

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Businesses and Community Organisations

ID	Please provide any feedback you have on the proposed design	First name	Last name	Name of organisation	Your role within organisation
36389	We operate Brain Gains Tutors from our home at 182 Harewood Road, and the proposed removal of street parking will be disastrous for us. At present, the parents of our students struggle to find parking as this area serves several businesses, all with customers coming and going throughout the day: Harewood Medical Centre (No.171), Featherstone's Dairy (No.1/162) and Talking Therapy psychologist (178). No 165 is often also used for business purposes. It will be extremely dangerous for children (some of whom are small), who are dropped and collected for lessons with us, if they have to negotiate their way between speedy cyclists. We already have problems entering and exiting our property due to buses pulling out of the bus-stop and cars speeding through the Greers Road intersection. If large numbers of cyclists use a dedicated cycle lane, this problem will be exacerbated. We have family members who visit in vehicles towing trailers, who have to park on the street as it is impossible to turn up our driveway with large vehicles. We are also concerned about the multiple cul-de-sacs and one-way systems planned for Sails Street, Chapel Street and Wilmot Street. This will severely restrict traffic flow and make navigating this area an absolute nightmare. We are extremely concerned about these issues and would appreciate these plans being reviewed with consideration for the practical fall-out for long-time residents of Harewood Road. It would have been appreciated if we had been advised or notified about these plans long ago, before planning reached this advanced stage. The only aspects of this plan that will improve the situation here is the installation of traffic lights, and the stop street on the Harris Crescent/Harewood Road intersection as these confer long overdue safety benefits. We have realised another serious issue exists with regard to the proposed cycleway. Harewood Road is (or appears to be) the main road used by emergency vehicles in this area. Every day sirens blare as police, ambulance and fire engines fly (at high speed) up and down Harewood Road - this occurs several times every day. Currently, motorists are able to pull over into the "parking" zone to clear the way for the emergency vehicles - but the separated cycleway will leave nowhere for cars to pull over, out of the way. Emergency vehicles cannot use the median strip because of the pedestrian crossing islands - so they will be held up in situations where every second counts. On the plus side, traffic lights at the Breens Road intersection and improved signals at the schools will be wonderful!	Clive, Wendy and Verity	Busby	Brain Gains Tutors	Owner-manager
36393	We run the Featherstone Dairy on the corner of Harewood Road and Harris Crescent. It is important for us to have parking spaces for our customers. On the consultation plan there is a no stopping line where our parking currently is on Harris Crescent and Harewood Road. We would need to keep that parking for our customers and any delivery vehicles. Maybe the parking spaces could have a 5 or 10 minute limit and the 120 minute parking on Harris Crescent could be moved further down the road. We also have customers parking on the other side of Harris Crescent and Harewood Road so we would need 5 to 10 minute parking there as well. Thank you	Vidya	Maisuriya	Featherstone Dairy	
36433	I strongly object the the proposed changes between the Bishopdale roundabout and Greers Rd. Traffic at peak times is heavily congested even with two lanes and this will have a negative impact on the Z Service Station and adjoining business as customers will have difficulty accessing the premises over the new cycle way and with it just being one way.	Claudia	Reid	Mechanix Bishopdale	Owner
36630	I run a business on Harewood Rd (MTF Finance) and I heavily rely on on street parking for my customers. My business finances motor vehicles hence the reliance of vehicle parking for them whilst they complete their business with us. Can you look at leaving the parking, reducing the sizes of the footpaths and create the bike lane, similar to Blighs Road.	Simon	Jackson	MTF Finance Northlands	Director

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36771	this idea is sheer lunacy!!!! Harewood road is a major thoroughfare through Bishopdale which is extra busy during peak hours, & this with four lanes. reducing this road to 2 lanes will cause massive traffic delays, extreme anger for those who use the road & also extreme inconvenience for those who live on Harewood road. most of the carparks will be lost, including those many small businesses in the immediate area. It is past time for the council to realise/remember that the COUNCIL OWNS NOTHING!!!!. everything is owned by the citizens of Christchurch. The council is MERELY an administrative body to look after the CITIZEN'S ASSETTS. taking into consideration the lack of consultation with the concerned people & the general public i have to call TAPS on DEMOCRACY in this country. there is nearly none left. I CALL UPON YOU NOW TO CEASE & DESIST WITH YOUR PLANS FOR A CYCLEWAY ON HAREWOOD ROAD & PUT IT SOMEPLACE ELSE!!!!!!!!!!!!!!	chris	howard	beema enterprises ltd	beema enterprises ltd
36810	After reading of Copenhagen Bakery's dilemma I thought the obvious solution would be to put the cycleway on the grass verge instead. Do away with the grass verges is a no brainer for cycleways. The busy roads would remain 2 lane with parking. Problem solved. Reducing roads lanes for the sake of cycleways is dangerous and not forward thinking for the future increases of traffic.	Julie	Swan	Cronin Design	Office Manager
36822	Are you kidding??? This is getting ridiculous. We have neither the weather nor the distances for viability if your intention is to get cars off the road and people on to bikes. I for one at my 'mature' age would not consider this.. EVER! Do you want Businesses in this City to come to a crushing halt, longer time periods to get to jobs because of reduced lanes, difficulty for Staff to obtain lunches or shop in their breaks. If for example my Company has to do a repair and I am in a Ute with tools towing a 4mtr trailer or scissor deck, how easy and safe do you think my maneuverability is, or the ability to go to and from my vehicle to collect the required tools from wherever I have had to park, not to mention the potential to have my vehicle broken into and my tools stolen whilst out of site, hence my insurance going through the roof. You seem to be under the impression all businesses have massive car parks. Rutland Street in St Albans is a vehicle dead view space when turning into Knowles St, Riccarton Road has ridiculous fines for someone entering a clear space to turn left rather than sitting in a jam creating frustrations. If you want to encourage business into Christchurch, you need to start becoming realistic with it's infrastructure. Fix that which needs fixing and stop wasting our money on stuff which benefits only a small percentage. This makes me so angry!	Alison	Jones	Raise High Speed Door Services Ltd Ref - Allie	Owner - Allie
36827	I am sick of the waste of money by the Govt and ccc. All you live is a world that isn't really. There are really people with real lives that are trying to survive in business and risk everything to do that, we don't all get a free ride like the ccc workers all our lives. I am against this and any many other bike lanes. Or any money the Govt or Ccc don't need to spend. You are very close to a rates revolt in Christchurch. But I guess you wouldnt know this as you don't seem to be close to business	Dean	Marshall	City owners rebuild entity	Joint chair person
36912	The only improvement I see worthy of actioning is the signaling of the Harewood / Gardiners / Breens intersection. This is notably where accidents occur. The section of roading surrounding Copenhagen Bakery is night marish already, let alone reduce the traffic flow to one lane and removing car parking! As a business owner who has observed for years the bottleneck of traffic - morning and night outside our store at 16 Harewood Road, I can only guess at how bad this will be if further up the road one lane feeds vehicles to the intersection at Papanui Rd corner.	Gabrielle	Heath	Petticoat Lane Costume Hire Ltd	Owner
37025	Harewood Road is a busy traffic road, which is in need of lights at several intersections / Gardiners / Woolridge, but a cycle lane definitely not. This will create nothing but traffic congestion. Please do some more research, this is ridiculous. Another option would be preferred. You would be best to put money into other road repairs in Christchurch.	Tracey	Feutz	Feutz & Goldsmith	Owner

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37037	We are in the block of shops on the corner of Harewood Road and Trafford Street. We manage the block of shops for the owner (Trinity Properties). We are concerned that the new proposal will remove a number of carpark on Harewood road in front of the dairy which will affect the dairy business. It will increase the number of cars parked in Trafford Street which will limit parking for our clients.	Paul	Biddington	Grassam Real Estate Limited	Manager
37065	I think the design has been done by people that have not been out for any length of time and observed. I use the intersection of Harewood Breens at least 4 times a day. And yes it certainly does require lights there. The majority of cars turn left and then do a u-turn at Copenhagen where there is a gap to turn. As for taking away car spaces in Harewood Road it begs believe. There is many elderly people in units along Harewood Rd and rely on parking close to their home for caregivers and visitors. Resthomes, Churchs and Businesses will be affected. The 2 lanes are busy at peak times and it is quite obvious that there will be traffic build up. I seriously don't know who will be using the bike lane. Friends live on Harewood Road and they have been doing a headcount for bikes and it sure doesn't stack. Where will the cyclists be going down Harewood Rd? It leads to the motorway. New housing developments are all on the other side of Sawyers Arms Road so it makes sense for Sawyers Arms to have cycleways as there is still so much land to develop on the other side of sawyers. These people won't be using a cycleway on Harewood Road. The zoning doesn't allow for more development around Harewood Road so what you see now is what it should remain. There is also a lot of trucks on Sawyers Arms road which makes it advantageous to have a cycleway. I work in the Bishopdale shopping centre and for the amount of cars that use the roundabout accidents are few and far between. Traffic lights won't change people's driving habits. Crazy decision by people that aren't living and working in the area. Surely there is better things to spend the tax payers money on.	Debra	John	Harcourts	Harcourts
37163	We oppose this plan. The Christchurch Citizens Collective (CCC) represents hundreds of concerned citizens who oppose this plan. Why can't the cycle lane be put thru the middle of the centre island on Harewood Road instead of reducing Harewood Road to one lane? Adding more traffic lights, especially in the middle of a busy roundabout will be a congestion nightmare and will only see more 'bikelash' against cyclists. Our members in particular, and motorists in general, are increasingly resentful of the Council making life harder for motorists to pander to a small minority. More of our members are refusing to stop at traffic lights for bike crossings anymore as they have had enough of these needless stoppages and holdups. We have also had enough of the Council's addiction to traffic lights. Please stop making things more difficult.	Jackson	Sturgis	Christchurch Citizens Collective	Spokesman
37254	I ride this route to the airport and to McLeans Island. Having a well engineered cycle way would make me feel much safer. 2 fast lanes of traffic with cars parked on the left of the white line that cyclists depend on is scary and dangerous - when there is a car parked I am forced into the traffic lane. This is the best cycling route to the airport for me from Fendalton - the other choice is Memorial drive which is also unsafe, for the same reasons. I really hope we continue building a city for the future, with lanes for safe, health supporting, quiet, convenient, carbon-free and anti-congestion transport like bikes, ebikes, with routes that allow us to travel safely around the whole city. I know it's easy to stir up emotions when times change, but, actually times are changing. and young people especially want to live in a city that has the modern infrastructure that supports cycle transport. if we want to attract young talent to come to our city and we want a happy place to raise families. yes let's improve this design but for future's sake, let's keep building a modern city. I cycle Harewood road 2-3 times a week, both on my way to a friend, to the airport and to McLeans island cycle park. Cycling is my preferred transport mode around the city when I am not carrying heavy loads. I have cycled in many cities around the world and am in awe of the advantages that Christchurch has for good urban cycling: flat, no cars turning left on red, infrequent really bad weather. Over the last few years I have been surprised and pleased, as an urban cyclist, to be able to find and ride cyclist highways that are emerging all over the city. Wonderful. Keep it up! I am a strong supporter of cycling in our community because cycling is fun and healthy and more cyclists make me feel good in my city. 1. I really appreciate you in this plan making the roundabout safer for cyclists with traffic lights and similar to other bikeways in the city. I dread riding through the current roundabout because I have to ride really fast in a right hand lane to get around. 2. I support reducing the number of lanes from 4. 4 lanes are hardly ever at capacity and it seems over engineered for the load. I find it	ian	wells	Venduco	venduco is the name I use to organise cycling events around the city to support safe cycling

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	challenging to make a right hand turn onto Harewood drive across so many lanes of traffic, finding somewhere in the middle to stop and not confuse drivers. 3. In general terms, I support this investment as part of support for active transport. I support building infrastructure for the next generation, not the aging one. My professional background is in the tech industry and for our tech industry to continue to expand and provide high paying jobs, we need to have a modern city to attract top talent and their families. It is clear from looking at how cities are changing around the world (Paris, Toronto) that modern cities are building infrastructure to support non-car transport and vibe. Please continue your good work of turning Christchurch into a modern, people focused city, for those who live here and for those we want to attract to our city. 4. In general terms again, as a tax payer, I am pleased that the real estate that I fund, given over to cars being reduced and land given to people, and active transport increased. 6. I support businesses as they adapt and support cyclists. I want to use this new bikeway to help businesses along the bikeway thrive and support new and changing clientele. Businesses and cyclists will benefit from this relationship.				
37258	I am the General Manager of Golden Health group which takes the up the block between Hoani Street and Chapel Street. We look after 134 Ratepayers in our 3 rest Homes and have 48 Residents in our 45 Villas. The plan proposes to make Chapel Street and Sail Street on our Boundaries one way entrance, restricted parking zones and taking away all the parking in Harewood Road. We have deliveries of food, Laundry etc, every day and this will make their role of getting in and out of our facilities more difficult. Also have Ambulances, Doctors and Mobility vehicles. Effects on our staff and families being able to park, Residents and families getting on and off the Bus, Visitors in our car parks being able to drive out etc. Bikes coming at them in one lane but from both directions. Crossing to the other side of Harewood Road, Moving the bus stop on the opposite side of Golden Age rest Home. I am surprised that the Mayor Lianne Dalziel is allowing this to happen as I thought she understood our industry. I know Council are having consultation and I was visited by the council staff but got the impression that it was going to happen. The councillors want it to happen. Langdon's Road has now become very busy with new North Link shopping Centre and our Villa residents like to drive either Sails Street or Chapel Street onto Harewood Road as they cant get across Langdons Road now days. These elderly residents will now have to watch for cyclists coming from both directions as well as normal traffic. They are very concerned but worried there ideas wont count. Up the Road we also have Mitre 10 which has created a large volume of traffic on Harewood Road and Chapel Street. In addition we have Papanui High School which students park Cars around our area. I know we have to make a submission but get the impression that these wont have any effect but am extremely concerned at the speed of these submissions. We are not happy with the current design.	David	Sidaway	Heritage Lifecare (GHG) Limited	General Manager

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37276	The proposed design is far too intrusive and does NOT achieve a balanced result for the whole community. The benefits for the amount of use by cyclists is far outweighed by the negative impacts. \$19 Million is a large amount of money and positive outcomes for cyclists in this area do not require such a major re-development of the roading infrastructure. The loss of parking for residents and businesses and reduction of 4 lanes to 2 on Harewood Rd are very negative outcomes. Harewood Rd is an Arterial Road that handles a reasonable volume of traffic. A much better solution would be to create a cycleway within the existing grassed median areas. The trees and a strip of grass in the very middle could be maintained. Cycle paths could be located either side of the trees. The current design already plans to have the cycleway go onto these medians at the Bishopdale roundabout so these could be continued. Or the existing footpaths could be turned into wider mixed use paths and located in the middle of the existing berms. Pedestrians and cyclists don't NEED separate formations. The creation of the cul de sacs, particularly on Wilmot Street will have negative impacts on the businesses on this street, and yet it is not a high traffic street so a cul de sac is not needed. This proposal needs a major re-design! It is far too intrusive, and very costly considering the significant negative impacts.	Joshua	Thomas	Joshua Thomas Surveying Ltd	Director and Licensed Cadastral Surveyor
37286	I am the vicar of All Saints Church, Christchurch. We currently hold our services at Palmers Funeral Chapel, 150 Harewood Road. We are a congregation of 35 mainly older adults (pensioners) and a good percentage of our congregation have mobility issues. I oppose the proposed cycleway for the following reasons: 1) The closing off of Wilmot Street from Harewood Rd, would affect my parishioners ability to access the carpark of Palmers Chapel. 2) The removal of parking spaces on the north side of Harewood Rd would severely limit accessible parking for those who have difficulty walking. With the only available parking on Harewood Rd being on the opposite side of the road to the chapel our older folk would find it difficult to cross a busy Rd. 3) The limited parking spaces in Wilmot street will likely be taken up by cars belonging to the new Wilmot / Hoani Streets housing development, thus limiting parking availability. Putting a two hour parking limit in this zone will not solve the issue as our length of services, plus the set up time and social time afterwards, exceeds this parking limit. All three of these factors will result in some of our parishioners choosing not to come to Sunday services as they deem it too difficult to gain access to the chapel, and will almost certain deter new parishioners from joining our congregation. I hope that the council can see that the proposal as it currently stands does not serve the community of Papanui, but the small number of cyclists passing through who may use it. I am a cyclist myself so not opposed the cycleways in principle, this one however seems badly conceived.	Andy	Carley	All Saints Church, Christchurch	Vicar (Senior Minister)

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37306	The details to the construction and design of the Wheels to Wings are sound and solidly put together by the technical engineering team. Remember the compromise that was the St. Asaph cyclelane, of which provided less than satisfactory results. As a small business owner in the central city, we recognize that cycling as a means of everyday transport must be encouraged through safe and secure infrastructure. The data speaks for itself, everyday commuting cycling is on the rise in Christchurch and is urgently required to at least double in uptake to meet the challenges and goals as set by the NZ climate change commission. Looking at everyday commuters on cyclelanes such as the Strickland Road (Quarryman), it is obvious that even this recent cycleway is becoming congested during rush hours. Planning for the increase uptake in everyday cycling through sound cycle infrastructure should continue with all future and additional cycleways planned for Christchurch, which will encourage those who are "interested but concerned" to give everyday cycling a go. As a business owner of a bike store, I can tell you with certainty that tens of thousands of everyday Christchurch citizens of all walks of society have benefited enormously from the cycleways, and those living North West of this city also deserve a good cycleway infrastructure. I am confident that the wheels to wings cycleway can only be a positive solution to increase cycling uptake in this city, which in turn will continue to improve Christchurch's reputation as a liveable and attractive environment and as an exemplary beacon of a modern city in the time of climate crisis.	Ken	Ching	Action Bicycle Club	Founder
37471	I am in full support of the proposed Wings to Wheels - Papanui ki Waiwhetu cycleway. Experts have drafted this thoughtful route with care for all concerned and I believe we should listen to them and adopt this planned route. I cycle all over Christchurch and the wider area. I am 70 years old and extra fit because in recent years government has initiated safe, linked paths which older people like myself can confidently utilise. I ride for pleasure, fitness, shopping, and socialisation. The Harewood Bishopdale area is particularly difficult to navigate safely at present without a dedicated path so I tend to avoid the area. With this path I will regularly cycle from my home in the central city to the airport, Raeward Fresh, Orana Park and through to the Groynes. I believe criticism of the present proposal is unwarranted because all parties have had the opportunity to contribute and discuss already. Furthermore, Christchurch needs to see the true value in a safe, citywide network of cycle paths for future residents, both adults and children, plus visitors and tourists who will ultimately come to our city. Christchurch has the potential to become one of the the cycling meccas of the world! I know. I have travelled widely in Europe and Africa. If we continue to develop the number and quality of our present paths, we will have an exceptionally attractive city for cyclists and this will boost tourism of a sustainable kind. We need to hold such a vision paramount. Tourists local and international will one day arrive at our airport, pick up a cycle, electric or standard, and bike all round the city. This Harewood link is essential to that. Many of Germany's central city hotels which used to cater for guests arriving by car now advertise "Bed and Bike"! Their centres were pedestrianised but they adapted splendidly to the changing environment. We can too. I belong to two bike groups and co-lead Wednesday Wheelies out of St Albans. We started with just 7 participants 3 years ago but now have over 40 on our email list and an average of 18 cyclists for the weekly ride. Recently we cycled to Raeward Fresh and the most dangerous part of the entire ride was Harewood Road. My other group, an off-shoot of Women Walk, avoids this area because our members are not as agile, some being in 80s. A safe dedicated cycleway is needed by some members. So go with the present proposal. Businesses will adjust as they have done elsewhere. Copenhagen Bakery, for example, could position itself to service cyclist groups and benefit economically. We regularly frequent cafes all over the city but choose the cycle friendly ones, obviously.	Diana	Proctor	Wednesday Wheelies, St Albans Cycling Group. Also Women Walk (Cycling sub-groups)	Co-leader Active participant and occasional leader
37539	Please see attachment below	Dennis	Rea	Golden Age Retirement Village Residents Committee	Chairperson

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37613	Attached is the Road Transport Association of New Zealand Submission on Wheels to Wings -Papanui ki Waiwhetu Major Cycleway.	John	Bond	Road Transport of New Zealand (RTANZ)	Senior Industry Advisor
37637	The Waipapa/Papanui-Innes Community Board welcomes the opportunity to submit on the Wheels to Wings Major Cycleway project. In doing so, the Board notes that it has not yet heard the community's views on the proposal, but that information will be an outcome of this consultation. The result of the consultation might bring further issues to light, which the Board would need to consider. The Waipapa/Papanui-Innes Community Board appreciates and supports the improvement that this project will make to the city's overall cycleway network. The Board is pleased that the proposed route connects with the Northern Line and future Nor'West Arc routes, and provides an active travel link to the airport precinct and key activity centres. The Board also appreciates that investment in active transport modes is a necessary response to the Council's declaration of a climate and ecological emergency, given the transport sector's significant contribution to the city's carbon emissions. The Board notes that the signalised crossing at the Harewood Road railway crossing was approved as part of the Northern Line cycle route, and reiterates its support for this. The Board requests that this crossing be constructed as part of this project, if it cannot be delivered sooner. Noting the earlier comment regarding the need to consider the community feedback, at this stage the Board supports the following features of the proposal: • The installation of turning arrows at the Greers/Harewood intersection. • The connection to local schools, providing a safe cycling route for students. • Traffic controls for Chapel Street and Sails Street to limit use of these streets for rat running through to Langdons Road. Noting the earlier comment regarding the need to consider the community feedback, at this stage the Board has concerns about the following features of the proposal: • The loss of on-street parking outside multiple rest homes. The on-street parking is used by workers at these facilities. • The loss of on-street parking outside local businesses including Dove Bookshop, Strowan Law, Team Dental Papanui and the Harewood Medical Centre. Based on the Board's experience relating to major roading projects in our Wards, the Board wishes to note the importance of team work with regards to enforcement, education, and monitoring of road users' behaviour. This relates specifically to the Christchurch City Council and the Police being able to ensure safety and compliance (within each organisation's remit) when this new development is in place.	Simon	Britten	Waipapa/Papanui-Innes Community Board	Deputy Chairperson
37680	No one has visited our business next to Bishopdale Mall to discuss this. Reducing the lanes from 4 to 2 along Harewood road is absolute madness, especially given the amount of grass between the pavement and road heading west along Harewood. Is there still possibility to oppose this development?	Alastair	Campbell	Liquorland Bishopdale	Manager

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37833	I am a daily biker and reside in Bryndwr. I frequently bike the cycle trails throughout Christchurch. I support the idea to expand the cycle trails but am not in favour of the proposed Wheels to Wings design. I have listened and read of the objections and feel that a better design requires investigation.	Graham	Evans	Cycle Group Leader	Organiser
37836	I am fully supportive of the route, seeing it as the only realistic option for a safe and reasonably convenient route for those who wish to ride a bike to the airport and beyond. The proximity to schools and the Bishopdale Shopping Centre confirms the route appropriateness. Overall I believe the design to be a good one. Some of the space allocation in my view does not conform to the recommended best practice cycle design standards. Please review these and make adjustments where possible. Of concern is the width allocated to single direction separated sections. Overtaking will become difficult where the width is less than 2.2m as experienced with Rutland Street and Colombo Street sections on the Papanui Parallel during busier periods. These widths will compromise the long term success of the cycleway which is being built for the next 50 years, a period where active and micro mobility transport will incrementally increase in popularity. Two areas where I believe further scrutiny and consideration are necessary. Firstly, observations in the area around the Copenhagen Bakery indicate that there is likely to be a safety compromise without additional traffic warning features of some description. Specifically, east bound traffic turning right into the car park will be attempting to utilise a gap in order to make the turn as quickly as possible. This puts west bound people on bikes in the lane at risk. Likewise, west bound traffic turning left into the car park requires good visibility to the cycleway on the left in order to be able to give way as required. The other area of concern again involves traffic turning across the cycleway at the entrance/exit into Mitre 10 Mega. Please consider the use of electronic warning signs (raised, or at ground level, cf bus interchange) to remind drivers to give way (preferably Stop) when exiting here and when turning right across the traffic to enter. Alternatively, I would be comfortable with a bi-directional cycleway from the Matsons Avenue intersection eastbound through to the traffic signals at the Railway crossing. I really look forward to an additional branch for our network of major cycleways. The NW of the city is notorious for its busy arterial roads (major and minor) and fast moving traffic. This route will provide a safer option for bikes that has been lacking for decades due to our recent history of traffic planning priority for cars as the only mode of transport that needs consideration. Bring it on. Thank you for the opportunity to make this submission.	Robert	Fleming	Wednesday Wheelies	Route Coordinator
37909	Cycleways While the proposal to provide a connection for local cycling trips is to be commended reducing a major local road by approx. 2.5M on each side is not a sensible or justifiable way of achieving this. The cycle numbers along Harewood Road are very low (no actual numbers have been presented) and are well short of justifying 2.1M wide cycleways on both sides of the road. The examples of a similar solution for streets in the middle of the city have shown that they have failed in terms of traffic flow, parking, access to properties and substantive increased numbers of cyclists to justify the original design. These designs, despite extensive criticism, were allowed to proceed on the basis that the ends would justify the means, design and cost. This has not eventuated. Other countries, and larger cities, have in place other successful solutions for cycle ways. An example is Amsterdam as a bicycle city, where cycle ways within Kerb lanes have not been used and the solution there is very effective. In Australia the cycle ways are included on berms and they have proved to be safe and effective. I am aware that Council designs have provided the idea that cycle ways on the berm are dangerous to cycles where cars are existing premises.	Endel	Lust	Endel Lust Civil Engineer Ltd	Civil Engineer/Director

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	This is nonsense as a 'kerbed' cycleway is effectively the same situation. Any driver looking to exit onto the road will have to slow down to check for pedestrians and this would include cyclists as well. When projected cycle numbers can be provided, based on scientific data, that indicate cycleways should be provided then a proposal for cycleways could be considered. At such time it will be incumbent on Council designers to come up with sensible designs developed in consultation with all affected parties. The proposed cycleways design as presented is not justified and is an example of bad design that cannot be allowed to proceed. Changes to Road Layouts Road changes as extensive as those proposed in Harewood Road and intersecting streets would be expected to be justified by vehicle number surveys and accident statistics and some genuine traffic analysis. No such evidence has been provided. It appears the designs assume that an alleged increase in cycle numbers will result in a reduction of motor vehicles to justify such a drastic alteration to a major road in Christchurch. This will not happen, as has been shown by similar traffic planned mistakes in Christchurch. The proposed Harewood Road layout will cause bottlenecks where there will be one lane with no means of easing the traffic flow. Access for emergency vehicles will be adversely affected as traffic will not be able to pull over and provide clear access. Given that Harewood Road acts as an alternative arterial route to the Airport this is a serious oversight in the design. Motor vehicles exiting premises on Harewood road will be compromised with access onto Harewood Road, more particularly along the proposed single lane section. Where vehicles have to reverse onto Harewood Road will be even more difficult and dangerous particularly at peak traffic times. Motorists who might attempt to reverse onto their property will be even more at risk. Such a manoeuvre would be even more problematic if some cyclists might actually be on the overdesigned cycle lanes. The basic roading proposal cannot be justified based on current traffic, and cycle, numbers and the actual design has been badly designed and will achieve none of the objectives proposed. I welcome the opportunity to speak further to this submission at a future hearing.				
38007	SUBMISSION ON THE WHEELS TO WINGS – PAPANUI KI WAIWHETŪ Details of submitter 1. Canterbury District Health Board (CDHB). 2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy and plan developments. Details of submission 3. The CDHB welcomes the opportunity to comment on the Wheels to Wings cycleway. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively to impact positive health outcomes. General Comments	Bronwyn	Larsen	Canterbury District Health Board	Health in All Policies Advisor

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	4. The CDHB commends Christchurch City Council in their development of quality cycling infrastructure over recent years, as it is a significant investment local government is making towards the health and wellbeing of our communities. We particularly support a complete cycle system across the city. 5. Transport and urban design have particular influences on the health and wellbeing of New Zealanders. One obvious health outcome is increased safety for all road and footpath users and reduced crash risk. However, the greatest health impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world. Every quality cycle way built, contributes to promoting active transport and thus collectively improving health outcomes. Specific comments 6. The CDHB recommends that all shared paths meet minimum width guidelines for safety and usability as per CCC's own cycle design guidelines. It is noted that path widths are only 2m on Waimakariri Road, 2.5m near the Harwood/Greers Road intersection and on Harewood Road (sheet 17). These shared paths should be widened to a minimum of 3m where possible to ensure pedestrian safety and reduce the likelihood of conflicts. 7. There are a high number of bi-directional cycleways used on the Wheels to Wings cycleway. It is important that clear signage is used on streets containing bidirectional cycleways so that users are aware that cyclists are travelling in both directions thus removing potential conflicts at intersections and when pedestrians are stepping out onto the cycleway (such as access points to public spaces and when disembarking buses). Hagley Park is a good example of this signage. 8. An educational campaign should also be used to inform residents about the intricacies of shared pathways, e.g. look both ways when backing across a shared pathway. This is of particular significance given that cycleway intersects a number of schools, parks and aged residential care facilities. This would make a safer environment for all users and would also support the wider cycleway network and become an expectation to be cautious and look both ways when crossing cycleways. 9. The CDHB recommends that all paths immediately adjacent to bustops (such as sheet 4 – Harewood Rd outside of Nunweek park) have green surface treatment to alert those getting off buses that they are walking out into bidirectional cycleway and reduce the likelihood of conflicts between cyclists and pedestrians. 10. At Harewood School (Sheet 2) we recommend a larger area of patterned surface or a coloured treatment to ensure cyclists reduce speed through this area. Children are unlikely to be looking in both directions for bikes and so there is a high chance of conflicts during peak times. We support the raised safety platform and signalised pedestrian crossing to replace the refuge island and existing school crossing. 11. Kilmuir Lane (Sheet 5): It is not clear whether Kilmuir Lane will still have vehicle access straight off Harewood Road. If so, the CDHB recommends that the design of this cycle path/ pedestrian path split is reconsidered as it is likely to add confusion for vehicles who are required to cross two bi-directional paths in close proximity. The CDHB also recommends a speed hump or other speed reducing feature to ensure that if Kilmuir Lane is still accessible by vehicles, it must be navigated at low speeds. 12. Harewood Road (sheet 9): The CDHB recommends review of the Charity Hospital entrance to ensure there is adequate curb cut downs and distance to allow for emergency and service vehicle access. The specific needs of the Charity Hospital around transporting patients and delivery of equipment and supplies would best be ascertained via a co-design process with them on this particular aspect. The CDHB would expect to see the pathway entrances to the Charity Hospital have a red treatment applied to indicate emergency vehicle crossings. Similar guidelines would apply to Aged Residential Care facility entrances.				

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	13. The CDHB recommends that raised safety platforms are installed at side streets such as Leacroft Street, Cotswald Ave and Bishopdale Court to ensure the safety of pedestrians, as it would further reduce vehicle speeds particularly for vehicles turning into these side streets from Harewood Road. 14. Sheet 11: The Harewood Road roundabout design appears overly complicated with shared paths through both the middle and around the outside. The CDHB recommends that the design is reviewed to ensure useability and way-finding. The CDHB supports installation of lights as will improve the safety of this roundabout significantly for all road users. 15. Sheet 17: The CDHB recommends that the rail crossing on Harewood Road near Restell Street is upgraded to a gated pedestrian crossing as part of this project. It is anticipated that cyclist volumes through this crossing will increase because the cycleway provides a connection at this point through to Northlands Mall. We believe that gating the railway crossing on sheet 17 should be prioritised to reduce risk, particularly for younger cycleway users. Conclusion 16. The CDHB does wish to be heard in support of this submission. 17. Thank you for the opportunity to submit on the Wheels to Wings cycleway				
38116	As the principal of Harewood School my biggest concern for our students is safety. It will be great to have the shared cycle path widened between school and Nunweek Park. This path gets very congested at times. Stanleys Rd is presently a dangerous crossing for children due to the narrowness of the road and visibility for drivers turning into it from Harewood Rd. I am aware that the school will lose a number of parking spaces due to the widening of driveway access, tree planting and the work in Waimakariri Rd - this will have an impact for families and further the 3pm congestion issues. I support moving the crossing point in Waimakariri Rd and am delighted the 40km zone remains and extends slightly. I support button activated lights outside school which will make it much safer for those crossing the road outside times the patrol is operating. The traffic down Harewood Rd can be very heavy and I am concerned about potential congestion and frustration of road users if they have several stops down Harewood Rd. We have cars go through our Kea crossings occasionally and this is still a potential hazard with lights so these will still require supervision at start and end of school days. Traffic backing up to the roundabout also needs to be monitored.	Julie	Greenwood	Harewood School	Principal

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38168	Design Feedback That the proposed cycleway design include greater integration with the adjacent Bishopdale Shopping centre car park Foodstuffs supports the improved accessibility for pedestrians and cyclists to safely and more easily frequent the Bishopdale shopping centre and Bishopdale New World. Foodstuffs and Bishopdale New World have been working with Council for some time now on an improved and integrated Council carpark design to create greater efficiencies, amenity and safety as well as an overall more functional and modern car park design. The proposed cycleway link to the Bishopdale Mall car park has a poor footpath link which requires immediate releveling and civil works. Dangerous Council trees surrounding the cycleway require immediate removal and civil works need to support the essential service function of the New World operation and car park. Removal of gum trees adjacent to cycle link / pedestrian walkway and access way to Bishopdale New World To ensure the health and safety of cycleway and footpath users this submission seeks that the gum trees located along either side of the pathway adjacent to the Harewood Road traffic light entrance to the Bishopdale Mall car park be removed. Clear visibility splays for New World delivery vehicles entering/exiting across the cycle lane on Harewood Road To ensure the continued health and safety of delivery drivers as they enter and exit across the proposed cycle lane at the Harewood Road entrance that this submission seeks that vegetation on each corner splay be substantially removed to ensure unimpeded visibility across the cycle lane and onto Harewood Road. Civil improvement works to the Council footpath as it enters into the Council carpark from the cycle lane access to the New World supermarket – Harewood Road This submission seeks that the footpath linking the cycleway to the Bishopdale Mall carpark be relevelled to reduce the risk of users and cyclists tripping on uneven surfaces. The current condition of the footpath is of poor quality and very dangerous. Civil works proposed at the entry to the New World delivery access – Harewood Road It is our understanding that Council proposes to install a raised vehicle platform within the access way to the delivery area of new World that fronts to Harewood Road. This submission seeks that Council ensure that queue distances are designed in accordance with the District Plan and that the platform does not adversely affect, distract, or interrupt the ability for truck and trailer units to enter and exit the site.	Rebecca	Parish	Foodstuffs SI Ltd	Property Development Manager

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38211	RE HAREWOOD ROAD CYCLE LANE PROPOSED I am a director of the company that owns the block of shops on the intersection of Trafford Street and Harewood Road. I have two main concerns with the proposed cycle way and road changes planned. My first concern is whether this is a wise use of rate payers money and whether the cycle movements on Harewood Road both to and from the city justify the level of expenditure proposed. In my view there is adequate space for existing cycles to safely navigate Harewood Road using the current two lane system in place. I would be interested to know what work or data the council holds on cycle movements to justify the significant proposed changes. I was there briefly on a Sunday afternoon for roughly half an hour and did not see a single cyclist in that time. If the road changes proceed then I would ask the council to ensure there is adequate parking outside the dairy on Harewood Road. Currently there is a Telephone booth outside the Dairy on the Harewood Road side and customers of the Dairy will park by the booth and quickly come into the shop and make their purchases and return to the park. We would request that two parks remain outside the Dairy near the booth so that the business does not lose passing trade. The existing consultation plan does provide two 5 minute parks, but these parks are not in close enough proximity for customers to access the dairy expeditiously. We also can not see the merit of narrowing the road entry on Trafford Street from Harewood road for grass/landscaping and seating at the expense of car parks directly outside the block of shops. We do not think this is necessary and if it is to proceed the plans for it are tweaked to allow for parking from the existing power pole back along the length of the block of shops. I also like to note that we are continually been told by both central and local government to support our local businesses. By taking away current parking from existing businesses to benefit cyclists you are making it increasingly difficult for these businesses to survive during these testing times. I believe that businesses should have the same recognition that cyclists have.	Michael	Hanna	Trinity Properties (1996) Ltd	Company Director
38351	If the road changes proceed then I would ask the council to ensure there is adequate parking outside the dairy on Harewood Road. Currently there is a Telephone booth outside the Dairy on the Harewood Road side and customers of the Dairy will park by the booth and quickly come into the shop and make their purchases and return to the park. We would request that two parks remain outside the Dairy near the booth so that the business does not lose passing trade. The existing consultation plan does provide two 5 minute parks, but these parks are not in close enough proximity for customers to access the dairy expeditiously. We also can not see the merit of narrowing the road entry on Trafford Street from Harewood road for grass/landscaping and seating at the expense of car parks directly outside the block of shops. We do not think this is necessary and if it is to proceed the plans for it are tweaked to allow for parking from the existing power pole back along the length of the block of shops. I also like to note that we are continually been told by both central and local government to support our local businesses. By taking away current parking from existing businesses to benefit cyclists you are making it increasingly difficult for these businesses to survive during these testing times. I believe that businesses should have the same recognition that cyclists have.	Tushal	Patel	Harewood Superette	Owner
38353	I have concerns re the removal of street parking in the 80 -96 area of Harewood Road. There are a lot of rest homes in the area with limited parking for staff and visitors and therefore a lot of people utilize the road side parking. We also have the church that need it when they have gatherings and the spill out from students at Papanui High School which makes it a very heavy parking area. In an ideal world most would cycle to work but for my staff and visitors due to work timetables this may not be a viable option. Also I have concerns at people coming out of our carpark not seeing cyclists on the lane and as is often the case scooter users and feel this could be very dangerous. The other concern is the amount of elderly that walk in this area and the impact the fast cyclists/scooter users will have when the walkers try to cross the footpath as due to eyesight and mobility impairments this could cause an issue.	Anne	Hepburn	Albarosa Rest Home	Facility Manager

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38391	INTRODUCTION 1. This feedback is made by Orion New Zealand Limited (Orion) on the Christchurch City Council's (the Council's) plans for improved cycling facilities as part of the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway project (the Cycleway). Orion has reviewed the consultation documents, including the route descriptions, proposed upgrades and intersection changes. 2. This feedback relates to all aspects of the proposal. STATEMENT OF INTEREST AND BACKGROUND 3. Orion owns and operates the electricity distribution network covering approximately 8000 square kilometres across Christchurch and central Canterbury between the Waimakariri and Rakaia Rivers. 4. Christchurch City Holdings Limited (owned by the Christchurch City Council) owns 89% of Orion and the Selwyn District Council owns the other 11%. 5. Orion distributes electricity from the national grid (owned and operated by Transpower) to service approximately 204,000 homes and businesses, and plays a central role in the electricity industry providing both essential support and lifeline services for the electricity market and critical infrastructure. 6. Broadly, Orion's electricity distribution network comprises underground cables, overhead lines, substations/transformers/kiosks, electricity structures (poles/pylons, earth rods and associated buildings) and access tracks. Orion is responsible for the installation, maintenance, repair and upgrade of the electricity network. 1 Page FEEDBACK ON THE PROPOSALS 7. Orion is not opposed to the cycleway proposal in principle. Rather, Orion has two primary concerns that require further engagement with the Christchurch City Council, and potential cycleway design amendments, to ensure that proposal does not adversely impact on existing strategic infrastructure that exists within the project area. The two concerns are: • Issue One – Direct impacts Orion is concerned that aspects of the proposal may have direct impacts on its existing above ground and below ground infrastructure. In particular, Orion highlights that the current design for the Cycleway appears to include lane separation devices and kerb & channel that are potentially in direct conflict with underground cables that run along Harewood Road – including the existing 66kV cable and connects the Waimakariri and Papanui Zone substations. This cable plays a critical role in providing power to Northern and Central parts of Christchurch City. The placement of land separation devices and kerb / channel in conflict with underground cables significantly inhibits Orion's ability to service, maintain and repair these assets. There is also a range of other infrastructure (which is broadly described in paragraph 6 above) that is potentially adversely affected by the Project. Orion's concerns with regard to this infrastructure arise from the placement of kerbs, channels, lane separators, tree species selection and location, and from earthworks and excavations associated with the construction and operation of the Cycleway. The designs released with the consultant material are not sufficiently detailed for Orion to make a judgement on exactly where - or exhaustively list - all conflicts with	Darryl	Millar	Orion NZ Ltd	

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	Orion infrastructure. It is critical, therefore, that Orion is included in the design and approval process as the Cycleway project progresses. • Issue Two – Accessibility Orion has highlighted in past consultation programmes associated with the Major Cycleway programme a concern that the design and layout of cycleways can directly impact on its ability to access infrastructure for repair, operational and maintenance purposes. Orion has similar concerns with respect to this Cycleway proposal. This is particularly so for roadside cabinets and substations along Harewood Road, where motor vehicle access and/or street side car parking is to be restricted. Orion appreciates that vehicle access and parking around its infrastructure will change from time to time as the region grows and develops. However, it is essential that changes do not unduly restrict access to lifeline utilities such as those associated with electricity distribution and supply. 2 Page 8. Orion is confident that ongoing dialogue with the Council through the design phase can assist in alleviating the impact of the cycleway on its infrastructure. Accordingly, it is requested that the Council actively engage with Orion during the ongoing development of this project.				
38456	DRAFT SUBMISSION ON WINGS AND WHEELS PROPOSAL This is a submission from the Christchurch Methodist Mission, who have several services based on or around Harewood Road, including WesleyCare Hospital(100 bed hospital) WesleyCare Village,(approximately 80 residents),Central Support Services and Arautupu Preschool and Whānau. Christchurch Methodist Mission views on the proposed Wings to Wheels plan. We find this to be a comprehensive plan, which has not considered or taken on the views of those who live and work in this busy residential and business area. A lack of consultation prior to the development of this plan seems evident We agree that cyclists deserve a safe place to ride their bikes down Harewood Road but are concerned that the suggested plan lacks consideration for the following things: 1. Harewood Road is already a very busy road, navigated by cars, buses, cycles, pedestrians, including a large number of school children and waste management services. The addition of a sophisticated cycle lane would add to the further complexity of this road 2. A two way cycle lane in front of busy aged care facility will cause further danger to both cars and cyclists with a number of visitors and professionals driving into this establishment frequently during the day. Having to look both ways to cross the cycleway and then the road is a challenge in itself, particularly so for older drivers. 3. There would be significant impact on parking in the area. A large number of people park on Harewood and surrounding streets from the many businesses on Langdons Road already, which already impacts the availability of parking for the aged care facilities and preschool. A large proportion of visitors to our hospital are older and requiring parking close to the facility 4. High school students cross Harewood Road twice daily, to access Papanui High School. This will become more challenging and potentially dangerous 5. Access in and out of Aratupu Preschool and Wesley Care Hospital and Village will become more challenging both for vehicles and pedestrians.	Andrea	Wilson-Tukaki	Christchurch Methodist Mission	Community Divisional Manager

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	6. There is a number of older people who use this area who have walking aids, including walkers and wheelchairs. They will need to negotiate the cycleways as well as the road. 7. Parking restrictions on Marble Wood Drive will further affect residents, visitors and staff of Aratupu and Wesley Care 8. The impact on Kerbside Rubbish Collection and the potential traffic congestion 9. The impact on buses being able to keep to their timetable on narrower roads 10. It is noted that the safety issues raised by the community for many years, including the Breens/Harewood/Gardiners Roads intersection, have been addressed in this plan. These are important and should proceed immediately irrespective of the outcome on the cycleway.				
38475	In general we are in favour of cycleways. However we do have concerns around the proposed Harewood Road cycleway: 1/ Our Driveway being used as a rat race, due to the proposed restrictions on Chapel and Sails Streets. 2/ The current proposal makes it impossible for our larger delivery trucks to enter our site. 3/ The Timing of the works. 4/ Bus stops blocking Harewood road east bound. 5/ Making a safe connection to Papanui High School, via possible traffic lights for the cycleway across Langdons Road. 6/ Extra traffic pressure on Langdons Road. We have gone into more detail on these six points in our supporting document. We have been working with the planning team, so hopefully we can address some of the above before we get to a hearing stage. Thanks for the opportunity.	Murray	Smith	Papanui Mitre 10 Mega (Smiths Hardware Limited)	Joint Managing Director
38500	SUBMISSION ON THE WHEELS TO WINGS CYCLEWAY Name: CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED Address: Christchurch International Airport Ltd PO Box 14001 Christchurch (For the attention of: C Waghorn & F. Blackmore) Introduction Christchurch International Airport Limited ("CIAL") wishes to thank Christchurch City Council for the opportunity to provide a submission to the	Claire	Waghorn	Christchurch International Airport Limited	Sustainable Transition Leader

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	Wheels to Wings Cycleway (Harewood Road). Christchurch International Airport Limited is supportive of the Wheels to Wings cycleway. 3 Addressing climate change As a company, we accept the role carbon dioxide and other greenhouse gases play in climate change. We also believe in the science behind climate change. We have committed to eliminating all non-emergency related direct carbon emissions, reducing carbon emissions from the electricity we purchase, and managing all other indirect carbon emissions across campus. This includes ground access emissions, namely those emissions that arise from people travelling on land to and from Christchurch Airport. Annually, we have approximately 3,585, 380 land-based traffic movements at the airport – this includes private vehicles, commercial vehicles, taxis, rental cars, busses, shuttles, and staff commutes. This equates to approximately 26,777 tCO₂e per annum. This is the second largest source of carbon emissions created at the airport, second only to air travel. As an Airport, we have spent the past 10 years working on our own operational footprint and our Scope 1 and Scope 2 emission reductions align with the global science-based targets to keep temperatures within 1.5 degrees. With aircraft decarbonisation technology still some years away, we need to look at every other available means of reducing emissions. If emissions reduction actions can be taken now, then we should be supporting them. Every bit counts. Like the Climate Commission, we believe now is the time to align actions with our targets to reduce emissions. Emissions from domestic transport in New Zealand have continued to rise even as emissions from other sectors have stabilised or decreased. Alongside encouraging an uptake of electric vehicles, we need to encourage switching to walking, cycling and public transport. 4 Safety of our people Christchurch Airport is supportive of the proposed cycleway to the Airport. It will provide a safe separated pathway for staff and customers alike, that will reduce carbon emissions from the reduction in motor vehicles. In addition, there are numerous associated benefits from cycling which we also support – namely health improvements, cost savings, and less cars on the road. At Christchurch Airport we also have staff that currently cycle who would be grateful for the safety improvements that separated cycle connections would bring. Likewise, across our campus and airport customers, there will be more cyclists, and more members of the public who do not currently cycle because they consider it unsafe. A separated cycleway would allow potential cyclists a space where they could feel confident on the road, and a chance to further reduce land transport emissions. At present, one of the main routes to CIAL is along Memorial Avenue, which is incredibly dangerous for cyclists who find themselves between two lanes of fast traffic and the threat of parked vehicles opening their doors onto them. That is a significant barrier for people considering cycling to and from the airport. CIAL made a submission to this effect as part of our submission to the 2018 Long Term Plan. We believe separated cycleways are a step in the right direction. We look forward to a day when more passengers and staff see cycling as a viable and safe way to travel to and from Christchurch Airport.				

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	5 Cyclists as rate payers A lot of the discussion to date has focussed on an inconvenience for business parking, and car drivers. We would like to acknowledge that cyclists are customers and rate payers as well, they deserve funding to go towards infrastructure that supports their safe mobility. At the airport we would welcome more cyclists. Not only do they represent less people in cars, and as such less congestion, but they make great customers with reduced carbon footprints. 6 Future discussion Christchurch Airport strongly supports separated cycleway connections, and should there be any further design amendments, or future cycleway route planning, we would very much appreciate being involved in the process. CIAL does wish to be heard in support of this submission.				
38509	Thank you for the opportunity to provide feedback on the Papanui ki Waiwhetū Wheels to Wings Major Cycleway The Enliven Bishopdale Group fully supports the development of this route BUT NOT THE DESIGN currently circulated for community feedback. We would appreciate the opportunity to share IN PERSON our ideas on how the Wheels to Wings Cycleway can be provided. Our community is especially concerned regarding; cost, current danger to cyclists, parking and tree loss addressed. WE contend this facility is best provided in the context of also addressing significant issues on the adjacent Road Network. All within the current budget. To summarise the alternative design; A. Provides a continuous 2.5m dual cycle way on the South side along the length of Harwood Road thus B. Removing the need for 4 sets of traffic signals (Saving \$3 million +) C. Reduced traffic conflicts and remove traffic from adjacent cycleway for most of its length. D. Maximises parking E. Maximises tree retention and planting opportunities F. Improves capacity on the surrounding Transport Network thus G. Increasing transport network safety, efficiency and H. Reducing vehicles shortcutting through the Community resulting from the increased retail activity on Langdons Road. If not in person; please provide a robust investigation and full feedback to our affected community on the following FIVE SIGNIFICANT OPPORTUNITES FOR IMPROVEMENT:	Lindsay	Dell	Enliven Bishopdale Group	Secretary

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	1/ Develop portion of Harewood Rd from Whitchurch Place to four lane section in accordance with more robust New Zealand Standards. • The raised platforms are a significant safety hazard on Harewood Road when school or cycle traffic is absent • Shared use Cycle lane widths along Harewood Road can be reduced to comply with the AustRoads warrant • The Traffic signals will create a safety hazard in these isolated locations due to low use in off peak periods. They are also very unlikely to be in accordance with the NZ Traffic Signal Warrant. • The low post and cable fence in Whitchurch Place appears unnecessary. It will be a trip hazard for people including recreational cyclists parking in this area. It will also limit peoples access to the adjacent church • Lower environmental cost (Less traffic control devices and concrete use) • Lower financial cost ADJACENT ISSUES: The recently installed 50km/h is a safety hazard as it doesn't match current motor vehicle operating speeds. A 60 km/h is more likely to have a lower and safer variation in operating speeds Retaining the coverage of existing 40 km/h school zone will reduce costs and have no more than minor effect as traffic is already operating at slow speed. 2/ Develop the 4 Lane sections of Harewood Rd as a 2 lane Minor Arterial on North side of the landscaped median and local road with separate dual cycle lane on southside adjacent to median. • Provide traffic signals with three lane approaches on all legs at; Harwood road intersections with Breens/Gardeners and Greers Roads. • Provide signalised Tee junctions at Farrington Ave and Highstead Rd with Harewood Road • Link the Bishopdale Mall vehicle access via south side of roundabout to Farrington Ave thus • Removes Bishopdale Mall vehicle access from crossing cycle path. • Cycle lanes removed from service station frontages • Cycleway clear of driveways on both sides of road. • Southern properties frontages become a local road • Retain significantly more carpark				

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	• Road type match to use with motor vehicle operating speeds reduced and capacity increased • Lower environmental cost (Less vehicle delays and concrete used) • Lower financial cost ADJACENT ISSUE: The Breens/Harewood Intersection signals will result in increased crashes at the Wairakei/Breens intersection due to poor intervisibility. Signalising will assist north bound road users and reduce traffic volumes on parallel routes. 3/ Develop Harewood/Greens Intersection as a single (three lane approaches) signalised intersection with adjacent dual lane cycle facility continued on the south side. • Reduction in Harewood Road intersection widths increases safety and reduce delays to all users • Road layout better matched to user experience • Lower environmental cost (Less vehicle delays and concrete used) • Possible lower financial cost ADJACENT ISSUE: Intersection capacity improvements (Harewood 4 Lane approaches?) required to further reduce 'rat running' on adjacent local roads. 5/ Develop Harewood/Greens Intersection to Railway Corridor as a standard 2 lane Minor Arterial layout with a dual lane cycle facility continued on the southside. • Provides continuity for dual cycleway route • Reduced need for cycle routes to cross the arterial road including • Removes the need for traffic signals at Masons Ave • Linkages to Nor 'west Arc and Northern Line cycle route simplified • Reduced intersection and Mitre 10 conflicts with cycle route and need for restrictive local road thresholds • Significantly increased access and carparking for church and Funeral business at north side intersections • Business and childcare on southside may be provided with an angle parking on side roads in conjunction with standard offset threshold treatment. • Road layout better matched to user experience				

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	• Lower environmental cost (Less vehicle trip lengths and delays and concrete used) • Significantly lower financial cost ADJACENT ISSUE: Langdons/Greers and Sawyers Arms/Greers Intersections require signalling to assist west bound Mall users and reduce 'rat running' on adjacent local roads and the need for restrictive local road thresholds treatments on north side of route. Provision of this important cycle route will unfortunately compromise the already congested adjacent transportation networks. Agreed timelines for implementation of the above ADJACENT ISSUES are needed. Current issues will be exacerbated by the installation of the Wheels to Wings Cycle Route. Thank you for the chance to provide detailed feedback on the proposed Wheels to Wings Cycle Route. The Enliven Bishopdale Group is very keen for it to happen. It is important however that the above OPPORTUNITES FOR IMPROVEMENT are incorporated in the proposal and the ADJACENT ISSUES addressed. The Enliven Bishopdale Group would appreciate an opportunity to assist to achieve this. If you require further information or clarification to strengthen any of the above please contact me. I look forward to our community committing to development of this important facility.				
38530	Generation Zero (Canterbury) strongly supports the route of the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. Generation Zero has a number of environmental, social and economic reasons for our support as outlined in the attached pdf.	Nick	Reid	Generation Zero Christchurch	Committee Member
38555	As a committee we would like noted: • The Merivale Papanui Cricket Club utilises the park for senior grade games and junior outfield games on weekends in the summer season. • The club needs to maintain access to the park to ensure that equipment such as rollers and covers can be used on the field. • Currently this access is through the chain gate in the north east corner of the park (near the Super Liquor entrance). • This access needs to be maintained and available to ensure that • On game days, players from both teams park their vehicles along Harewood Road near the park. The safety of these players (adults or children) is important. Currently the environment of the road results in vehicles passing the parked cars very close and at reasonably high speeds. • If this could be improved and the safety of players and visiting teams improved when entering and exiting their cars this would be an advantage.	Ross	Patterson	Merivale Papanui Cricket Club	

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38556	As a committee we would like noted: • The Merivale Papanui Cricket Club utilises the park for senior grade games and junior outfield games on weekends in the summer season. • The club needs to maintain access to the park to ensure that equipment such as rollers and covers can be used on the field. • Currently this access is through the chain gate in the north east corner of the park (near the Super Liquor entrance). • This access needs to be maintained and available to ensure that • On game days, players from both teams park their vehicles along Harewood Road near the park. The safety of these players (adults or children) is important. Currently the environment of the road results in vehicles passing the parked cars very close and at reasonably high speeds. • If this could be improved and the safety of players and visiting teams improved when entering and exiting their cars this would be an advantage.	Ross	Hastings	Merivale Papanui Junior Cricket Club	
38630	Good morning, Z Energy Limited (Z Energy) understands that Christchurch City Council (CCC) is seeking feedback on the Wheels to Wings - Papanui ki Waiwhetū (Wheels to Wings) cycleway route. Wheels to Wings will provide dedicated cycleways and is intended to improve the safety of road layouts in the Harewood, Bishopdale and Papanui suburbs. Z Energy operates a network of service stations and truck stops in Christchurch, including the Z Bishopdale service station at 210 Harewood Road, Bishopdale (the site). The site, which adjoins the proposed upgrades on Harewood Road, is the focus of this feedback. Z Bishopdale is a vehicle oriented activity which caters to customers travelling along Harewood Road. Access is also required for tanker trucks delivering petroleum products to the site. Z Bishopdale directly services east bound traffic on Harewood Road, with the existing landscaped median strip preventing right turns into the site from Harewood Road. This road layout means that west bound traffic on Harewood Road seeking to access Z Bishopdale can do so but must travel further west before safely turning around in the break in the Harewood Road landscaped median strip. The designated route for tanker trucks entering the site is such that these trucks are already heading eastbound (having entered Harewood Road from Gardiners Road) and enter and exit the site with a left hand turn. The Wheels to Wings project proposes to retain the existing gap in the landscaped median strip on Harewood Road (refer to the below image, taken from Wheels to Wings Plan 12). Z Energy supports the retention of this break in the median, including the associated right and left turn road markings which will ensure that customers can continue to undertake U-turns in a safe manner. Given that right turns into the site are not enabled from Harewood Road, retention of this median strip gap is crucial, to enable safe access into the site and to ensure the ongoing operations of the site. Z Energy understands that no changes are proposed to the accessways at its site (refer to the below image, taken from Wheels to Wings Plan 13) but seeks to reinforce the importance of establishing a cycleway that provides for safe movement of cyclists and motorists at the entry and exit of its site. This may require additional mitigation, for instance signage and road markings, to manage potential conflict. In addition and for the avoidance of doubt, Z Energy seeks that the breaks in any barrier/kerb between the traffic lanes and the cycleway are no narrower than those of the existing vehicle crossings currently serving the site. This will ensure that tanker trucks can continue to safely exit and enter the site	Phil	Brown	4Sight Consulting	Planning and Policy Consultant

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	to and from Harewood Road. Z Energy appreciates the opportunity to provide feedback and would be pleased to work with CCC to ensure that the Wheels to Wings project appropriately provides for safe access to and from the Z Bishopdale site. Please confirm receipt of this submission and keep Z Energy informed of future opportunities for input to the process.				
38711	Please see attached document	Gerard	Coulson	Environment Canterbury	Environment Canterbury
38751	Submission by the Trustees of the Harewood Aylesford Halls Gospel Trust, who operate a Meeting Room at # 412 Harewood Road on behalf of the Plymouth Brethren Christian Church. 1) We oppose the proposed loss of on street parking along Harewood Rd, and in particular the substantial loss of parking within 200m walking distance of #412 Harewood Road near the Gardiners Harewood Road intersection. We have calculated the existing carparks within 200m of the driveway of #412 Harewood Road including parks on Breens and Gardiners Road. This comes to 68 parks. The number of carparks shown on the proposed plan for the same distance (excluding P5 parks) are 28. This is a loss of 40 carparks. We agree with the need of road safety for all users and W2W design statement re parking "The design proposed was chosen to minimise the loss of on-street parking while maintaining safety for people cycling". However, the proposed design will have a detrimental effect for parking for members of the Plymouth Brethren Church at #412 Harewood Road. During meetings, the group often require more carparking than what is able to be provided onsite. Another concern is safety, with vehicles entering and exiting the onsite carpark. 2) We share the concerns of many Harewood Road residents and businesses, and the Christchurch North-western community, that the design will inconvenience them in the loss of on street carparking, the loss of vehicle capacity, transport efficiency and safety, and the cost to the ratepayer in relation to the benefit provided. Of particular concern is the carparking required for recreational users of Bishopdale and Nunweek Parks and the customers of Copenhagen Bakery and the shops on Trafford Street corner. 3) We believe that the Harewood Road carriageway is of sufficient width to accommodate the full existing carpark spaces and a shared cycle/walking path, furthermore the controlled intersection at Harewood Gardeners Rd will improve safety without the need for the substantial loss of parking. We request the following: a. That the plan be redesigned to provide more on street carparks, b. That a report showing the existing number of vehicles and cyclists using Harewood Road be included in the consultation information. c. Details of what alternative plans have been made for the decreased vehicle capacity of Harewood Road (as a result of reducing the 2 lanes to 1 lane) be also included in the consultation. John E Frizzell Brendan D Rice Brendon P Suckling	John	Frizzell	Harewood Aylesford Gospel Halls Trust	Trustee

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38778	Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area. We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s). Our submission is attached	Chris	Abbott	Spokes Canterbury	Secretary and Submissions Convenor
38789	please see attached submission from Christchurch North Methodist Parish	Richard	Chalklen	Christchurch North Methodist Parish	Parish Steward
38792	With the changes that were made with the Johns Road extension and closing off some of the access roads to Johns Road it has made Sawyers Arms Road and Harewood Road main thoroughfares. By reducing the four lanes to two you are causing road congestion. The reality is there is a lot of traffic going down Harewood Road and it is not going to change to cycles just because you add a cycle way. I almost never see cycles going down Harewood Road, on the other hand I am constantly in two lanes full of traffic. Why would you think of reducing it to single lanes when two lanes are consistently full. I object to the traffic lights at the bishopdale round about. The round about works really well and traffic lights disturb the flow and are not going to add any efficiencies. The only part of the plan that makes any sense is the traffic lights at Gardners/Breens/Harewood intersection. I totally understand that of the plan but the rest is made up of inefficiencies. They are not an improvement and really only sound like some shovel ready programme to keep people in work. There are far better areas that could be worked on, that need better paths, roading etc. Given the council says it has no money why would they contemplate such unnecessary works. Get realistic and leave the four lanes in place. Janelle Hogan	Janelle	Hogan	BH Accountants	BH Accountants
38858	I strongly support the Wheels to Wings cycleway. The cycleway network implementation across Christchurch has been hugely successful in increasing the numbers of people comfortable with the cycling immensely and the Wings to Wheels will provide a safe link to the central city, schools, shopping malls and workplaces as well as for leisure for a large amount of riders in the North of the city. Who, to date have limited infrastructure and some of the busiest roads across the city. CCC are aware of the obligation to support safe cycleways in Christchurch as part of their commitment to meeting climate change, health, and wellbeing goals. However CCC must remember that compromising on best design practice to suit all parties will limit CCC's ability to meet and exceed those goals. CCC must build the Wings to Wheels cycleway with best design practice for all ages, abilities and demographics (8-80years old) at the forefront of their agenda. I have attached a recent video we have put together to reinforce just how much cycleways mean to the people of Christchurch. The video targets all types of riders from different parts of the city. Please take the time to watch the video to see how far Christchurch has come and where we can continue to grow. https://www.youtube.com/watch?v=0kL3ut1rLB8&ab_channel=ActionBicycleClub	Charlotte	Bebbington	Action Bicycle Club	Owner

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38866	To Whom it may concern. I wish to express my complete objection to the proposed plans for the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. Both options presented to me by Council Staff will effectively close our business (Palmer Funeral Services) located at 150 Harewood Road, as we will no longer be legally able to operate as a place of assembly if the removal of car parking from both sides of Harewood Road goes ahead as proposed. In 2010 we applied for and were granted Resource consent to operate a funeral home with gatherings of up to 100 people 40 times per year. The traffic report commissioned at the time of application stated that there was sufficient car parking on Harewood Road to allow this to occur and have 'limited or no adverse effects on the minor arterial status of Harewood Road. Once approval was obtained from CCC we invested over \$1,000,000.00 in infrastructure, and have operated there without complaint or issue ever since. The following issues are pertinent: 1) Removal of the parking on both sides of the road will mean we cannot supply sufficient car parks to meet our 'place of assembly' rules of 1 parking space per 2.4 patrons. The building would no longer function as a funeral home and would be massively devalued ensuring we would not be able to relocate due to financial losses, effectively rendering the company non-viable. 2) The development of 20 new social housing units on Wilmott street with zero provision for off-street parking means all available spaces for on-street parking will now be utilized by the new residences (a 660% increase in population density on a small narrow road). 3) Turning Wilmott Street into a culdesac by blocking the Harewood Road end, will mean our Address of 150 Harewood Road will now have to be accessed from Greers Road, then Honani Street then Wilmott Street- this will be a huge issue for patrons trying to find a location on a funeral day and add massive congestion to Willmott street and also create a safety issue when the funeral cortege (procession following the Hearse) to the cemetery has to exit to the right onto Greers Road out of Honani street. Palmer Funerals is the only Funeral Home serving Papanui/ Bishopdale at a local level- it is a long-term (50 plus years of operation) community asset ideally located to serve the local population. I support the compromise position presented by retired Traffic Engineer Bill Greenwood. Roddy McKinnon Managing Director: Palmer Funeral Services.	Roderick	McKinnon	Palmer Funeral Services	
38881	Please see attached submission.	Maryanne	Lomax	Waimaero / Fendalton- Waimairi- Harewood Community Board	Community Governance Manager

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38927	Please refer to attached letter. Note that the plan referred to as Attachment C will be sent through separately due to the size of the file.	Harpreet	Singh	Caltex Bishopdale Service Station	
38928	Please refer to attached letter. Note that the plan referred to as Attachment C will be sent through separately due to the size of the file.	Carl	Shaw	Canterbury Charity Hospital Trust	Executive Officer
38929	Please refer to attached letter. Note that the plan referred to as Attachment C will be sent through separately due to the size of the file.	Donna and John	Thomsen	Copenhagen Bakery	Company Directors
38969	Submission on Papanui ki Waiwhetu Wheels to Wings Major Cycleway The Canterbury West Coast District Council of the NZAA shares and supports widespread public concerns raised about the expected adverse effect the proposed Harewood Road cycleways will have on residents, businesses and other road users. In our view cycleways can and should be integrated into a roading network in ways that minimise destructive impacts on businesses, residents, other transport modes, and the community generally. Use of hard-edged kerbs to separate traffic modes and block accessways creates hazards which damage vehicles and may even result in avoidable injuries being inflicted on both pedestrians and cyclists. The plan to install one-way separated cycleways on each side of the four-laned section of Harewood Road eliminates one traffic lane in both directions and takes away on-street parking. When Harewood Road was recognised as one of Christchurch's busier local roads a two-lanes each way section was considered absolutely necessary to efficiently handle traffic volumes to and from the Bishopdale Mall. Removing a lane either side of the road and reducing the on-street parking negates the remediation of the previous problems and will clearly increase congestion and the inconvenience inflicted on all road users. The proposal to remove the on-street parking on one side of the road but add more on the other side, creates preventable hazards for the increased number of pedestrians who will be forced to cross Harewood Road to reach their destinations. Removing on-street parking and restricting vehicle access will certainly increase frustrations, as well as imposing unnecessary inconvenience. From a safety viewpoint we doubt locating traffic lights at the ends of the Bishopdale roundabout will be a successful initiative as the resulting stop/start disruptions to traffic flows could increase the incidence of collisions. However the AA strongly supports the proposal to install traffic lights at the Gardiners/Harewood intersection. Harewood Road can already be hazardous at times due to the heavy traffic flows in the morning and evening rush hours. However, building a cycleway, removing two vehicle lanes, and removing many on-road parking spaces, will not be effective long term in improving safe use of the roadway, as was proven before the four-lane infrastructure was introduced to effectively reduce the congestion previously experienced.	Roy	Hughes	NZAA	Chairman Canterbury West Coast District

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	As presently designed the proposed infrastructure will compromise already congested transport routes and exacerbate existing safety risks. Large vehicles attempting to access driveways will be affected by the introduction of the changes with a predictable increase in accidents and injuries. With properly designed road markings and rubberised delineators it should be possible for cyclists to safely share use of Harewood Road, without adversely impacting on the freedoms of other road users. The AA would be happy to assist the council with the development of more practical and compatible alternatives.				
38985	Thank you for your great consultation! We like the replacement of the trees and lights going in at Railway Line and Gardiners Road intersections. Need right turning light at Harewood/Greers Road. Consider access from LOOP Youth Centre (1A Harewood Road) - 22,000 youth a year. Please consult Hamish Flyn (refer Emma Norrish). For pedestrians crossing at Bishopdale roundabout and other places 20 seconds is too limiting for older people. Do you need extra parking for Copenhagen Bakery and other Retirement Homes? This area is highly populated by older people so their driving skills and reaction is much slower. Cyclists needs to be aware of this too!	Carol and Richard	Guise	LOOP (Papanui Youth Development)	Chairperson
39011	Please find attached the Ministry of Education's submission on the Wheels to Wings Major Cycleway – Papanui ki Waiwhetū.	Simon	Cruickshank	Ministry of Education	Regional Infrastructure Manager - Southern Education Infrastructure Service
39012	I was really concerned when looking at your plans for Chapel Street changes. I regularly drop elderly people off at the main entrance of the Chapel St Centre. Many of these people use a walking frame and need to be dropped off at the front door. I then park in the car park at the back of the building to make way for other to use the entrance. When they are ready to be collected I walk to the car park and drive to the front doors to pick them up again. Many are physically unable to walk to the rear door looking out to the car park, so it is imperative to be able to drive from the car park to the front entrance to pick them up. Many other helpers do the same, on Sundays, and through each week at the many activities held in the buildings. The needs of the disabled and elderly must be of the utmost priority. Funerals and weddings are also a time when car parking is much needed, and cutting down on street parking will worsen the situation (both on Chapel St and Harewood Rd).	Merilyn	Henderson	Chapel Street Centre, and for myself	Pastoral
39013	Please see attached the Association's submission. Happy to talk through any detailed points if this is not clear.	Jonathan	Bhana-Thomson	NZ Heavy Haulage Association Inc	Chief Executive