street among others. I have never seen large number of cyclists on these cycle lanes but the roads are busy with motorists. Today, over a period of 15 minutes at Grassmere Street I saw 35 high school students use that cycle lane and then it went dead.

On 3 February 2022 at 3pm 11 St Bedes students on their bicycles approached the intersection of Harewood/Greens from the direction of Hoani Street. 10 of the students proceeded along Greens Road heading towards Wairakei Road, one of these turned right into Eastling Street and the eleventh rider turned left into Harewood Road towards Papanui central. No rider appeared interested in using Harewood Road towards Bishopdale roundabout. I have not observed a large number of cyclists using Harewood Road.

I had observed few cyclists using Harewood Road in the morning and the evening either going to work or school and the number of cyclists were not large or having any trouble with negotiating traffic. The painted bicycle lane along Greens Road and other roads seem to work OK. There appear plenty of roads that have painted bicycle lanes and are not over populated by cyclists.

Two local schools highlight that bicycles are not popular with students. At one primary school only 10% of the students ride bicycles to school and at Papanui High School 20% of students ride a bicycle to school. It was noted that Papanui High School are currently undergoing building improvements/renovations. They are also extending their carpark as the demand for extra car parking has not let up over a number of years-from school staff member.

The construction of a \$19M separated cycle lane along Harewood Road is not justified and will only frustrate motorists, residents, rest homes, charity institutions and business owners. The Harewood/Greens Road/QEII roading link is vital to smooth traffic flows from highly populated areas of Bishopdale, Papanui, and the north western suburbs. It is of concern that the narrowing of the important Harewood link will cause bottlenecks of traffic and delay emergency vehicles.

The investment in construction of expensive cycle lanes has, to date, not resulted in a reduction of motor vehicles and an increase of bicycles on our roads, even the buses are empty. I would rather see the \$19M put into the Health system or Law and Order. Getting our priorities right. I do not support the Wheels to Wings project and contend that it should be cancelled.

Phil Brady

Deputation to the Hearings Panel 16 February 2022
Ray Edwards on behalf of the
Copenhagen Bakery and Caltex Bishopdale

Submission to: Christchurch City Council Hearings Panel
Meeting date: 16 February 2022
Agenda Item: Wheels to Wings Papanui ki Waiwhetū Major Cycle Route
Deputation by: Ray Edwards
On behalf of: Copenhagen Bakery and Caltex Bishopdale

Introduction

1. The following submission relates to the Harewood Road central section – Nunweek Boulevard to Greers Road is identified in the Hearings Panel agenda dated 16 February 2022. In particular this submission will comment on the section of **Harewood Road between Highstead Road and Trafford Street** (the four-lane section of Harewood Road). Please note that I have not been briefed to provide feedback on the other sections of the proposed cycleway route. However, my concerns with the design of that are generally similar to what I will discuss today.
2. Owing to the time constraints imposed upon submitters to this process, I will not read this submission in full. I will discuss key aspects of it, and I have highlighted in **bold text** key points being made. I respectfully request that the Panel consider this entire submission in more detail as part of their subsequent deliberations on this project.

Name, Background and Experience

3. My name is **Ray Edwards**. I am a traffic engineering consultant practicing from Christchurch. I hold the qualifications of a New Zealand Certificate in Civil Engineering, and a Certificate of Transport Planning, Management and Control from the University of New South Wales. I am also a Registered Engineering Associate.
4. I have **31 years' experience** in the field of civil engineering, including some 17 years employment within the Christchurch City Council, first as a **road design engineer**, then as the **Assistant Area Traffic Engineer** for the Fendalton, Waimairi, Shirley and Papanui wards, then as the Senior

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Transport Planner within the Environmental Services Unit. During this employment, I was part of the team that developed the railway cycleway through Fendalton to Papanui.

5. I am now the Managing Director of *Urbis TPD Limited* ('Urbis'). Urbis is a Christchurch based consultancy which provides resource management, transportation planning and traffic engineering related advice to both private clients and local authorities. We have undertaken work for nearly every local authority within the South Island.
6. I am trained as an independent road safety auditor.
7. I am also trained as an independent planning hearing commissioner.
8. Therefore, I have experience in the types of projects such as you are considering today. Most importantly in relation to the matter before you today, I am also an enthusiastic cyclist. I provide a picture of my garage below to demonstrate how I am involved in all aspects of cycling. Road bikes, mountain bikes, BMX bikes, recreational bikes, commuter bikes, downhill bikes – I have them all. Some of the bikes in the image below have since been replaced with even more expensive bikes – however no electric bikes– that's cheating!



Figure 1: Image of bikes in the ownership of the author

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General Position on the Major Cycleways Programme

9. I fully support the initiative and reasoning behind the overall major cycleways route (MCR) programme. However, as both a cyclist and trained safety auditor, I have very strong reservations regarding the safety of some of the designs currently being implemented by the Council as part of the MCR programme. In my opinion, the MCR programme could be delivered with better quality and safer designs at significantly lower cost than what the Council is achieving.

Submissions Prepared to Date

10. Urbis prepared submissions opposing the design of the Council's preferred option for the section of cycleway between Highsted Road and Trafford Street (the four-lane section of Harewood Road) and there were dated 15 March 2021.
11. The submissions were prepared on behalf of:
- a) Copenhagen Bakery Limited;
 - b) Caltex Bishopdale, and;
 - c) The Charity Hospital.

The submissions on behalf of these parties raised various issues, with key matters relating to strong safety concerns with the position of the cycle lanes behind parked cars, the loss of on-street parking, pedestrian safety at the Copenhagen Bakery and charity Hospital, cyclist safety at Caltex, and issues relating to vehicle queues outside the Caltex. **The submission I present to you to date is on behalf of Copenhagen Bakery Limited and Caltex Bishopdale.** I will be presenting to you on behalf of the Charity Hospital at a later date.

Scope of this Submission to the Hearing Panel

12. I have been advised by Council staff that this presentation should be limited to discussing key issues presented in the earlier Urbis submissions. I do not agree with this advice. It is at this point that I must highlight to the Panel that there have been 1,348 submissions on this project, and **only 30% of submissions 'clearly support' the proposal**¹. While I do not debate the key benefits of the proposal identified in the submissions, several of the concerns raised, and

¹ Source = Section 3.7 of the briefing to the hearing panel Dated 21 October 2021.

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especially concerns relating to the safety of the proposed design where cyclists are positioned behind parked cars are, in my opinion as a trained safety auditor, extremely valid. **The Council design team are continuing to promote a design that is proven, from experience with St Asaph Street, to be inherently unsafe for cyclists. Research confirms that a sub-standard cycleway design will discourage its use, not encourage it.**

13. It is abundantly clear that a change to the Council's design of the cycleway, as presented to the elected members and the community in 2020, was needed. **The elected members rightly sent the design team back to the drawing board to consider further options.** They were asked to prepare three options for consideration and, through considerable communication and consultation between the Council's project design team and the public, six further design concepts were developed.
14. Out of the total of six design concepts prepared over the last twelve months, I understand that this has now been refined to **two leading design concepts** being:
 - a) **The Council design team's preferred design option.** This is also known as **Design Concept 1** which is a lightly modified version of the originally proposed design that received considerable public opposition through the consultation process for this project. I reiterate that it replicates the proven-unsafe St Asaph Street design in that it places the cycleway between the footpath and the vehicle parking lane.
 - b) **The Community's preferred design option.** This is also known as **Design Concept 3.** For the section of Harewood Road between Highsted Road and Trafford Street, this places the cycleway along the southern side of the existing central median. The arterial through-traffic function of Harewood Road is placed along the northern side of the median with a single traffic lane in each direction, and the road along the southern side of the median is altered to a single lane westbound 'local' slow road. To the east of Highstead Road, this option places the cycleway along the southern die of the road.
15. Given the substantial change in possible direction that this project could go, it is inappropriate for Council staff to suggest that what the Hearing Panel can now be presented with is limited to key points from the earlier submission. Things have moved on too far in the time that has elapsed since. Noting this, and noting **the extremely limited time submitters get to present their position**, this submission will briefly discuss the following key issues:

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- a) Why the St Asaph Street layout is inherently unsafe for cyclists;
 - b) Design criticisms of the Council's preferred design option;
 - c) How the Council's preferred design option doesn't provide for existing levels of parking demand in this section of Harewood Road;
 - d) Site specific design concerns for both Copenhagen Bakery and Caltex;
 - e) The Community's Preferred Design Option;
 - f) The Council's evaluation of the Community's preferred design option;
16. I conclude that the Community's preferred design option provides a better overall design outcome, with a safer standard of cycleway provision than the Council's preferred design option. Given that the Council's design team accepts that the project costs are likely to be similar (although Mr Greenwood notes that the Community's preferred design option would be cheaper to build), **the Community's preferred design option is the better technical choice for this major cycle route.**

Safety Issues with the St Asaph Street Design

17. Being a cyclist, and also from experience operating business premises in Southwark Street, which I accessed from St Asaph Street for several years, I have first-hand experience both as a user of **the St Asaph Street cycleway** and as a motorist trying to drive across it at a driveway entrance. The only word to describe it is **dangerous**.
18. My primary road safety concern with the Council's preferred option relates to the road cross-section layout now infamously known as the 'St Asaph Street layout' where the cycle lane is placed between the footpath and the lane for vehicle parking. The road safety issue I have with this layout is that **cyclists are hidden behind parked vehicles**, and if there are driveways (and even worse high-volume driveways such as at the Copenhagen Bakery) then there is a very high risk of motorists turning into driveways colliding with a cyclist on the cycleway owing to inadequate intervisibility as a result of vehicles parked in the parking lane.

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19. I understand that when the St Asaph Street cycleway was first proposed, it did not provide parking alongside the cycleway such that this **significant safety issue** would not occur. However, pressure from local businesses meant that some on-street parking along the southern side of St Asaph Street was reinstated. Ignoring the merits of whether or not the St Asaph Street cycleway should have instead gone along, for example, Cashel Street, the reality is that this road cross section design was always going to be severely compromised in terms of cyclist safety.
20. Even though I am an experienced cyclist, I will not use it. I will not let my family members use it either. Like many other cyclists I have observed in St Asaph Street, use the southern traffic lane instead. With a 30km/h speed limit along the road, it is safer to mingle with motorised traffic where I am readily visible, than to risk colliding with a vehicle at a driveway (noting here that it is not compulsory for cyclists to use cycleways over traffic lanes).



Figure 2: Image of westbound cyclist using the southern traffic lane in St Asaph Street instead of the cycleway. Source = Fairfax Media

21. I am not alone with safety concerns regarding this design. For example, on the Action Bicycle Club website:

"Many who ride bikes believe the St Asaph Street cycleway is unsafe and doesn't do as well as a job as it should. At present the safety of someone on a bicycle is compromised because public on street parking near entrances can make people riding along them unseen by people who drive. Some who are not use to looking out for people who bike when they turn, and some even run red lights. A recent independent audit of the existing facility notes that St Asaph St doesn't need any

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*major changes even though **there have been a number of reports of cyclists using the cycleway being injured (some quite badly).***"

A 'Stuff' article² adds:

*"Businesses owners on the street have been concerned about the safety of the cramped new layout. **People were "just about getting wiped out" climbing out of their cars and into traffic"***

And further on Stuff³:

*"**The work has been widely criticised by cyclists who deem it unsafe and business owners who also believe it is unsafe.**"*

And more on Stuff⁴:

*"**The cyclist was not using the dedicated cycleway that runs along St Asaph St.**"*

And on the Radio New Zealand website⁵:

*"**New Christchurch cycleway blamed for accident.... the cycleway, part of a \$3.5 million redevelopment of St Asaph Street, has been open less than a year but has been plagued with problems.***

And⁶:

*"**Death trap cycleway criticised over car parks.... A Christchurch cycleway is being described as a death trap, with a cyclist left badly injured after a car turning into off-street parking hit him... Cyclists say cars parked on the roadside created a blind spot for motorists turning across the cycle lane in order to access off-street parking, preventing them from seeing cyclists coming up beside them in the cycle lane"***

*"**The long-time cyclist described the cycleway as a death trap, and said parked cars created a blind spot for motorists"***

² <https://www.stuff.co.nz/the-press/business/the-rebuild/91288846/editorial-st-asaph-st-squeeze-is-asking-too-much>

³ <https://www.stuff.co.nz/the-press/news/98361240/christchurch-city-council-urged-to-stand-firm-on-cycleway-vision-as-business-groups-and-cyclists-clash>

⁴ <https://www.stuff.co.nz/national/123120563/truck-driver-charged-after-ramming-cyclist-in-central-christchurch?rm=a>

⁵ <https://www.rnz.co.nz/national/programmes/checkpoint/audio/201859625/new-christchurch-cycleway-blamed-for-accident>

⁶ <https://www.rnz.co.nz/news/national/339918/death-trap-cycleway-criticised-over-car-parks>

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22. I am sure there are numerous other examples of criticisms of the design of St Asaph Street available on line and elsewhere. The reality is that **the St Asaph Street design can only be described as being a failure** in terms of balancing the competing needs for the available road space, whilst at the same time protecting the safety of the more vulnerable users of the road. Despite Council staff defending this design for several years, other media reports quote our mayor as saying⁷:

"We need to have another look at St Asaph St. That's become crystal clear. And that's not because [Gerry Brownlee] thinks that. I think that, and a number of businesses think that."

Criticism of the Councils Preferred Design Option

23. In the early days of the Council's roll-out of the MCR, references were being made by the design team at that time of the extensive cycle infrastructure in **Copenhagen** and how this was an **excellent example** of how providing this type of **infrastructure** could be achieved. I agree, but it seems that the Council isn't properly following the good example being set.
24. As part of preparing this submission, I have reviewed the design document '*Liveable Copenhagen: The Design of a Bicycle City*' which was published by the Centre for Public Space Research, Copenhagen, which is a division of the University of Washington in Seattle. This document discusses a range of street design typologies depending upon a given situation and recognising the differing competing demands for road space in different locations. The document provides a selection of road cross-section designs, and of particular relevance to the **Council's preferred option is their Type B design** which I present as Figure 3 on the next page. The Type B design places the cycle lane between and footpath and the parking lane as per the Councils preferred design option.

⁷ <https://www.stuff.co.nz/the-press/business/the-rebuild/91509283/gerry-brownlee-threatens-to-halt-government-funding-for-central-christchurch-roading-projects>

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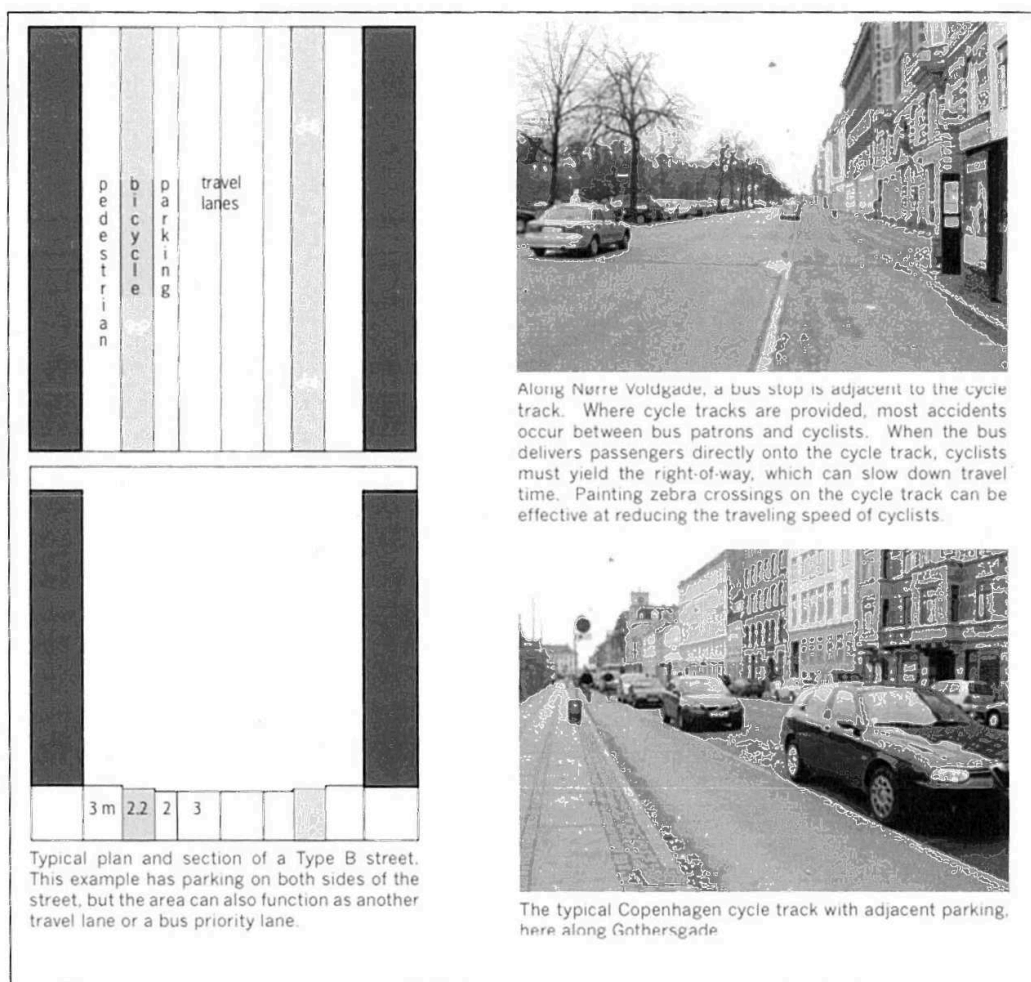


Figure 3: Copenhagen Type B road design and examples of its use. Source = *'Liveable Copenhagen: The Design of a Bicycle City'*

25. Of note is that the document provides examples of the use of this cross-section design and the one that best represents the St Asaph Street and Harewood Road designs is along the *'Gøthersgade'*. A search of this street on Google, and then travelling along this street in *'streetview'* highlights that this road has **hardly any driveways located along the length where this cycleway design has been adopted**. Instead, this cycleway has been positioned alongside the grounds of the Royal Palace and alongside sections of road where buildings occupy the entire street frontage as indicated in Figure 4 on the next page.

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Figure 4: Sample image of the layout of Gottorpsvej in Copenhagen where the Type B road design has been adopted. Source = Google Streetview

26. Although my search of the central city streets of Copenhagen was not exhaustive, the searching I did undertake in streetview did not locate any streets where there were driveways, and in particular what were likely high volume commercial driveways, where the cycleway was placed between the footpath and parked cars. In situations where the cycleway crossed a side road intersection, on-street parking was banned for some distance either side of the intersection in order to provide appropriate sight lines. In other words, **the Danish application of the design cross section being promoted by the Council avoids the situation that has been created in St Asaph Street**, a design that is now known to be unsafe, yet it remains what the Council's design team are recommending for Harewood Road.
27. Around five years ago, one of my staff, Ruth Dunn, researched a number of relevant publications on the safe provision for cyclists on the road network. She did this work, rather than me, so there was no bias in the review findings. I note the following key points from her research:
- a) The Council's preferred design has the cycleway bordered by kerbs on both sides, effectively trapping cyclists. Therefore, if an obstacle is present (e.g., a car door opens, debris on the track), a sudden evasive movement is required and/or cyclist error occurs (e.g., loss of control, swaying) the cyclist has a limited space and an unforgiving environment in which to recover/evade. Therefore, it is likely cyclists will be forced to

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dismount or fall in such situations, thereby potentially exaggerating the severity of the incident;

- b) Cyclists on segregated paths adjacent to roadways do not have priority over motor vehicles leaving and entering driveways and side roads. Driveways present a major hazard for cyclist's especially if visibility is limited or if there is any ambiguity over who has priority. There are numerous driveways and vehicle crossings along the length of Harewood Road, hence there are numerous points of potential bicycle vehicle conflict;
- c) Driveways present a major hazard for cyclists, as adequate visibility sightlines are often not provided. This lack of visibility can be compounded by the lack of on-site turning within properties, creating the need for motor vehicles to reverse out;
- d) A cycle lane may provide a false sense of security for cyclists. When the perceived safety level is increased but the actual safety level remains unchanged or does not increase to the perceived level. Hence, the behaviour of cyclists may alter (e.g. not being so aware of the surrounding, traveling at higher speeds, inattention) as they feel falsely safer thereby increasing the risk to the cyclist, and;
- e) Research has also found that inadequate cycling facilities (those with a high number of crossing and driveways, poor visibility, and insufficient width) to have negative impacts on cyclist safety, achieving the opposite effect of what is intended. The consequences of providing an inadequate facility may be serious, possibly resulting in injuries & fatalities, and ultimately a less accessible city for cyclists.

28. The findings of this research are borne out with experience of the St Asaph Street design. Put simply, **my safety concerns with the St Asaph Street type of cycleway designs are a reality**. Yet the Council continue to promote this type of design. This promotion of an unsafe design becomes is difficult to comprehend when the design team accepts that it has the disadvantage of:

*"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."*⁸

In other words, **the design team accepts that what they are promoting has cyclist safety issues**.

⁸ Section 4.5.1, page 13 of the Agenda document 16 February 2022.

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Existing Parking Demand in Harewood Road

29. Having established that:
- a) The Councils preferred design option, with parking located between the footpath and the parking lane, is utilised in Copenhagen in locations where there are few interruptions (driveways and intersections) to the through travel flow of cyclists;
 - b) The application of this design type in St Asaph Street where there are commercial driveways has result in a poor road safety record;
 - c) This design type is considered to be unsafe by users of the cycle lane even though this is the road user group supposedly being provided an enhanced cycling experience;
 - d) The Council design teams accepts that their recommended option has safety flaws, and that;
 - e) Providing an inadequately designed cycle facility will potentially discourage its use rather than encourage it;
30. Then the continued use of **the St Asaph Street layout**, as recommended by the Council staff for Harewood Road, needs to be avoided entirely or, at best, undertaken with extreme care if no other option is available. In particular, it **should not be used in situations where there is a high existing on-street parking demand and a high number of driveways** and especially higher volume commercial driveways. The problem is that Harewood Road, between Highsted Road and Trafford Street, has all of these 'negative' attributes.
31. In relation to existing on-street parking demand, **Urbis completed 15 surveys of ambient parking demand** along the section of Harewood Road, between Breens Road and Trafford Street, in February 2021. The surveys were undertaken to specifically ascertain the impact the Council's preferred design option would have on the operation of the Copenhagen Bakery. Of the 63 available parking spaces located along the northern and southern sides of this section of Harewood Road, the 85th percentile on-street parking demand was for 32 spaces. The biggest observed concentration of parking demand was, as expected, outside the Copenhagen Bakery itself where essentially all of the on-street spaces within 40m of the site were occupied on a regular basis. **This survey information has been provided to the Council's design team, yet this data is not discussed anywhere in the agenda document. Why?**

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32. The Council's initial design for their preferred option reduced the number of on-street parking spaces from 63 to 31. This meant that the available on-street parking spaces on this section of Harewood Road would be fully occupied.
33. The Council's revised design for their preferred option increases the parking supply to around 40 spaces. This means that the available on-street parking spaces on this section of Harewood Road would be 80% occupied.
34. It can be seen that **with the Council's preferred option**, the available on-street parking will be extremely heavily utilised, such that **the driveway safety issues experienced in St Asaph Street will be repeated**.
35. It would then be easy to say that the Copenhagen Bakery in particular needs to provide more off-street parking. However, this activity was granted resource consent approval in the specific knowledge that it would heavily rely on the available on-street parking resource. Further, in relation to the Council's preferred option, Council staff have ignored the Christchurch Transport Strategic Plan where it states that where on-street parking will be lost to provide for active transport modes, the Council is required to provide compensatory off-street parking in convenient locations. How could this be achieved in Harewood Road?
36. **A design solution needs to be found** that either:
- a) provides more on-street parking such that on-street parking alongside driveways is minimised or, if the St Asaph Street experience is not to be repeated,
 - b) an alternate design solution needs to be found that shifts the cyclists away from behind vehicles parked on street.

Site-Specific Design Concerns for the Copenhagen Bakery

37. In addition to the on-street parking supply issue discussed above, the Copenhagen Bakery also has the following concerns about the Council's preferred cycleway design which specifically relate to their site:
- a) The proposed design will result in denser traffic on Harewood Road outside Copenhagen Bakery when reduced to a single lane arrangement compared to a two westbound lane

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arrangement. This increases the risk of vehicles entering the bakery site to create queuing and overflow onto Harewood Road which disrupts the flow of traffic on Harewood Road;

- b) The ability for delivery trucks to access the site, and queuing on Harewood Road as a result of large delivery vehicles (on average 14 deliveries per week) manoeuvring into the loading zones will increase due to the single lane arrangement;
- c) If the on-street parking supply is reduced, the higher demand for any on-site car parking which could reduce the ability for mini-buses from nearby rest homes and hospitals that currently visit on a regular basis to park on-site, and;
- d) The design of the cycleway median kerbing poses a health and safety risk to customers, especially the elderly, who are the most frequent type of customer the bakery has. The concern relates to both inadequate visibility of cyclists on the shared path when entering or leaving the site, potential conflicts between cyclists and vehicle passengers exiting cars parked on street, and a trip hazard with the proposed median for customers crossing the road.

38. A design solution needs to be found that shifts the cyclists away from the bakery site where there are higher driveway flows and higher levels of pedestrian activity.

Site-Specific Design Concerns for Caltex

39. Caltex also has the following concerns about the Council's preferred cycleway design which specifically relate to their site:
- a) The potential for collisions between vehicles entering and exiting the site and cyclists;
 - b) Safety for cars exiting the site;
 - c) The proposed signals and associated queuing at the Bishopdale roundabout and how it will impede traffic entering and exiting the site; and
 - d) The extended traffic island on Highsted Road that would prevent right-turns out of Caltex Bishopdale (this has now been resolved).

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The Community's Preferred Design Option

40. It is important to note that the majority of arterial roads within Christchurch are located within what is essentially a 20m wide road reserve area. This width makes it very difficult to accommodate through traffic lanes, parking lanes, footpaths and berms, AND THEN introduce cycle lanes. I readily accept that **the task imposed upon the Council's design team is not easy**. However, I remain dismayed at the repetition of the St Asaph Street layout in the knowledge that it doesn't work and is unsafe for cyclists.
41. I stated earlier that I am an enthusiastic cyclist and that I fully support the initiative and reasoning behind the overall major cycleways route (MCR) programme. However, **the Councils preferred design option misses an opportunity** to maximise utilisation of the additional width of the four-lane section of Harewood Road to provide a safer cycleway design. In my opinion, **the 30-metre reserve width available**, even with retention of the existing median to keep construction costs down, **provides a number of options to provide a world-class cycling facility**, and in particular one that maximises separation between the cycle path and, in this case, vehicles parked on street, higher volume commercial driveways and areas of higher pedestrian activity. The Community's preferred design option achieves all of these things.
42. **The Community's preferred design option has evolved from** a concept initially suggested by Mr Greenwood. I then refined this concept further into a 1:200 scale concept design plan that provided 54 on-street parking spaces.
43. The Urbis concept was then presented to **the Council's design team**, who in turn evolved it further and refined it into what then became known as **Design Concept 3**. This was then sent back to me for feedback on the various design changes, of which I was supportive of nearly all of them apart from the removal of some of the on-street parking spaces.
44. Design Concept 3 provided around 36 spaces, increasing to around 39 spaces in changes were made to the parking layout within the Copenhagen Bakery site. Here I note that minor design changes to the Councils Option 3 would provide ten further on-street spaces given an effective overall supply of 49 spaces. This is a 14-space reduction compared to the existing supply of 53 spaces, and would have a likely future occupancy of around 65%.

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45. Further information on how this parking supply can be achieved through the use of cost-effective recessed parking bays along the northern side of Harewood Road will be provided by Mr Greenwood assisted by Mr Neill. **I agree with both Mr Greenwood and Mr Neill that their suggested cross-section for the northern side of the road is entirely feasible.**
46. However, more critically, the Community's preferred design option moves away from the St Asaph Street layout in favour of placing the cycleway along the southern side of the existing median. **This key design change means that there is significantly reduced potential for conflict between cyclists and motorists.**
47. **The southern side of Harewood Road can become a one-way lower volume local road which is entirely appropriate** given the land uses alongside (Bishopdale Park, the Charity Hospital, Copenhagen Bakery), with the northern side of Harewood Road providing the two-way arterial function.
48. In terms of the traffic capacity of the northern side of the road, this would have a theoretical mid-block capacity of around 1800 vehicles per hour, and would carry around this volume of traffic at peak times. Given that the Council's preferred option also reduces this section of Harewood Road to a single lane in each direction, **there is no real change in mid-block capacity.**
49. I also understand that moving the westbound traffic lane to the northern side of the road will make **little difference to road traffic noise experienced by residents** along the northern side of the road. It could potentially reduce from the current situation if the Council resurfaced the road with asphaltic concrete (hotmix) like it has with other arterial roads around the city. Such additional work is insignificant within the overall cost of the project.
50. The cycleway connection at the western end of the Bishopdale Roundabout can be readily achieved by using the central median area outside the Caltex Station, and then connect to the southern side of the road via a **signalisation of the Bishopdale Court intersection** (which would resolve a road safety problem that has existed at this intersection of over 30 years). In response to this, Section 4.5.7 of the agenda document states that:

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 twoway cycleway on the

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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

51. In response to this I also note that the Council is readily willing to introduce notable delays citywide to motorised traffic in favour of cycle traffic as part of the overall MCR programme. Within the increasingly inaccessible central city, the Council has added numerous additional phases to signalised intersections, removed parking, and willingly introduced overall traffic congestion. Any claimed additional westbound delay is based on traffic modelling, which is often wrong, and in any case can be overcome with suitable coordination of the signal sets at the roundabout. The whole idea of traffic signals is that you might get some additional delay if waiting at a red light, but this is outweighed by the guaranteed ability to exit the through the intersection when you get a green light. **The idea of signalising the Bishopdale Court intersection, with the significant road safety benefits it would provide, far outweighs any network delay disbenefits.**

The Council's Evaluation of the Community's Preferred Design Option

52. In the briefing to the Hearing Panel on 21 October 2021, the Council staff presented a summary evaluation of the various design options being considered at that time. This has since been updated in pages 17 and 18 the current agenda, dated 16 February 2022. The Community's preferred design option was noted as having the following advantages:
- a) *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.*
 - b) *Traffic volumes and speeds outside Bishopdale Park, Canterbury Charity Hospital, Copenhagen Bakery and residents on the south side of Harewood Road would be reduced.*
 - c) *There would be new signalised pedestrian/cycle crossings and improved crossings across Harewood Road and side roads.*

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And the following disadvantages:

- d) *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.*
- e) *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.*
- f) *Provision of appropriate traffic lane alignments at intersections and indented parking would require more street trees to be removed than other separated cycleway options.*
- g) *Would require the removal of 22 trees in the central median and 11 in the north berm.*
- h) *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 stopstarts, 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.*
- i) *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.*
- j) *There would be double the traffic volume and an increase in noise for residents on the north side of Harewood Road.*
- k) *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.*
- l) *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.*

53. Advantage points a-c) above are agreed and the value of these benefits, compared to the Council's preferred design option, cannot be under-estimated.

54. I make the following brief comments in response to the Council's design team assessment of potential disadvantages:

- In relation to points d) and e) above, the available median openings or access points to the arterial section of the road means that this design makes very little difference to travel

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times for the residents along the southern side of the road. Therefore, this is a very minor disadvantage.

- In relation to points f) and g) above, I understand that the Council's preferred option also removes street trees, but the agenda report provides no information on this.
- In relation to point h) above, this assessment is not only incorrect, but fails to consider the potential numbers of stop starts that a cyclist will have to make to avoid collisions at driveways along the route. The reality is that **cycle route continuity is significantly superior with the Community's preferred option.**
- In relation to point i) above, this comment is hypocritical. If this was such an issue then why has the Council constructed two-way cycle lanes on one side of the road in many locations around the city?
- In relation to point j) above, my understanding is that this proposal would make little difference to road noise experienced by residents along the northern side of the road. This issue can be resolved, if it ever became an issue, with a hotmix road surface.

55. **The only conclusion that can be drawn from the design team's assessment of the Community's preferred option is that they are struggling to find anything substantive wrong with it. Critically, the Council staff accept that the Community's preferred design option is viable and that "all preferred designs are able to be implemented within the current project budget".**

Comparison of the Council's Preferred versus the Community Preferred Design Options

56. The limited presentation time available to submitters does not enable intricate analysis of the significant benefits of **the Community's preferred design option** over the Council's preferred design option in this submission. Mr Greenwood provides more detail on the **significant transport design advantages** of the Community's preferred design option over the Council's preferred design option in his submission. I agree with the majority of the points he makes.
57. Instead, I want to direct the Panel to Section 4.5.8 of the current agenda where a visual comparison of the design option is presented based on eleven criteria. While that table

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compares the six design options developed to date, I will concentrate on the Council's preferred option (Design Option 1) and the Community's preferred option (essentially Design Option 3).

Central section – Nunweek Boulevard to Greers 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											

Figure 5: Copy of '4.5.8 Project outcomes – table of central section option comparisons' from the hearing panel agenda dated 16 February 2022.

58. There are some things to note with the presentation of the above table:
- It is natural for readers to read from left to right on a page. As more information is provided, then the initial information read will be better retained as further increases in information will eventually overload the brain and be discarded by the reader⁹. In terms of this, note how the Council preferred option presents all the green ticks to the left hand side of the table when the key issues being considered are not in the left hand columns (for example, with a MCR project, why is pedestrian safety considered ahead of cyclist safety?).
 - In terms of pedestrian safety, how can Design Concept 3 be worse than Design Concept 1 when both options retain the existing footpath infrastructure along Harewood Road,

⁹ This concept is well understood in research on the effects of roadside advertising on road safety.

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and both provide a number of safe crossing points in which to get across the road? If Design Concept 1 is green, then Design Concept 3 should be green as well.

- c) In terms of cycle safety, there is absolutely no way Design Concept 1 can be considered safer than Design Concept 3 for the reasons discussed in this submission. In fact, it is known to be an unsafe design. Neither design is perfect but, as a relative comparison, and Design Concept 1 should be red and Design Concept 3 should be green.
- d) In terms of cycle ease of access, it is accepted that having a cycleway along each side of a road does have accessibility advantages. But these advantages are extremely small when you consider that if you go to and from the same locations (for example, home to work and return) then you will always need to cross the road to access or the cycleway. For the section of Harewood Road discussed in this submission, if consideration is given to the fact the Design Concept 3 reduces crossing distances and slows traffic flow compared to Design Concept 1, then Design Concept 1 should be orange and Design Concept 3 should be green.
- e) In terms of driver safety, I am at a loss to understand how Design Concept 3 can be considered poor in terms this for the numerous reasons discussed in this submission. From the St Asaph Street experience alone, we know that Design Concept 1 is unsafe. Design Concept 1 should be red and Design Concept 3 should be green.
- f) In terms of turning restrictions, it is agreed that Design Concept 1 should be green and Design Concept 3 should be orange.
- g) In terms of loss of trees, it is agreed that Design Concept 1 should be green. But if design Concept 2 is green, then how can Design Concept 3 should be orange? In terms of amenity, Design Concept 3 provides a safer cycling route along what would be a low-volume and low speed local road. It follows that Design Concept 3 should be at least equal to Design Concept 1 and be green as well.
- h) In terms of residential parking, there is no way that Design Concept 1 is orange given that it has the lowest on-street parking retention rate. It should be red. Design Concept 3, with the ten additional spaces I think it can accommodate, has the highest parking outcome and should be green.

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- i) In terms of ease of property access, Design Concept 1 requires people accessing property to try and safely negotiate the cycleways. Design Concept 3 overcomes this significant safety issue, but in turn requires some median gap closures – which the Council does not consider to be a significant issue. Both design concepts should be orange.
- j) In terms of business parking, and noting that this is a comparative evaluation, the impact of Design Concept 1 on parking for Copenhagen Bakery is significant. Design Concept 3 provides the maximum on-street parking supply in this location. Therefore, Design Concept 1 should be red and Design Concept 3 should be green.
- k) In terms of traffic congestion, there is no way that Design Concept 3 is red given that it does not effectively reduce the traffic capacity of the identified section of Harewood Road compared to Design Concept 1. They both provide a single arterial traffic lane in each direction, and signals in the same general locations. Noting that there will be a reduction in network capacity compared to existing, both design concepts should be orange.
- l) In terms of project costs, the Council's design team accepts the both Design Concepts can be achieved within budget. If Design Concept 5 is cheaper, then in comparison to that both Design Concepts should be orange.

59. Noting all of the above, Section 4.5.8 of the current agenda can be updated as shown below:

	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-costs
Design-Concept-1	✓	✗	✓	✗	✓	✓	✗	✓	✗	✓	✓
Design-Concept-3	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Figure 6: Updated version of '4.5.8 Project outcomes – table of central section option comparisons' from the hearing panel agenda dated 16 February 2022.

Figure 6 shows that Design Concept 1, for the section of Harewood Road between Highstead Road and Trafford Street, is a notably inferior design solution.

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Conclusion

60. **The Councils Design team has persevered with recommending a design option** where the cycle lanes are positioned behind where vehicles will park on street. It is known, based on the experience with the same design in St Asaph Street, that **this is an unsafe design** solution that has been criticised by the public, cycle advocacy groups, and technical experts. According to media reports, the mayor has publicly stated that it needs revisiting.
61. Noting competing demand for the available road space, and in particular noting the existing demand for on-street parking in this area, and significant safety issues with the Council's design proposal in the immediate vicinity of the Copenhagen Bakery, a superior design option needs to be found. The increased road reserve width of Harewood Road, between Highstead Road and Trafford Street, provides ample opportunity for this to occur. **The Community's preferred design option provides one such example of how better utilisation of the available road space could occur.**
62. A detailed review of the current agenda report confirms that **the Councils design team can find little wrong with the Community's preferred design option.** In fact, they accept that not only is it viable, but also that it can be constructed within the available budget for the project.
63. Of all design option that have been considered, correcting errors made with the Council's design analysis shows that **the Community's preferred design option outperforms the Council's preferred design option in nearly all areas.** It must be considered the superior design solution of the two design options being evaluated in this submission.
64. I conclude that **the Community's preferred design option is the better technical choice for this major cycle route** for the section of Harewood Road, between Highstead Road and Trafford Street. I add that it can be readily integrated with various design options for other sections of this major cycleway route.
65. I am happy to answer any questions.

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Donna Thomsen on behalf of the Copenhagen Bakery

Submission to: Christchurch City Council Hearings Panel
Meeting date: 16 February 2022
Agenda Item: Wheels to Wings Papanui ki Waiwhetū Major Cycle Route
Submission by: Donna Thomsen
On behalf of: Copenhagen Bakery

Introduction

1. My name is Donna Thomsen and I, with my husband John, own the Copenhagen Bakery located at [REDACTED]
2. **My submission primarily relates to** the Harewood Road central section – Nunweek Boulevard to Greers Road is identified in the Hearings Panel agenda dated 16 February 2022 as this is the section of Harewood Road that our bakery is located within.
3. Owing to the time constraints imposed upon submitters to this process, I will try and read this submission in full. To assist the Hearings panel, I have highlighted in **bold text** the key points I want to make. **I respectfully request that the Panel consider my entire submission in more detail as part of their subsequent deliberations on this project.**
4. As part of preparing this submission, I have considered the technical advice received from both Mr Edwards and Mr Greenwood in relation to how to better provide a cycleway along Harewood Road. While Mr Edwards has assisted with the formatting of this submission, the views I present here are my own, but are shared by many in our community.

General Position Regarding Cycleways

5. As a homeowner and business ratepayer, we need to reflect on the present needs of the community and what has changed post-earthquakes, terror attacks and covid pandemic. Christchurch city has changed, demographics have changed and peoples working, and social habits have changed, we are still changing. The road usage has changed, services need updating and maintaining whilst our connections to our communities and destinations will continue to keep changing.

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6. Dependable, environmentally friendly, and economical transport systems which include cars, cycleways, buses, or trains all need to be considered by our council and government for all our constituents and communities. All transport opportunities should be included in open discussions without bias and without hidden political agendas.
7. We all agree cycling is a healthy and a progressively viable mode of transport. Personally, I feel cycling around this city is not difficult. We are incredibly lucky in this city, with lovely streets with big open areas to bike around, if you want to. My husband, John, is Danish, and we are familiar with how excellent cycle infrastructure can be provided within cities based on our own observations from living and cycling in Denmark in Copenhagen.
8. My cycling initiative has not changed in my perception since I was a child biking everywhere, but my daily life and work habits have. So, I wish to drive a vehicle due to demographics and because there is no other dependable, quick, or cheaper form of transport to fit in with my busy day. (as is the case for many other people living in Christchurch and surrounds).

The Copenhagen Bakery Activity

9. As a business owner, the changes to Harewood Road with the wheels to wings cycleway **will without doubt affect our trade** after we invested so much into re-establishing our city central business post-earthquakes. Our business model and trade will change significantly.
10. To put this into perspective, this month Copenhagen Bakery celebrates 10 years being located on this busy road and, this year, 35 years in business.
11. **On a good retail sales day such as pre-Xmas, easter or in a peak winter season**, our Thursdays, Fridays, and Saturdays are the busiest. It is usually busier when cold outside, and the bulk of my customers are in vehicles, to and from destinations, work, sport, airport or the ski fields etc. This would equate to anywhere between **390 and 490 singular walk in sales at our bakery counter**. This is just one sale without doing a head count of how many are tagging along for a breakfast, morning tea, shout, lunch, takeaway or sit down within this sale.
12. On any other given day, we are looking at an average of 380 front of house sales. Most of which customers come in a vehicle, and only a few on a bike, which could hopefully change. (We remain positive!)

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13. Even though we are a very busy trading activity, with hundreds of vehicle movements per day being generated, we can report only a couple minor vehicle clashes directly in or outside our bakery which relate to driver inattention with the existing road layout.
14. However, with the Council's preferred option this will significantly change, and Mr Edwards has summarised our concerns with this option in his submission.

The Lack of Community Support for the Council's Preferred Option

15. We were aware of cycle way proposals across the city when we were forced to relocate our business as a result of the earthquakes. However, what the Council's design team has now presented to us, which has changed slightly throughout this consultation process, and remains their preferred design option, is an over-engineered cycleway design. Further, it differs **from what was initially drawn up** by the council, when we first considered purchasing our property under due diligence in 2011.
16. The community impact from the sudden mail out presentation of this preferred and since dressed up cycleway was met with hundreds of frustrated, and often emotive residents. Many of whom are our customers and they, and other locals frustrated with the Council's perseverance with an cycleway proposal not accepted by the Community, have signed a petition opposing what is proposed.
17. Please acknowledge and accept a petition on behalf of 1,300 concerned locals that came into our shop as soon as this W2W cycleway became apparent last February 2021 and was still a hot topic for the months coming up to this hearing.
18. This petition worded and directed at the Council's lack of process and inclusiveness about the cycleway project, was since reworded to read that the council must listen, include the community, and come back with more options for feedback. This is still on going and the petition is still relevant to how people feel about the cycleways in our city.

The Need to Consider Other Design Options

19. A motion was finally passed in council subsequently revisiting the consultation process and gaining more design options and community inclusiveness, with many Christchurch residents submitting their thoughts.

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20. With all that has gone under the bridge in the past year, and by navigating a positive way forward, Copenhagen Bakery must try to minimize the impact of the preferred design and construction process to our business, customers, and nearby residents. Further, the Council should also learn from past mistakes and listen to the all the impact reports, presented by the experts and community.
21. Therefore, to support the cycleway and other design concepts we must consider all the safety and parking issues within our community, involving my employees, customers, as well as potential new customers like cyclists. It is imperative, and I stress, that the council decides on the safest design option.
22. **If we are to conclude with a decision on a preferred cycleway option, it would need be the Community's Preferred Design Option 3 which** promotes a much safer and more user-friendly option for all our demographic customers and delivery trucks arriving in and out of our property. The line of visual clarity for all users on the **access** one way road, with cyclists **away** from parked cars and hundreds of pedestrians, will decrease the risks of vehicle, cyclist, and pedestrian collisions or conflicts.
23. The community preferred design will also slow down traffic outside our premises, provide a more pleasant and holistic parking opportunity to all age groups, free up congestion with a more visual appeal and outlook.
24. For us, we therefore emphasise, from our business perception, and from community feedback we have received over the past months, that the Council Cycleway panel adopt the "Community's' preferred concept 3 design between Trafford Street and Highstead Road (amending the design where necessary to achieve all the best outcomes for all parties involved). This is more than favourable for us as opposed to the council preferred option.
25. Thank you for allowing me to present this submission. I am happy to answer any questions.

Papanui ki Waiwhetu Wings to Wheels Cycleway (W2W)

Community Preferred Concept Submission:

By Bill Greenwood, assisted by Brian Neill on behalf of our local business and ratepayer community.

Purpose:

The purpose of this submission is to inform the Christchurch City Council Hearings Panel of ongoing support for a best practice Regional Papanui ki Waiwhetu Wings to Wheels Cycleway (W2W) within our community.

WE, the local business community; Copenhagen Bakery, Charity Hospital, Bishopdale Mall Business Association, Caltex Service Station, Palmers Funeral Services, Strowan Law, Smile Dentist, Mitre 10 and Foodstuff and

WE, our wider residential community (Enliven Bishopdale Group, Rosemary Martini and others), strongly submit that our **Community Preferred Concept** is the best practice Regional W2W Cycleway design. This alternative incorporating a Regional cycleway fully on the south side the length of Harewood Road can provide the safest, best connected, lower financial cost and environmentally sustainable transport network improvement for our community.

WE, in conclusion, strongly request this Hearings Panel, following hearing community submissions and resolving issues raised, support the **W2W Regional cycleway on the south side the length of Harewood Road..** As construction is budgeted in late 2023 further limited consultation with affected adjacent business and property owners on this option is considered appropriate.

Introduction:

Christchurch City Council is developing 13 major cycleways across the city. The major cycleways are specifically intended for cyclists that 'don't feel comfortable riding on road.'

Seven years ago I retired as a Principal Engineer Planning and Policy with the Waka Kotahi after over 50 years of local, national and international experience specialising in Urban Design and Road Safety Management. Significant community concerns regarding the initial design W2W Cycleway has brought him out of retirement.

I've lived 70+ years in the Papanui Bishopdale area and have always been very active in my community.

In conjunction with Brian Neill and Ray Edwards both experienced Transport and Traffic Engineer we have undertaken a robust investigation of all the consultation proposals. The significant commitment of time and support provided by Council staff and their consultants is appreciated.

On balance, it is our professional opinion that a best practice lower environmental and funding cost design can be achieved based on the **Community Preferred Concept..** This alternative with minor improvements has been identified in conjunction with local business

and the wider community as the preferred option. Such an “integrated” design will better share the road environment between the needs of cyclists (current and intended), motorists, businesses and rate payer/residents.

The **Community Preferred Concept** with its enhanced landscape features will create a GREENWAY for cycling for a majority of its length clear of the arterial traffic. A PLACE for future community enjoyment. Our review of costs provided by the Councils Consultants identify this as a \$2.5 million lower cost alternative even allowing for our proposed “carbon sink” planting to offset the concrete used.

Many concerns identified during the consultation process are addressed in your submission or will be answered at the Hearing.

Discussion:

1/ Advantages of Community Preferred Concept:

This has the following advantages over the current recommended Consultants concepts;

A/ Connectivity;

Connectivity is very important for intended cyclists that don't feel comfortable riding on the road. This is achieved by continuing a dual cycleway on the south side of Harewood Road well clear of minor arterial traffic flow for the majority of its length. Spoke in their submission state; *“in general consistent design and implementation are preferable to switches in design i.e. one two way path everywhere or one way path everywhere.”*

Our concept supports the consultants provision of a dual off road cycleway from Harewood School to Nunweek Blvd. We strongly disagree with the Safety Audit preference for single direction adjacent road cycleways.. The consultants concept avoids costly road widening. A widened road will further reinforce the current high traffic speeds.

Our concept removes the need for two and ideally a third set of isolated cyclist activated traffic signals. These increase delays and potential crashes for both cyclists and road traffic.

B/ Safety;

This option specifically avoids installing isolated traffic signals west of Nunweek Boulevard and Matsons Ave. Low use isolated traffic signals have a recognised poor safety record. *(Refer Appendix 1) Australasian Pedestrian Facility Selection Tool 2020 Table D 2).*

Although supported by the consultants concept Safety Audit we also recommend the existing median island be widened to accommodate cyclists and a kerb buildout be added to the northside rather than less safe traffic signals installed..

This option includes traffic signals at the well-used Bishopdale Mall Harewood Road access. This is used by a significant number of large vehicles turning across the cycleway, including those servicing the supermarket. Turning trucks are a known significant safety hazard for cyclists.

Mr Edwards will refute the Consultants assessment of 'significant delays' causing 'rat running' through Liquorlands Carpark.

The promised safety improvements at the Greers Rd Harewood Road intersection have NOT been identified by the consultants. This important issue continues to be a major concern of submitters and a previous petition organiser. A Crash diagram of the intersection shows right turns against crashes are the major issue. This can easily be alleviated by adding a second through lane approach on the Greers Rd south by removal of the grass berms. It is assumed this can be included in existing intersection improvement budgets.

This will significantly increase capacity, reduce delays and allow the right turn arrow on Harewood Rd to operate each cycle. This right turn phase only operates weekdays 7am to 9am due to current capacity constraints from 3pm weekdays when northbound traffic on Greers Rd queues back towards Grahams Rd. This right turn against movement is involved in a majority of the crashes at this intersection.

The Consultants expressed safety concerns at the number of 'intersections' between turning traffic and cyclists, especially at midblock locations, The number of potential conflicts will be much lower especially in the central section of the **Community Preferred Concept** where the cycleway will be on a local road clear of all driveways and parked cars. Turning traffic is required to give way to through cyclists.

A Dual cycleway will only be crossed by driveway entrances on one (south) side for the west and east portion of the route. It will be wider and more easily identified as a cycleway by users.

The dual cycleway will NOT cross the high traffic volume driveways (including delivery trucks) of two service stations,(Caltex & Shell) two takeaway outlets (Hells Pizza & Subway).

The dual cycleway will be on the opposite side of the road to businesses such as; Strowan Law, Team Dental, Palmers Funeral Services and All Saints Church. All have provided FULL support for our Community Preferred Concept..

Having the dual cycleway opposite the MITRE 10 two driveways is very important. The Consultants preferred concept proposes to add eastbound North West Loop Cyclists to these conflicts.

The Safety Audit identified Serious Hazards in the consultants concepts in this area. The **Community Preferred Concept** addresses all these hazards.

The Consultants concept significantly restricts northern intersection access to Harewood Road. This will cause significant 'rat running' through MITRE 10 past the main pedestrian entrance. Murray Smith the owner of MITRE 10 will cover this issue in his submission.

C/ Central Section 'Greenway'

Although initially a very significant concern in early submissions we fully support the Council Traffic Assessment; (Appendix 2) regarding reducing 4 through traffic lanes to 2. Reducing Harwood Road to 2-lane will reduce the average speed of vehicles by around 5 km/h on the

minor arterial north side of the roadway. A more consistent flow (lower standard deviation) can be expected to increase safety for all the road users

The reduction of traffic lanes from 4 to 2 continues to be a concern of some submitters. The reduction in lanes WILL NOT REDUCE CAPACITY! It will increase safety with the provision of a painted median. The median will provide a space for turning traffic clear of through traffic and allow access for emergency vehicles to pass congested lanes during peak periods.

The 'local road' section of Harewood Rd can also be expected to operate at a much reduced volume (<1,500vpd) and reduced average speed of around 45 km/h. A PLACE rather than a road leading to a PLACE.

D/ Comfort;

The western rural section of both the consultants and the community concept will be separated from through traffic. Rather than the consultants preferred kerb and channel we prefer a swale 'rain garden' incorporating additional trees. This 'greenway' will increase the perception of separation and reinforce the rural nature of the local environment.

Allowance within the Community Preferred Concept has been made for relocation of trees and additional trees as a 'carbon offset'. These will reduce adjacent vehicle speeds. See also *E/ Loss of trees* below.

The long central section of the dual cycleway length will be on a low speed (< 45 km/h), low volume (<1,500 vpd) local access road separated from the minor arterial traffic flow by the existing tree lined raised median creating a 'greenway'.

D/ Traffic Noise reduction:

Reducing Harwood Road to 2-lane will reduce the average speed of vehicles by around 5 km/h. This combined with more consistent flow can be expected to result in a 2 dB REDUCTION in noise at northside building frontages (Appendix 3).

Having vehicles closer to north side property frontages is unlikely to be noticed or exceed a normal (64 dBL) traffic noise level.

Replacing the existing chip seal with an asphalt overlay will further reduce traffic noise below current levels. (Refer NZS 6806 2021 and NZTA Guide to state highway road surface noise 2014). This item is included (+\$200k) in the community concept costs.

E/ Loss of Trees;

A significant concern of the community is the loss of street trees. The increased green space within the **Community Preferred Concept** will however provide large areas for all lost trees to be replaced.

Our concept involves additional tree planting to make construction of the cycleway carbon neutral in recognition of our Climate Emergency. Adding further trees will create a 'greenway' and give the cycleway a sense of PLACE for most of its length. This item is included (+\$450k) in the community concept costs.

3/ Budget allocation:

A/ Costs - Parking replacement;

A significant cost associated with the consultants circulated central section is a consequence of widening the carriageway by 2m on the majority of the north side. The consultants show this parking lane requires removal of some trees, extensive concrete construction and undergrounding overhead services.

WE have had considerable discussion with consultant staff around the preferred 'typical' cross section for the north side of the existing median portions of Harewood Road. If the adjacent cross section shown on the Consultants Sheet 6 is used the need for underground services is avoided.

A cross section similar to Waimairi Rd (23,000vpd C/w Harewood Rd 17,000vpd) is possible clear of the existing power poles. My preferred cross section is two (3.0m) traffic lanes, a flush median width 2m and 2m recessed parking bays where required by residents. The traffic lane would be 600mm clear of the kerb line and parking (750mm clear of service poles) and 500mm clear of the central median (Appendix 4). It is recognised that it may be desirable to further avoid conflicts with existing service poles therefore an alternative cross section is included. COST SAVING \$1.4M.

Parking use surveys show a very low level of demand (< 7 west of roundabout < 4 east) from adjacent properties. Recessed parking if desired by the frontage property owner (say 25% as agreed with consultants) can easily be provided at a lower cost without the need to underground services or remove all trees. COST SAVING \$0.4M

B/ Costs – New kerb and channel;

The current option shows new kerb and channel with associated storm water systems between Harewood School and Woodridges Road. Replacing this concrete work with timber battens will significantly reduce both the economic and environmental cost of this option. It is assumed that a rain garden and piped stormwater disposal systems are of equal economic cost. COST SAVING \$0.2M

C/ Costs - Cycleway separators;

The Cycleway separators used throughout the consultants' proposals involve a considerable length of raised concrete kerbs separated by a flat slab of concrete. An identified safety hazard disliked by both motorists and cyclists they are considered appropriate on arterial roads in constrained locations.

Manufacture of concrete is a significant producer of greenhouse gases and is best avoided. The replacement of the concrete separator with recycled rubber "alligators" (Appendix 5) along the central local road portion of the route will reduce both the economic and environmental cost of the **Community Preferred Concept**. COST SAVING \$0.5M

D/ Costs - Traffic signals

Low use traffic signals can increase intersection delays for all users. Pedestrians and cyclists therefore often cross before their phase is triggered. Low use traffic signals therefore have a poor safety record. (Refer Appendix 1)

Installing isolated traffic signals at Harewood School are a potential safety hazard and should be replaced with a wider median island for cyclists and kerb extension on the northside. COST SAVING \$0.5M.

Isolated traffic signals are not required with the **Community Preferred Concept** at Nunweek Boulevard and east of Matsons Ave. COST SAVING \$ 1.0M.

Traffic signals at Woolridge Road will reduce delays especially during morning and evening peak traffic periods for this road. Until the traffic signal warrant is met; (Refer (NZTA P43 & NZS 5431 1973) it is suggested to defer provision of these signals until the planned connection to the Northwood development occurs. COST SAVING \$1.4M.

Traffic Signals at the Bishopdale Mall Harewood Rd entrance are considered necessary on safety grounds no matter what concept is chosen. It is the main truck service entry. It is the YMCA, Harewood Tavern and other 'park side' business main entrance. COST INCREASE \$1.6M.

WE note that the Safety Audit of the consultants preferred concept expressed a need for an extensive review of street lighting along the route. We support the concern raise but have also made no allowance for resulting costs. Funding is available within our budget.

E/ Cost summary

1. Additional Costs

a. Replacement and additional 'carbon offset' trees	\$0.450k
b. Noise reducing road surface northside central section	\$0.200k
c. Bishopdale Mall traffic signals	\$1.600k
d. Extra intersection Changes central section	\$0.550k
Total Extra Cost	\$2.8M

2. Reduced costs

a. Non relocation of services northside central section	\$1.4M
b. Replace current parking northside central section	\$0.400k
c. Replace K&C with Timber battens West section	\$0.200k
d. Replace Concrete separator with "alligators" central section	\$0.500k
e. Delete need for Nunweek Bd and west of Matsons Ave signals	\$1.0M
f. Delete Woodridges Rd traffic signals	\$1.4M
g. Delete Harewood School signals widen island & kerb buildout	\$0.400k
Total Reduced Cost	\$5.3M

3. Suggest Total Cost Saving Community Preferred Concept	\$2.5M
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4/ Further improvements

The **Community Preferred Concept** could further reduce costs, congestion and assist businesses while enhancing safety by including the following improvements .

- Funds saved could be better used to bring forward the installation of traffic signals at and the Railway Crossing. The signals at the Railway Crossing are warranted and approved but not yet funded.

- The shared use Cyclelane widths along Harewood Road can be reduced in places and still comply with the AustRoads guidelines (AustRoads Part 6A 2021). (Appendix 6).
- Provide the Breens/Gardeners, traffic signals with two through lane approaches on both Harewood road legs at the intersection This will increase capacity, reduce delays at minimal extra cost
- Provide the Featherstone Dairy and Awatapu Preschool with angle parking on adjacent side roads in conjunction with standard offset threshold treatments. This will allow the properties to be serviced with dedicated parking clear of the arterial traffic.
- A Signalised Intersection is required at Sawyers Arms/ Northcote/Greens intersection to support the transport network, assist west bound traffic and reduce 'rat running' on adjacent local streets. The computer modelling of traffic patterns in the Harewood Rd route are based on this occurring.
- The Breens/Harewood Intersection signals will result in increased crashes at the Wairakei/Breens intersection due to its poor intervisibility. Signalising this intersection will assist northbound road users and reduce traffic volumes on parallel routes.
- The Signalised Intersections are also desirable at (Greens/Longdons, Condell/Greens to reduce 'rat running' on adjacent local streets.

5/ Conclusion;

WE thank the Hearings Panel for the chance to detail a **Community Preferred Concept** proposal for the Wheels to Wings Cycleway. I'm very keen for the regional cycleway to happen.

Our Business and resident Community has identified continuing the cycleway on the south side of Harewood Road for its full length is both best practice and financially achievable \$2.5 million below budget.

To provide this an issue of services in the consultants parking bays central section north berm (Concept 3) was identified. The use of 'dropdown kerbing' and recessed parking can achieve this clear of existing services and trees at a considerably lower economic and environmental cost.

Our **Community Preferred Concept** removes the need for undergrounding services on the existing 4 lane central section. WE recommend; two (3.0m) traffic lanes, a flush median width 2m 600mm and 500mm offsets from existing kerbs and 2m recessed parking bays where required by residents at a considerably reduced cost.

Our **Community Preferred Concept** removes the need for two sets of isolated traffic signals thus reducing project costs and increasing the safety, connection and comfort for cyclists. If relocated to the Railway Crossing network connectivity and safety would be considerably enhanced on the Regional Cycleway network.

The suggested removal of the proposed traffic signals at Harewood School and Woodridges Rd would increase route safety, connection and comfort for cyclists. If relocated to Sawyers Arms/Northcote Road intersection network capacity and safety would be considerably enhanced.

OUR **Community Preferred Concept** includes additional costs for Traffic Signals at Bishopdale Mall entrance to address a significant safety issue. An allocation is also included for noise reduction road surfacing and, in recognition of our Climate Emergency, increased (carbon offset) tree planting.

Thank you for the opportunity to fully participate in Council's consultation on the W2W Cycleway. It has been enjoyable working together with Council staff and consultants to find the best solutions for our community needs while addressing the current Climate Emergency.

WE recommend the **Community Preferred Concept** W2W incorporating improvements detailed above be supported, for further limited consultation with affected adjacent business and property owners.

Bill Greenwood
Principal Engineer Road Safety Planning and Policy (Retired) and 70 years Papanui
Bishopdale resident.
Assisted by Brian Neill
Transportation and Traffic Engineer (Retired)
14th Feb 2022

The Waka Kotahi NZ Transport Agency Crash Estimation Compendium provides New Zealand crash risk factors for inclusion in economic estimation procedures. This document is available at <https://www.nzta.govt.nz/assets/resources/economic-evaluation-manual/economic-evaluation-manual/docs/crash-risk-factors-guidelines-compendium.pdf> and includes common pedestrian crash reduction/modification factors (to be applied only to pedestrian crashes) in Table 38 of that document.

The changes taken from Table 38 of the Crash Estimation Compendium are outlined in Table D 2 and applied only to the New Zealand jurisdiction.

Table D 2: New Zealand crash reduction factor updates

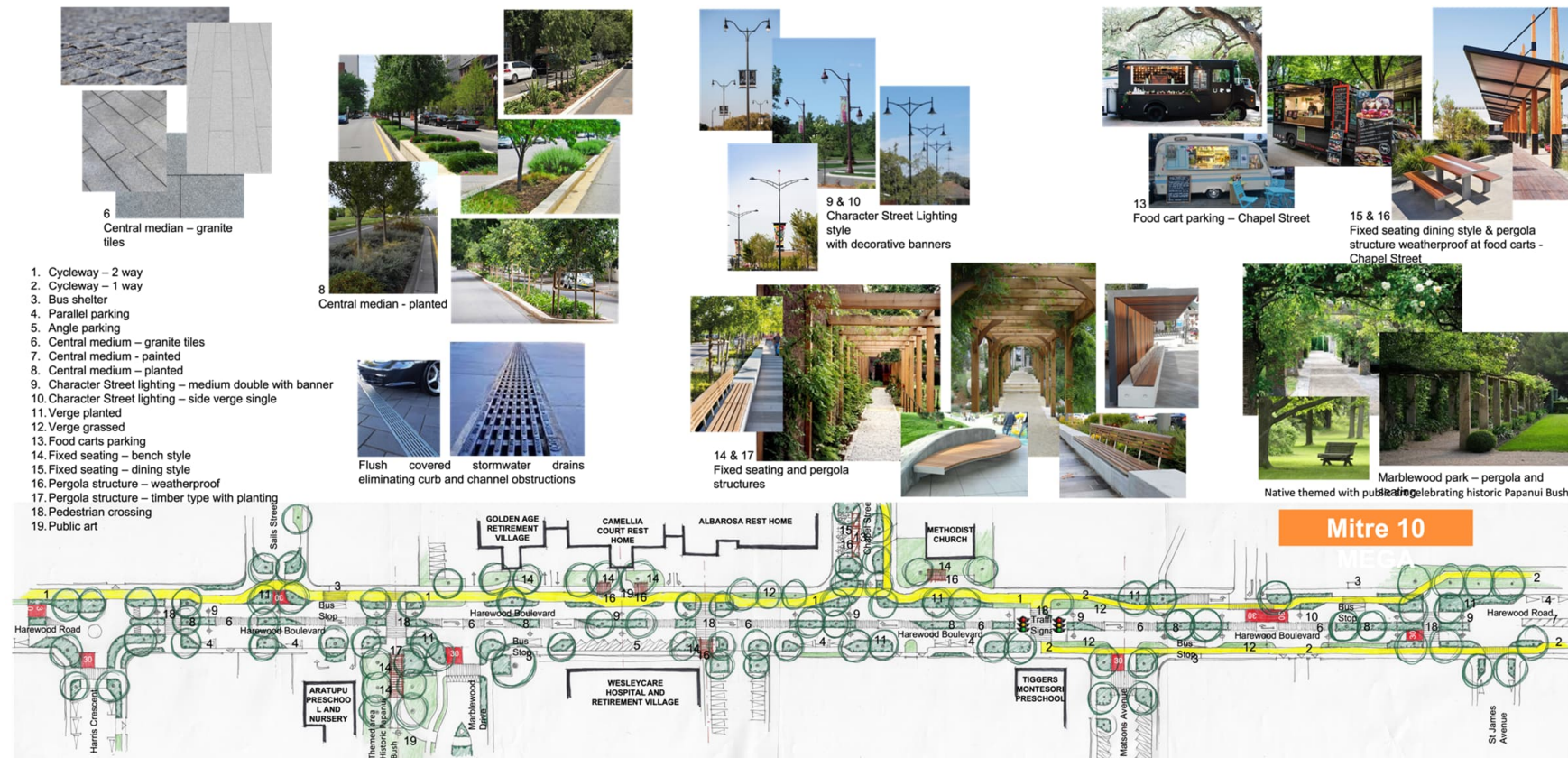
Variable	Previous value	Updated value
Platform	47%	20%
Kerb extensions	35%	35%
Median refuge	15%	15% if parking and 45% if no parking
Kerb extensions with median refuge	45%	45% if parking and 65% if no parking
Zebra	-28%	0%
Zebra with platform	63%	20%

⁴ <https://www.nzta.govt.nz/assets/resources/economic-evaluation-manual>

Austrroads 2020 | Page 33

Australasian Pedestrian Facility Selection Tool (V2.2) User Guide

Variable	Previous value	Updated value
Zebra with kerb extensions	35%	35%
Zebra with platform and kerb extensions	63%	63%
Zebra with median refuge	15%	15% if parking and 45% if no parking
Zebra with kern extensions and median refuge	45%	45% if parking and 65% if no parking
Signals	45%	45%



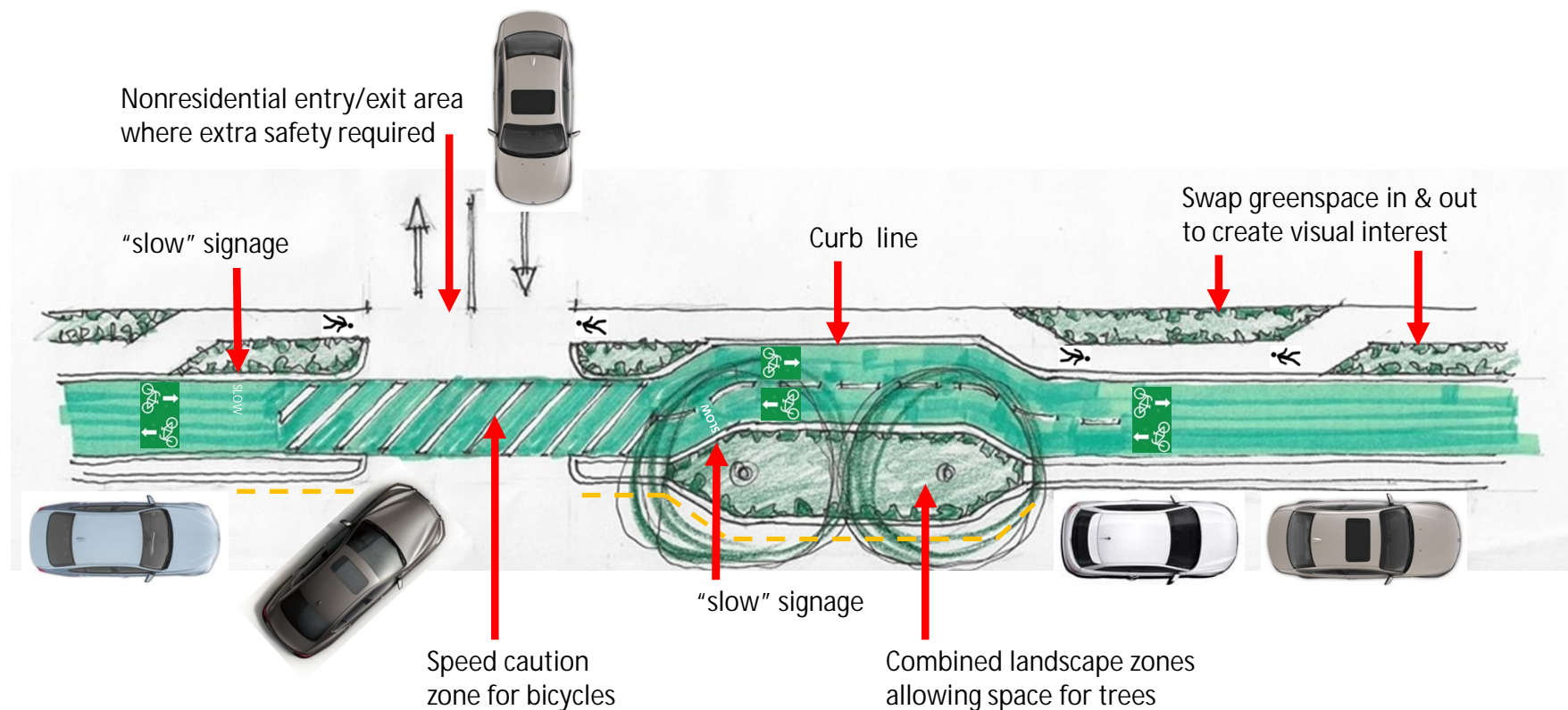
Introduction of more large English trees forming a canopy and enhanced planting areas creating a park like setting befitting our garden city of Christchurch



proposal for young children & elderly pedestrian friendly zone and road beautification plus implementation of a 30km/hr speed zone



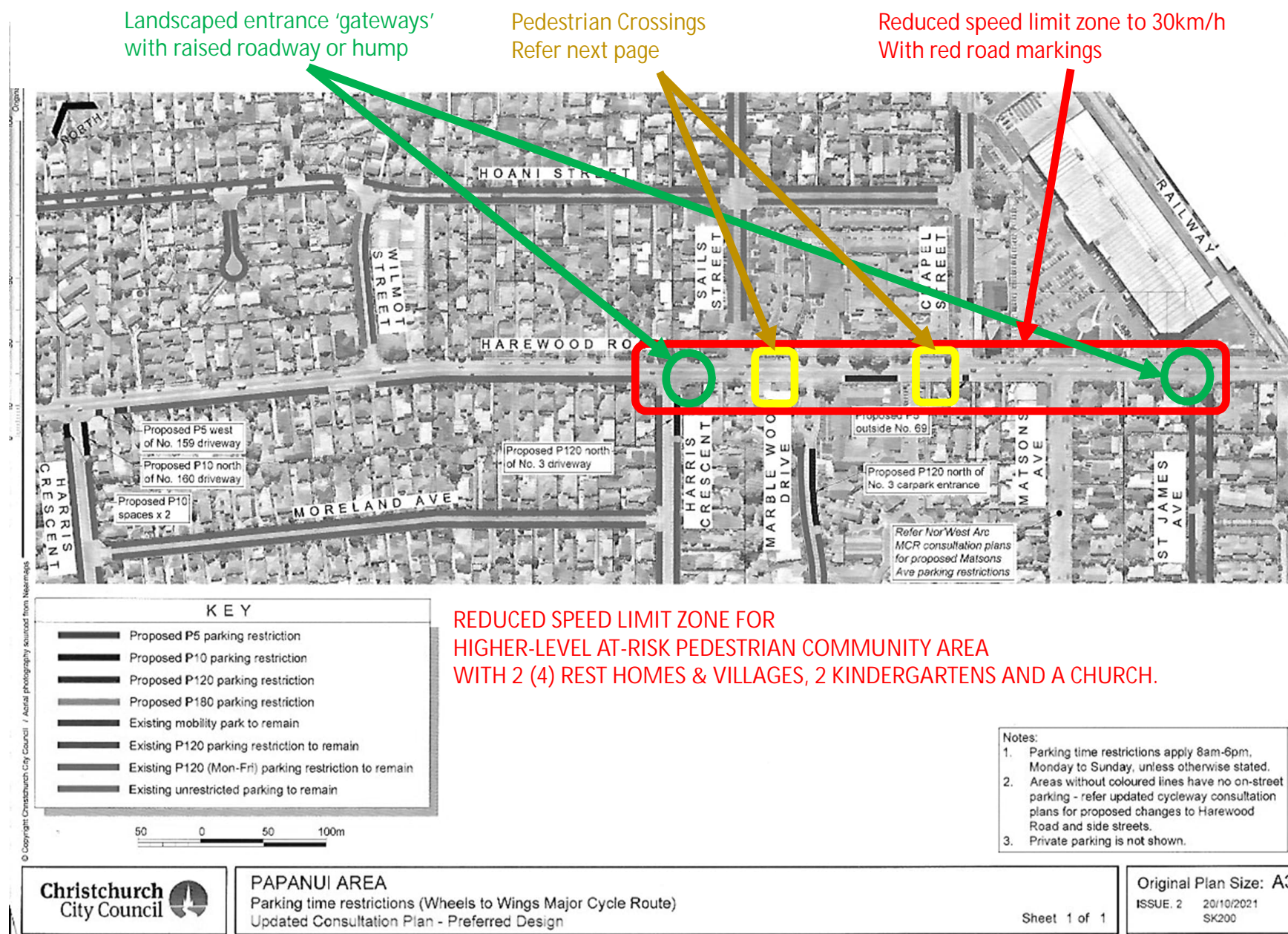
Project: Harewood Road safety zone and beautification
drawing title: Proposed new pedestrian friendly precinct
drawing number: A-002
rev: 0
date: 8th March 2021
prepared by: Rohan Architectural Design Limited



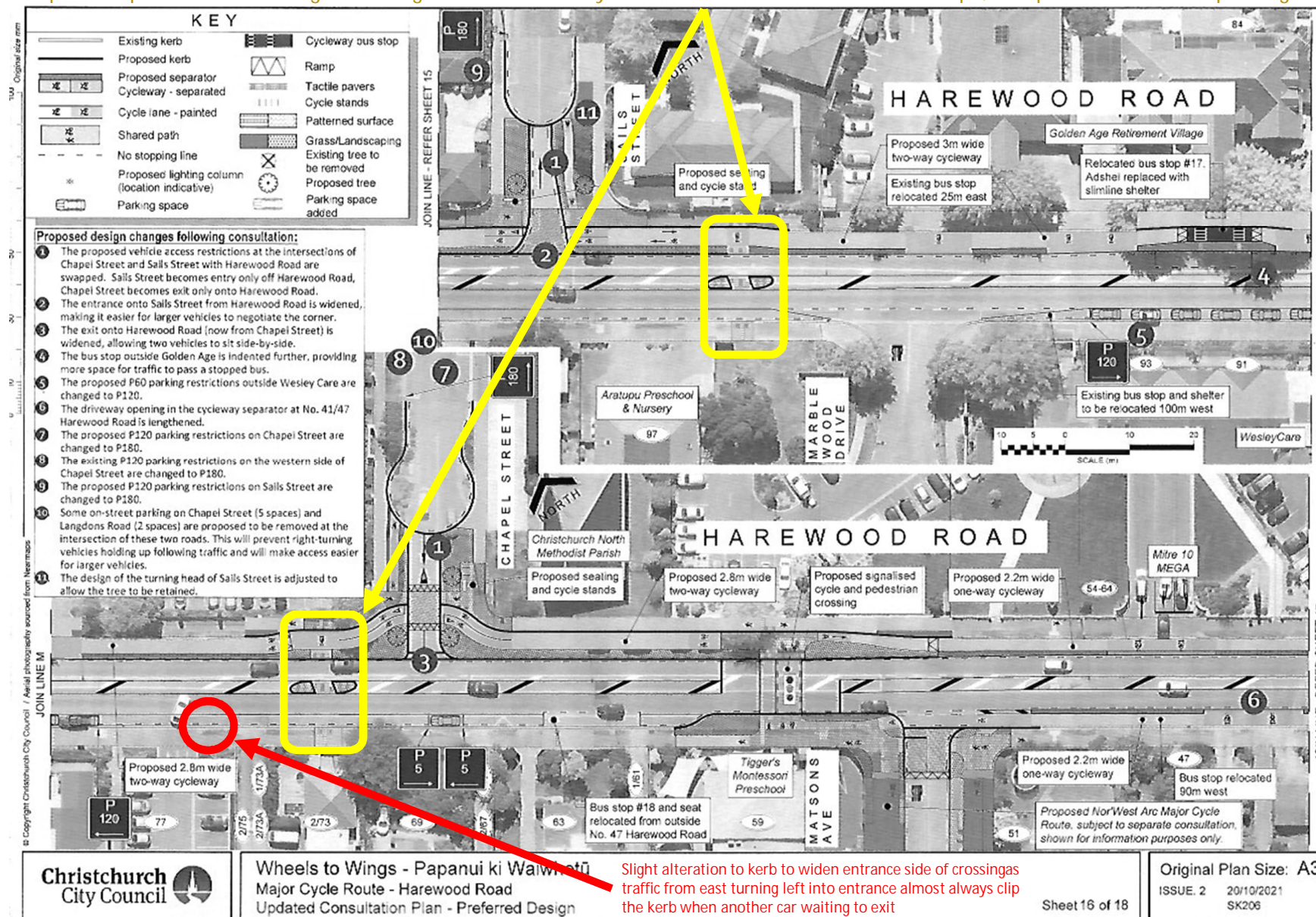
CYCLEWAY DIAGRAM



Project: Wheels to Wings – Papanui ki Waiwhetu - Cycleway
drawing title: Cycleway diagram demonstrating variation for visual interest and landscape enhancement to include trees
drawing number: A-001
rev: 0
date: 14th March 2021
prepared by: Rohan Architectural Design Limited



In addition to the signal crossing proposed at Matsons Ave – crossing islands at Sails Street and Chapel Street become full painted pedestrian crossings retaining the median safety islands for ease of access to bus stops, and parent and visitor parking





Pedestrian crossing outside 87 Langdons Road crossing to 62 Langdons Road to assist the elderly to access Canterbury SCL, Northfield for frequent blood tests and Northlink shopping facilities.

PHILIP CLARKE – 16TH FEB 2022 2:15pm – CYCLEWAY HEARING PRESENTATION

(1 No. powerpoint slide)

Otautahi – 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,

Good afternoon, Madam Mayor, councillors, community boards members and fellow residents.

This quotation you will recognise as being from “our vision – Christchurch City Council: Long Term Plan 2021 – 2031”

My name is Philip Clarke, and since my 1st and 2nd submissions I have become a resident at [REDACTED] taking a studio flat to be close to my almost 94 year old father, here with us today, so I now have a lot of first-hand experience driving, cycling and walking along and across Harewood Road.

Prior to becoming aware of the cycleway proposal, I had already started putting together a submission, as shown on my slide here, to submit separately to the community board, for a speed reduced, pedestrian friendly, section of Harewood Road from St James Avenue to the East end of Harris Crescent, which I had entitled “Harewood Boulevard – a park within a roadway,”. I won’t go into

too much detail, but I proposed the area could be enhanced with some greening of the median and the reduced speed zone entrances, planting of extra trees, removal of curbs making it wheelchair friendly, adding gazebos, pergolas and pedestrian seating, even food cart parking, all made safer with a 30km speed limit.

The objective was to create opportunities for interaction, enhance and make safer, a community containing 4 rest homes, 2 preschools and a church currently divided by a main road, restricting the ability of the elderly and pre-schoolers to cross and access the community facilities they need and love.

I realise that the purpose of this hearing is to respond to the cycleway proposal, the provision which I welcome, as I do believe in making life easier and safer for cyclists also, but not at further expense to the local community with the creation of extra obstacles for the residents whose home and neighbourhood this is.

I won't reiterate or distract us here anymore about the cycleway design issues as you have my design suggestions and community safety recommendations in my two submissions already and I hope those would be strongly considered as minimum requirements.

My plea is for us not to focus only on a cycleway with blinkered intent but grab this opportunity to step up with new ideas, from new people and do things in a new way. Anything is possible!!!

It needs to be shown that all users of the local community are being considered, equally, and that the convenience created for one sector is not dramatically inconveniencing any other.

The Residents Survey 2020 – Greater Christchurch 2050, asked, “what people want Greater Christchurch to be like in 2050. The top 3 ranked priorities were:

1. Public transport, walking and cycling are easy and affordable
2. People feel safe
3. Lots of green space and trees

Noted were other priorities that ranked highly, the top 3 of these being:

1. It's easy to get around
2. Streets and public spaces are designed and built for people
3. I can access my everyday needs close to my home.

Armed with these responses from the public in mind, lets imagine a world where everyone that lives on Harewood Road were to step out on any given morning and go, “wow, look what we created together!” Its safe, its green, its beautiful and easy to get around for everyone. Motorists and cyclists travel this way not because its fast and efficient, but because it is beautiful, unique, ground-

breaking and enjoyable. All this in a time when the very planet is crying out for help to heal, and the mental health of our people seems to be suffering like never before.

It is time to step back and consider, not only the priority of free-flowing traffic or the total ease of cycling unhindered, but the ease of access for people around the very community environments our roads are increasingly dividing and making life restrictive for those that live there. It seems that apart from the cycleway all other priorities identified in the survey have been overlooked.

I don't have all the answers, I realise that my full boulevard proposal may be idealistic if not somewhat expensive, and I realise that budgets must be worked within, but let's at least take note of and provide what the people have asked for, for the future of their city. Let's do this together and demonstrate to ourselves and to the world even, how it really can be done. "A garden city for the future."

Let's be open to all new things, all people, and all ways of doing things,

- in a city where anything is possible

Thank you all for your time and this opportunity to speak today. I would be happy to answer any questions or hear any responses you may have regarding my submissions.

Page 1

Good afternoon, Madam Chair and hearing panel members.
Wheels to Wings Cycleway 16 February 2022
My name is Craig Shirley submission #38361/42681
I live in Bishopdale and have lived in this community all my life.
(While this submission format was assisted by a family member, the views I present here are my own) Initially presented in person but not completed due to time restraints and because of my reading difficulties. ✓
Please add this to the hearing material submitted.

Lack of Council process and lack of communication

Whilst we can appreciate cycling and its true benefits, I need to speak up for the many who CAN'T cycle, and coming from all over town to businesses and residences, who need to drive or take a bus or meet up to connect and socialise at the local café or church, and who are frustrated in the way in which this process for a major cycle way the 'wheels to wings', has been put to our community.

There are plenty of safety concerns to consider on these cycleway designs. Our transport habits and suburbs have more than changed, post 2010 earthquakes and how we live in Christchurch in 2021. We are living more spread out and commuting great distances to get to work or take our families to schools and sports and such like. We need more studies done NOW on the IMPACT of these already completed cycleways and how are they really meeting Christchurch's needs, and not based on some ideology or pressure from a minority of weekend folly cyclists or environmentalists?

The lack of communication and inclusiveness within the initial process of presenting this cycleway, without negotiation, has created huge outcry. The council should learn from this tatty approach, and how it went about informing its rate payers and potential effected businesses and ratepayers.

More design options on the table from community pressure, and difficult CCC website

It appears that after a few community and council discussions and a motion in the chamber, we have other design options on the table, but not clearly obvious to all, especially on the website. I can see the council have favoured the preferred original design after already spending thousands and thousands on the original consultants to polish it up and put it on the front the Wheels to wings page.

The headline is very biased, "**safe cycleway coming to our area**" !!

If you wish to see the other designs, you need to be really computer savvy to find them, or be aware of them, and the design shots are limited in description or cross sections. I heard that all these designs were on display at the earlier covid restricted drop ins – but somehow, I missed out getting to this. And it appears visitor numbers were low in attendance due to lack of information and communication again, with covid restrictions already deescalating the build up for a better turn out.

Cycleway Design

From my observance I see that the original council design 1, if not since, and a slightly more polished off design, which is still overly engineered, has more than minor effects on local parking, accessibility, and safety into many of MY frequented establishments, like the

Page 2

Copenhagen Bakery and Wesley care for example. I'm sure these safety issues will not be unnoticed.

Parking and safety

Residents and businesses on this road, will lose outside parks for a biking route that is dangerous to many of them and create more difficulty entering and exiting, and this is of grave concern to me. There will be more clashes, due to lack of visibility and false security amongst cyclists.

The projected outcomes table on the website is also quite biased. This table is questionably in favour for the Council preferred design option 1.

If I take into consideration the 4 lane Harewood Road, where I drive and park on outside the Copenhagen bakery most weeks, and consider all designs on the table, the only option viable would be preferred as option 3 with a lazy lane west, called an access road on the south side and with the 2 way cycleway on this south side and all cyclists safely on the right side of the driving vehicles, within vision and away from entries, exits, properties and businesses.

This surely is a positive enhancement to all in this area of Harewood Road, and most favourable to the businesses and residents in this area who gain a few more parks outside on the street after losing over half in the preferred council design. The speed would be reduced, parking would be better favoured and allocated and entry and exit to everyone is the safest to all users.

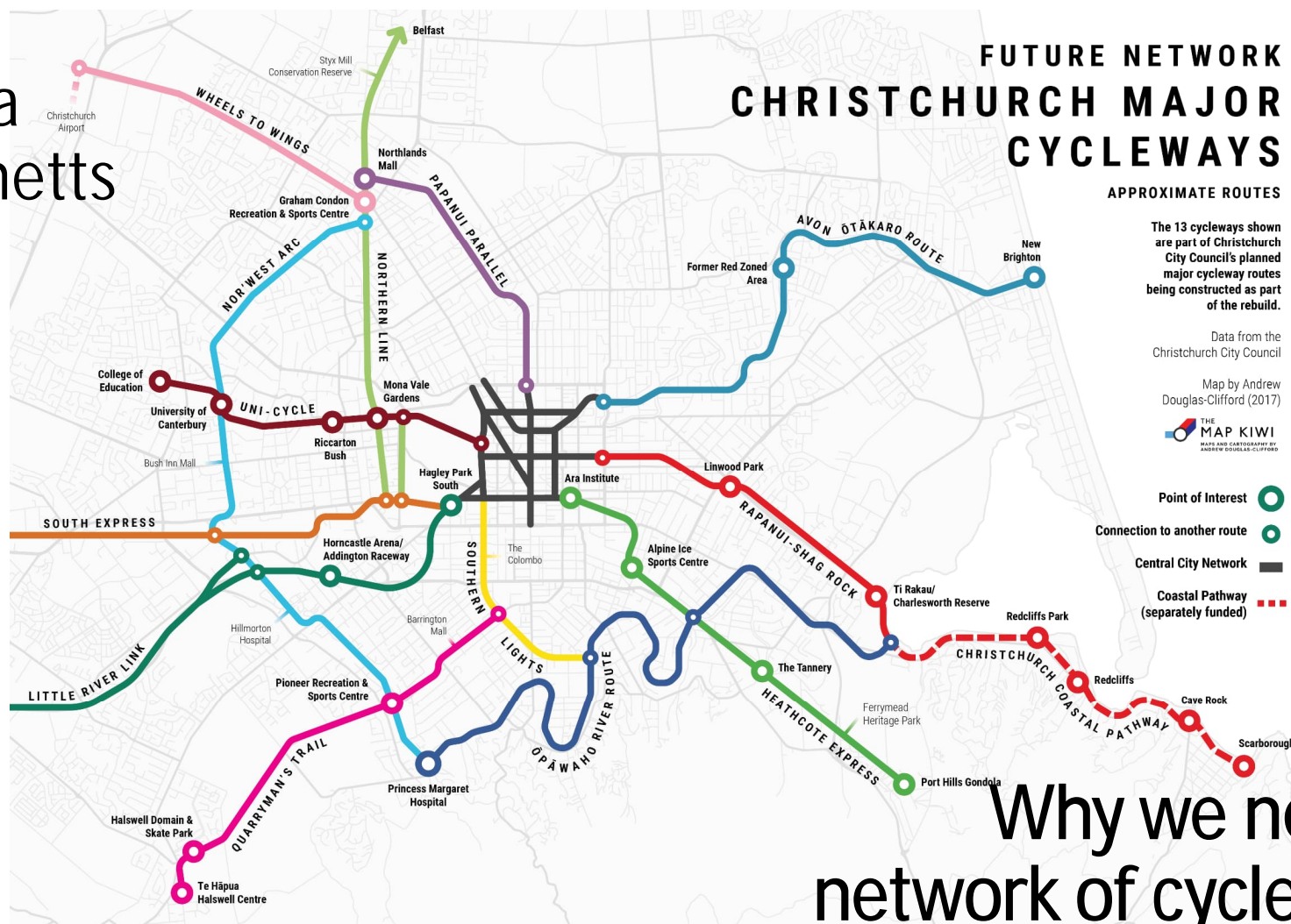
Therefore, I have very strong reservations regarding the safety of some of the designs currently being implemented by the Council.

Other questions that need answering that concern me

- What considerations have been agreed upon to MINIMISE the impact on all persons affected with the cycleway, please take heed as people's livelihoods, business goodwill which has been acquired over many years of hard work and perseverance, and property values are at stake here?
- Has the council given the city a proposed start and completion date for the W2W cycleway?
- Has the application for the NZTA to pay half of the cost of this project been submitted or approved?
- Who is paying the other half of the cost?
- What assurance have we got that it will not be the city ratepayers and tax payers funding this already overly engineered and designed construction?

Finally, I stress to this panel and Madam Mayor- The council should not make mistakes again and learn from the fails from past cycleways. This is a chance to get it right so please let's get this right this time! Thank you for giving me this time to put my submission forward to you all today.

Fiona
Bennetts

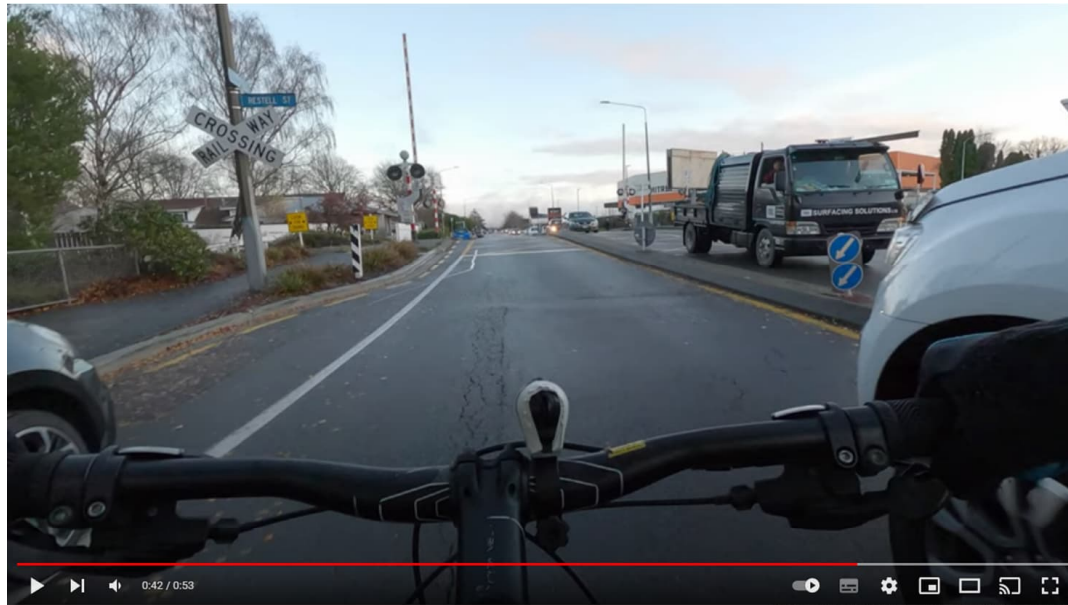




Overtaking
to turn left

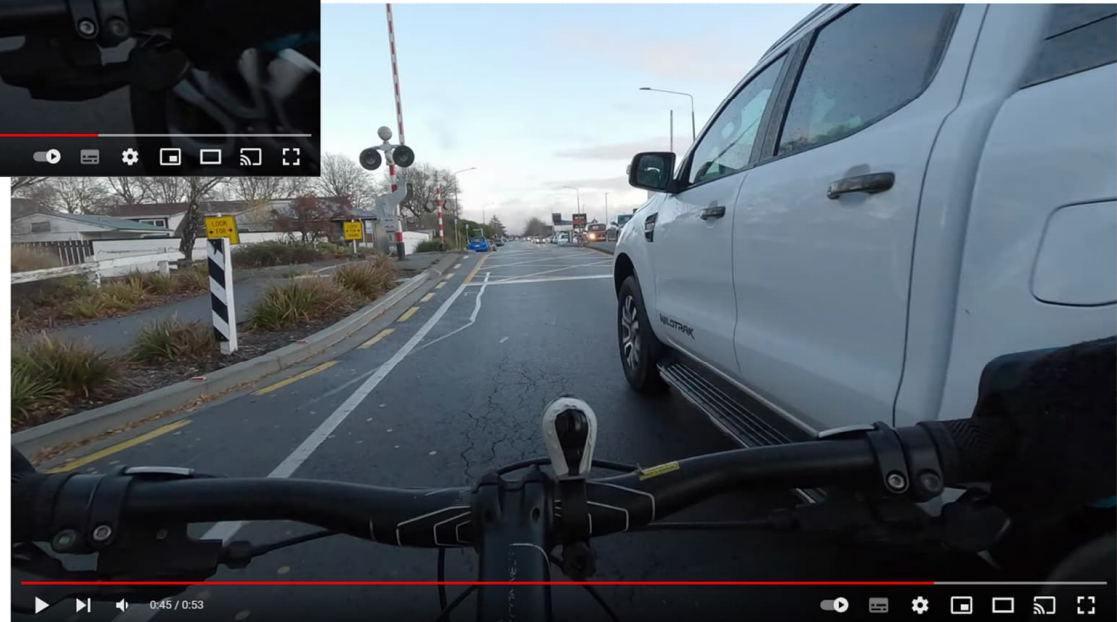
- <https://www.youtube.com/watch?v=H5pm8ukQ380>





Close Passes

- [Close Pass \(2021-06-21\) - YouTube](#)



Close passes and speeding drivers

[Close Pass
\(2021-05-
07\) -
YouTube](#)

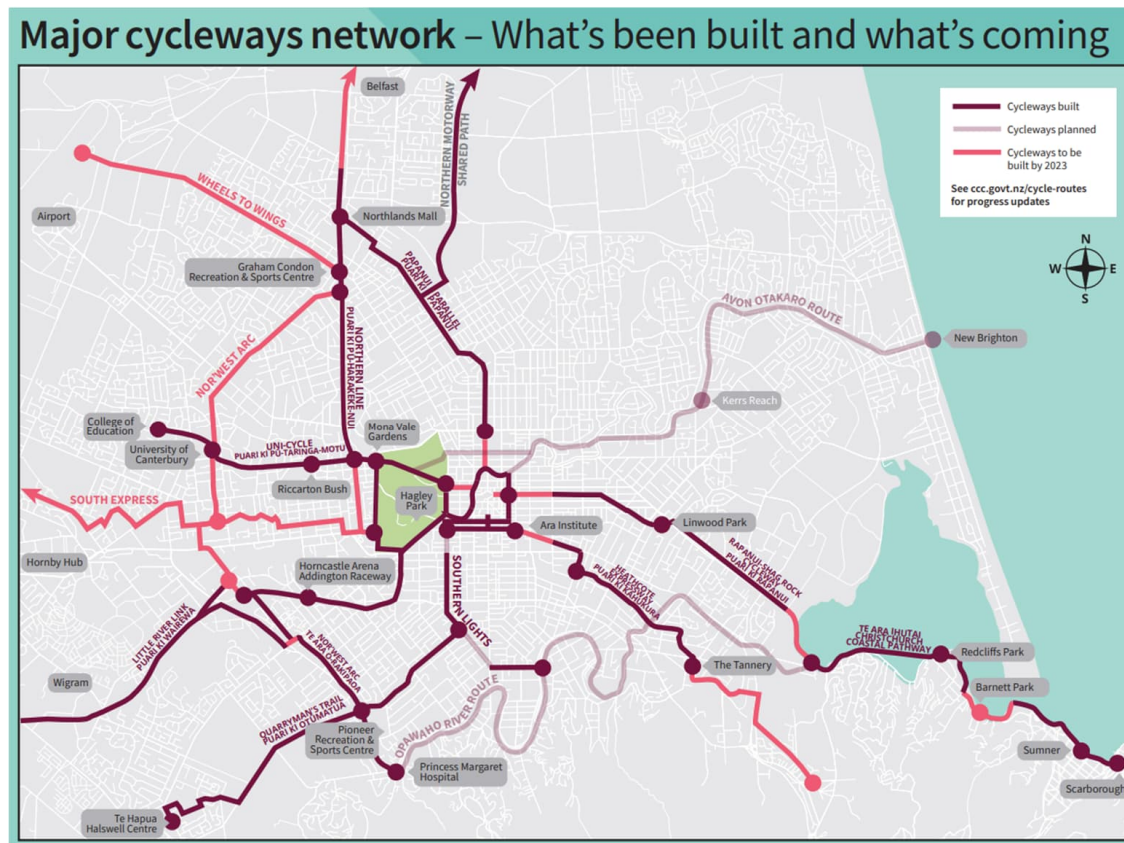


Drivers drive in cycle lanes without checking for cyclists – these are not safe enough for children

[In Cycle Lane
\(2021-05-20\) -
YouTube](#)



Hearing Submission

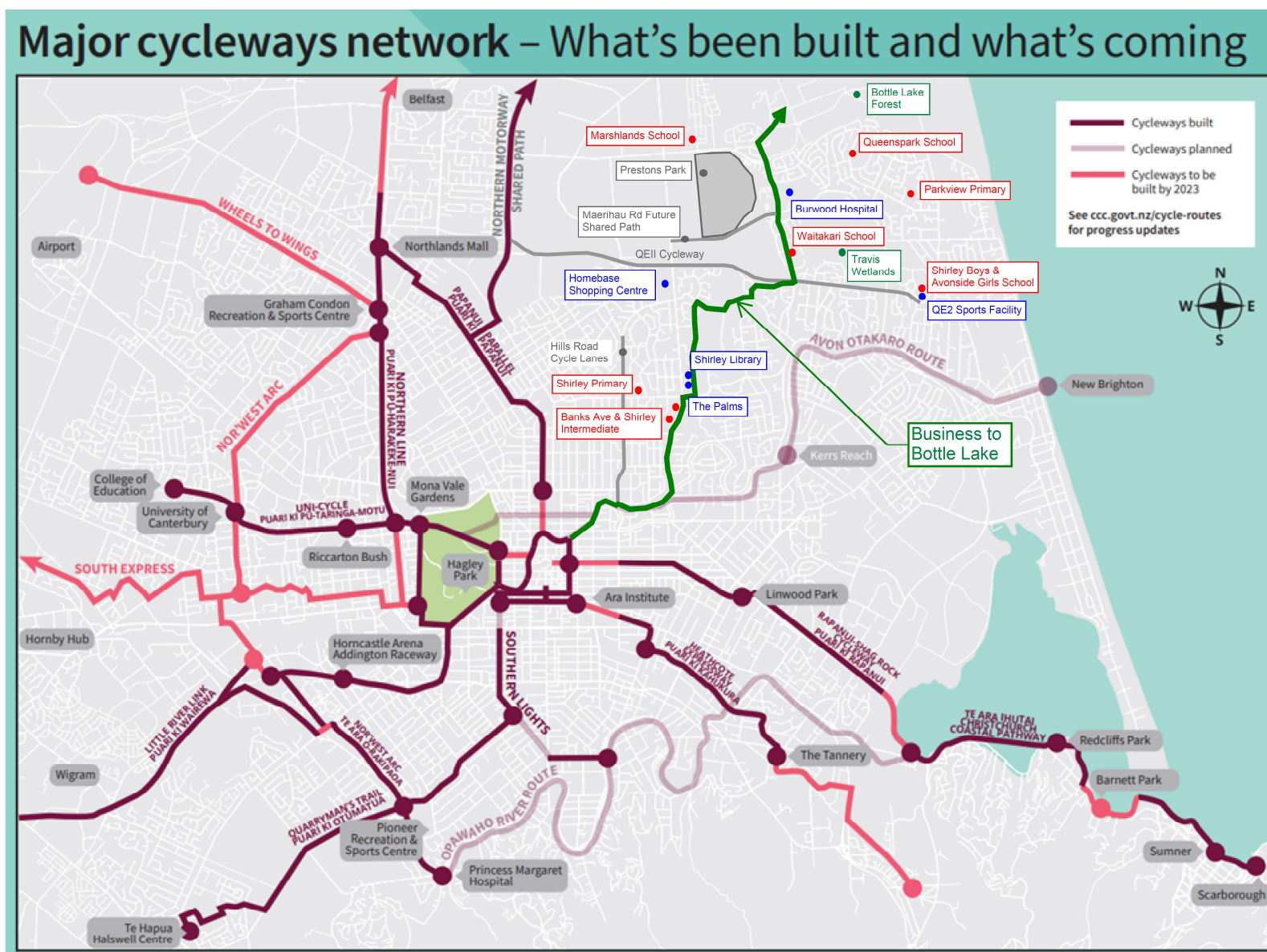


Calls for Christchurch City Council to ditch \$19 million cycleway design

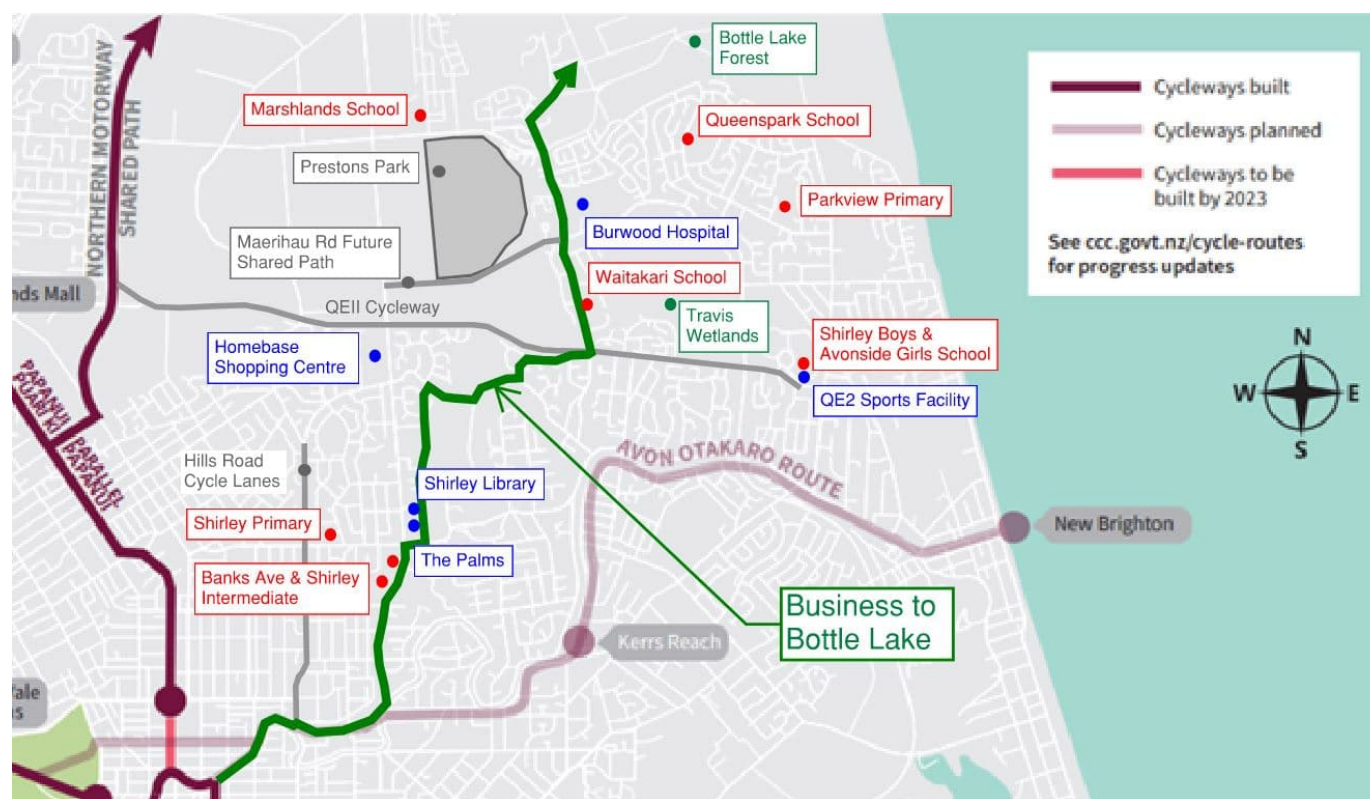
Tina Law · 18:00, Feb 08 2021







Business to Bottle Lake



Good morning everyone, Kia ora, Namaste. Thank you for giving me an opportunity to have an opinion and a creative idea on this wheel to wing project. It is a wonderful democratic process. And we must not take on anyone for their opinion. Christchurch is one of the most beautiful cities or the best place to live. Why?? The sea, gardens, parks, the mountains, rivers, lovely streets, and of course its lovely people. Council is doing great job. For this wheel to wing project I believe, we must come up with some universal solution that we can apply everywhere too. Harewood road is one of the best streets in Christchurch. It's not broken so we should not try to fix it. We must learn to share the street and educate people about that. How can a cyclist be safer with cycle way if cycle way is not on all the streets? If we want to create cycle way with concrete and narrowing streets, lanes and creating more problems with safety, emergency and trade vehicles which is absolutely noneducational and will create problems with future planning. Graden city and we are putting more concrete on the streets which doesn't make sense.

Spending so much money on projects that we can do without. Only with education of taking care of all road users and limiting expenditure by reducing speed on all main cycle routes. Reducing speed on all cycle routes create more awareness of others on the road, more reaction time, lighter impact, less accidents and create great harmony on the road that we are taking care of each other. Tough economic time where we hear that people struggling for food, day to day living, students do not have enough to purchase stationary? when education is suffering, we cannot create educated society for the future.

I think we should try alternative options first to have all major cycle route with speed limit to 30. That mean we not narrowing streets, not taking away parking, no major costs and we can save money for the essential propjets.

Sharing the roads is the best education we can provide to our citizens. And for the time spending on the road by other vehicles for travelling time will be slightly more and much safer streets for all.

We are kiwis, don't go for the last option, use kiwi ingenuity to create the best solution with less financial cost and come up with the best cycle lane options for our citizens and set a great example for all main cities. I am willing to help and create this wonderful option.

Regards

Balvant Shivlal

A picture to explain the idea of a perfect future.

Regards.





Wheels to wings Cycle way submission

At the first consultation on this cycleway I understood no recent survey had been done on how many cyclists use Harewood road on any given day. Has any survey been done since? If not why not and therefore how can a cycle way be justified?

My submission was to put the cycle way up the centre of Harewood road – all sorts of reasons why not were given – like for every tree we take out we have to replant two others. Surely this is not a major reason to not put the cycle way up the centre of the road.

Today I would like to point out a Major flaw I see in the plan at the Bishopdale roundabout. Cyclists using Harewood road coming from the airport going towards Papanui would need to stop at the proposed lights at the Bishopdale roundabout- go through four sets of lights to get back on the cycle way at the Papanui end of the roundabout. [see photo] Straight line is where cycle way goes –dotted line is round the edge of the roundabout. What % of cyclists would use the proposed cycle way. The easier and quickest way is to ride round the outside of the roundabout and rejoin the cycle way at the Papanui end of the roundabout. Why build a cycle way like this – easy to say they should follow the way through the roundabout but this is people you are talking about not Robots.

I understand that another proposal has been put forward to put the cycle way going in both directions on the south side of Harewood Road but in the lane next to the centre of the road. I would fully support this proposal. Doing this would eliminate the problem I outlined above at the Bishopdale roundabout. This proposal would also eliminate parking and entry problems that are part of the existing plans.





Crossing Harewood road from Plimco place/Harewood road alleyway.

The plan to shift the crossing from the end of the Plimco place/Harewood road alleyway 10 metres west on Harewood road for “safety reasons” cannot be justified. I live at [REDACTED] which is next to the alleyway – our kitchen window looks out over this crossing. I have never in the 14 years living here have never seen any problems with the crossing.

The reason given to shift the crossing was given as “safety” concerns. The maintenance that it was dangerous for the crossing to be in the same place as the traffic exit from the west end of the Bishopdale mall. Photo 1 shows the existing crossing from the plimco alley to the centre of the Harewood road. Photo 2 shows the crossing from the centre of the road looking at the road exit from the mall. A person using this crossing is looking directly at any traffic exiting from the Bishopdale mall. How is that a “safety” concern? The same goes for any cars exiting the mall – any pedestrians are directly in front of them.

The proposal is to shift the crossing 10 metres to the west. Photo 3 is taken from this proposed crossing looking towards Bishopdale park. X marks 10 metres from existing crossing O marks 10 metres from existing crossing in the centre of the road. Photo 4 is taken from the centre of the road O is the proposed crossing from the centre of the road * is where the proposed crossing finishes 10 metres from the existing crossing. Any person crossing from the plimco alley crossing should not have any problems. The problem is anyone crossing the other way. Will they think to look BEHIND them for any cars exiting from the mall? This proposal to shift the crossing 10 metres west for safety reasons cannot be justified.

Also in the revised plan [after the first consultation] was to widen the gateway to Bishopdale park. [See photo 4 arrows to the left of the *] This entry is a chain between two posts it is 4.6 metres wide. What has this to do with a cycle way? Why does this gateway need widened. Any tree tech trucks can get in this gateway. The tractor mower can also use this gateway as it is.

Downey, Jo

From: Kelly, Samantha
Sent: Thursday, 3 March 2022 4:19 pm
To:
Cc: Tomlinson, Ann
Subject: Wheels to Wings - Hearings

Hi Rangi,

Thank you for your time today and I am glad that we have managed to do a test run for your presentation tomorrow.

As we discussed below is your email to Ann and the red section is the additional text added from our phone call. I will give this to the Hearings Panel.

Let me know if you have any other questions.

Kind Regards,
Sam

*Morena Ann you returned my call, and I waited did not leave or use the phone in case you said you would ring. Unfortunately sorry missed your call so here's hoping this will reach you. Thank you.
Wish to add to earlier submission.*

The Harewood Road Cycleway Plans I strongly oppose.

It does not warrant the amount of Ratepayers and Govt.subsidy money and the disruption.. This money could be better used. We face Water,restrictions, sewerage problems Ecan rising rates, library project under threat, road and footpath repairs. Housing problems support systems for betterment of Health issues. The trees and the Bishopdale environment helped in softening the effects of Covid and Ecom..

Bishopdale and what it offers is a p[opular area. Will the cyclist shop or use the facilities available, you are aware of them, There must be a more cost effective way of implementing a cycleway.

The utilising of Sawyers Arms Road and continuation of existing cycleway should of been considered. Please explain. The spare Land at back of Silver Stream Retirement Village used and installing of Traffic lights would allow traffic easier movement and cyclists across North Road into Sawyers Arms Road. Widening this Road will also enable access into Schools Emmanuel and Cotswold, and Papanui Club.

Eventually Existing into Wastons Road and Waimakairi Road there is there is a guarded area on Johns Road (railed off) that could be used or else coming out at Harewood School to meet up to the underpass.

Cyclists can use the roads however I am not opposed to cycleways my family cycles but I am opposed on the amount of money and the effects on Bishopdale.

Amount of lights being installed will slow down flow of the traffic imposed by the amount of lights being issued.

Samantha Kelly

Team Leader Hearings & Committee Support

Te Ratonga Ture me te Manapori - Legal and Democratic Services

-
-  03 941 6227 027 201 8321
 -  Samantha.Kelly@ccc.govt.nz
 -  Te Hononga Civic Offices, 53 Hereford Street, Christchurch
 -  PO Box 73016, Christchurch 8154
 -  ccc.govt.nz

Papanui ki Waiwhetu Wings to Wheels Cycleway (W2W)

John Allen Submission: By Bill Greenwood, on behalf of John Allen.

Purpose:

The purpose of this submission is to inform the Christchurch City Council Hearings Panel of ongoing support for a best practice Regional Papanui ki Waiwhetu Wings to Wheels Cycleway (W2W) within our community.

I on behalf of John Allen strongly submit that the Community Preferred Concept with improvements noted below is the preferred Regional W2W Cycleway design. This alternative incorporating a Regional Cycleway fully on the south side the length of Harewood Road will provide the safest, best connected, lower financial cost and environmentally sustainable transport network improvement for our community.

In conclusion, we strongly request this Hearings Panel, following hearing community submissions and resolving issues we are raising, support the **W2W Regional Cycleway on the south side the length of Harewood Road..** As construction is budgeted in late 2022 further limited consultation with affected adjacent business and property owners on this concept is considered appropriate.

Introduction:

Christchurch City Council is developing 13 major cycleways across the city. The major cycleways are specifically intended for cyclists that 'don't feel comfortable riding on road.'

John Allen approached me to present on his behalf after hearing my presentation to this Hearings Panel. John and I have a long association. Together we developed a professional and personal relationship when establishing (initially with 3 others) the Linwood Service Centre following local government amalgamation.

John has lived 50+ years in the Papanui Bishopdale area. We have served our community for many years on; School committees, members of Jaycees and as Rotary Presidents.

On balance, it is John Allen's opinion that a design addressing both local and city wide needs can be achieved based on the **Community Preferred Concept..** The preferred best practice option is this concept with inclusion of; 1/ 180 minute Chapel St parking restrictions . 2/ Tee junction traffic signals at the Matsons Ave Harewood Road intersection and 3/ Cross road Traffic Signals at the Farrington Ave/Highstead Road intersection

These improvement opportunities identified by John are addressed in this submission or can be further clarified at the Hearing.

Discussion:

1/ Chapel Street access and parking restrictions:

A/ *Chapel Street Access restrictions;*

John is associated with the Chapel Street Centre on the corner of Harewood Road and Chapel St. As well as a place of Methodist worship it is also an important centre for

community groups such as Workers Education Association (WEA) and University of the Third Age (U3A).

Free and easy access to the centre is therefore essential thus ensuring parishioners and others (generally elderly) are able to attend Church services and community functions/meetings.

For this reason it is imperative that vehicle access is not restricted at the adjacent Chapel Street Harwood Road intersection. The Community Preferred Concept places a dual cycleway on the southside of Harwood Road. This alleviates any need to restrict this intersection.

Such an entry or exit restriction would divert many of the current 3,200 vpd through the Mitre 10 car park adjacent to the pedestrian entrance. It is noted that Traffic Signals at the Langdons Road Greers Road intersection are included in the Council's current draft budget. This (carrot) will also remove the need for aggressive traffic management (sticks) in the Consultants Preferred Concept.

It is also noted that traffic signals are programmed at the Matsons Avenue Harewood Road intersection as part of the North West Arc Cycleway. Relocating these signals to the Matsons Avenue (4,200 vpd) Tee junction will provide safe crossing for cyclists. Access to Mitre 10 will be made safer and Chapel S traffic will be reduced.

Taking the above into consideration it is recommended that the **Community Preferred Concept** for the W2W Cycleway be implemented to thus remove the need for access restrictions at the Chapel Street Harewood Road intersection.

B/ Chapel Street parking restrictions;

Access to car parks near the centre is also essential to ensure parishioners and others are able to attend services and community functions/meetings. Clearly during peak times of use there are insufficient car parks on the Chapel Street Centre property to accommodate all vehicles of those attending Church Services and Community events.

The Consultants Preferred Concept removes a considerable area of on-street car parking to achieve the required access restrictions. The proposed layout will limit the ability of a funeral hearse to park outside the church.

The purpose of the Consultants proposed 2 hour parking limit is to ensure that all day parking does not occur in adjacent car parks. These would otherwise be occupied all day by staff from surrounding businesses.

To meet the needs of our community the proposed 2 hour parking limit needs to be extended to 3 hours, (180 Minutes). This would remove all day parking and allow for community events such as funerals, where people often congregate afterwards.

Taking the above into consideration it is recommended that time limit parking restrictions adjacent to the Chapel Street Centre be 180 minutes.

2/ Bishopdale Roundabout multiple traffic signals:

John is one of many submitters along with the Bishopdale Center Association, the Safety Audit and I raising concerns regarding the Consultants Preferred Concept for the Bishopdale Roundabout. A cycleway passing through the centre of the roundabout resulting in multiple traffic signal controlled intersections is of concern.

Along with John I raised this issue in my initial "Opportunity for Improvement" submission, however, I did not raise it in recent submissions. The Bishopdale Centre (Mall) Business Association at their AGM and in their submission identified this issue. The Safety and Cycleway Network Audits also raised this as an issue of concern.

Taking the above into consideration it is recommended that the east south-east roundabout circulating roadway be closed.. This will remove the need for traffic signals between the Cycleway and circulating traffic. Farrington Avenue can then be linked to Harewood and Highstead Roads as a cross road on the west side of the roundabout. This concept will allow the cycleway to parallel Harewood Road on the northside of the roundabout and then southside of the traffic controlled intersection.

To reduce conflicts between cyclists on Harewood Road and vehicles accessing the shopping centre (especially trucks) it is very important that this access be traffic signal controlled. Linking these signals with the previous multiple signals on the roundabout had the potential to cause increased delays for all road users. The above cross road intersection minimises this issue.

3/ Conclusion;

John and I thank the Hearings Panel for the chance to detail concerns about the effect the Consultants Preferred Concept for the Wheels to Wings Cycleway will have on the Methodist Chapel Street Center and at the Bishopdale Roundabout.

The **Community Preferred Concept** removes access restrictions at the Chapel Street Harewood Road intersection. This will allow users to park their vehicles considerably closer to the Church/Community Centre.

To assist users it is recommended that the proposed parking restrictions be 180 minutes.

The Consultant Preferred Concept at the Bishopdale Roundabout is complicated and of concern to submitters, Bishopdale Centre Association and the Safety & Cycleway Network Accessibility Auditors. A simplified, traffic signal controlled layout can be easily achieved by limiting traffic signals to a Highstead Road Farrington Avenue crossroad intersection on the western side of the roundabout.

The dual Cycleway would parallel Harewood Road on the present roundabout as a western extension of the centre landscaped traffic median before continuing east on Harewood Road across the south leg of Highstead Road Farrington Avenue crossroad.

John and I recommend the **Community Preferred Concept** W2W incorporating improvements detailed above be supported, for further limited consultation with other submitters, affected adjacent business and property owners.

Bill Greenwood and John Allen. Long-term Papanui Bishopdale community members.

Wheels to Wings

I have been a resident for over 50 years in the Bishopdale/Harewood/Papanui areas.

I am not against a cycleway but do not like the preferred plan the council has and consider the plan a **major** intrusion into a **major** arterial route.

I cringe at the vision the council has designed and what effects it will have on our community.

1. Traffic lights at the roundabout will only cause congestion. There is already congestion there at peaks times. I do not agree with the calculations of travel time added on. Traffic has been highly underestimated on this route and cutting down the number of lanes is only going to be a detriment to the area. Why isn't Sawyers Arms Rd being used...??
2. Trees being felled is un-excusable, go around the tree. Most of the trees are mature older trees and I find it environmentally unfriendly to cut these down.
3. Example of poor design in cycleways is Sawyers Arms Rd by the Papanui domain, very hard to drive or park in this area, especially when there are sports on and wide vehicles there isn't enough room.
4. Good example is Main North Rd by Northwood – has a shared cycleway with foot traffic, which could be achieved by using the berm.
5. Harewood Rd was planned as a major arterial route to the west, Wairakei Rd has been cut off as a arterial route. If the 4-lane arterial route is cut back to 2 lanes, then there is only one major arterial route left to the airport and west – Memorial Ave.

Please re- think the planning of the cycleway as it has not been thought through in ways that effect the people living and using the roadway. Don't turn it into Legoland or like Island Bay in Wellington!!

I support design concept 5, a shared cycle and foot path, use the berm so you don't have to cut back on lanes.

At a time where costs involved are mind blowing, can we really afford to go ahead with this at this time?

Regards

Anne-Marie Prendeville



Kelly, Samantha

From:
Sent: Monday, 14 March 2022 12:55 pm
To: Hearings Process
Subject: 16 March 2022

16 March 2022

Harewood Rd cycleway.

Thank you for this opportunity to speak with you today.

You will know by now, that we the rate payers, have many issues that put us against the construction of this cycleway.

My particular concerns are not about the installation of a cycleway on this well used rd, but more about the timing of this project, an indulgence in over design, the safety of all users and the excessive cost of this project.

We are looking at uncertain times right now and finances are tight to say the least.

There are many roads and other rate payer funded installations around our city that are in urgent need of repair and one notes the excessively long period of time that urgent repairs take.

I refer here to rainfall / flooding events in recent times.

Many rate payers, businesses, citizens and farmers have been affected personally and financially by this lack of planning.

This is not acceptable and our council should have budget and response in place to quickly remedy these unexpected events.

There are very capable rd crews available that could be taken off other works as an urgent response.

I can not see any justification for ignoring the above issues and spending big on something that is not broken and already works well.

An alternative.

Widen the footpath and make it a shared access for cyclists and pedestrians.

Reduced cost and a fair degree of safety for all concerned.

A cycle / vehicle accident is not a good result in many cases.

A cycle / pedestrian accident will sometimes result in minor injuries.

Let's be fair here all rd users need to respect others, whether they choose to walk, cycle or take their vehicle.

The timing is wrong for such a grand project and this expenditure cannot be justified given there are not large numbers of cyclists in this area at any time of day, at this time of year, let alone the winter months.

Harewood Rd works very well as it is for motor vehicles and requires only minor changes to the Breens Rd Gardiners Rd crossing where one sees some risk being taken and some adjustments to the Highsted Rd entry space at the Bishopdale roundabout.

The Breens / Gardiners Rd crossing should be left turn only, which will very quickly, encourage drivers both east and west to controlled crossings or a right turn bay.

Cyclists should of course take care at this entry point to Harwood Rd as they would in any other part of the city.

The Harewood Primary School needs a car park.

There is land available for this and it's very adjacent.

If the school were to build a car park on this land, a school crossing will no longer be required.

The cycleways are so over designed that we could be excused for thinking we were attending a Mardi Gras when we find ourselves surrounded by this excess. Why all the multiple road colorings and decorative bits and bobs, high kerbs that will, if they already haven't, direct any sort of vehicle, including a cycle directly into the path of other rd users.

There is visual overload out there!

Has there been a safety audit and if so what are the results?

I read, with some interest, that we have debts of some 4.6 billion dollars which at an interest rate of 2.5% equals \$115,000,000 annually in finance costs.

Our councils own figures (30 June 21) make this \$140,572,000 so perhaps there other finance costs.

A daily figure of \$385,129.00 !

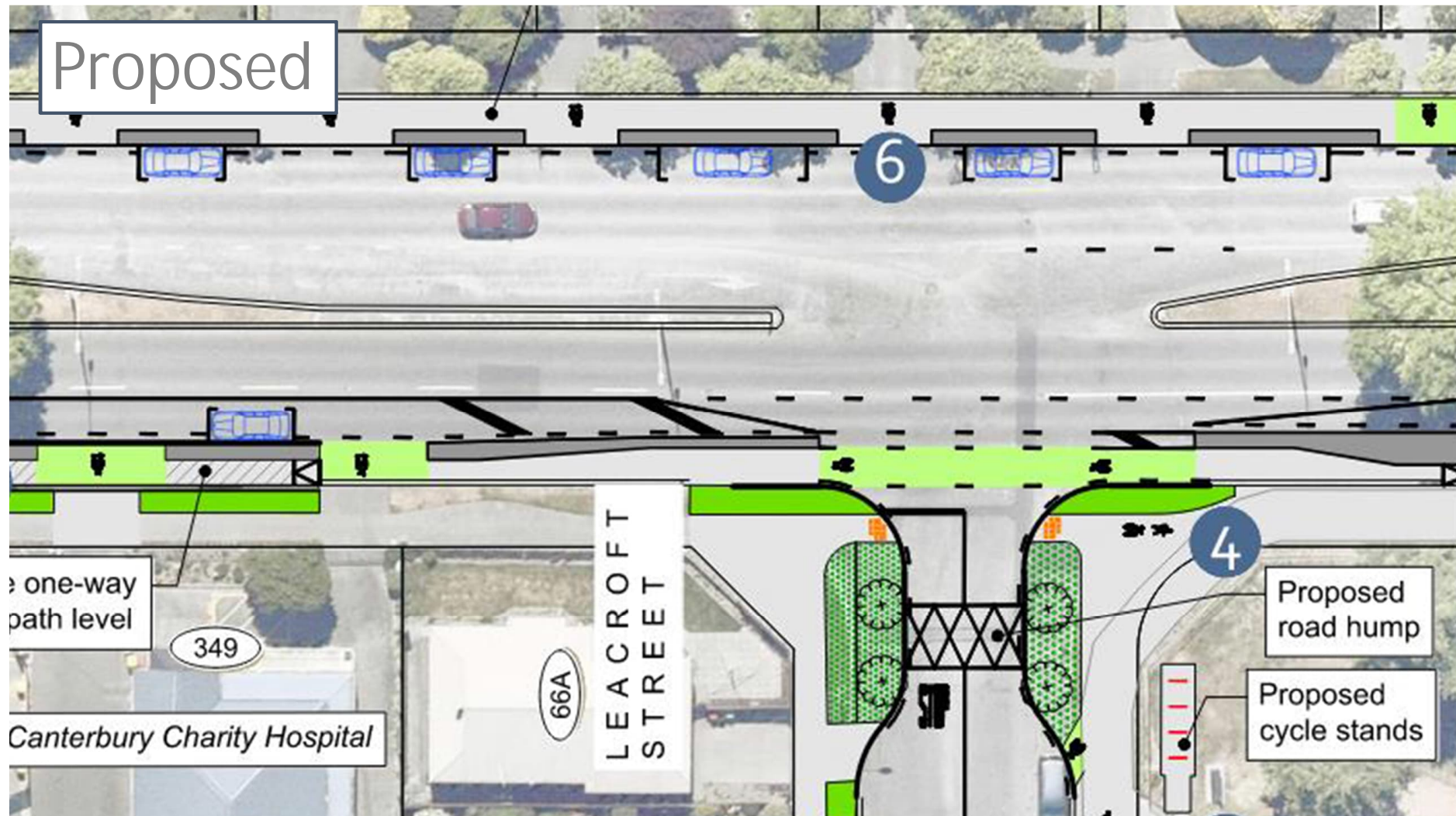
365 days a year !

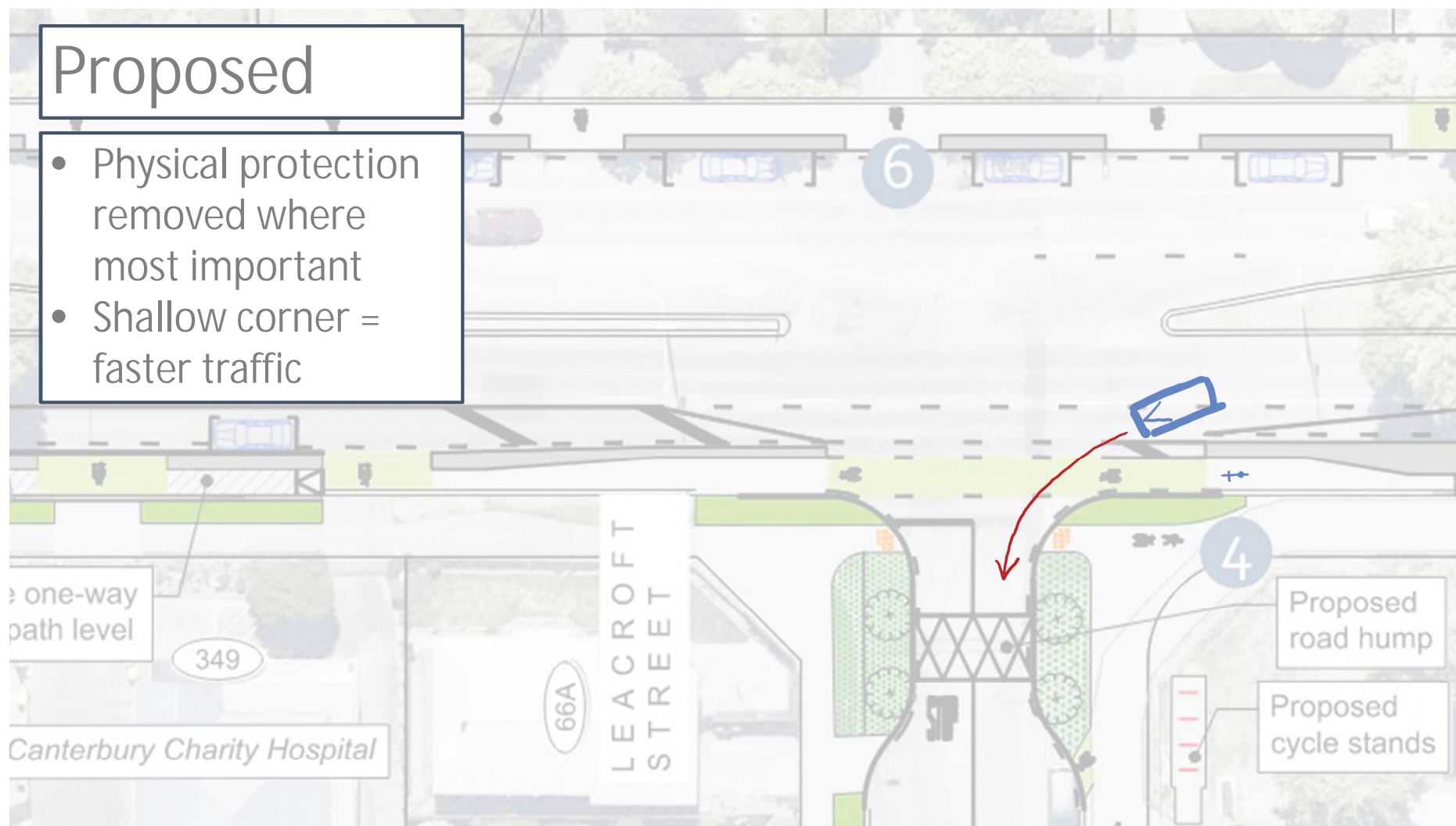
This is quite obviously a time for much greater fiscal responsibility.

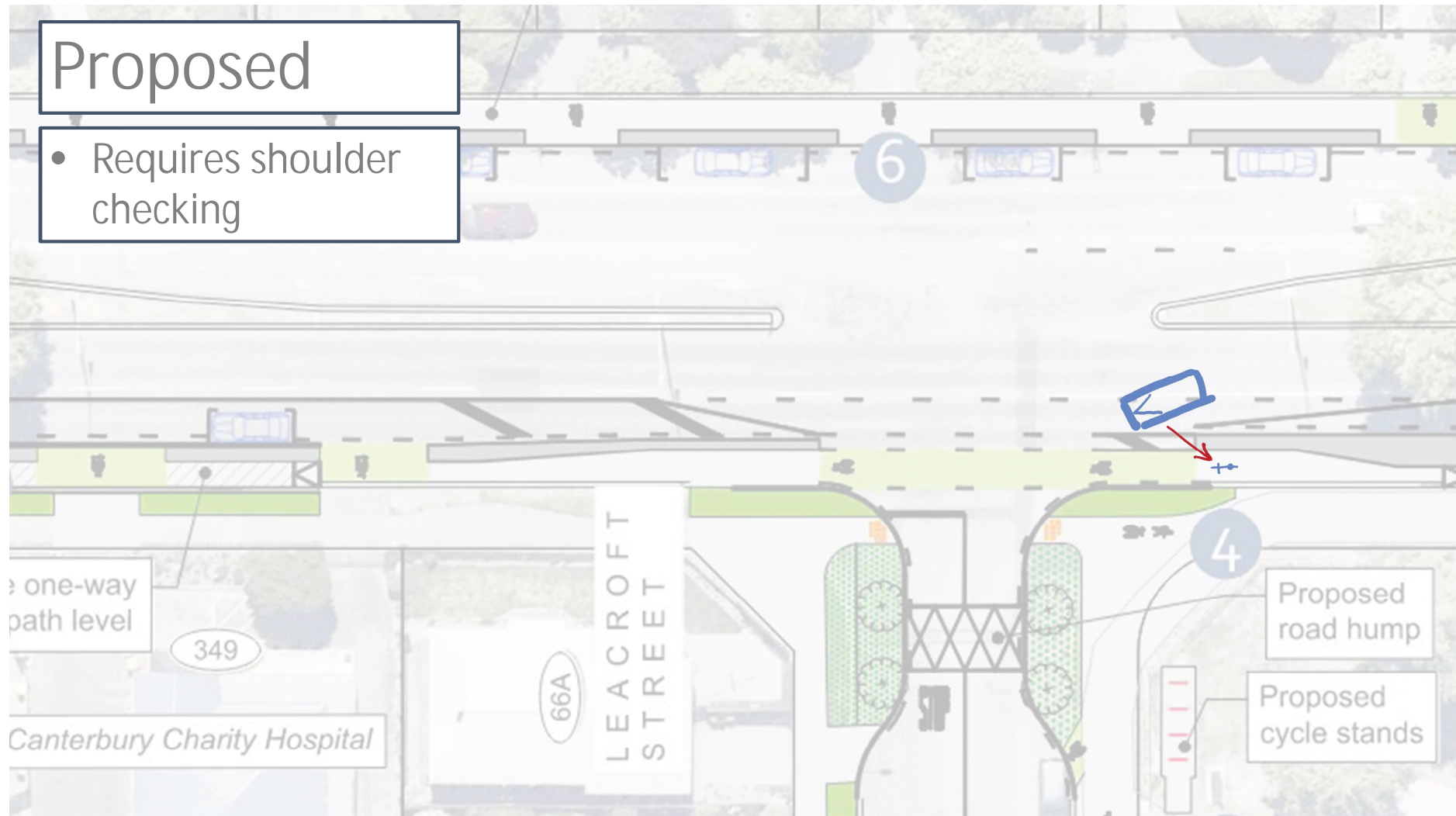
Sent from my iPhone

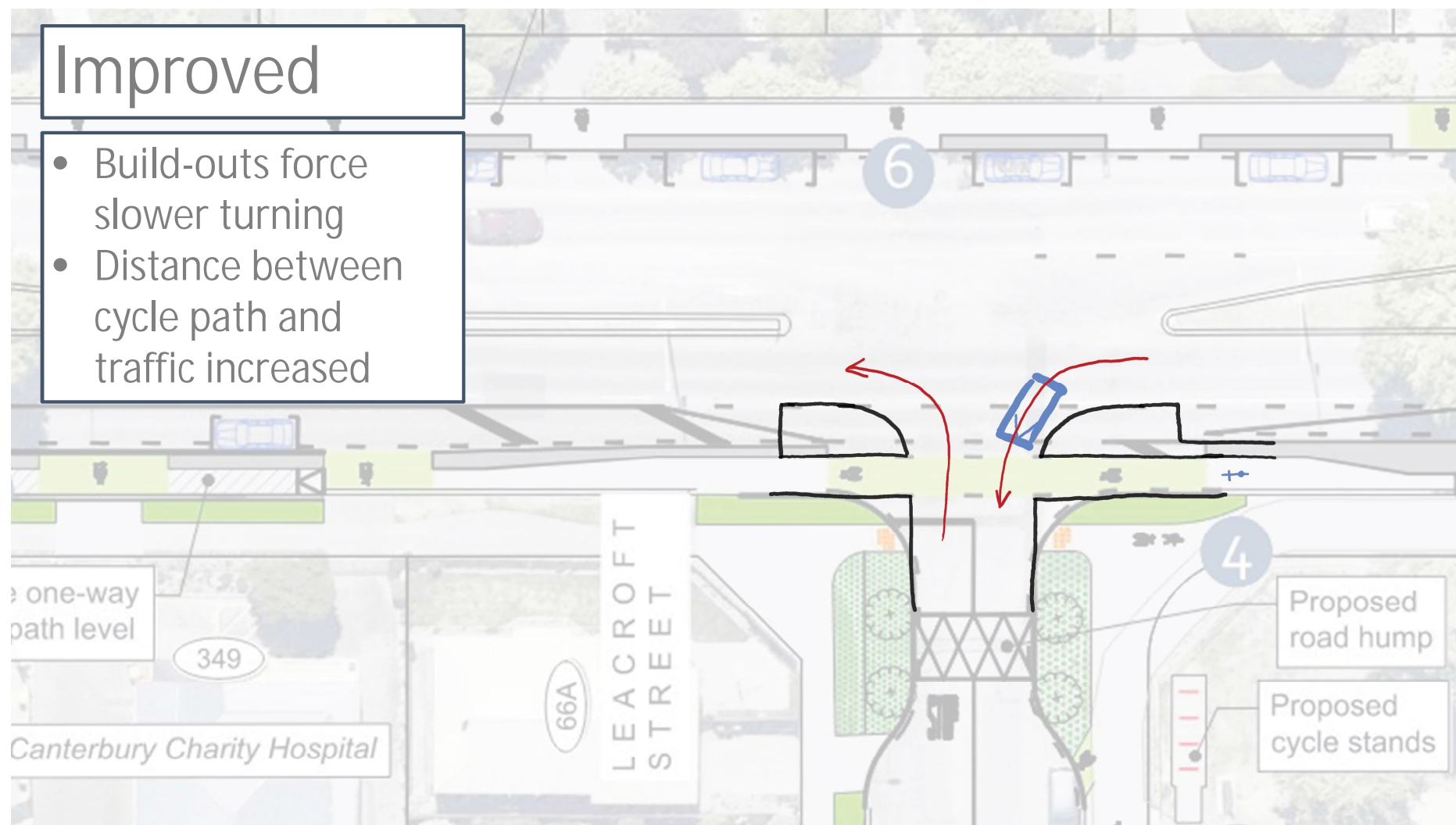
Regards

Roger young



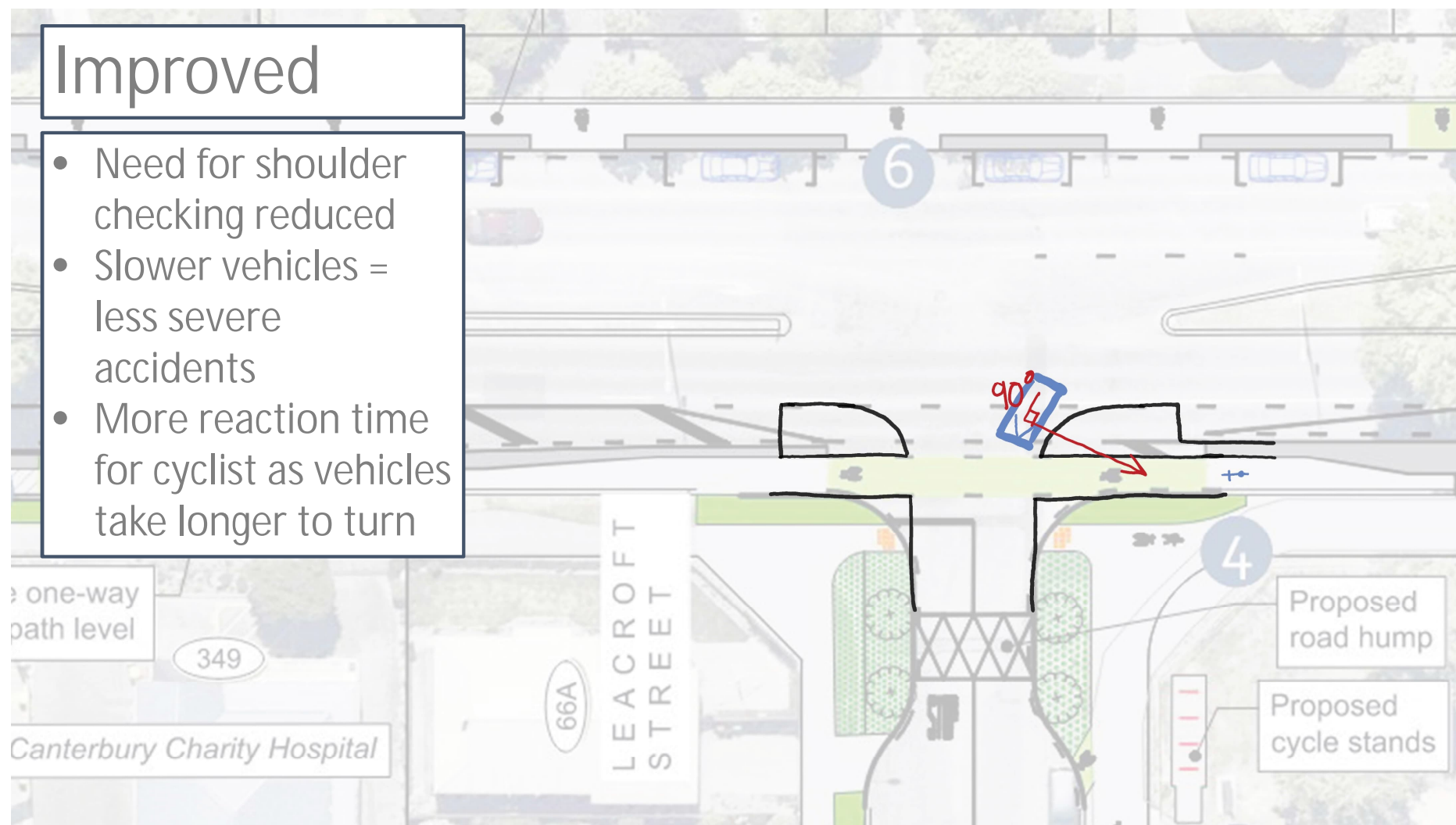


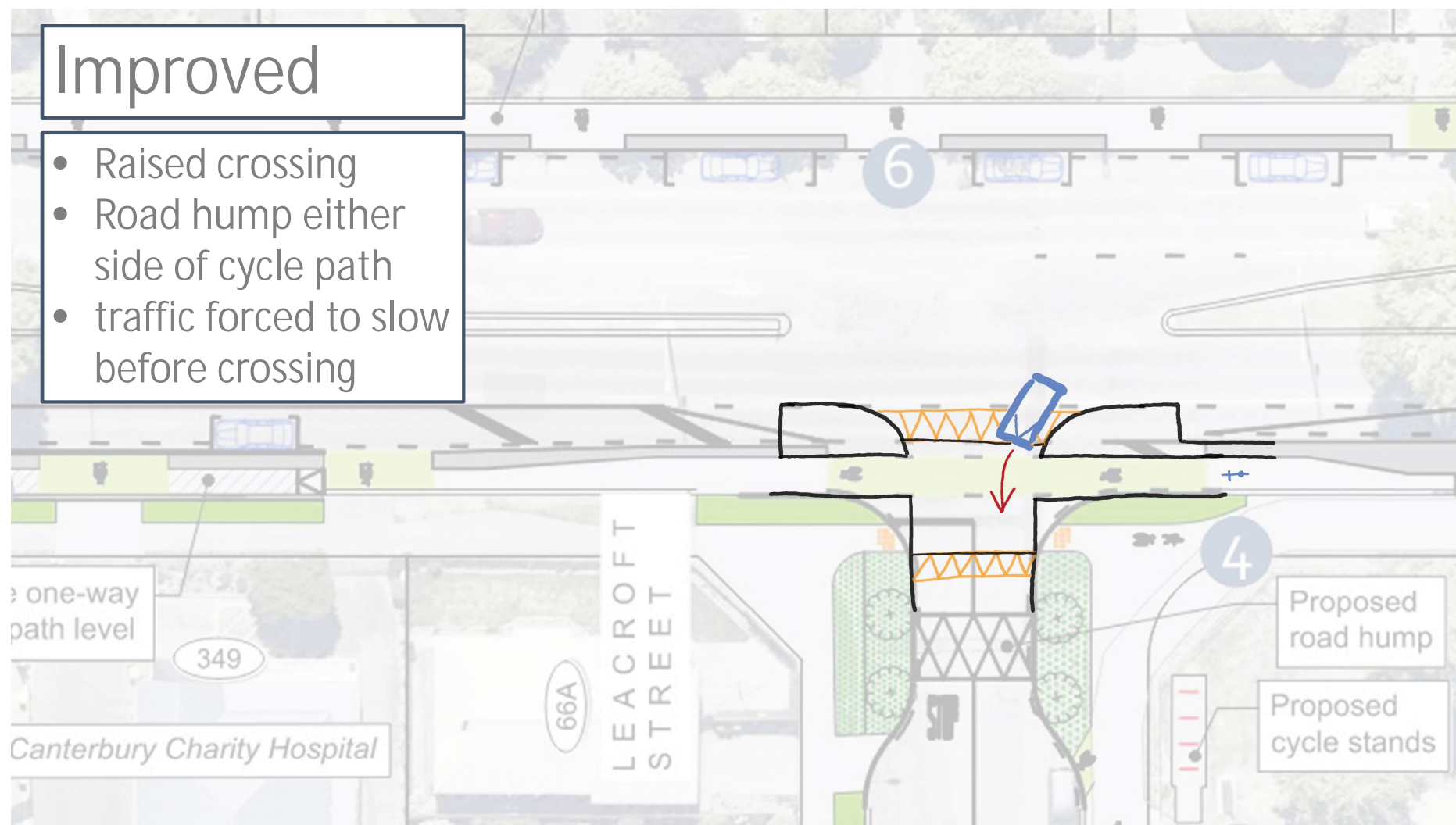


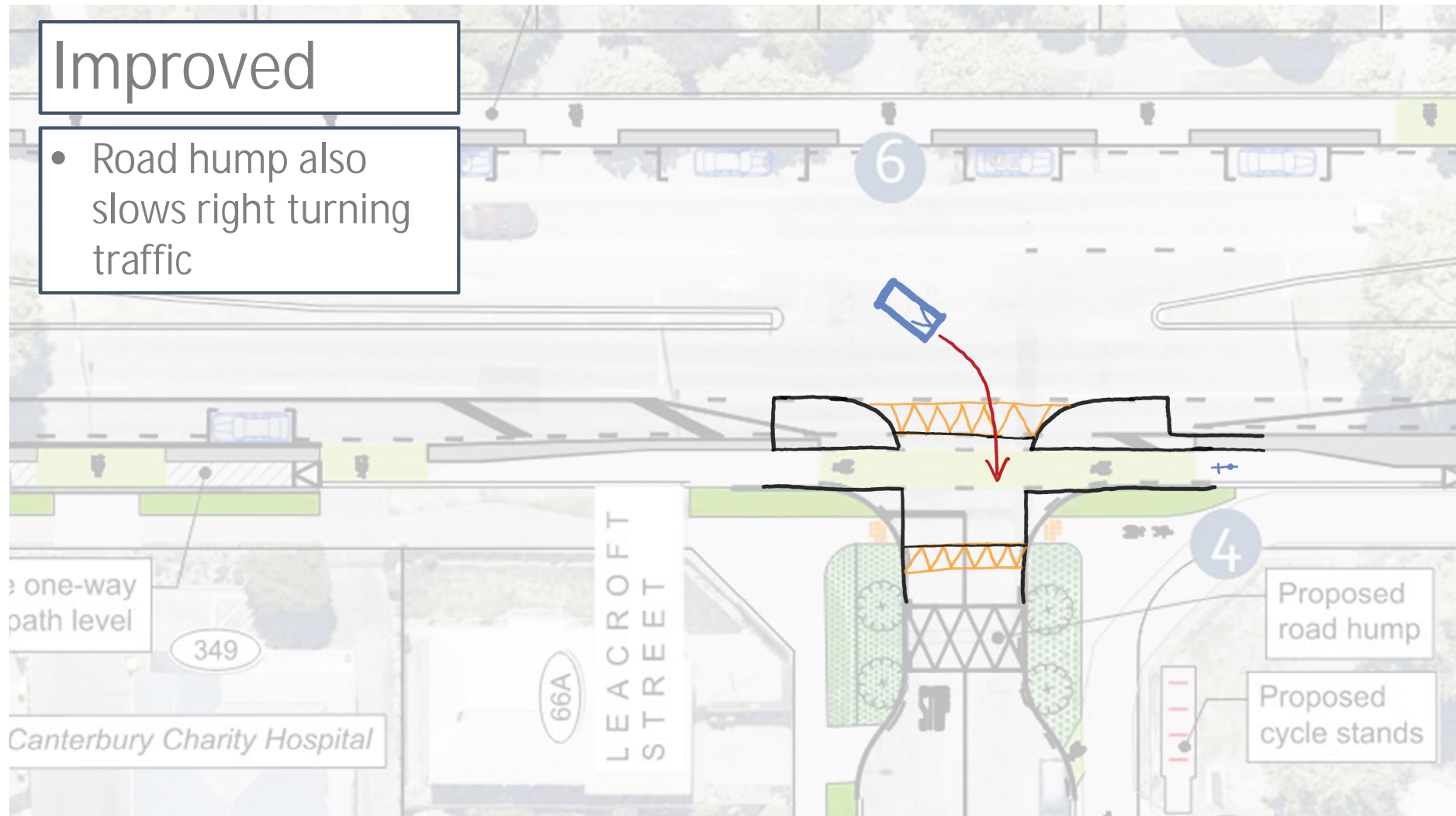


Improved

- Need for shoulder checking reduced
- Slower vehicles = less severe accidents
- More reaction time for cyclist as vehicles take longer to turn



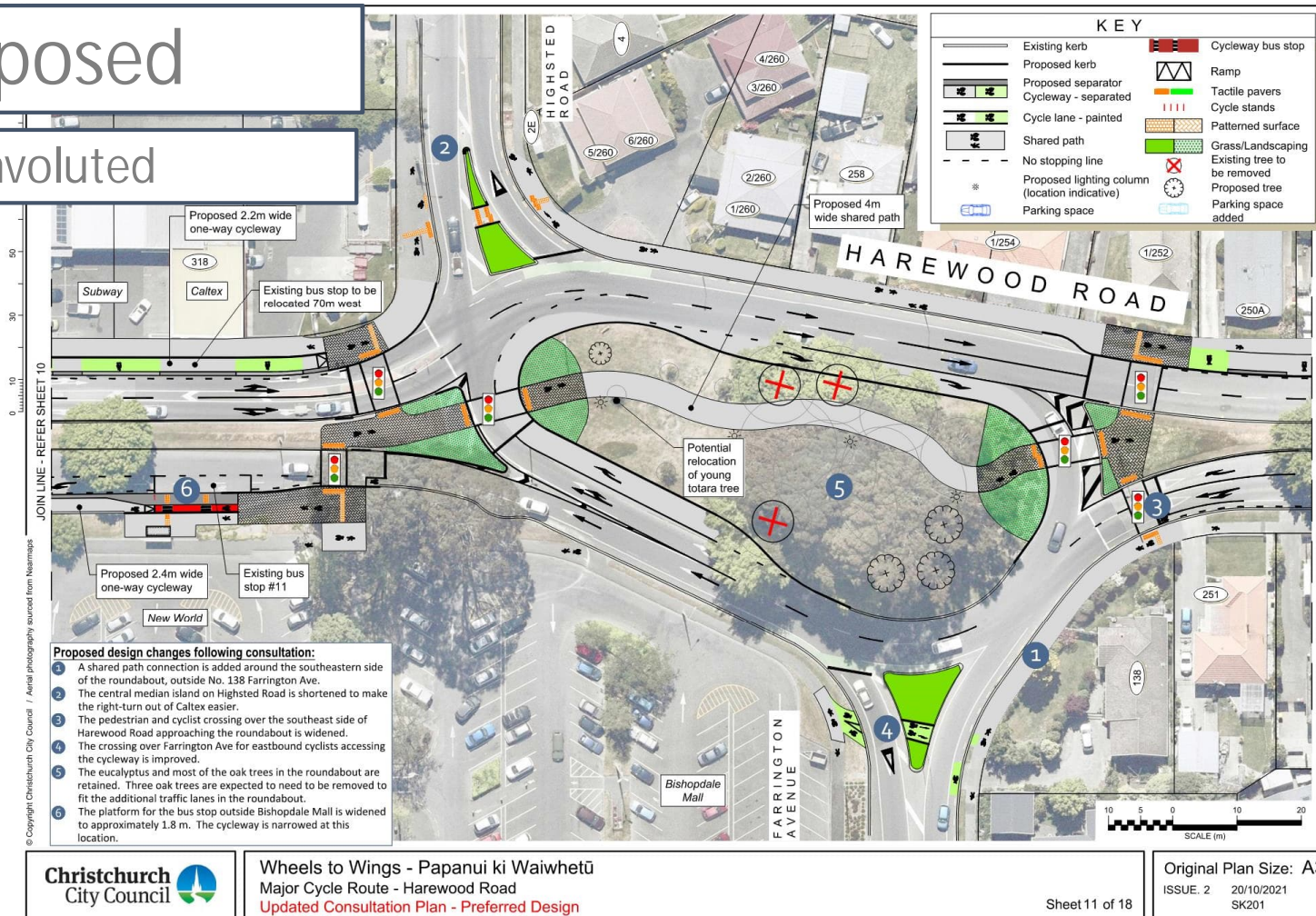






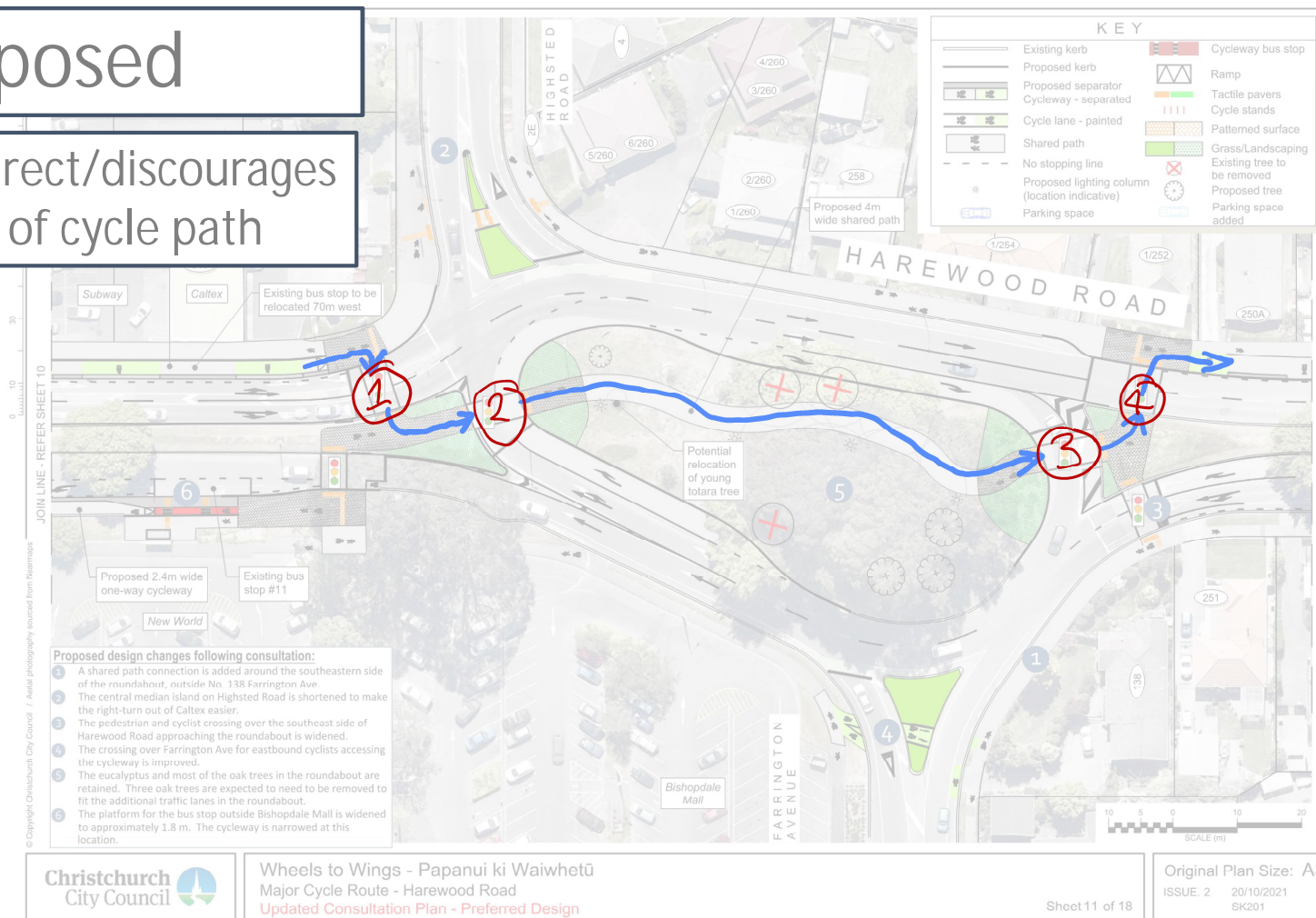
Proposed

- Convolutional



Proposed

- Indirect/discourages use of cycle path



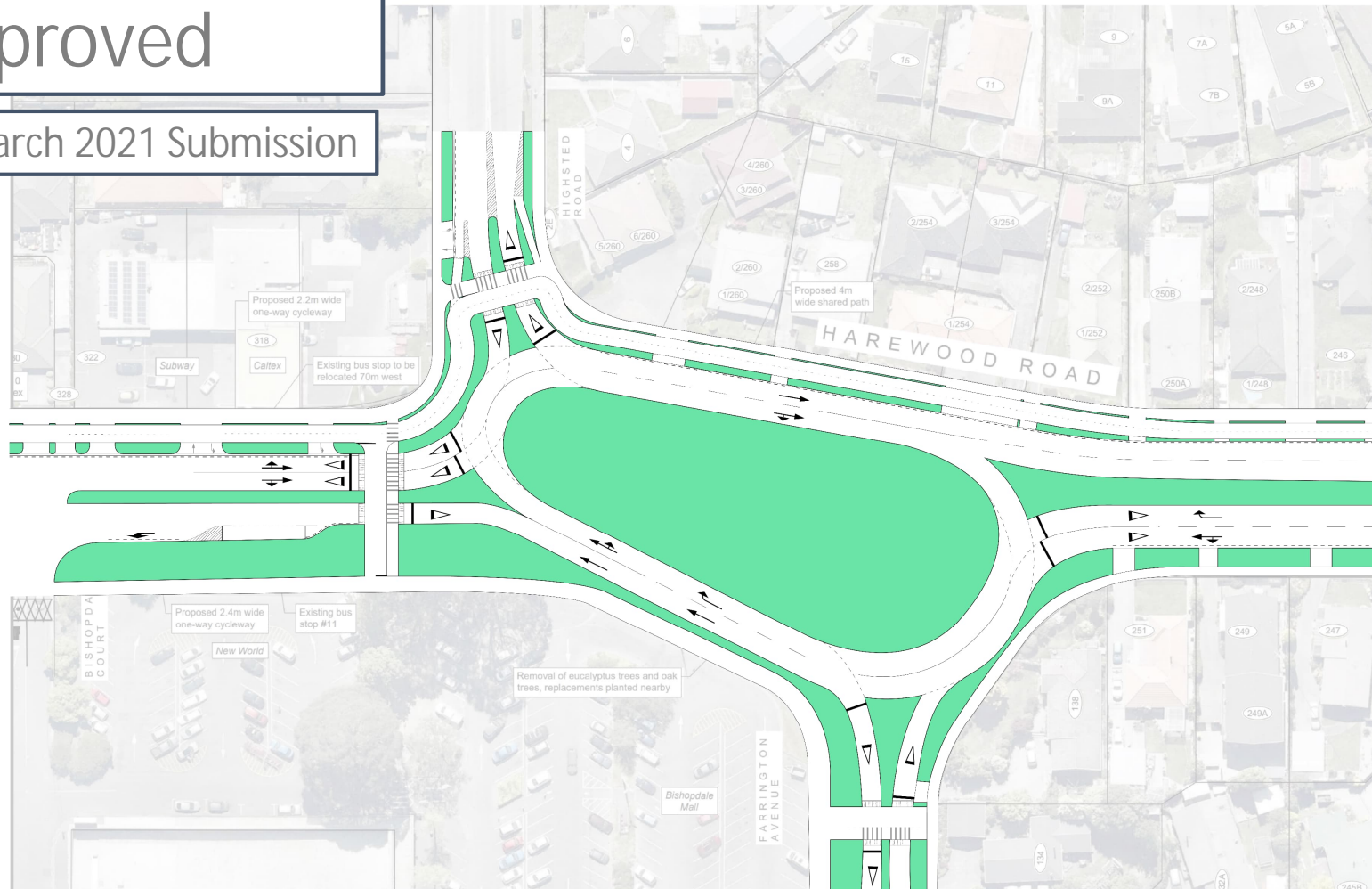
Proposed

- Many cyclists will take the most direct route



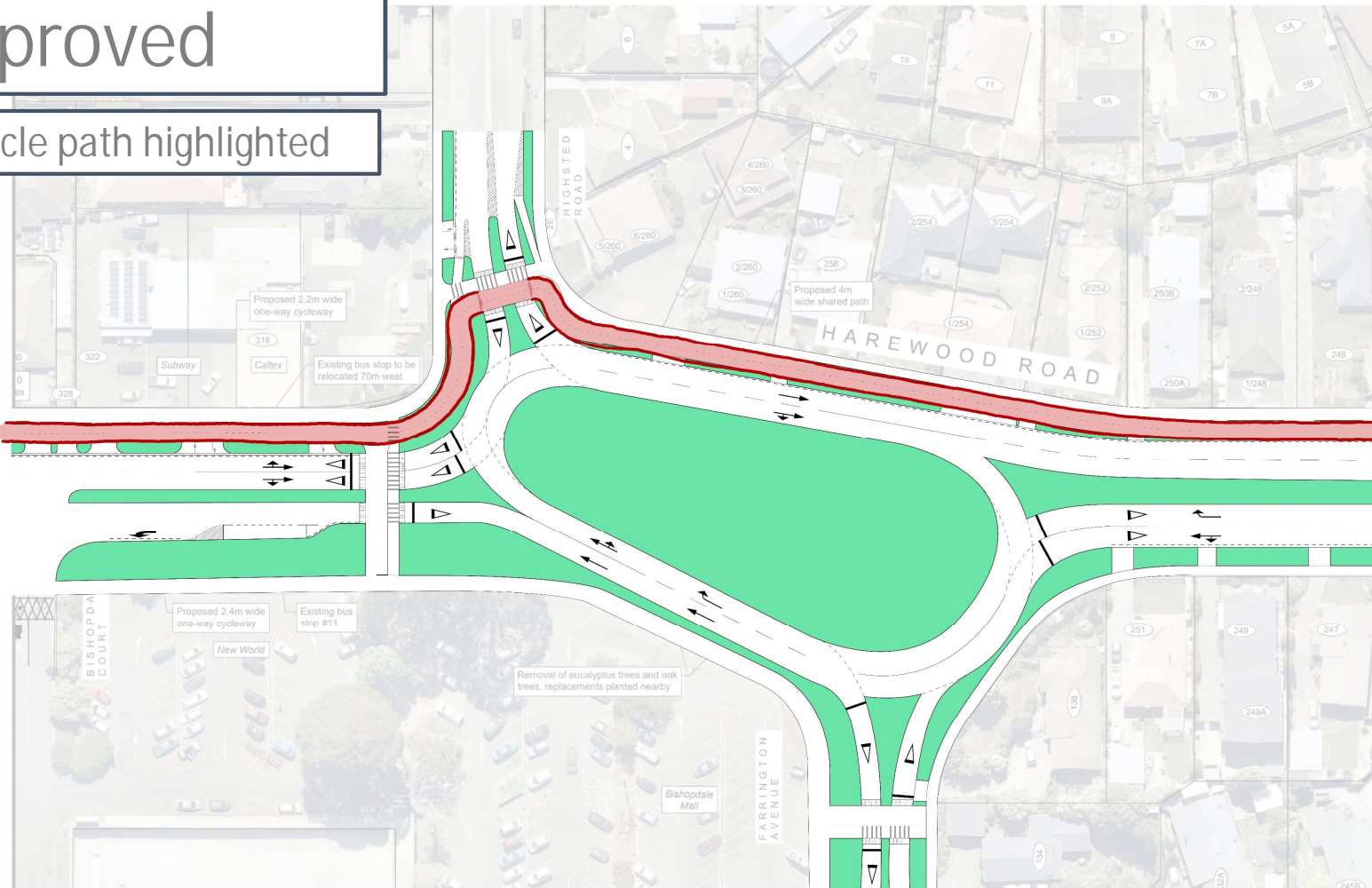
Improved

- March 2021 Submission

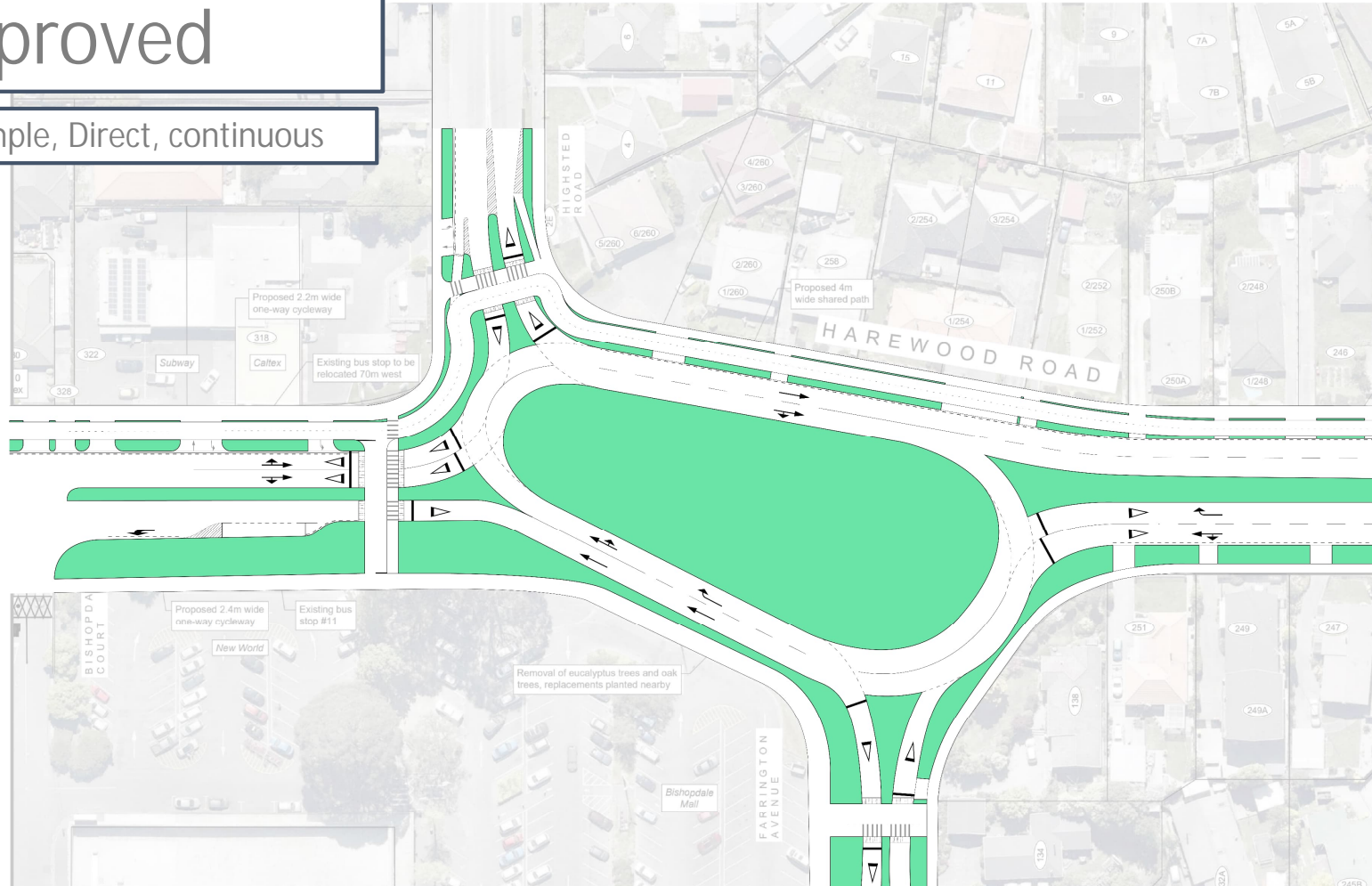


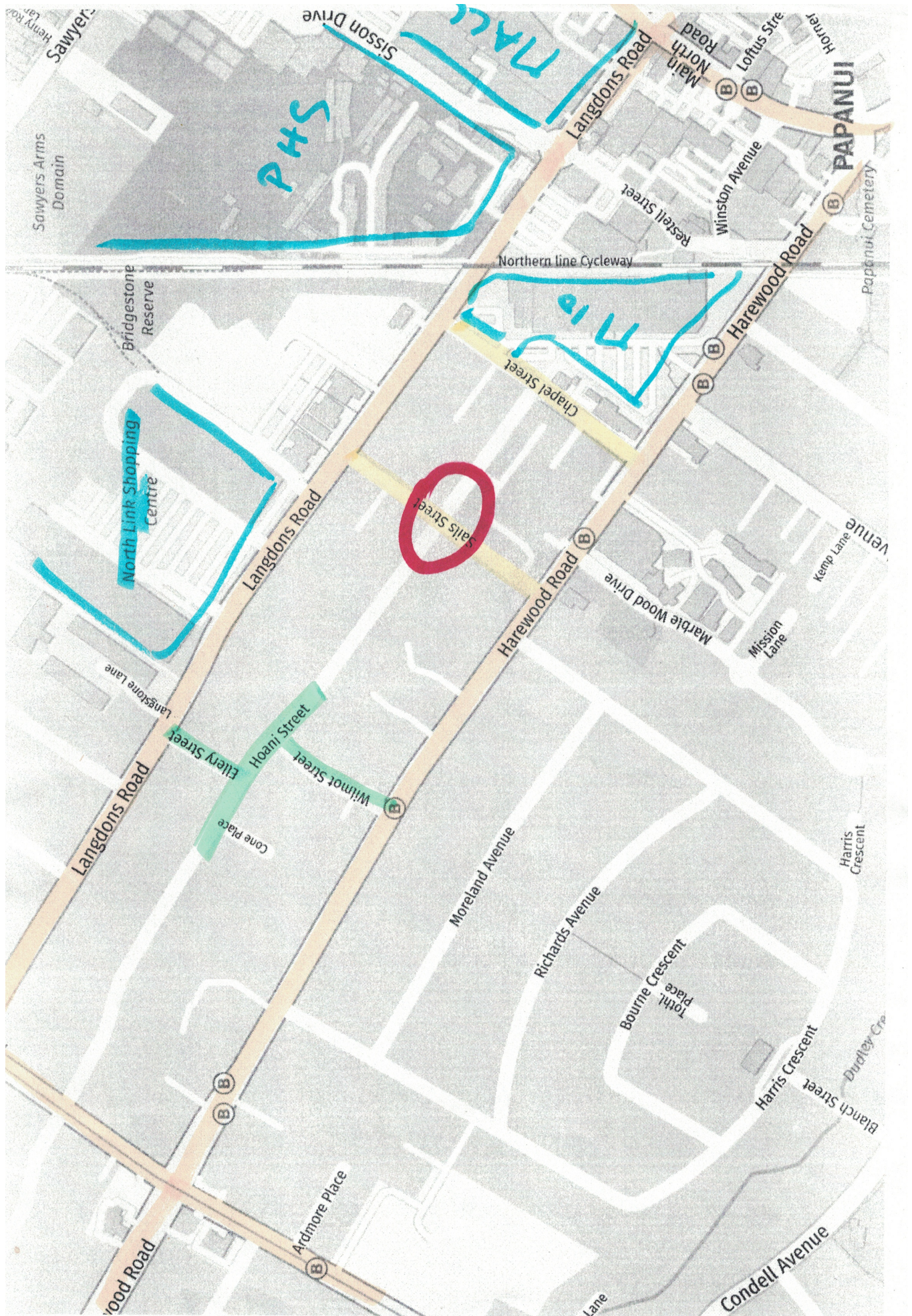
Improved

- Cycle path highlighted



- Simple, Direct, continuous





WHEELS TO WINGS

Papanui ki Waiwhetū cycleway



Available Recourses :
4 Driving Lanes
2 Parking Lanes



No one will use this space
Waste of car parks.



Each and every project



TOO BIG , TOO SMALL.



This is how the the user use it.

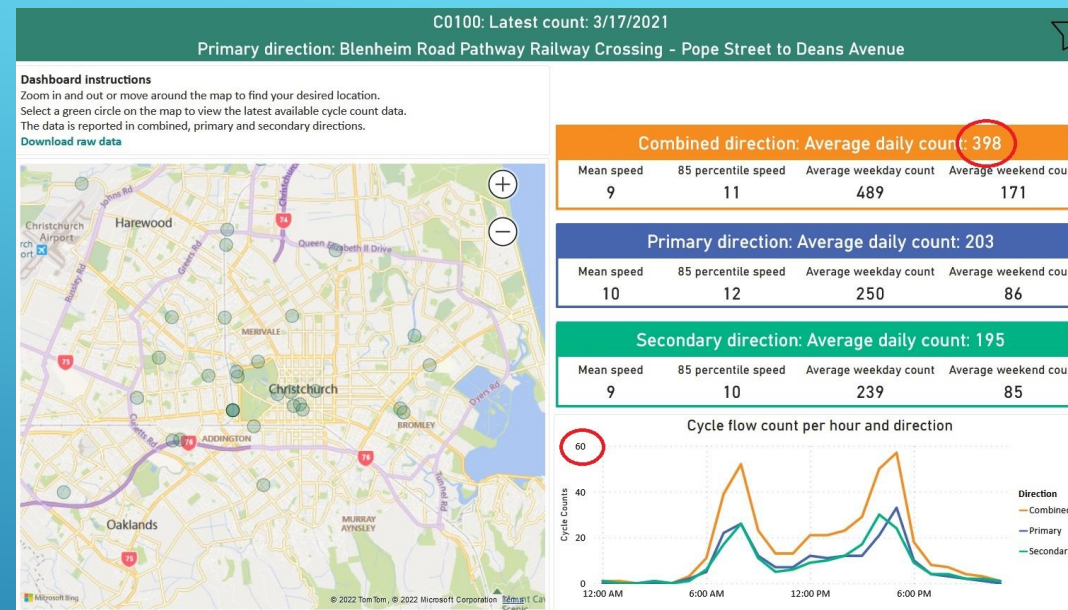
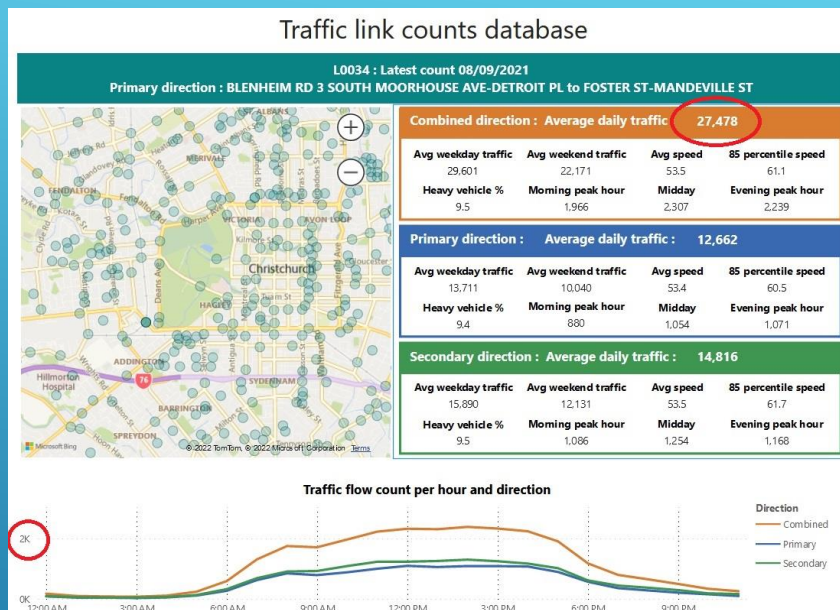


Lets draw another lane.

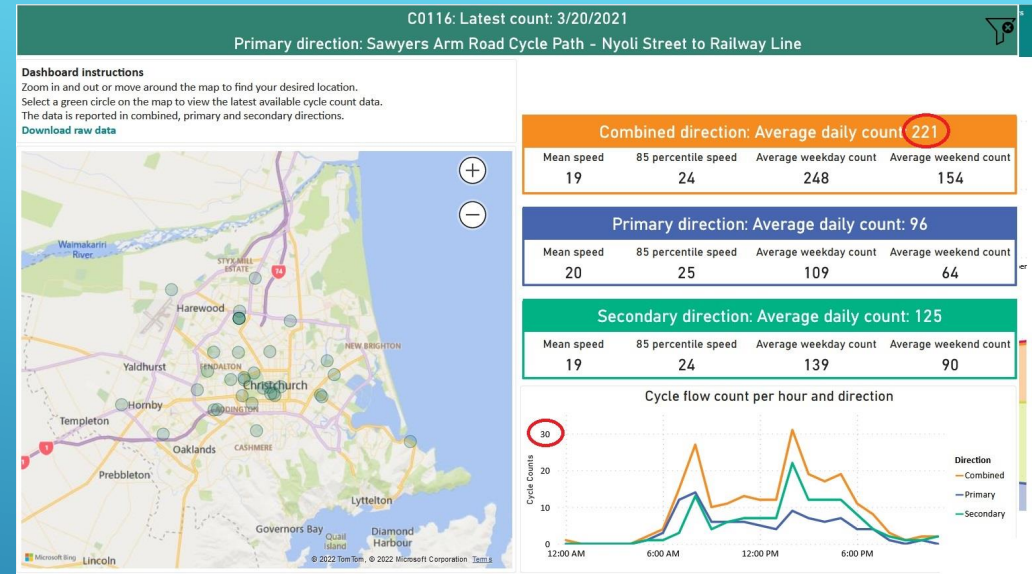
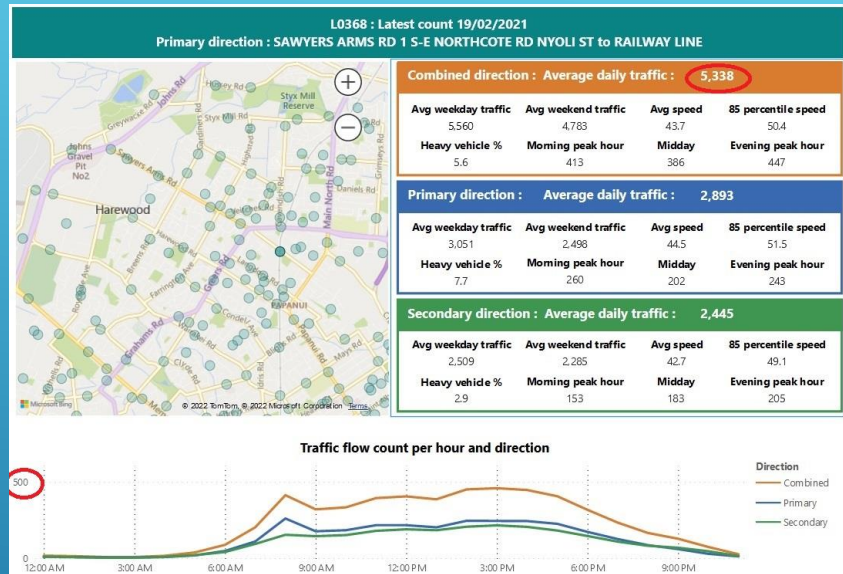


This is how the user use it.

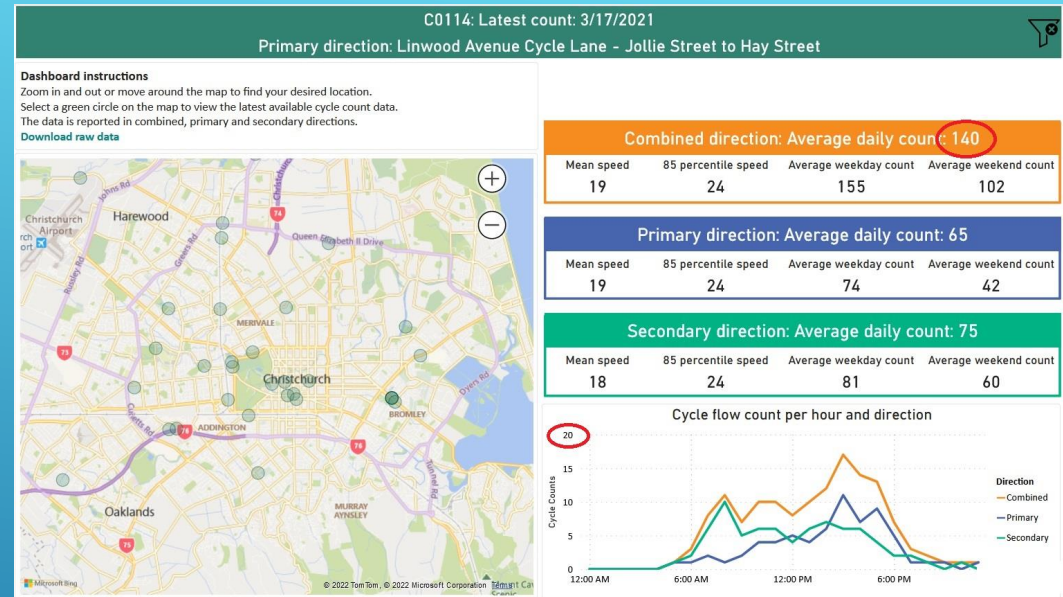
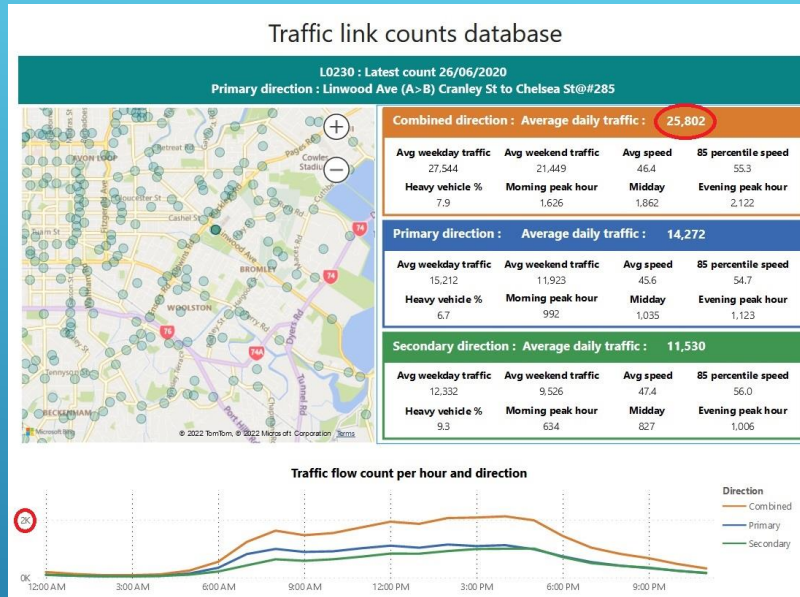




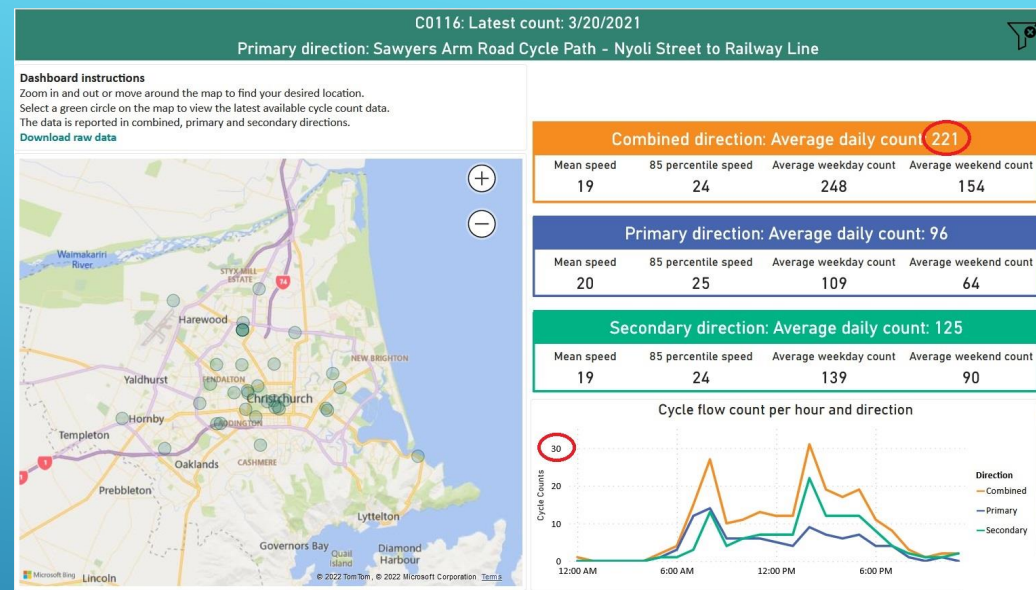
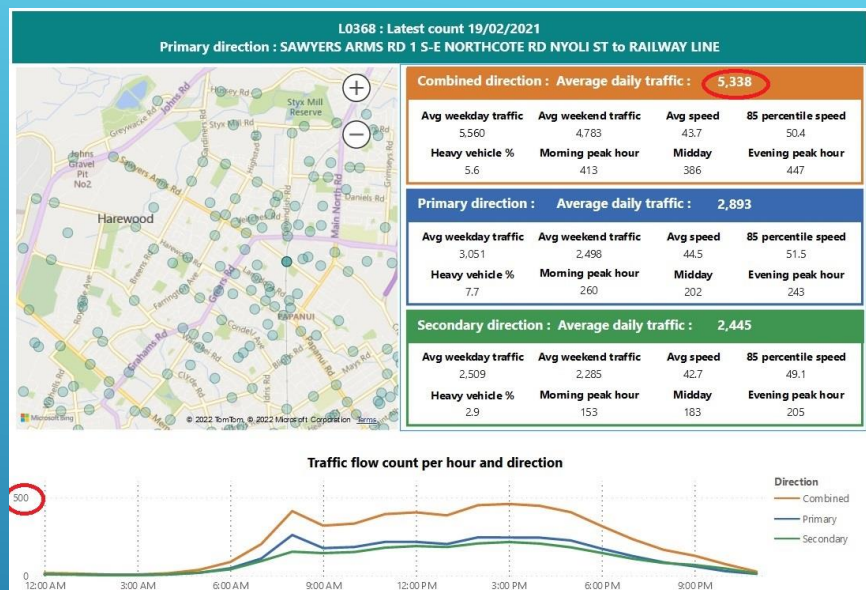
1.45% Bikes users



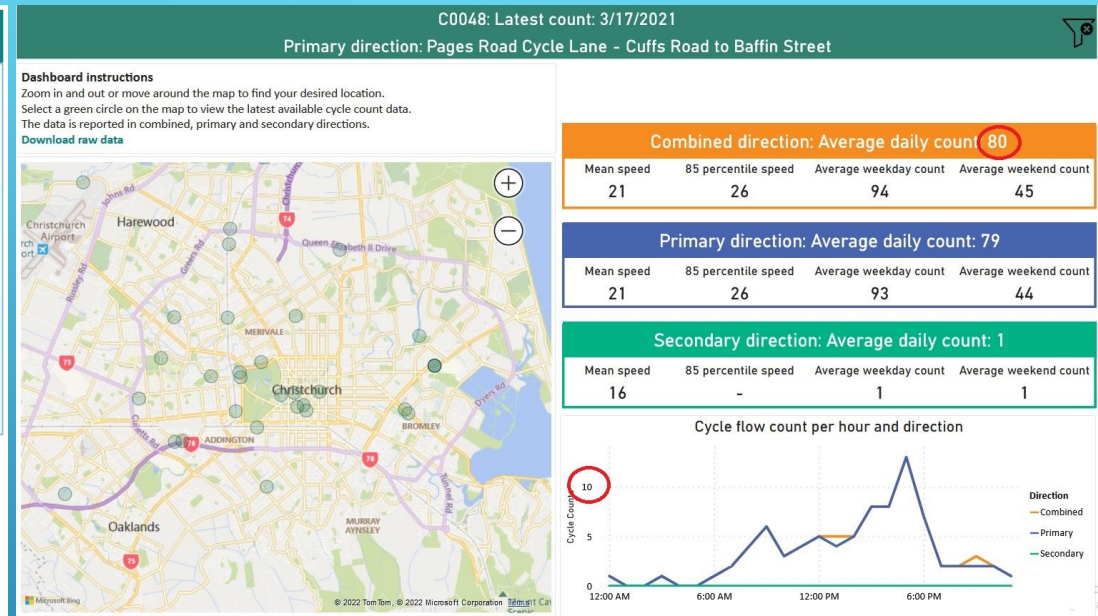
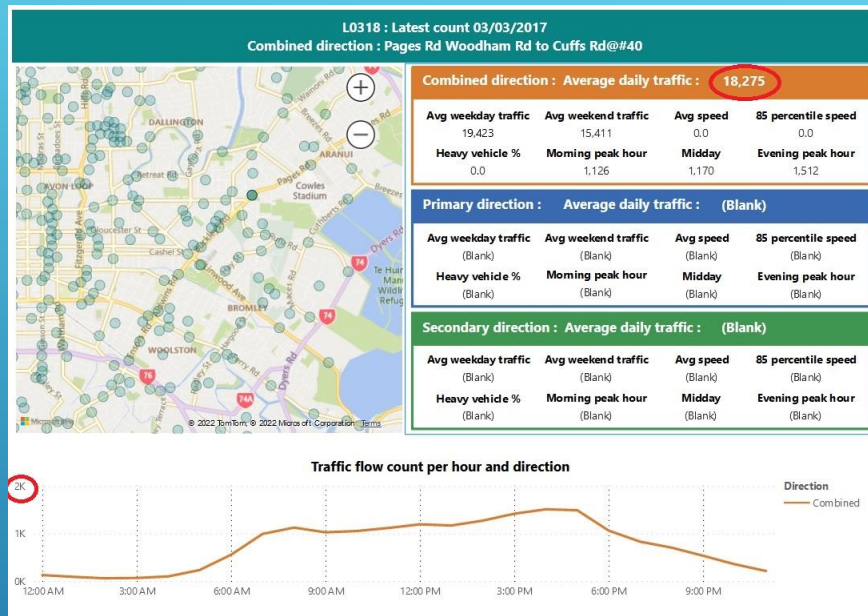
4.14% Bikes users



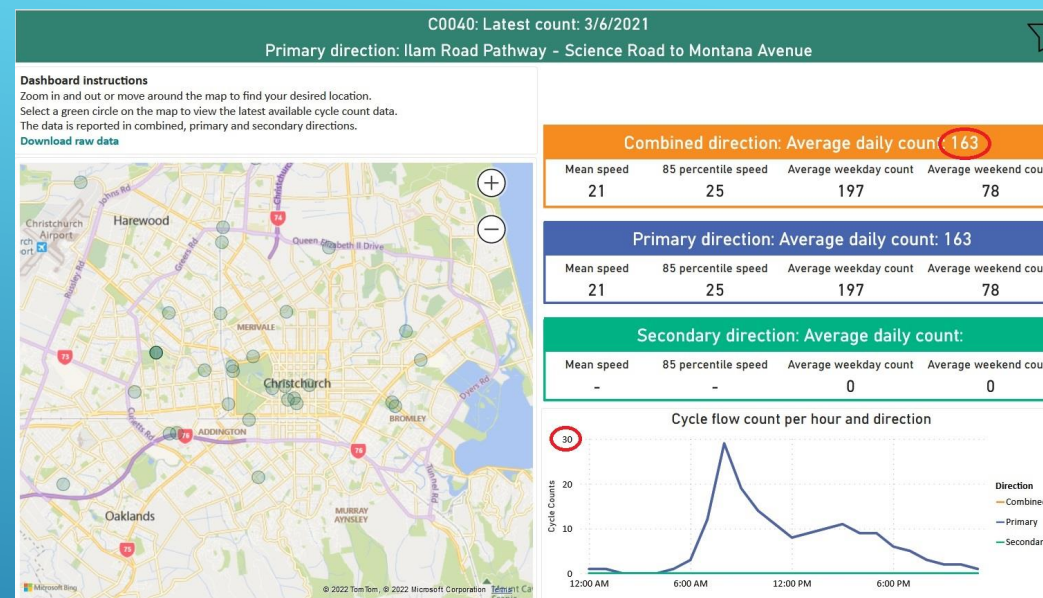
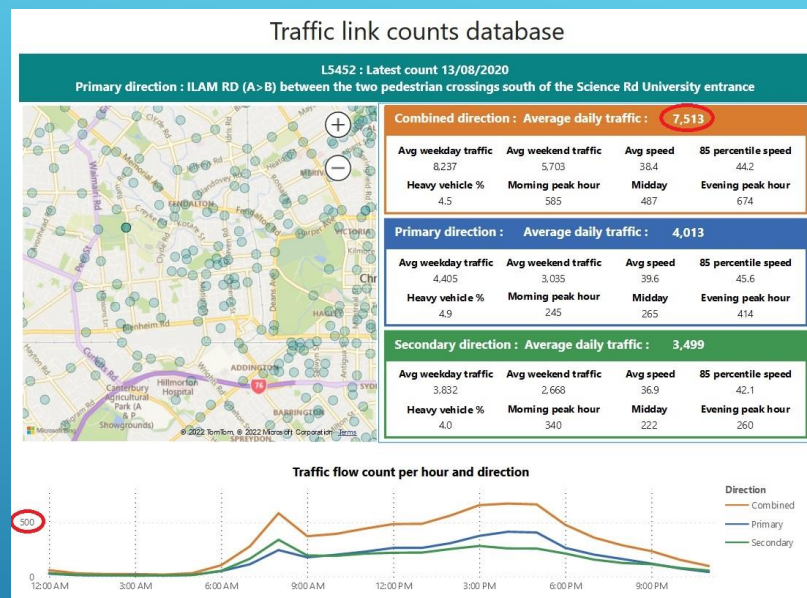
0.54% Bikes users



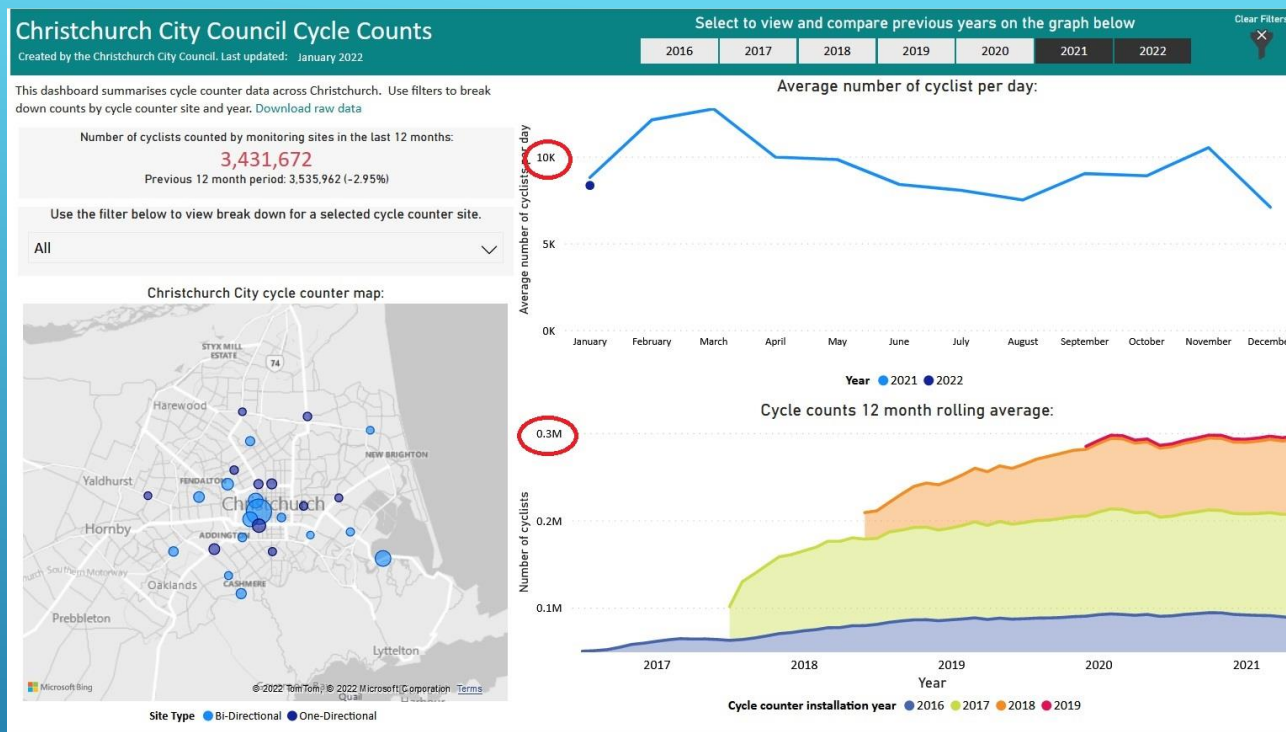
4.14% Bikes users



0.43% Bikes users



2.16% Bikes users



10K (2021) Bikes users per day
= 5%
200K (2018) Cars users per day

Before



From 100% space that
serve 100% of the users
you take 50%

After



50% Goes to waste
50% serve 5% from the
users

Why ???

Thank you.

Dianne Marie - 43/18

I have lived on Harewood Rd for 35 years also worked in the area for 29 years.
Major cycle way on Harewood Rd is the wrong location.

No survey has been done on cyclists and Christchurch City Council is
spending over 30 million plus!

As I have lived and worked in Harewood we have been asking for traffic lights
at Breens and Gardiners Rd (not a major cycle way) Always promised but
never happens over a period of 30 years. Is it corrects Breens road traffic light
won't go ahead if cycle way does not go ahead.

It is time the Council listened to the residents and not a few cyclists who will
benefit from this very expensive debacle.

This is not a Major Safe cycle way. Misleading information. A major safe cycle
way is when you get on a bike and can safely bike for kilometers only have to
cross the odd rail line.

The northern line is a great example of safe cycling.

8 sets of traffic lights on a 4-5 kilometer Rd is a crazy idea. This will be a
cyclist nightmare Harewood is one of the main arterial Roads in Christchurch,
was never designed for cyclist.

The trees are needed due to Sunstrike while travelling down Harewood Rd
Christchurch is the Garden City and Harewood Rd complements that with its
beautiful trees and daffodils in the spring. Due to climate change we need to
look after all trees and plants more.

Cyclist- how many submissions Petitions and signature have been presented.
Rosemary and I had 700 signatures. A councilor offered to pick them up at her
home in March 21. It has taken us 11 months to get them back to find out what
he did with them. Apparently he said the heading wasn't right, however I have
them here today hope you will reconsider them.

43118

I understand the Copenhagen Bakery had a similar problem and you have excepted their signatures.

Copenhagen Bakery1.300

Di and Rosemary700

1st submissions1,400

2st submissions69

Total 3,569

Interesting total a lot of unhappy people.

Would like to know if there are any other petitions that have been handed in and not processed.

Suggest new locations for Cycle way

The Northern Rail line in Fendalton Rd on the memorial Ave direction to Airport ideal and safe cycling, much better lighting at night as well. Wider road safe cycling, passing the west burn, reserve kids Bike Park and Burnside Park. This road would not require a major cycle way- just cycle lanes. Also Wairakei Rd is another option. But not so direct. Northern Rail line-strawn road.

Has there been as survey on how many people who work in the airport would likely bike to work .

Thank you for this opportunity to speak. I look forward to your feedback.



Wheels to Wings Cycleway

Independent Design Options Review

- **Jeanette Ward and Paul Durdin, Technical Directors @Abley**

**Insightful solutions.
Empowering advice.**

Review process

- Review the plans
- A workshop with both design teams to identify points of agreement and disagreement
- Site visit by bicycle
- Form a view on the points of difference

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference

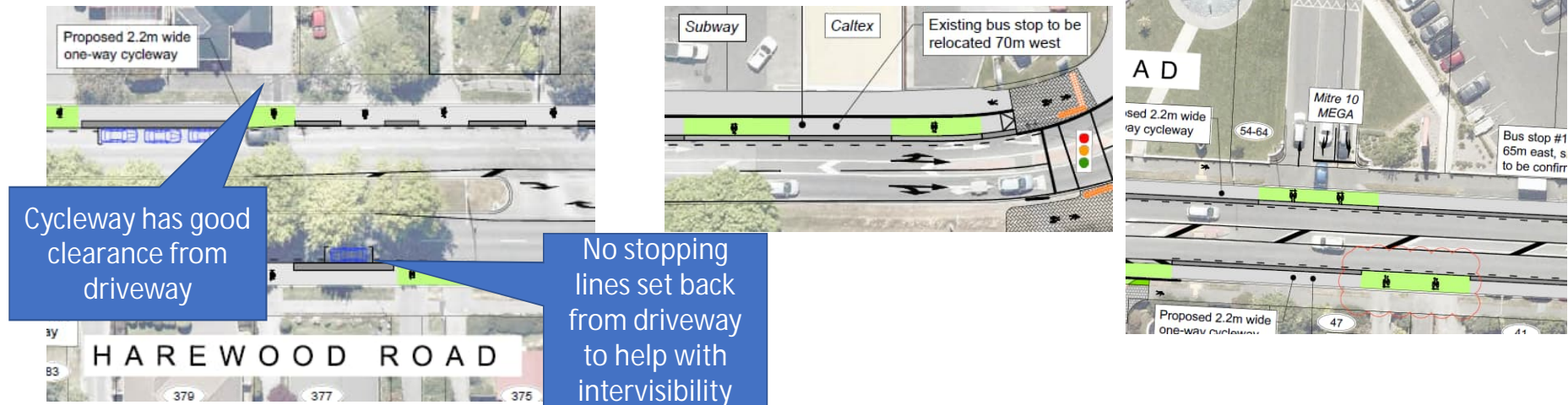
- Driveway conflicts
 - Traffic signal crossings
 - **Safety for general traffic**
 - Location and type of cycle facility
 - Convenience for residents
- } SAFETY
- } OTHER

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference - Driveway conflicts

CCC design has features to manage risk at driveways

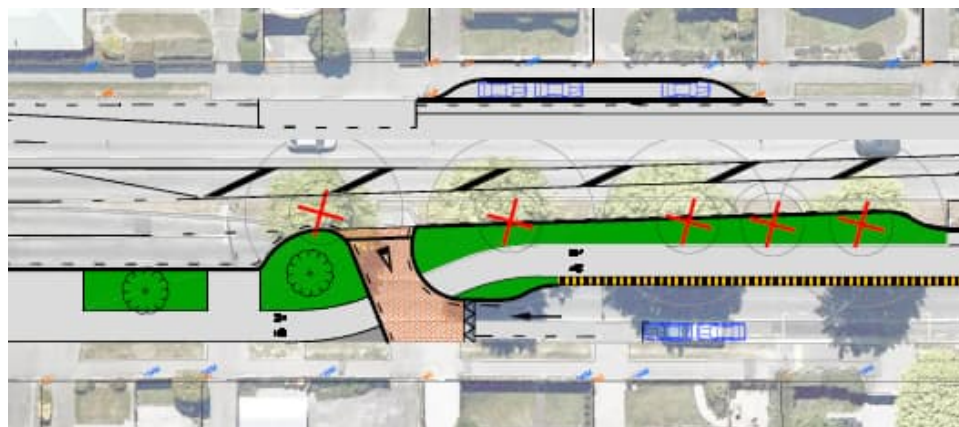


Overview of findings / Wheels to Wings Cycleway

abley

Points of difference - Driveway conflicts

Submitter design removes driveway conflicts in central section, however moves all conflicts (plus the on-street parkers) to the entry and exits of access road



Overview of findings / Wheels to Wings Cycleway

abley

Points of difference - Driveway conflicts

Conclusion:

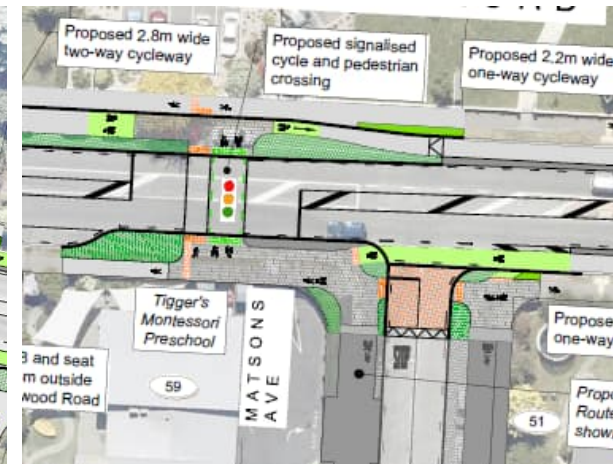
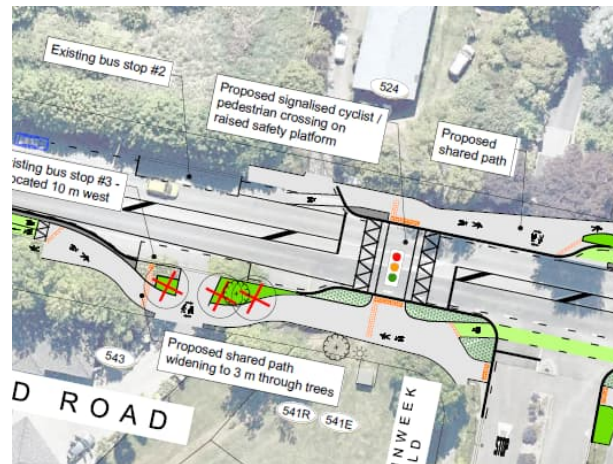
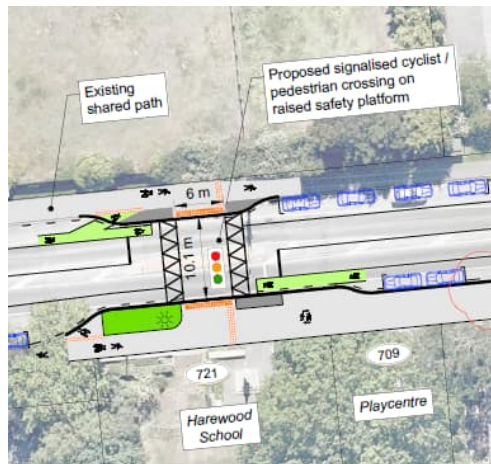
- We consider the CCC design manages driveway conflicts.
- We consider the Submitters design, although is well intended with no driveway conflicts in the central section, now concentrates all vehicle/cycle conflicts at the entry and exit to the access lane and with higher volumes (also includes on-street parking users).

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference – Traffic signal crossings

Submitter concerned that the signalised crossings will be low use and that will create a safety issue if drivers not expecting signals to be used



Overview of findings / Wheels to Wings Cycleway

abley

Points of difference – Traffic signal crossings

Conclusion:

- We consider that the signalised crossings in the CCC design do not pose a major safety issue and will help support the 50km/hour speed limit compared to the current situation.
- The crossings also improve the pedestrian level of service for people wanting to cross Harewood Road, and bus stop users.
- Lack of priority crossing at Harewood School for cycleway users in the Submitters design is considered a safety issue.

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference – General traffic safety

Design teams disagree on which option is the safest for general traffic.

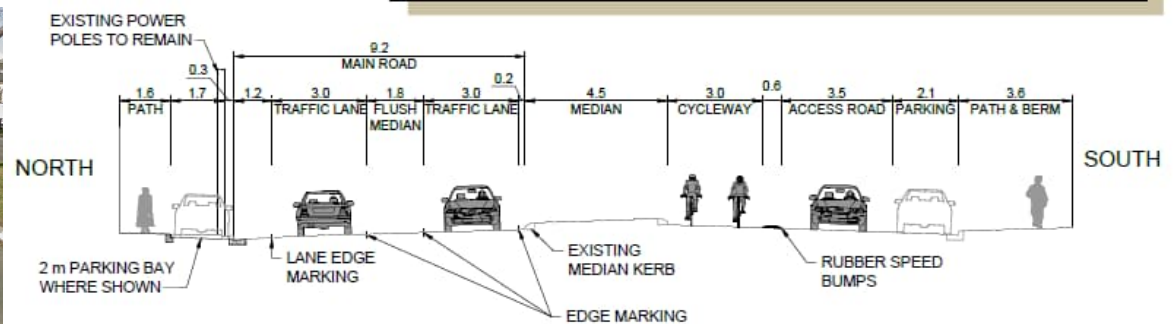
- CCC design is overall similar to existing situation for drivers.
- Submitters design makes a fundamental change to that in the central section:
 - All general traffic moved to the north side
 - Creates one-way access road on south side for residents/business access

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference – General traffic safety

- All general traffic moved to the north side
 - introduces head on crash risk
 - requires right turns into driveways via a narrow flush median
 - right turns out requires finding a gap (difficult at peak times)
 - reversing out of driveways is more difficult as parking lane that currently exists (acts like buffer) is now closer to the property

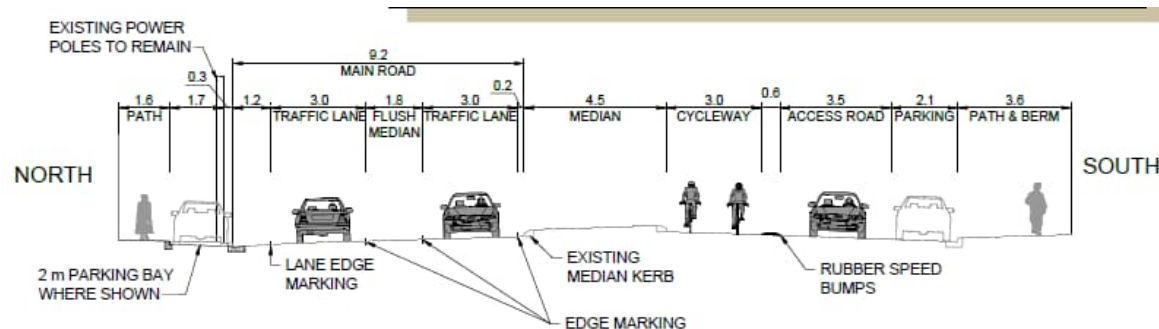


Overview of findings / Wheels to Wings Cycleway

abley

Points of difference – General traffic safety

- All general traffic moved to the north side - other matters:
 - Proximity to power poles
 - Bus stops don't have much space for people waiting
 - Crossing the road more difficult – 2 crossings required
 - Walking experience less pleasant on north side (improved on the south)



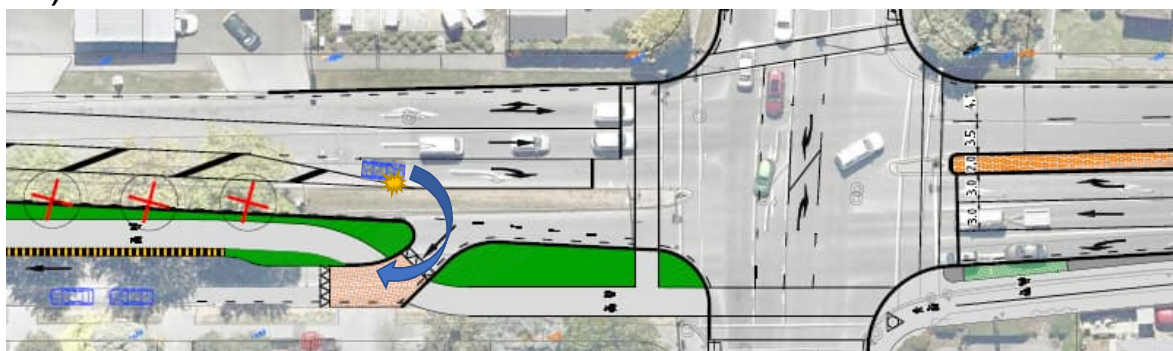
Overview of findings / Wheels to Wings Cycleway



Points of difference – General traffic safety

Entry to one-way access road on south side for residents/business access

- increased risk of rear end crashes – mistaken for intersection right turner
- (blocks intersection right turn bay while waiting)
- larger vehicles blocking traffic lane if cyclist on the crossing at the time (potential to be struck)



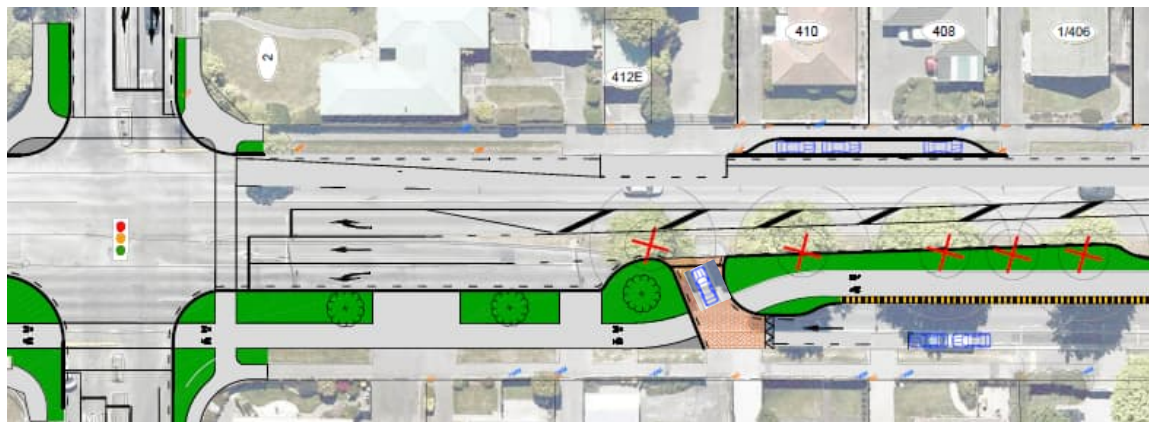
Overview of findings / Wheels to Wings Cycleway

 abley

Points of difference – General traffic safety

Exit of one-way access road on south side for residents/business access

- Right turn gap issues – delays and could result in risk taking behaviour
- Intersection queues restrict movement



Overview of findings / Wheels to Wings Cycleway

abley

Points of difference – General traffic safety

Conclusion:

- CCC design - Considered acceptable, noting very similar to existing situation. Also, when considering the whole corridor there is a better outcome from speed management perspective.
- Submitters design – Considered to have some negative impacts:
 - The right turn movements for drivers and conflicts with cyclists at the access lane entries are considered a major safety issue
 - Transferring all traffic to the north side of the median now poses a much higher risk to residents making right turns exiting and entering their driveways.

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference – Location & type of cycle facility

Conclusion:

- CCC design - Considered that acceptable that facility changes from two-way to one-way given the length of the route and good crossings provided.
- Submitters design - Considered good from a continuity perspective but at the expense of safety and convenience for residents.

Overview of findings / Wheels to Wings Cycleway

 **abley**

Points of difference – Convenience

Conclusion:

- CCC design – Retains the existing level of provision
- Submitters design - Marginal improvement in convenience for residents travelling in vehicles, depending on the time of day (finding gaps in peak hour traffic may be difficult). Reduced convenience for pedestrians crossing the road.

Overview of findings / Wheels to Wings Cycleway

 **abley**

Overall conclusion

On balance, acknowledging that both options have pros and cons, we support the CCC design over and above the Submitters design which we believe has negative impacts on safety that mean the design is not feasible from a safety perspective.

We also believe that the residents on the north side of the street in the central section are also negatively impacted by the road space reallocation.

Overview of findings / Wheels to Wings Cycleway

 **abley**



Wheels to Wings Cycleway

Independent design option review – Final

Prepared for	Christchurch City Council
Job Number	CCC-J136
Revision	B
Issue Date	25 March 2022
Prepared by	Jeanette Ward – Technical Director, Transport Engineering Paul Durdin – Technical Director, Road Safety

Summary

Major cycleway routes are developed to cater for the 'interested but concerned' group of cyclists, including both adults and children aged 10 years and over. However, major cycleways do more than just improve the quality of the street from cycling perspective. They also improve the walking environment through the provision of more and higher quality crossing facilities, including better public transport access in many instances where existing bus stops have poor crossing facilities. When providing shorter crossing distances for cyclists across side roads this can also improve overall safety conditions at the intersection for all road users. These are just examples of improvements that come about when implementing cycleway projects in the urban context. What is important is that cycleway projects do not introduce unintended outcomes that manifest as major safety issues or lower the quality of life of residents.

We believe that the Submitters proposal (Community concept – developed by Bill Greenwood and Brian Neill) to provide a cycle facility on the south side of Harewood Road is well-intended in terms of continuity and safety for cycleway users. To achieve this in the central part of the route between Nunweek Boulevard and Greers Road a two-way cycle path is proposed on the south side of the central median within a one-way (westbound) access road. This means all through traffic is moved to the north side of the existing central median with opposing directions of travel separated by a 1.8m flush median. Parking on north side is located in indented parking bays (such that in some locations the footpath is reduced to 1.6m wide). We consider this design results in safety concerns that cannot be ignored.

These safety concerns include the safety of the right turn movements for drivers into the access lane being undertaken quickly as drivers will feel vulnerable waiting to make that turn, particularly close to the intersections where they can be mistaken for right turners at the intersection. In their haste to enter the access road they may not see cyclists in the process of crossing the access road entry and if they waited for a cyclist already making the crossing the vehicle would be protruding into the through traffic lane. Whilst the design removes the cycleway/driveway conflict in the Nunweek Boulevard to Greers Road section, the design (perhaps inadvertently) actually increases the number of vehicles crossing the cycleway. We also consider that transferring all traffic to the north side of the median now poses a higher risk to northern residents reversing out of their driveways and making right turns exiting and entering their driveways.

On balance, acknowledging that both options have pros and cons, we support the CCC design over and above the Submitters design which we believe has negative impacts on safety that mean the design is not feasible from a safety perspective.

We also consider that the residents on the north side of the street in the central section are also negatively impacted by the road space reallocation from both a safety and amenity perspective.



1. Introduction

Christchurch City Council (CCC) commissioned the authors to undertake an independent review of two design options for the Wheels to Wings cycleway on Harewood Road and establish an opinion on the relative merits of each option. The options are the CCC Preferred Option and a Submitters proposal (Community concept – developed by Bill Greenwood and Brian Neill).

Our review has been based on an examination the plans for the two options, holding a workshop with both parties and a site visit on bicycle. The workshop gave us the opportunity to have the designs explained and for us to ask questions, it also identified the points-of-difference between the designs which the parties cannot reach agreement on. Our review focuses on those points-of-difference.

We are both Chartered civil engineers with over 20 years' experience in the transport industry. We both regularly undertake reviews and audits drawing on our expertise. Over the last 5 years we have both been heavily involved in the preparation of industry best practice guidance in relation to walking, cycling, public transport, street design, speed management and safety engineering. This best practice work has also involved training the industry on these topics.

It is important to note that best practice is not something that can always be applied in a cut and paste manner. Typically, there is more than one way of applying best practice guidance to respond to site-specific conditions. It is all about applying professional judgement whilst referring to any such guidance and considering the broader impacts of any decisions. For example, the choice of cycle facilities on a particular route requires an assessment of a range of possible options that might be appropriate for the context. Best practice for selecting a design option is the use of multi-criteria analysis, which is a process that has been used by the CCC for the assessment of all the major cycleway routes to inform their decision-making on the preferred option. This process was tailored for the route to reflect the community concerns or contextual aspects of the route, this is not uncommon practice.

The best practice guidance documents applicable to cycleway route planning, facility choice and design are listed below, noting that a wider suite of best practice guidance is also used when considering other road design and safety aspects, such as speed management etc:

- [CCC Christchurch Cycle Design Guidelines](#)
- [Cycle Network Guidance](#) (CNG) – Waka Kotahi NZ Transport Agency
- Austroads guides (when referred to by the CNG)

It is noted from our observation of major cycleways developed to date, that the streets where they are located are generally also improved from more than just a cycling perspective. They also improve the walking environment through the provision of more and higher quality crossing facilities. This also offers better public transport access in many instances where existing bus stops have poor crossing facilities. When providing shorter crossing distances for cyclists across side roads this can also improve overall safety conditions at the intersection for all road users. These are just examples of improvements that come about when implementing cycleway projects in the urban context. What is important is that cycleway projects do not introduce major safety issues or lower the quality of life of residents.

A key observation from our site visit is that although Harewood Road has a 50km/h speed limit it still feels like a higher speed environment. This cycleway project offers the opportunity to create a street design that supports a lower speed that save lives and avoid serious injuries, whilst contributing to wider societal benefits such as improved accessibility, physical activity rates and environmental outcomes.



2. Design Options

The two design options considered in this review are:

- The **CCC design** is based on the following objective - *Major Cycleways are to cater for the 'Interested but Concerned' group including both adults and children aged 10 years and over. Cycle routes should be safe and be perceived as safe, provide personal security and limit conflict between cyclists and other route users.*
- The **Submitters design** is based on the following objective - *This alternative incorporating a Regional cycleway fully on the south side the length of Harewood Road can provide the safest, best connected, lower financial cost and environmentally sustainable transport network improvement for our community.*

The key features of the two options are outlined in Table 2.1 below along with points of agreement and disagreement. Based on our understanding from the workshop discussion we have identified these points of agreement and disagreement between the CCC design team and the submitters design team. We then provide a commentary of the key points of difference (those in red text in the table).

It is important to note that our review does not comment on matters of traffic efficiency (such as intersection changes that can impact vehicle capacity) or construction cost differences between the two designs, rather we are focused on the design differences and in particular the safety aspects. Verifying the points of difference on these matters would have required delving into traffic models and cost estimate breakdowns, which is not achievable in the available timeframe for this review. Although, it is noted that from a design perspective that the major signalised intersection designs proposed in the Submitters design are compromised due to the emphasis on capacity, for example there no central islands on Harewood Road for the signal poles and do not provide adequate cycling facilities.

We note that tree removal/replacement and on-street parking are also design related issues and these can be easily quantified from a 'numbers' perspective. However, from what we have reviewed these aspects are similar with both designs, for example accommodating on-street parking where feasible. This includes both designs aiming to retain business related parking in response to initial concerns from businesses. By way of comparison, in the vicinity of the Copenhagen Bakery the CCC design has 27 on-street car parks between Trafford Street and Breens Road (10 north side and 17 south side), and the Submitters design has 24 on-street car parks between Trafford Street and Breens Road (11 north side and 13 south side).

Table 2.1 Outline of design options

Corridor section	CCC Design	Submitter design	Points of agreement and disagreement
Waimakariri Road to Nunweek Boulevard	<ul style="list-style-type: none"> • Shared path on the south side of the road, 3m wide • Traffic signal crossing at Harewood school (with a raised safety platform) • Traffic signal intersection at Woolridge Road • Traffic signal crossing just west of Nunweek Boulevard (with a raised safety platform) to transition to a one-way 	<ul style="list-style-type: none"> • Shared path on the south side of the road, 2.5m wide 	<p>In agreement:</p> <ul style="list-style-type: none"> • Shared path on south side • Traffic signals at Woolridge (if the traffic volumes are in the range that CCC informed the Submitter at the workshop) <p>In disagreement:</p> <ul style="list-style-type: none"> • Width of shared path • Traffic signal crossings at Harewood school • Traffic signal crossing just west of Nunweek



Corridor section	CCC Design	Submitter design	Points of agreement and disagreement
	separated cycleway on each side of the road		Boulevard in CCC design – submitter concerned about isolated traffic signals
Nunweek Boulevard to Farrington Ave	<ul style="list-style-type: none"> One-way separated cycleway on each side of the road through the removal of one traffic lane on each side Traffic signal intersection at Breens Road Traffic signal crossings at the Bishopdale roundabout 	<ul style="list-style-type: none"> Two-way cycle path on the south side of the road within a one-way (westbound) access road for property access All through traffic is moved to the north side of the central median with opposing directions of travel separated by a 1.8m flush median. Parking on north side located in indented parking bays Traffic signal intersection at Breens Road Traffic Signals at Bishopdale Mall entrance Off-set T traffic signal intersections to replace the roundabout 	<p>In agreement:</p> <ul style="list-style-type: none"> Removal of one traffic lane in each direction will not impact capacity Traffic signal intersection at Breens Road <p>In disagreement:</p> <ul style="list-style-type: none"> Location and type of the cycle facility Safety of the cyclists at driveways in the CCC design Safety for general traffic Convenience for residents Traffic Signals at Bishopdale Mall entrance Off-set tee traffic signal intersections to replace the roundabout
Farrington Ave to Matsons Ave	<ul style="list-style-type: none"> Two-way cycleway on the north side of the road Traffic signal changes at Greers Road Traffic signal crossing just south of Matsons Ave 	<ul style="list-style-type: none"> Two-way cycleway on the south side of the road Traffic signal changes at Greers Road aimed at improving intersection efficiency Traffic signal intersection at Matsons Ave 	<p>In agreement:</p> <ul style="list-style-type: none"> Nil <p>In disagreement:</p> <ul style="list-style-type: none"> Location and type of the cycle facility Nature of the traffic signal changes at Greers Road Having the cycleway interact with the Mitre 10 driveways on the CCC design
Matsons Ave to Railway line	<ul style="list-style-type: none"> One-way separated cycleway on each side of the road 	<ul style="list-style-type: none"> Two-way cycleway on the south side of the road 	<p>In agreement:</p> <ul style="list-style-type: none"> Nil <p>In disagreement</p> <ul style="list-style-type: none"> Location and type of the cycle facility



2.1 Point of difference – Driveway conflicts

Any cycle facility located adjacent to a residential or commercial property boundary with a vehicle access point introduces potential conflict between cyclists and those accessing the adjacent property in a vehicle. The submitter promotes their design for the central section on the basis of continuity but also safety as the two-way cycle path is away from driveways. This commentary covers the safety implications of cycleways past driveways and how this has been managed in the CCC design.

- Residential exiting drivers – the distance from boundary to the cycleway is generous ensuring reversing vehicle have good visibility of cycleway users, coloured surfacing
- Parking intervisibility for entering drivers– no stopping lines are set back from driveway extents to allow better visibility
- High use driveways – coloured surfacing and a low mountable kerb line has been used between the footpath and the cycleway to reduce speeds in and out of the high use driveway such as the Caltex petrol station, we also understand there is potential use of speed reduction devices at the boundary in consultation with the businesses during the detailed design stage.

Although the Submitters design removes the cycleway/driveway conflict in the Nunweek Boulevard to Greers Road section, the design (perhaps inadvertently) actually increases the number of vehicles crossing the cycleway. This occurs because all vehicle movements to/from driveways have to cross the cycleway when they enter and exit the westbound access road, as do all vehicle movements associated with adjacent activities that park on-street. The CCC design does not result in any vehicle movements that intend to park on the south side of the street crossing the cycleway. Furthermore, concentrating all potential vehicle crossings of the cycleway at the access road entry and exit points increases the likelihood of a cyclist encountering a vehicle crossing the cycleway than the CCC design.

Overall, the Submitters design results in more vehicles crossing the cycleway and a higher likelihood of conflict away from intersections than the CCC design.

2.2 Point of difference – Traffic signal crossings

The Submitter's design differs from the CCC design in that it specifically avoids installing midblock traffic signals at Harewood School and does not propose signalised crossings just west of both Nunweek Boulevard and Matsons Ave. The submitters rationale for not installing a signalised crossing at Harewood School is that *low use isolated traffic signals have a recognised poor safety record*. This position is consistent with Waka Kotahi Pedestrian Network Guidance (PNG), which states *Pedestrian signals are usually installed where there are enough pedestrians to ensure the signals are activated regularly. If the signals are not activated regularly, drivers can develop the expectation that pedestrians will not be crossing, leading to safety issues. The alternative may be to signalise a nearby intersection.*¹

The PNG goes on to note that *There may be locations where, due to a desire to encourage pedestrian priority, a signalised crossing may be appropriate with lower than normal pedestrian flows*.

Both the CCC design and Submitter's design see the cycleway cross from the south side of Harewood Road to Waimakariri Road. Providing a safe and convenient crossing of Harewood Road near the Waimakariri Road intersection is clearly a critical component of both proposals. Based on other signalised crossings installed in the city that have low use outside of school times, such as Sparks Road outside Hoon Hay School and Colombo Street outside Thornington School, we do not believe that these signals will be called so infrequently that they will create safety issues, especially given this is a major cycleway route. We also note that most schools still provide supervision at traffic signals at the

¹ <https://nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/crossings/priority-crossings/signalised-crossings/>



start and end of school days. The Austroads Pedestrian Facility Selection Tool confirms that a signalised crossing is an appropriate design response in this environment.

On balance, we believe that the raised signalised crossing option is the safer and more convenient option than the Submitter's design, especially for cyclists and the Harewood School children.

Under the Submitters design, the crossings at Nunweek Boulevard and at Matsons Ave are not required as the cycle facility remains on the south side of the road. However, the CCC design uses this form of crossing to aid cycleway users and pedestrians across Harewood Road, as per the discussion above we support the use of signalised crossings along the route to aid crossing. These features will also help with reflecting the 50km/h speed environment compared to the current road design where there are long stretches with uninterrupted for traffic which leads to higher than desirable speeds. A key benefit of the crossing west of Nunweek Boulevard is the improvement for bus users as the current bus stop is isolated from any footpath or crossing.

2.3 Point of disagreement - Safety for general traffic

The most fundamental difference between the design options for general traffic occurs in the section between Nunweek Boulevard and Greers Road. The CCC design option effectively mirrors the current situation except for removing one lane of traffic in either direction. It retains the central median to separate opposing directions of traffic, including on the approaches to the signalised intersections with Breens Road and Greers Roads. Whereas the Submitter's design places all traffic on the north side of the existing raised island apart from traffic that is associated with properties fronting the south side of Harewood Road that use a new westbound access road on the south side of the road, as shown in Figure 1.

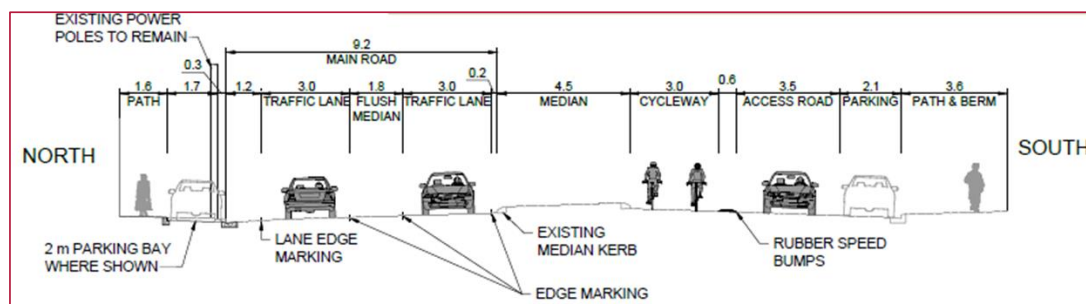


Figure 2 Cross section in the central section (Submitters design)

The Submitter's design includes two narrow 3m wide traffic lanes, a narrow 1.8m wide flush median to separate opposing directions of traffic, a 1.2m wide buffer to the kerb on the north side of the carriageway and a 0.2m wide buffer from the central median. On-street parking is provided in indented bays. This design results in the existing power poles being located very close to the live traffic lane, despite a 1.2m buffer shown in the Submitters design. The current situation has the parking lane (approximately 2m wide) providing a buffer to the power poles and the CCC design will move the traffic lane even further away from the power poles.

The layout means that any bus stops (2.7m wide) need to straddle the indented bays and the buffer. The 1.6m footpath adjacent to the bus stop is not sufficient to accommodate people waiting with prams or wheelchairs. Overall, we consider that the walking experience will be less pleasant on north side but obviously improved on the south side with far less traffic adjacent to the footpath.



We are also concerned that the 1.2m buffer could be used/mistaken as an eastbound cycle lane and this unsafe due to the parked cars (risk of dooring). The CCC design provides a better buffer between the footpaths and the traffic lane with the presence of the cycleway and parking spaces.

We also note that any vehicle waiting in the flush median to turn right will effectively block the westbound traffic lane due to the below standard width of both features. Whilst a car could 'sneak' past a vehicle using the flush median, it would need to do so at very slow speed. We do not consider this is an acceptable arrangement for an arterial road.

The proposed cross section on the north side is not considered appropriate for an arterial road (or even a collector road) and we believe it would be flagged in a Road Safety Audit as a 'significant' safety issue.

The physical separation of opposing traffic provided by the CCC design is superior from a safety perspective (removes head-on collision risk). The Submitter's design also includes other features that are expected to result in poor safety outcomes, including:

- Right turn movements can be made into and out of residential properties on the north side of Harewood Road. The current layout and the CCC design do not permit right turn movements into or out of these properties and encourage routes to/from properties that only involve left turn movements. Enabling right turn movements on the north side will lead to more crashes than the CCC design.
- Reversing out of driveways on the north side will become much more difficult as the parking lane that currently exists can no longer be used as a manoeuvring area.
- Proximity of the access road entry locations to major signalised intersections. Poor safety outcomes are expected from right turn movements into the access road, misinterpretation of the intentions of vehicles indicating to turn right (resulting in the risk of rear end crashes), as shown in Figure 2. There is also the potential for queuing back into the main traffic lane as larger vehicles (such as waste collection and delivery vehicles) wait for cyclists using the two-way cycle path.

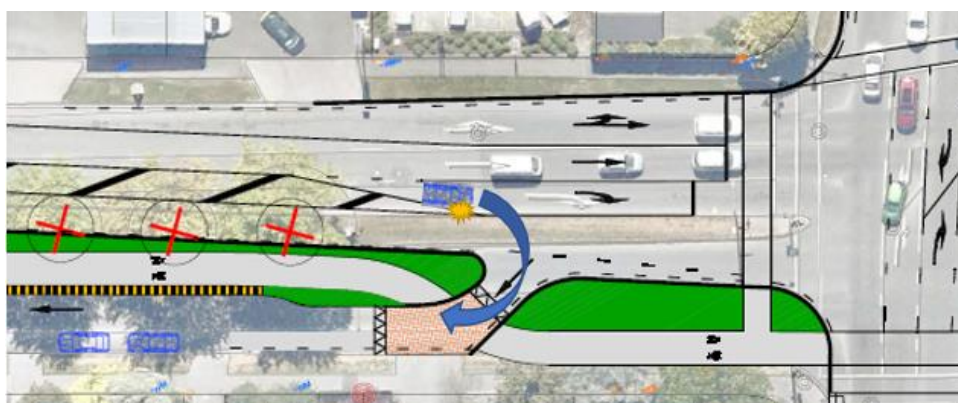


Figure 2 Right turns into the access lane (Submitters design)

We consider that moving all through traffic to the north side of the central median, as proposed in the Submitter's design, is fundamentally unsafe for all road users and will make living on the north side less pleasant.



2.4 Point of disagreement – Location and type of cycle facility

The submitter states that “Connectivity is very important for intended cyclists that don’t feel comfortable riding on the road. This is achieved by continuing a dual cycleway on the south side of Harewood Road well clear of minor arterial traffic flow for the majority of its length”. Also “Our concept removes the need for two and ideally a third set of isolated cyclist activated traffic signals. These increase delays and potential crashes for both cyclists and road traffic.”

For cyclists travelling the full length of Harewood Road, the CCC design requires westbound users to cross the road twice (once at Matsons Ave and once just west of the Bishopdale roundabout) and eastbound users to cross once (at Nunweek Boulevard). Continuity is one of the five key cycleway route criteria (CNG) and is often used as an assessment criterion. Whilst the use of one-way and two-way facility types along the route is not ideal, they apply to relatively long sections of the route, which means many users do not need to cross from side to side that often.

Our view is that the CCC design, given the length of the route and the crossing facilities provided, delivers an acceptable level of continuity for cyclists.

The submitters design to achieve a facility on the south side of the road in the central section of the route, is to locate a two-way cycle path on the south side of the central median. Whilst this type of arrangement is well-intended and provides a good level of continuity, it introduces safety issues for cyclists and traffic at the one-way access road entry and exit points. These safety issues are discussed in more detail in Section 3. The submitters design also limits the ability for residents on the north side of the street to access the two-way cycle path and the footpath on the south side of the access lane as they need to use the footpath to cycle to the closest refuge crossings across the two-way road and also the raised central median. This happens at all two-way cycleways in the city, however the difference is that the crossings on the north side are very narrow for bicycles and will feel very uncomfortable at peak times when traffic volumes are high. Access for residents to the CCC design in the central section is provided via the one-way cycle facility to crossings within the wide central median.

The section between Farrington Ave and Matsons Ave is similar between options, with the CCC design having a two-way cycling facility on the north side of Harewood Road and the Submitter’s Design a two-way facility on the south side. Aside from being on different sides of the road, the designs have similar safety and functionality features so no facility is considered better than the other.

Our conclusion with regard to the submitters design is that it provides good continuity but at the expense of safety, and also the convenience for those wishing to access the two-way cycle path from the north side of Harewood Road.

2.5 Point of disagreement - Convenience for Residents

This matter relates to convenience for residents travelling in vehicles.

The Submitter believes their design provides superior convenience for residents in the Nunweek Boulevard to Farrington Ave section of the route compared to the CCC design. The CCC Design effectively retains the existing level of convenience for residents, as right turn movements into and out of properties remains banned by the retention of the raised central median. The introduction of a one-way cycleway on each side does not change the level of convenience for residents, as this infrastructure only formalises the space currently used by cyclists and still requires residents entering and exiting driveways to give way to cyclists.

The Submitter’s design could be considered to improve convenience for residents on the north side of Harewood Road by enabling right turn movements to and from properties. However, the extent to which right turn movements from the narrow flush median will be possible, especially during peak traffic periods, is debateable. Furthermore, removing the ability for residents to reverse into the parking lane when exiting their driveway will make it more difficult to enter Harewood Road. Convenience for



residents on the south side of Harewood Road is assessed to be similar to the current state, as despite the ease of entering and exiting properties via the access road, entering the main traffic flow from the access road will be more difficult.

Overall, we consider the Submitter's design will provide a similar level of convenience for residents travelling in vehicles as the CCC design, as any improvement in convenience associated with the ability to turn right into and out of driveways will be balanced by a reduction in convenience associated with the removal of the parking lane as manoeuvring space.

3. Summary of the options

Table 3.1 below outlines the summary of the points of difference discussed above.

Table 3.1 Summary of points of difference

Point of difference	CCC design	Submitter design
Driveway conflicts	<ul style="list-style-type: none"> Good separation distance at residential driveways and coloured surfacing. High use driveways have good separation distance and coloured surfacing, may need further design treatments at the boundary to raise awareness but that is matter of detailed design. 	<ul style="list-style-type: none"> No driveway conflicts in the central section where the two-way cycle path is away from driveways, but conflict is now concentrated at the entry and exit to the access lane and with higher volumes (also includes on-street users).
Traffic signal crossings	<ul style="list-style-type: none"> We consider that the signalised crossings do not pose a major safety issue and will help support the 50km/hour speed limit compared to the current situation. 	<ul style="list-style-type: none"> Lack of priority crossing at Harewood School for cycleway users is considered a safety issue.
Safety for general traffic	<ul style="list-style-type: none"> Considered acceptable. 	<ul style="list-style-type: none"> The right turn movements for drivers and conflicts with cyclists at the access lane entries are considered a major safety issue. Transferring all traffic to the north side of the median now poses a much higher risk to residents making right turns exiting and entering their driveways. Insufficient space at bus stops. Cross section on the north side of median is too narrow for an arterial road and will give rise to multiple safety issues.
Location and type of cycle facility	<ul style="list-style-type: none"> Considered acceptable that facility changes from two-way to one-way given the length of the route and good crossings provided. 	<ul style="list-style-type: none"> Considered good from a continuity perspective but at the expense of safety and convenience for residents.
Convenience for residents	<ul style="list-style-type: none"> Retains existing level of provision. 	<ul style="list-style-type: none"> Pros and cons result in net neutral outcome. Any improvement in convenience associated with the ability to turn right into and out of driveways will be balanced by a reduction in convenience associated with the removal of the parking lane as manoeuvring space.



4. Conclusion

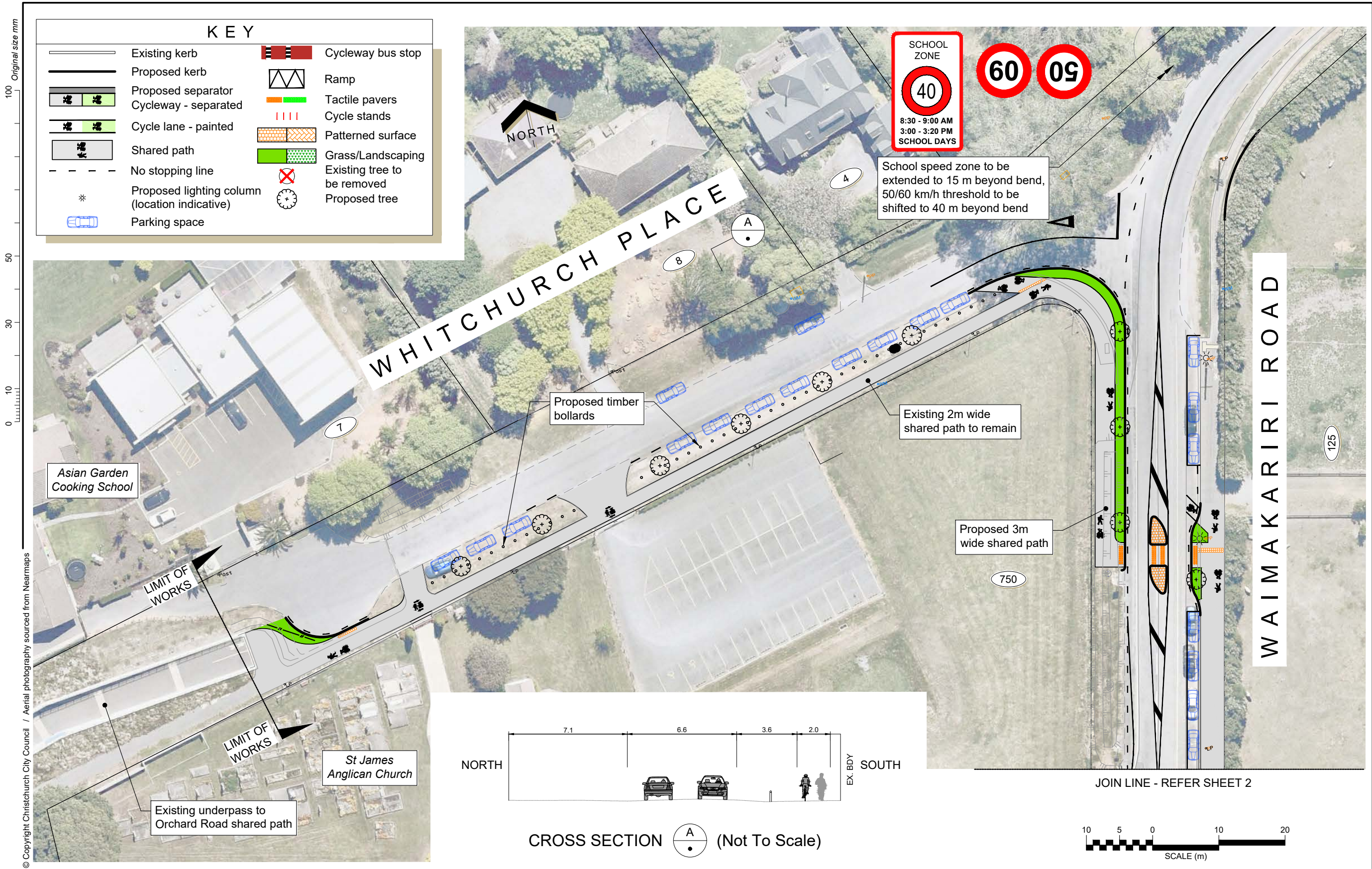
We believe that the Submitters proposal (named the “Community preferred concept” in the submission) to provide a cycle facility on the south side of Harewood Road is well-intended in terms of continuity and safety for cycleway users. To achieve this in the central part of the route (between Nunweek Boulevard and Greers Road) a two-way cycle path is proposed on the south side of the central median within a one-way (westbound) access road. This means all through traffic is moved to the north side of the existing central median with opposing directions of travel separated by a 1.8m flush median. Parking on north side is located in indented parking bays (such that in some locations the footpath is reduced to 1.6m wide). We consider this design results in safety concerns that cannot be ignored.

These safety concerns include the safety of the right turn movements for drivers into the access lane being undertaken quickly as drivers will feel vulnerable waiting to make that turn, particularly close to the intersections where they can be mistaken for right turners at the intersection. In their haste to enter the access road they may not see cyclists in the process of crossing the access road entry and if they waited for a cyclist the vehicle would be protruding into the through traffic lane. Whilst the design removes the cycleway/driveway conflict in the Nunweek Boulevard to Greers Road section, the design (perhaps inadvertently) actually increases the number of vehicles crossing the cycleway. We also believe that transferring all traffic to the north side of the median now poses a higher risk to northern residents reversing out of driveways and making right turns exiting and entering their driveways.

On balance, acknowledging that both options have pros and cons, we support the CCC design over and above the Submitters design which we believe has negative impacts on safety that mean the design is not feasible from a safety perspective.

We also consider that the residents on the north side of the street in the central section are also negatively impacted by the road space reallocation from both a safety and amenity perspective.

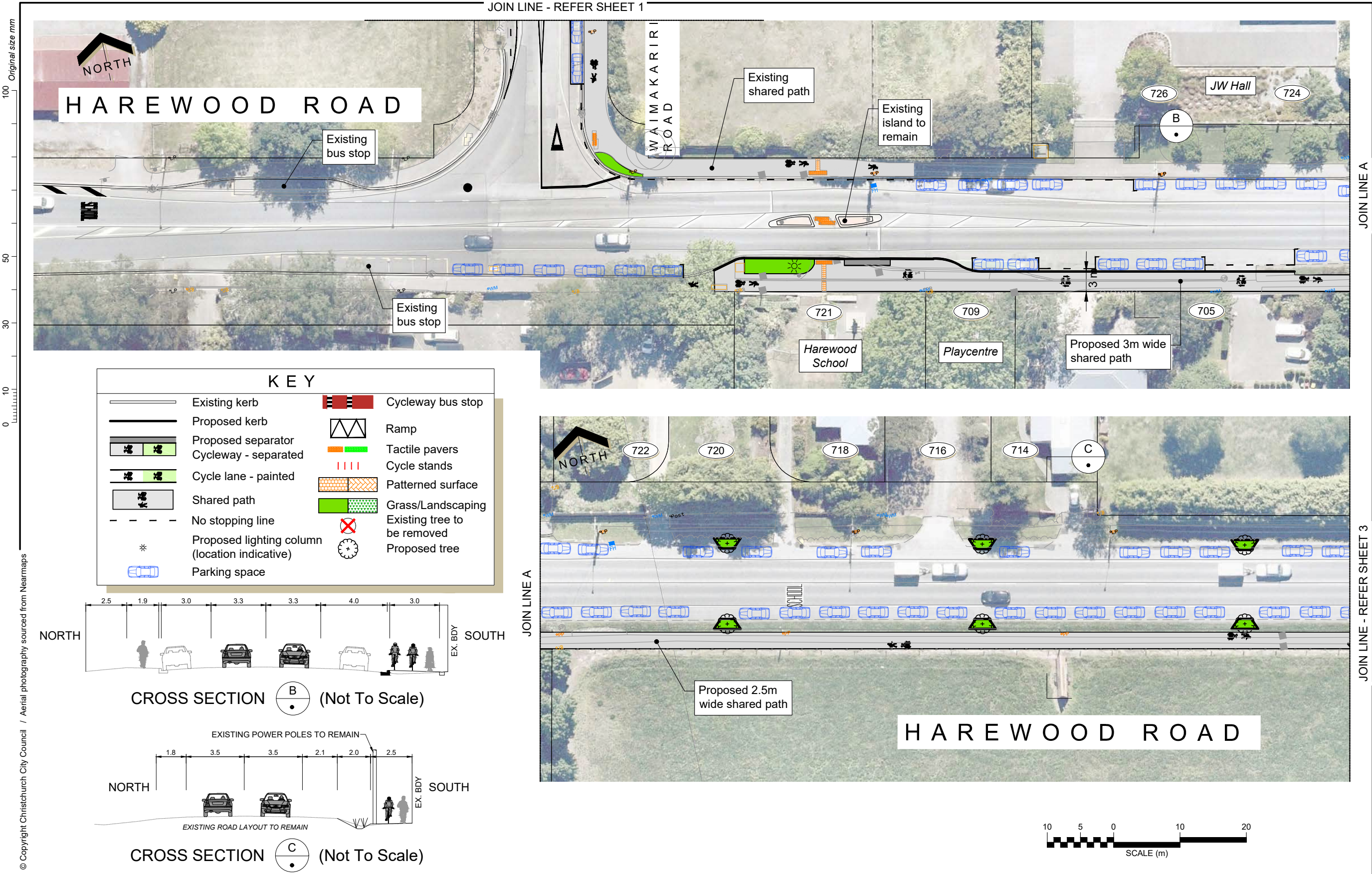
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Major Cycle Route - Harewood Road
Community Concept - Developed by Bill Greenwood and Brian Neill

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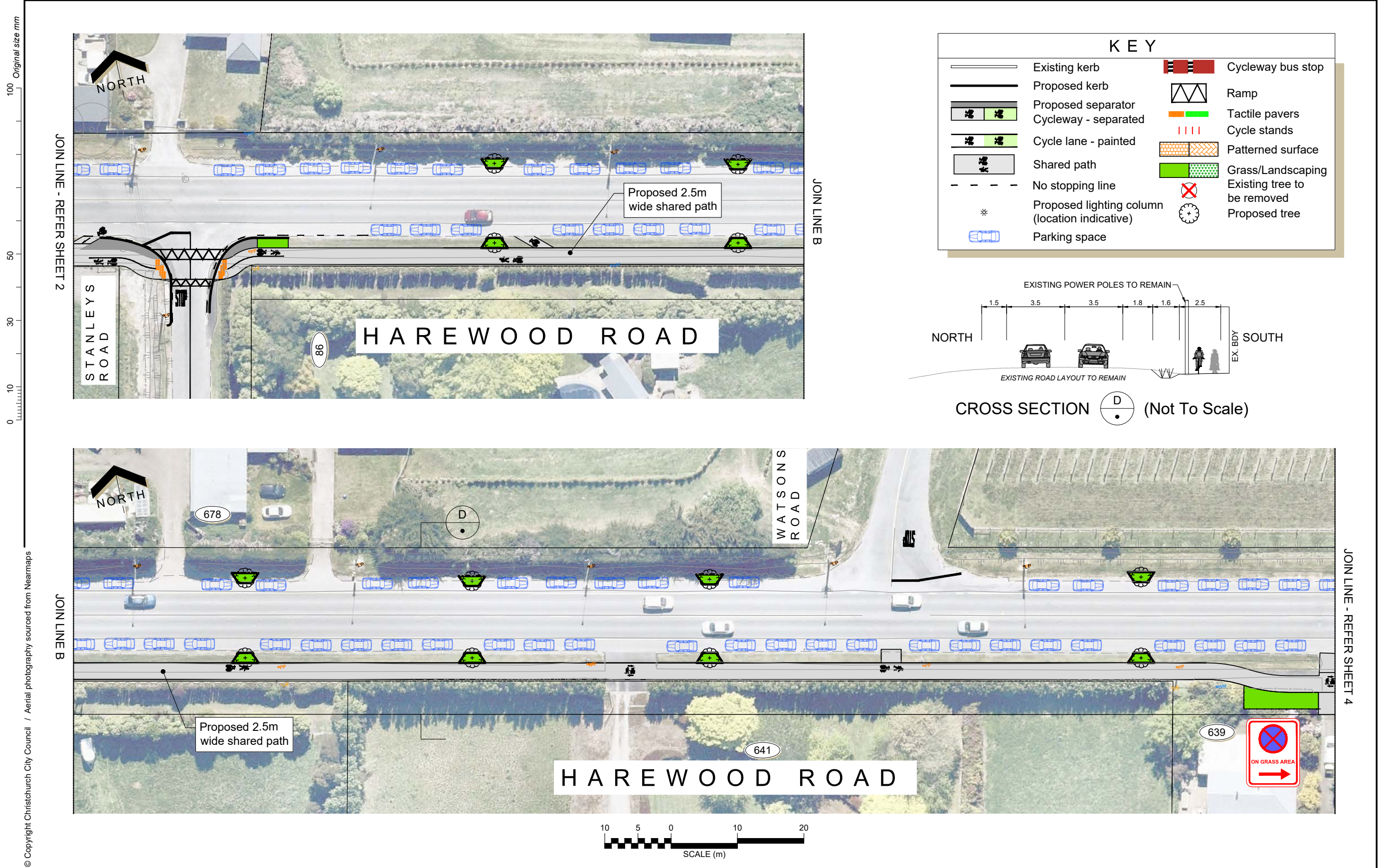
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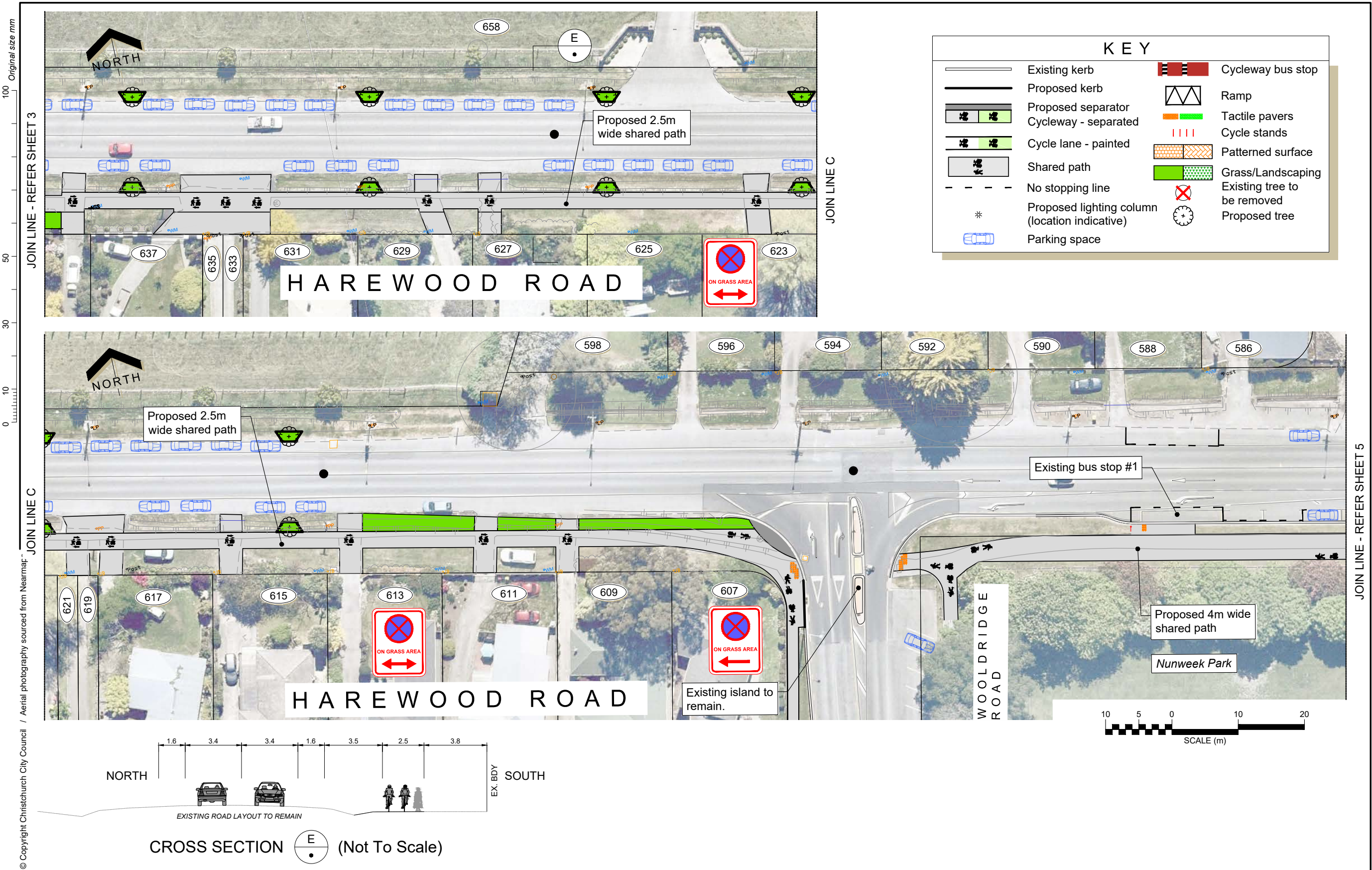
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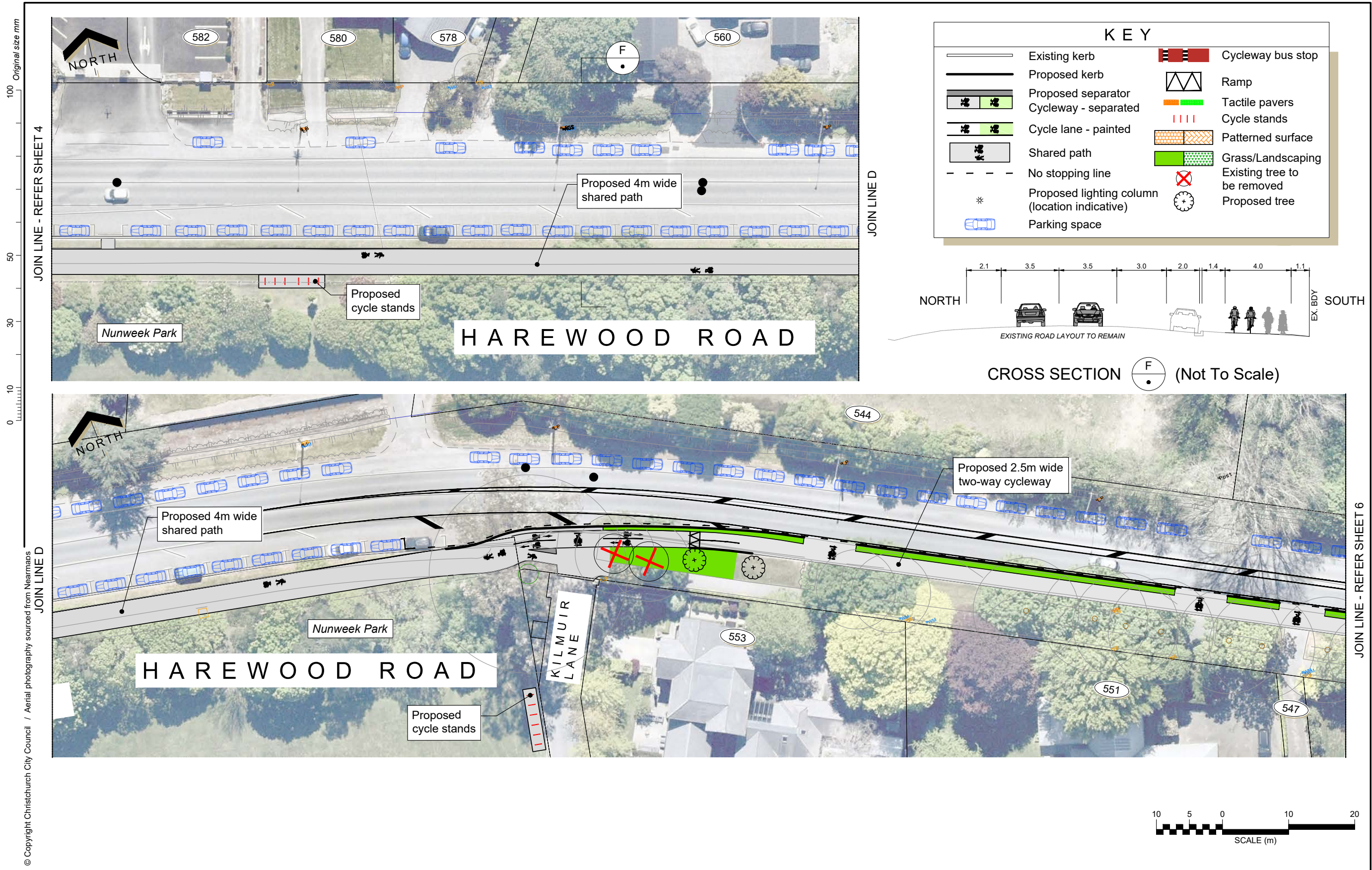
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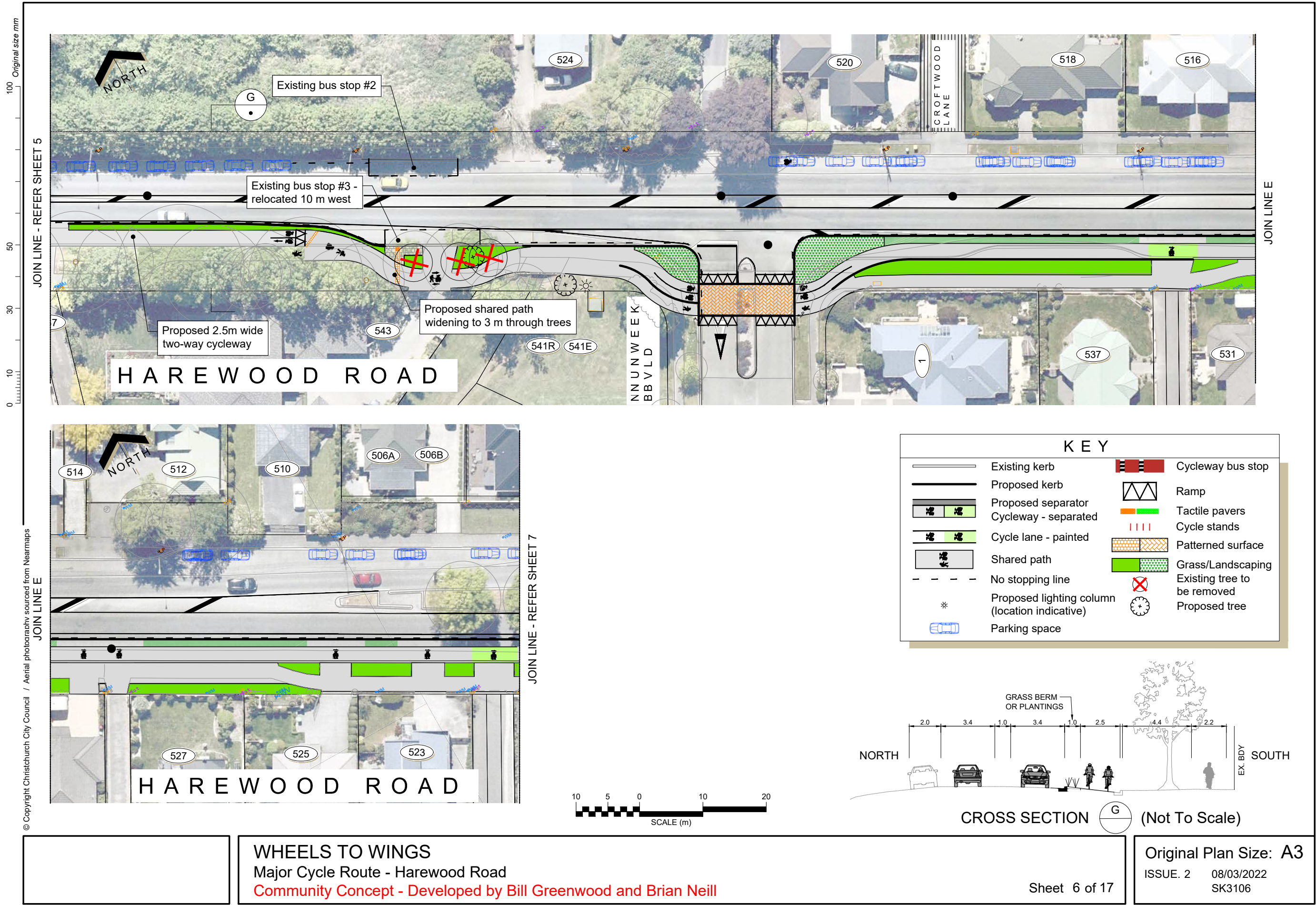
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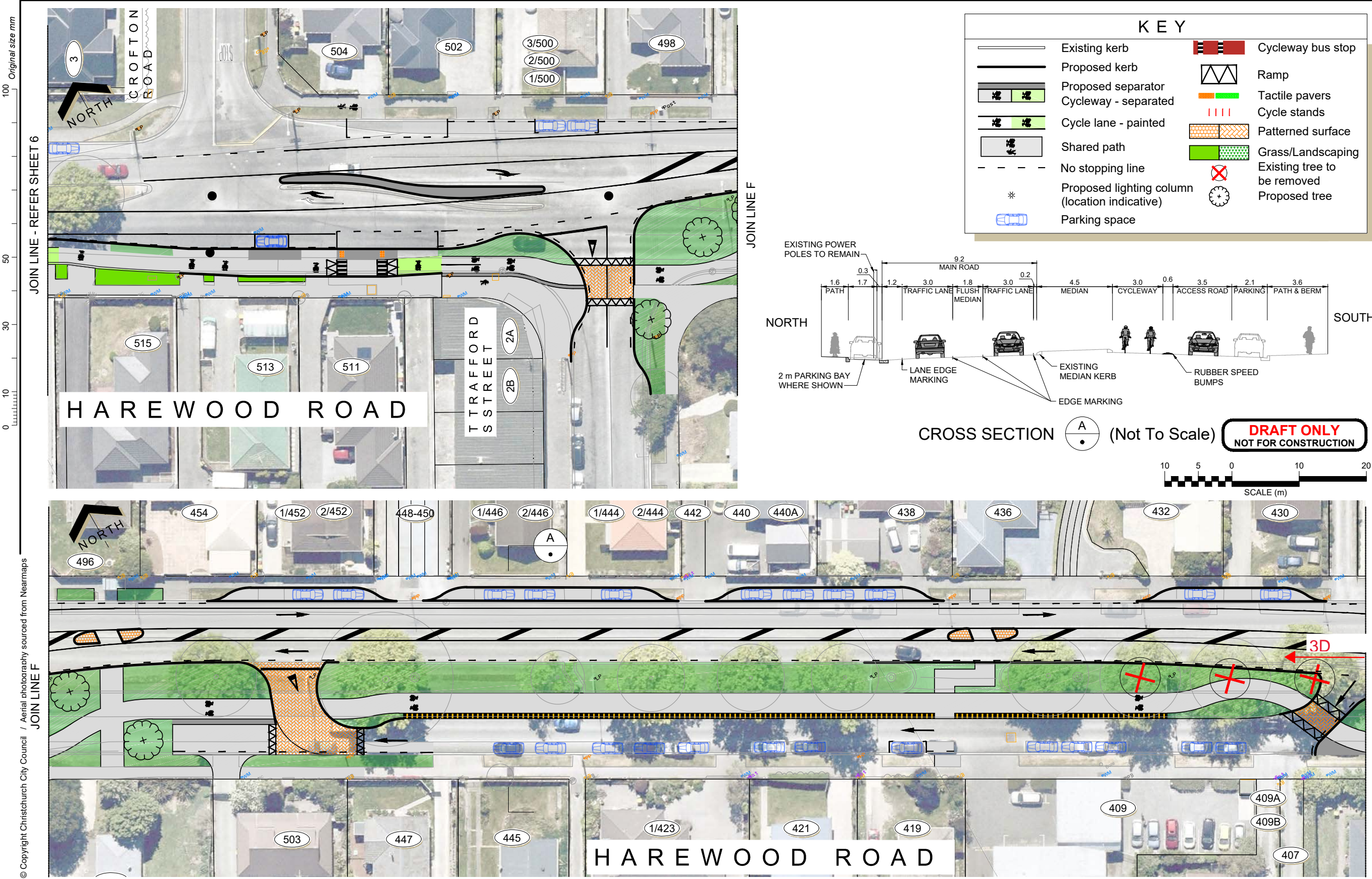


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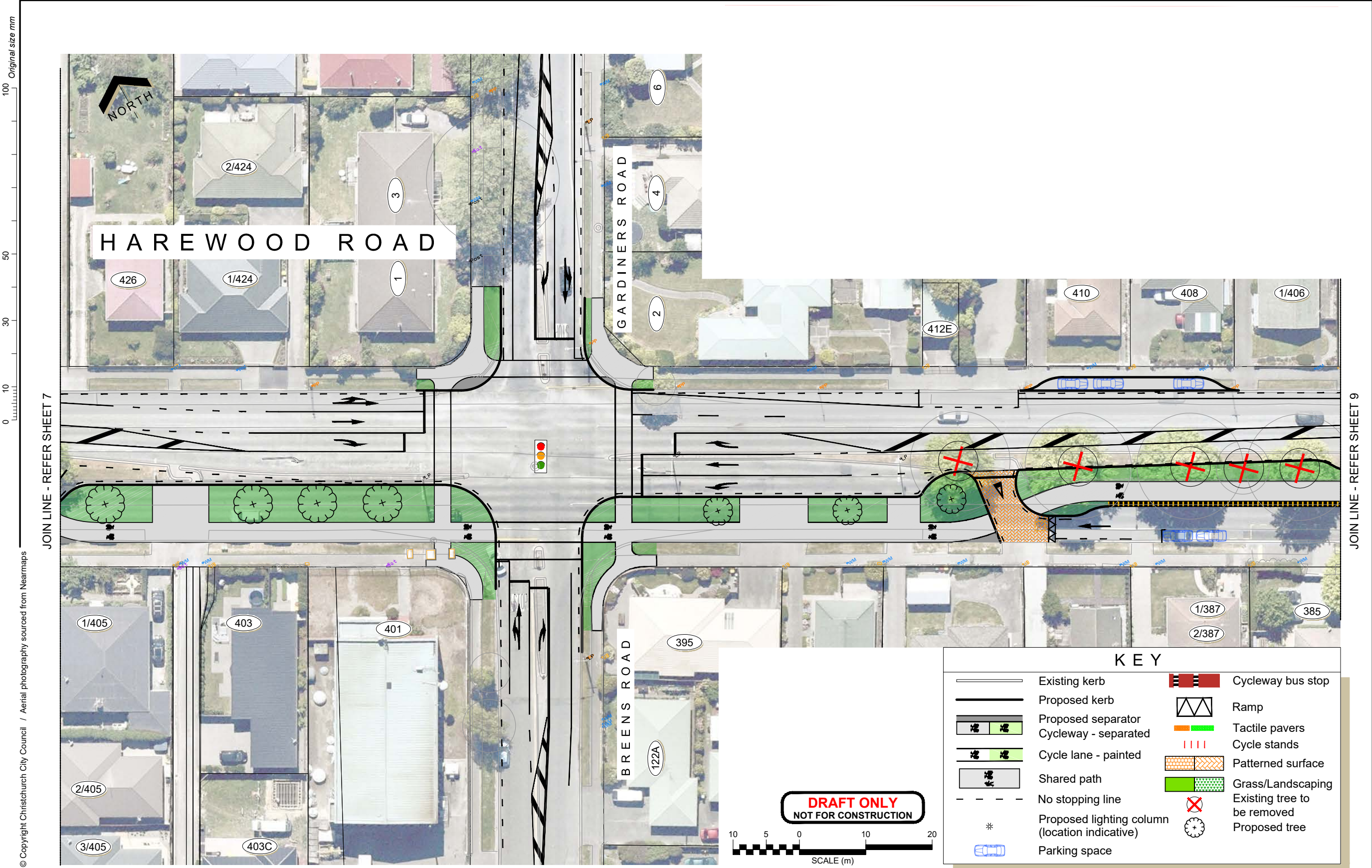




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Major Cycle Route - Harewood Road
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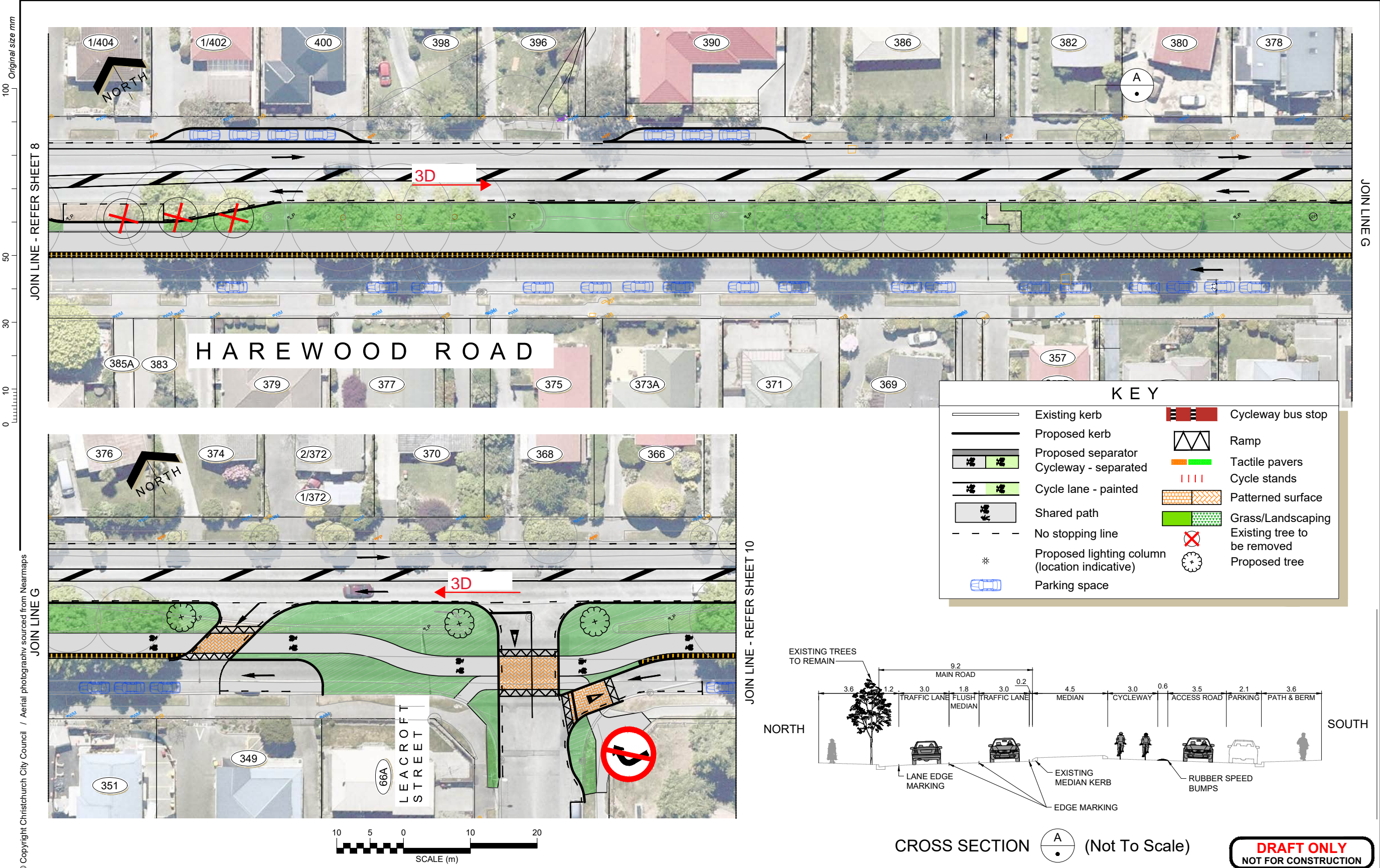
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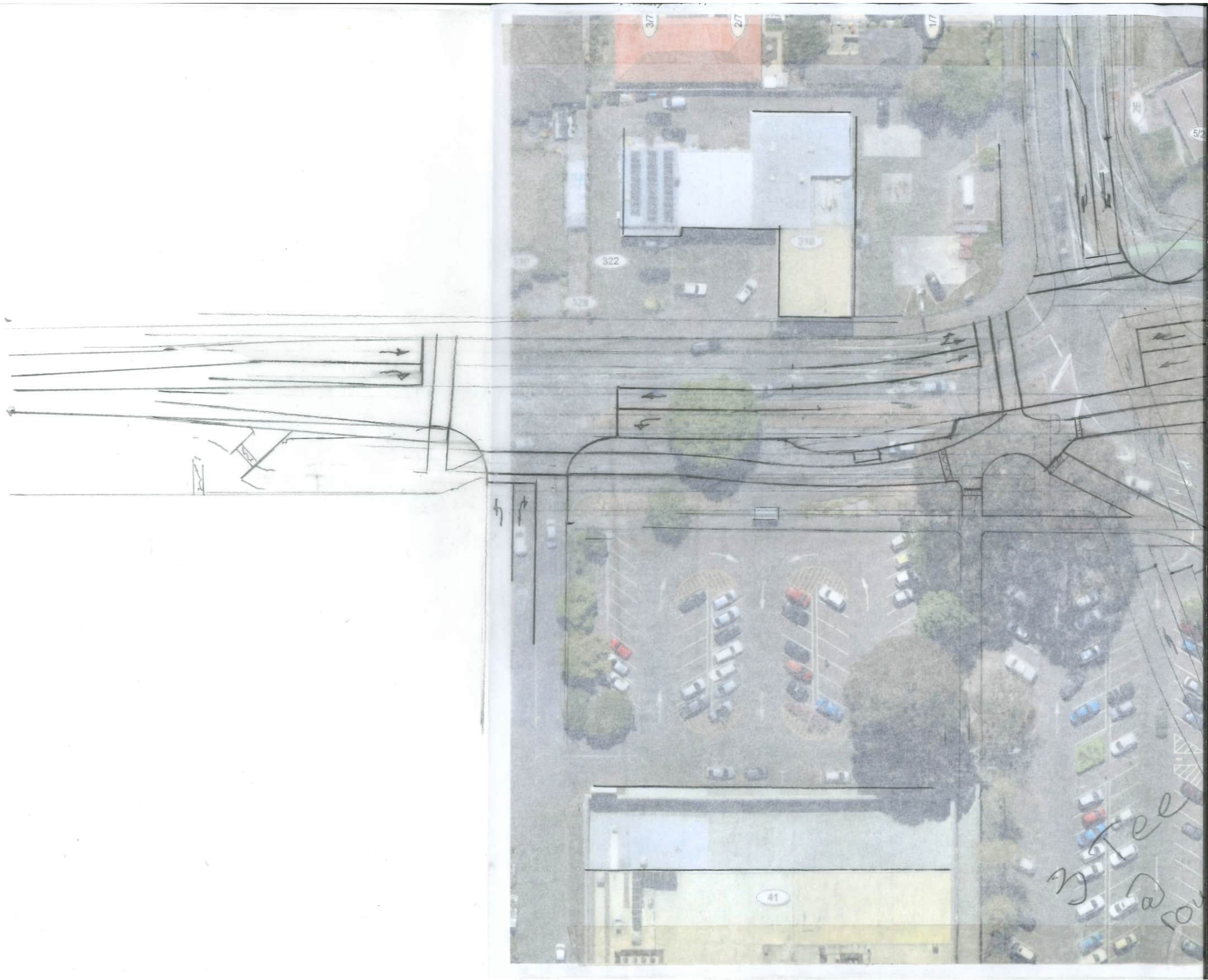
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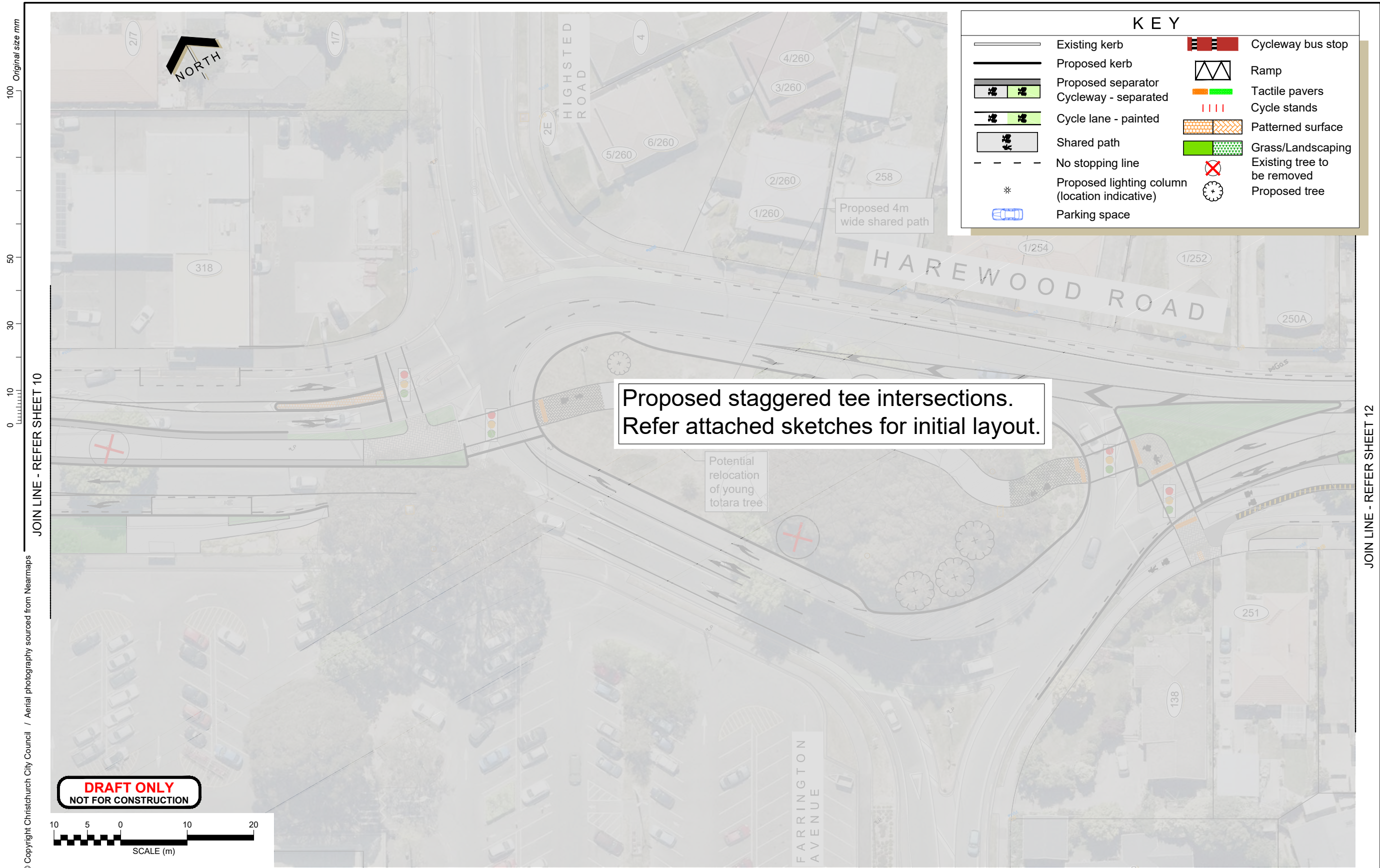
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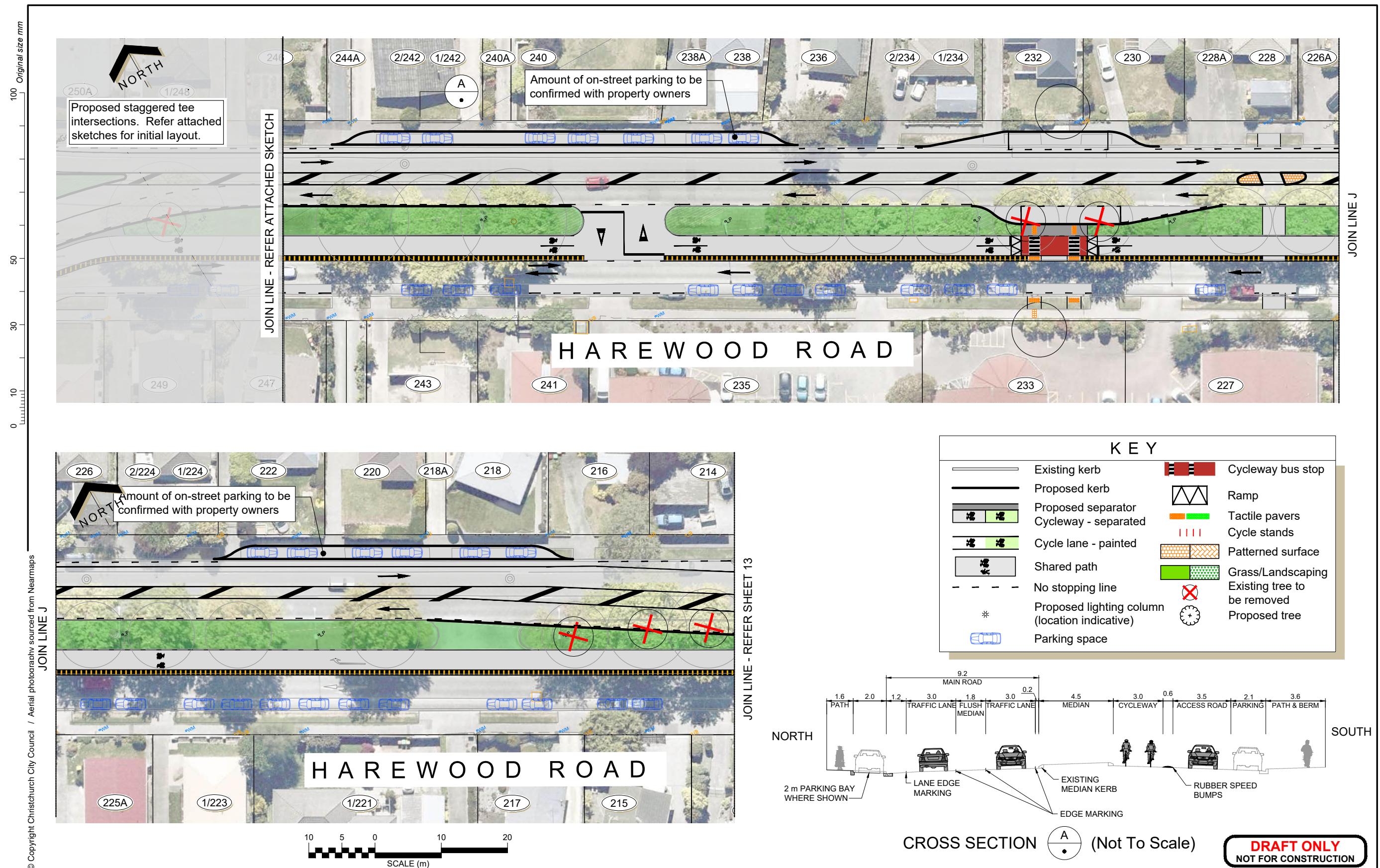


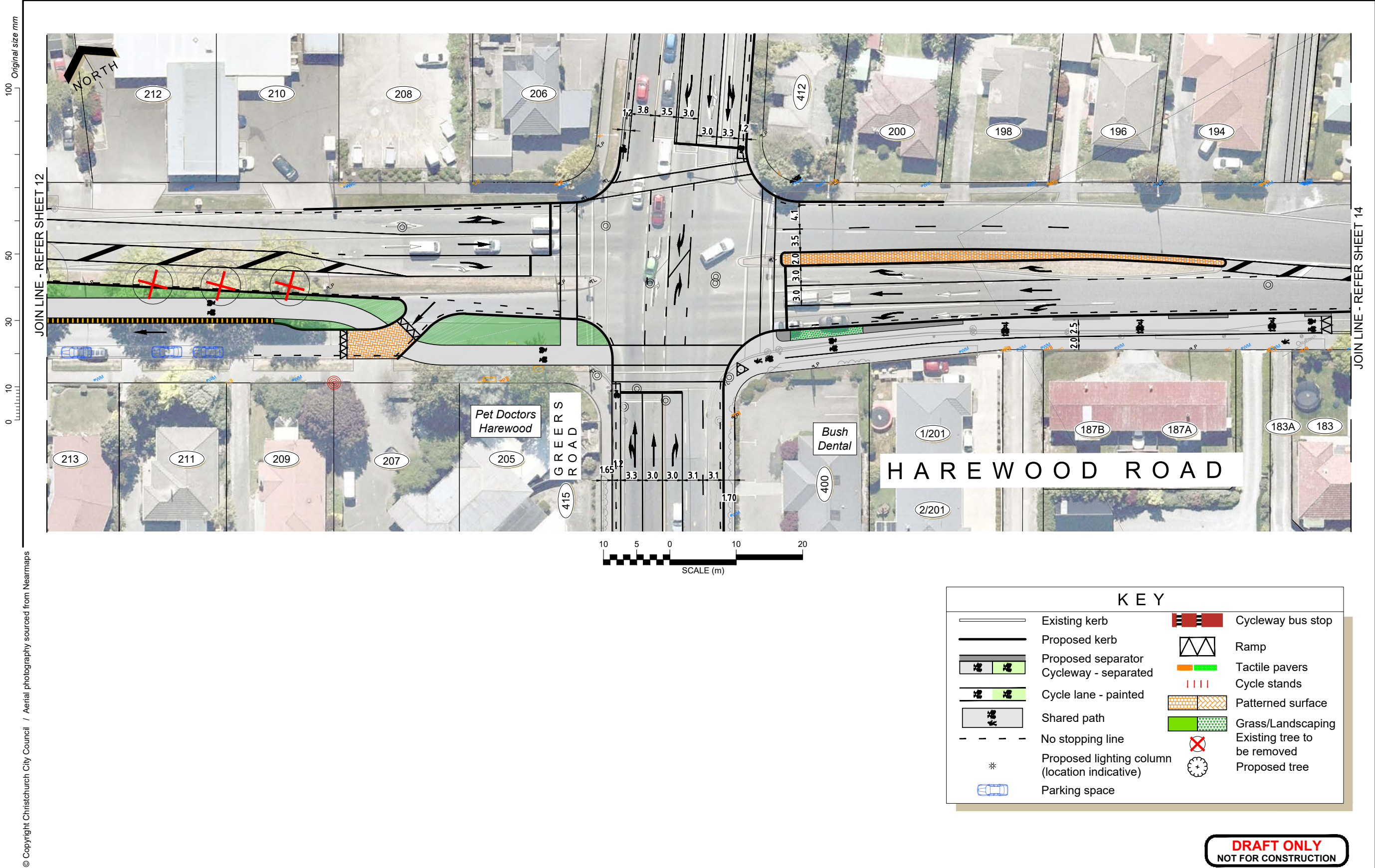


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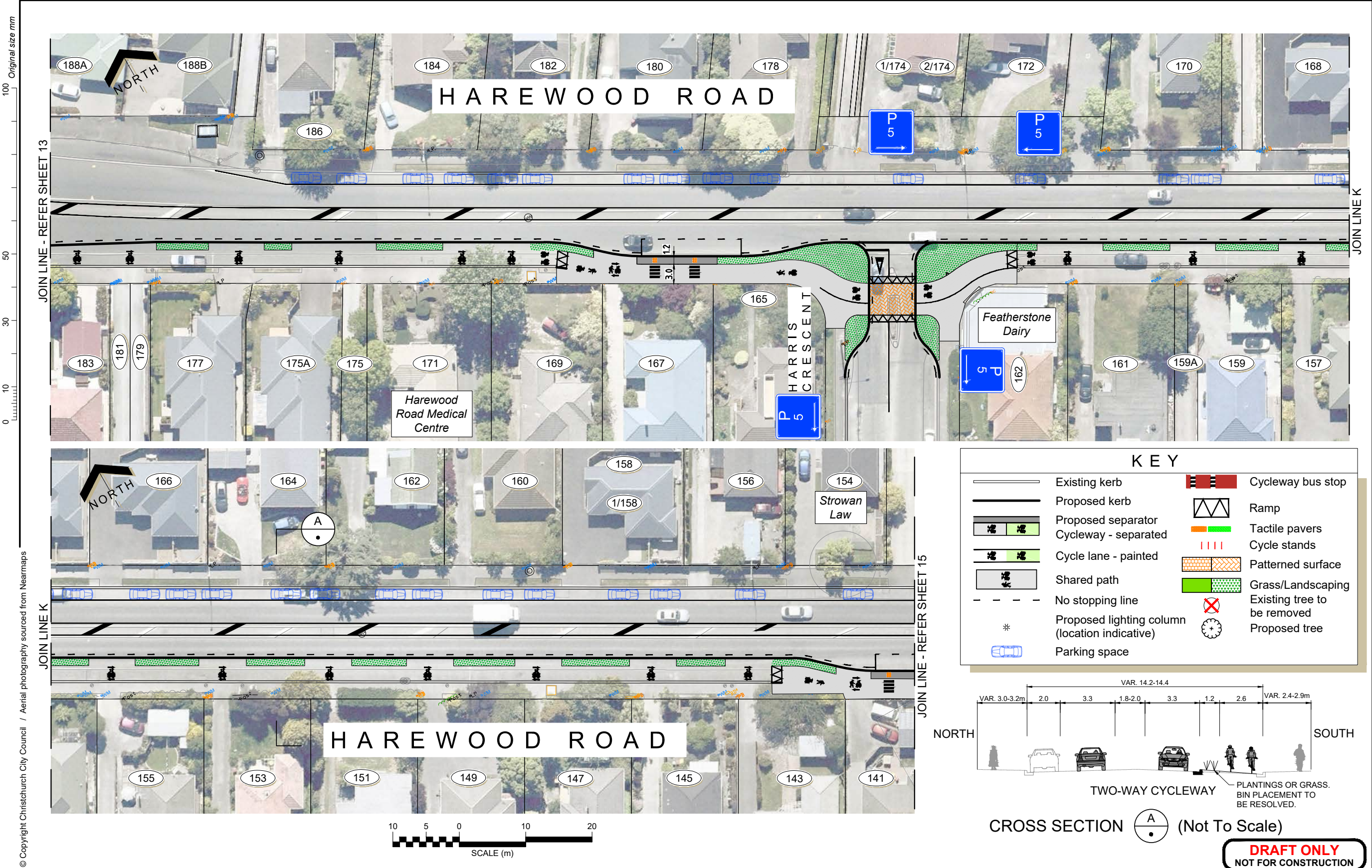




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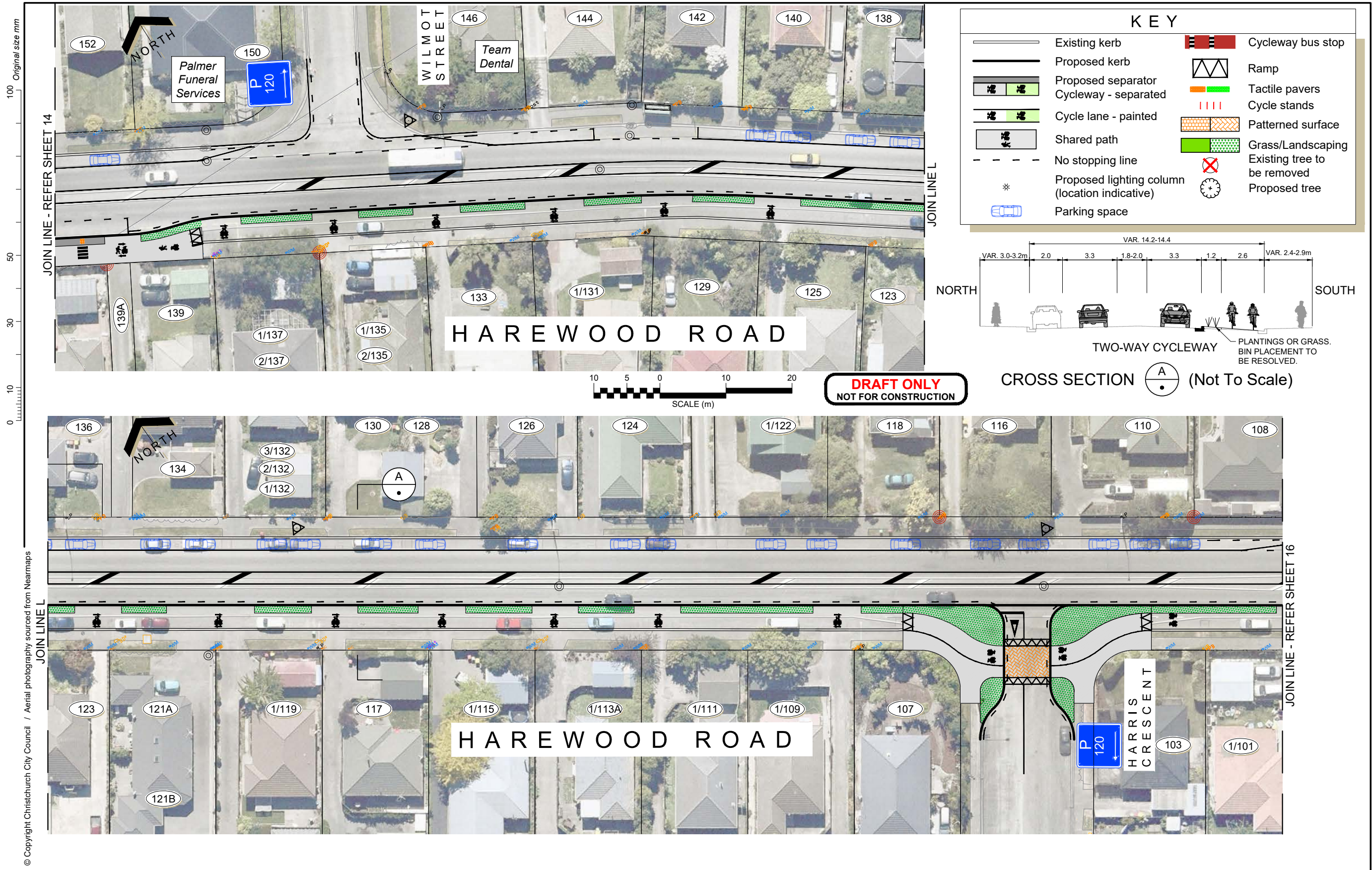


WHEELS TO WINGS
Major Cycle Route - Harewood Road
Community Concept - Developed by Bill Greenwood and Brian Neill

Sheet 14 of 17

DRAFT ONLY
NOT FOR CONSTRUCTION

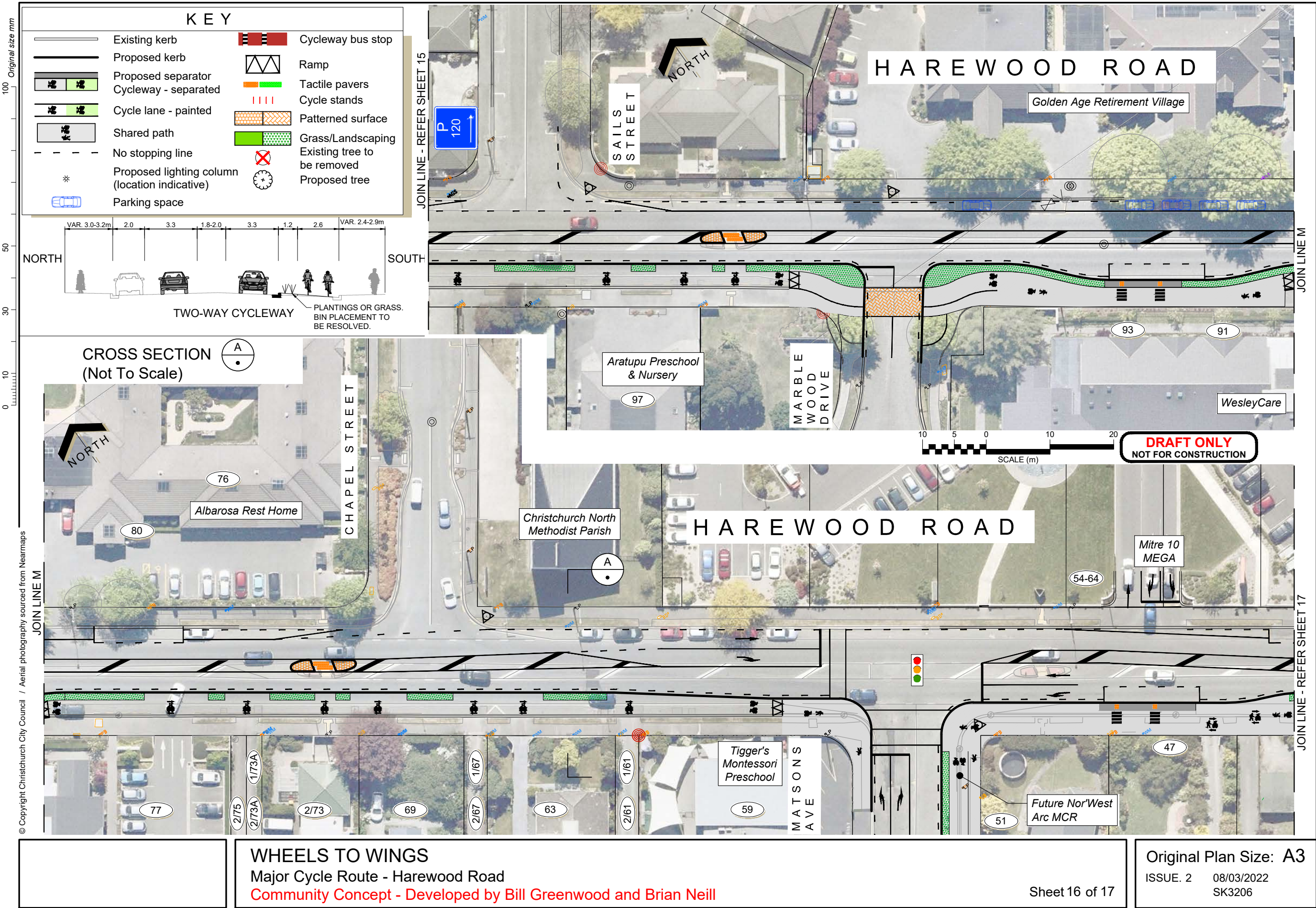
Original Plan Size: A3
ISSUE. 2 08/03/2022
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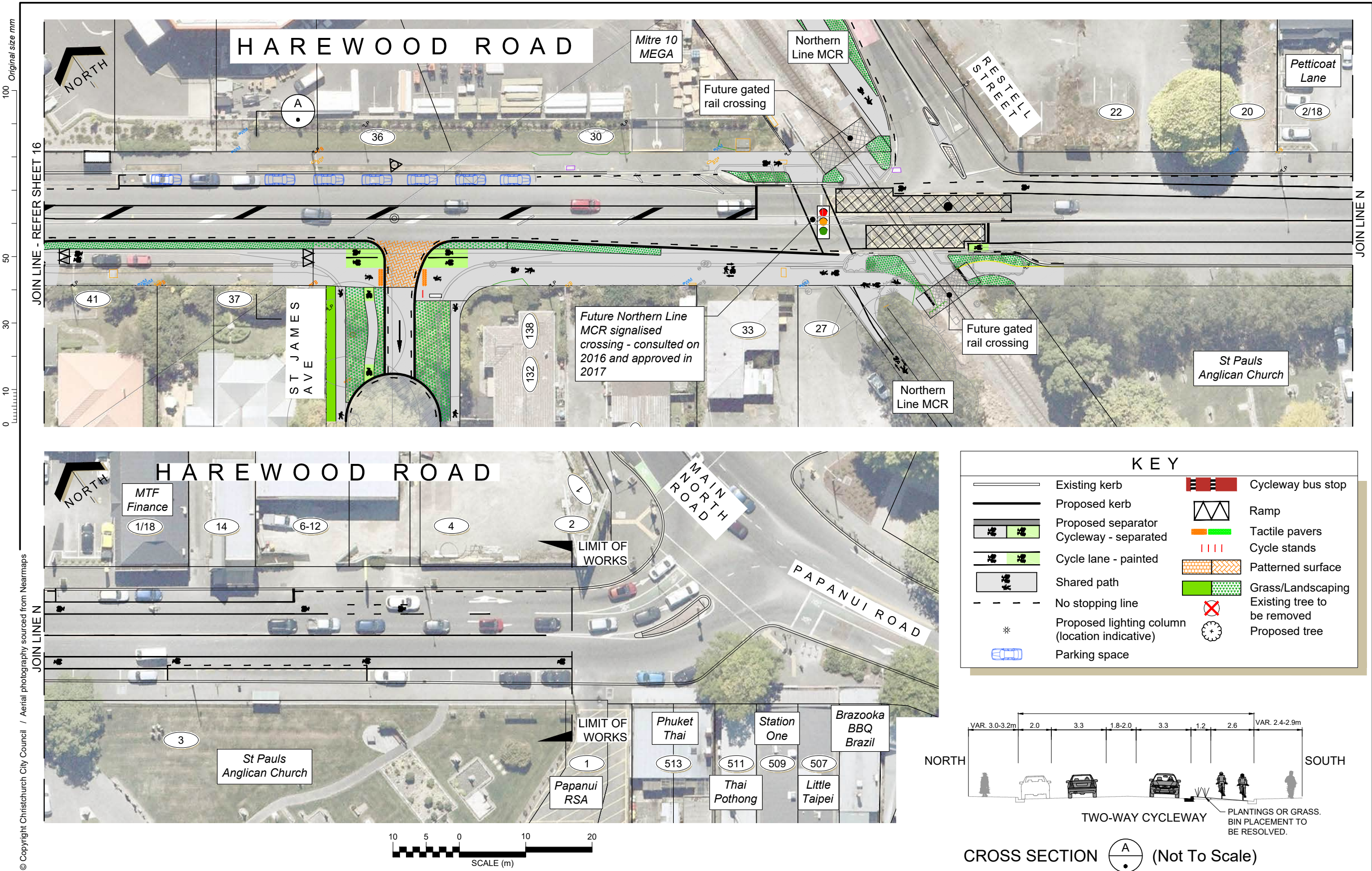


WHEELS TO WINGS
Major Cycle Route - Harewood Road
Community Concept - Developed by Bill Greenwood and Brian Neill

Sheet 15 of 17

Original Plan Size: A3
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SK3205





WHEELS TO WINGS
Major Cycle Route - Harewood Road
Community Concept - Developed by Bill Greenwood and Brian Neill

Sheet 17 of 17

Original Plan Size: A3
ISSUE. 2 08/03/2022
SK3207

Kelly, Samantha

From: Bill Greenwood
Sent: Friday, 18 March 2022
To: Kelly, Samantha
Cc: Brian Neill
Subject: RE: Confirmation of zoom link for today's hearings

Kia Ora Sam

Thank you for the opportunity to follow the deliberations of the Hearings Panel on Zoom.

Chatting with Brian, we certainly don't wish to relitigate areas of differences between the various professional opinions. We are confident our submissions are based on extensive knowledge and documented research. We are however comfortable that the professional opinion of others are valid and acknowledge it is ultimately for our elected members to decide on the weight they give the opinions expressed or issues not addressed.

We note the following issues are yet to be addressed;

a/ West section rain gardens compared with kerb and channel to reinforce the cycleway is off road.

b/ Grass berm cycleway/roadway separators are preferable to raised concrete barriers that are a well recognised trip hazards (Domain Tce compared with St Asaph St).

The following points are further emphasised;

i/ Dual cycleways reduce the number of driveways crossed by around 50%. A majority of users will therefore be comfortable accessing across a cycleway via the central section service road.

ii/ The community concept two lane with painted (1.8m) median and parking bays is similar to other higher volume minor arterial roads such as Waimairi Road 23,000vpd.

iii/ A dual cycleway on the southside avoids most busy commercial crossings (two service stations two takeaway business, Mitre 10 and busy local roads. The two exceptions on the south side Bishopdale Mall and Matsons Ave are traffic signal controlled (see also below).

There remains a need to address important linked capacity/safety issues that are potentially fatal (GO/NOGO) to the preferred concept. As acknowledged by the engineers from Abley, they had insufficient time or skills to address 'capacity aspects' of the two concepts. Capacity is directly related to our significant safety concerns.

The community concept includes important capacity improvements that involve SAFETY ISSUES that need addressing;

1/ Bishopdale Roundabout; Fixed time traffic signals at roundabouts are normally used for entry metering purposes not to facilitate cycleways. The resulting un-linked four cycle crossings will perform poorly for road traffic and cyclists. Two Tee intersections with one cycle crossing and no control at the Mall intersection or

preferably three Tee intersections with traffic signal double phased with Greers Rd are needed. The resulting two cycle crossings are clearly safer.

2/ Greers/Harwood intersection Currently Level of service F. This capacity constraint limits the Harewood Road Right turn phase to 1 hour morning peak and limits "pedestrian protection". Our suggested minor improvement increases capacity allowing safety improvements to be provided.

3/ East section intersection restrictions; Although northern intersections are less in number they have much higher demand than the southside (except for Matsons Ave see below). The northern restrictions will cause 'rat running' past the Mitre 10 building entrance. These additional vehicles plus current vehicles (4,000vpd) will experience safety issues crossings the uncontrolled Harewood Road and North West Arc cycleway.

4/ Matsons Ave adjacent signals; North West Arc cyclists are unlikely to cycle west to use traffic signals crossing Harewood Road then head east over the Mitre 10 driveway. They will stay on the north side of Harewood Rd and ride upstream to the Northern line cycleway. Signalising the Matsons Ave (4,200vpd) intersection with the dual cycleway on the South side address both safety issue 3 & 4.

Thank you for the opportunity to identify issues yet to be considered by the Hearings Panel. Addressing these important issues will likely require a further round of community consultation. If we are going to build it we should build it once and build it right.

Only if more information or clarification is required am I happy to again address the Panel.

*Warm regards
Bill Greenwood 😊
Assisted by Brian Neill*

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Only if more information or clarification is required am I happy to again address the Panel.

*Warm regards
Bill Greenwood 😊
Assisted by Brian Neill*

Kelly, Samantha

From: Bill Greenwood <[REDACTED]>
Sent: Sunday, 27 March 2022 6:29 pm
To: Ellis, Lynette; [REDACTED]
Cc: Kelly, Samantha; Griffiths, Kelly; Ray Edwards
Subject: RE: Final Wheels to Wings Abley options review document
Attachments: Feedback on the Abley Review of the Community Concept W2W Cycleway.pdf

Kia Ora Lynette

Thank you for sending through the final Review of the Wheels to Wings Abley options review document late Friday.

Brian, Ray and I continue to be seriously concerned that the Abley Review and the Preferred Concept do not address the significant and GO/NOGO safety issues we addressed in our submissions, Community Concept design plans and reply to Questions from the Hearings Panel.

That these issues were also identified in the Velos independent Safety Audit and Network Functionality Review (SANFR) and ignored strongly suggests a lack of interest in our Council receiving or responding to feedback.

Rather than repeat our feedback, attached are quoted the relevant significant and GO/NOGO safety issues we also identified to the Hearings Panel and addressed in the Community Concept. The SANFR reinforces our professional opinion.

Is the Hearings Panel aware of the Velos SA&NFR? If not, it is suggested to show clearly interest in receiving independent feedback the SA&NFR or the attached summary be provided to the Hearings Panel to assist their deliberations.

Thank you for the ongoing opportunity to identify a safe, fit-for-purpose and attractive Wheels to Wings Cycleway. If further information or clarification is required please contact us.

*Regards
Bill Greenwood
On behalf of Brian Neill & Ray Edwards*

From: Ellis, Lynette <Lynette.Ellis@ccc.govt.nz>
Sent: Friday, March 25, 2022 5:19:34 PM
To: [REDACTED]
Cc: Kelly, Samantha <Samantha.Kelly@ccc.govt.nz>; Griffiths, Kelly <Kelly.Griffiths@ccc.govt.nz>
Subject: FW: Final Wheels to Wings Abley options review document

Kia ora Bill and Brian ,

Please find attached the final report from Abley.

Thank you for your continued engagement in the process.

Have a lovely weekend.

Nga mihi
Lynette

Lynette Ellis

Head of Transport & Waste Management
Transport & Waste Management



Lynette.Ellis@ccc.govt.nz

Te Hononga Civic Offices, 53 Hereford Street, Christchurch



PO Box 73014, Christchurch 8154



ccc.govt.nz

Christchurch
City Council 

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Christchurch City Council

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Feedback on the Abley Review of the Wheels to Wings Cycleway.

1/ Introduction

WE have considerable reservations regarding the Review recently undertaken by Abley that was emailed to us on Friday.

The following are quotes from the ***Safety Audit and Network Functionality Review Scheme Assessment 2 undertaken by Velos 27/11/20*** that identify significant safety and functionality issues.

Brian Neill, Ray Edwards and I have continued to raise these significant safety and functionality issues regarding the Preferred Concept and addressed in our Community Concept.

2/ Quotes from Velos Safety Audit

A/ Connectivity dual or single lanes

"It is noted that the proposed facility design starts off as a shared path at the western end, changes to a uni-directional and then to either a bi-directional or uni-directional again after the Bishopdale roundabout. As detailed throughout this SANF the consistency of the facility is not only important for recognition and comfort of the MCR by all road users, but the SANF team believe that a consistent facility will help to change the streetscape along the route. If done correctly the MCR could assist in reducing the operating speed and improving the safe operation of the whole road corridor by providing safer connectivity throughout."

"The design team needs to consider what additional opportunities there are along these stretches of Harewood Road to incorporate tree planting. The cycleway will then be seen to adding to the character of the existing high values previously described, rather than detracting from them as currently proposed."

B/ Roundabout

"The SANF team observed the current traffic patterns at this intersection and were concerned at the high speed dual lane intersection. Speed measurements should be undertaken and a design speed of 30km/hr or less should be a key design principal at this intersection."

"The proposed signalisation of crossing at this roundabout will be a unique layout for Christchurch and will create driver confusion. Having three lane circulation lanes at this intersection is not recommended and would appear to provide excessive capacity and is not supported. This will make access to properties at this intersection more dangerous especially with limited onsite turning for some properties. The crossing points are set too far back from the intersection and encourage a higher speed approach from vehicles exiting the intersection. Dual lane approaches to traffic signals run the risk of signals being obscured by queued cars and by trees and has a high risk of drivers unfamiliar with the intersection layout running the traffic lights or not seeing them at all. It is very difficult at this intersection to advance sign the traffic signals and will lead to a proliferation of signage at this complex intersection which will further add to driver distraction."

"SANF Review – SANF II Wheels to Wings 23 The removal of trees seems excessive and the SANF team is extremely concerned about the loss of these significant trees and the destabilisation of the entire tree

group which are a significant landscape feature. The CAS history at this intersection shows there have been 9 crashes over the last 5 years with one cycle minor injury cycle crash ... Other crash types were failed to give way, lane changing sideswipe and driveway access crashes. Increasing lanes and making it more difficult to access driveways will increase this crash risk."

C/ Mitre 10 and other high use commercial driveways.

"The SANF team observed the current Mitre 10 access and how this currently functioned. This new development has created a significant number of movements in and out of Harewood Road and the SANF team consider that the current access is unsuitable for the volume of movement. During the site visit the SANF team observed numerous unsafe manoeuvres from motorists entering and exiting the access. They appeared to be taking risks due to the high number of vehicles and lack of available time to make safe manoeuvres."

"Recommendation(s) The Mitre 10 access will require specific consideration for MCR users who will be traversing across the access with consideration that the access has been observed to be performing poorly from a safety perspective. It is recommended that the movements in and out of the access are reviewed and if possible reduced, potentially by banning right turn movements out of the access."

"Frequency Severity Rating SANF Review – SANF II Wheels to Wings; Crashes are likely to be Frequent Death or serious injury is Unlikely The safety concern is Significant "

"Designer response Agreed. This is a busy access. Agree that banning of movements will improve safety, and banning the right turn out will improve visibility for left turn out vehicles. It is understood the right turn out movement is already difficult, and some drivers turn left out and U-turn at St James Avenue. Recommend further engagement with Mitre 10 at the next stage to scope options for a right turn out ban, noting that this change is not likely to be supported, and could result in more traffic crossing the MCR at other locations."

3/ Conclusion and recommendations

The Safety Audit and Network Functionality Review undertaken by Velos clearly also support the views of Brian Neill, Ray Edwards and I regarding the significant and GO/NOGO aspects of the W2W Preferred Concept.

It is our continued strongly held view based on our related knowledge, skills and experience that the Community Concept addresses all these issues not addressed by the Preferred Concept nor referred to in the Abley Review.

Taking the above independent Safety Audit and Network Functionality Review of the Preferred Concept into account in is our continued professional opinion we have addressed these in the Community Concept. We recommend that; "The Community Concept Wheels to Wings Cycleway as detailed in the Enliven Bishopdale Submission and incorporating the Community Concept design plans be adopted, for further limited consultation with affected adjacent business and property owners."

Bill Greenwood, Brian Neill Ray Edwards 27th March 2022.

Kelly, Samantha

From: Bill Greenwood [REDACTED]
Sent: Friday, 25 March 2022 1:08 pm
To: Kelly, Samantha
Cc: Brian Neill; Ray Edwards; Donna Thomsen
Subject: Harewood Road Wheels to Wings (W2W) Cycleway Answers to Questions from Hearings Panel
Attachments: Urbis Parking Supply Comparison.pdf

Kia Ora Sam,

Thank you for the opportunity to answer the four questions raised by the W2W Hearings Panel. We (Brian Neill, Ray Edwards, Donna Tomsen and I) would like to comment as follows:

1. How much support is there from the wider community?

A. The Bishopdale Centre (Mall and Parkside) Association AGM unanimously supported; having a dual cycleway on the southside of Harewood Rd and traffic signals at their Harewood road entrance. There was also strong support (one abstention) for a signalised Highstead Rd Farrington Ave crossroad. See item 2.C. below.

B. Copenhagen Bakery Café, Charity Hospital and Caltex service station owner have been publicly critical of the Preferred Concept. They employed their own specialist (Ray Edwards) to convey their concerns to the Council's consultant. While the specialist obtained some concessions, they all continued to express total support for the Community Concept. The Charity Hospital commented at the hearing that "if they couldn't have the Community Concept, they would prefer no cycleway."

C. Individual operators of Hells Pizza, Subway, Caltex and Shell service stations have offered their support but are unable formally comment. Foodstuffs NZ (New World) formally support the Community Concept.

D. During the first round of consultation, we received support for the Community Concept from MITRE 10. I have an excellent relationship with the Smith family owner of the business. They assist establishing our Bishopdale MENZSHED and donated material to the Enliven Bishopdale Group for our Bishopdale Village Green. Although approached we have yet to receive further feedback on recent iterations of the Community Concept. See 2.B. below.

E. We have over 20 emails specifically in support of the Community Concept including Organisations, local businesses, retirement home (operator and resident association), a church leader, member, petition organiser and residents.

F. Submitters at the hearings that raised issues that are addressed by the Community Concept have been approached and if interested have supported the concept.

G. Spokes in their submissions favoured a consistent treatment for the full length of the route. A single direction cycleway each side or a dual facility one side. The Community Concept achieves this.

H. The Community Concept has been 'socialised' throughout the two-year consultation period on the 192 member *Harewood Road Wheels to Wings Cycleway* Facebook page.

2. How many people have seen the drawn design?

A. Few of the Community Concept supporters have seen the design for the full route, it is quite a long plan! Many have seen plans specific to their interest and are happy that their need has been addressed.

B. While remaining true to the concept of a dual cycleway on the southside the length of Harewood Road 'opportunities for improvement' have been taken when identified and added to the original drawn design. These have been 'socialised' on the Facebook page.

1. A significant example of a design change relates to the Matsons Ave intersection and MIRE 10 entrance and goods vehicle exit.
2. The Harewood Rd/Matsons Ave intersection carries a similar number of vehicle movements to the MITRE 10 Harewood Road entrance (4,000+vpd). We recently became aware that the North West Arc was approved with traffic signals on Harewood Road east of the Matsons Ave. This created a fatal flaw in the Preferred Concept.
3. Traffic Signals in this location require Cyclist on the Arc Cycleway to cross Matsons Ave (uncontrolled 4,00vpd) to access the traffic signals on Harewood Rd to the west. They are then required to cycle across the MITRE 10 entrance (uncontrolled 4,00vpd) and the goods vehicle exit to travel north on the Northern Line Cycleway.
4. The Community Concept has subsequently relocated these traffic signals to the Matsons Ave intersection. This removes the need for our previous right turn bans and assists the dual cycleway crossing of Matsons Ave. Most importantly it removes the need for any cycleway to cross the MITRE 10 entrance and goods exit the fatal flaw in the Preferred Concept.

C. A further improvement is the 3 Tee junction traffic signal replacement of the signalised roundabout also recently added.

1. The Enliven Bishopdale Group and the Bishopdale Centre (Mall and Parkside) Association AGM submission during the first round of consultation requested the Roundabout be replaced with 'cross road' traffic signals. This was identified by the consultants as likely to increase congestion (Level of service F). It was therefore not proceeded with during the second consultation round. Both organisations are aware of the 3 Tee junction proposal.
2. A large number of submitters at the hearings raise concerns regarding the Preferred Concept signalised roundabout. The consultant also very recently identified that the proposed traffic signals would have a 20 second fixed cycle time. Clearly a signalised roundabout especially with 'metered' approaches lacks community support. This will be very evident if installed with a fixed time cycle.
3. The Community Concept now includes 3 signalised Tee junctions at Farrington Ave Highstead Rd and Mall entrance. These can be linked and double phased with Greers/Harewood intersection to minimise congestion.
4. The Community Concept Cycleway is incorporated into two of the intersection traffic signals (Farrington Ave and Mall entrance) rather than up to four crossings in the Preferred Concept.

D. On balance, it is recognised that the wider community has unfortunately not had a chance to specifically comment to Council on the current Community Concept. It has however been well exposed in our community. It is suggested to avoid 'consultation fatigue' and further cost resulting from a third round of consultation the Hearings Panel Resolve that;

1. The Hearings Panel recommend to the Transport Infrastructure Committee that the Community Concept for the Wheels to Wings Cycleway is the preferred concept.
2. All submitters to the panel be notified and that any further feedback be forwarded for consideration by the Committee.

3. Do residents on the north side of Harewood Road understand the consequences for them?

A. As noted in our submission the Community Concepts includes a void filling seal coat on the Central section of Harewood Road This will reduce traffic noise below current levels.

B. A number of submitters were concerned regarding vehicle access to their property and for emergency vehicles. The Community Concept roadway cross section has a painted median for right turning into driveways and pedestrian refuges to assist pedestrian access to bus stops. The median will also be available for emergency vehicles to overtake if necessary.

C. Both the consultants and our surveys suggest there is limited demand for on street parking by residents on the central section northside (Max 10 spaces). It is suggested that residents be approached and be provided with a parking bay rather than a grass berm if desired. These carparks can be finalised during the detailed design.

4. It appears there is less parking around the Copenhagen Bakery. Is the bakery aware of this?

A The owner of Copenhagen Bakery Café responds as follows;

"We are most concerned about the council preferred design parking allocation, because we had this at 31 - so they have taken a couple away again after we discussed this.

We prefer the community preferred design because it is outright safer to all cyclists, vehicles and pedestrians. We are most concerned about our entry and exits - the council preferred design is a total liability and waiting for more accidents to occur!

We are in favour of the lazy road - slow road option also due to its safer qualities for all and it is outright more aesthetically appealing for the community directly around us.

We have spoken to 3 other direct neighbours on the north side and they have shown interest in the community concept. The council cycleway panel need to seriously consider this option before making a huge decision which has such an impact on a very popular service road.

If it needs to go out to the community again for discussion - then so be it, and also get a different unbiased consultants opinion if need be. (one that doesn't need the council to feed it!) "

B The Bakery consultant Ray Edwards Urbis TPD Limited comments as follows;

"the community preferred option, with the Councils revised yard layout, gets more parking at the bakery than the councils preferred option.

There exists 63 on-street spaces on this section of road.

The Councils originally notified design proposal reduced this to 31 spaces.

The alternate design prepared by Urbis to Bill's specification provides 54 spaces.

I then met with the Councils design team and they modified their design to provide 38 spaces. The additional space locations are shown in blue boxes.

Following further discussion with the Councils design team, they modified the design of the Bakery front yard parking layout and this netted two more spaces to 40 spaces.

The Council then prepared their version of the Greenwood/Urbis design and this showed 39 spaces.

However I can easily add ten spaces to this making it 49 spaces.

The Councils preferred option as I last saw it provided 40 spaces."

There is an opportunity to increase on street parking by reducing the large landscaped area east of the Copenhagen Bakery Café. Space would still be

available to undertake tree planting included in the Community Concept as a 'carbon offset' for concrete used in its construction.

Thank you for the opportunity to further assist the W2W Hearings Panel with their deliberations. We have fully participated in the consultation process knowing that the Council has not already made up its mind and is looking for a quality outcome. If further information or clarification is required, please contact me, Brian, Ray or Donna.

*Warm regards
Bill Greenwood
On behalf of Brian, Ray and Donna*

Addresses									
Southern Side of Harewood Road		Existing	Urbis / Greenwood	CCC Notified	CCC modified	Copenhagen Modified (CM)	CCC Road swap + CM	Road Swap Plus + CM	CCC Preferred option
401 Harewood Road									
	1	1							
403C Harewod Road									
	1	1							
	2	1							
	3	1							
	Driveway								
405 Harewood Road									
	Driveway								
	1	1	1		1	1			1
	2	1	1	1	1	1			1
	3	1	1	1	1	1			1
	Driveway								
407 Harewood Road									
	Driveway								
409 Harewood Road									
	1	1	1	1	1		1	1	1
	2	1	1	1			1	1	1
	Driveway								
COPENHAGEN BAKERY	3	1	1		1	1	1	1	
	4	1	1	1	1	2	1	1	1
	5	1	1		1	1	1	1	1
	ON-site car park	9	9	9	9	11	11	11	11
	Driveway								
419 Harewood Road									
	1	1							
	2	1					1	1	
	Driveway								
421 Harewood Road									
	Driveway								
	1	1	1	1	1	1	1	1	1
	2	1	1				1	1	
423 Harewood Road									
	Driveway								
	1	1	1				1	1	
	2	1	1	1	1	1	1	1	1
	3	1	1		1	1	1	1	1
	Pedestrian crossing								
445 Harewood Road									
	1	1	1	1	1	1	1	1	1
	2	1	2	1	1	1	1	1	1
	Driveway								
447 Harewood Road									
	Driveway								
	1	1	1	1	1	1	1	1	1
	2	1	2	1	1	1	1	1	1
503 Harewood Road									
	1	1	1	1	1	1			1
	2	1	2	1	1	1			1
	Driveway								
505 Harewood Road									
	1	1		1	1	1		1	1
	2	1						1	
Trafford Street									
Total spaces	30	36	31	23	26	28	26	28	28
Staff									
Residents									
Potential Customers									

Northern Side of Harewood Road		Existing	Urbis / Greenwood	CCC Notified	CCC modified	Copenhagen Modified (CM)	CCC Road swap + CM	Road Swap Plus + CM	CCC Preferred option
504 Harewood Road									
	No parking								
	Driveway								
502 Harewood Road									
	1	1	1	1	1	1			1
	2	1	1						
	Driveway								
500 Harewood Road									
	Driveway								
	1	1	1	1	1	1	1	1	1



	2	1	1				1	1	
498 Harewood Road									
	Driveway								
	1	1							
	2	1							
496 Harewood Road									
	Driveway							1	
	Bus Stop							1	
454 Harewood Road									
	Driveway								
	1	1		1	1	1		1	1
452 Harewood Road									
	Driveway								
	1	1	1	1	1	1	1	1	1
	2	1	1				1	1	
450 Harewood Road									
	Driveway								
448 Harewood Road									
	Driveway								
446 Harewood Road									
	Driveway								
	1	1	1	1	1	1	1	1	1
	2	1	1				1	1	
444 Harewood Road									
	Driveway								
	1	1	1		1	1	1	1	1
	2	1	1				1	1	
442 Harewood Road									
	Driveway								
440 Harewood Road									
	1	1	1				1	1	1
	2	1	1				1	1	1
438 Harewood Road									
	1	1	2	3	3	3		1	1
	2	1	1					1	
	Driveway								
436 Harewood Road									
	1	1	1						
	2	1	1						
	Driveway								
432 Harewood Road									
	Driveway								
	1	1	2				1	1	
	Driveway								
	1	1					1	1	
430 Harewood Road									
	Driveway								
	1	1	1		1	1	1	1	1
	2	1	1						
428 Harewood Road									
	Driveway								
426 Harewood Road									
	Driveway								
	1	1	1		1	1		1	1
	2	1	1		1	1		1	1
424 Harewood Road									
	Crossing Point								
	1	1						1	
	Driveway								
1 Gardiners Road									
	Driveway								
	1	1							
Breens Road									
Total Spaces		27	23	8	12	12	13	21	12
Total Both Sides		63	54	31	38	40	39	49	40

Trim Reference: 22/174385
Last updated: FINAL as at 14/04/2022

Wheels to Wings Papanui ki Waiwhetū Major Cycle Route Hearings Panel – Questions and Officer Responses

#	Panel Member/ Date	Panel Question	Council Officer Response
1	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 cycleway?	Response previously provided by memo. A copy of the memo is attached with this response.
2	Briefing	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.	Response previously provided by memo. A copy of the memo is attached with this response.
3	Briefing	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.	Response previously provided by memo. A copy of the memo is attached with this response.
4	Site Visit	Central section/Median U-turn opposite the Bishopdale Mall located on Harewood Rd – As part of the design can improvements be made to have clearer markings and/or allow more room for a vehicle to wait in the median whilst making a U-turn movement?	Yes, the project team is investigating improvements to both markings and the median island itself as part of the preferred design, which would allow a vehicle to stop in the median clear of traffic when making a right turn or U-turn. The investigations indicate this can be achieved, and these changes can be incorporated at the detailed design stage.
5	Site Visit	Copenhagen Bakery Resource Consent – Depending on the outcome of the final decision, can staff assist the bakery in their Resource Consent change application to allow for staff to use the on-site car park?	Yes, staff can assist the bakery with information that may be required and will refer the concerns to the consenting unit.

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6	Site Visit	<p>West end section – Parking at Nunweek Park – Is it possible to start the cycleway further out and have a drive in/out lane along with angled parking?</p>	<p>No, to have the cycleway between a drive in/out lane with angle parking and the traffic lanes would require moving the parking further into the park. New kerb and channel would be required for the parking area that would need to be located along the first line of trees. This would mean the removal of these trees, and possibly the second row of trees. A full arboricultural assessment would be needed to determine the impact on all affected trees. It would also be less comfortable to cycle along and there would be the risk of conflicts between cycleway users and vehicles entering and exiting the lane.</p> <p>As an alternative, to provide angle parking at an acceptable standard at this location (i.e. not requiring reversing vehicles to manoeuvre into the traffic lane), the shared path would need to be shifted into Nunweek Park on the south side of the trees, refer below sketch. While this would be possible to construct, it would affect the use of the park for sports and other activities, and the proximity of the path to loose balls would need to be considered. This option would require new kerb and channel to be located where it is expected to impact the trees, and this would need a full arboricultural assessment. Further engagement with local residents, park users and the wider community would be required to understand their views on this design. There would be CPTED issues from the lack of passive surveillance from the street created by the double row of trees, especially during the hours of darkness as there would be little chance of passing vehicles overlooking the path. Due to the location of the path, lighting would be required to encourage people onto the path at night. New lighting would also have a visual impact on neighbouring properties. Initial feedback from Council Parks, Arborists, and Sport and Recreation representatives indicate this is an option that could be investigated further, and further discussions would need to be had after the above assessments and engagement had been completed.</p> <p>The construction of the path within Nunweek Park is estimated to cost approximately \$400,000 more than the existing design, this cost does not include the assessments and further engagement.</p> <p>Refer also Question 13 and 46.</p> 
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7	Middlemiss 17.02.22	With the increasing uptake of E-bikes and the increased speeds that result from that has there been any integration of this trend into the design / safety considerations of our cycleway(s)?	Key allowances made are: <ul style="list-style-type: none"> Providing adequate facility widths that allow for overtaking (on Wheels to Wings, the one-way cycleways are typically 2.2 m wide, two-way cycleways are typically 3 m wide and shared paths are typically 3-4 m wide), which maximises clearance between opposing riders on two-way and shared paths, and Minimising the use of shared paths in residential or commercial areas where pedestrian volumes are typically higher, to reduce conflicts.
8	Middlemiss 17.02.22	Will the Harewood Road lanes in option one be the same width as current lanes or wider to allow for large turning vehicles / buses?	Option 1 (the preferred design) traffic lanes would be approximately 0.5 m wider than the existing lanes. Tracking of large vehicles at intersections has been provided for.
9	Middlemiss 17.02.22	Was an underpass option at Bishopdale round about ever seriously investigated as part of the design process and if not why not?	Yes it was considered, and discounted for the following reasons: <ul style="list-style-type: none"> An underpass would require the removal of trees in the roundabout and the relocation of underground services. Providing appropriate ramp grades would create a very long underpass, without providing passive surveillance (i.e. the underpass would feel unsafe, particularly at night and there would be CPTED issues). It would not provide the pedestrian and cycle connectivity across Harewood Road that signals would provide. It would also cost significantly more than the signals in the preferred design.
10	Middlemiss 17.02.22	How will rubbish removal down Harewood Road work in a single lane environment? Will there be enough room for trucks?	Trucks may at times be positioned in the path of traffic when collecting bins. This is common on different parts of the road network, with the key difference being the presence of the central median instead of an opposing traffic flow. However, there would be width for the trucks to pull over between driveways to allow following traffic to pass more easily. Painted markings would be used to show residents where to place their bins, as on other MCR's. Bin collection would take place as early as possible, when traffic volumes are lower and the on-street parking demand is very low. There would be 6.1 m between the cycleway separator and the central median. If bins were placed in line with the separator at each side of a driveway, cars will easily be able to pass a collection truck. This would be possible where a driveway services one property. Where bins are placed on the road shoulder - in line with on-street parking, collection trucks would be expected to be positioned partially in the path of traffic when collecting bins, with cars typically able to pass at lower speeds. This would be the likely scenario where there are multiple properties served by a single driveway and there is insufficient space for all bins to be placed in line with the separator. This situation is comparable to Halswell Junction Road near Wigram Road that caters for 9,000 vehicles per day (2019) with 5.3 m available width between the kerb line and central median. The project team have spoken with Waste Management, who collect the bins, and they have no reported concerns with the Halswell Junction Road layout. They did note that during collection some larger trucks would not be able to pass the rubbish collection truck.
11	Middlemiss 17.02.22	Have we seen any increases in traffic flows down Harewood with the changes at the top of Wairakei Road?	There has been a slight increase in traffic volumes due to the changes to the intersection of Wairakei Road with Russley Road, predominantly west of Wooldridge Road. The changes were prior to Wheels to Wings and have been incorporated in the analysis for Wheels to Wings.
12	Middlemiss 17.02.22	Have we seen any increase in traffic flows down Harewood Road as a result of the increasing commercial activities in the airport business parks and has this been factored into the traffic flow modelling?	Modelling for the project has been undertaken in the CCC CAST model, which is updated every three years to account for land use changes such as the commercial developments at the airport. Count data compared between 2017 and 2020 at two sites on Harewood Road reveals an increase in traffic volumes, predominantly at the western end of Harewood Road. Further east (between Gardiners/Breens and the roundabout) there was no notable increase in traffic volumes.
13	Middlemiss Hearing 16.02.22	Nunweek Park traffic issues – Is this something that can be addressed as a separate issue in future, potentially with the Community Board?	The Wheels to Wings project team have carried out an initial assessment. See response to Question 6.

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14	Keown Hearing 16.02.22	Submissions – What has been done to address issues raised by submissions from heavy haulage/AA/Trucks etc?	<p>Members of the project team met with three AA representatives to talk through the design, answer questions and discuss their concerns. Following this meeting AA were more comfortable with the proposal than they initially indicated.</p> <p>Members of the project team met with the Road Transport Association (RTA) 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. Their concerns were not specific to cycleway infrastructure, acknowledging that conflicts occur on all roads. They agreed that solutions include training of drivers and riders, and improvements to truck safety with cameras, side under run protection, etc. The RTA are actively supporting these training and safety improvement measures.</p> <p>Members of the project team met with the Heavy Haulage Association (HHA) 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. The detailed recommendations from the meeting and their consultation submission have been reviewed and we consider that the design, in conjunction with the ongoing consideration of the details during detailed design, will accommodate the minimum requirements for an over-dimension route. These details include design aspects such as kerb types and traffic signal pole location and types, as well as existing restrictions such as overhanging tree branches. The design team will liaise with HHA during detailed design to ensure the detailed aspects are developed appropriately.</p>
15	Middlemiss Hearing 16.02.22	Wilmot Street – What is the net parking loss in the immediate area?	<ul style="list-style-type: none"> All on-street parking is proposed to be removed on the northern side of Harewood Road in the immediate area, equating to 16 spaces within 100 m of Wilmot Street. On the southern side, two spaces of the existing 23 spaces are proposed to be removed within 100 m of Wilmot Street, to improve the bus stop lead-in. A new pedestrian refuge island is proposed near Wilmot Street, which improves access to on-street parking on the southern side of Harewood Road. On Wilmot Street, two spaces of existing 25 spaces are proposed to be removed. Twelve of the remaining 23 spaces are proposed to be P180 to cater for funeral and church services. Daytime on-street parking demand from the Kainga Ora development has been observed to be very low.
16	Davidson Hearing 16.02.22	Vehicle emissions – Does the QTP report show the emissions caused by the lane reduction vs signalisation of the route?	<p>The QTP report does not split emissions caused by the lane reduction vs signalisation. The method adopted was to estimate fuel use based on average midblock vehicle speeds, in accordance with the Waka Kotahi's Monetised Benefits and Costs Manual (MBCM) procedures, which is the industry's standard for economic evaluation of land transport activities in New Zealand.</p> <p>Total emissions is the important output and will remain the same as QTP reported, whether or not split into lane reduction and intersection components, so there is limited value in doing this.</p>
17	Keown Hearing 16.02.22	37637 – Papanui/Innes Community Board Submission Harewood crossing – Who/what is the liability if there is an accident?	CCC and KiwiRail have been working together on the installation of traffic signals at the Harewood Road railway level crossing. The intersection is part of a programme of works and is ranked in order of priority within the city and wider NZ by KiwiRail.
18	Dalziel Hearing 16.02.22	37899 – Mervyn Graham Land designation Trafford Street to Johns Road – Has the land already been designated?	There is currently no designation for any land along this section of Harewood Road.
19	Dalziel Hearing 16.02.22	38509/42688/38357/37534 Bill Greenwood and on behalf of others Visual of the community preferred option (3) – Staff to develop visuals of the concept and liaise with the submitter to ensure it is captured accurately.	Staff have met with Bill and Brian to develop drawings of their design, building on work undertaken with them in 2021. Their feedback on a draft drawings was incorporated and the design was finalised following this, which Bill and Brian confirmed captured their design intent. These drawings and associated artist's impressions were provided to the Hearings Panel on 17 March 2022.

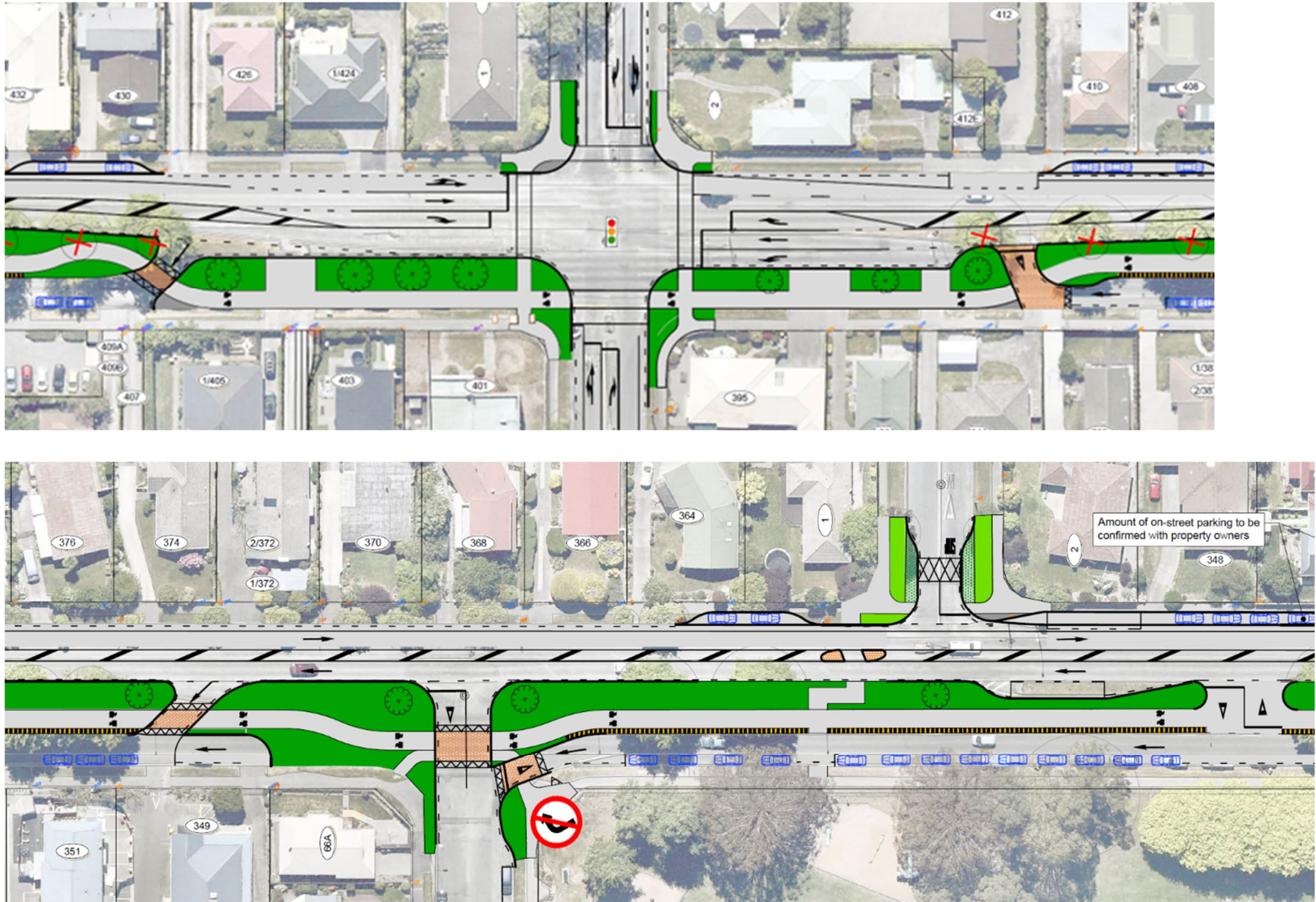
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20	Keown Hearing 16.02.22	38817/42741 Philip Clark Are there any other examples in New Zealand or internationally with similar traffic volumes where the submitter's concept has worked well?	Other examples considered comparable are the CCC urban villages, such as Ferry Road through Woolston Village or Riccarton Road near the Mall. Ferry Road caters for 16,000 vpd (2020) which is comparable to Harewood Road, 14,500 vpd (2019). Riccarton Road volumes are recorded as 14,000 vpd (2021). Neither Ferry Road nor Riccarton Road provide protected cycle facilities consistent with MCR guidelines, however these examples demonstrate traffic calming and speed restrictions being applied to higher volume roads by CCC.
21	Dalziel Hearing 16.02.22	37836 Wednesday Wheelies Robert Fleming and Lynne O'Keefe Compromised design concerns – The submitter used the Wellington Island Bay cycleway as an example of how a compromised design has not worked. Advice requested on this example/situation.	The Island Bay Cycleway used a similar concept to Harewood Road and other MCR's, locating the cycleways behind parked vehicles but did so only with painted markings (which caused some confusion amongst people driving), while maintained on-street parking close to driveways (which limited visibility), and significantly narrowed the traffic lanes. The multiple compromises and departures from design guidance contributed to a poor outcomes for all road users. The design also utilised different design details to Christchurch MCR's at locations such as bus stops, and people cycling needed to transition into a shared traffic lane on parts of the route. Wellington City Council is currently redesigning the cycleway.
22	Davidson 28.02.22	What are differences between staff's option 3 and the option presented by Ray Edwards and Bill Greenwood?	The key differences of Bill's design compared to staff's Option 3 (in the section of Harewood Road between Nunweek Boulevard and Greers Road, to which Option 3 relates) are: <ul style="list-style-type: none"> • The narrowing of the main road traffic lanes and flush median, in order to shift traffic further from and retain the power poles and trees on the northern side • On-street parking only provided around trees and poles on the northern side (refer point above) • The use of rubber speed humps instead of exposed aggregate concrete cycleway separators • Two signalised tee intersections at the intersections of Harewood Road with Highsted Road and Farrington Avenue, instead of the signalised roundabout (Bishopdale Court intersection signalised with both options) • Road widening for additional traffic lanes on Greers Road Staff were concerned with and had not resolved the issue of the access road entries and exits being located in close proximity to other intersections in Option 3.
23	Davidson 28.02.22	Do staff have an approximate cost for the option presented by Ray Edwards and Bill Greenwood?	The option as presented by Bill would cost approximately \$2-\$2.5 m more than the preferred design for the full route. The cost difference is made up of the following: <ul style="list-style-type: none"> • West end: \$2 m less than the preferred design due to: <ul style="list-style-type: none"> ◦ Not providing a signalised crossing at Harewood School ◦ Not providing traffic signals at Wooldridge Road ◦ Use of narrow shared paths • Central section: \$3.5-\$4 m more than the preferred design due to: <ul style="list-style-type: none"> ◦ Not providing a signalised crossing at Nunweek Boulevard ◦ New traffic signals at Bishopdale Court intersection (mall access) ◦ Additional signals and civil works for two tee intersections replacing the roundabout ◦ Additional civil works and underground service alterations on Greers Road ◦ Additional civil works at side road intersections ◦ Civil works and underground service alterations at indented parking bays ◦ Use of rubber speed bumps instead of concrete separators, on one side of the road • East end: \$500,000 more than the preferred design due to: <ul style="list-style-type: none"> ◦ Providing a signalised intersection of Matsons Avenue instead of an adjacent crossing The additional cost does not include the further design development and community consultation that would be required for this option to be progressed.

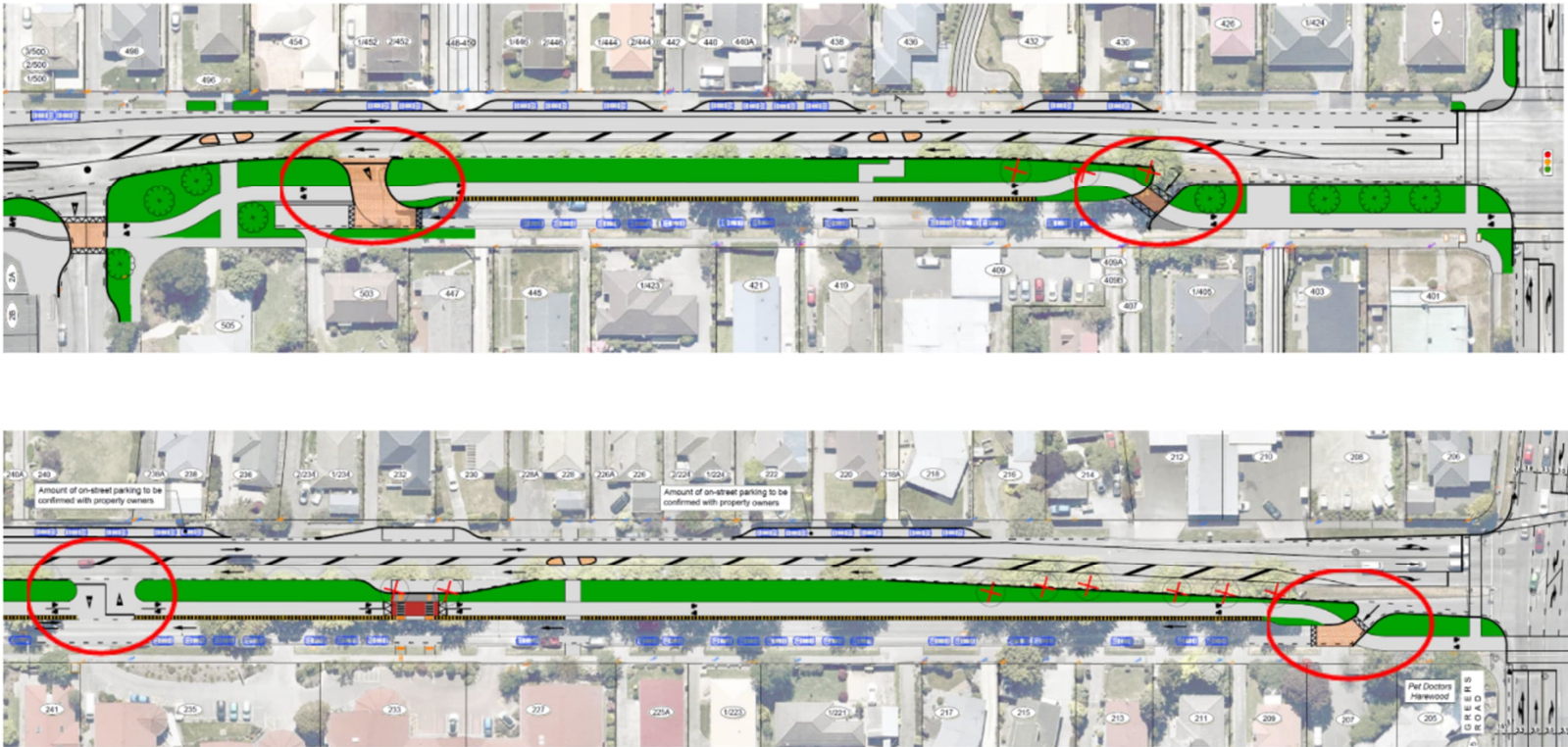
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24	Davidson 28.02.22	How does the option presented by Ray Edwards and Bill Greenwood work at the intersections?	<p>Refer drawings provided to Hearings Panel on 17 March 20220 for full details. Cycleway users are given protection from traffic at signalised intersections via red turn arrows. There is rider priority at side roads, slow road accesses and cycleway crossings, however there are legal and safety concerns with rider priority proposed with this layout. Examples shown below:</p> 
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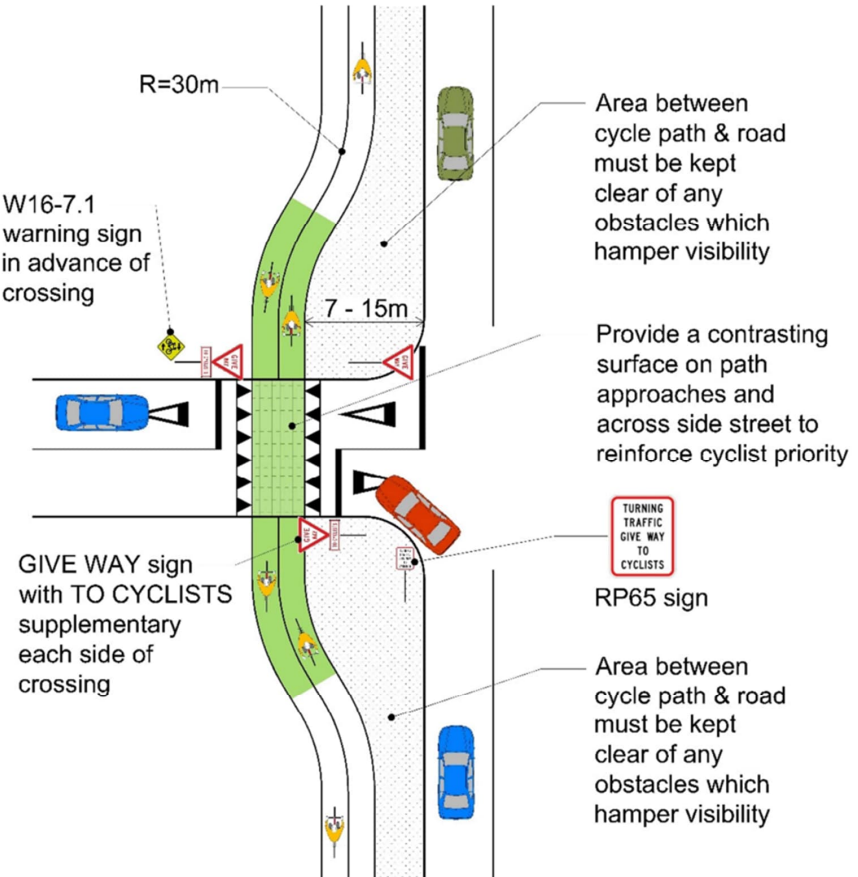
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25	Davidson 28.02.22	Where do cars access the slow road in the option presented by Ray Edwards and Bill Greenwood and how are these points controlled?	<p>Refer drawings provided to Hearings Panel on 17 March for full details. Cars access the slow road at new intersections with the main road, with give way controls at the exits. Examples shown below:</p> 
26	Davidson 28.02.22	Are there any safety concerns with the option presented by Ray Edwards and Bill Greenwood?	<p>Staff have noted the below key safety concerns with this option:</p> <ul style="list-style-type: none">• Accesses into and out of access roads are in close proximity to other intersections, leading to potential driver confusion and queues from signalised intersections overlapping with the access road intersections.• Drivers will be required to make right turns across two lanes of traffic travelling in opposing directions when turning right out of the access road and properties on the northern side of the road. In the current situation, and with the preferred design, this can be achieved with a left turn and a U-turn. Queued traffic from the signalised intersections of Gardiners/Breens will restrict visibility from the exit east of this location.• Cyclists crossing the access road are close to the main road (refer red circles above) where it may be difficult for them to see and judge turning traffic.• It is less safe for pedestrians and cyclists to cross the road due to no raised median being provided between opposing lanes of traffic. Some pedestrian refuge islands have been provided, however standing in the flush median and cycling on the narrow shoulder or footpath is expected.• The provision of multiple minimum widths in the roadway, with power poles remaining in relatively close proximity to the edge of the traffic lane.• Restricted visibility for drivers exiting properties on the north side due to parked cars, power poles and trees being more directly in their line of sight, with little opportunity to see approaching traffic behind them. <p>Refer also the independent review by Abley, presented to the Hearings Panel on 18 March 2022.</p>

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27	Davidson 28.02.22	<p>In the preferred design, can people on bikes have priority over cars at the T intersections? If not, why?</p>	<p>Based on a review of the latest guidance and experience in this area, it is believed that with some design modifications, riders on the two-way cycleway could have priority at the intersections of Wilmot Street and Chapel Street with Harewood Road. It is not certain that a safe crossing with rider priority can be provided at Sails Street, where delivery trucks are amongst the vehicles turning off Harewood Road and across the cycleway. Further consideration will be given during detailed design to the feasibility of cycle priority and the implications of having different priorities at alternating intersections.</p> <p>For any design of a two-way cycleway on higher-volume roads, there are concerns with drivers not looking for or seeing riders travelling in the contraflow direction amongst the volume of traffic travelling on the road. To consider people travelling on bikes having priority, the cycleway crossing would need to be separate from the roadway intersection so that drivers can cross the two separately. The distance to do this is a minimum of 7 m, which allows for a limit line to be set back from the crossing, and a car to be clear of the main road when stopped for riders (refer image below from NZ design guidance). This can be achieved on the side roads at the eastern end of Harewood Road due to the road narrowing from the access restrictions, albeit with tight curves on the cycleway approaches.</p>  <p>Figure 8: Bent-out cycle path layout (adapted from Austroads Guide to Road Design part 4)</p> <p>Other considerations are:</p> <ul style="list-style-type: none">• The cycleway would need to have tighter curves at the intersections (which requires greater attention from riders to negotiate).• Footpath space would be slightly more constrained and pedestrians would need to walk a less direct path due to the cycleway alignment.• Large vehicles would not be able to stop between the cycleway and the main road, notably on Sails Street (although the flush median would provide space for following vehicles to manoeuvre around them in some instances).
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28	Davidson 28.02.22	Do we have feedback from emergency services on the preferred design?	<p>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 the first round of community consultation at the start of 2021. The 2017 meetings informed the details of the cycleway design, with none of the organisations indicating concern with the proposed road layout changes.</p> <p>Police and Fire and St John feedback 2021:</p> <ul style="list-style-type: none">• Police did not have any major concerns, and supported the measures to improve cyclist safety.• Fire and Emergency NZ did not have any concerns with the proposed lane widths and did not see any major issues with the cycleway design, noting they will adapt to the proposed changes.• 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 and confirmed 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. Even at times of high parking occupancy, with approximately 50% of on-street parking removed there would still be adequate space for vehicles to pull out of the traffic lane to let emergency service vehicles past.
29	Davidson 28.02.22	Will a rubbish truck be able to operate on Wilmot Street?	<p>Yes, three-point turns will be possible for rubbish trucks within the turning head at the end of Wilmot Street.</p>
30	Davidson 28.02.22	Is there anything that can be included into the design from Philip Clark's submission	<p>Harewood Road is currently designated as an over-dimension vehicle route, with the railway crossing at Harewood Road being a preferred crossing due to not having signal poles in the middle of the road. Over-dimension vehicle routes have requirements on the clear widths between objects within the roadway. Many of the items in this submission would not be possible with these requirements and would require another over-dimension route to be identified and agreed with operators.</p> <p>This submission includes urban design enhancements in conjunction with the preferred cycleway type, to improve the amenity and reduce the severance caused by Harewood Road. A possibility would be to incorporate some aspects shown in this submission, instead of the full boundary to boundary street upgrade design as submitted.</p> <p>Some elements could potentially be included are:</p> <ul style="list-style-type: none">• Gateways could be provided, although their effectiveness would be compromised if the over-dimension vehicle route was retained.• Buildouts with trees/plantings could be provided at some locations, although these would be limited if the over-dimension vehicle route was retained.• Trees in central median islands could be provided in this area if Harewood Road were to not be an over-dimension vehicle route. Planted islands would be possible in some locations, although these would impact on vehicles being able to use the median for making turns.• Some zebra crossings may be able to be incorporated if located on raised platforms and the speed limit reduced to 30 km/h (further evaluation would be required).• 30 km/h speed limit could be incorporated if a slower road environment could be created (refer above items).• Additional street furniture and high-quality finishings could be provided but have cost implications. <p>Localised consultation with directly affected residents and key stakeholders would be required for any of these changes, with wider consultation required for the 30 km/h speed limit. Additional funding would also be required to cover the inclusion of these aspects.</p>

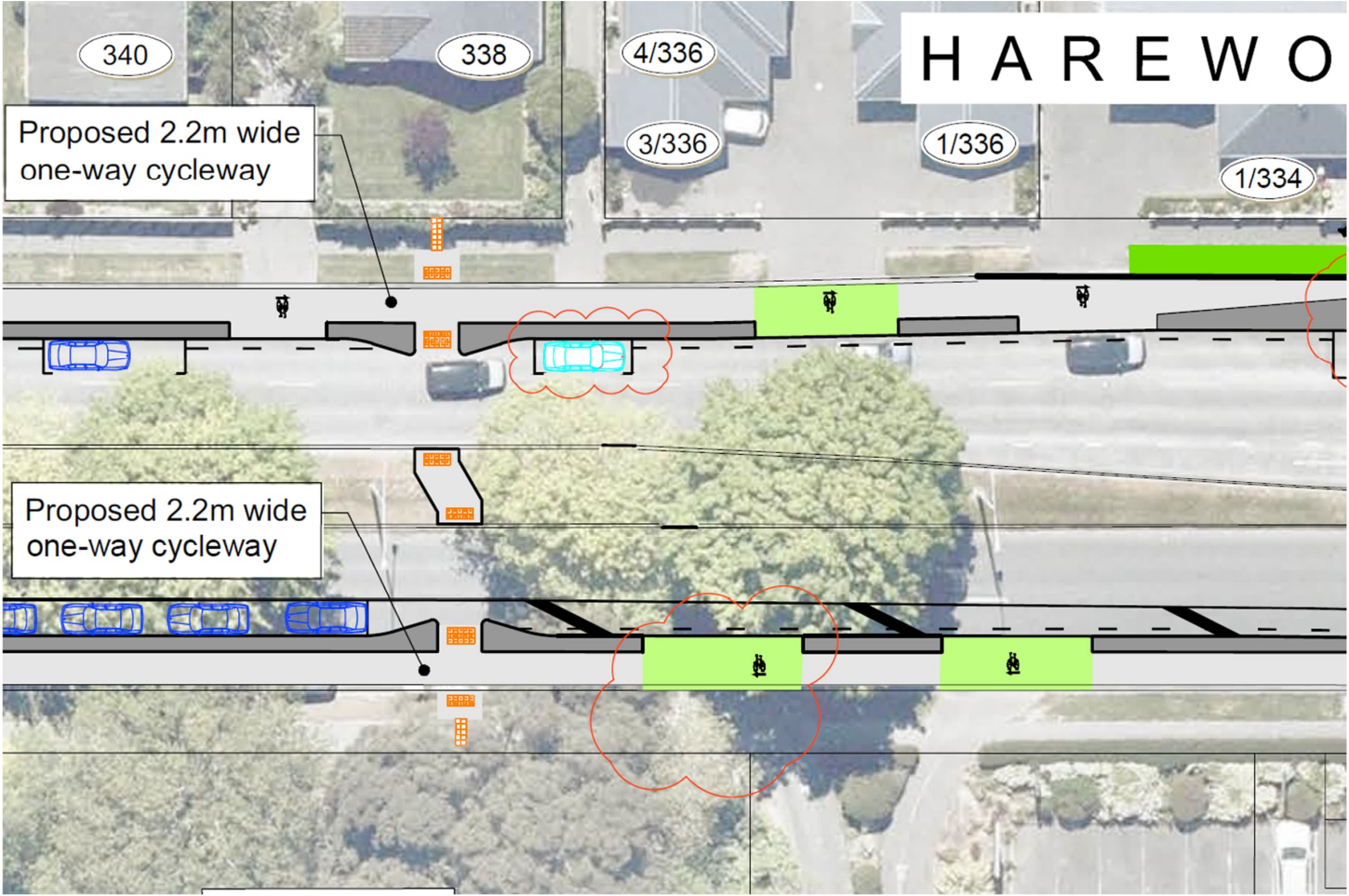
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31	Norrish 03.03.22	Would it be possible to trial a lane reduction on the central section before deciding on a permanent design?	<p>A trial would be possible, however there are risks and limitations associated with this, as detailed below. It is not considered that a trial would give a realistic impression of the impact of the lane reduction as part of the wider cycleway scheme and associated network changes. All of the viable concepts considered along Harewood Road require a lane reduction. There would be a significant cost involved with any trial on Harewood Road.</p> <p>Considerations and risks of a trial lane reduction include:</p> <ul style="list-style-type: none">• The length of time needed for drivers to become accustomed to the new layout and travel patterns to change.• How closely the trial layout would reflect/represent the proposed permanent layout (a road with a lane coned off with temporary traffic management will not operate like the proposed road would – a semi-permanent trial with changes to road markings would be required).• How the trial would be monitored and how any community feedback would be captured/incorporated.• The impact of elements of the project not included in the trial (i.e. other network changes would not be recognised, intersection capacity improvements not included, no new signals creating gaps in traffic for drivers exiting properties or side roads).• Consideration would also need to be given to what (if any) cycle facilities would be provided, with a clear understanding given that the full ridership uptake of the MCR would not be realised in the short term, and with only a temporary layout and lack of physical separation.
32	Norrish 03.03.22	Will the proposed new signals at Greers/Langdons Rd impact the modelling which has been used, especially with regards to the Harewood/Greers intersection?	<p>The inclusion of signals at Greers / Langdons is included in the network modelling, and the effects captured in analysis as part of a broader area wide traffic study. It is expected that the scheme would be designed to work efficiently with the Greers / Harewood intersection (providing a 'green wave') and would have the effect of increasing access to Greers Road and Sawyers Arms Road, effectively removing the need for as much traffic to use Harewood Road.</p>
33	Norrish 03.03.22	Why not incorporate the signalised crossing just west of Nunweek Boulevard into full signals at the intersection? Is cost the reason for not doing this?	<p>Full signals at the intersection would cost more than a signalised crossing, and result in additional delay to both cycleway users and general traffic. Full signalisation is not required for the MCR. When Harewood Road traffic stops for the signalised crossing it will create an opportunity for vehicles to turn right out of Nunweek Boulevard.</p>
34	Norrish 03.03.22	Matsons/Harewood intersection - Why not incorporate the signalised crossing into full signals at the intersection? Is cost the reason for not doing this?	<p>Full signals at the intersection would cost more than a signalised crossing, and result in additional delay to both cycleway users and general traffic. Full signalisation is not required for the MCR.</p> <p>Matsons Ave is currently used as a rat-run by drivers trying to avoid the congestion on Papanui Road. Traffic counts indicate Matsons Ave is well used from 8am to 7pm. Full signals will likely attract more traffic to Matsons Ave, a local residential street, which would have a negative impact to the residents. Matsons Ave caters to the Nor'West Arc MCR, so it is not desirable to attract more traffic onto the street.</p> <p>When Harewood Road traffic stops for the midblock signals, this creates an opportunity for vehicles to exit both Matsons Ave and Mitre 10.</p>

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35	Hearing 04.03.22	38507 Brian and Grace Breen Pimlico Alley road crossing – What is the reason for shifting the pedestrian crossing 10 metres west from the existing crossing?	<p>The crossing is proposed to be shifted to the west to separate it from the carpark exit, and to allow a pedestrian refuge to be provided between the cycleway and the roadway. This means that people crossing this side of the road can do so in two shorter steps rather than one longer crossing of both the cycleway and traffic lane.</p>  <p>Regarding the location of the crossing at the carpark exit, as the crossing is not currently separated from the Liquor Land et al carpark exit, pedestrians crossing the road need to look up Harewood Road for approaching traffic as well as towards the carpark exit. Exiting drivers' attention will be focussed on traffic coming from their right and they may not see pedestrians standing at the crossing.</p>
36	Hearing 04.03.22	38507 Brian and Grace Breen Widening of the gateway at Bishopdale Park – What is the reason for this change?	<p>The vehicle crossing into Bishopdale Park would be widened, the gateway would not be changed. The change was made in response to a request from a sporting club that uses the park, so they can access the ground using maintenance equipment.</p>
37	Hearing 04.03.22	Traffic calming / creating a shared space entering Harewood Road as proposed in Phillip Clark's submission – Advice on calming traffic at that specific point.	<p>Refer also Question 30 for further details. Some traffic calming features could be provided, although the extent and effectiveness of these would be limited if Harewood Road is to remain an over-dimension vehicle route. Localised consultation and additional funding would be required. Note that this submission included separated cycleways.</p>

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38	Hearing 04.03.22	39082/43063 Sandy Bragg Sunstrike issue – Are there any safety measures that need to be addressed?	Sunstrike occurs during sunrise and sunset especially when turning or driving towards the sun. It is more common during winter when peak traffic coincides with sunrise and sunset. On Harewood Road there are issues with the afternoon sun in winter months, with the setting sun in the north-west, aligning with Harewood Road. Having the two-way cycleway on the northern side is beneficial as drivers' view of contraflow riders (who they are less expecting to see) is less affected by sunstrike. While trees can sometimes be used to reduce the impact of sunstrike, opportunities to plant more trees in the berm are restricted by the presence of underground services. Further guidance in driving when there is a risk of sunstrike is given by AA.
39	Middlemiss 16.03.22	Regarding Josh Campbell Tie's (38785/42609) points on left hand turns why isn't this factored in to current design? Also has the cycle lane on the north side been addressed from a safety perspective by staff in preferring the path through the roundabout?	The cycleway separator has been drawn set back from the intersection due to a peculiarity in current road rules (refer Question 44). In order to ensure priority for cycleway users over turning vehicle traffic under the current rules, the cycleway needs to transition to an on-road cycle lane prior to the intersection. If the law is changed prior to construction, the design would be reviewed and updated. The layout as presented by Josh sits halfway between two different types of intersection design, and in this situation would not allow a driver a 90-degree observation angle to approaching cyclists. Instead, they would need to look slightly behind them and their view would be obscured by the middle pillar and passenger headrest of the car. The buildouts would also prevent larger cars from completing U-turns around the central median at such intersections. The consulted design provides a length of no stopping restriction leading up to the intersection to allow drivers visibility of cyclists, and to pull parallel to the cycleway and check in their mirror. With the current (preferred) design, the use of a mountable separator or road hump as a continuation of the cycleway separator through intersections and commercial accessways will be considered for all intersections on the route (it is already proposed for use at the Caltex and Mitre 10 driveways). The project team have sought clarification on the second part of the question.
40	Norrish 16.03.22	Could Sails St be made into a cul-de-sac instead of Wilmot St in order to remove the safety issues residents are concerned about at the Sails/Hoani intersection?	One-way vehicle access at Sails Street has been allowed to enable entry into the area that includes Golden Age Retirement Village and the Chapel Street Centre. Shifting the cul-de-sac to Sails Street would divert much of this traffic through Wilmot Street and Hoani Street, which are both narrower roads. This is likely to create other safety and operational issues, so is not recommended. The form of the Sails Street/Hoani Street intersection is considered in Question 47.
41	Hearing 16.03.22	How was the airport engaged with regarding the Waka Kotahi decision to site underpass?	Waka Kotahi have advised: <ul style="list-style-type: none"> • There were extensive discussions between Waka Kotahi and Christchurch International Airport (CIAL) regarding the western corridor development (Russley Road – Johns Road), which included intersection types. • Memorial Avenue was to have a same-level crossing for CIAL traffic, including pedestrian and cycle provisions. • Harewood Road is the next northern connection to CIAL. Harewood Road was selected for the underpass due to its connection to both CIAL and McLeans Island. At the time, Council was looking at changing Harewood Road from a major arterial to a minor arterial. • Sawyers Arms Road was to become the main alternate connection to CIAL, with longer term plans for a better interchange at Sawyers Arms Road. The long term plan was for Sawyers Arms Road to be the northern access to airport via Orchard Road.
42	Hearing 16.03.22	37961 – Jay Nitke The submitter provided cycle counts within his presentation. Are the figures associated with Major Cycleway Routes? If so which ones?	Four of the counts are on Major Cycle Routes, although three of these are on incomplete routes (some with construction underway in the adjacent section), and some were counts of people cycling in one direction only. <ul style="list-style-type: none"> • Old Blenheim Road path at the rail crossing – counts on the route but prior to construction of the South Express MCR. • Sawyers Arms Road – counts at the end of the Papanui Parallel MCR (numbers are higher at other locations along the route). • Linwood Avenue – counts on Rapanui MCR (in the central median), do not include counts of on-road cycle lanes. Route is not completed. • Pages Road – on-road cycle lane (count in one direction only). • Ilam Road – counts on route during construction of adjacent section of Nor'West Arc MCR (count in one direction only).


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43	Hearing 16.03.22	Are there any other examples of roads with similar traffic volumes to Harewood Road that have a 50mph with speed bumps?	<p>Note that the raised safety platforms proposed are different to the speed humps and raised tables used in local area traffic calming.</p> <ul style="list-style-type: none">Frosts Road: 12,000 vehicles per day, area posted at 50km/hGordonton Road / Thomas Road, Hamilton, posted at 60 km/h - https://youtu.be/upiUyeZei3E
44	Hearing 16.03.22	Can staff prepare an advice note on the current road rules regarding right of way for drivers/cyclists.	<p>Excerpt from Waka Kotahi TN002: <i>Updated guidance on separated cycleways at side roads and driveways:</i></p> <p><i>Where the cycleway separation continues right up to the side street... cycleway users are not legally considered to be on the 'roadway', and the legal situation is less clear [than painted cycle lanes]. Technically, cycleway users 'enter the roadway' at the side street, and under the Road User Rules and common law, they would be required to give way to all traffic entering the intersection, even if that traffic is coming from a side road controlled by a give way sign.</i></p> <p>Transitioning the cycleway to a painted cycle lane prior to side road intersections (such as at Leacroft Street) ensures that riders have priority over turning traffic. This issue is expected to be resolved with the adoption of the Accessible Streets Regulatory Package, in which case the design of the cycleway at side roads will be reviewed and updated.</p> <p>Priority for two-way cycleways requires additional consideration for contraflow riders. Refer Question 27.</p>
45	Hearing 16.03.22	Have there been any incidents at the public hospital (Oxford Gap) recorded?	<p>No incidents have been reported to Police since the completion of this path in 2019.</p> <p>There is a history of near misses between pedestrians and cyclists, especially involving pedestrians coming down the steps onto the shared path at the corner opposite Hagley Park. Differences between this location and the Wheels to Wings route are the lower pedestrian and cycle volumes on Harewood Road, which result in a lower likelihood of conflicts, and there is a greater offset between the cycleway and the property boundary, giving more time for pedestrians and cyclists to see each other.</p>
46	Hearing 16.03.22	Angle parking at Nunweek Park - Request for staff to speak to the Parks unit and relevant user groups of the Park regarding the potential to put the cycleway through the park.	<p>See response to Question 6.</p>

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47	Hearing 16.03.22	<p>Detailed design/issues to address:</p> <ul style="list-style-type: none">Sails Street/Hoani Street – intersection treatmentRelocation of number 16 bus stop to Harris Crescent – Submitter raised that there were previous crime issues at this location. Are there any potential CPTED issues or improvements that could be made?	<p>Sails Street / Hoani Street Intersection</p> <ul style="list-style-type: none">Two crashes (both non-injury) reported in last five years, in 2018 and 2019. One failed to stop, the other was a right turn from Sails Street who failed to give way.The intersection is wide, with high parking demand on all approaches.Sight distance to the STOP sign is obscured by vegetation for eastbound traffic, with clear visibility for westbound traffic.Treatments such as kerb buildouts or splitter islands, four-way stop or give way, raised intersection or speed humps on all approaches (like existing on Hoani Street west of Sails Street) could be considered.Install centreline on Sails Street on approach to Hoani Street. <p>These concerns have been forwarded to the area engineer.</p> <p>Number 16 Bus Stop</p> <p>Relocating this bus stop is required to provide appropriate bus stop spacings. Due to the relocation of the ‘Number 18’ bus stop opposite Mitre 10 to the west of Matsons Avenue (to avoid an in-lane bus stop next to a busy accessway), retaining the ‘Number 16’ bus stop by Marble Wood Drive at its current location would result in two bus stops located close together in the same block. The relocated bus stop between Matsons Avenue and Wesley Care, next to the signalised crossing over Harewood Road, will be well located for residents of both rest homes and likely used more than the relocated ‘Number 16’ bus stop by Harris Crescent.</p> <p>A CPTED review of the proposed relocation of the ‘Number 16’ stop identified consideration of improved lighting at the bus stop where it does not meet standards. At the intersection with Harewood Road and Sails Street it recommended lighting improvements and limbing of canopy trees with low planting to allow clear sightlines at all hours through the Sails Street one-way section. While the proposed bus stop does not have direct observation from houses, like it does outside Wesley Care, there is a low risk of anti-social behaviour and personal safety issues due to the proximity to a main road corridor – the proposed design leverages passive surveillance from passing traffic to deter crime.</p> 
48	Davidson 18.03.22	<p>What safety improvements are allowed for in the preferred design for the Harewood/Greers intersection?</p>	<p>Green arrows for right turns will operate on all approaches all day, as well as red arrow protection for pedestrians and cycleway users.</p>


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49	Davidson 18.03.22	With regards to the community submitted option from Bill and Brian: a) How much support is there from the wider community? b) How many people have seen the drawn design? c) Do residents on the north side of Harewood Road understand the consequences for them? d) Are there safety concerns with intersection of Harewood/Greers? e) It appears there is less parking around the Copenhagen Bakery. Is the bakery aware of this? f) Would Orion have issues with a live traffic lane close to power poles?	a) Six submissions expressed support for the option during the initial (January-March 2021) consultation. Another four submissions expressed support in the second round of consultation, following the information days in October 2021. Most of the support heard to date has been reported through Bill and Ray Edwards or has come from people presenting at the hearing. b) The project team has not presented the drawn design to anyone except Bill and Brian, since it was recently finalised in early March 2022. We are not aware of what information has been shared by Bill. An initial layout of the design was developed by Urbis (Ray Edwards) on behalf of Copenhagen Bakery, the Charity Hospital and Caltex in early 2021, and informed their submissions. A 3D rendering of the design was presented at the information days in October 2021, alongside renderings of the other concepts considered. c) We do not believe so. d) The design team consider there are several key safety concerns with the design presented by Bill and Brian at this location, including: the provision of cycle lanes of inadequate width, a footpath immediately adjacent to a traffic lane, long pedestrian crossings that will be difficult to control turning traffic across, resulting in a poorer outcome for mobility and vision impaired people. e) We are unsure of what Bill has communicated to Copenhagen Bakery or Urbis (who have been representing the bakery). f) Orion is expected to have issues with this from a traffic safety perspective and from the point of view of safely accessing the poles to carry out maintenance works.
50	Davidson 18.03.22	Why is the pedestrian/cyclist signalised crossing by Matsons Ave not a raised platform?	There is a greater need for raised platforms at the western end of Harewood Road, where vehicle speeds are higher and drivers are less likely to be expecting to stop at a crossing. Vehicle speeds are lower around Matsons Avenue therefore a raised platform is not needed.
51	Davidson 18.03.22	Can we create a bit of a cut out in the raised medium by the charity hospital to help delivery trucks?	This could be provided, however this would have an adverse impact on the adjacent tree and its roots, and it would likely need to be removed.
52	Davidson 18.03.22	Is there any cycle vs pedestrian crash or speed data at other similar conflicts on built MCR routes (e.g. Rutland Street outside Meshino and other shops, Ferry Rd, Colombo Street in Edgeware etc)	No cycle vs pedestrian crashes have been reported to Police since the completion of these routes, nor on Main North Road by Couplands Bakery. There is no cycle speed data for these or similar locations. A key consideration for the likelihood of conflicts at these locations are the times at which peak cycle and customer volumes occur. At Copenhagen Bakery, the busiest hours of mid-morning through to early afternoon do not coincide with typical work and school commute periods for cycling of before 9 am and after 3 pm, resulting in a lower risk of conflicts.
53	Davidson 18.03.22	Can we look at “slow down for pedestrian” signs (or something similar) at Copenhagen Bakery and Charity Hospital?	Yes, details for signs and markings to slow cycleway users are being developed and are intended to be used at these and other locations, such as around Golden Age, and would be included at the detailed design stage.
54	Davidson 18.03.22	Have we spoken to the Charity Hospital about the actual need for those car parks (demand can be met on-site and Leacroft Street) and the users of the car parks (staff using car parks to remove higher turnover)?	Yes we have on several occasions, and representatives from the Charity Hospital have expressed a preference for the parking outside the hospital to be retained. The parks are often used by staff, but some patients/carers prefer to park on-street rather than in the off-street carpark.

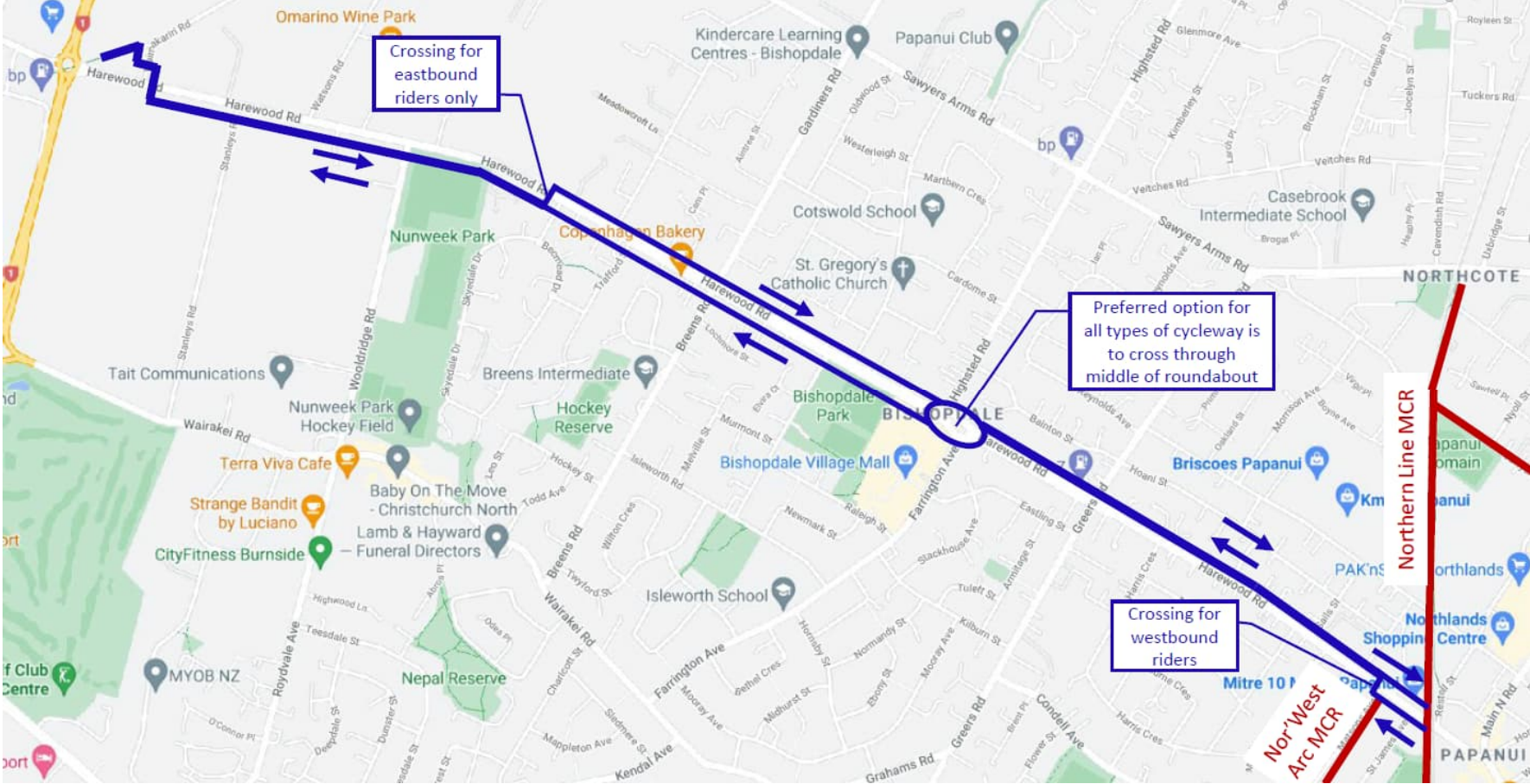
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55	Dalziel 28.03.22	<p>For Waka Kotahi, regarding the decision to put the underpass to the cycleway at the end of Harewood Road (further to previous questions):</p> <ol style="list-style-type: none">1. What was the nature of the consultation process? When did it take place?2. Who was contacted/engaged with regarding the proposal?3. Was there Christchurch City Council feedback/input?4. Who gave feedback?5. How was the decision made?	<p>Waka Kotahi provided an attachment, which outlines the consultation process and timeline of the changes to the Russley Road (SH1)/Memorial Avenue interchange and the Russley Road (SH1) four-laning from Wairakei to Yaldhurst. Further information is only available in hard copy format and would need to be recovered from storage. Newsletter updates of the project were also provided and attached.</p> <p>A public notified designation process was followed which required a Hearing. There was a Notice of Requirement (NOR) which outlined all of the options considered and presented to the CCC Commissioners for the change of Designation. Attached is the Commissioner’s recommendations which highlights issues on the cycle underpass and references CCC support and future cycle route along Harewood Road (Appendix 1 (pg49)).</p> <p>An extensive stakeholder list was also provided which contained those who were consulted at the time of lodgement of the NOR, this included the Christchurch International Airport and Christchurch City Council. Adverts were also placed in the newspaper informing of the Open Days.</p>
56	Hearing 28.03.22	<p>Nunweek Park section – If the Panel were to explore putting the cycleway through the park, could the new kerb line be at a slightly higher-level and the existing kerb be used to feed into the drainage? Would this be cheaper?</p>	<p>From investigations to date, both relocating the kerb as shown in the sketch below and the higher-level kerb requested appear feasible, although the exact treatment would need to be investigated further during detailed design. Considerations will include tree root location, ground conditions, road levels and gradients, stormwater flow and underground service locations. Costs would be comparable between the two treatments.</p> <p>Refer also to the responses to Questions 6, 13 and 46.</p> 

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57	Hearing 28.03.22	Bishopdale roundabout - The Panel requested for the modelling video on the proposed roundabout layout to be played and discussed at the next Hearings Panel meeting (this was in relation to route continuity).	<p>Four videos will be provided and shown at the Wednesday 30 March 2022 hearing that show eastbound riders, westbound riders, eastbound traffic and westbound traffic.</p> <p>The map below shows the path that riders would take if cycling along the full Wheels to Wings route, and shows that not all changes in facility type require road crossings (westbound riders at Nunweek Boulevard and eastbound riders at Matsons Avenue). It should also be noted that many trips will utilise only a portion of the route. The preferred roundabout design for all cycleway types is to cross through the middle of the roundabout, so changing the cycle facility type at this location does not create any additional crossings.</p> 
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58	Hearing 28.03.22	<p>Project works alignment – The Panel would like transport projects within the area to be aligned as much as possible, including those listed below. Staff advised that they would provide the Panel with a work programme list for the Panel's deliberations/recommendations.</p> <ul style="list-style-type: none"> - Sawyers Arms Road, Highsted, Sawyers/Northcote/Greers and Greers/Langdons - Harewood and Langdons rail crossings - Right turn arrow off Main North Road heading west (mainly for buses) 	<p>Construction funding for Wheels to Wings in the draft Annual Plan is in FY 24, 25 and 26.</p> <p>Funding for the other projects in the draft Annual Plan:</p> <ul style="list-style-type: none"> • Highsted & Sawyers Arms Intersection Improvement: FY 28, 29 and 30 • Greers, Northcote & Sawyers Arms Intersection Improvement: FY 23, 24, 25 and 26 • Greers/Langdons Traffic Lights: FY 23, 24 and 25 • Railway Crossings: FY 22, 23 and 24. Anticipated construction of the Harewood Road crossing is FY 23. <p>A review by Council Operations staff of the need for a right turn arrow from Main North Road onto Harewood Road found it is not currently required for efficiency or safety purposes. There is not currently a high enough right-turn volume to warrant a right turn arrow at this location, there have been no crashes involving this movement reported in the last five years and there are no road layout or sight distance concerns.</p> <p>There is no funding currently allocated for this, although this intersection may be considered as part of a separate project investigating bus priority at signalised intersections around the city.</p>
59	Hearing 28.03.22	<p>Impact on the Breens Road/Wairakei Road intersection – The Panel noted this issue was raised in submissions, how will/could this be addressed?</p>	<p>As noted in the staff decision report to Council regarding signalising the Harewood/Gardiners/Breens intersection in 2019, traffic volumes are expected to increase by approximately 30% on Breens Road in the evening peak once the signals are operational.</p> <p>Treatments for intersection improvements could be evaluated prior to the Harewood/Gardiners/Breens traffic signals being installed. This would include a review of traffic modelling, the expected change in crash types, and an assessment of options to mitigate any issues identified.</p>
60	Hearing 28.03.22	<p>The Panel requested the modelling numbers for the traffic on Harewood Road once all intersections are complete.</p>	<p>The Harewood Road corridor study was completed and adopted by Council in 2018. The study concluded a forecast drop in traffic on Harewood Road by almost 4,000 vehicles per day (vpd), and a near equivalent increase on Sawyers Arms Road. Existing traffic volumes on Harewood Road vary along the length, with approximately 15,000 vpd at either end and 19,000 vpd near Bishopdale roundabout (2020 traffic counts). Based on the study, volumes would decrease to 11,000 vpd and 15,000 vpd respectively.</p> <p>The reasons for the volume reduction include a 'push – pull' effect</p> <ul style="list-style-type: none"> • changes in traffic patterns associated with schemes on the surrounding network, • impacts of an MCR scheme on the corridor itself, deterring through traffic and increasing north-south crossing demands, • other background land use changes. <p>The programme of schemes in the LTP provides an opportunity to remove pinch points and access constraints to the arterial network, which currently defines a lot of travel behaviour in the area. Examples include:</p> <ul style="list-style-type: none"> • Signals at Sawyers Arms/Northcote/Greers will improve safety and remove the observed pinch-point currently restricting access between Northcote Road and Sawyers Arms Road. It is predicted these specific turning demands would increase from 200 vph to over 500 vph, following increasing capacities of turning movements, and at the same time removing impediments for vulnerable pedestrians that has seen the loss of life at this location. • Signals at Greers/Langdons will enable right turn access from Langdons Road towards Northcote Road, and previously cited to service 200 vph. <p>Both of these schemes - and others - are forecast to reduce traffic on Harewood Road, whilst offering an overall area wide improved level of service for multiple user types.</p> <p>The Wheels to Wings design options have ensured adequate turning lane capacity at intersections, which is where delays to traffic occur.</p>

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61	Hearing 28.03.22	“Harewood Boulevard” concept raised by submitter Philip Clark – Noting the staff advice provided in question 30 above, the Hearings Panel asked if there were any other options to include aspects of this submission, particularly around the care homes on Harewood Road?	<p>Some aspects of the boulevard concept could be incorporated on this section of Harewood Road regardless of the overdimension route status. This would make it similar to the likes of Woolston Village on Ferry Road, rather than the full boulevard plan presented.</p> <p>These could include:</p> <ul style="list-style-type: none">• Gateways treatments to indicate entry into the slow speed area (these can include road narrowings, raised platforms, different surfacing treatments)• Buildouts with trees or plantings• Zebra or raised crossings (further evaluation of this would be required)• A 30 km/h speed limit• Additional street furniture and high-quality finishings <p>Refer also to the response to Question 30 for further details on these.</p> <p>Localised consultation with directly affected residents and key stakeholders would be required for the changes, with wider consultation required for the 30 km/h speed limit. Additional funding would also be required to cover the inclusion of this.</p>
62	Hearing 30.03.22	Bishopdale Court median widening to space for a vehicle turning right-out to wait clear of traffic.	<p>This will be included in the preferred option. The sketch below shows the widening by paint markings to provide approximately 6 m of width between the traffic lanes, which is enough room for a car to wait clear of traffic when turning right out of Bishopdale Court. This also caters for the U-turn around the median to access Caltex/Subway/Hell Pizza, although far fewer vehicles would undertake this movement.</p> 

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63	Hearing 30.03.22	Width of flush cycleway separator at Charity Hospital.	<p>The cycleway is raised to footpath level at this location, the flush separation area next to parking is 1 m wide for the 65 m long section of raised cycleway along the hospital frontage. The cycleway is 1.5 m wide – this encourages riders to travel in single file, with the road shoulder and separator both widened. To maintain the offset from the cycleway to the property boundary, any further widening of the separator would be into the cycleway, which is not recommended over this length.</p> 
64	Hearing 30.03.22	Planting of trees in the area adjacent to the drain at No. 541R/541E by Nunweek Boulevard.	<p>It is possible to plant trees in this location. Localised consultation with the adjacent property owner on Nunweek Boulevard will be required to confirm their agreement to this.</p> 



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65	Hearing 30.03.22	Review of issues Cranford Street shared path at Waitomo petrol station and PlaceMakers to avoid repeating these at the Z station.	<p>Existing issues on the Cranford Street shared path have been linked to; the visibility exiting multiple commercial properties being restricted by parked vehicles, and the speed of exiting vehicles being too high. One crash involving a cyclist has been reported to Police, where a driver turning into Waitomo who did not see a contraflow rider who was obstructed by parked cars. The project team has been unable to get more details on the exact movements and contributing factors for the unreported crashes.</p> <p>Differences between the Cranford Street shared path and the proposed cycleway design at Z Bishopdale include:</p> <ul style="list-style-type: none">• Z Bishopdale is one isolated commercial property, while Cranford Street has multiple high-use commercial properties.• There is no on-street parking alongside the proposed cycleway at Z Bishopdale, providing good visibility between drivers and cycleway users.• There is better visibility for drivers exiting Z Bishopdale due to the cycleway being further from the property boundary, and signs being smaller and set back from the boundary.• Z Bishopdale is approximately half the size of the Waitomo service station, indicating that it generates fewer trips and therefore would have a lower risk of conflicts.• Traffic volumes on Harewood Road are approximately half that of those on Cranford Street, creating a lower load on drivers looking for gaps when exiting. Lower speeds are expected on Harewood Road.• Signs with solid bases are located against the property boundary on Cranford Street, which will limit the ability for exiting drivers to see or notice approaching cyclists, who will be travelling faster than the pedestrians they are accustomed to looking for. <p>The latest treatments for cycleways at commercial accesses would be used where the cycleway crosses Z Bishopdale. These include signage and markings, and speed bumps at the property boundary. Improvements to the Cranford Street path are being worked on.</p>  
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66	Hearing 30.03.22	Planting of replacement trees in the Harewood Road central median to the west of Greers Road.	Initial investigations suggest it is possible to plant one or two trees in the new median whilst avoiding underground services and other constraints. This has been noted to be reviewed at the detailed design stage in conjunction with site investigations.
67	Hearing 30.03.22	Dimensions of Greers Road lanes.	<p>No changes to the existing lane widths on Greers Road are proposed as part of Wheels to Wings. The existing widths are as below:</p> <div><p>Greers Road: northbound lane widths</p></div> <div><p>Greers Road: southbound lane widths</p></div>

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68	Hearing 30.03.22	Investigations for providing additional on-street parking around Brain Gains Tutors at No. 182 Harewood Road.	<p>Investigations during the consultation phase of the project found that the provision of on-street parking on the northern side of Harewood Road around Brain Gains Tutors would result in a sub-optimal road layout, expecting to create safety and operational issues for people cycling, driving, and using the car parks.</p> <p>Recent further investigations have been undertaken, however the design team could not find a solution that provides safe on-street parking. Providing one or two on-street parking spaces outside the property would restrict visibility for vehicles crossing the cycleway and entering the road, with the cycleway and footpath narrowed considerably to fit the spaces. It is not desirable to provide on-street parking adjacent to a two-way cycleway on an arterial road, due to the added risk of drivers not seeing cyclist.</p> <p>Providing an indented parking space to the rear of the bus stop towards Greers Road was also considered. This is not viable due to inadequate width and the restriction to visibility for drivers exiting properties at the merge of the eastbound traffic lanes. Also at 75 m from the property, this would offer little convenience over parking across the road and crossing via the new pedestrian refuge island.</p> <p>Members of the project team are meeting with Brain Gains Tutors prior to the 13 April hearing to discuss the recent investigations, and to discuss how the site could be utilised to provide safe off-street parking, which is a safer option than on-street parking.</p>
69	Hearing 30.03.22	Options to maximise rider safety at Mitre 10 access.	<p>The project team is continuing to investigate treatment details around the Mitre 10 vehicle access to optimise rider safety at this location. This includes options to make changes the cycleway design, such as raising it past the access, along with finer design details such as signage and speed bumps. Members of the team will be discussing these options with Mitre 10 prior to the 13 April Hearings Panel meeting. A focus of the investigations is seeking to manage the encroachment of exiting vehicles into the cycleway when looking for gaps in traffic.</p>
70	Hearing 30.03.22	Potential increases to extent of works.	<p>At the request of the Hearings Panel, options have been identified to provide angle parking at Nunweek Park and incorporate aspects of the “Harewood Boulevard” concept at the eastern end of the route. Whilst these both appear to be viable, they are estimated to cost in the order of an additional \$500,000 each, which is not allowed for in the project budget, and will require some localised consultation prior to implementation.</p>
71	Hearing 30.03.22	Investigation and proactive mitigation of crashes at the Breens Road/Wairakei Road intersection following the installation of traffic signals at the Harewood Road/Gardiners Road/Breens Road intersection.	<p>Treatments for intersection improvements will be evaluated prior to the Gardiners/Breens traffic signals being installed. This will include a review of traffic modelling, the expected change in crash types, and an assessment of options to mitigate any issues identified.</p> <p>This work will be passed to the Transport Operations team to be undertaken and prioritised within the wider Long Term Plan programme.</p>
72	Hearing 30.03.22	Feasibility of right turn arrow for buses turning right into Harewood Road off Main North Road during peak traffic times.	<p>Advance Bus Detection (ABD) uses real time information from buses and connects this to signalised intersections to allow traffic signals to make a decision on extending green time or calling green time early to give buses priority. A trial of this technology is already planned for a ‘simple’ intersection to prove the concept works and to resolve any software/data compatibility issues between ECAN and CCC.</p> <p>The intersection of Main North Road and Harewood Road is within the scope of the Advance Bus Detection project, however it is likely that ABD for right-turning buses would have an impact on the opposing northbound Route 1 (formerly Blue Line) buses, as well as wider network impacts. ABD for right turning buses from Main North Road into Harewood Road would require the installation of signalised arrows, which could cost up to \$300k, depending on the condition and capacity of existing signals infrastructure. Given the likely low overall benefits, wider network implications, potentially high costs of implementation, and the high suitability of other intersections, this site is low on the priority list for implementation.</p>

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#	Bill Greenwood's Comment	Council Officer Response
Email Received 18 March 2022: Confirmation of zoom link for today's hearings		
73	<i>We note the following issues are yet to be addressed; a/ West section rain gardens compared with kerb and channel to reinforce the cycleway is off road.</i>	<p>This is not feasible as it would steepen the existing bank where children exit vehicles near Harewood School, which the school has already identified as an issue. Children would also need to cross the rain garden to get to the path.</p> <p>This treatment might be possible to the east of Stanleys Road where there is not so much height difference between the road and path, but detailed design investigations and a stormwater assessment to determine the size of any rain garden (or swale) will need to be completed to confirm this.</p>
74	<i>b/ Grass berm cycleway/roadway separators are preferable to raised concrete barriers that are a well recognised trip hazards (Domain Tce compared with St Asaph St).</i>	<p>This is not feasible as grass berm separators can only be used when the kerb and channel is replaced and the entire footpath and road shoulder re-graded (which is not required on Wheels to Wings), otherwise the cycleway becomes too steep. On Harewood Road, concrete separators need to be used, like on many of the other suburban cycleways. The cycleway is raised to avoid any potential trip hazards at key destinations such as outside the bakery and hospital, with trip-free access at bus stops and crossing points.</p>
75	<i>The following points are further emphasised; i/ Dual cycleways reduce the number of driveways crossed by around 50%. A majority of users will therefore be comfortable accessing across a cycleway via the central section service road.</i>	<p>As noted in the Abley review, the community concept involves more conflicts between cycleway users as vehicles parking on-street will cross the cycleway when entering and exiting the access road.</p> <p>The meaning of the second part of this statement is unclear, with cycleway users coming from/going to the northern side of Harewood Road needing to cross both directions of traffic with limited dedicated crossing points.</p>
76	<i>ii/ The community concept two lane with painted (1.8m) median and parking bays is similar to other higher volume minor arterial roads such as Waimairi Road 23,000vpd.</i>	<p>This is not comparable. The difference is that Waimairi Road has painted cycle lanes, which vehicles can encroach into when manoeuvring (although this is not ideal from a cycling perspective).</p>
77	<i>iii/ A dual cycleway on the southside avoids most busy commercial crossings (two service stations two takeaway business, Mitre 10 and busy local roads. The two exceptions on the south side Bishopdale Mall and Matsons Ave are traffic signal controlled (see also below).</i>	<p>Agree. However, these conflicts are mitigated through standard design treatments applicable to New Zealand and are presented in the Cycle Network Guidance developed by Waka Kotahi.</p>
78	<i>There remains a need to address important linked capacity/safety issues that are potentially fatal (GO/NOGO) to the preferred concept. As acknowledged by the engineers from Abley, they had insufficient time or skills to address 'capacity aspects' of the two concepts. Capacity is directly related to our significant safety concerns.</i>	<p>Specific sites are responded to below. The Abley review noted that the major signalised intersection designs proposed in the community design are compromised due to the emphasis on capacity.</p>

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Wheels to Wings Papanui ki Waiwhetū Major Cycle Route Hearings Panel – Questions and Officer Responses

79	<i>The community concept includes important capacity improvements that involve SAFETY ISSUES that need addressing; 1/ Bishopdale Roundabout; Fixed time traffic signals at roundabouts are normally used for entry metering purposes not to facilitate cycleways. The resulting un-linked four cycle crossings will perform poorly for road traffic and cyclists. Two Tee intersections with one cycle crossing and no control at the Mall intersection or preferably three Tee intersections with traffic signal double phased with Greers Rd are needed. The resulting two cycle crossings are clearly safer.</i>	<p>The staggered T-intersections proposed are not viable. Traffic modelling of the options at the roundabout, including the preferred partially signalised roundabout and staggered T-intersections, showed the preferred design to operate the most efficiently for cycleway users and general traffic, has the least impact on trees and is the most cost-effective. The staggered T-intersections modelled had an additional through lane on Harewood Road, compared to Bill's layout, and failed to operate efficiently due to protection for people crossing the road and limited stacking length for right turners on Harewood Road.</p> <p>Signalised roundabouts are successfully used in Tauranga and the UK. The four crossings at the roundabout are linked, advanced cycle detectors are used to call crossings, except outside Caltex. Coordination cannot be achieved for eastbound cyclists outside Caltex due to crossing an approach road and circulating lane. The maximum eastbound and westbound cyclist delays are approximately 60 seconds and 50 seconds respectively. For the two T-intersections the maximum delays are approximately 75 seconds each direction, increasing to 120 seconds if the mall is signalised.</p> <p>There is no reason why the linked traffic signals proposed cannot be used to facilitate crossings for pedestrians and cyclists at the roundabout; it is not clear what the specific safety concern with this is.</p>
80	<i>2/ Greers/Harwood intersection Currently Level of service F. This capacity constraint limits the Harewood Road Right turn phase to 1 hour morning peak and limits "pedestrian protection". Our suggested minor improvement increases capacity allowing safety improvements to be provided.</i>	<p>The operation of this intersection will improve with the MCR and wider network changes and cannot be compared to the currently observed traffic volumes and patterns.</p> <p>The preferred design allows for protected right turns from Harewood Road and Greers Road with protected pedestrian crossings to operate at all times of the day.</p> <p>The suggested "improvements" create other pedestrian and cycle safety issues with wider roads to cross and with narrower pedestrian footpaths and cycle lanes on Greers Road.</p>
81	<i>3/ East section intersection restrictions; Although northern intersections are less in number they have much higher demand than the southside (except for Matsons Ave see below). The northern restrictions will cause 'rat running' past the Mitre 10 building entrance. These additional vehicles plus current vehicles (4,000vpd) will experience safety issues crossings the uncontrolled Harewood Road and North West Arc cycleway.</i>	<p>The operation of Chapel Street and Sails Street was reversed from the initial design following feedback from Mitre 10 and the Chapel Street Centre, to reduce the likelihood of these rat runs happening.</p> <p>Traffic volumes at side roads on the southern side of Harewood Road are higher than at those on the northern side, with less opportunity to use turn/access restrictions without creating significant re-routing lengths for residents.</p>
82	<i>4/ Matsons Ave adjacent signals; North West Arc cyclists are unlikely to cycle west to use traffic signals crossing Harewood Road then head east over the Mitre 10 driveway. They will stay on the north side of Harewood Rd and ride upstream to the Northern line cycleway. Signalising the Matsons Ave (4,200vpd) intersection with the dual cycleway on the South side address both safety issue 3 & 4.</i>	<p>It is considered most cyclists will make the small deviation to the crossing due to the volume of traffic on Harewood Road. Some experienced riders may choose to turn right at the intersection from the roadway, which is legal. Agree that some riders may ride contra-flow on the south side of Harewood Road if they have a destination within that block.</p>

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Wheels to Wings Papanui ki Waiwhetū Major Cycle Route Hearings Panel – Questions and Officer Responses

Email Received 25 March 2022: Harewood Road Wheels to Wings (W2W) Cycleway Answers to Questions from Hearings Panel		
83	<p><u>1. How much support is there from the wider community?</u></p> <p>A. The Bishopdale Centre (Mall and Parkside) Association AGM unanimously supported; having a dual cycleway on the southside of Harewood Rd and traffic signals at their Harewood road entrance. There was also strong support (one abstention) for a signalised Highstead Rd Farrington Ave crossroad. See item 2.C. below.</p> <p>B. Copenhagen Bakery Café, Charity Hospital and Caltex service station owner have been publicly critical of the Preferred Concept. They employed their own specialist (Ray Edwards) to convey their concerns to the Council's consultant. While the specialist obtained some concessions, they all continued to express total support for the Community Concept. The Charity Hospital commented at the hearing that "if they couldn't have the Community Concept, they would prefer no cycleway."</p> <p>C. Individual operators of Hells Pizza, Subway, Caltex and Shell service stations have offered their support but are unable formally comment. Foodstuffs NZ (New World) formally support the Community Concept.</p> <p>D. During the first round of consultation, we received support for the Community Concept from MITRE 10. I have an excellent relationship with the Smith family owner of the business. They assist establishing our Bishopdale MENZSHED and donated material to the Enliven Bishopdale Group for our Bishopdale Village Green. Although approached we have yet to receive further feedback on recent iterations of the Community Concept. See 2.B. below.</p> <p>E. We have over 20 emails specifically in support of the Community Concept including Organisations, local businesses, retirement home (operator and resident association), a church leader, member, petition organiser and residents.</p> <p>F. Submitters at the hearings that raised issues that are addressed by the Community Concept have been approached and if interested have supported the concept.</p> <p>G. Spokes in their submissions favoured a consistent treatment for the full length of the route. A single direction cycleway each side or a dual facility one side. The Community Concept achieves this.</p> <p>H. The Community Concept has been 'socialised' throughout the two-year consultation period on the 192 member Harewood Road Wheels to Wings Cycleway Facebook page.</p>	<p>A. Staff response not required.</p> <p>B. Staff response not required.</p> <p>C. In Foodstuffs SI Ltd's written submission to the Hearings Panel (in lieu of attending in person), their first preference was for the intersection of Harewood Road with Bishopdale Court to be signalised, and alternatively for a hatched area to be installed in the median gap to ensure a safer passage for right-turning vehicles exiting Bishopdale Court. They did not state a preference for the community design.</p> <p>D. Mitre 10 stated that they were generally happy with a cycleway past their frontage in the first round of consultation. Their submission is specific to the eastern section.</p> <p>E. Staff response not required.</p> <p>F. Staff response not required.</p> <p>G. The project team have met with Spokes twice to discuss the design and its background.</p> <p>H. Staff response not required.</p>
84	<p><u>2. How many people have seen the drawn design?</u></p> <p>A. Few of the Community Concept supporters have seen the design for the full route, it is quite a long plan! Many have seen plans specific to their interest and are happy that their need has been addressed.</p>	<p>Staff response not required.</p>

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85	<p>B. While remaining true to the concept of a <u>dual cycleway on the southside the length of Harewood Road</u> 'opportunities for improvement' have been take when identified and added to the original drawn design. These have been 'socialised' on the Facebook page.</p> <ol style="list-style-type: none"> 1. A significant example of a design change relates to the Matsons Ave intersection and MIRE 10 entrance and goods vehicle exit. 2. The Harewood Rd/Matsons Ave intersection carries a similar number of vehicle movements to the MITRE 10 Harewood Road entrance (4,000+vpd). We recently became aware that the North West Arc was approved with traffic signals on Harewood Road east of the Matsons Ave. This created a <u>fatal flaw</u> in the Preferred Concept. 3. Traffic Signals in this location require Cyclist on the Arc Cycleway to cross Matsons Ave (uncontrolled 4,00vpd) to access the traffic signals on Harewood Rd to the west. They are then required to cycle across the MITRE 10 entrance (uncontrolled 4,00vpd) and the goods vehicle exit to travel north on the Northern Line Cycleway. 4. The Community Concept has subsequently relocated these traffic signals to the Matsons Ave intersection. This removes the need for our previous right turn bans and assists the dual cycleway crossing of Matsons Ave. Most importantly it removes the need for any cycleway to cross the MITRE 10 entrance and goods exit the <u>fatal flaw</u> in the Preferred Concept. 	<ol style="list-style-type: none"> 1. The project team has prepared a memo for options for the MCR to be moved from the Mitre 10 access, which was included with the Hearings Panel report. 2. Refer 3, below. Note the signals approved are west of Matsons Avenue. 3. The project team does not agree this is a fatal flaw in the preferred design. However, an alternative option presented in the Mitre 10 options memo that can be incorporated into the preferred design addresses this concern locates the crossing to the east of Matsons Avenue, crossing to a two-way cycleway on the south side of Harewood Road, avoiding the Mitre 10 access. This is a smaller change that would require much less consultation than changing the cycleway to the southern side for the full length and would provide a good connection to the Nor'West Arc MCR. 4. The project team does not agree that this is a fatal flaw, a position supported by the independent Abley review. Full traffic signals at this intersection are expected to attract more traffic to Matsons Avenue, which is not desirable for a local road and MCR route.
86	<p>C. A further improvement is the 3 Tee junction traffic signal replacement of the signalised roundabout also recently added.</p> <ol style="list-style-type: none"> 1. The Enliven Bishopdale Group and the Bishopdale Centre (Mall and Parkside) Association AGM submission during the first round of consultation requested the Roundabout be replaced with 'cross road' traffic signals. This was identified by the consultants as likely to increase congestion (Level of service F). It was therefore not proceeded with during the second consultation round. Both organisations are aware of the 3 Tee junction proposal. 2. A large number of submitters at the hearings raise concerns regarding the Preferred Concept signalised roundabout. The consultant also very recently identified that the proposed traffic signals would have a 20 second fixed cycle time. Clearly a signalised roundabout especially with 'metered' approaches lacks community support. This will be very evident if installed with a fixed time cycle. 3. The Community Concept now includes 3 signalised Tee junctions at Farrington Ave Highstead Rd and Mall entrance. These can be linked and double phased with Greers/Harewood intersection to minimise congestion. 4. The Community Concept Cycleway is incorporated into two of the intersection traffic signals (Farrington Ave and Mall entrance) rather than up to four crossings in the Preferred Concept. 	<ol style="list-style-type: none"> 1. Congestion associated with three staggered T-intersections with minimal separation is comparable with a crossroads intersection and less efficient for all users compared to the preferred design. 2. The operation of the roundabout has been communicated throughout the project. A video at the October information days demonstrating its operation after it was noted that there had been confusion within the community regarding how it would operate. The operation would be similar to the SH29A/Mangatapu Road roundabout in Tauranga. The indicative cycle time is 40 seconds; however, this will vary throughout the day depending on traffic conditions. 3. The staggered T-intersections proposed are not viable. These three intersections cannot be efficiently linked to cater for both east- and westbound traffic on Harewood Road and the right turns into Highsted Road and Farrington Avenue. 4. The delay for cycleway users is expected to be greater crossing through two intersections with signal cycle times of approximately 60 – 90 seconds each. This is due to minimal green time provided to cyclists compared to turning vehicle traffic.
87	<p>D. On balance, it is recognised that the wider community has unfortunately not had a chance to specifically comment to Council on the current Community Concept. It has however been well exposed in our community. It is suggested to avoid 'consultation fatigue' and further cost resulting from a third round of consultation the Hearings Panel Resolve that;</p> <ol style="list-style-type: none"> 1. The Hearings Panel recommend to the Transport Infrastructure Committee that the Community Concept for the Wheels to Wings Cycleway is the preferred concept. 2. All submitters to the panel be notified and that any further feedback be forwarded for consideration by the Committee. 	<p>Due to the significant change to the roading layout as proposed by the Community Concept to what was previously consulted on, community consultation would be necessary in order to meet LGA requirements. Previous submitters would need to be notified and given the opportunity to provide feedback on this option, as they have engaged in the process to date.</p> <p>There is a high risk that further consultation will create consultation fatigue with a community who have received a lot of information had two rounds of consultation over the past 15 months.</p>

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Wheels to Wings Papanui ki Waiwhetū Major Cycle Route Hearings Panel – Questions and Officer Responses

88	<p>3. <u>Do residents on the north side of Harewood Road understand the consequences for them?</u></p> <p>A. As noted in our submission the Community Concepts includes a void filling seal coat on the Central section of Harewood Road This will reduce traffic noise <u>below current levels</u>.</p> <p>B. A number of submitters were concerned regarding vehicle access to their property and for emergency vehicles. The Community Concept roadway cross section has a painted median for right turning into driveways and pedestrian refuges to assist pedestrian access to bus stops. The median awill also be available for emergency vehicles to overtake if necessary.</p> <p>C. Both the consultants and our surveys suggest there is limited demand for on street parking by residents on the central section northside (Max 10 spaces). It is suggested that residents be approached and be provided with a parking bay rather than a grass berm if desired. These carparks can be finalised during the detailed design.</p>	<p>A. The project team believes that the impacts to residents extend far beyond only noise. This was highlighted in the independent review undertaken by Abley.</p> <p>B. The concern of parked cars restricting visibility at driveways in the preferred design is mitigated by parking setbacks, with the low on-street parking demand also improving visibility. The driveway openings in the cycleway separator were increased to a minimum of 5.5 m to make access easier for residents.</p> <p>The community design would make property access more difficult, as noted in the independent review undertaken by Abley, with the narrow road widths also requiring emergency services to travel slowly when using the flush median.</p> <p>C. On-street parking needs to be confirmed as part of the scheme approval, as not all requests for on-street parking are able to be included.</p>
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89	<p>A. <u>It appears there is less parking around the Copenhagen Bakery. Is the bakery aware of this?</u></p> <p>A The owner of Copenhagen Bakery Café responds as follows;</p> <p><i>"We are most concerned about the council preferred design parking allocation, because we had this at 31 - so they have taken a couple away again after we discussed this.</i></p> <p><i>We prefer the community preferred design because it is outright safer to all cyclists, vehicles and pedestrians. We are most concerned about our entry and exits - the council preferred design is a total liability and waiting for more accidents to occur!</i></p> <p><i>We are in favour of the lazy road - slow road option also due to its safer qualities for all and it is outright more aesthetically appealing for the community directly around us.</i></p> <p><i>We have spoken to 3 other direct neighbours on the north side and they have shown interest in the community concept. The council cycleway panel need to seriously consider this option before making a huge decision which has such an impact on a very popular service road.</i></p> <p><i>If it needs to go out to the community again for discussion - then so be it, and also get a different unbiased consultants opinion if need be. (one that doesn't need the council to feed it!) "</i></p> <p>B The Bakery consultant Ray Edwards Urbis TPD Limited comments as follows;</p> <p><i>"the community preferred option, with the Councils revised yard layout, gets more parking at the bakery than the councils preferred option.</i></p> <p><i>There exists 63 on-street spaces on this section of road.</i></p> <p><i>The Councils originally notified design proposal reduced this to 31 spaces.</i></p> <p><i>The alternate design prepared by Urbis to Bill's specification provides 54 spaces.</i></p> <p><i>I then met with the Councils design team and they modified their design to provide 38 spaces. The additional space locations are shown in blue boxes.</i></p> <p><i>Following further discussion with the Councils design team, they modified the design of the Bakery front yard parking layout and this netted two more spaces to 40 spaces.</i></p> <p><i>The Council then prepared their version of the Greenwood/Urbis design and this showed 39 spaces.</i></p> <p><i>However I can easily add ten spaces to this making it 49 spaces.</i></p> <p><i>The Councils preferred option as I last saw it provided 40 spaces."</i></p> <p><i>There is an opportunity to increase on street parking by reducing the large landscaped area east of the Copenhagen Bakery Café. Space would still be available to undertake tree planting included in the Community Concept as a 'carbon offset' for concrete used in its construction.</i></p>	<p>A. The assessment by independent specialists from Abley supported the Council's preferred design as the safest option for all road users, and noted more conflicts would be expected at the slow road access points with the community design. The preferred design incorporates changes following feedback from Copenhagen Bakery, such as space for vehicles entering the carpark to wait clear of following traffic if waiting for a rider to pass. On-street parking is set back prior to the carpark entry to allow visibility between riders and drivers entering the carpark. The independent SANF review by Velos did not identify any concerns with the central section one-way cycleway facility type.</p> <p>An independent review by Jeanette Ward from Abley was originally requested by Bill.</p> <p>The number of on-street parking spaces around the bakery with the preferred design was increased from 22 spaces to 29 spaces following consultation. This number has not been changed since consultation.</p> <p>The number of off-street parking spaces in the bakery carpark remains at 11, with access to these improved with the entrance being relocated.</p> <p>The total number of on-street and off-street parking spaces provided around the bakery in the preferred design is 40.</p> <p>B. The on-street parking configuration shown on the Community Concept plans was as detailed by Bill, who has advised that the plans have been shown to key stakeholders.</p> <p>The Community Concept includes 26 on-street parking spaces and 11 spaces in the bakery carpark, a total of 37 spaces.</p> <p>The inclusion of additional on-street parking on the northern side, as proposed by Ray would require power lines to be undergrounded, which has a significant cost implication and as far as we are aware, was not supported by Bill. Several more on-street parking spaces may be possible on the southern side; however, this may require safety and/or traffic flow compromises to be made.</p>
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Wheels to Wings Papanui ki Waiwhetū Major Cycle Route Hearings Panel – Questions and Officer Responses

Email Received 27 March 2022: RE: Final Wheels to Wings Abley options review document, and attachment Feedback on the Abley Review of the Community Concept W2W Cycleway		
90	<p>Thank you for sending through the final Review of the Wheels to Wings Abley options review document late Friday.</p> <p>Brian, Ray and I continue to be seriously concerned that the Abley Review and the Preferred Concept do not address the significant and GO/NOGO safety issues we addressed in our submissions, Community Concept design plans and reply to Questions from the Hearings Panel.</p> <p>That these issues were also identified in the Velos independent Safety Audit and Network Functionality Review (SANFR) and ignored strongly suggests a lack of interest in our Council receiving or responding to feedback.</p> <p>Rather than repeat our feedback, attached are quoted the <u>relevant significant and GO/NOGO safety issues</u> we also identified to the Hearings Panel and addressed in the Community Concept. The SANFR reinforces our professional opinion.</p> <p>Is the Hearings Panel aware of the Velos SA&NFR? If not, it is suggested to <u>show clearly interest in receiving independent feedback</u> the SA&NFR or the attached summary be provided to the Hearings Panel to assist their deliberations.</p> <p>Thank you for the ongoing opportunity to identify a safe, fit-for-purpose and attractive Wheels to Wings Cycleway. If further information or clarification is required please contact us.</p>	<p>A Safety Audit and Network Functionality Review (SANF) is a modified safety audit process used on all MCR projects, which includes other aspects such as network functionality and urban design and does not include a go/no-go component as suggested.</p> <p>Every SANF identifies items for consideration by the project team, the objective being to ensure an independent holistic project review. The Wheels to Wings project has been subject to SANFs at route selection and scheme design stages, with all issues raised evaluated and responses provided. This led to some design changes being made to the design prior to community consultation. There is a process within Council to ensure that all issues raised in SANFs and safety audits are addressed.</p> <p>The SANF had no concerns with the provision of the one-way cycleways in the central section of Harewood Road.</p>
91	<p>Quotes from Velos Safety Audit</p> <p>A/ Connectivity dual or single lanes</p> <p>"It is noted that the proposed facility design starts off as a shared path at the western end, changes to a uni-directional and then to either a bi-directional or uni-directional again after the Bishopdale roundabout. As detailed throughout this SANF the consistency of the facility is not only important for recognition and comfort of the MCR by all road users, but the SANF team believe that a consistent facility will help to change the streetscape along the route. If done correctly the MCR could assist in reducing the operating speed and improving the safe operation of the whole road corridor by providing safer connectivity throughout."</p> <p>"The design team needs to consider what additional opportunities there are along these stretches of Harewood Road to incorporate tree planting. The cycleway will then be seen to adding to the character of the existing high values previously described, rather than detracting from them as currently proposed."</p>	<p>A key point to note is that the SANF recommended one-way cycleways for the full length of Harewood Road. The continuity of the facility type has also been covered in the Abley review.</p> <p>Additional trees have been added to the preferred option plans after the SANF, such as alongside the shared path at the western end of the route. The planting of further trees is desirable, but opportunities to do so are restricted by the presence of underground and overhead cables.</p>
92	<p>Quotes from Velos Safety Audit</p> <p>B/ Roundabout</p> <p>"The SANF team observed the current traffic patterns at this intersection and were concerned at the high speed dual lane intersection. Speed measurements should be undertaken and a design speed of 30km/hr or less should be a key design principal at this intersection."</p> <p>"The proposed signalisation of crossing at this roundabout will be a unique layout for Christchurch and will create driver confusion. Having three lane circulation lanes at this intersection is not recommended and would appear to provide excessive capacity and is not supported. This will make access to properties at this intersection more dangerous especially with limited onsite turning for some properties. The crossing points are set too far back from the intersection and encourage a higher speed approach from vehicles exiting the intersection. Dual lane approaches to traffic signals run the risk of signals being obscured by queued cars and by trees and has a high risk of drivers unfamiliar with the intersection layout running the traffic lights or not seeing them at all. It is very difficult at this intersection to advance sign the traffic signals and will lead to a proliferation of signage at this complex intersection which will further add to driver distraction."</p> <p>"SANF Review – SANF II Wheels to Wings 23 The removal of trees seems excessive and the SANF team is extremely concerned about the loss of these significant trees and the destabilisation of the entire tree group which are a significant landscape feature. The CAS history at this intersection shows there have been 9 crashes over the last 5 years with one cycle minor injury cycle crash ... Other crash types were failed to give way, lane changing sideswipe and driveway access crashes. Increasing lanes and making it more difficult to access driveways will increase this crash risk."</p>	<p>The quote provided is incomplete as it does not include the designer response, safety engineer comment and Council close-out of this concern.</p> <p>The concerns raised are expected to apply to the community concept at least as much in terms of the safety, access and tree removal impacts.</p> <p>The reduction of the circulating lanes was considered, but could not be incorporated, and was considered likely to raise other safety issues.</p>

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Wheels to Wings Papanui ki Waiwhetū Major Cycle Route Hearings Panel – Questions and Officer Responses

93	<p><i>Quotes from Velos Safety Audit</i></p> <p><i>Mitre 10 and other high use commercial driveways.</i></p> <p><i>“The SANF team observed the current Mitre 10 access and how this currently functioned. This new development has created a significant number of movements in and out of Harewood Road and the SANF team consider that the current access is unsuitable for the volume of movement. During the site visit the SANF team observed numerous unsafe manoeuvres from motorists entering and exiting the access. They appeared to be taking risks due to the high number of vehicles and lack of available time to make safe manoeuvres.”</i></p> <p><i>“Recommendation(s) The Mitre 10 access will require specific consideration for MCR users who will be traversing across the access with consideration that the access has been observed to be performing poorly from a safety perspective. It is recommended that the movements in and out of the access are reviewed and if possible reduced, potentially by banning right turn movements out of the access.”</i></p> <p><i>“Frequency Severity Rating SANF Review – SANF II Wheels to Wings; Crashes are likely to be Frequent Death or serious injury is Unlikely The safety concern is Significant “</i></p> <p><i>“Designer response Agreed. This is a busy access. Agree that banning of movements will improve safety, and banning the right turn out will improve visibility for left turn out vehicles. It is understood the right turn out movement is already difficult, and some drivers turn left out and U-turn at St James Avenue. Recommend further engagement with Mitre 10 at the next stage to scope options for a right turn out ban, noting that this change is not likely to be supported, and could result in more traffic crossing the MCR at other locations.”</i></p>	<p>The quote provided is incomplete as it does not include the safety engineer comment and Council close-out of this concern. The Abley review considered that this concern could be managed through the use of appropriate design treatments.</p> <p>A key point to note is that the SANF recommended one-way cycleways for the full length of Harewood Road, which necessitates the crossing of accessways to businesses such as Caltex and Mitre 10. The recommendation referenced measures that could be used to make the crossings safer, rather than avoiding them.</p>
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Questions 1-3

Memos

Christchurch
City Council 

Memo

Date: 17 January 2022
From: Kelly Griffiths (Senior Project Manager), Ann Tomlinson (Senior Engagement Advisor)
To: Hearings Panel – Wheels to Wings Major Cycle Route
Cc: Samantha Kelly (Team Leader Hearings and Committee Support)
Reference: 22/44084

Wheels to Wings Major Cycle Route - response to Hearings Panel briefing questions

1. Purpose of this Memo

- 1.1 The purpose of this memo is to respond to a request for further information following the Wheels to Wings Hearings Panel briefing held on Thursday 21 October 2021.

Briefing - Hearings Panel 21 October 2021

Christchurch
City Council 

Officer Actions

The following action points were noted:

- The Hearings Panel requested for the current cycle counts along the route to be made available on the Wheels to Wings webpage.
- 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?
- 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.
- East end section – Concerns were raised regarding the potential conflict points between vehicles and cyclists at the Mitre10 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 Street as opposed to the preferred option.

2. Update

- 2.1 The Hearings Panel requested for the current cycle counts along the route to be made available on the Wheels to Wings webpage.
This has been actioned the week following the briefing.
- 2.2 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?
Feedback received regarding biking to Nunweek Park (5 submissions):

Questions 1-3

Memos

- 2.2.1 As a local (Nunweek Park) I am concerned about cycle safety under the current arrangements so am delighted with this plan and it will definitely encourage me to cycle more.
- 2.2.2 One of my children and I play tennis at Bishopdale tennis Club in Leacroft Street in the Winter and Summer. My other child plays hockey and often has several practices, games and umpiring duty to attend at the Nunweek Park Hockey field. The proposed cycleway would mean we could safely navigate the Bishopdale roundabout and Harewood Road to reach these sports venues. The proposed route will be particularly valuable in the winter when it is dark, and we are riding with lights and reflective gear as the cycleway will provide us with a safe route separated from traffic.
- 2.2.3 If the Council wants to encourage people to cycle to these venues where are the plans for the bike parks – at Nunweek Park and Bishopdale Park?
- 2.2.4 I am in favour for the development as I think cycle ways are the best step forward for transport and climate change initiatives. I currently cycle Harewood Road with my daughter (to Nunweek Park for touch football) and she's often on the pathway while I go on the road beside her.
- 2.2.5 Fully support this cycleway. We live in Papanui and often travel to Bishopdale and Nunweek Park for kids activities. I wouldn't currently bike this route with my kids, mainly because of the busy roundabout at Harewood/Farrington/Highsted, which is difficult to traverse in a car.
- 2.3 West end section – Concerns were raised regarding the high parking demand at Nunweek Park particularly during sporting events. The Hearings Panel requested for Offices 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 will remain as currently operating.
- 2.4 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 impact of having a two way cycleway on the south side after Chapel Street as opposed to the preferred option. 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 for the section between Harris Crescent (east end) and the railway line. 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.

Questions 1-3

Memos



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.

- 2.5 Please refer to the attached document for more information on the seven alternative options considered.

3. Recommendation

- 3.1 That the above information be received.

Attachments Ngā Tāpirihanga

No.	Title	Page
A	Wheels to Wings - Mitre 10 area of Harewood Road, options	

Signatories Ngā Kaiwaitohu

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

Questions 1-3



Technical Note

Issued to: Christchurch City Council
From: Peloton
Date: December 2021
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.



Questions 1-3

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.

Questions 1-3

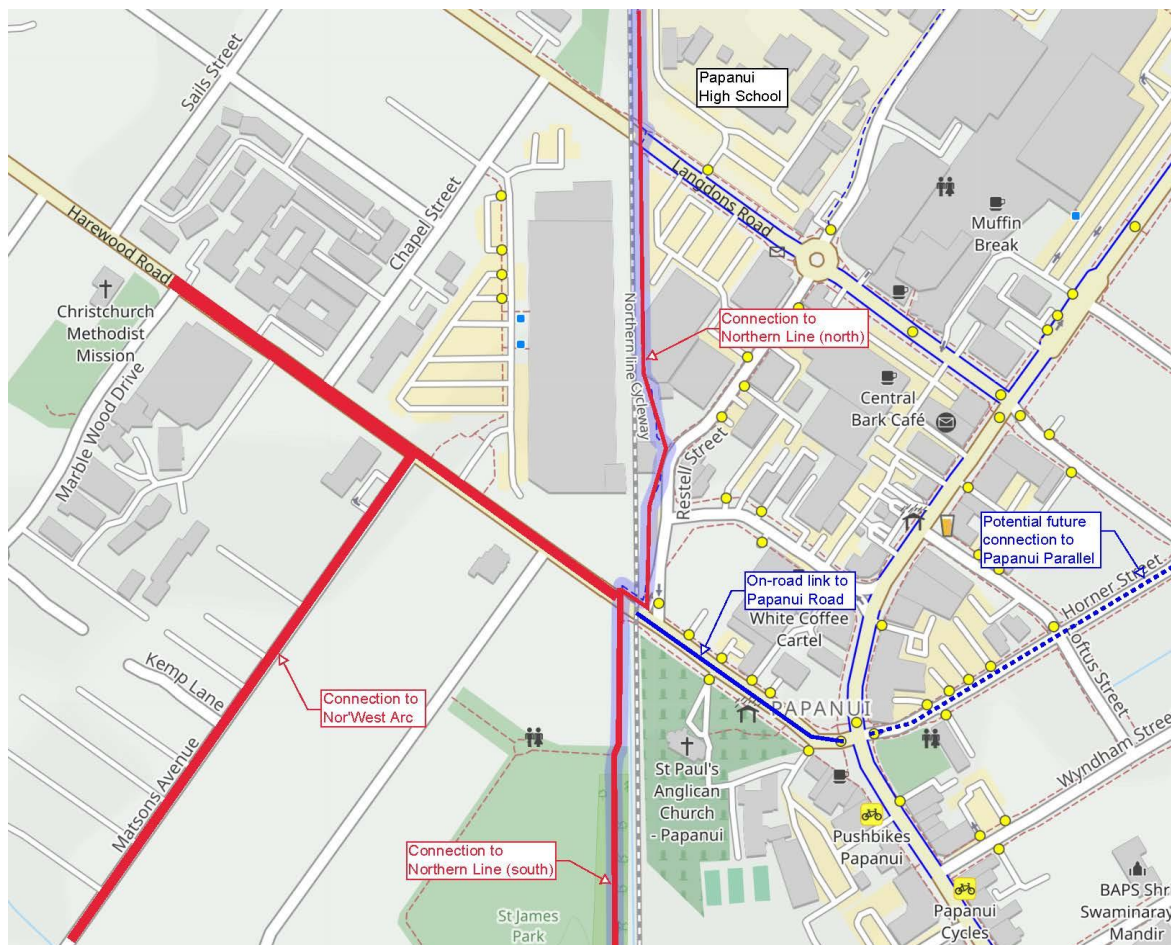


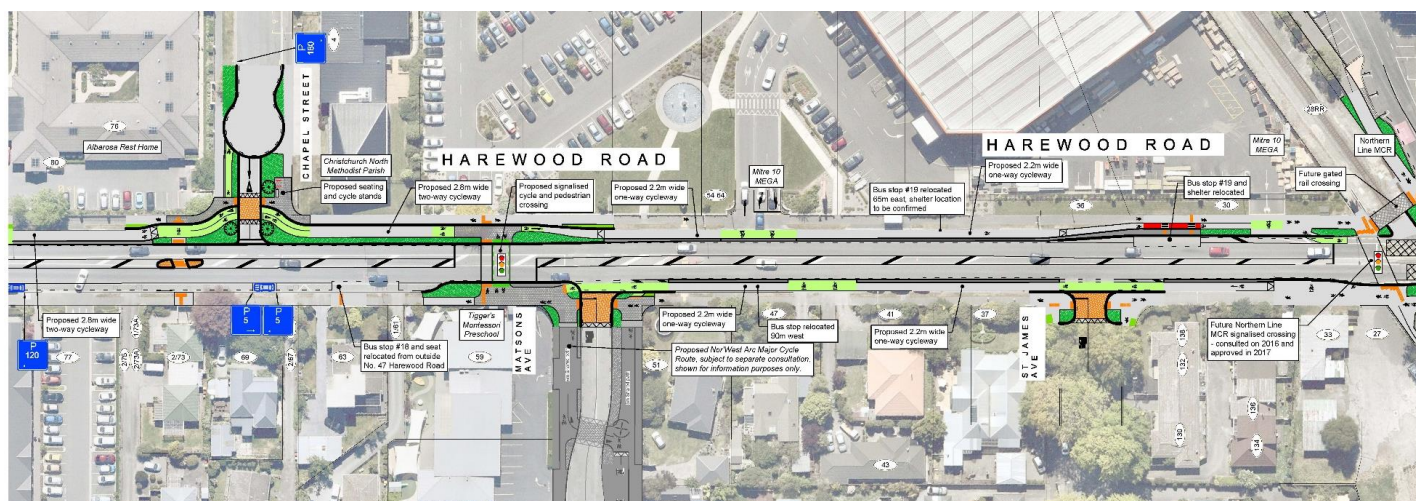
Figure 1: Harewood Road east end cycle connections (Open Street Map and Contributors)



Questions 1-3

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

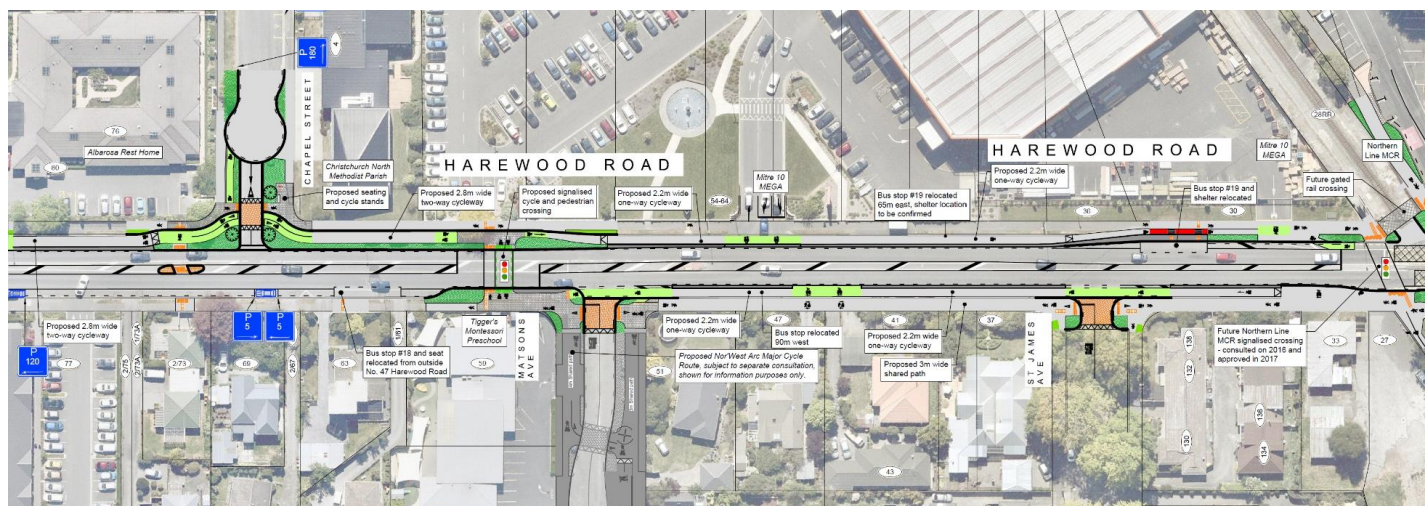
Disadvantages

- 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.

Questions 1-3

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.

Attachment B

- 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.



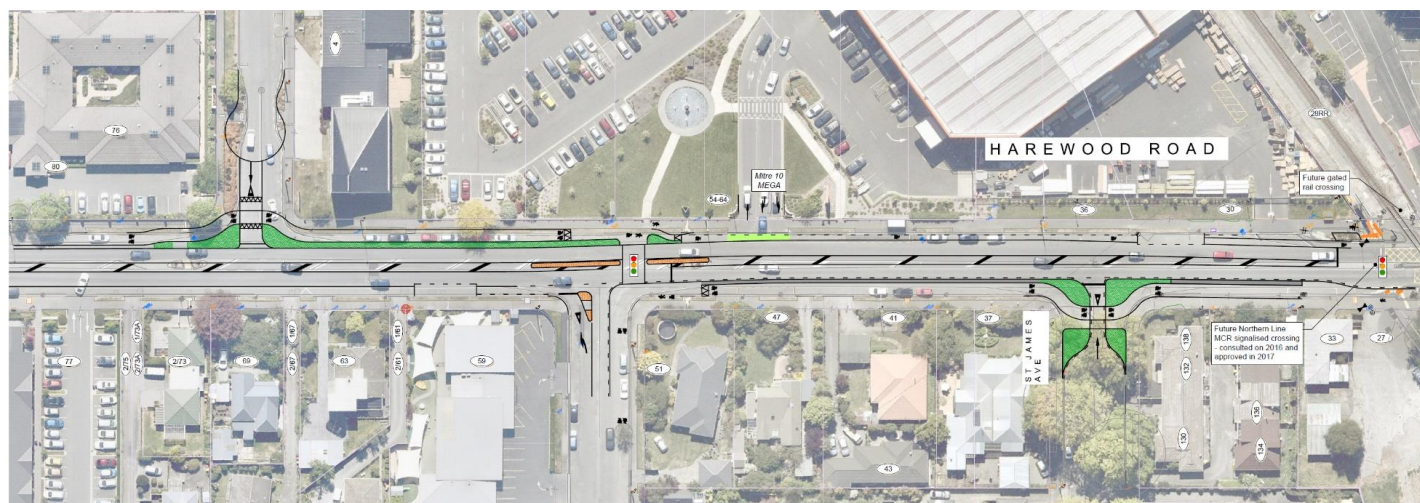
- MCR avoids Mitre10 access (although a proportion of riders will continue to cycle past it).
- More direct route for connection between Nor'West Arc and Northern Line MCRs, avoiding crossing Matsons Avenue.

- 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.

Questions 1-3

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.

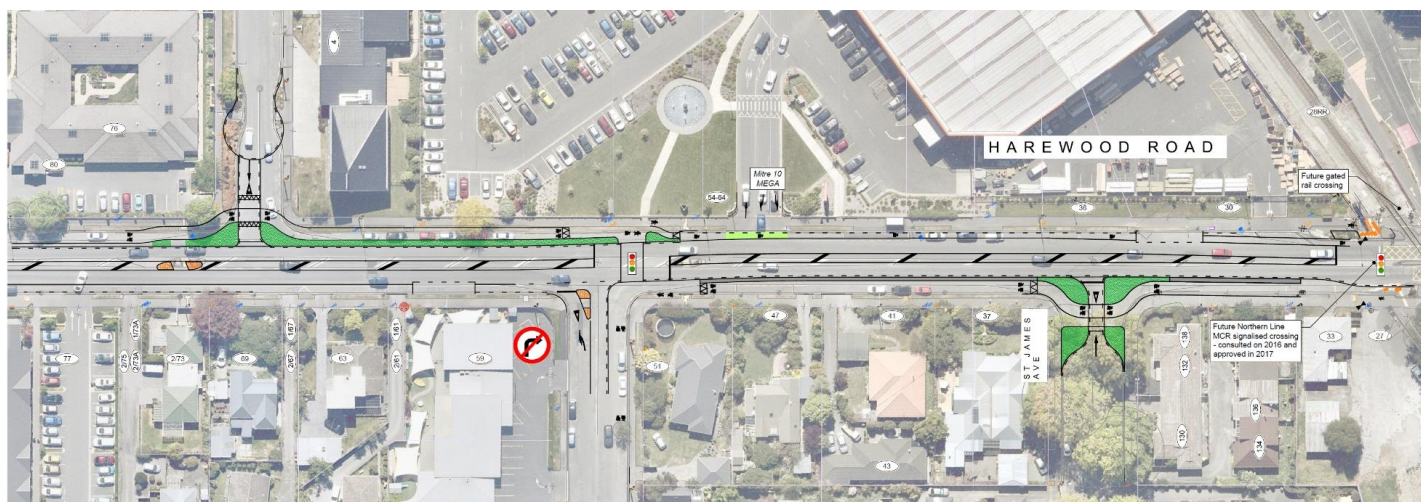
Disadvantages

- 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.

Questions 1-3

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.

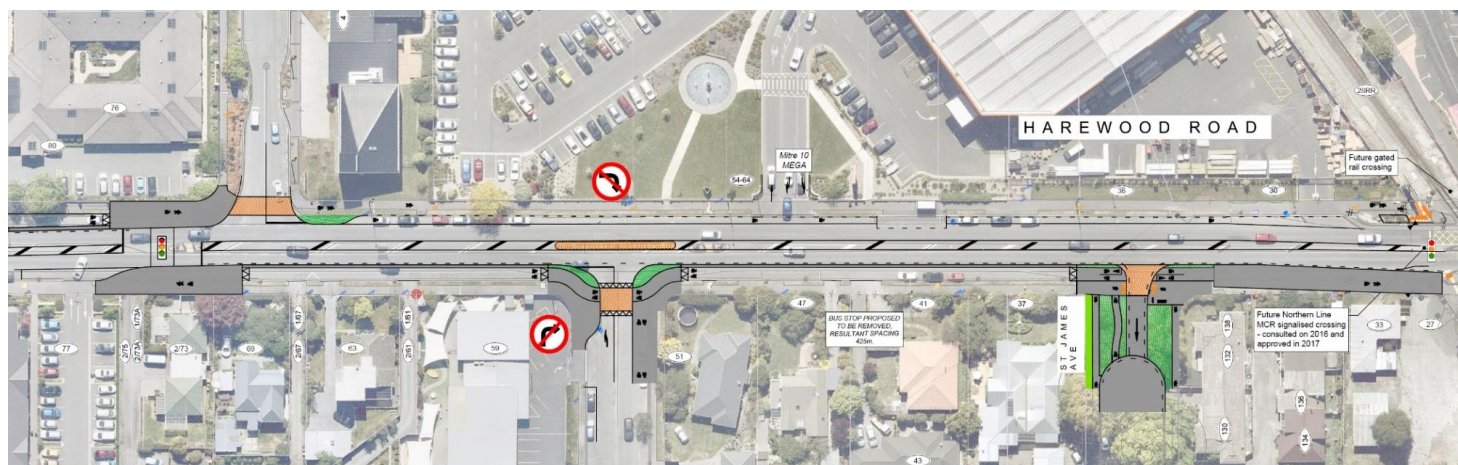
Disadvantages

- 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.

Questions 1-3

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.

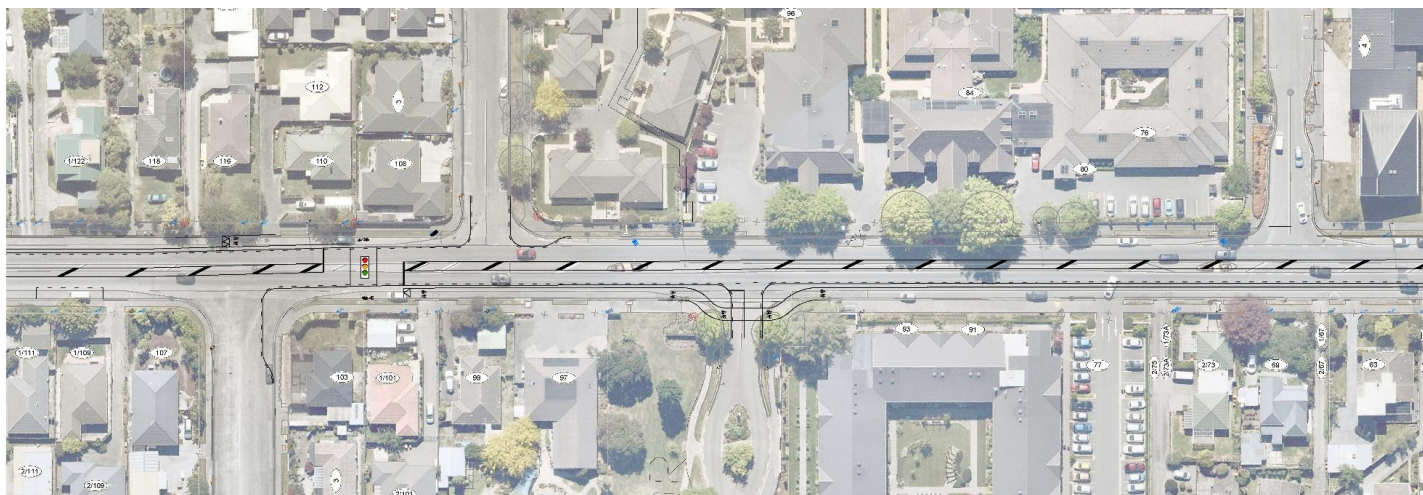
Disadvantages

- 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.

Questions 1-3

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.

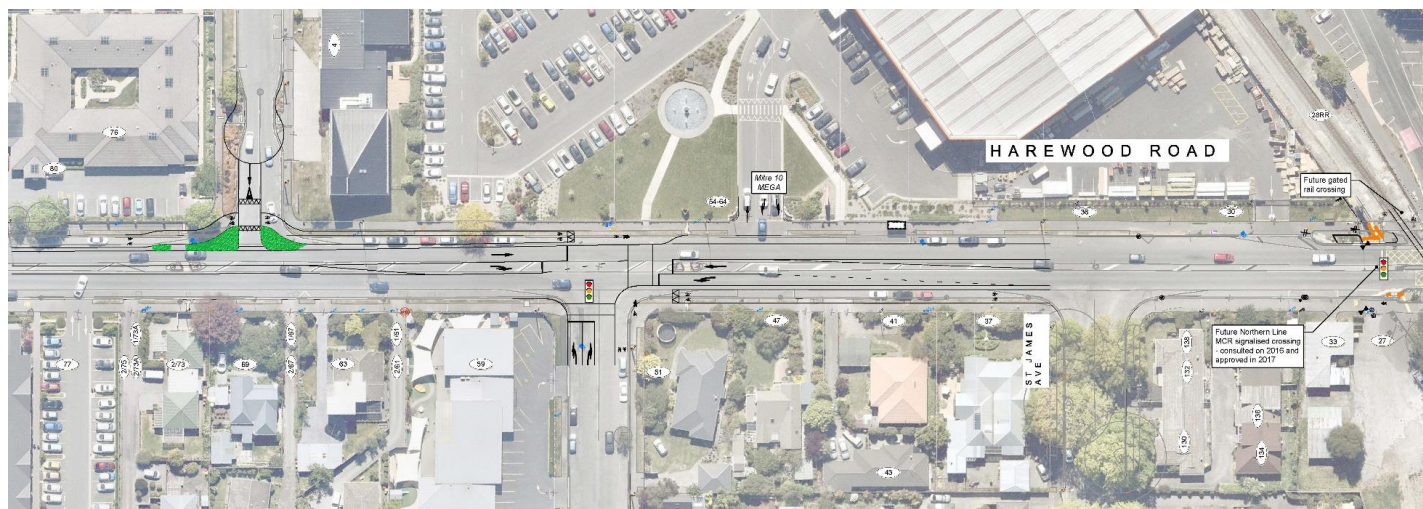
Disadvantages

- 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.

Questions 1-3

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.

Questions 1-3

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



Questions 1-3

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.



Question 55

Consultation on Russley Road

March to December 2010

In March and November/December 2010 The NZ Transport Agency asked for feedback on the Russley Road (SH1)/Memorial Avenue interchange and the Russley Road (SH1) four-laning from Wairakei to Yaldhurst.

This consultation closed in December 2010

A newsletter was delivered to residents and businesses in the area and distributed via [email](#), service centres, libraries, etc. Information has also been updated regularly on the project website.

A project open day was held on Tuesday 30 November at the Russley Golf Course. Transport Agency staff and the project consultants were available at this open day to discuss the details of the project.

The project open day was advertised in newspapers and in the newsletter.

A consultation update was distributed to attendees in Dec 2010

Changes made to the Russley Road project as a result of consultation

In response to this feedback we made changes to the plans for Russley Road. The main changes we made were:

- increased access at Wairakei
- a new access to the airport area from the south
- an upgraded Harewood Road roundabout
- a cycle and pedestrian underpass at Harewood Road
- a local road western airport bypass has been made possible.

September 2012 consultation

We made a number of changes to the plans for Russley Road in line with the feedback we received.

These changes were presented at an open day, a press conference with Gerry Brownlee and in a newsletter in October 2012. The open day allowed more detailed information to be displayed and feedback could be given to project staff or on a feedback form provided at the venue.

The newsletter was delivered to all residents and businesses in the area and distributed via email, service centres, libraries, etc. Information has also been updated regularly on the project website.

The project open day was advertised in newspapers on the radio and in the newsletter.

Question 55

We also completed a transport impact assessment (TIA) and a social impact assessment (SIA) to help measure the likely effects of this highway plan on the local area. The findings of these studies were used to make refinement to the project plan and were also available at the open day.

Consultation in 2013

We consulted the public on the Southern Airport Access as this was a new facility introduced as a result of feedback after our first round consultation. This gave affected parties and the public the opportunity to give us feedback on these plans.

2013–14 project consenting

A notice of requirement and resource consent applications for this project were lodged with the Christchurch City Council (CCC) and Environment Canterbury (ECan) who jointly notified the applications on Wednesday 20 November 2013. Submissions needed to be with the councils by 18 December 2013. Eighteen submissions were received and a hearing was held in May 2014. The appointed commissioner reported back and the Transport Agency accepted all the recommendations made by the commissioner.

A newsletter was delivered to all residents and businesses in the area and distributed via email, service centres, libraries, etc. outlining the final plans for this project. Information has also been updated regularly on the project website.

During this time the design team also worked closing with effected parties to ensure the project's impacts were minimised as much as possible.

2015- Communication during construction

Affected residents and businesses were invited to the project sod turning and blessing, this included a repressive from St James'.

A Stakeholder Group has been set up that meets quarterly to discuss the project and any issues. St James has been invited to be members of this group and have attended.

We have produce special communication information just for St James to keep their congregation informed and safe during construction.

Question 55

1 | NZ Transport Agency

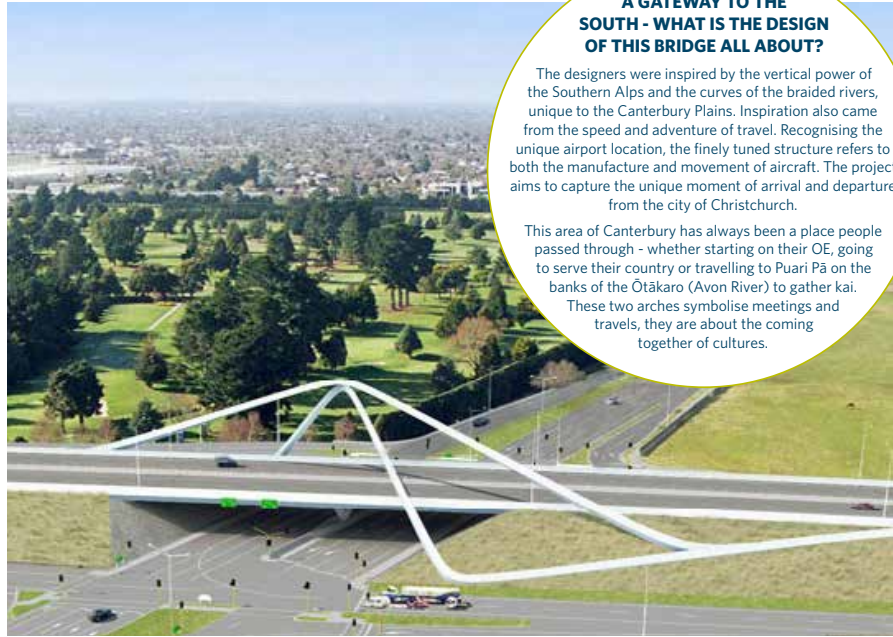
Russley Road Upgrade August 2015

THE RUSSLEY/MEMORIAL GATEWAY BRIDGE

A GATEWAY TO THE SOUTH - WHAT IS THE DESIGN OF THIS BRIDGE ALL ABOUT?

The designers were inspired by the vertical power of the Southern Alps and the curves of the braided rivers, unique to the Canterbury Plains. Inspiration also came from the speed and adventure of travel. Recognising the unique airport location, the finely tuned structure refers to both the manufacture and movement of aircraft. The project aims to capture the unique moment of arrival and departure from the city of Christchurch.

This area of Canterbury has always been a place people passed through - whether starting on their OE, going to serve their country or travelling to Puari Pā on the banks of the Ōtākaro (Avon River) to gather kai. These two arches symbolise meetings and travels, they are about the coming together of cultures.



The intersection of Memorial Avenue and Russley Road (SH1) is the gateway to Christchurch City, Canterbury and to the South Island of New Zealand for many travellers.

The Christchurch gateway bridge is one of the first things travellers, and locals returning, will see when entering the city from the airport. This bridge will be a powerful gateway symbol for Christchurch and it is hoped it will form part of the future identity of the city. A partnership of the NZ Transport Agency, the Christchurch City Council and Christchurch International Airport Limited ran an urban design competition to develop the design concept for this bridge.



Building the slip lanes at the Russley/Memorial intersection

PUBLIC SAFETY INFO

At all times during construction, the public (including cyclists and pedestrians) will have access through the area.

We ask that members of the public who wish to discuss any issues onsite or have access to the site, approach one of the project team (someone in a hard hat and high-vis vest) before entering any active work zones. In many instances there will be hazards such as open excavations and/or heavy equipment working in these areas. Our project team has a target of zero harm to anyone on-site, both workers and members of the public, and we ask for your assistance with this.



For questions or feedback about this project:

Phone:

McConnell Dowell and Downer **03 359 0700 (24 hours)**

NZ Transport Agency 03 964 2800

Email: russleyroad@nzta.govt.nz

Web: nzta.govt.nz/russley-road/

f www.facebook.com/nztasouthisland

t www.twitter.com/nztacwc

Check for traffic delays on **www.tfc.govt.nz**

You can request project updates via email on our website or by sending us an email



New Zealand Government

Part of RoNS

The government has prioritised seven transportation projects throughout New Zealand that meet the Roads of National Significance principles. These projects will support New Zealand's economic growth and productivity by moving people and freight faster, safer and more efficiently. The Christchurch Roads of National Significance programme is a package of projects on the Northern, Western and Southern Corridors.

WHAT IS BEHIND THE BLACK PLASTIC?

The area behind the black plastic covered fence was once a landfill site and we are using the fencing and other protocols to ensure any possible contaminants don't spread. When we work in this area we remove all contaminated material we come across and dispose of it appropriately.

CHRISTCHURCH MOTORWAYS - A ROADS OF NATIONAL SIGNIFICANCE PROJECT

1 Russley Road Upgrade

part of the Western Corridor

August 2015



PROJECT UPDATE

Since our last newsletter, this project has been through the Resource Management Act approvals process with Environment Canterbury and the Christchurch City Council. The designation and consents are now in place for the project. Construction kicked off in April with a blessing and sod-turning event. We are currently carrying out enabling work (site clearance and moving pipes and cables), building the Russley/Memorial slip lanes and road widening in the Harewood Road area.

PROJECT NUTSHELL

- Work has started and McConnell Dowell and Downer are the contractors for this work. their first task is to prepare the road side for construction.
- While we will do our best to keep traffic flowing through this worksite, if you are heading to the airport be prepared for possible delays - **Check for delays on www.tfc.govt.nz**
- Work will be staggered along the project length to reduce the overall impact on traffic at any given time
- Access to the Airport and along Russley Road and Memorial Avenue will be maintained at all times for motor vehicles, cycles and pedestrians
- We will keep you informed via signage and other media as road layouts change.
- We expect the project to be finished in 2018.



If you have questions or feedback about construction of the project:
Phone McConnell Dowell and Downer on 03 359 0700 (24 hours) or email russleyroad@nzta.govt.nz.

PROJECT BENEFITS

- The project will reduce congestion and improve travel time predictability on the Western Corridor.
- The new expressway-standard design, including a raised central median and side and central barriers, will improve safety.
- The project design includes improved cycle and pedestrian facilities.
- The intersection changes will improve safety for all road users.
- The project will support economic growth and create jobs.
- The environment will benefit from improved stormwater management and landscaping.



New Zealand Government

PROJECT DESCRIPTION

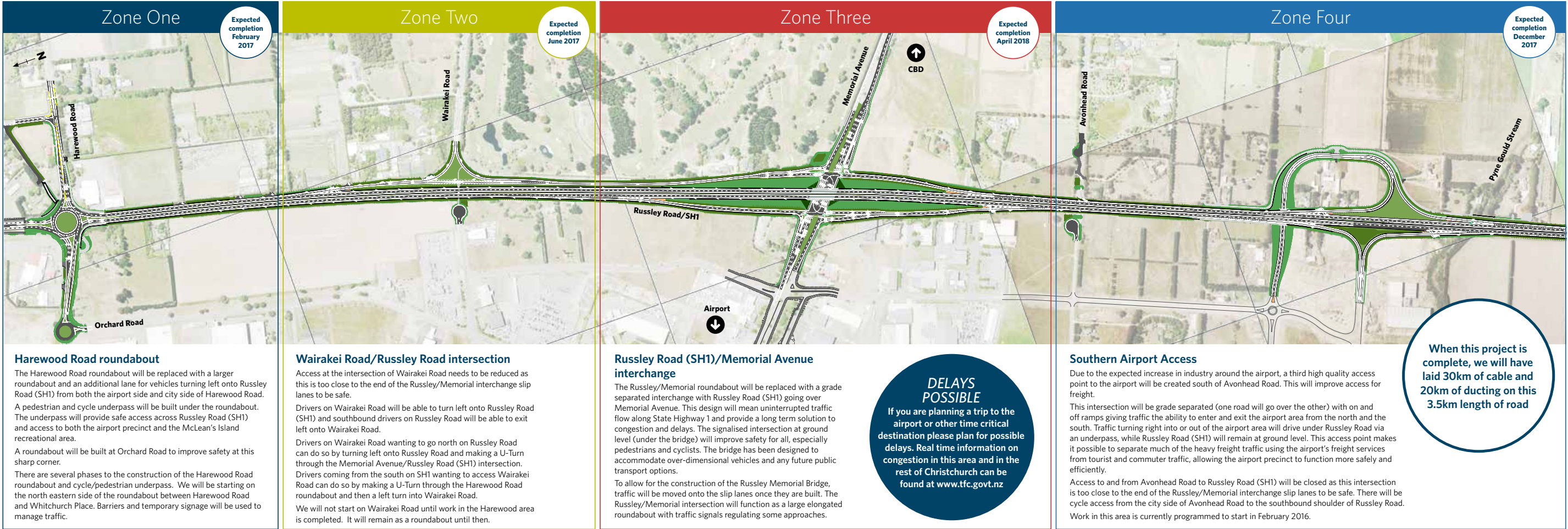
The existing two-laned Russley Road (SH1) between Harewood Road and Avonhead Road is being upgraded to a four-lane median separated expressway. A median will separate on-coming traffic, selected main road intersections will be improved and access at some roads will be reduced to improve safety and efficiency.

Traffic management

The traffic management set up will change during the project. We will use signage and also intend to produce update notices during the project to keep the public informed of current traffic management. Two-way traffic will be maintained along Russley Road at all times. While we will make every effort to keep traffic moving through the work site, delays are possible. If you are planning a trip to the airport or other time critical destination please plan for possible delays. Real time information on congestion in this area (and in the rest of Christchurch) can be found at www.tfc.govt.nz. Please be mindful that road layouts will change as the project progresses, follow all on-site signage and drive to the conditions.

What will happen first?

Work will be staggered across the four zones of the project to reduce the overall impact on traffic at any given time. However you will see our crews working all along Russley Road, as there are multiple phases to the project. Just now we are getting the site ready. This includes the removal of existing vegetation within the new road alignment, relocation of boundary fencing where required, relocating overhead telecommunications and power lines underground and moving all existing underground pipes and cables away from the new alignment. Construction has begun at Harewood Road roundabout (zone one) and Memorial Avenue roundabout (zone three). Harewood Road roundabout work will begin with the construction of the cycle/pedestrian subway. At the Russley/Memorial Avenue intersection, work will first focus on building the slip lanes.



REDUCED
COMMUTER
TRAVEL TIME



IMPROVE
WALKING
AND CYCLING



SUPPORT
ECONOMIC
GROWTH



REDUCED
CONGESTION



ENABLE
EFFICIENT PUBLIC
TRANSPORT



JOB CREATION
AND ACCESS
TO JOBS



IMPROVE
SAFETY



LINKING
COMMUNITIES

Question 55

Christchurch Motorways

Southern airport access

We received feedback from the Christchurch International Airport Limited, the Christchurch City Council, emergency organisations, businesses and the general public voicing concerns about reduced access to the airport with the closure of Avonhead Road and the changes at Wairakei Road. For this reason and the expected increase in industry around the airport we are planning a third access point to the airport south of Avonhead Road.

As well as providing additional access to the airport, the southern airport access will mean heavy vehicles servicing the business and cargo areas of the airport will be separated from the light vehicles using the passenger terminals of the airport.

Initially, access to Dakota Park will be developed for left-in movements as part of the four-laning works through to Avonhead Road. The final grade separated southern airport access will be completed following the required consenting and property purchase process.

We expect the consenting process for the Harewood Road to Pyne Gould Stream project to start early next year. The consenting process will be publicly notified providing the opportunity for interested parties to submit on the application. This process plus land matters will take about two years to work through and then construction of the Russley Road project will take a further 2-3 years to complete.

Western airport bypass

A significant number of people who provided feedback on this project have asked whether we have considered diverting SH1 to the west of the airport.

We have done a considerable amount of work to determine if a western airport bypass would be a better option for SH1 than the current planned Russley Road (SH1) upgrade.

A western airport bypass could run from Johns Road (north of Sawyers Arms) and then join into Pound Road. If it was going to be the new SH1 it would need to be a high speed (100 km/h) route with limited entry and exit points. This route would also need a grade separated interchange at the northern connection around Sawyers Arms Road to meet highway safety standards.

We have assessed this option and found it is not viable at this stage because:

- Less than 15% of traffic on Russley Road (SH1) is going beyond the Hornby area and would use a western airport bypass. This small decrease in traffic on Russley Road (SH1) would not greatly reduce congestion on this road and the improvement works proposed would still be needed
- Land would need to be purchased from numerous land owners
- The western airport bypass option has a high cost that outweighs the benefits it would provide at this time.

The Western Corridor as proposed will not preclude a future western airport bypass.

In the interim the NZ Transport Agency, Christchurch International Airport Limited and Christchurch City Council will work together to enhance the local road route to the west of the airport.



Russley Road (SH1)/Memorial Avenue Intersection

NZ Transport Agency September 2012

Christchurch Motorways

September 2012



Gateway bridge design for the Russley Road (SH1)/Memorial Avenue Interchange

What happens next?

An open day will be held on Tuesday 9 October at Russley Golf Club from 3:30pm to 7:30pm. Members of the project team will be there to answer questions and additional information will be available.

The project needs to go through a Resource Management Act approvals process with Environment Canterbury and the Christchurch City Council. The applications for the necessary approvals will be publicly notified and therefore any interested parties will have the opportunity to lodge a submission on the proposal. We are planning to lodge the applications for these approvals early next year.

Open day

Tuesday 9 October at
Russley Golf Club
from 3:30 to 7:30pm



For more information

- Attend the public open day
- Email your query to russleyroad@nzta.govt.nz
- Contact the project representatives below.

For further information online visit:
www.nzta.govt.nz/russley-road

Our contact details

For more information contact:

Chris Collins or Richard Shaw
NZ Transport Agency
Telephone: +64 3 964 2800

Mark Mabin or Tim Ensor
Macdow Downer JV Project Team
Telephone: +64 3 374 8562



Greater Christchurch Urban
Development
Strategy
Together we're making a greater future

New Zealand Government



Roads of national significance

Western Corridor

1

Russley Road (SH1) upgrade
Including the Russley/Memorial Interchange
and the new southern airport access.

Update
September 2012

Project update

As part of the Western Corridor improvements, the NZ Transport Agency (NZTA) is upgrading Russley Road (SH1) between Yaldhurst Road and Harewood Road. This project will four-lane Russley Road, upgrade the Russley Road (SH1)/Memorial Avenue intersection and provide a new southern access to the airport area.

In November 2010 we presented plans for the upgrade of Russley Road (SH1) including a grade separated interchange (overbridge) at the Russley (SH1)/Memorial intersection. We received a lot of feedback about the planned changes to Russley Road (SH1) and the impact on the local community. We have considered all this feedback in depth and made changes to the scheme.

The main changes we have made are:

- Increased access at Wairakei Road
- A new access to the airport area from the south
- An upgraded Harewood Road roundabout.
- A cycle and pedestrian underpass at Harewood Road
- Improvements to the local road western airport bypass.

These changes to the plans for this part of the Western Corridor improve access to and across Russley Road (SH1), and to the airport. The changes at Wairakei Road and the Harewood Road roundabout retain the opportunity to access the city side of Wairakei Road (east) from Russley Road (SH1).

Open day

Tuesday 9 October at
Russley Golf Club
from 3:30 to 7:30pm



Harewood Road roundabout

Project background

The SH1 Western Corridor runs from Belfast to Hornby along Johns, Russley, Masham and Carmen Roads. A Western Belfast Bypass is proposed as part of the corridor, and will run from the Northern Motorway and join Johns Road near The Groyne. When complete, the Western Corridor will be a four-lane highway (two lanes in each direction) with a median separating oncoming traffic. Access to the highway will be made safer by rationalising and upgrading local road intersections and by changing access to some properties.

The corridor's role is to provide a safe and efficient, free flowing arterial for long distance journeys through Christchurch and local medium distance journeys between Belfast and Hornby. It also provides safe and efficient access to Christchurch International Airport and Christchurch City, via high quality intersections.

Traffic volumes on this corridor are increasing and this is expected to continue into the future as commercial and industrial activity grows (particularly in Hornby and at the airport). There is insufficient capacity in the existing two-lane roads to absorb this future traffic growth. To ensure businesses based in and outside Christchurch are able to get their goods to and from suppliers, customers and the airport, the current road requires upgrading to improve safety, reduce congestion and provide travel time certainty.

The Western Corridor is part of Christchurch's roads of national significance (RoNS) project, which recognises that this project will improve safety and support economic growth. It is also a key project in the rebuild of Christchurch.

NZ Transport Agency September 2012

Feedback

The NZ Transport Agency received a significant amount of feedback in response to the consultation newsletter and open day held in November 2010. The common themes were:

- A solution to the growing congestion on SH1 is vital
- The Russley (SH1)/Memorial interchange was generally seen as positive
- Concern about reduced access to the airport and Russley Road (SH1) because of the changes at Wairakei Road and the closure of Avonhead Road
- Concern about a possible increase in traffic on local roads like Roydvale Avenue and Wooldridge Road

- Safe access across and along Russley Road (SH1) for cyclists and pedestrians is a concern
- Have alternatives such as a bypass to the west of the airport been considered
- General road safety concerns.

In November 2010 we agreed to carry out two studies, a transportation impact assessment and a social impact assessment. These studies helped us measure the likely effects of this highway plan on the local area. The findings of these studies combined with the community feedback have shaped the changes we have made.

Transportation impact assessment

This study measured the effects this project would have on state highway traffic and the surrounding local road network. Traffic modelling was used to determine the likely redistribution of traffic once the project is finished. This modelling compared predicted traffic volumes and movements in 2021 with and without the Russley Road (SH1) improvements. Conclusions from this study include:

Without the Russley Road (SH1) improvements (2021)

- There would be heavy congestion and considerable delays at all intersections on Russley Road (SH1)
- There would be heavy congestion and considerable delays on a number of local network roads in proximity to Russley Road (SH1) including Harewood Road, Wairakei Road, Memorial Avenue and Roydvale Avenue.

With the Russley Road (SH1) improvements completed (2021)

- There will be an increase in traffic on east-west routes like Harewood Road and Memorial Avenue due to drivers choosing to use the improved Russley Road (SH1) and also because of the changes at the Russley (SH1)/Wairakei intersection
- A slight increase in traffic on Roydvale Avenue and Wooldridge due to the changes at Wairakei Road
- Vehicles travelling along Russley Road (SH1) or using the Russley (SH1)/Memorial interchange will find travel time and travel time reliability significantly improved as congestion is markedly reduced. They will also enjoy improved safety.

The transportation impact assessment has confirmed the need for the four-laning of Russley Road (SH1) and the proposed Russley (SH1)/Memorial interchange.

Social impact assessment

This study helped us understand the community's concerns about possible project impacts on the health and wellbeing of the local neighbourhood. Interviews were conducted, with a range of resident, business, school and community representatives, who either requested to be involved or were contacted by the project team.

The interviews confirmed many changes have taken place for the residents and businesses in the area, particularly since the Christchurch earthquakes. These changes mean local roads are already experiencing issues like more commuter parking and congestion at key intersections.

The social impact assessment recorded participants' positive and negative thoughts on the highway's potential impacts and their suggestions for dealing with these impacts. The issues identified included; congestion, road safety, safety of pedestrian and cycle crossings (particularly near schools) and social severance.

We used the information gathered in these studies to help finalise the highway design including what solutions to issues we could put in place. In response to predicted vehicle increases on Roydvale Avenue and Wooldridge Road, we are working with the Christchurch City Council to reduce delays at the Wooldridge/Harewood intersection and safety improvement have already been made outside the Roydvale School with a new school zone now in place.

The social impact assessment also identified a number of existing issues in the surrounding area that the NZ Transport Agency has no control over (lack of parking and increased traffic congestion due to businesses moving into this area). We have passed this information on to the Christchurch City Council to consider.



HAREWOOD ROAD ROUNDABOUT

The Harewood Road roundabout will be replaced with a larger diameter roundabout and additional lanes on the Harewood Road approaches to the roundabout. A pedestrian and cycle underpass will be built under the Harewood roundabout. The underpass will provide safe access across Russley Road (SH1) and access to both the airport precinct and the McLean's Island recreational area.

THE ROUNDABOUT AT ORCHARD ROAD

To improve safety at this sharp corner, we are proposing a roundabout.

RUSSELY ROAD (SH1) / WAIRAKEI ROAD INTERSECTION

The intersection at Wairakei Road needs to be changed as it is too close to the Russley (SH1)/Memorial interchange slip lanes to be safe.

The safety standards require a minimum of 900m separation between two intersections of this type, so vehicles can merge safely. The distance between the end of the Russley (SH1)/Memorial Interchange slip lanes and the Wairakei Road intersection is only about 200m. This distance does not allow the Wairakei Road intersection to have direct access to Russley Road (SH1).

The changes to this intersection outlined in the November 2010 newsletter were to remove the roundabout and only allow a left turn from SH1 onto the eastern (city) side of Wairakei Road. We received a lot of feedback asking for access at Wairakei Road to be increased. Now we are also providing a left turn from the eastern (city) side of Wairakei Road onto the SH1 slip lane. Access to and from Russley Road (SH1) from the west (airport) side of Wairakei Road will need to remain closed.

We considered a number of intersection options for Wairakei Road including Wairakei Road going over Russley Road (SH1) via a bridge. All these options required large amounts of land and/or provided less direct access to Russley Rd (SH1) than the chosen option.

RUSSELY ROAD (SH1)/MEMORIAL AVENUE INTERCHANGE

The Russley Road (SH1)/Memorial Avenue intersection is the gateway to Christchurch from the airport. This important intersection is currently experiencing congestion and delays, which are predicted to worsen in the future. To allow this intersection to function well into the future the existing roundabout will be replaced with a grade separated interchange with Russley Road (SH1) going over Memorial Avenue.

The advantages of this design are:

- Uninterrupted traffic flow along SH1
- A long term solution to congestion and delays
- Improved travel time and reliability
- Good provision for pedestrians, cyclists and public transport
- Room for future public transport options.

A range of short and long-term intersection options were investigated for this key gateway into the city.

Short-term options considered included; improvements to the existing roundabout, traffic signals, a signalised roundabout, and a larger multi-laned roundabout. These options made little improvement in terms of safety and capacity for significant cost.

Several grade separated (long-term) options were also considered including Memorial Avenue going over Russley Road (SH1) and Russley Road (SH1) sunk either fully or partially in a trench under Memorial Avenue.

The Russley Road (SH1) over Memorial Avenue option was chosen after a consultation process in March 2010, where it found support. This option also needs considerably less land and earthworks than the Memorial Avenue over Russley Road (SH1) option.

As this bridge is an important gateway to Christchurch and the South Island, we have commissioned a gateway bridge design to welcome visitors and those returning home. The design can be seen on the back page and more images will be available at the open day and on the website.

RUSSELY ROAD (SH1) / AVONHEAD ROAD INTERSECTION

As with the Russley (SH1)/Wairakei Intersection, the Russley (SH1)/Memorial interchange slip lanes are too close to Avonhead Road to allow it to stay open safely. There are relatively low traffic numbers using Avonhead Road (east) to access Russley Road (SH1) and an alternative route exists via Roydvale Avenue and Memorial Avenue. For Avonhead Road (west) an alternative is available via internal airport roads to access Russley Road (SH1).

SOUTHERN AIRPORT ACCESS

This southern airport access is in response to feedback we received during our consultation asking for more access to the airport precinct. This intersection allows direct access for both north and southbound traffic to the airport freight and business area at Dakota Park. We have planned this intersection in the form shown because it is too close to the Russley (SH1)/Memorial interchange slip lanes to allow a roundabout or traffic signals to function safely and efficiently. Traffic wishing to turn right into or out of the airport precinct at this point will drive under Russley Road (SH1) via an underpass. Russley Road (SH1) will remain at ground level. This is subject to full investigation into the groundwater level in this location.

Access to adjacent residential properties to the east of Russley Road (SH1) will be via a service road. (More information on the southern airport access is on the back page.)

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Commissioner Recommendation

**CHRISTCHURCH CITY COUNCIL
PROPOSED NOTICE OF REQUIREMENT
BY
NEW ZEALAND TRANSPORT AGENCY**

**Recommendation Report of
David J. McMahon
Acting as Commissioner appointed by the
Christchurch City Council
pursuant to Section 34 of the Resource Management Act 1991**

16 June 2014

Question 55

Notice of Requirement – NZTA
Recommendation of Commissioner

Christchurch City Council
16 June 2014

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RECOMMENDATION

I, the independent Hearing Commissioner, acting under delegated authority from the Christchurch City Council, pursuant to Part 8 of the Resource Management Act 1991, and under the provisions of the Christchurch City Plan, recommend to the requiring authority, New Zealand Transport Agency, that their **notice of requirement be confirmed subject to the conditions** set out in Appendix 2 of this report for its proposal to:

alter an existing designation to enable the upgrade of Russley Road from just north of Harewood roundabout to Avonhead Park for 'State Highway' purposes (SH1) from two lanes to a four lane median separated carriageway.

Dated at Wellington this 16th day of June 2014



.....
DJ McMahon
Independent Commissioner

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Christchurch City Council
16 June 2014

**RECOMMENDATION OF THE HEARING COMMISSIONER
DAVID MCMAHON**

HEARING APPEARANCES

Heard on the 11th of April 2014 at Eliza's Manor House, 82 Bealey Avenue, Christchurch

Hearing Commissioner

Mr David McMahon (Independent Commissioner)

Territorial Authority Reporting Officers

Ms Melinda Smith	Senior Planner, CCC
Mr Russell Malthus	Environmental Health Consultant, Novo Group
Mr Adam Taylor	Senior Transport Planner, CCC

For the Requiring Authority

In attendance/ Reports presented

Mr Cedric Carranceja	Legal Submissions
Mr Andrew Whaley	Project Design
Mr Tim Ensor	Policy and Planning

Reports tabled

Mr Nick Scarles	Landscape, Visual and Urban Design
Mr Michael Smith	Noise and Vibration
Mr Andrew Curtis	Air Quality
Mr Stuart Woods	Strategic Transport Policy Context
Mr Ian Clark	Traffic Modelling Impact Assessment

Submitters

Mr Dirk De Lu	Spokes Canterbury
Dr Alistair Humphrey	Canterbury District Health Board
Mr M McCarthy	Landowner
Mr Ray Edwards	Traffic Engineer for Mr McCarthy
Mr Andrew Mason	Boulder Trust
Mr J Edward Bayley	Boulder Trust

Reports tabled/Submitters not in Attendance

Mr Mark Christensen/Ms Sarah Eveleigh	Equus Trust
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Others in attendance but not presenting

Mr Richard Shaw	Project Manager, NZTA
Mr Michael Singleton	Counsel, Christchurch International Airport Ltd

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1.0 INTRODUCTION

Context

- 1.1 I was appointed by the Christchurch City Council (“the Council” or “CCC”) to hear submissions to, and to consider and make a recommendation on, a Notice of Requirement (“NoR” or “the application”) from the New Zealand Transport Agency (“NZTA”, “the Requiring Authority” or “the Applicant”).
- 1.2 The NoR seeks to alter an existing designation in the Christchurch City District Plan (the “City Plan”) within the vicinity of Russley Road from north of the Harewood Road roundabout to Avonhead Park. The NoR will enable an upgrade of Russley Road (SH1) from two lanes to a four lane median separated carriage way, to be designated for “State Highway purposes”.
- 1.3 The background to this application, which I will canvas in due course, has been the subject of Council reporting, and of course the public notification and hearing to which this recommendation is a culmination of.
- 1.4 Before discussing the detail of the NoR and the submissions to it, there are some minor administrative and procedural issues that I need to address, beginning with my role as Commissioner.

Role of Commissioner and Report Outline

- 1.5 My appointment under Section 34A of the Resource Management Act, 1991 (“the RMA” or “the Act”) was made because of Council policy for decisions on Plan matters and resource consent applications where there is potential for conflict of interest – either real or perceived – to appoint independent commissioners. In this case, as the CCC has been identified as a potentially adversely affected party in relation to their ownership or tenancy of Harewood Road property and the Council’s position as a major shareholder in Christchurch International Airport Limited, a submitter on this application, it is critical that the Council’s operational functions and their decision-making functions regarding the same matter are kept separate.
- 1.6 On the above basis, I was appointed by the Council by delegation dated 12 February 2014. The terms of that delegation were approved as follows:

That David McMahon be appointed as Commissioner to consider the publicly notified notice of requirement application by the New Zealand Transport Agency for an alteration to their existing designation, and if appropriate, to hear the matter and then to make a recommendation to the New Zealand Transport Agency as to whether the notice of requirement should be confirmed, modified, subject to conditions or withdrawn under Part 8 of the Resource Management Act 1991.
- 1.7 Unlike a District Plan Change or Resource Consent, the role of decision-maker for a NoR is not conferred to the Council. Rather, the decision is ultimately a matter for the relevant Requiring Authority. The Council’s role, on the other hand, is to

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consider the requirement and the submissions received (in addition to other statutory matters, which I will address subsequently) and to make a recommendation to the Requiring Authority prior to its decision being made. The RMA sets out¹ that the Council may recommend to the Requiring Authority that the requirement/designation is:

- a) confirmed;
- b) modified;
- c) subject to conditions;
- d) withdrawn.

1.8 For this particular NoR, the Council has delegated its authority to me to make the recommendation to the Requiring Authority on its behalf.

1.9 In terms of the above, having familiarised myself with the NoR and the background material, read all the submissions, conducted the hearing, heard from the submitters/the appointed advisors, and requested, received and considered additional information from the Applicant and Submitters, as well as having visited the relevant sites/surrounds, I hereby record my findings and recommendation.

1.10 In this respect, this report is generally divided into the following parts:

(a) Factual Background:

This section includes an outline of the background to the proposed NoR, including the sequence of events leading to this recommendation. It corresponds to the ensuing report sections as follows:

- SECTION 2 - outlines the main components of the requirement including an overview of the route and works involved, as well as submissions received to the application and the matters addressed in these;
- SECTION 3 - outlines the hearing process, and post hearing information exchanges that have led to this recommendation.

(b) Evaluation and Recommendation:

This section evaluates the notice of requirement for the purposes of providing a recommendation to the Requiring Authority, and is organised as follows:

¹ s171, RMA

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*Christchurch City Council
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- SECTION 4 – outlines the relevant statutory considerations from which my evaluation is based;
- SECTION 5 – contains the requisite assessment of environmental effects for the notice and includes an evaluation of the overarching statutory and policy framework relevant to the proposed altered designation;
- SECTION 6 – provides an overall evaluation of the NoR in the context of Part 2 of the RMA.

1.11 Before moving onto the background and proposal outline, I would like to make two preliminary comments.

Preliminary Comments

1.12 Firstly, I record my appreciation at the manner in which the hearing was conducted by all the parties taking part. In this respect, I would like to acknowledge the following:

- The s42A report and on-going assistance from the Council's Senior Planner, Melinda Smith. Her input into the hearing process and subsequent information exchanges has been invaluable.
- The willingness of the Requiring Authority, various submitters and advisors to accommodate a certain amount of dialogue between the parties before, during and after the hearing via the approach I adopted.

1.13 The above actions promoted a smooth proceeding that has greatly assisted me when assessing and determining the issues.

1.14 Secondly, I stress that the findings I have made and the decisions I have arrived at are based squarely on the evidence presented and my consideration of that material.

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2.0 BACKGROUND

Application Overview

- 2.1 The notice of requirement subject to this application has been bought about by the NZTA, as the Requiring Authority. NZTA advised that:
- (a) the proposed Russley Road upgrade forms part of the Western Corridor and is a vital link in the Christchurch transport system and State Highway network; and
 - (b) the proposed link also forms part of the “One Network” transport planning philosophy for Greater Christchurch.
- 2.2 NZTA have stated that the objectives of the NoR are as follows:
- To improve the efficiency of personnel and freight travel times along SH1 Russley Road and to Christchurch Airport;
 - To improve safety for road users;
 - To make better use of the existing transport capacity;
 - To promote multi-modal transport; and
 - Ensure that the state highway network improves both mobility and accessibility.
- 2.3 In accordance with section 168A of the Act, as the Requiring Authority, NZTA have undertaken an options assessment to determine the most appropriate means for addressing these project objectives.
- 2.4 The proposed *state highway project* has also been detailed in the application documentation and the s42A report prepared by Ms Smith. I adopt that description for the purposes of this report.
- 2.5 Having appraised myself of those descriptions, my understanding of the project is that the Russley Road upgrade will consist of a four lane expressway, medians, barriers, lights and associated infrastructure upgrades including:
- Alterations to the Harewood Road roundabout;
 - Closure of Wairakei Road west (airport side of Russley Road);
 - Removal of Wairakei Road/Russley Road roundabout;
 - New service road to provide access to and from Wairakei Road east (city side of Russley Road);
 - Replacement of Memorial Avenue roundabout with a new gateway to Christchurch City including grade separation with Russley Road passing over Memorial Avenue;
 - Closure of Avonhead Road to motor vehicles; and
 - Construction of a replacement “Southern Airport Access” including cycle lane.
- 2.6 The project will also include other highway infrastructure such as:

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- Cycle and pedestrian facilities;
 - Storm water controls;
 - Landscaping; and
 - Ancillary highway infrastructure.
- 2.7 The proposed site to which the NoR applies runs along Russley Road from immediately north of the Harewood Road roundabout to the portion of road adjoining Avonhead Park, including alterations to roads intersecting Russley Road along this corridor. The total distance is approximately 10.5km.
- 2.8 The designation area incorporates the existing road; and land in private ownership including parts of 52 different land parcels adjoining the existing road designation and identified in the notice of requirement. The following intersections and/or their approaches on this part of Russley Road form part of the designation, as follows:
- Orchard Road/Harewood Road intersection;
 - Russley Road / Harewood Road intersection;
 - Russley Road / Wairakei Road intersection;
 - Russley Road / Memorial Avenue intersection;
 - Russley Road / Avonhead Road intersection;
 - Russley Road / Syd Bradley Road (airport road) intersection; and
 - Russley Road / George Bellew Road (airport road) intersection
- 2.9 The majority of the land required is already designated in the City Plan as “*State Highway*” and has been recognised in the City Plan since 1991 for proposed “*four laning*”. NZTA advised that they could implement four laning within the existing designation corridor. However they consider that the development of this designated section of state highway without the additional components proposed in this revised designation (such as the ability to grade separate the Russley/Memorial intersection, to properly plan intersections with local roads, and to accommodate cycle and pedestrian facilities, stormwater management and treatment facilities and other highway infrastructure such as safety barriers and signs) would significantly compromise the efficiency and safety of the proposal.

Notice of Requirement

- 2.10 On 7 August 2013, the NoR was lodged on behalf of the Requiring Authority, with Christchurch City Council. The main features of the proposal and route are described in the application documents, the Applicant’s evidence, the Section 42A officers report, and (briefly) above. For completeness, I note that the application documentation comprised:
- A covering letter and Notice of Requirement;
 - Assessment of Environmental Effects; and
 - Appendices A-P²;

² Appendices include maps, plans, design detail and specialist reports/assessments

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- 2.11 A request for further information under section 92 of the Act was made by the CCC on 29 August 2013, for which a number of responses were provided by the NZTA between 30 October and 14 November 2013. In total 39 response items were provided at this time to CCC by NZTA. Since that time, various other details have been lodged relating to specific aspects of the project in response to issues raised by Council officers. For example, there was additional information related to the detail of lighting, pavement plans etc that was submitted to assist understanding and narrow down necessary conditions. That information is all in the CCC records and forms part of the documentation that defines the proposal before me and to which implementation of the project will need to be in accordance with.

Consultation

- 2.12 The s42A report prepared by Ms Smith, Planning Officer for the Council states that the Applicant (NZTA) engaged in consultation early and extensively, with consultation beginning well in advance of the lodgement of the application. The application was also placed on hold on a number of occasions to undertake further consultation and negotiation between the lodgement of the NoR in August 2013, and the commencement of the Hearing in April 2014.
- 2.13 Consultation commenced in November and December 2010 and included an open day and the distribution of a newsletter. This consultation resulted in the identification of general support of the upgrade; however, a number of concerns were also identified, including (but not limited to):
- airport access;
 - business and private property access;
 - cycling facilities;
 - emergency service access to the Airport; and
 - increased traffic volumes on local roads.
- 2.14 Further consultation in the form of a project update newsletter was undertaken in September 2012, with ongoing consultation between the project team and directly affected land owners and stakeholders continuing throughout 2013 and 2014.
- 2.15 Mr Carranceja, counsel for the Applicant, stated in his submissions that significant dialogue between NZTA and submitters prior to the hearing had resulted in the majority of issues raised by submitters being resolved. Ms Smith also stated in her s42A report that based on the above dialogue and resolutions that a number of submitters had advised the Council that either:
- They wished to withdraw their submission³ ; or
 - They wished to withdraw their right to be heard at the hearing⁴

³ C and K Corsten, Devon Downs, GC Knight and EM Smith

⁴ Wallace Bros & Hellaby Meats (SI) Ltd (Raeward Fresh), Christchurch International Airport Ltd (CIAL), Mahaanui Kurataiao Ltd (MKT), Harewood School and Harewood Playcentre.

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- 2.16 Agreed outcomes between the Applicant and Submitters were summarised in Appendix 1 of Ms Smith's report, and as Attachment B to the evidence of Mr Ensor. For completeness these have been included in this report as **Appendix 1**.
- 2.17 I note that whilst the submission by Mahaanui Kurataiao Ltd ("MKT") on behalf of Ngāi Tūāhuriri Rūnanga acknowledges the efforts of NZTA and CCC throughout the project, this submitter also expressed the view that the consultation could have been improved. As MKT did not wish to appear at the hearing, it was difficult for me to consider this matter in any greater detail. I have merely adopted the position that if MKT felt the issue of consultation was fatal to the proceedings then they would have elected to appear at the hearing and tell me so. Moreover, I take some comfort from the fact that Ms Smith's report sets out the terms of agreement between MKT and NZTA which includes ongoing consultation on this and other RONS projects in the region. On that basis, I consider that this issue has been resolved between the parties without the need for any intervention from the CCC.
- 2.18 Having reviewed the evidence, I accept that the consultation undertaken has been appropriate to the scale and nature of the project. Accordingly there is no reason for me to consider this matter further in this recommendation. Rather, I will focus on the effects of the proposal as raised in the application, the s42A report and submission notices.

Notification

- 2.19 Public notification of the NoR occurred on 20 November 2013 at the request of the Applicant, with the submission period closing on 18 December 2013.

Submissions and Late Submissions

- 2.20 A total of 15 submissions were received before the closing date as follows:

- Wallace Bros & Hellaby Meats (SI) Ltd (Raeward Fresh);
- GC Knight and EM Smith;
- Christchurch International Airport Ltd (CIAL);
- Canterbury District Health Board (CDHB);
- SPOKES Canterbury;
- R Fleming;
- G and K Corsten;
- Canterbury Regional Council (CRC);
- Harewood School;
- Harewood Playcentre;
- Devon Downs (West Melton) Ltd;
- M McCarthy;
- Boulder Trust;
- Memorial Avenue Investments Ltd;
- Equus Trust

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- 2.21 One late submission was lodged on 19 December 2013 by Mahaanui Kurataiao Ltd on behalf of Ngāi Tūāhuriri Rūnanga.
- 2.22 The RMA⁵ enables a local authority to grant a waiver for failure to comply with the allocated time for service of documents (in this case a submission on a NoR). The Act⁶ also prescribes the requirements for granting such a waiver, including:
- a) that the local authority take into account:*
- the interests of any party that may be directly affected by the extension;
 - the interests of the community in achieving an adequate assessment of effects;
 - its duty under s21 to avoid unreasonable delay; and
- b) that the time period for extension not exceed twice the maximum time period.*
- 2.23 As the late submission was received only one day after the prescribed closing date of 18 December 2013, NZTA advised they are not opposed to this submission being accepted, and Ms Smith stated in her report that this submitter has since met with NZTA and agreed upon terms to meet concerns raised in this submission (as referenced under the 'Consultation' heading), I see no reason that the submission should not be accepted under s37 of the RMA.
- 2.24 On this basis **I hereby grant a waiver for the receipt of the submissions from Mahaanui Kurataiao Ltd.**
- 2.25 Two of the submissions⁷ were in general support of the proposed NoR and these submitters did not wish to be heard. Fourteen of the submissions were in opposition (either in full or partial/conditional opposition) to the NoR. Submissions were received from a range of people, both within close proximity to the site, and from further afield including advocacy agencies (e.g. SPOKES Canterbury) and institutions (e.g. Canterbury District Health Board).
- 2.26 As mentioned above under consultation certain submitters officially withdrew their submissions prior to the hearing. They were:
- G & K Corsten;
 - GC Knight and EM Smith, and
 - Devon Downs (West Melton) Ltd.
- 2.27 Other submitters indicated that their concerns had been either fully or largely resolved and they did not wish to be heard further. Those submitters were:

⁵ s37, RMA

⁶ s37A, RMA

⁷ Canterbury Regional Council (CRC) and Memorial Avenue Investments Ltd

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- Wallace Bros & Hellaby Meats (SI) Ltd (Raeward Fresh);
 - Christchurch International Airport Ltd (CIAL);
 - Mahaanui Kurataiao Ltd
 - Harewood School
 - Harewood Playcentre
- 2.28 On the above basis I have not assessed the concerns raised in those submissions which have been either withdrawn or where the concerns have been fully resolved (i.e. Wallace Bros & Hellaby Meats (SI) Ltd and Christchurch International Airport Ltd). I note that the reasons for, or the details of how, such concerns may have been resolved between the Agency and any given submitter in that category is something that I have not largely been privy too (and generally do not need to be privy to). The exception is where the Agency in resolving a concern has undertaken to formalise something by way of a condition or an alteration to the proposal. To the extent that has occurred, I will discuss later in my consideration of effects/conditions. I note also the two submissions supporting the proposal and take these into account.
- 2.29 With respect to MKT, Harewood School and Harewood Playcentre I understand from the summary table in Ms Smith's and Mr Ensor's report and evidence, respectively, that those organisations had concerns that were not completely resolved but they were resolved to a level they did not wish to oppose them further at the hearing. For example, and without wanting to focus on any one party, I understand that the School originally requested that the speed limit be changed outside their premises but accepted that the better crossing would go a long way toward resolving their concern. The point of this single example is that the concerns of the three organisations have not been fully resolved. I accept this but note without the benefit of hearing and testing their concerns directly at the hearing against the uncontested evidence of the NZTA and the reports of the CCC advisors, it is difficult for me to adjudicate on the unresolved parts of their submission. Nevertheless, these submitters can be assured that I do take into account the wider issues of the project concerning traffic effects and ongoing consultation in Section 5 of this recommendation report.
- 2.30 In the meantime, I record that the 'live' and contested submissions opposing the proposal and being not withdrawn or resolved are confined to the following:
- R Fleming;
 - SPOKES Canterbury
 - Canterbury District Health Board (CDHB)
 - M McCarthy
 - Boulder Trust
 - Equus Trust
- 2.31 I now turn to the hearing itself where the remaining live submissions were presented. For the record, whilst submitter R Fleming did not present his submissions at the hearing, I have still taken his submissions into account as part of my consideration of this NoR.

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3 HEARING PROCESS

Pre-Hearing Process

Pre-hearing Tasks

- 3.1 Prior to the hearing, I familiarised myself with the NoR, the submissions and the report that was produced pursuant to s42A of the RMA by the Council Reporting Officer. I also undertook a very brief familiarisation of the site/route and its surrounds.

Section 42A report

- 3.2 The s42A report was prepared by Ms Smith – a Senior Planner with the Christchurch City Council.
- 3.3 The report provided an analysis of the matters requiring my consideration and recommended that the NoR be confirmed, subject to conditions.
- 3.4 I was advised that the report was circulated to all parties in accordance with the requirements of the Act, being no later than 5 working days before the hearing.

Pre-hearing Commissioner Minutes

- 3.5 On two occasions, I issued instructions to the parties by way of formal minute. **Minute 1**, the first of these communications, was issued on 25 February 2014 and subsequently distributed by CCC on 26 February 2014. This minute outlined preliminary matters to be addressed, including actions required by parties in preparation for the hearing. No hearing date had been set at the time of this minute being issued.
- 3.6 In addition to addressing the circulation of the Council's s42A report, the hearing process and requesting submitters indicate their attendance or otherwise at the hearing, this minute indicated my preference for pre-hearing meetings and conferencing to be undertaken between parties. My preliminary review of the submissions indicated that conferencing may be beneficial to address the following issues:
- access and operational arrangements;
 - amenity and property effects; and
 - Iwi/cultural matters.
- 3.7 On 13 March 2014 I issued **Minute 2**. Prior to issuing Minute 2, my understanding was that the CCC had minimal response to the direction I set out in Minute 1. My intention in issuing Minute 2 was to encourage the resolution, where possible, of issues prior to the hearing. I considered this to be an appropriate mechanism, and as

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a means of providing a less intimidating, constrained and time consuming hearing process.

3.8 At this stage I would like to acknowledge the efforts of the Applicant and submitters in pursuing resolutions outside of the hearing, following the issuance of Minute 2.

3.9 Copies of all the Commissioner minutes are held on CCC files.

Hearing

3.10 I was informed that notice of the hearing was given as prescribed under the Act; being no later than 10 working days before the hearing commencement.

3.11 Following my direction, the Applicant provided briefs of evidence prior to the hearing.

3.12 The hearing was conducted at the Eliza's Manor House, 82 Bealey Avenue on 11 April 2014. The full list of attendees is outlined on page 4 of this document. Where witnesses prepared statements but did not attend the hearing, their statements were taken as read.

3.13 I opened the hearing at 9.30am. After initial introductions and procedural issues, the hearing commenced with the presentations from the Requiring Authority, from submitters, and from the Council. I was also presented with a statement of evidence from submitter Equus Trust, who did not wish to be heard. I took my own notes of the verbal presentations and answers. The written evidence and reports tabled and presented by these parties is held on file at the Council.

3.14 The following is a brief précis of the hearing sequence and presentations.

Requiring Authority

3.15 For the Applicant, I heard firstly from Mr Carranceja, NZTA's legal advisor. Mr Carranceja presented an overview of the NoR and outlined the statutory considerations under section 171(1). In addition to these requirements he identified a number of issues raised by submitters (namely Boulder Trust and Equus Trust) that he considered to be outside the scope of the NoR consideration. Mr Carranceja also referred to the unresolved issues raised by submitters to be considered and the experts to present their statements of evidence on the Requiring Authority's behalf, as follows:

Mr Ensor- Planning and Conditions

3.16 The scope of Mr Ensor's evidence included:

- An overview of the existing environment
- NZTA's consideration of alternatives
- Consultation undertaken by NZTA

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- A summary of the outstanding environmental effects
- Assessment of relevant planning provisions
- A response to the submissions received; and
- Proposed designation conditions

3.17 Mr Ensor established that the existing designation provided a permitted baseline against which the effects of the project needed to be assessed. He addressed each of the above points in turn and in particular responded to the submissions of Mr McCarthy, CDHB, SPOKES and Mr Fleming, and Boulder Trust and Equus Trust. Mr Ensor's discussion of the submissions extended to the agreements reached between NZTA and submitters. Mr Ensor provided a statutory assessment of the proposal.

Mr Whaley- Project Design and Safety

3.18 For the most part Mr Whaley outlined the proposal and provided a roadmap of the alternatives considered in reaching the preferred option. He also addressed each of the unresolved submissions in turn, and highlighted the particular aspects of the s42A report which referred to these.

3.19 In addition to Mr Ensor and Mr Whaley, the following experts prepared written evidence for my consideration:

- Mr Clark – traffic modelling
- Mr Woods – transport planning
- Mr Curtis – air quality
- Mr M Smith – noise effects; and
- Mr Scarles – visual and landscape effects;

Submitters

3.20 A number of submitters presented at the hearing, and I have provided an overview of their presentations below.

Canterbury District Health Board

3.21 Dr Alistair Humphrey - the Medical Officer of Health for the region - gave a power point presentation in support of the submission from the Canterbury District Health Board (CDHB). Dr Humphrey's focus was squarely on the absence of dedicated facilities along the proposed highway for cyclists. He outlined statistics associated with cycling accidents and fatalities in the region. He also referred to the health costs to the region and the country of such events.

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3.22 Dr Humphrey's submission was accompanied by a video of a cyclist on the QEII expressway at night where he advised that provision for cyclists was also very poor and where fatalities had occurred.

3.23 The position of the CDHB was that either adequate provision should be made for a dedicated cycleway or that cycling along the highway should be either actively discouraged or even prohibited.

SPOKES Canterbury

3.24 Mr De Lu presented on behalf of SPOKES and addressed the suitability of the pedestrian and cycle provisions included in the NoR.

3.25 A number of alternatives to the NoR solutions were proposed by Mr De Lu, including the use of an overpass at Harewood Road, reducing traffic speeds and introducing signalised crossings.

3.26 The position of SPOKES on the NoR was that while the project made some provisions for cycling, these were only suitable for confident riders, and did not meet the objective of providing for multi modal options and mode choice. In their submission SPOKES requested that a number of signalisation alterations, road markings and signage options should be used to increase safety for cyclists, and additional separated cycling lanes should be provided for.

Mr Edwards (for Mr McCarthy)

3.27 I heard from Mr Edwards, Managing Director of Urbis TPD Ltd, who appeared on behalf of Mr McCarthy. Mr McCarthy, a land owner on Russley Road with his access onto Whitchurch Street in the vicinity of the Harewood Road roundabout, submitted on:

- The effects of the proposed cycle underpass on access to his property; and
- The lack of identified demand for the underpass, and therefore public safety and amenity effects arising from low usage.

3.28 In general, Mr Edwards' evidence expanded on the matters raised in Mr McCarthy's submission and provided detail on the safety concerns anticipated to result from the overall design of the underpass. His evidence included input from an independent cycling advocate from the Netherlands, and from Christchurch Community Constable Wayne Stapley.

3.29 Mr Edwards sought that information detailing the full evaluation of alternative cycle facilities be provided for my consideration. He expressed the view that, should the designation be approved with the Harewood Underpass as proposed, CCTV security systems and associated monitoring should be implemented from the outset.

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Boulder Trust (Mr Mason and Mr Bayley)

- 3.30 Boulder Trust own land on the south-western corner of the Russley Road/Avonhead Road intersection, which is currently accessed via Avonhead Road. Mr Mason advised that as access to Avonhead Road would be lost as a result of the works, the Trust would be reliant on private roads held in the ownership of CIAL to access their property. The proposed Southern Airport Access only links to CIAL roads, and the Trust are concerned that public access in these areas is not guaranteed.
- 3.31 Mr Bayley provided a legal submission for the access issue raised by Boulder Trust, which centred around two key points associated with the Southern Airport Access, being:
- The southern airport access is not a “public work”; and
 - The southern airport access is not reasonably necessary for the project objectives

- 3.32 The Trust sought to have the southern airport access removed from the designation, however would not object to its inclusion if the relevant airport roads were vested in the CCC as local roads prior to the designation taking effect.

Equus Trust

- 3.33 Equus Trust (76 Hawthornden Road) did not attend the hearing, however tabled a statement prepared by Mark Christensen and Sarah Eveleigh (Anderson Lloyd Lawyers) for my consideration.
- 3.34 The submitter sought that the designation be extended to provide a road connection between the Southern Airport Access and Hawthornden Road. Alternatively, the road design within the Southern Airport Access should provide for a road connection to Hawthornden Road for future development by CCC.

Council Reporting Officers

- 3.35 For the Council, I heard from Ms Smith, the Reporting Planner. Ms Smith produced the s42A report which included inputs from the following experts:
- a) Mr Russell Malthus, Senior Environmental Consultant, Novo Group
 - b) Mr Adam Taylor, Senior Transportation Planner for Christchurch City Council
- 3.36 It is important for me to record that Mr Taylor and Mr Malthus did not undertake a full assessment of the proposed NoR; rather they were respectively responsible for providing an independent review of the traffic and environmental health assessments contained in the Application. They were present at the hearing but their respective reports were attached to the s42A report produced by Ms Smith and the latter relied on those expert assessments in providing her planning assessment of traffic and environmental health issues raised by submissions and by the proposal generally.

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Mr Taylor

- 3.37 Mr Taylor reviewed the various NOR documents, and carried out traffic modelling using the CAST model to determine the impacts of the proposal. Overall, Mr Taylor stated that he is satisfied that the design of the project will ensure adequate integration with the existing roading network, and safe movement of all traffic modes.
- 3.38 Mr Taylor also addressed the submissions in his report. Whilst he recognised that there are some localised dis-benefits arising from the proposal, his view was that the changes made by NZTA to alleviate these concerns represent an improvement to the overall proposal.

Mr Malthus

- 3.39 Mr Malthus, the Environmental Health expert, attended the morning session of the hearing; however given that no party wished to contest any of the issues he had reported on he was excused for the remainder of the hearing. His written report was pre-circulated as Appendix 2 of the s42 report for all to consider.
- 3.40 His report considered the construction and operational effects of the project and determined that the proposed conditions and management plans would address all relevant effects. Accordingly, he supported the NoR, subject to a number of revisions to the conditions (as included in his report).

Ms Smith

- 3.41 Given that it was pre-circulated to all parties, Ms Smith did not read her s42A report verbatim. Instead she provided a précis of the main contents of it and answered questions I raised. Her report was a very valuable resource for my consideration of the NZTA case and the submissions lodged to it. Further, her and Mr Taylor's verbal summaries at the hearing were also very useful.

Right of Reply/Hearing Adjournment

- 3.42 During the course of the Hearing a number of matters were raised that required further clarification. In this instance there were several issues of which I required further information to be provided by the Requiring Authority and submitter Boulder Trust. In particular, these included the following responses from the Applicant:
- a) The concerns expressed by the submitter, Boulder Trust to be addressed in a meeting attended by the submitter, the Applicant, CCC and CIAL;
 - b) A response to the Hardwood Underpass issues raised by Mr McCarthy and Mr Edwards.

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- 3.43 Before adjourning the hearing, I explained that these were all matters that the Applicant needed to attend to before I would be able to complete my assessment and recommendation.
- 3.44 It was clear that the parties would require time to formulate an appropriate response. I requested that a response be provided to me via Ms Smith within 5 days of the meeting occurring.
- 3.45 On the above basis, the hearing was adjourned, pending the receipt of the further information responses.

Site and Locality Visits

- 3.46 I conducted a second site visit following the adjournment of the Hearing. This site visit was undertaken on 16 April, 2014. In addition to travelling the route of the project, I also visited the property boundaries of several submitters including those of Mr McCarthy and Boulder Trust.
- 3.47 On the issue of underpasses I asked for and received from NZTA a plan showing the details of the subways on CSM1 and the location of the subways on the Northern Arterial which will be extended as part of that project. The plan showed the following subways, and I visited those:
- Canterbury Park subway
 - Annex Road subway
 - Owaka subway
 - Grimseys Road subway
 - Hills Road subway
- 3.48 I note that the Hills Road subway was featured in Mr Edwards' hearing presentation.

Post hearing

- 3.49 **Minute 3**, dated 13 April 2014, provided confirmation of the verbal directions I delivered at the hearing and provided a timeframe to the Applicant for the delivery of that further information.
- 3.50 Minute 3 also directed the parties (NZTA and Boulder Trust) to meet and attempt to resolve the issue raised by Boulder Trust in a practical manner. For example, I suggested that non-RMA measures may be appropriate, such as Memorandum of Understanding (MoU) between the parties. Input from the CIAL and the CCC was also considered important, and following an indication from all parties during the hearing that they were happy to attend such a meeting, I requested this take place no later than 2 May 2014.

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- 3.51 A response was provided by Boulder Trust on 15 May stating that no agreement had been reached between the parties following a meeting on 7 May 2014 (and subsequent communication).
- 3.52 With regard to the Harewood Road underpass, I requested that the Applicant advise if it wished to proceed with the underpass. If so the issues raised by Mr Edwards were to be addressed in the Applicant's response, to be lodged by 9 May 2014 with their written right of reply. The Applicant provided a reply to the Council on 16 May which addressed all matters that I asked be attended to. This response was forwarded to me on 24 May 2014.
- 3.53 Given the above clarifications, I commenced my deliberations and considered whether I had sufficient information to be able to undertake the appropriate statutory assessment of the proposal. Specifically, I weighed whether I had a full understanding of the proposed designation and work, sufficient clarity around the project's components, spatial delineation and its potential effects.
- 3.54 Having completed this exercise, I concluded that I did have sufficient information to make my recommendation. Accordingly, I issued **Minute 4** of the Commissioner to record the close of the hearing on **26th May 2014**.

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4 STATUTORY CONSIDERATIONS

The Law

4.1 This is an application to alter an existing designation under Section 181. As the change is not a “minor change” to the designation, under Section 181(2), it needs to be assessed under sections 168-179 of the Act “as if it were a requirement for a new designation”. The ‘requiring authority’ NZTA requested that the notice of requirement application be publicly notified.

4.2 In terms of the above, the principal provision I need to consider is section 171(1) which states:

The territorial authority when considering a requirement and any submissions received, must subject to Part II, consider the effects on the environment of allowing the requirement, having particular regard to:

- (a) any relevant provisions of:*
 - (i) a national policy statement;*
 - (ii) a New Zealand coastal policy statement;*
 - (iii) a regional policy statement or proposed regional policy statement;*
 - (iv) a plan or proposed plan; and*
- (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if:*
 - (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) it is likely that the work will have a significant adverse effect on the environment; and*
- (c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) any other matter the territorial authority considers reasonably necessary in order to make a decision on the requirement.*

4.3 Based on the above and put more simply, I note that the Section 171 matters are subject to the purpose and principles of the RMA as set out in Part 2, and require that the following be given particular regard (in summary):

- a) the relevant provisions of any NPS, NZCPS⁸, RPS⁹ or PRPS¹⁰, and the Christchurch City Plan;

⁸ NZCPS = the New Zealand Coastal Policy Statement (2010)

⁹ RPS = Regional Policy Statement (in this case, the Canterbury Regional Policy Statements)

¹⁰ PRPS = Proposed Regional Policy Statement

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- b) whether adequate consideration has been given to alternatives if the Requiring Authority does not have an interest in the land sufficient for undertaking the work, or it is likely that the works will have significant environmental effects;
- c) whether the work and designation are necessary to NoR to achieve its objectives; and
- d) any “other” relevant matters.

My Approach

4.4 In considering these statutory tests, I have recorded my findings as follows:

- **Section 5** of this report (below) includes my assessment of the effects on the environment of allowing the requirement. It has been informed by the NoR documentation, the submissions, the s42A report, the hearing proceedings and the information exchanged subsequent to adjournment of the hearing up to and including the hearing closure on 26th May 2014. This section incorporates all ‘other’ relevant matters for the purposes of clause ‘(d)’ above. I also have regard to the consideration of alternatives (clause ‘(b)’). This section also considers the relevant plan policy matters outlined in clause ‘(a)’.
- **Section 6** includes the required consideration of the purpose and principles of Part 2 of the RMA.

4.5 This leaves a need to consider the matter encapsulated by clause ‘(c)’ above – necessity of the work and designation - which I will turn to first before considering the remaining tests.

Necessity of the works and designation

4.6 Under section 171(1)(c) it is necessary to determine “*whether works and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought*”.

4.7 Ms Smith stated that she considers the proposed NoR is an appropriate tool to achieve the desired outcome of the requiring authority given the scale of the project, the number of properties impacted, the strategic significance and the priority for the completion of the project in support of earthquake recovery.

4.8 The application by NZTA for the NoR itself states that the works and designation are reasonably necessary and are in line with the relevant strategic documents. Mr Ensor and Mr Carranceja also established the necessity for the NoR in their evidence and opening statement respectively, in order to achieve the objectives of:

- Improving efficiency of personnel and freight travel times along SH1 and Russley Road and to Christchurch Airport;

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- Improving safety for road users;
- making better use of the existing transport capacity;
- promoting multi-modal transport; and
- ensuring that the state highway network improves both mobility and accessibility.

4.9 I concur with the assessment provided by the Applicant and the Council. In fact for the record it is important to note that, although aspects of the works were queried (such as the southern airport access and the Harewood Road underpass), no party (submitters included) seriously disputed the necessity of the work or the designation technique. For completeness, however, I briefly consider the need for the works and the designation separately.

Project Necessity

4.10 It is apparent in the application, evidence and Ms Smith's report that a need for the project had been established prior to the 2011 Christchurch earthquakes. As a vital link in the Christchurch and State Highway transport networks, the route is identified as requiring strategic upgrade in a number of strategic documents including:

- the Canterbury Regional Policy Statement (RPS),
- the Canterbury Regional Land Transport Strategy (RLTS),
- the Government's Roads of National Significance (RONS) programme,
- the Land Use Recovery Plan (LURP) and
- the Christchurch City Plan.

4.11 In my view, a clear case has been established for the need for the proposed works.

Designation Necessity

4.12 The application also provides a description of the need for the designation in section 3. That section concludes that *"alteration to the existing designation is the best planning mechanism to achieve these objectives due to the certainty it provides along with maintaining a level of flexibility that a resource consent may not"*.

4.13 Mr Carranceja states that *"a designation is an appropriate mechanism to achieve the Transport agency's objectives"* and refers to the assessment of Ms Smith of the designation being appropriate given:

- the scale of the project,
- the number of properties impacted and
- the strategic significant and priority given to the project in support of earthquake recovery.

4.14 I note that the Applicant and Ms Smith recognise that the land required to four lane SH1/Russley Road has already been designated. However it is considered that the proposed alteration to that designation is necessary to construct, use and maintain the four land state highway, intersections with local roads, cycling and pedestrian

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facilities, stormwater treatment facilities and other infrastructure with as safety barriers and signs.

- 4.15 I consider that a *designation* is an effective tool under the RMA with which to undertake the necessary construction and operational works associated with a project of this scale. As an alternative to Resource Consent, a designation allows the Requiring Authority to undertake an Assessment of Environmental Effects of the project as a whole, and furthermore allows for the on-going operation, maintenance and upgrade requirements of the road.
- 4.16 For the above reasons, I concur with the position of Ms Smith and the Applicant and find both the works and designation reasonably necessary for achieving the objectives of the Requiring Authority for which the designation is sought.

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5 ACTUAL AND POTENTIAL EFFECTS ON THE ENVIRONMENT

Scope

- 5.1 On balance, I agree with the scope of the relevant effects anticipated by the proposed designation set out in Ms Smith's report as précised in Section 3 of this recommendation report.
- 5.2 The AEE submitted by NZTA with the application, and complimented by the numerous further documents submitted in response to CCC's RFI and further as issues were assessed in detail by CCC staff, is thorough in the range of issues it identified and assessed. Further, and in relation to the issues it canvassed, it concluded the impact of the proposal on the environment will be minimal or adequately mitigated for through design and conditions.
- 5.3 In relation to the following matters which are not contested by submissions, and where I accept and adopt the analysis included in the application, I will not comment further:
- Positive effects
 - Effect on landscape
 - Social effects
 - Effects on ecology
 - Effects on ground and surface water
- 5.4 Accordingly, I will limit my own discussion to the matters considered by Ms Smith as follows:
- Environmental health effects
 - Effects on residential amenity
 - Wider visual amenity effects
 - Cultural impacts
 - Impact on protected trees
 - Transport related effects
 - Cycling provisions (Harewood Road Underpass)
- 5.5 Also, as construction effects were not raised by any of the submitters, I have not addressed these issues independently. Where appropriate, construction and operational effects have been addressed in turn under the matters set out below.

Environmental health effects

- 5.6 The environmental health effects identified by Mr Malthus relate to construction effects associated with:
- Hazardous substances;
 - Contaminated soil;

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- Erosion sediment and dust control; and
 - Construction noise and vibration
- 5.7 Mr Malthus also identified effects he considered relevant to the ongoing operation of the project, including:
- Light spill at residential dwellings; and
 - Road noise
- 5.8 Both Mr Malthus and Ms Smith drew to my attention that the Applicant has proposed a number of **Management Plans** to address potential adverse health effects, in particular those to occur during the construction phase. These management plans are to be prepared with input from suitably qualified and experienced practitioners, and to be submitted to Council prior to works commencing for confirmation. Ms Smith stated that this is a commonly used technique in approvals for such large projects and I accept this.
- 5.9 Ms Smith also identified that a number of the matters addressed via sub-plans and the assessments in the NOR documents cross referenced to relevant National Standards, or are subject to the provisions of other legislation or to regional planning documents (such as the Canterbury Land & Water Plan). Council and other parties also have broad enforcement options under the Resource Management Act to deal with nuisance impacts that might arise during construction. Overall, Ms Smith expressed her satisfaction that any adverse environmental effects associated with the construction of the project are able to be readily managed by the framework proposed by the Applicant and enforced by the suite of conditions being recommended.
- 5.10 Mr Malthus has commented on the **operational effects of light spill and road noise**, and concluded that the design and control measures in place, limiting light spill to 5 lux and requiring low noise road surfaces¹¹ will result in effects that are no more than minor. He further concluded that the net effect was not unreasonable when compared to what could be constructed under the existing designation.
- 5.11 These effects were also addressed in the statements of evidence provided by the Applicant's experts, whom concur with the information provided in the s42A report. I have no reason not to accept Mr Malthus' conclusions on these operational matters.
- 5.12 Only one submitter, GC Knight and EM Smith, landowners on Russley Road, submitted in opposition to the NoR on grounds of "environmental health matters" and this submission was subsequently withdrawn so I have not considered the issue any further.
- 5.13 As no conflicting views were presented to me during the hearing, I adopt the position of Ms Smith and consider that the potential effects on environmental health are

¹¹ As further detailed in proposed conditions 2 and 3 of the S42A report.

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suitably addressed via the proposed conditions to the NoR. In particular, I consider that:

- the proposed Construction Management Plan and associated sub-management plans will sufficiently mitigate and manage environmental health effects during construction.
- the General Conditions will suitably manage post-construction lighting effects¹², while the amendments recommended by Council regarding the road surface will suitably mitigate noise effects¹³.

5.14 Overall and when considered in the context of what is permitted in the City Plan under the existing designation, I consider the effects on environmental health matters to be no more than minor.

Impact on residential amenity

5.15 Ms Smith has identified a number of design measures adopted by the Applicant in response to public consultation to reduce the potential negative impacts of the state highway on existing residential properties that could be affected as a result of the works. These measures that have been referenced by Ms Smith were identified by the Applicant in Appendix A to the RFI Response 3, and include:

- A new service land between the Southern Airport access and adjoining dwellings as a physical barrier between the State Highway and properties
- Safe access to properties off Wairakei Road slip lane
- Retaining existing vegetation where possible, and restricting removal from already designated areas
- Use of low-noise road surfaces (Condition2)
- Lighting design requirements (Condition 3)
- Landscaping and stormwater measures to enhance visual amenity
- Relocation or replacement of fencing, landscaping and bunding where agreed with affected landowners

5.16 In general, Ms Smith considered that the measures proposed to minimise adverse effects on the amenity of residential properties are practical. Furthermore, she highlighted that submissions received with regard to this issue were predominantly matters of clarification regarding details of how the proposal would affect properties. She noted that ongoing consultation has been undertaken by NZTA to resolve further outstanding issues on a case by case basis.

5.17 Mr Scarles' statement for NZTA focussed on the **visual and landscape effects** of the proposal. His view is that the potential for visual impacts to be greater than minor is

¹² Condition 3

¹³ Condition 2

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most likely to affect properties located near Harewood Road and Avonhead Road; however in his opinion the existing vegetation to be retained in this area (as part of the project) along with other existing buildings provide sufficient screening. Accordingly, his view is that on balance the visual effects of the proposal will be no more than minor.

- 5.18 Other visual amenity features that Mr Scarles considered will reduce the overall impact of the proposal include the retention of the protected Wellingtonia tree at St James Church. He states that the tree contributes to the setting of the Church and is visually significant in the local context. Additionally, the tree is protected under the CCC District Plan.
- 5.19 Ms Smith recommended general condition 4 to the NoR, which requires a 1.8 metre fence adjacent to the Southern Airport Access, stating this was agreed following discussions with the requiring authority. I note that Mr Malthus also considered that this visual screen would assist in shielding headlight glare and thus would be of benefit from a health and safety perspective. Prior to the hearing there was further discussion regarding this issue between Mr Malthus and NZTA and it was subsequently agreed that with property fences at 1.8m, a 1.2m high fence on the inside of the service lane would be adequate to mitigate potential adverse effects.
- 5.20 The evidence of Mr Ensor included a set of proposed conditions agreed by NZTA and CCC. I note that Condition 5 requires a 1.2 metre fence, and I accept that this height has been agreed by both parties.
- 5.21 In his statement relating to **noise effects**, Mr Michael Smith for the NZTA considered that:
- the use of a low-noise road surface will offset effects where traffic is located closer to houses.
 - the removal of two roundabouts at the Memorial Avenue and Wairakei Road will reduce noise caused by acceleration and deceleration during the operational phase of the project.
 - Construction noise and vibration is to be addressed though comprehensive conditions successfully used in other roading projects.
- 5.22 I note that Mr Malthus concurred with Mr M Smith's assessment in general; however he considered that there should be more certainty around what low-noise road surface is to be used, and accordingly recommended a revised condition to specify the road surface required (condition 2). I adopt that condition and the rationale for it.
- 5.23 I note that matters of amenity with regard to residential properties were not canvassed by any submitter at the hearing, though as mentioned earlier they were raised in the now withdrawn submission of Mr Knight and Mr EM Smith. Having

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reviewed the communications between NZTA and these submitters following notification, and before the hearing proceeded, I consider that any outstanding concerns at the point of notification have been resolved.

5.24 I agree with the position of Ms Smith and NZTA that the proposed measures are sufficient to address any negative effects of the NoR associated with amenity on residential properties for the following reasons:

- The retention of existing vegetation, and in particular the protected Wellingtonia tree, has been presented as sufficient screening to reduce visual effects, and maintain a familiar setting;
- Measures have been included in general conditions 3 and 5 to reduce the visual impact of lighting; and
- Mitigation of noise effects through the use of appropriate road surfaces is appropriate.

5.25 Overall, the proposed conditions, and the minimal concern raised by submitters demonstrate that effects will be appropriately avoided, managed and mitigated and are therefore no more than minor.

5.26 Before leaving the issue of amenity, I note that in respect to the impact on property values, Mr Carranceja concluded that any effect on value can be attributed to an amenity effect, and therefore the consideration of property value on its own is effectively double-counting amenity effects. Both the Applicant and the Council consider that issues relating to amenity have been resolved. I agree.

Wider visual impacts

5.27 The application includes some physically dominant project components which have the potential to adversely impact on visual amenity within the wider project area. Ms Smith identified four such areas. Two areas, identified as widening of the route between Harewood and Wairakei Roads, as well as at the southern airport access will not be of significant effect. This assessment is based on the widening being mostly at grade, which will – in Ms Smith’s view – be absorbed into the localised traffic environment.

5.28 The more visually dominant aspects of the project are identified by Ms Smith and Mr Scarles as:

- the proposed Memorial Avenue bridge structure (from near Wairakei Road to near Avonhead Road), and
- the associated Gateway structure which is to reach a peak height of 26 metres. The structure is a design feature intended to be highly visible, and it defines the point at which the airport connects to the wider city area.

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- 5.29 The application documents and the evidence of Mr Scarles concluded that though the road user experience will be fundamentally changed from the status quo, the screening by buildings and vegetation, and distances of residences from the above listed structures will result in effects that are no more than minor.
- 5.30 Ms Smith considered that these elements will significantly change the visual appearance within the vicinity of the Memorial Avenue intersection. Specifically, she expressed the view that the solid structure of the earth embankments proposed to support the bridge design will add visual dominance; however, she also accepted that the extensive planting proposed will considerably soften this effect. Overall, she concurred with the Applicant's assessment that the visual effects will be no more than minor.
- 5.31 A submission was received from Christchurch International Airport Ltd (CIAL) with regard to the gateway structure and the potential impact of the structure as a hazard to air traffic. CIAL sought:
- that the bridge be painted in a non-reflective manner;
 - a review the lighting strategy for compliance with safe airfield operations; and
 - assurance of delivery on appropriate landscaping and visual mitigation features.
- 5.32 MKT also submitted on the design of the structure, and sought to be consulted on the final design and implementation of the gateway. As noted by Ms Smith in her assessment, MKT will have this opportunity through a Cultural Advisory Group (CAG). In this respect I was advised by NZTA that they formed an agreement to form a Cultural Advisory Group (CAG) to ensure that both MKT and Te Ngāi Tūāhuriri Rūnanga are consulted through the detailed design and construction phase for the project. I was also advised that the CAG will have representation from NZTA, MKT, Te Ngāi Tūāhuriri Rūnanga and Taumutu Rūnanga to address the on-going engagement for all of the Canterbury RoNS projects. Further, NZTA advised that the initial meeting of this wider CAG has already been held and a Draft Terms of Reference for the group is being developed between the parties.
- 5.33 On the above basis I accept that NZTA has committed to this approach and is progressing towards finalising the arrangements for this project, as well as the other RoNS projects. On this basis a specific condition to address this issue is not required.
- 5.34 With regard to wider visual effect of the NoR, I adopt the findings of Ms Smith. As CIAL withdrew their intention to appear at the hearing, and I am aware that subsequent discussions have occurred between CIAL and NZTA, I assume that the issues raised in their submission have been resolved to the satisfaction of both parties. With regard to the submission of MKT, I consider the CAG to be a suitable mechanism for the input sought by MKT, and am of the opinion that this issue is no longer outstanding.
- 5.35 Whilst I was a little surprised that the proposed Memorial Avenue bridge structure and the associated Gateway structure did not attract more attention from

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submitters, I accept that Mr Scarles and Ms Smith are both in agreement over the actual and potential wider visual impact effects of the proposal, and that no evidence was presented to me which challenged their assessment. I therefore conclude that both the general conditions and management plans proposed to manage the visual effects of the proposal are satisfactory.

Cultural impacts

- 5.36 No known sites of particular significance to Maori have been identified by the Applicant, and it is noted in Ms Smith's report that early and on-going consultation with tangata whenua did not raise any particular concerns. In addition, an Accidental Discovery Protocol¹⁴ has been included in the application, should construction activities uncover any sensitive material.
- 5.37 As previously canvassed, a submission was lodged by MKT, who met with NZTA and agreed suitable terms upon which on-going concerns would be met. This includes the establishment of a Cultural Advisory Group.
- 5.38 I agree that the proposed Cultural Advisory Group and Accidental Discovery Protocol are appropriate mechanisms to be applied.
- 5.39 Given the above, I consider that the cultural effects of the project are likely to be no more than minor.

Impact on protected trees

- 5.40 Ms Smith has drawn on the assessment of Mr John Thornton, of the Asset & Network Planning Unit at CCC with regard to the potential impact of the project on protected trees in the area. Of particular note, and as previously mentioned, there is a Wellingtonia tree located in the church grounds in Whitchurch Lane. This tree is to be retained, and Mr Thornton has concluded that there will be no adverse effects of the works on protected trees in the area. Ms Smith has included a condition¹⁵ on the recommendation of Mr Thornton to ensure no adverse effects on the Wellingtonia tree health occur.
- 5.41 Mr Scarles also considers the tree to be of value from a visual amenity perspective and considers it should be maintained.
- 5.42 I adopt the positions of Ms Smith, Mr Thornton and Mr Scarles with regard to the impact on protected trees and consider that the proposed condition 13 (e) requiring a tree protection plan will ensure that effects on protected trees will be less than minor.

¹⁴ Construction Environmental Management Plan Conditions 14 and 1, including advice notes

¹⁵ Sub-management Plans Condition 13 e).

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Transportation related effects

5.43 Based on Ms Smith's report, the application information and evidence, and submissions received, I consider the transportation effects in relation to the NoR to be twofold:

- Firstly, there are general effects on traffic flows and network capacity, and
- Secondly, there are effects on changes to access for a number of properties within the vicinity of the NoR.

5.44 I have addressed each of these in turn.

Traffic Effects

5.45 For NZTA, the key evidence on the need for the designation from a traffic perspective came from Mr Clark whose statement primarily addressed traffic modelling. Mr Clark stated that a significant increase in traffic flows and delays in the area are predicted, due to post-earthquake growth in the Greater Christchurch sub-region. Also, as a gateway for traffic heading to/from the Airport, he expressed the view that, without intervention, the Russley Road/Memorial Avenue intersection will struggle to accommodate the predicted traffic demands and provide the level of service expected along the Western Corridor. On these grounds, the Applicant has identified a need to improve travel time, reliability and safety along the SH1 corridor in this vicinity. No one disputed the evidence of Mr Clark and I therefore I adopt it without reservation.

5.46 On the issue of specific traffic effects, I heard from Mr Taylor, Senior Transport Planner with Council. Mr Taylor advised that he has been involved in considering all traffic related issues of relevance to the notice of requirement.

5.47 Mr Taylor explained to me that he accepts the Integrated Traffic Assessment provided by NZTA shows the State Highway improvements will result in some adverse flow-on effects of significance on levels of service at intersections with and on the local road network. However, he also made it clear that he is now satisfied that the Memorandum of Understanding (MoU) has been agreed between NZTA and the CCC regarding the mitigation of the adverse effects of the Christchurch Western Corridor on the local road network.

5.48 Mr Taylor explained for my benefit that the MoU signed in December 2013 introduces a "One Network Approach" to the management of the effects associated with the Christchurch Western Corridor. He pragmatically acknowledged the various commitments the Council and NZTA have made to working together in this regard and relies in part on these commitments working effectively in the future.

5.49 Mr Taylor's key conclusions included the recognition of inconvenience to property owner access arrangements, and some adverse effects on localised traffic. However,

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he considered that these effects are minor when considering the significant benefits to the operation and safety of this strategic route, and development which can occur as of right within the existing designation area. Ms Smith adopted the view of Mr Taylor in her evaluation of this issue.

5.50 In terms of submissions, I note the following:

- The issue of safety due to increased traffic along the route was raised in the submissions of the **Harewood Playcentre** and **Harewood School**, particularly in relation to young people using the area. As mentioned earlier, I was advised by Ms Smith that both of these parties withdrew their right to be heard prior to the hearing following an agreement with NZTA over the provision of a pedestrian crossing. This was noted by both the Council and NZTA in their various statements of evidence.
- **Memorial Avenue Investments Ltd** provided a submission in support of the roading project and the improvements to traffic conditions as a result of the NoR.
- Submitters **CIAL, Boulder Trust, Canterbury Regional Council (CRC) and Wallace Bros & Hellaby Meats Ltd (Raeward Fresh)** also support the NoR in general due to the traffic improvements anticipated.

5.51 Given the foregoing, I concur with the position of Ms Smith and Mr Taylor, in that the negative effects on traffic will be less than minor, and in the majority of cases, the effects will be positive. Mr Clark agreed with the position of the CCC and concluded that the project will ensure a safe and efficient accessway for the city long term. I heard no evidence that leads me to question this view. The advice from Ms Smith is that no specific conditions are required to address the long term traffic effects of the proposal, with exception of condition 1 requiring the designation be undertaken in general accordance with the Designation Plans. I accept that position.

5.52 Overall I conclude that the traffic effects are, as a whole, positive.

Effects on Access

5.53 A number of submitters have raised property access issues in their submissions.

- Submitter **Raeward Fresh** was concerned over the access to their commercial property from Harewood Road being closed before an alternative access from the Orchard Road roundabout was provided. The submitter met with NZTA before the hearing, and has reached an understanding with regard to the staging of the works. I was advised that Raeward Fresh withdrew the right to be heard, and resultantly I consider that the matter has been resolved between the parties.
- The submission of **Mr Knight and Mr EM Smith** opposed the closure of Avonhead Road at Russley Road, expressing their view that this would disrupt traffic flow

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and lower property values. Their submission was subsequently withdrawn and I have not considered it further.

- **Mr McCarthy** considered that the Harewood Road underpass location would prevent vehicle access to his residence at 7 Whitchurch Place. In the evidence of Mr Edwards presented at the hearing, it is stated that the issue of site access to the property has been resolved between the parties, and is therefore no longer outstanding. Further matters raised by Mr McCarthy are discussed under the Harewood Underpass section of this decision.

5.54 The issue of access was also raised by submitters **Boulder Trust** and **Equus Trust**, and addressed in the evidence of Mr Clark and Mr Wood for NZTA.

Equus Trust

5.55 With regard to the Equus Trust, who has sought an additional designation to provide a connection between the Southern Airport Access and Hawthornden Road, a letter was tabled for my consideration, though the submitter did not attend the hearing. That letter:

- Addressed the LURP, and in particular the requirement for the repair and upgrading of roads and other infrastructure services to be integrated with land use development.
- Stated that the Canterbury Earthquake Recovery Act (CERA) 2011 requires any person exercising functions under the RMA to not make a decision or recommendation, including on a NoR, that is inconsistent with the LURP.

5.56 Therefore Equus Trust sought an amendment to the designation to provide for the road connection outlined above, to be provided by CCC. Equus Trust considered that the relief sought is consistent with the direction of the LURP.

5.57 In considering this matter I note the following:

- Mr Taylor advised me that the Greenfield Priority Area to which land at Hawthornden Road is subject is to be addressed through the second phase of the District Plan Review, and a connection point, with an additional road to be provided at a later date, would be appropriate.
- NZTA have noted through the legal submissions of Mr Carranceja and the evidence of Mr Whaley that while the relief sought by Equus Trust is considered to be outside of the scope of the NoR, and there is no jurisdiction to consider it, access would be possible, subject to any future project confirming that it will not have an adverse impact on the wider roading network.

5.58 On the above basis, whilst I adopt the legal opinion provided by Mr Carranceja that the works are outside of the scope of the NoR and therefore cannot be considered, I also am mindful that the statement of Mr Whaley regarding “access being possible”

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meets the assurance sought by Equus Trust in their submission that the NoR “does not preclude a connection though the Greenfield Priority Area”.

- 5.59 Accordingly, not only is it not possible for me to grant the relief sought by the Trust, but importantly my not doing so does not preclude the Trust from pursuing this outcome directly with the CCC as part of the second phase of the District Plan Review.

Boulder Trust

- 5.60 In their submission Boulder Trust sought to secure public access over Syd Bradley Road, George Bellew Drive and Ron Guthrie Drive, which are private access roads in ownership of CIAL, through extending the designation over these roads, or alternatively by requiring they be vested in CCC. Additionally, Boulder Trust submitted that it is inappropriate for NZTA to fund a connection to private land, where there is not any guarantee of future public access over that land. I have addressed this submission firstly in legal terms and secondly from an effects based perspective.
- 5.61 Opening legal submissions to the hearing from Mr Carranceja stated that the extension of the NoR beyond the Southern Airport Access to include the aforementioned roads falls outside of the scope of the NoR, and therefore there is no jurisdiction for me to consider them. Regardless of this assessment, I do canvas the issues raised here.
- 5.62 With regard to the matter of roads being vested in Council, Mr Carranceja noted that Mr Taylor expressed that the Council is currently undergoing a process of vesting roads around the airport, ensuring public access in to adjacent areas to replace Avonhead Road. Mr Ensor also referred to the vesting of these roads, however stated that as NZTA do not hold an interest in either the roads, or the adjacent land, they have not been involved in these discussions. Mr Ensor was of the view that this relief is outside the scope of the matters that can be considered though the NoR.
- 5.63 With regard to the matter of funding a connection to private land, Mr Carranceja responded to the submission as follows:
- NTZA determine where and when to commit funding to designations, and this is not a concern of the recommending authority
 - There is no statutory prerequisite that local road connections must exist prior to giving effect to a designation
 - The RMA does not prohibit a requiring authority to designate land to provide for connections to/from private land, and in many cases this is intended.
- 5.64 Boulder Trust appeared at the hearing represented by legal counsel, Mr Bayley. Their representation addressed the legal status of the southern airport access as a “public work” and queried whether land can be taken under the Public Works Act 1981 to provide access to privately owned land. Mr Bayley also questioned the necessity of this access to achieve the project objectives. In summary, Mr Bayley considered that

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the provision of access to land owned only by CIAL, and not to legal roads, is not required for the purpose of road improvements, and is not necessary to achieve the objectives of the project, nor for NZTA's government work.

5.65 Mr Bayley considered that the legal issue may be remedied by imposing a condition on the designation which requires the vesting of roads in council in order for the southern access to be included.

5.66 In the Applicant's written right of reply Mr Carranceja rightly highlighted that as the Commissioner, I have no legal jurisdiction to consider or make a recommendation on PWA issues, therefore this is not relevant to issues to be considered for an NoR under the RMA.

5.67 Additionally, Mr Carranceja noted that:

"(a) The Transport Agency can seek to compulsory require land for a project of work, which need not be a public work

(b) The project or work will be treated as if it were a Government work under the Public Works Act, irrespective of whether or not the work or project is a "public work"

5.68 In relation to the issues of access raised by Boulder Trust, the Applicant's response noted that currently access can be gained over Avonhead Road and Greys Road, which are public roads unaffected by the NoR. Furthermore, any formal road stopping proposal would be subject to an independent statutory process, and the Trust would have participation rights to protect its interest if required.

5.69 The Applicant has additionally provided evidence of an existing agreement between CIAL and Boulder Trust¹⁶ which guarantees rights of access for the Trust and its visitors over CIAL's privately owned roads, which cannot be revoked without agreement with Boulder Trust.

5.70 With regard to the effects of the NoR on the ability of Boulder Trust to access their property, it is clear from the above that while the access directly on to Russley Road from Avonhead Road is no longer available for reasons of safety, alternative access is available and therefore the effects are no more than minor.

5.71 Having reviewed the legal evidence of Mr Carranceja, it is clear to me that the relief sought by Boulder Trust is outside of my jurisdiction in consideration of the NoR. While my preference was for the parties concerned to resolve this issue prior to my decision, I may have no further input from a legal perspective, and therefore have not considered this matter further.

¹⁶ Affidavit of Rhys Duncan Boswell, General Manager of Strategy and Sustainability, CIAL

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Summary of access issues

5.72 For the above reasons I find as follows:

- I am legally constrained from granting the relief sought by Boulder Trust and Equus Trust. However I do accept that each party has the ability through existing arrangements and a future process respectively, to maintain and enhance their access arrangements.
- I acknowledge that other issues of access raised by Mr McCarthy and Raeward Fresh have been resolved between NZTA and the various parties, and no longer consider these to be outstanding.

5.73 Overall, I consider that the issue of access has been suitably mitigated by the Applicant where required, and while some properties are likely to experience minor effects based on a change of access due to the NoR, there is no overall loss of access, therefore these effects are no more than minor.

Effects of cycling provisions

5.74 There are two issues requiring my consideration that relate to the effects of cycling provisions in relation to the proposal.

- Firstly, submitters CDHB, Mr Fleming and SPOKES Canterbury sought that a range of further cycling facilities beyond those proposed as a component of the NoR be included.
- Secondly, safety issues associated with the Harewood Road pedestrian/cycle underpass were raised in the submission from Urbis on behalf of Mr McCarthy.

5.75 I have canvassed each of the issues in turn.

Provision of Cycling/Pedestrian Facilities

5.76 Mr Ensor, Mr Wood and Mr Whaley addressed the concerns raised by submitters CDHB, Mr Fleming and SPOKES (as canvassed earlier in this report). In particular, the issues raised by these submitters are as follows:

- Opposition to the use of the road shoulder for cycling
- Cycling facilities provided parallel to the Western corridor, using local roads
- Designation and development of alternative cycle routes
- Off-road cycling option on the north east side of Memorial Avenue connecting to Burnside Cycleway
- Lower speeds along Harewood Road, with safe crossing points

5.77 The opposition to the use of the road shoulder, raised by CDHB was addressed by NZTA, whom stated that because SH1 is not a Motorway cyclists cannot be prevented from using the route, and the provision of a 2.5 metre carriageway for cycling is an

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improvement to the current 1.5 metre shoulder. Whilst I accept that this does not completely overcome the concerns raised by Dr Humphrey at the hearing, the relief he sought of either extending the width of the cycling corridor or otherwise prohibiting cyclists along the route, is either not practically feasible or is outside my jurisdiction.

- 5.78 With regard to the other issues, while I generally acknowledged that the submitters raise valid concerns, NZTA are of the view that all practicable steps have been taken to address these issues, which, for the most part, fall outside of the scope of the NoR, or, as is the case with reducing road speeds, outside of the jurisdiction of the requiring authority. I note that pedestrian crossings at Harewood Road have been provided through discussions with the Harewood School and Playcentre.
- 5.79 As Mr Carranceja highlighted in his opening, the request for cycling works that fall outside the boundary of the designation are outside of the scope of the NoR, and therefore there is no jurisdiction for me to consider them in this decision.
- 5.80 Having considered the evidence presented before me, I am of the view that in the circumstances NZTA have provided sufficient cycle facilities where possible.

Safety issues associated with Harewood Road Underpass

- 5.81 Four submitters, CDHB, SPOKES, Mr Fleming and Mr McCarthy questioned the proposal for the Harewood Road underpass from a safety perspective. Ms Smith advised that the Crime Prevention Through Environmental Design (CPTED) review of the design included in the NoR documentation at Appendix W identified some problems with the design and location of the underpass due to its excessive length (105metres), isolated location, anticipated low demand, limited activity and surveillance from surrounding land uses and lack of visibility and sightlines at the western entrance. However, the Applicant has proposed the underpass as a component of the NoR.
- 5.82 At the hearing Mr Taylor gave his view that, despite CPTED concerns noted above, from a road safety perspective the provision of an underpass is preferable to pedestrians and cyclists using the multi-laned Harewood Road roundabout. He noted that provision of some link does need to be made in the vicinity of Harewood Road for a grade separated crossing, particularly given Council's intention to operate Harewood Road as one of its *Major Cycle Routes*.
- 5.83 The evidence of Mr Edwards (for Mr McCarthy) canvassed this issue the most thoroughly, and addressed the need, safety and amenity of the proposed Harewood Road underpass.
- 5.84 In his view, the proposed design does not meet CPTED design principles, though no assessment of the potential effects was demonstrated to have been undertaken by NZTA, and no information regarding alternative design options was provided in the AEE. He also commented on the recommendation to approve the overall proposal in

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the s42A report, and the overall independence of this report considering the Council's role in the cycle infrastructure development.

5.85 The key matters raised by Mr Edwards, and for which I requested further clarification from the Applicant, are summarised as follows:

- The establishment of need for the cycle underpass, considering the low count data, the potential for significant cycle growth in the area and the impact of poor design outcomes on the use of cycling facilities;
- Design of the underpass, and in particular the adopted changes from the Harrison Grierson CPTED review
- The limited potential for passive surveillance, and hence Mr McCarthy's submission to include security cameras from the outset
- The perceived social safety issues of the design
- The choice of intersection and cycleway design option
- Need for underpass in this location – current frequency of traffic low all create public safety and amenity concerns

5.86 The Applicant's written reply stated that they had considered the matters raised by Mr Edwards, and still wished to pursue the underpass at Harewood Road, and referred to the written response of Mr Whaley with regard to this matter.

5.87 Mr Whaley's written response addresses the questions raised in my Minute 3 and during the hearing as follows:

- Need/demand for a grade separated cycle crossing
- Alternatives considered
- Detail of design options and constraints
- Assessment of the current proposal in the context of what is permitted under the existing planning scenario (existing designation and Special Purpose (Road) Zone); and
- Conditions to address daylighting for the underpass and ducting for potential future CCTV installation.

5.88 Mr Whaley stated that the need for cycle and pedestrian facilities has been established through consultation throughout the development of the project. Harewood Road has also been identified by CCC as a key cycle route and a focus for investment to improve cycling facilities, which included modelling of likely demand.

5.89 He stressed that the requirement for grade separation for the cyclist and pedestrian crossing is based on safety, as roundabouts in general are known to be unsafe for active transport users. He also noted that additional input from CCC determined that the Council would be unlikely to support a non-grade separated solution as per the existing conditions.

5.90 At Mr Edwards' request, Mr Whaley also reviewed the blog post relating to viability of alternative suggested by Mr David Hembrow. Mr Whaley considered that the

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speed of the route, and volume of vehicles using Russley and Harewood roads present an unacceptable safety risk for the Hembrow alternative, and considered this conclusion to be consistent with the views of Mr Hembrow. Other design solutions proposed in Mr Hembrow's other blog were considered by Mr Whaley to present similar CPTED passive surveillance issues determined for the proposed Harewood Road underpass.

5.91 The information presented by Mr Whaley demonstrates that a number of options were considered during the development of the proposal and the factors considered when determining the preferred option included road safety, CPTED assessment and input from SPOKES. He advised that the preferred option presented at the hearing was recommended based on the following factors:

- Least CPTED issues
- Least road safety issues
- Minimal visual impact
- Least property impact
- Potential for natural lighting within underpass

5.92 In terms of what would be permitted under the existing planning scenario, Mr Whaley provided a figure demonstrating that while the proposed underpass would be located within the existing designation, the access ramps at either end would not. Therefore the construction of the proposed underpass would require consent as a discretionary activity.

5.93 Finally, Mr Whaley addressed the issue of daylighting through the central length of the underpass and the ducting for potential future CCTV installation. In this respect, I note that a revised condition¹⁷ has been recommended in the Applicant's reply to ensure these design measures are delivered. Mr Whaley also highlighted that the Harewood intersection itself was also refined prior to notification to include an at grade option for pedestrians and cyclists to cross the corridor as an alternative to the underpass.

5.94 The underpass issue has been a difficult one to adjudicate on and I am grateful for the material provided by both Mr Edwards and Mr Whaley in this respect. For the most part, I consider that Ms Smith has summarised the crux of the issue of pursuing the Harewood Road Underpass in the following statement:

"...overall it would be beneficial to proceed with the underpass as planned. It will alleviate issues likely to eventuate if a grade separated link is not provided in the north western area of the City, and will provide a safe (from road traffic) option for cyclists and pedestrians to get across the highway. While there is clearly potential for CPTED safety issues to arise, some of these issues relate to perception of the space being unsafe, and it is unlikely that groups of cyclists would be deterred from using the facility. The NZTA has done what it can to

¹⁷ Condition 1

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make the facility as safe as it can, but the fact remains that it needs to link into the local road network to be of any use, and to do so means spanning what is a wide road corridor. Design elements seek to ensure the facility will not be a place where anti-social behaviour prevails, and its isolated location may in some respects assist in this regard..."

- 5.95 Whilst I accept that the proposed underpass is not the perfect solution, and there are some outstanding issues relating to the safety of the design as demonstrated by the CPTED assessment, I consider that Mr Whaley has demonstrated that the alternatives have been fully evaluated and discounted for suitable reasons, many of which also relate to CPTED evaluations. The trigger for the installation of CCTV 'if required' is a potential shortcoming of the proposal, however I find that the installation costs and monitoring requirements as mitigation measures for an effect that may not eventuate is difficult to justify.
- 5.96 As identified by Mr Whaley, the CCC consider Harewood Road a key cycle route, and the development of the proposed underpass contributes to the investment in improved facilities in this area. The provision of the route has been established by the Applicant and the Council as necessary, and while Mr Edwards rightly questions this, no evidence has been presented to demonstrate otherwise.

Conditions

- 5.97 The Applicant and the Council have agreed upon 16 conditions required to avoid, manage and mitigate the actual and perceived effects of the NoR, which were appended to Mr Ensor's hearing evidence. These conditions were briefly addressed by Ms Smith in her report which called for a number of minor changes to road surfacing requirements, fencing and the protection of the Wellingtonia Tree identified in the Christchurch City Plan.
- 5.98 No further discussion was held over the proposed Conditions at the hearing, however in response to Minute 3 Mr Whaley proposed a modification to Condition 1. This modification requires the NoR to be altered in general accordance with (amongst other things) the landscaping plans C-13-002 to C-13-004 and the response to the CPTED review in Appendix W to the NOR. I note that these modifications are included in response to the views of Mr Edwards expressed during the hearing.
- 5.99 In the view of Mr Whaley, these plans clearly show the light tubes providing natural lighting to the underpass from the centre of the roundabout, and the table in Appendix W responds to recommendations made to the CPETED review of the underpass and sets out NZTA's intent to provide ducting for CCTV installation. Mr Whaley referred to wording 'general accordance' as providing a level of flexibility under which NZTA may operate to allow for subtle design changes and issues which may arise during construction.
- 5.100 I note that Ms Smith for the CCC reviewed these conditions and is broadly in agreement with them. However, at the hearing she suggested to NZTA two

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additional conditions to specifically acknowledge their commitment to include daylighting columns and the installation of ducting for CCTV cables at construction time. In her view, it was more appropriate to include specific construction related conditions to deal with these two matters, for clarity, certainty and ease related to enforcement.

- 5.101 I agree that this is the most appropriate approach in this instance for the reasons Ms Smith gave above, but also because I do not wish to see as much flexibility around these issues as Mr Whaley suggested above might be appropriate. With a project of this scale, being less specific about these issues by relying on the “general accordance” approach would lack certainty. The inclusion of two additional construction conditions will ensure the issue is dealt with appropriately.
- 5.102 The proposed Construction Management Plan and Sub-management plans appear to address all relevant effects, and are suitable for a project of this scale.

Summary of Operational Effects

- 5.103 Having regard to my findings above, the submissions received, the information provided in the NoR and the s42A report, and to the proposed conditions of consent attached to this report, my view is that the confirmation of the proposed designation will have no more than minor effects on the environment.

Other Statutory Tests

Necessity (s171(1)(c))

- 5.104 Section 171(1)(c) of the Act requires consideration of whether the proposed works are reasonably necessary to achieve the objectives of the Requiring Authority for which the designation is sought.
- 5.105 I have already canvassed this in some detail in Section 4 of this report but for the record I simply note that the application states that an upgrade to Russley Road under the *existing* designation would not achieve the project objectives, as the necessary intersection (and other associated) improvements could not occur. These improvements are a key aspect of the project, and are required to achieve RoNS design standards, thus ensuring the level of service, safety and function sought under the project objectives. Considering the scale of the project and the necessity in support of earthquake recovery, NZTA consider the designation process preferable to other consenting avenues. I agree.
- 5.106 As also discussed in Section 4 of this recommended report, I consider that the necessity of the designation as a tool have been demonstrated by the Applicant and also Ms Smith. I accept that this statutory test has been satisfied.

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Consideration of alternatives (s171(1)(b))

- 5.107 I have elected to discuss the requisite consideration of alternatives at this point due to the relationship between the effects assessment and the test under s171(1)(b) of the Act as to whether or not alternatives must be contemplated.
- 5.108 Having concluded that it is unlikely that the works associated with the designation will have significant adverse effects, the remaining consideration to determine whether or not alternatives need be examined is to determine whether or not the requiring authority has *“an interest in the land sufficient for undertaking the proposed works.”*
- 5.109 In this instance, both the NoR and the s42A report of Ms Smith state that the Requiring Authority does not have sufficient interest in the land for undertaking the work. I concur with this assessment and therefore also consider that adequate consideration is required to be given to alternative sites, routes, or methods of undertaking the work, as specified in section 171(1).
- 5.110 A consideration of alternatives as a threshold test required under section 171(1)(b) of the Act has been undertaken and forms part of the application documentation. Alternatives were investigated by NZTA in Section 6 of the NoR documents. Ms Smith highlights that the 2002 Scheme Assessment Report (SAR) looked at alternative approaches to providing a strategic route to act as a City Bypass, major distributor and commuter route, as well as airport access. The overall policy framework shows that alternative routes have been assessed at various times in the past, before commitment to the current Western Corridor State Highway was agreed upon by the relevant strategic partners.
- 5.111 Methods for undertaking the works have been summarised in Table 6-1 of the application and in Appendix L. The consideration of cyclists, stormwater management, and grade separation has been purposely chosen to maximise safety and efficiency gains. Additionally, the proposal makes use of an existing designation, rather than trying to consent a new route.
- 5.112 Ms Smith concurred with the view of the requiring authority that pursuing an alternative route to that proposed in the NoR at this late stage (given the identification of the Western Corridor as a short term project in the LURP, and in The Greater Christchurch Transport Statement), would be unlikely to support the goals of the Recovery Strategy.
- 5.113 On the above basis, and to the extent that they need to be assessed, I am satisfied that alternatives have been thoroughly investigated in the interests of minimising both operational and environmental costs and maximising efficiency.

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Policy and Plan Matters (s171(1)(a))

- 5.114 Under s171(1)(a) of the RMA I am required to have particular regard to relevant policy provisions in the relevant statutory instruments.
- 5.115 The relevant statutory instruments to consider for my evaluation were well canvassed by Ms Smith in her s42A report. These included:
- the Land Use Recovery Plan 2013,
 - the Canterbury Regional Policy Statement 2013,
 - Christchurch City Plan,
 - Canterbury Regional Land Transport Strategy (RLTS),
 - The Greater Christchurch Transport Statement 2012,
 - the Government's Roads of National Significance programme; and
 - the Recovery Strategy for Greater Christchurch 2012
- 5.116 Policy matters have also been fully canvassed by the Applicant in the statement of evidence of Mr Ensor. Further, no submitters raised any policy issues.
- 5.117 On balance, I adopt Ms Smith's findings and the view of Mr Ensor that the NoR is consistent with the objectives and policies of these plans/strategies.
- 5.118 Insofar as the matters to have particular regard to under s171(1)(a) of the RMA are concerned, my view is that the NoR is consistent with the relevant policy provisions in the relevant statutory instruments.

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6 PART 2 OF THE RESOURCE MANAGEMENT ACT / OVERALL EVALUATION

Context

- 6.1 The final consideration for this report is to evaluate the proposal against the purpose and principles set out in Part 2 of the Act. This includes an evaluation as to whether or not the proposal has sufficiently recognised and provided for all matters of national importance (s6), and whether or not it has given sufficient regard to the other matters outlined in s7 and the principles of the Treaty of Waitangi (s8).

Section 6 – Matters of National Importance

- 6.2 Section 6 sets out the matters of national importance which are to be recognised and provided for in relation to all decisions under the Act, including this NoR. Of particular relevance to this decision is:

Section 6 (f) - the protection of historic heritage from inappropriate subdivision, use, and development

- 6.3 The protection of the Wellingtonia Tree through the NoR is considered to recognise and provide for section 6 of the RMA. No other matters of national importance are considered relevant to the proposed works.

Section 7 – Other Matters

- 6.4 Section 7 includes matters that I am required to have particular regard to. In this case the relevant section 7 matters are as follows:

Section 7(b) – The efficient use and development of natural and physical resources;

Section 7(c) – The maintenance and enhancement of amenity values;

Section 7(f) – Maintenance and enhancement of the quality of the environment.

- 6.5 It is noted that ‘amenity value’ is defined under section 2 of the Act as:

“Those natural or physical qualities or characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes”.

- 6.6 In terms of the above, I find that:

- the proposal provides for more efficient use and development of the transport network;
- the mitigation measures proposed, including landscaping, would maintain amenity values and the quality of the environment;

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- the project is consistent with the relevant section 7 matters.

Section 8 - Treaty of Waitangi

6.7 There are no matters relevant to Section 8 of the Act associated with this application.

Section 5/Overall Summary

6.8 In relation to this application, consideration under Part 2 of the Act (and specifically Sections 5 and 7) requires balancing of the needs and well-being of the wider community. In this respect I adopt the conclusion of Ms Smith who stated;

"The proposal will contribute positively to the sustainable management of this section of SH1 as a physical resource and community asset. It will play an important part in enabling the community to provide for their social, cultural and economic wellbeing and particularly their health and safety while avoiding, remedying or mitigating significant adverse effects on the environment, and on the life-supporting capacity of land, water and air"

6.9 Having regard to the above, and for all the reasons set out in section 5 of this recommendation report concerning effects, the provisions in the relevant statutory documents, necessity of the project and alternatives, I find and determine that the sustainable management of resources can be achieved by confirming the NoR, subject to conditions (as prescribed in Appendix 3) that avoid, remedy or mitigate any adverse effects of the project on the environment.

6.10 Accordingly, as the independent Hearing Commissioner, acting under delegated authority from the Council, pursuant to Part 8 of the Resource Management Act 1991, and under the provisions of the Christchurch City Plan, I recommend to the requiring authority, NZTA, that its **notice of requirement be confirmed subject to the conditions** set out in Appendix 2 of this report.

Dated at Christchurch this 16th day of June 2014

.....
DJ McMahon
Independent Commissioner

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Appendix 1

Table of Submissions and agreed outcomes

No.	Submitter	Support/oppose	Submission points	Submission detail	Steps taken to address submission	Outcome
1	Wallace Bros & Hellaby Meats (SI) Ltd (Raeward Fresh)	Support with exceptions Wish to be heard	Access to Raeward Fresh from Harewood Road	Programming of works to complete the Orchard Road roundabout before the right turn access from the Harewood Road entrance to Raeward Fresh is cut-off.	Works will be programmed to complete the Orchard Road roundabout before the right turn access from the Harewood Road entrance to Raeward Fresh is cut-off. This will be written into the construction contract.	Submitter withdrawn wish to be heard 20/2/2014
2	GC Knight and EM Smith	Oppose Wish to be heard	The closure of Avonhead Road Further widening of SH1 Russley Road	Will disrupt traffic flows and lower property values. Will impact on value and amenity of 302 Russley Road. Open to total property purchase.	Discussions had with submitters to explain the change in effects associated with the Project. The response from NZTA has resolved the amenity aspect of the submission.	Submission withdrawn 11/4/2014
3	Christchurch International Airport Ltd. (CIAL)	Support with exceptions Wish to be heard	Showing detail of CIAL realignment of Ron Guthrey/Peter Leeming roads Orchard Road extension and Harewood/Orchard Road intersection upgrade. Relocation of the Spitfire Memorial Service station on corner of SH1 Russley Road and Harewood Road Vertical elements of project in proximity to operational runways.	Drawings issued should identify realigned Ron Guthrey/Peter Leeming road signalised intersection to allow all parties to fully understand long term access arrangements. CIAL would like confirmation that the roundabout at the Orchard Road/Harewood Road intersection has been designed to accommodate heavy vehicle use into the future if an Orchard Road extension onto McLeans Island Road occurs. CIAL believe CCC and NZTA should be funding partners in relocating the two memorials located at the Memorial Avenue intersection. To enable this discussion CIAL believes CCC need to confirm the following: 1) The ownership status of the memorials; 2) The setback requirements from the intersection; 3) That the large memorials do not create any negative safety or visual effects in their current location. CIAL seek confirmation that the proposed service station development is still feasible alongside the NZTA's proposal. Specifically: 1) An off ramp that provides space for deceleration from 80km/hr to 30km/hr (85-100m) 2) An off ramp that diverges at a rate of 1 in 15 3) An off ramp with a traffic lane of 4m with 2m shoulders. CIAL is concerned that the gateway arch and lighting may pose a hazard to air traffic. CIAL recommends that the bridge is painted in a manner that eliminates light reflection. CIAL wishes to review the lighting strategy to ensure it complies with safe airfield operations. CIAL have requested that NZTA are	Meetings and written communication with submitter has led to the following response from the Transport Agency: <ul style="list-style-type: none">The Transport Agency has told CIAL that they will not update the set of drawings lodged with CCC as part of the NoR but will ensure that future design plans show the Ron Guthrey/Peter Leeming signalised intersection.The Transport Agency confirmed that the design of the Harewood/Orchard Road intersection can accommodate vehicles that may utilise future extensions of Orchard Road.The Transport Agency confirmed that there is no design or safety issues associated with the Spitfire or other memorials in their current location and that the Transport Agency does not see any need to relocate these memorials.The Transport Agency confirmed that the current road design does not preclude the development of a service station at the south-west corner of SH1 Russley Road and the Harewood Road intersection.The Transport Agency confirmed that it has taken into account the end protection requirements at the end of runway 29 in the design of the Gateway Arches and other road elements such as street lighting. Written confirmation that the design of the arch lighting will not adversely affect air traffic safety has been obtained from Airways New Zealand subject to a post construction check.	Submitter withdrawn wish to be heard 18/3/2014

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				cognisant of the development restrictions around runway ends in the City Plan. CIAL seeks confirmation that budget has been approved to deliver the landscaping and visual features proposed. CIAL would like the opportunity to work alongside NZTA and their contractors to enable effective traffic management and stakeholder communications.	acknowledges that CIAL is a significant stakeholder for this project and will involve them in partnering meetings which will discuss, among other things, traffic management during construction.	
4	Mahaanui Kurataiao Ltd. (MKT)	Opposed Wish to be heard	A cultural assessment is required. Project to recognise and provide for tangata whenua values (kaitiakitanga, mahinga kai, and protection and restoration of natural features of cultural significance)	Runanga specifically seek that the following matters are addressed: 1) Reference to cultural landscapes in design statements and context analysis; 2) An assessment of Ngai Tahu cultural values; 3) Restrictions (conditions?) that directly relate to the maintenance and enhancement of tangata whenua values and the cultural landscape; 4) Controls relating to accidental discovery of cultural materials; 5) Incorporation of a wider variety of indigenous plant species in landscaping; 6) Incorporation of the Mahaanui accidental discovery protocol; 7) Continued consultation on the final design and implementation of the gateway arches.	Meetings and written communication with submitter has led to the following: <ul style="list-style-type: none">MKT being satisfied with the process undertaken to address cultural concerns;Agreeing to limiting the exclusion zone around the site of an accidental discovery to 100m; andThe inclusion of an MKT representative on the Cultural Advisory Group to be set up with three Rūnanga representatives.	Submitter withdrawn wish to be heard
5	Canterbury District Health Board (CDHB)	Oppose in part Wish to be heard	Amend outline plan to provide safe and strategic cycling and footpath connections.	The CDHB strongly opposes the promotion of the use of the road shoulder for cycling. The pedestrian/cycle underpass at Harewood Road presents safety issues for pedestrians and cyclists. The road layout of the Memorial Avenue intersection is very dangerous for pedestrians and cyclists. Cycle crossing facilities proposed are very dangerous and should be better designed to reduce transport mode conflict. This design has not been constructed on the Christchurch Southern Motorway (CSM). The CDHB recommends separate cycling facilities along the western corridor similar to along CSM.	Meetings have been held with the submitter and a written response to concerns also provided.	Submitter to appear at hearing
6	SPOKES Canterbury	Opposed in part Wish to be heard	Minimum requirements for project to meet its stated goals of supporting all transport modes	Proposed 2.5m shoulders puts cyclists at a disadvantage and at risk. A well separated cycle lane or signals at ramps is required. Provide advance stop boxes and first start green light advantage. Bollards or other separation to be provided at intersections to discourage drivers from using the cycleway as a turning lane. No indication that hook turn street markings or signage will be provided. Future proof Memorial Avenue intersection by adding off road cycle option on the north east side of Memorial Avenue and connect to	Meetings have been held with the submitter and a written response to concerns also provided. Issues have been distilled to the following: <ul style="list-style-type: none">Proposed 2.5m shoulders puts cyclists at a disadvantage and at risk. SPOKES would like to work with the Transport Agency and CCC to identify, designate and develop alternate high quality cycle routes on adjacent roads;Leave underpass open through Harewood Road or install an overpass to better	Submitter to appear at hearing

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				existing Burnside cycleway. Location of Harewood Road underpass forces users to cross up to five lanes of traffic or cross SH1 at grade. Provide shared underpass/overpass on both sides of Harewood Road or signalised crossings. Leave underpass open through Harewood Road to better meet CPTED goals. Provide cycling connection from Avonhead Road to SH1 Russley Road. Provide a ramp directly from SH1 to Dakota Park access (south bound).	<ul style="list-style-type: none"> meet CPTED goals; Memorial Avenue crossing should be future proofed by adding an off road cycling option on the north east side of Memorial Avenue connecting to the existing Burnside cycleway; and Speeds along Harewood Road need to be lowered and safe crossing points created on both the west and east to allow non-motorised users to access the Harewood Road underpass. 	
7	R Fleming	Oppose in part No wish to be heard	Provide a separated cycle lane along this section of SH1.		A meeting was held with submitter.	Submitter did not wish to be heard
8	G and K Corsten	Oppose Wish to be heard	Property access at 733 Harewood Road	Concerned that changes to Harewood Road will restrict access to their property at 733 Harewood Road, specifically the ability to turn right onto Harewood Road.	A meeting was held with the submitter and a written response to concerns also provided. Importantly the Transport Agency confirmed that the Project will not prevent the ability to turn right onto Harewood Road.	Submission withdrawn 11/4/2024
9	Canterbury Regional Council (CRC)	Support No wish to be heard	The project is consistent with regional transportation strategy and key objectives in the Canterbury Regional Policy Statement including provisions inserted by the Land Use Recovery Plan.		Submitter in full support. A written response to the submission was provided indicating that the Transport Agency was available to discuss the submission if required.	Submitter did not wish to be heard
10	Harewood School	Oppose Wish to be heard	Increased traffic past Harewood School poses safety risk for parents and children using Harewood School and Playcentre.	Make speed limit 50km past school on Harewood Road. Install pedestrian lights outside school. Improve parking and footpath areas.	Meetings have been held with the submitter and a written response to concerns also provided. This has led to the following response from the Transport Agency: <ul style="list-style-type: none"> The Transport Agency in conjunction with the CCC, is proposing to combine a pedestrian refuge with the current school crossing opposite the Harewood School entrance; The design of the shared cycle and pedestrian path and stormwater treatment devices (swale) on Waimakariri Road will not impact on the ability of the public to park in this area. 	Submitter has withdrawn their wish to be heard
11	Harewood Playcentre	Oppose Wish to be heard	Increased traffic past Harewood School poses safety risk for parents and children using Harewood School and Playcentre.	Make speed limit 50km past school on Harewood Road. Install pedestrian lights outside school. Improve parking and footpath areas.	Meetings have been held with the submitter and a written response to concerns also provided. This has led to the following response from the Transport Agency: <ul style="list-style-type: none"> The Transport Agency in conjunction with the CCC, is proposing to combine a pedestrian refuge with the current school crossing opposite the Harewood School entrance; The design of the shared cycle and pedestrian path and 	Submitter has withdrawn their wish to be heard

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					stormwater treatment devices (swale) on Waimakariri Road will not impact on the ability of the public to park in this area.	
12	Devon Downs	Oppose Wish to be heard	Proposed designation will degrade and devalue the property (751 Harewood Road)		A meeting was held with the submitter and a written response to concerns also provided. Importantly the Transport Agency confirmed that the Project will not prevent the ability to turn right onto Harewood Road and that the designation required for the construction of the 'tie-in' to Harewood Road will be lifted once construction is complete.	Submission withdrawn 18/3/2014
13	M McCarthy	Oppose Wish to be heard	Opposed to Harewood Road underpass	Underpass location will prevent vehicle access to the residence at 7 Whitchurch Place. May result in conflict between vehicles and cycles at intersection of Waimakariri and Harewood Roads. Demand for underpass is not clear. Given the negative CPTED assessment submitter is concerned that it may result in more than minor effects.	Meetings have been held with the submitter and written material exchanged. This has resulted in the following: <ul style="list-style-type: none"> An amendment to the proposed vehicle access to 7 Whitchurch Place has been agreed with the submitter. and There remains disagreement regarding the effects on amenity due to the presence of the proposed underpass. 	Submitter to appear at hearing
14	Boulder Trust	General support with exceptions Wish to be heard	Future public access over airport roads	It is inappropriate for NZTA to commit significant funding to providing connection to private land where there is no guarantee of future public access over that land. Ensure there is provision for continued and uninterrupted public access over Syd Bradley Road, George Bellew Drive and Ron Guthrey Drive through extending the designation over these roads; or Require that these roads are vested with CCC; or Have in place another enforceable legal mechanism to provide continues and uninterrupted public access across these roads.	Meetings have been held with the submitter and written material exchanged. The submitter still wishes to appear at the hearing.	Submitter to appear at hearing
15	Memorial Avenue Investments Ltd.	Support Wish to be heard	Roading improvements are necessary to accommodate current and projected increases in traffic volume.		Submitter in full support. A written response to the submission was provided indicating that the Transport Agency was available to discuss the submission if required.	Submitter did not wish to be heard
16	Equus Trust	Support with exceptions Wish to be heard	Provide a connection from the Southern Airport Access through to Hawthornden Road.	To facilitate access to SH1 in lieu of the closure of Avonhead Road and to provide access to Greenfield Priory Business Area B9.	A meeting was held with the submitter and a written response provided. This stated that the Transport Agency was not going to designate land for a local road connection through to the submitters land on Hawthornden Road.	Submitter did not wish to be heard but has provided a written response to be tabled at the hearing.

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Appendix 2

Conditions

General Conditions – 1- 6 to be included in the City Plan

1. The designation of State Highway 1 (SH1 / Russley Road) shall be altered in general accordance with:
 - (a) the Designation Plans attached in the appendices to the *Notice of Requirement to alter the existing State Highway 1 Designation*;
 - (b) the associated assessment of environmental effects;
 - (c) the response from NZ Transport Agency to the request for further information dated 30 October 2013; and
 - (d) the letters from NZ Transport Agency in February and March 2014 updating agreements with submitters and correspondence confirming changes to the proposal.

The above documents are contained in Council records as RMA92023223 (Approved Designation Documentation).

Advice Notes:

For the avoidance of doubt, none of these conditions prevent or apply to works required for the ongoing operation or maintenance of the Project following construction, such as changes to street furniture or signage over time. Depending upon the nature of such works, Outline Plans or Outline Plan waivers may be required for any such works.

The Notice of Requirement to alter the existing State Highway 1 designation includes all the information that would be required to be provided with an Outline Plan under Section 176A of the RMA, therefore once the designation is confirmed no separate Outline Plans for construction of the works shown in the said support documentation will be submitted.

An Outline Plan may be prepared and submitted for any works not included within Condition 1 in accordance with the requirements of Section 176A of the RMA.

2. Open Graded Porous Asphalt (OGPA) or other road surfacing producing equivalent or better noise adjustments when compared to asphaltic concrete (AC-10) shall be applied to SH1 Russley Road and interchanges, except that roads with a speed limit of 60 km/hr or less may be surfaced with an alternative low-noise surface such as asphaltic concrete (AC), and high stress areas such as intersections may be surfaced with stone mastic asphalt (SMA). If a chip seal road surface is used initially, the low noise road surface above shall be implemented within 12 months of the completion of laying the chip seal surface.
3. Any operational highway lighting located within 20m of a residential dwelling shall be fitted with 'KAOS 2 250w P3 High Pressure Sodium' luminaires, or other luminaires, giving a light output of less than 5 lux at the façade of any residential dwelling.

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4. Landscaping shall be undertaken in general accordance with the landscape plans C-13-000 to C-13-001, C-13-005 to C-13-017 Revision A and C-13-002 to C-13-004 Revision C.
5. A 1.2m high fence creating a solid visual screen shall be erected at the location shown on Figure 9-9 of the Notice of Requirement for the purposes of mitigation against headlight glare.
6. The NZ Transport Agency decision on this designation dated **(NZTA to insert date as part of Section 172 decision)** includes further conditions numbered 7-18 which also apply to this designation. These conditions deal with the control of potential adverse effects and mitigation measures agreed as applying during the construction period for this project.

**Construction Environmental Management Plan – Conditions
7-18 not to be included in the City Plan**

7. The NZ Transport Agency or their agents shall prepare a Construction Environmental Management Plan (CEMP) that outlines the construction plan and associated procedures to be adopted in the construction and maintenance of the upgrade to SH1 / Russley Road as proposed. The CEMP shall, as a minimum identify:
 - a) the purpose, duration and scope of the CEMP;
 - b) the environmental objectives, management approaches and methods;
 - c) the environmental management responsibilities in all areas of preparation, construction, maintenance and mitigation measures to apply throughout the whole of the construction period;
 - d) construction processes and techniques, and associated effects monitoring, management, maintenance and reporting;
 - e) emergency response and contingency measures such as hazardous substance spill response methods and reporting;
 - f) accidental discovery protocol's for the disturbance and / or discovery of any material or artefacts likely to be pre-1900 in origin;
 - g) site signage locations with 24-hour contact details;
 - h) complaint recording, response and reporting procedures;
 - i) any sub-management plans as may be necessary to address specific aspects of effects mitigation during construction.
8. The CEMP shall include information, plans, maps, diagrams and drawings as may be necessary to identify:
 - a) the location, extent and anticipated duration of Construction Management Areas (CMA's);
 - b) staging, construction access and egress points, stockpile areas, stormwater management areas, and site facilities;
 - c) site facilities / storage areas for plant and equipment;
 - d) refuelling procedures and locations, including spill management and emergency management procedures;
 - e) CMA rehabilitation and / or reinstatement procedures where necessary;

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- f) contractual arrangements where necessary to demonstrate compliance with these conditions;
 - g) traffic management and access management during construction, particularly where the works will interface with and may affect traffic using roads intersecting with the project corridor. Traffic management shall be carried out in accordance with the NZ Transport Agency's "Code of Practice for Temporary Traffic Management", and shall be specified in a Temporary Traffic and Property Access Management Plan.
9. Prior notice of construction works that may affect land owners, occupiers or activities within 100m of the edge of the construction zone shall be provided in writing where possible, no less than 10 working days prior to that activity commencing. Access arrangements will be made where necessary, in consultation with directly affected landowners or occupiers.
10. No less than one month prior to commencing construction, the NZ Transport Agency or its agents shall provide the CEMP and sub-management plans to the consent authority, confirming that:
- a) the CEMP and sub-management plans have been prepared and completed by, or in consultation with appropriately experienced and qualified practitioners; and
 - b) the CEMP and sub-management plans adopt the mitigation measures identified in the Notice of Requirement documentation and / or otherwise required under the conditions of the designation; and
 - c) that the implementation of the CEMP and sub-management plans will appropriately mitigate the anticipated adverse effects of the public work.
- The requiring authority shall provide the CEMP and sub-management plans to all contractors working on its behalf.
11. The NZ Transport Agency shall amend the CEMP or any sub-management Plan at any time that it is necessary to maintain or enhance the degree or extent that any adverse effects resulting from construction or maintenance activities are avoided or mitigated. A copy of any amendments shall be provided to the Christchurch City Council for its information.
12. All works shall be carried out in accordance with the CEMP and sub-management plans or their amendments.

Sub-management Plans

13. The following sub-management plans shall be prepared in conjunction with, and subject to the CEMP:
- a) *Hazardous Substances Management Plan*;
The NZTA will develop and implement a Hazardous Substances Management Plan (HSMP). The HSMP will detail the procedures and methods for the storage and distribution of hazardous substances on the project site. The HSMP will include as a minimum:
 - i. Details of hazardous substances stored on site;
 - ii. Location of hazardous substance storage areas;
 - iii. Details of any resource consent requirements;

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- iv. Procedures and methods for the storage, handling and distribution of hazardous substances to avoid, remedy or mitigate any effects on the environment;
- v. Spill procedures; and
- vi. Details of the person(s) responsible for the implementation of the HSMP.

b) *Contaminated Material Management Plan;*

The NZTA shall develop a Contaminated Material Management Plan (CMMP) and implement this throughout the course of the project. The CMMP shall outline the procedures to be followed to identify and manage contaminated land that may exist on the project site.

The CMMP shall as a minimum address the following:

- i. Procedures to identify the presence of contaminated material;
- ii. Protocol for unexpected discovery of contaminated material;
- iii. A description of how effects associated with the material will be assessed and managed. This shall include but not be limited to:
 - Measures to avoid, remedy or mitigate effects on groundwater;
 - Measures to manage landfill gas;
 - Sediment control measures including the management of dust; and
 - Measures to protect human health.
- iv. Procedures for handling contaminated material;
- v. Procedures for disposal of contaminated material;
- vi. Validation sampling procedures;
- vii. Stormwater management;
- viii. The requirements, roles and responsibilities of those implementing the CMMP;
- ix. Regulatory requirements;
- x. Emergency procedures; and
- xi. Reporting requirements.

c) *Erosion, Sediment Control Plan:*

This Plan shall be consistent with Environment Canterbury's *Erosion and Sediment Control Guidelines 2007* or its successor;

d) *Construction Noise and Vibration Management Plan:*

A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared by a suitably experienced acoustical consultant in accordance with the standard NZ Transport Agency draft CNVMP format¹⁸ that:

- i. identifies the construction programme, construction activities likely to cause significant noise and / or vibration, and any sensitive parties and / or locations potentially affected by construction noise and vibration;
- ii. outlines baseline noise and vibration monitoring at sensitive locations, and ongoing monitoring and reporting as necessary in response to construction activities;
- iii. applies appropriate construction noise and vibration limits, including restrictions on operating times and days where appropriate;

¹⁸ Available from the NZTA website.

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- iv. specifies measures to be adopted to avoid or minimise adverse construction noise effects, consistent with New Zealand Standard NZS6803: 1999 “Acoustics – Construction Noise”.
- v. identifies and adopts construction methods, equipment, plant and frequencies as necessary to avoid or minimise adverse vibration effects on buildings, properties, activities and affected parties adjacent to construction works.
- vi. Includes a complaints, response and reporting procedure

e) *Tree Protection Plan*

A Tree Protection Plan outlining the measures and procedures for working around the Wellingtonia (Sequoiadendron giganteum) ID 5475 shall be prepared by a suitably qualified and experienced Arborist prior to any on site works starting at this location. The plan will include but will not be limited to:

- i. A statement with regard to tree stability
- ii. A plan showing the tree root protection zone and access around the tree
- iii. Pre-construction tree maintenance
- iv. Construction phase tree/root monitoring
- v. Drainage
- vi. Protective fencing or barriers during construction
- vii. Roots outside the root protection zone
- viii. Soft landscaping
- ix. Monitoring tree health post construction
- x. Details of those responsible for implementing the tree protection plan
- xi. A requirement that any work within 10 metres of this tree shall be conducted under the supervision and direction of a suitably qualified and experienced Arborist.
- xii. A requirement that any soil excavation within 10 metres of this tree shall utilise hand digging only, unless other methods are approved and overseen by the supervising Arborist.

The tree protection plan shall also outline procedures for working around other protected trees within the project area. These procedures shall include:

- i. A statement with regard to tree stability
- ii. A plan showing the tree root protection zone and access around the tree
- iii. Protective fencing or barriers during construction

Accidental Discovery

14. In the event of any disturbance of koiwi tangata (human bones) or taonga (treasured artefacts) the procedures set out in the Accidental Discovery Protocol detailed in Condition 15 shall be implemented.

Accidental Discovery Protocol

15. In the event of any discovery of archaeological material:
- a. the consent holder shall immediately:
 - i. cease earthmoving operations in the affected area and mark off the affected area;
 - ii. advise the Christchurch City Council of the disturbance; and
 - iii. advise the New Zealand Historic Places Trust of the disturbance.

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- b. If the archaeological material is determined to be Kōiwi Tangata (human bones) or taonga (treasured artefacts) by the New Zealand Historic Places Trust, the consent holder shall immediately advise the office of the appropriate rūnanga (office contact information can be obtained from the Christchurch City Council) of the discovery.
- c. If the archaeological material is determined to be Kōiwi Tangata (human bones) by the New Zealand Historic Places Trust, the consent holder shall immediately advise the New Zealand Police of the disturbance.
- d. Work may recommence if the New Zealand Historic Places Trust (following consultation with rūnanga if the site is of Māori origin) provides a statement in writing to the Christchurch City Council, that appropriate action has been undertaken in relation to the archaeological material discovered. The Christchurch City Council shall advise the consent holder on written receipt from the New Zealand Historic Places Trust that work can recommence.

Advice Note: *This may be in addition to any agreements that are in place between the consent holder and the Papatipu Runanga (Cultural Site Accidental Discovery Protocol).*

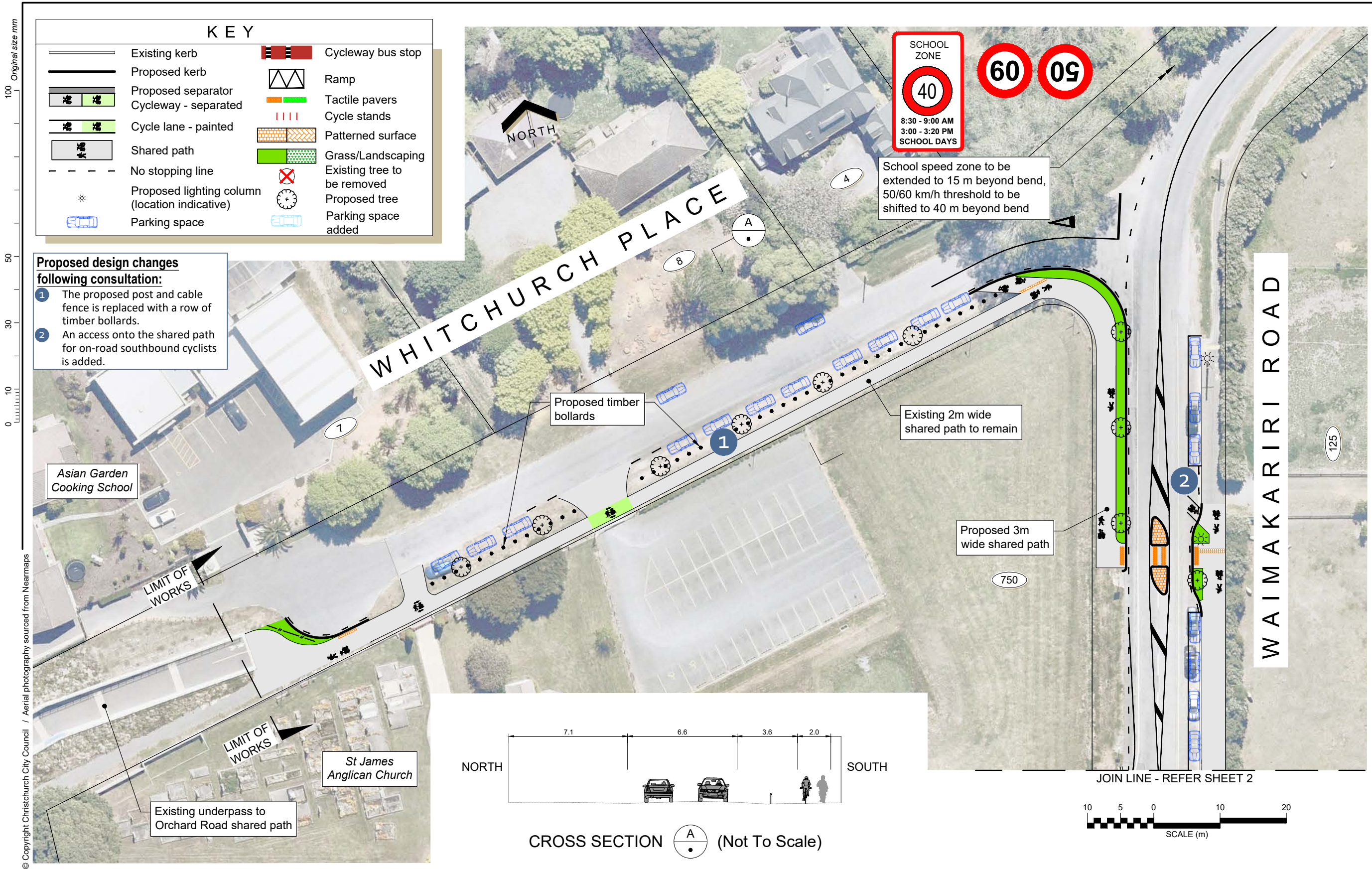
Advice Note: *Under the Historic Places Act 1993 an archaeological site is defined as any place associated with pre-1900 human activity, where there is material evidence relating to the history of New Zealand. For sites solely of Māori origin, this evidence may be in the form of accumulations of shell, bone, charcoal, burnt stones, etc. In later sites, artefacts such as bottles or broken glass, ceramics, metals, etc, may be found or evidence of old foundations, wells, drains, tailings, races or other structures. Human remains/kōiwi may date to any historic period.*

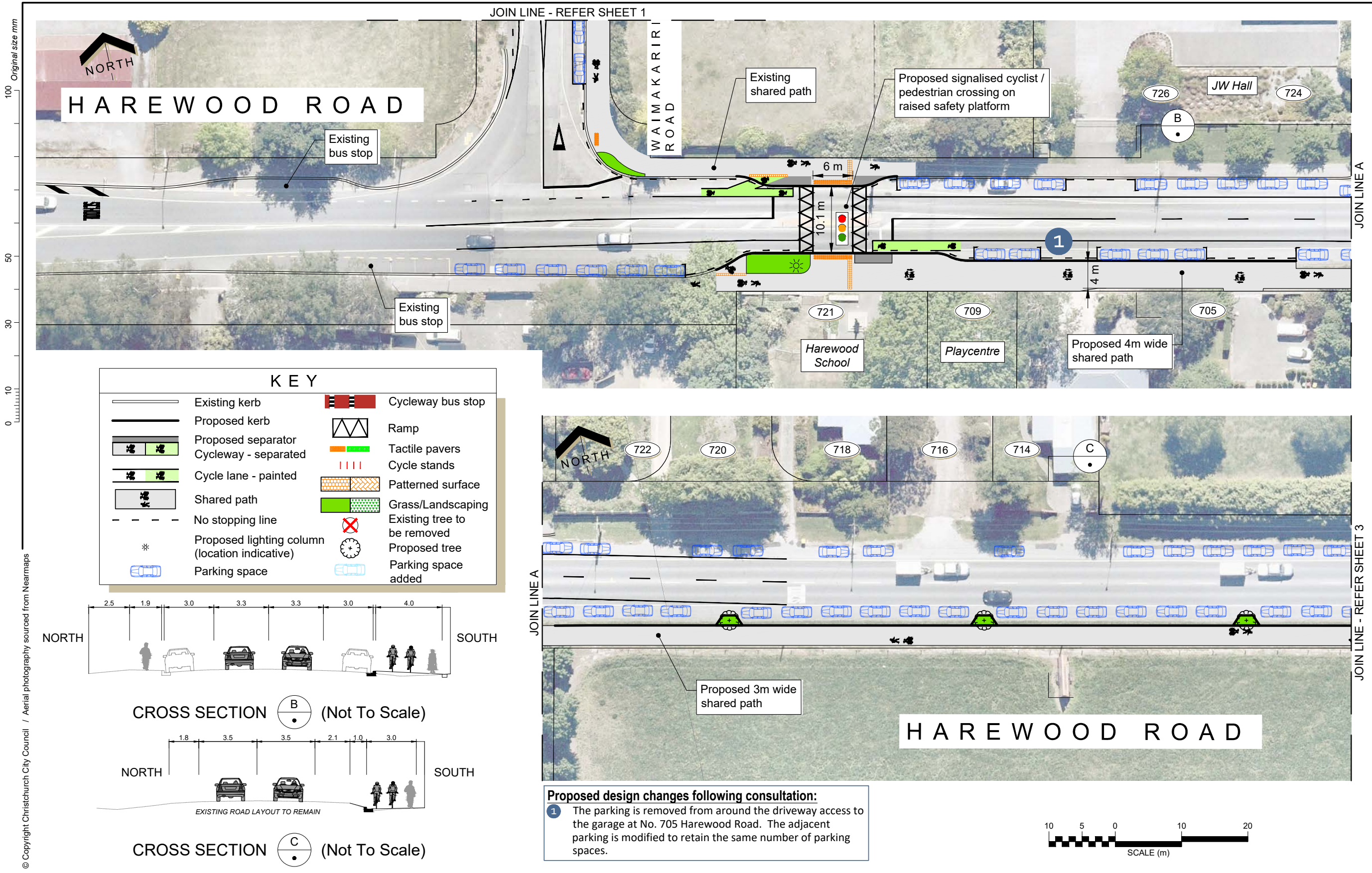
It is unlawful for any person to destroy, damage, or modify the whole or any part of an archaeological site without the prior authority of the New Zealand Historic Places Trust. This is the case regardless of the legal status of the land on which the site is located, whether the activity is permitted under the District or Regional Plan or whether a resource or building consent has been granted. The Historic Places Act provides for substantial penalties for unauthorised damage or destruction.

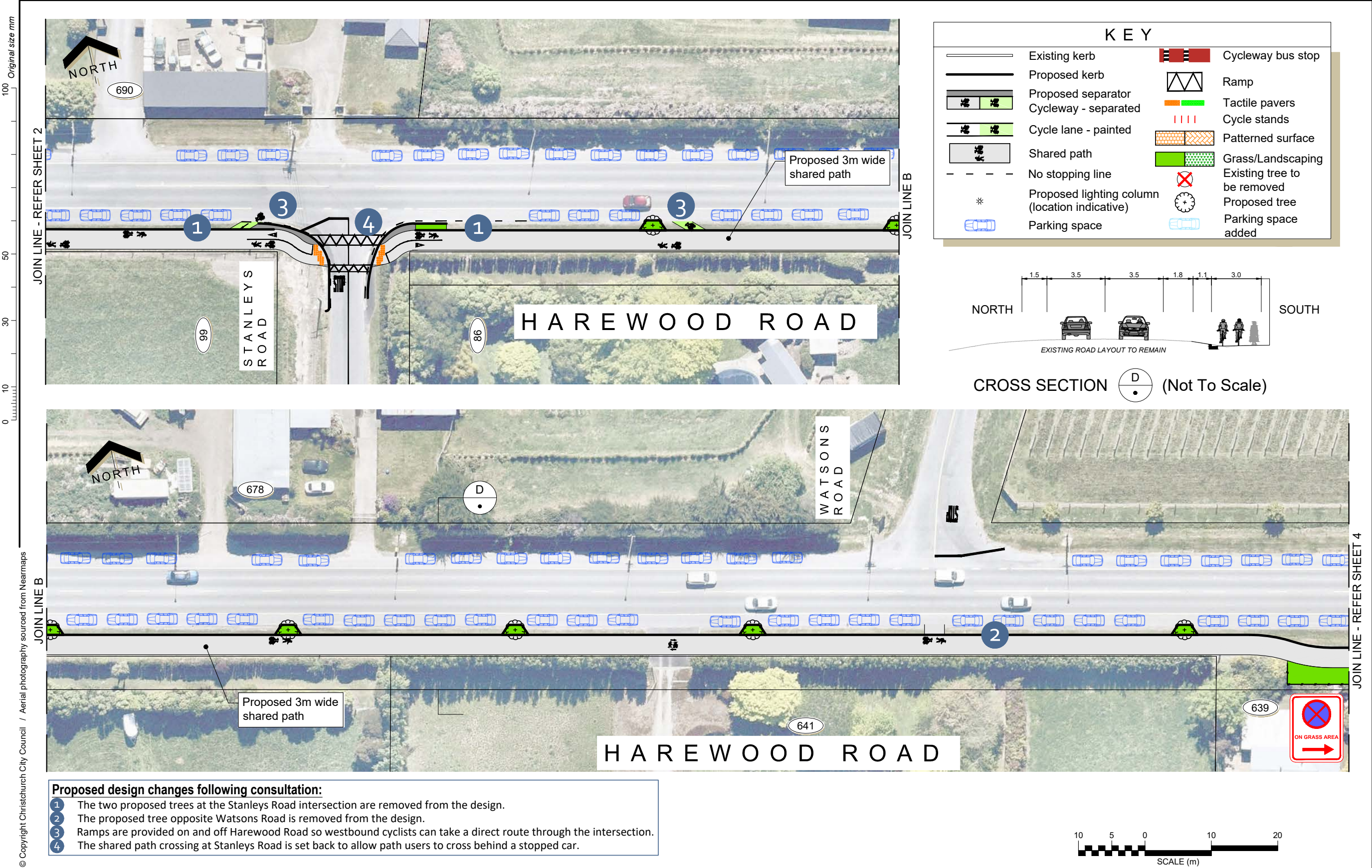
- 16. Temporary lighting for construction work shall be directed away from adjacent residential properties wherever practicable.
- 17. Daylighting columns as shown in Council records at “RFI Response 13 - Appendix E.4 Replacement plan showing changes to location of underpass structure Harewood roundabout - C-13-002 - C-13-004” and in Appendix W to the NOR, shall be installed in the Harewood Road underpass at the time of construction.
- 18. As part of the construction of the Harewood Road underpass, ducting to provide for future CCTV installation to the underpass shall be provided.

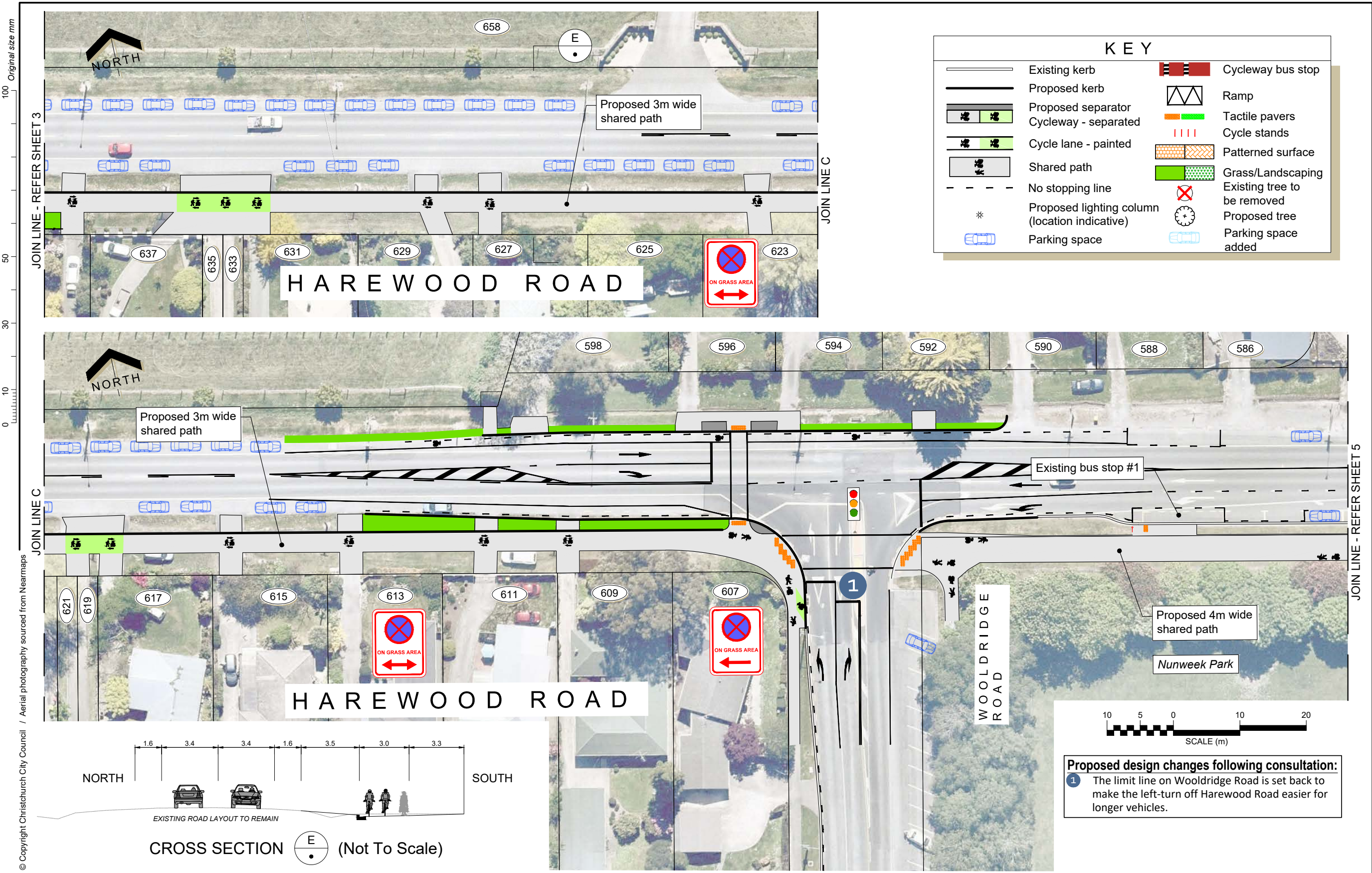
Advice Note: (not to be included in the City Plan)

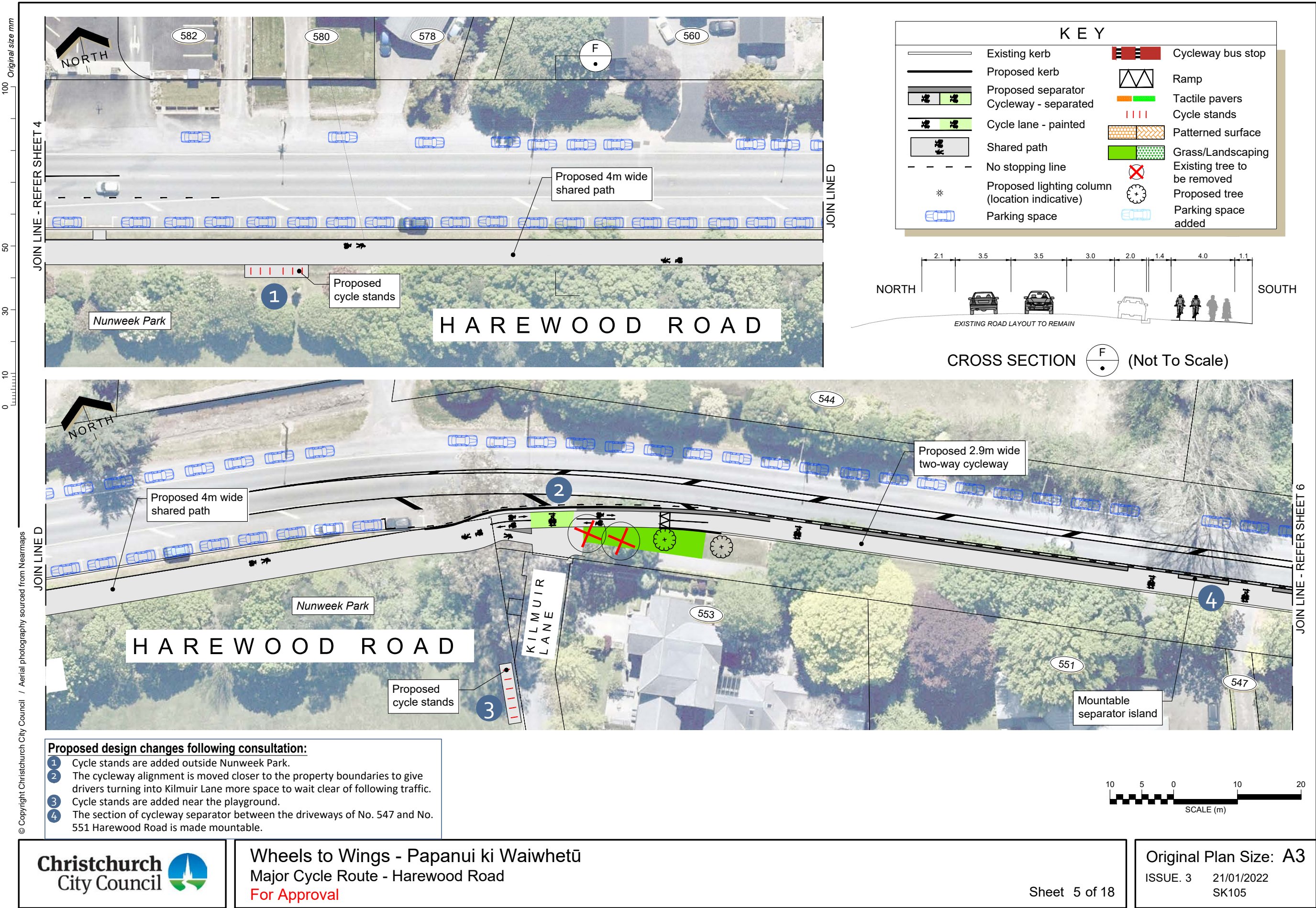
NZTA has agreed to fund three sets of on-street works as part of this project as outlined in Adam Taylor’s report. While this arrangement is not readily able to be included in the conditions of consent, given the requirement for these works to go through a Local Government Act process, they are nevertheless considered to form part of the proposal.

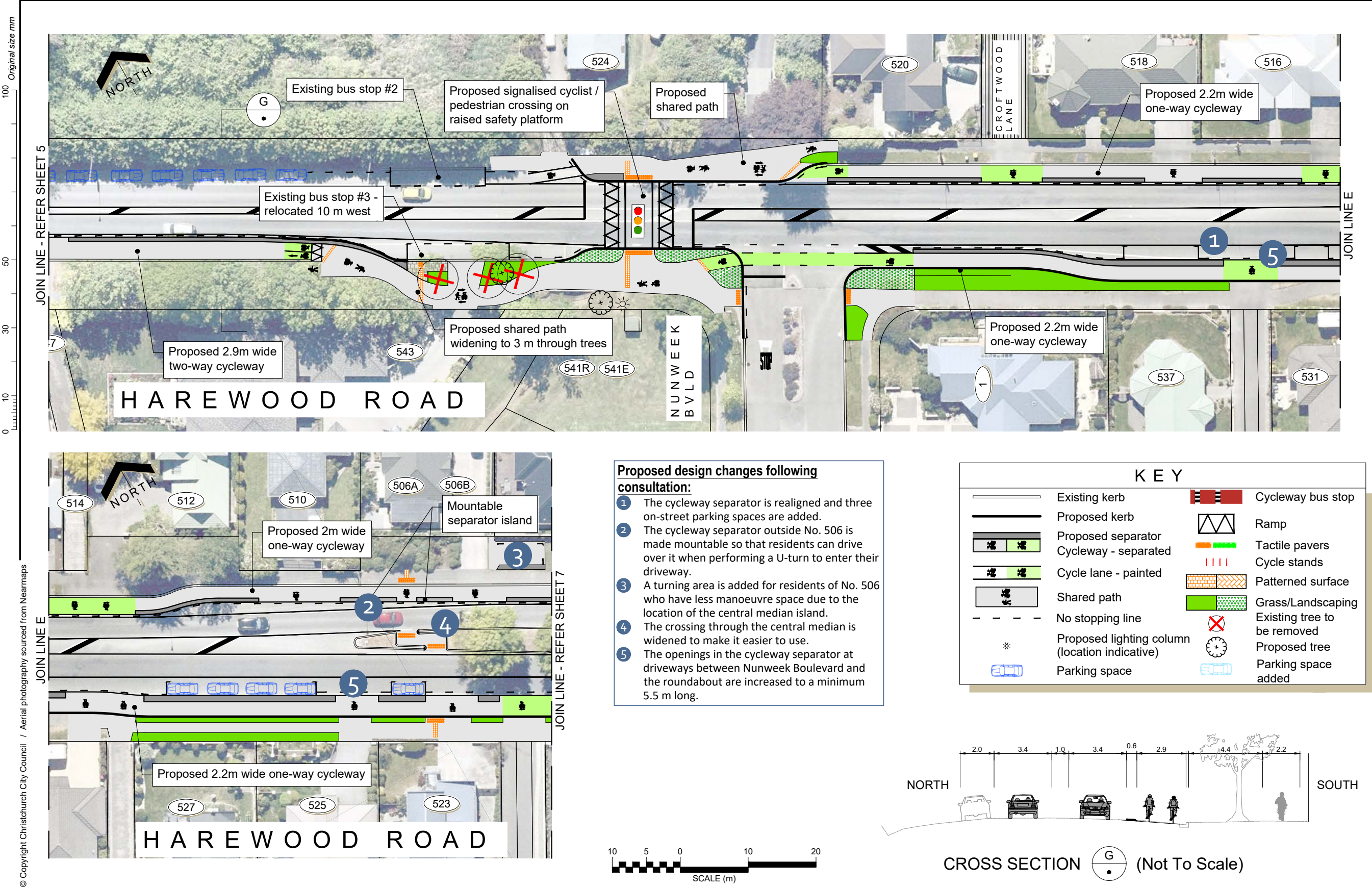


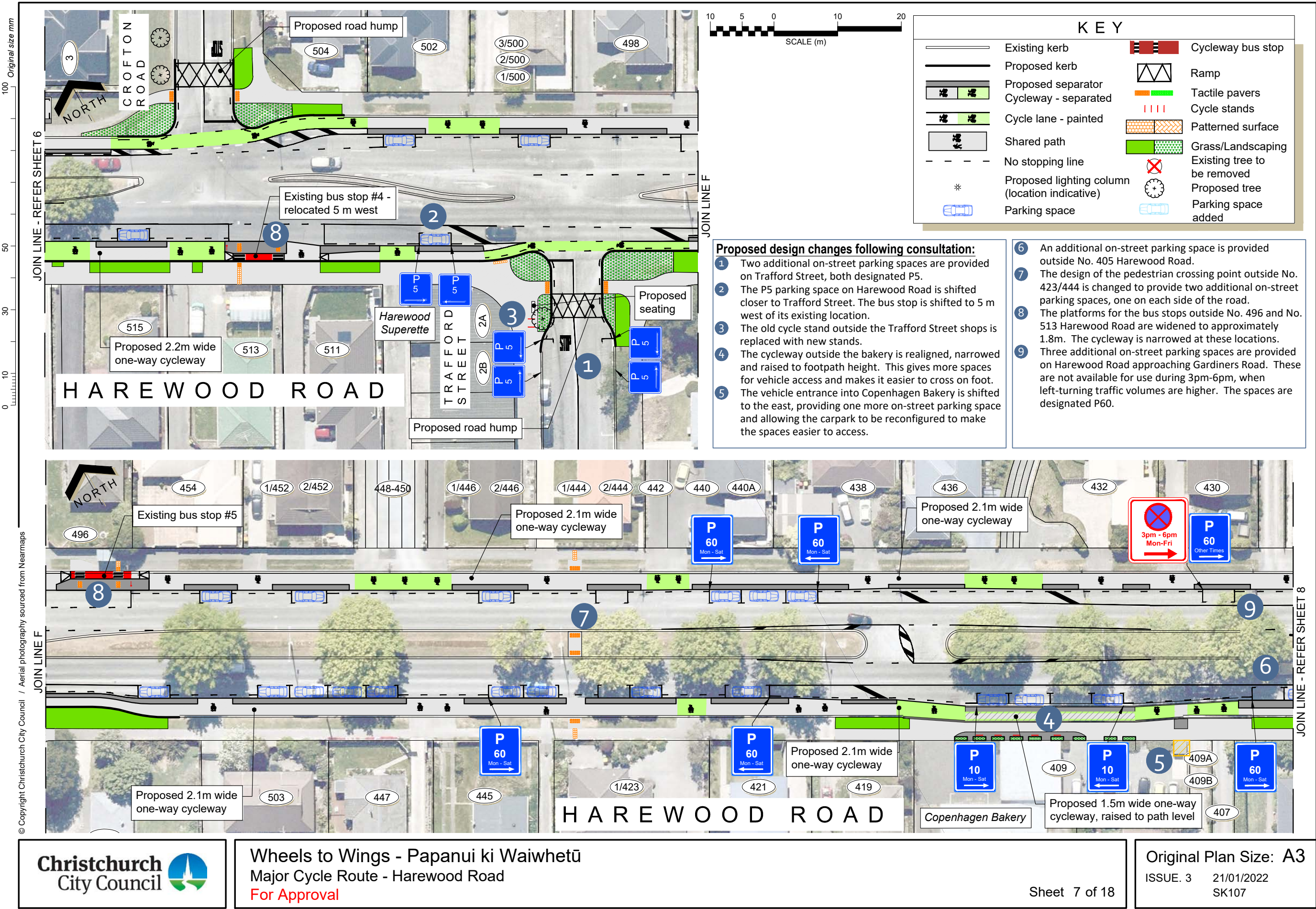


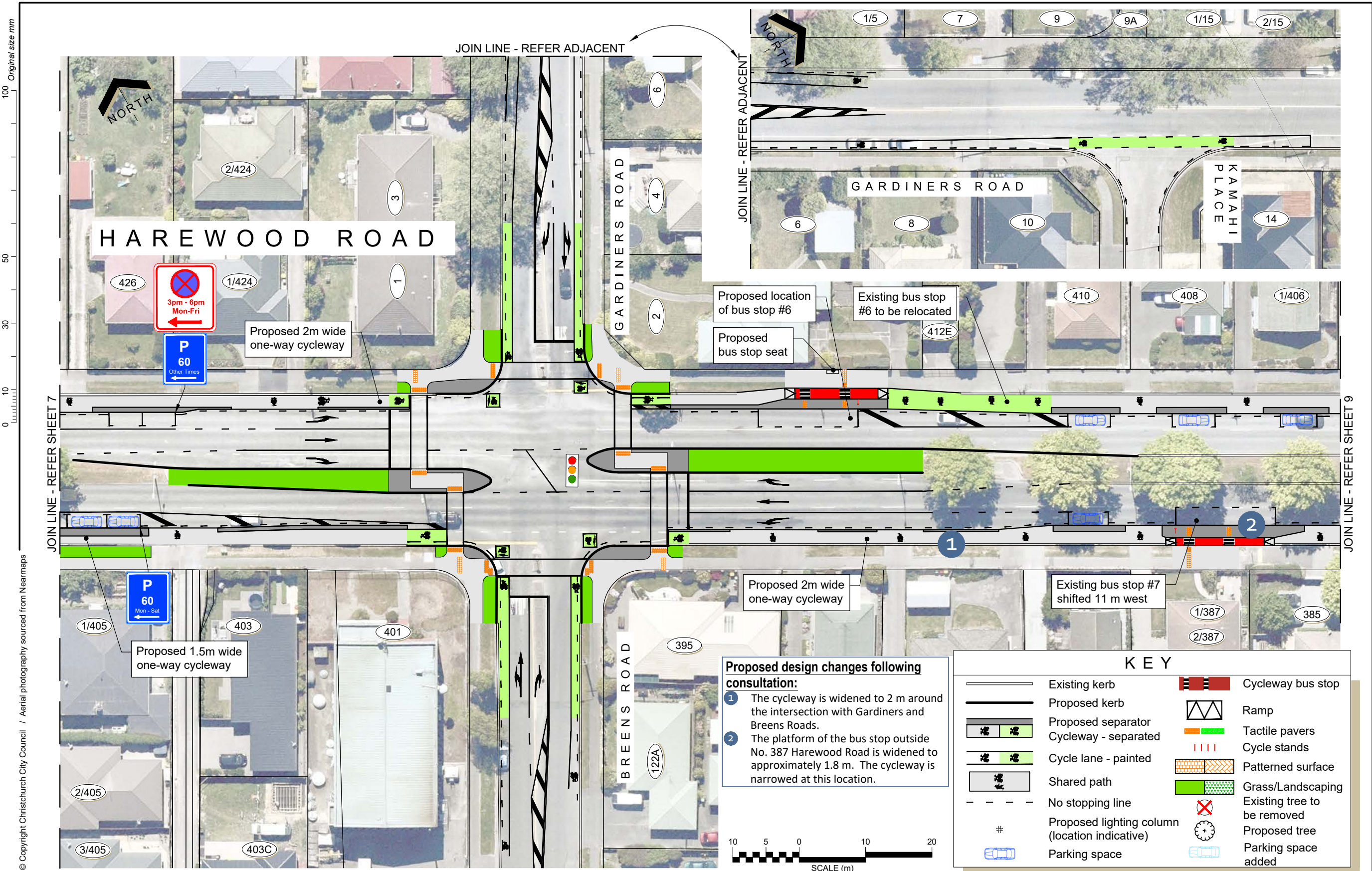




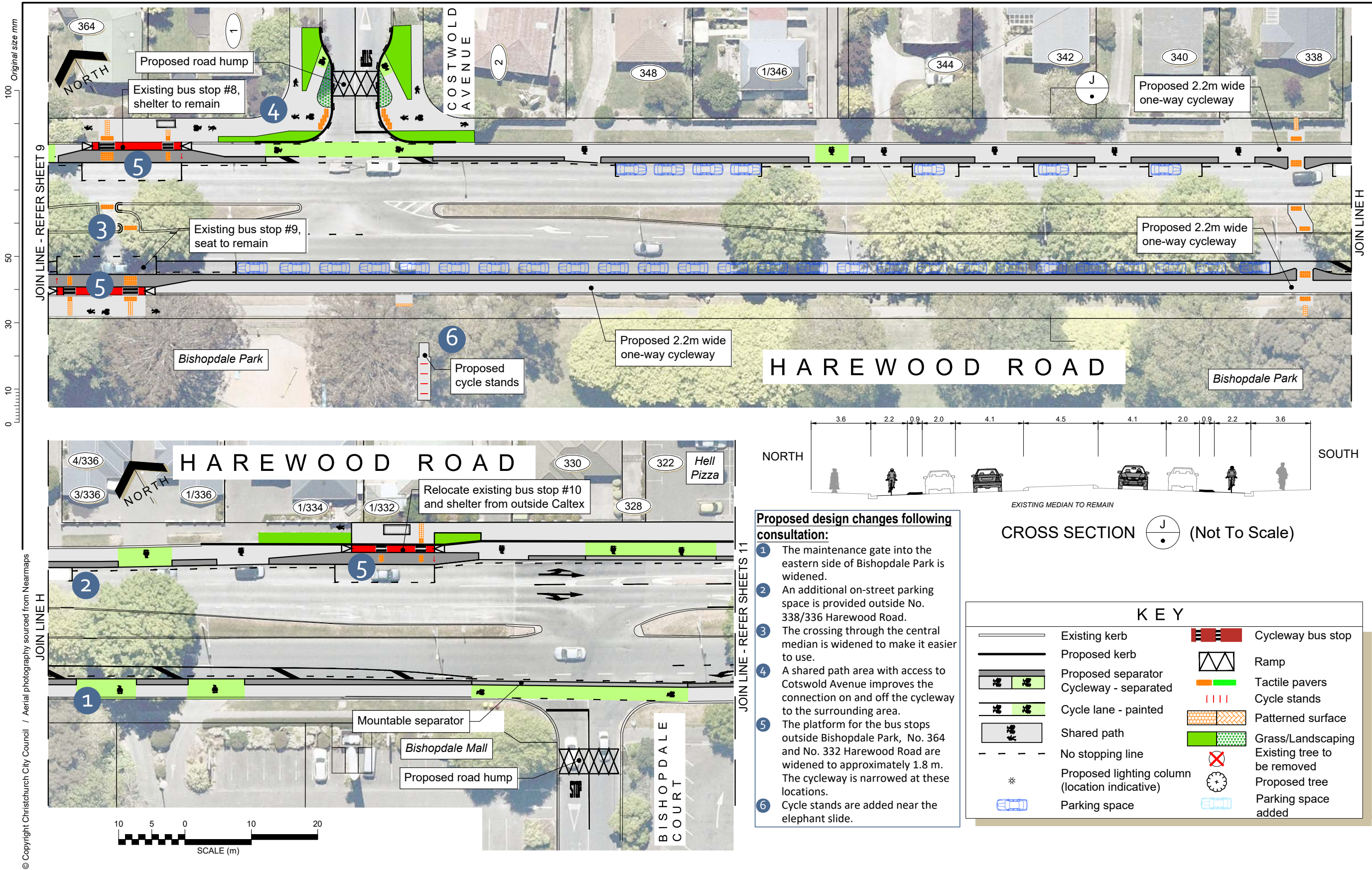


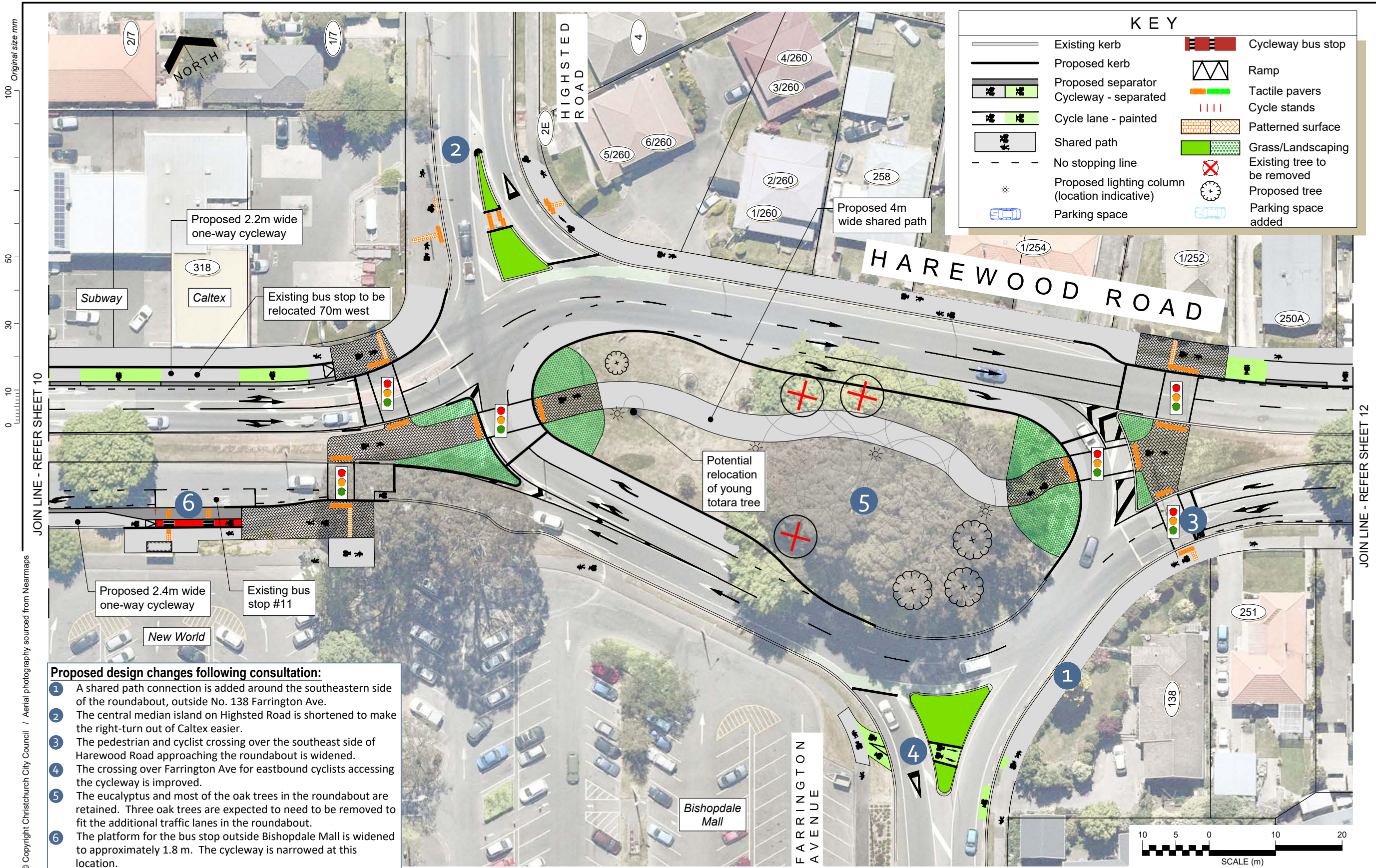


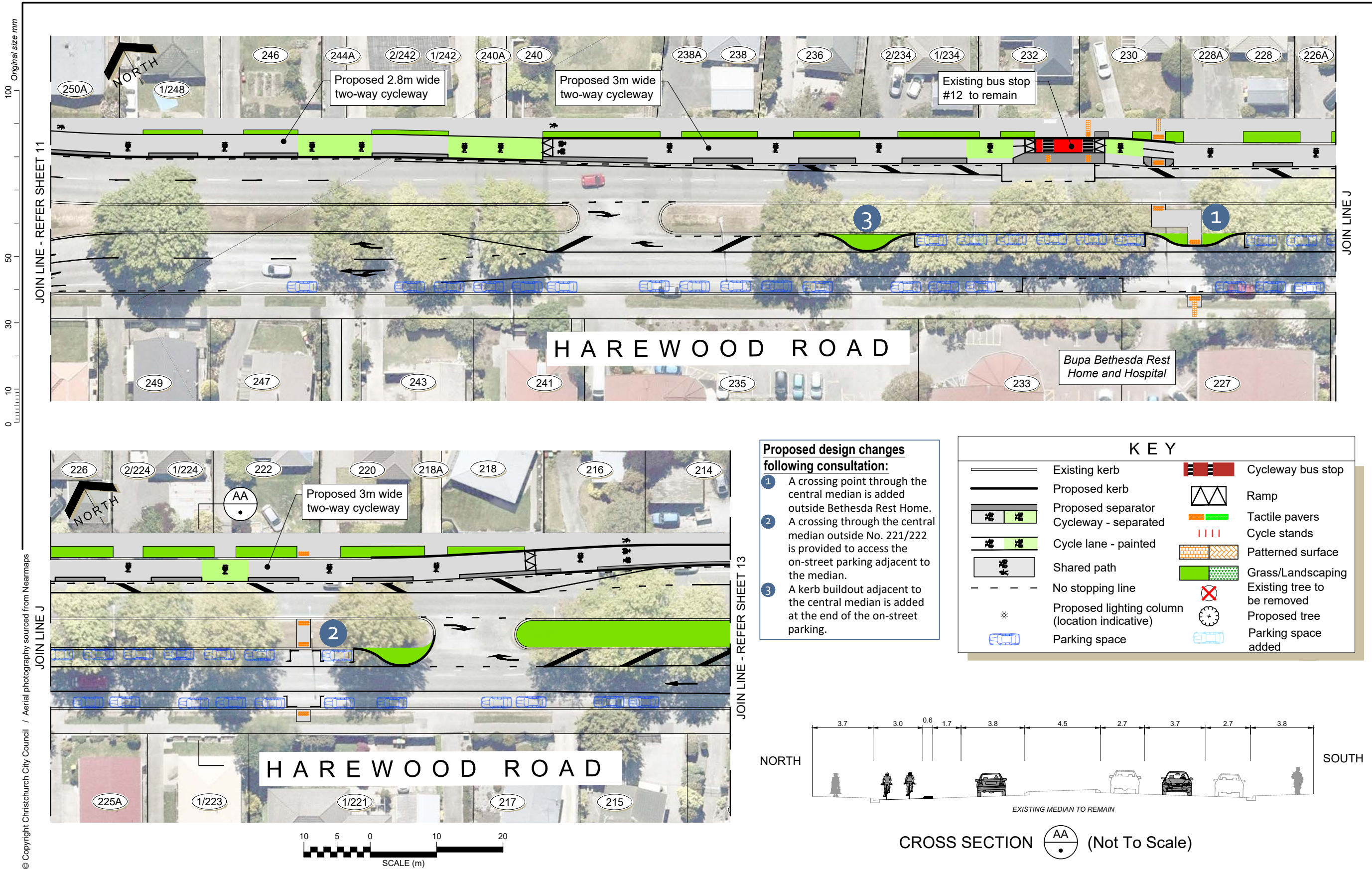


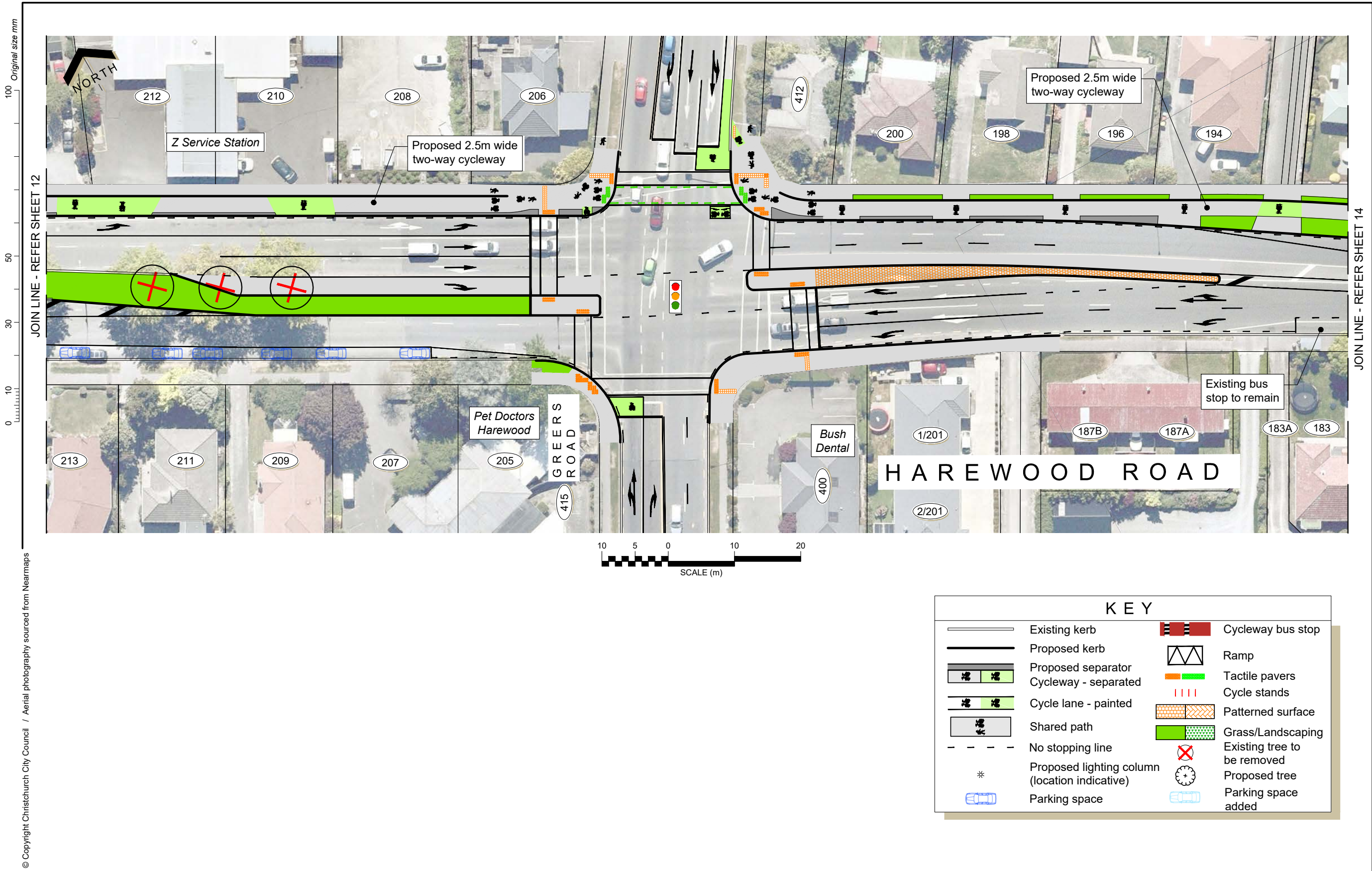


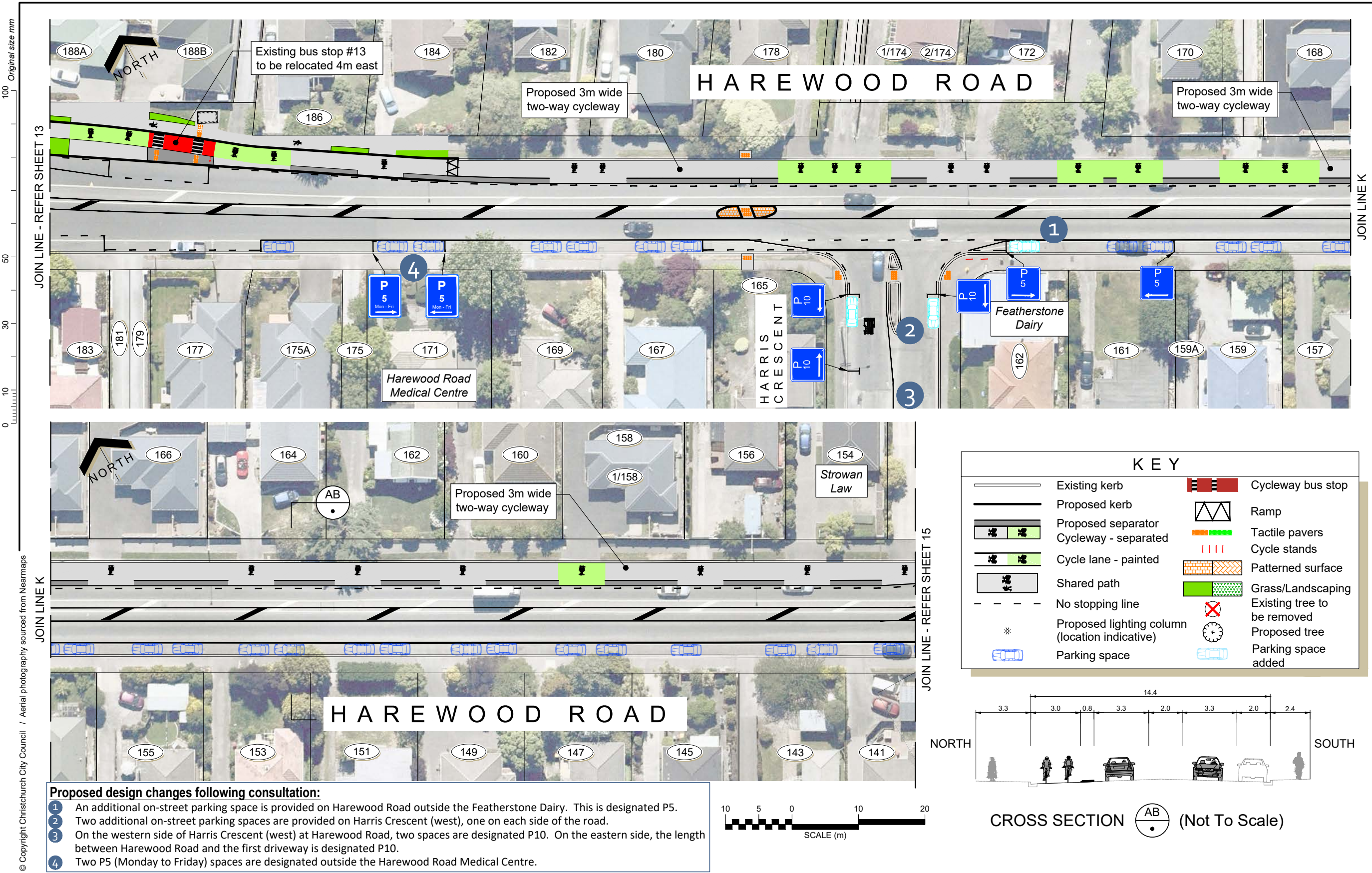


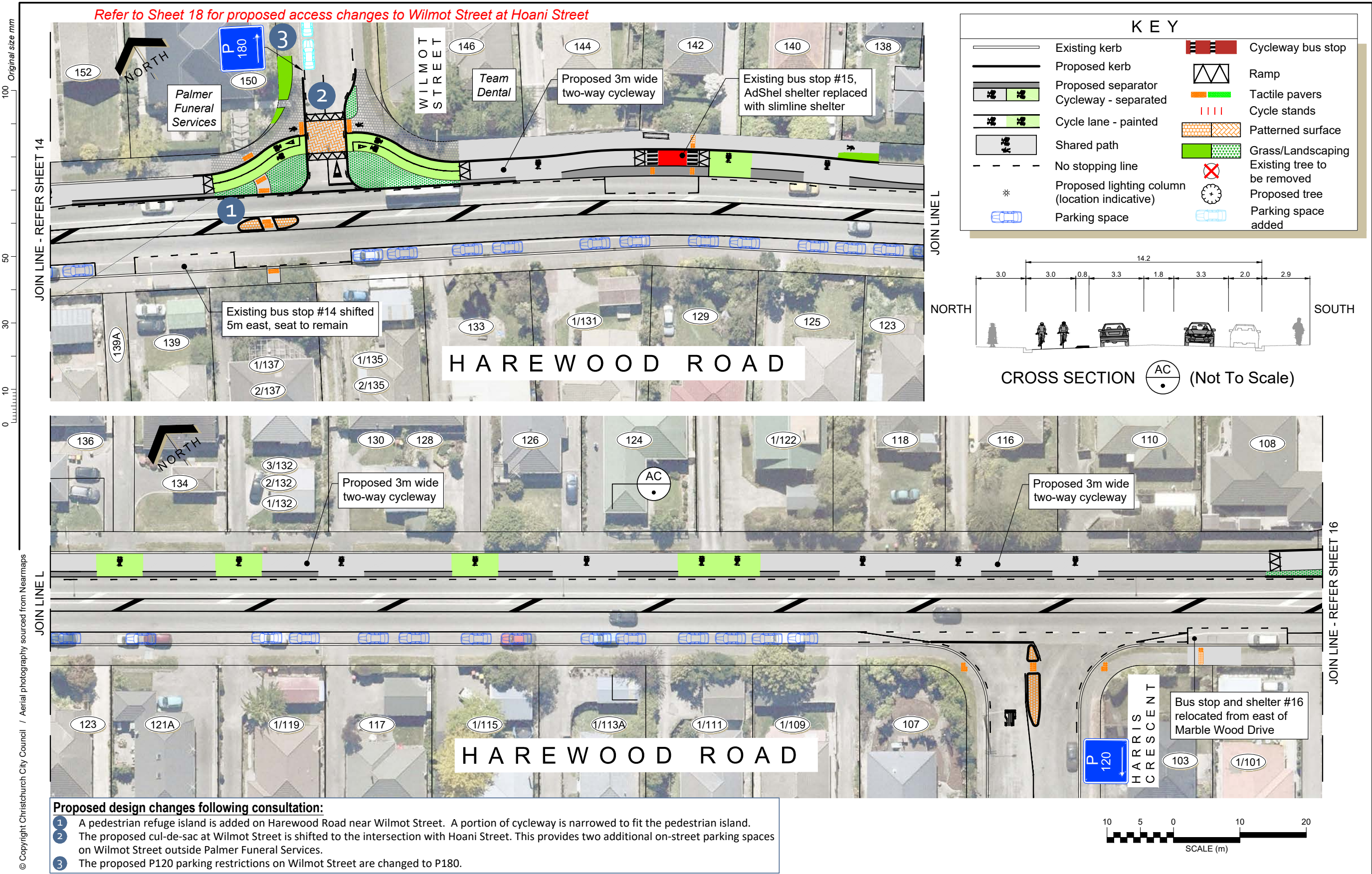


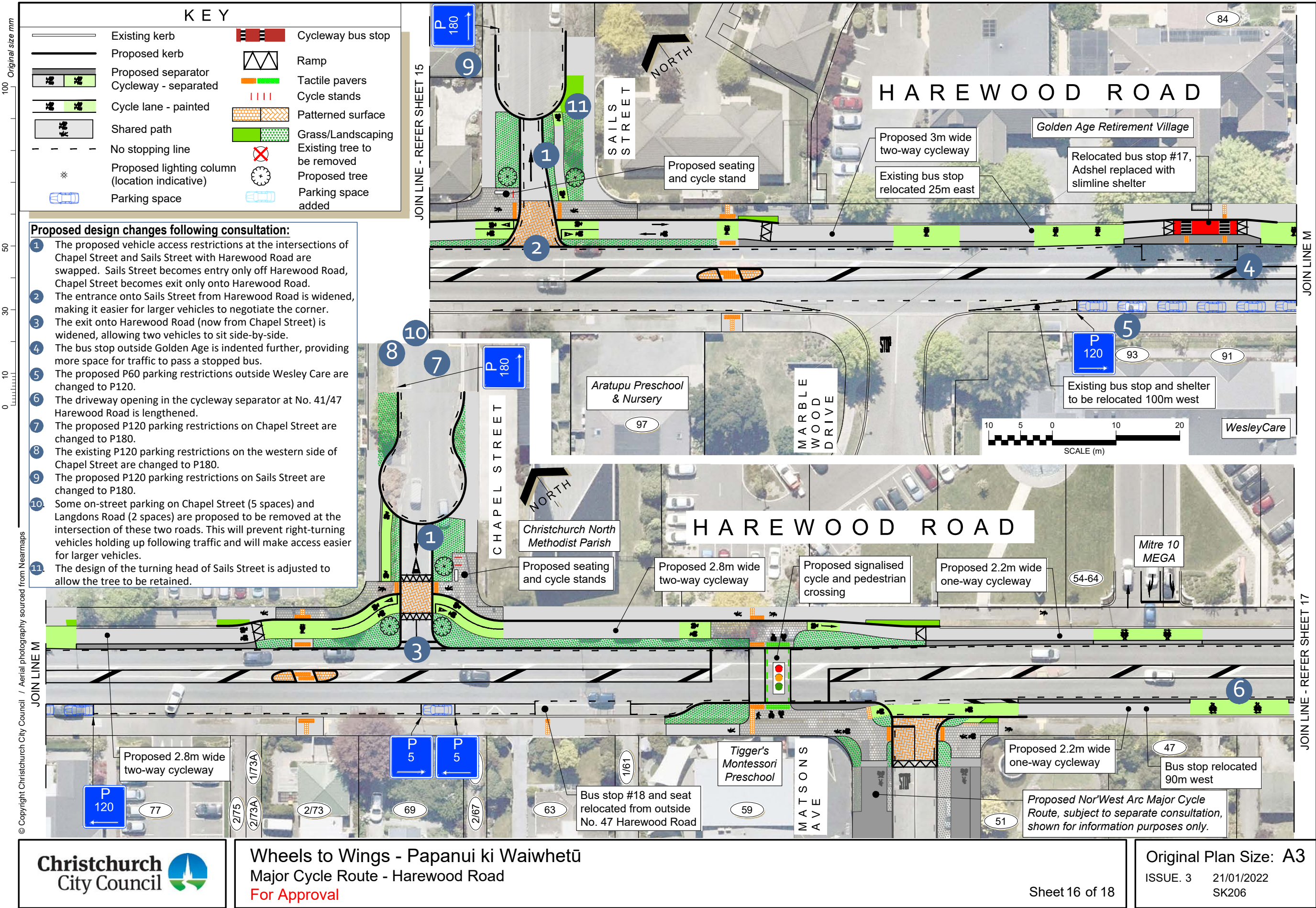


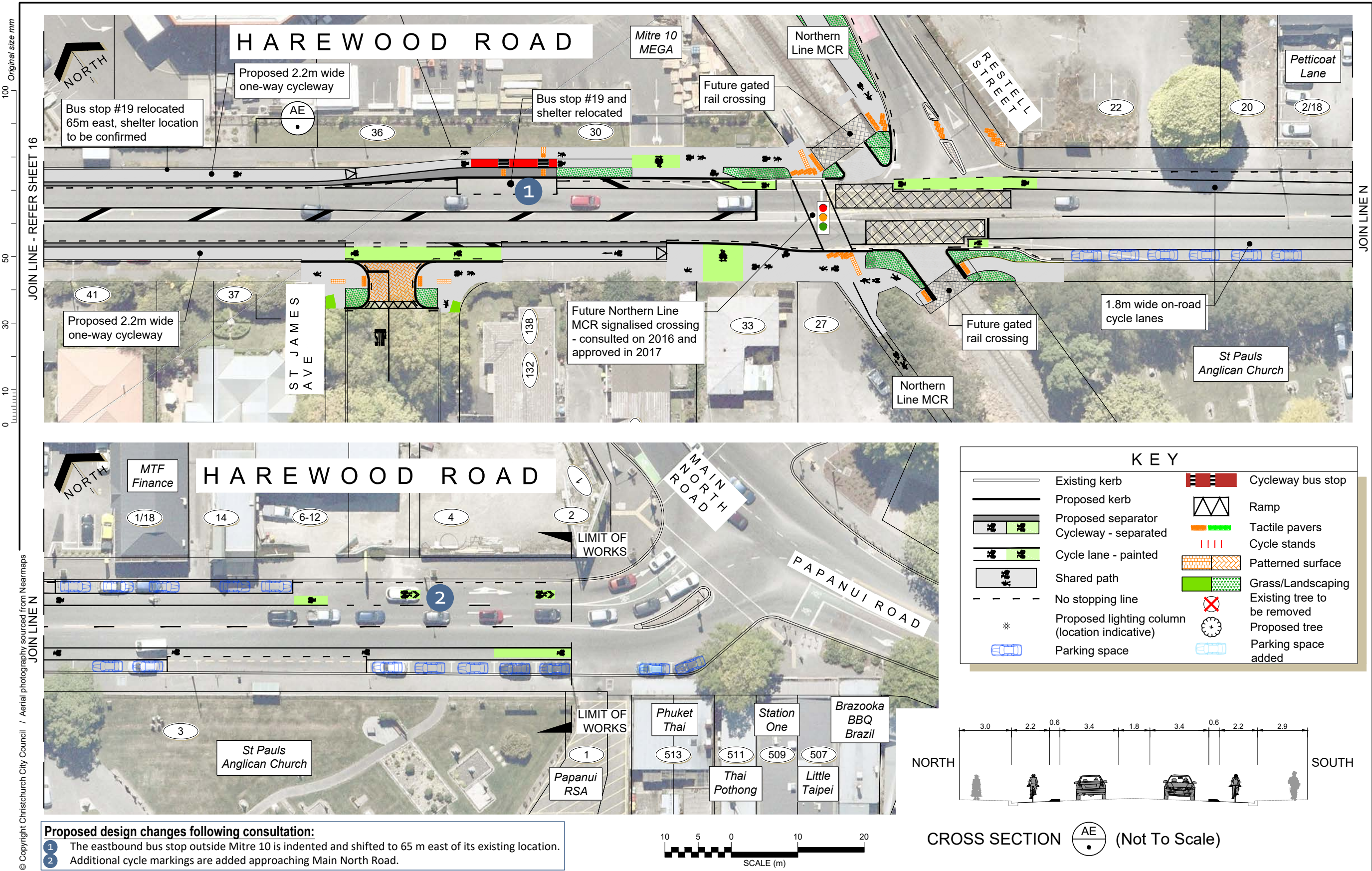


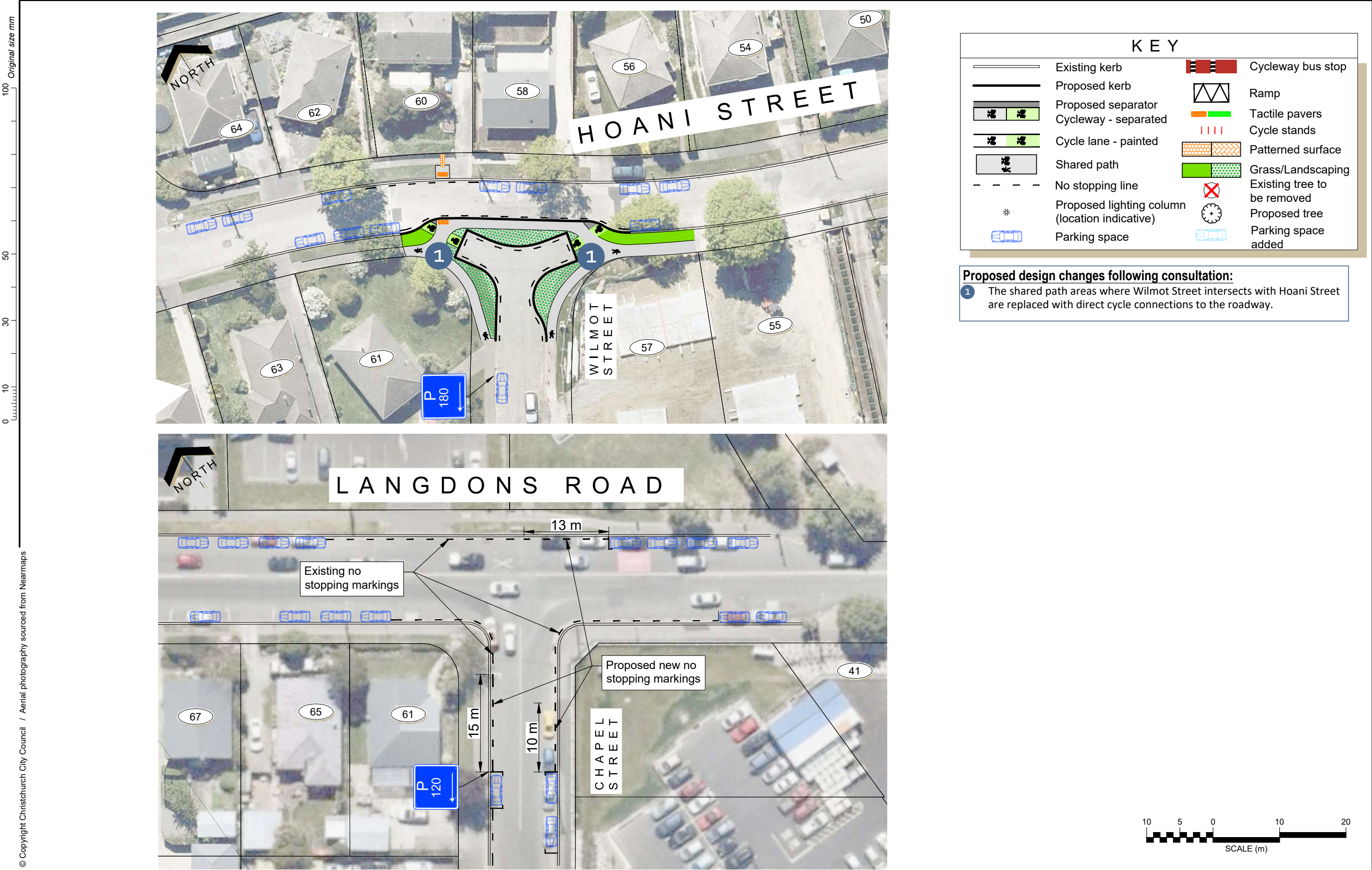


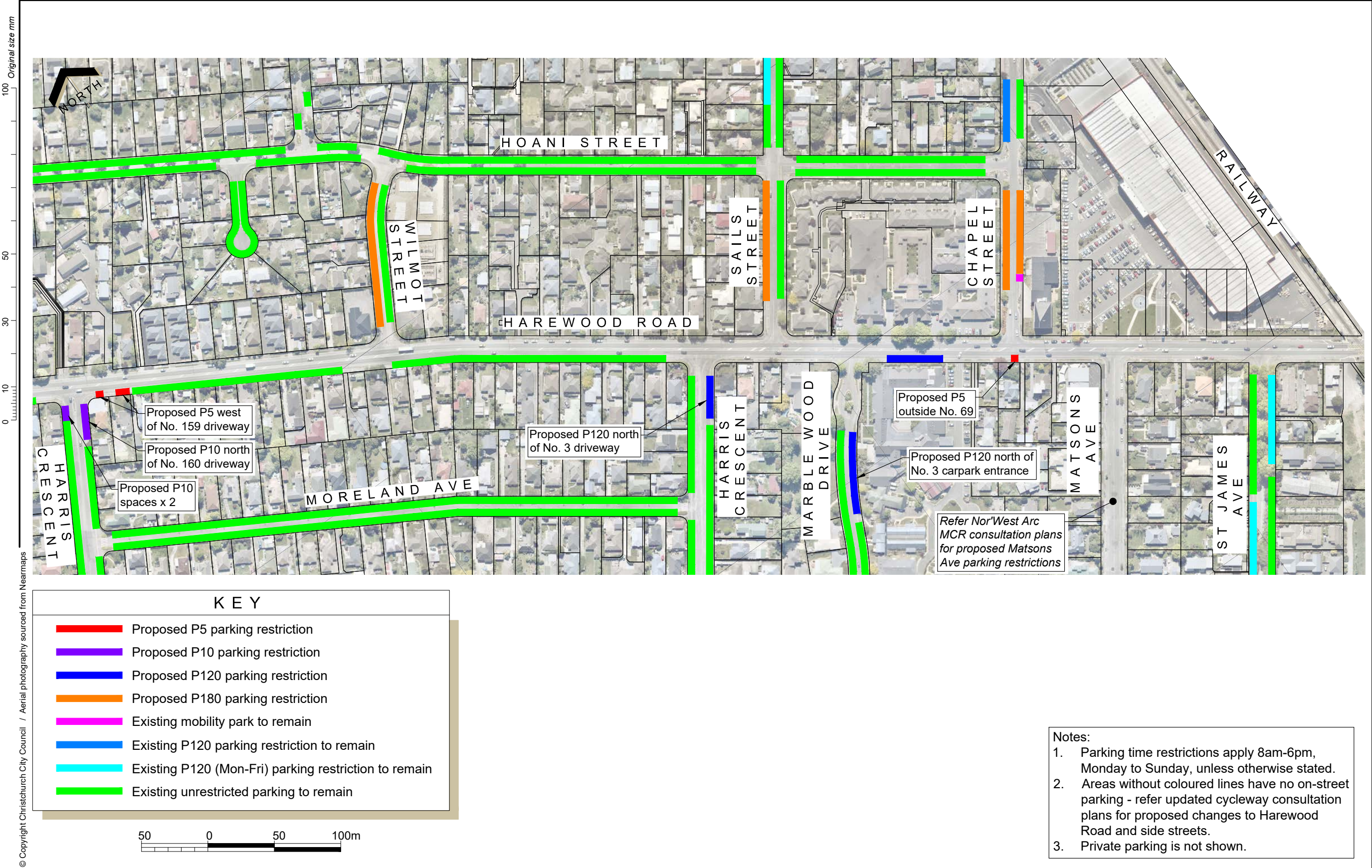












KEY

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