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39945	No alteration to Harewood Road. If you want a bike lane for cyclists merge it with the Berm. This would mean taking the grass away and widening it by 1/2 meter at the most. This makes more sense. It would course such congestion on the road which is already very congested at the either time of the day. I would like to know where all these so called cyclists are coming from and where would they be going. The money that would be spent on this makes absolutely no sense at all when other more important matters in this wonderful city need doing. Eg: finishing all the needy infrastructure from the water mains, sewers and bad roads and drains that DO need to be repaired around the city.	Sharon	McDonald
39860	As 30+ year residents & ratepayers at our current address we vehemently oppose the moving of the bus stop to outside our property at [redacted]. There are several reasons why we are against this and they are as follows: Our safety would be severely compromised exiting/accessing our driveway There is not enough room for a bus stop Needless to say our property value would take another hit Vehicles turning right into Chapel St with a bus leaving the stop would be a shambles We now have the visual pollution of the enormous garish orange Mitre 10 premises/signage & noise pollution from the daycare/preschool [redacted]. (Both of these are recent additions to the area we are subjected to) There are driveways for back sections on either side of us that I can see being used as toilets especially after dark Who would repaint the fence to get rid of the graffiti, broken glass, rubbish etc associated with it? As retirees the last thing we need is a bus stop right outside our fence. Either leave it where it is at present or remove it all together as there is another one hardly 200m down the road.	Murray and Jocelyn	Cooper
39859	My concerns on the proposed cycleway on Harewood Road are as follows – • Harewood Road is a busy road especially at peak times and I feel reducing it to just two lanes will cause unnecessary congestion. • I understand lowering emissions is a priority but surely these will increase in a congestive situation? • I live on Harewood Road down a shared driveway which will mean my visitors will have to park elsewhere as there will be no on street parking in the vicinity. • The Copenhagen Bakery will be severely affected once on street parking disappears and patronage will drop as a result through no fault of theirs. I have witnessed crowds of people parked on BOTH sides of Harewood Road on any day of the week (except Sunday when it is closed) to enjoy the café. In conclusion I urge you to strongly reconsider this proposal for the benefit of the residents and business owners on Harewood Road.	Bernadette	Bowe
39858	My comments regarding the Harewood Road proposals are -: Harewood Road was designed to be a major road to assist the city with traffic flow and by reducing the road width to give designated cycle lanes you are forgetting what the road width was designed for. When is the population of Christchurch going to reduce that less cars are going to use Harewood Road? If people did stop using cars how would a reduced width Harewood Road accommodate buses, cars and cyclists? How are the police and fire brigade expected to move quickly in an emergency?	Ellen	Fraser

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	Safety for cyclists should be to use parallel roads (to major traffic carriers) to keep them safe i.e.Hoani Street would have seemed a good option for this. Why in the plan is the pavement area not reduced as the grass area is maintained but of little use? The cycle lane could have used this area. I am also concerned that the removal of parking effects too many households, business owners and causes traffic problems regarding refuge collection.		
39857	We wish to submit our objection to the "Wheels to Wings" proposed cycleway. We travel on Harewood Road every day, and have seen an incredible increase in Traffic volume over the years. Being a very busy road, to reduce it to a single lane each way would cause severe "bank up" of Traffic, and a danger to cars turning into Private driveways. The Charity Hospital, and Copenhagen Bakery. Also Traffic slowing to turn into side roads - i.e. Leacroft Street, Trafford Street etc. Also motorists looking for parking near Bishopdale Park. During Peak Times, with only single traffic lanes, the pick-up and delivery of school children, (because of the danger of them walking or even biking in this unfortunate world), and motorists driving to work, the queues of traffic would be unthinkable, and imagine the "road rage". There are many elderly residents living in Units, many with several units at one address in Harewood Road who require "home help". Where would the Carers park? They often need to carry equipment to the resident. The installation of Traffic lights at the Harewood / Gardiners Road intersection will be a blessing, and hopefully reduce the accidents and near misses at this corner. Most locals would not even attempt to do a "right hand" turn there. We are not against cycles, but feel this area is not appropriate for your plan. Thank you for reading our submission, we will be attending the Information sessions.	Graeme and Sheila	Goddard
39856	I would like to make a submission on the proposal to reduce Harewood Road to one each way and replace with a massive cycle lane. I am 100% opposed to this ridiculous suggestion. This would lead to a dangerous overloading of cars into a single lane and provide a huge cycle lane for very few cyclists. The council should focus on initiatives that promote the city and improve congestion rather than this single determination to make the city a cycling city. The constituents are not interested in the utopian totally unrealistic view that we all will get on bikes. The city is so spread out cycling is not an option. The council needs to start thinking of the community and get in touch rather than out of touch. Also stop wasting rates money on these poor projects that do not benefit the community, whilst increasing rates year on year without any regard.	Michael Peter	Gooby
39855	We strongly oppose the proposed Wheels to Wings cycleway on Harewood Road. Please see attached submission.	Janice, Susanne, John	Antill
39854	Refer attached submission	John	Dodgshun
39852	Hi there, sending in submission re Harewood Road changes .All it needed was traffic lights at Breens, Gardiners, and Harewood Roads. Get rid of the grass berms making footpath enough room for walkers and cyclists. Remove trees in the way. In my travels I don't see enough Cyclists using cycle ways to warrant spending millions making them.	Janene	Sadler
39851	STATEMENT As a ratepayer I know this council is not interest in either Motorists (of which I am one) Pedestrians Business Owners, Home Owners unless they fall within the four Avenues. Harewood Road is one of a few which carries heavy traffic and has a great flow to it, until now. CYCLEWAY	Paul	Amtman

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	Johns Road to Trafford Street I have no major problem except the width of shared cycleway, i.e., 2m or 3m, keep to the lesser width. Leave double lanes as these carry huge traffic and allow turning traffic to acess and exit side streets. Removing one lane will lengthen traffic lines and cause danger at all side streets whilst turning and exiting. With lights at Wooldridge Road more traffic will access Harewood Road. These turning bays have always presented a problem as turning traffic juts into existing lanes causing flowing traffic to encroach on the other lanes and roadway is not wide enough to complete turn. Now this roundabout. What a shemozzle!! Agreed on demand traffic signals west end of roundabout a good idea as pedestrians can access Bishopdale more safely. But will impact cars existing Farrington Ave turning towards the airport. With this proposal lights at each end will create congestion within the roundabout causing chaos. Also noted parking against central median again stupid as passengers will exit cars straight into moving traffic. Also by removing 175 car parks people will park on one side and the access other side by walking across traffic. Plus visitors visiting patients at Golden Age Retirement Village have nowhere to park. I also see that from Greers Road to Papanui traffic will be held up behind buses. This will stem traffic flow because of the number of busses using this stretch of road. Losing Wilmot Street – Sails Street – Chapel Street to in and out only will impact motorists greatly. Surely cyclists have enough road sense to cross these roads. All these streets are also used as an outlet from Langdons Road congestion. Chapel Street also takes motorists from Northlands and North Link as well as Mitre10. Closing these roads is ridiculous and will create congestion on Langdons Road – Hoani Street. Relocating bus stop #18 to a new location will create traffic build up as turning traffic to Chapel Street will block part of Harewood Road and bus impacts part of this so no through lane. In finishing leave double lanes, leave Wilmot Street, Sales Street, Chapel Street alone redesign Bishopdale roundabout so it will work for ALL road users.		
39850	Re Proposed Harewood Road Cycleway I am a cyclist and while I would support reasonable measures to improve cyclist safety, I wish to lodge my strong object to this proposed cycleway. The scheme cost is grossly excessive. It is similar to the Papanui Parallel Cycleway - a good example of overspending on a facility which is poorly utilized. Council needs to stop wasting ratepayers money. The plan gives unbalanced preference to cyclists who are a small percentage of the Christchurch population. Despite the desire of planners and Council, people will not abandon vehicles in favour of bikes or buses. People want the flexibility to travel where and when they wish, move goods and transport family – bikes will NEVER substitute for a vehicle. Electric vehicles will become the normal and most preferred means of travel in future – not bikes. Except for employees, bikes will not be used for travel to and from the airport. I strongly reject any plans to remove established trees and replace them with natives which, in general, are quite unattractive. Since the closure of Wairakei Road, the traffic volumes on Wooldridge Road and Harewood Road have increased significantly. Harewood Road is now a major carrier of vehicles to the airport and the North or South traffic flows on Johns Road. I would support a move to four lane Harewood Road from Bishopdale to Johns Road. Council has got this plan very very wrong. I would hope that, on this occasion, Council listens to people affected by this proposal and does not dictate what should happen.	Bruce	Hitchon

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39849	Refer attached submission	Bruce	Tulloch
39848	I think this is a great proposal to encourage cycling and increase the number of cycleways in our city. • Older people using e-bikes will be out and about more on safe cycleways • Children will be able to bike to school safely • E-bike commuters will be able to use the cycleways to get to the city and beyond. • Safety issues have been addressed with traffic lights, safe exits and entries to some streets, especially at the Harewood Road roundabout, Harewood School and Gardiners Road. This initiative is supporting the Governments Carbon Neutral policy so there is less petrol being used. I would like to see the grass verges being used as the cycleways as has been done in other parts of the city. I suggest that for those businesses who are worried about lack of car-parks, the City Council should suggest the business put in cycle parks and they may be surprised how many people still come to their business. I am pleased the gum tress at Harewood Road roundabout are to be removed and the proposed use of natives in the roundabout is great.	Andrea	Ward
39847	Please find my attached submission regarding the proposed major reconstruction of Harewood Road to provide better cycling access.	Jeffrey	Ross
39846	I really like this proposal but I am sure there will be tweaks to suit the local community. Christchurch city needs an integrated network of cycleways ready for when fossil fuels reach $3-$4 or more per litre. I am sure at this stage people will rediscover their bikes again. On a personal note, I would really appreciate the traffic lights at the railway so that I can cross much more easily than at present when using the route alongside the railway line from Mona Vale. Sometimes I feel I am taking my life in my hands! The other place I am looking forward to having lights is at the Bishopdale roundabout. Even driving a car I find my head swivelling so lights will be helpful there too. A pity about the existing trees but they are really mature so it makes sense to replace them at the same time as the work is in progress. I also note a "pocket park" will be formed at the end of Chapel Street. So many tall/large trees are being removed that parks are becoming a valuable space for them to grow. I have difficulty walking any distance, so have never patronised the Copenhagen Bakery as parking is often difficult in the area. When cycling, food is my fuel, so delighted to see the cycleway goes on that side of the road so that I need not be a stranger any more. I can see opportunities for the business in having packed lunches ready for cyclists to pick up on their way to work. With my Wednesday cycling group we went out to Raeward Fresh by a very circuitous route using quiet roads, crossing parks etc. Wheels to Wings would be a much shorter route and much easier for a group to follow. Please keep progressing cycleways as future generations (as well as us oldies) will appreciate the ability to travel much more safely using an active mode. I am thinking about adult tricycles and mobility scooters which I will progress to in the future. I do not wish to be heard at a Planning Hearing.	Joy	Burt
39845	As to the Harewood Rd cycleway causing the driving lanes to be reduced to one in either direction, it is a concern that this road is frequently used by ambulances, police and fire dept. Many older citizens drive at the suggested speed of 50mph and would be very difficult for these appliances to pass. I am concerned that someone could lose their life while waiting for a ambulance just because they cannot pass slow vehicles in a second lane.	Dorothy A	Suckling
39844	We are co-owners of the property at [redacted] Thanks for the opportunity to submit comments regarding the proposed cycleway. In our opinion the cost, environmental, and likely social/well-being impact of the proposal is appalling. I would be interested to see a needs assessment for the project, as in my observation and subjective opinion the number of cycles currently using the route is negligible. The following points highlight our concerns:	Doreen and Andrew	Swift

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	Elimination of car parks. Harewood Rd has many senior residents who rely on visitors for social interaction. The loss of car parks means that folk in their mature years for whom mobility is an issue will cease to visit because walking distance is problematic or impossible. A good proportion of properties are small cluster developments of several dwellings and the proposal will mean no parking for home help, family or friends. This will result in a lot of very lonely people in the community. Traffic flow. The current four lane structure of Harewood Road is often full of moving traffic to the point of congestion, particularly at peak times of the day. Reducing the motor carriageway to a single lane in each direction will not reduce flow - it will just increase pressure on an already crowded thoroughfare. Congestion will increase due to the restriction, and emergency service vehicles will be unable to navigate one lane traffic constrained by cycleways, pedestrian walkways and a median strip/island preventing vehicles from being able to clear the way. Currently the traffic can slow and merge into one lane when required. Refuse vehicles. How is it proposed that they service the affected properties without bringing other vehicles to a standstill? Bus stop outside Caltex. This is used by many older folk shopping at the New World supermarket and Bishopdale Mall. It is in a good place for people with heavy bags to carry. Leave it as is please. Sports Grounds - Bishopdale Park. Weekend parking on harewood Road is currently at a premium and manageable. Eliminating the parking will put more parking pressure on other neighbourhood streets. Traffic control at Harewood/Breens/Gardiners intersection - agree with proposal to install traffic lights. Relocation of pedestrian crossing on Harewood Road to a position further west of the Bishopdale Mall car park - agree. a sensible safety issue. If the provision of a $19mill cycleway which effectively goes from nowhere to nowhere is so important it would make sense to build a single lane two-way cycleway through the centre of the traffic islands and retain the parking, berms, traffic lanes. A thorough needs assessment should be conducted first.		
39843	Refer attached submission	John and Nanette	Simpson
39842	I feel it is prudent to highlight some concerns regarding the proposed Cycle Way Wheels and Wings - Papanui Ki Waiwhetu. Firstly, by removing a substantial proportion of car parking space along Harwood Rd, shall invariably create difficulty for patients that need to use the Charity hospital . This means that those that need to use this facility have little option but to park their vehicles on the opposite side of Harewood Rd or in side streets of Harewood Rd . This will be particularly difficult for patients that have problems walking. Thou some street parking is planned to remain on Harewood Rd , there shall inevitably be a create greater demand for these available spaces, thus creating more stress for those wishing to access the charity hospital . There is no provision for car parking at the charity hospital in the proposed plan. With an aging population, demand for the Charity Hospital can only be expected to rise, which is why adequate and abundant car parking is a necessity. Removing trees from the Bishopdale roundabout seems an illogical proposition considering that the central government has recently stated that we are now encountering a climate change emergency. Science has proven that more trees need to be planted to absorb the growing amount of carbon dioxide being emitted into our atmosphere .Unnecessarily removing trees is deleterious in this current age of increased climate change .It also contravenes the aims of creating Christchurch as a green and sustainable city. The only redeeming quality of the overall proposal is the instalment of traffic lights at the intersection of Breens and Harewood Rd. Currently it is very difficult to turn right from Breens Rd to Harewood Rd , particularly during times when there is a substantial volume of traffic. I can imagine that this spot has been the site of many fatal road accidents.	Chris	Emeleus
39841	I have been out of town for the past 5 weeks and return to find that the short time period for feedback on the proposal has already expired. Whilst I absolutely support the principle of increasing the network of cycleways locally and nationally, I am unhappy, as a Christchurch ratepayer, with the lack of consultation on this initiative. Was there any survey of regular users of the area or have the decisions been based on external observation findings?	Jackie	Cooper

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	I am particularly concerned about the potential increased risk, which will be incurred when I turn left into my own driveway, across the proposed cycleway. I will, of course, always check for oncoming cyclists but fear a resulting increased risk of someone running into the back of my vehicle, whilst I wait, when there will also be reduced space for others to overtake me safely. At busy times, this will have a negative effect on traffic flow even without the additional impact of traffic wanting to turn right into Chapel (as a proposed one-way) Street, at the same point in the road. The position of the proposed traffic lights will be less convenient for the number of elderly people and those with prams or children on bikes, who currently cross at the existing marked pedestrian "island". Ironically that will, perhaps, deter people from walking in the area - counter-productive I'd say. At a personal level, my health-related diminishing mobility will require ongoing use of vehicles, as well as possible increased reliance on service providers accessing my property. The proposed loss of on-street limited parking will be prohibitive and I am unclear where my social visitors will be able to park. The Council's actions could lead to the social isolation we are aiming to reduce in our community or even to the upheaval that home relocation will involve. Please pause and consider wider consultation before time, money and effort is invested in something which may not actually be best for this community.		
39840	Submission attached	Janette	Pole
39839	Greetings, Please find, enclosed, some comments and feedback regarding the “Wheels to Wings” proposal. We have tried to be positive on what we and our neighbours, consider, a very disruptive concept.	Patrick and Anne	Gallagher
39838	I wish to submit my concern re the proposed cycle way. As a regular visitor to the street I am appalled as to the inability to park outside the property. As there is no in drive parking to the rear section I visit. This plan has not been widely consulted among neighbouring streets. I am totally opposed to an ill thought plan.	Shona	Olykan
39837	I wish to express my opposition to the design of the cycleway proposed for Harewood Road. I am a regular visitor to a property on Harewood Road and am concerned that there will be greatly reduced parking. I am not opposed to a cycleway per se but this design seems to be over engineered and there must be a simpler option. Maybe a cycleway on one side only would not take so much road space. Harewood Road has always been a busy four lane road to the airport.	Kathleen	Gibb
39836	As per the invitation on the “Have Your Say” leaflet, we make the following personal submission with respect to the proposed design of the Wheels to Wings cycle way. In essence, we believe the plan is short-sighted, unsafe and seems to have been designed without any engagement with the local community and residents, while being contrary to the wishes of the local community board and local councillors. • As far as safety is concerned, the most urgent need is the installation of traffic signals at the Harewood / Breens / Gardiners intersection. This may lead to increased traffic volumes here requiring signals to be placed at the Wairakei / Breens intersection, which is presumably outside the scope of this plan. • Rather than a cycle way on both sides of Harewood Road, a shared path on the north side would allow for far less disruption and would allow the retention of car parking on the south side of the road. • We would prefer the retention of two lanes in each direction if this could be achieved with a revised plan. If a single vehicle lane must be introduced, the provision of additional lanes at intersections is required to allow for good traffic flow and to assist in movements of emergency vehicles at peak times. We see this as a good feature of the proposal. Our suggestions are:	John & Marilyn	Yates

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	• Install traffic signals at the Harewood / Breens / Gardiners intersection as soon as possible. • Take time to plan the cycle way introduction that aligns with the wishes of the locals. We do not wish to speak to the Hearings Panel but would appreciate due consideration of the matters we raise.		
39835	Refer attached submission	Angela	Johnson
39834	Refer attached submission	Fiona	Green
39537	I think this is a silly idea. Harewood Road needs it 4 lanes. A lot of traffic to and from the airport. Why not take the grass verge away and make a bike and pedestrian track around Roydvale Park.	Donald	Morgan
39340	Executive Summary (refer to attachment for full submission) This submission argues that the proposed cycleway will not (and cannot) achieve the proclaimed and assumed benefits. Key issues are that it: • increases risk to pedestrians by placing them in closer proximity to bikes and other (fast travelling) e-bikes and scooters that often approach them quietly from behind (and therefore are unseen); • makes the travel corridor unnecessarily unfamiliar and complex and therefore dangerous because it considerably increases the mental workload of all corridor users, increasing the likelihood of judgement errors (no matter what speed they go); • significantly complicates travel—and increases travel time and inconvenience—for cyclists; • increases travel time (and therefore economic cost) and frustration levels for vehicle drivers; • inconveniences residents and increases the risk of cycle/resident-vehicle interactions; and • cannot generate the stated benefits. Ultimately, this plan increases risk and decreases safety for all users of the transport corridor (pedestrians, cyclists, e-bikes/scooters, residents and vehicles), and therefore if it goes ahead the council is knowingly and deliberately placing people at risk of harm.	Alan	Grey
39235	I am against much of the cycleway as it stands. My reasons are as follows: As a Deacon in the Anglican Church. I take regular services at Bethesda Rest Home, with a team of volunteers. It is impossible to park on the already restricted parking within the complex. We require on street parking. The stretch of Harewood Road from Greers Road to Trafford Street as two lanes each side of the median strip works well and clears traffic quickly - much of this turns right into Cotswold Ave, Gardiners Rd, and Crofton Rd - to narrow the road into a single lane will mean traffic turning right will build up into the single lane. I am also opposed to removal of the oak trees in the median strip. From perspective of an attractive landscape they are superb. My suggestion: slightly widen the footpath and get rid of the useless, watering nightmare grass strips. Such shared paths work well overseas and in other places in the city.	Rev. Lynne	Walker

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39214	Am in favour of lights at Harewood-Gardiners-Breens intersection and Wooldridge-Harewood intersection. Copenhagen Bakery will lose carparks, not in favour of that or all the other changes. Harewood Road works with 2 lanes each side, traffic flows well. Not in favour of side streets becoming one lane. Where will people put the rubbish bins, the rubbish tracks will hold up traffic. Leave the roundabout as it is. Combine the berms with footpath into cycleway so no carparks will be lost. I think its a lot of money and major disruption for minority group in the community.	Janene	Sadler
39156	For what it is worth, in short, I object to this proposal. It is only going to add to traffic congestion at peak times, interfere with parking at sporting events at Nunweek Park and business's that rely on their customers being able to park nearby not to mention a lot of residents on Harewood Road will have no parking for visitors etc. It seems like a huge expense for a relatively small minority and once again rate payers get hit in the pocket. Don't know why the existing footpath can't be extended utilising the grass verge and turning it into a shared pathway.	Debbie	Orange
39082	Submission attached	Sandy	Bragg
39080	The plan is simply very inconsiderate to the community and businesses along Harewood Road. 1. I travel along Harewood Road three or four times a week as I live just off the road. 2. I never see cyclists 3. It is a very busy road going to the airport - north of the city 4. As there are sportsfields on Harewood Road are you going to deny kids and parents who will use the fields?? 5. You intend spending our ratepayer money without even making a public consultation for us. 'SHAME ON ALL OF YOU" Don't we the community matter, all the residents who will be affected.	Marie	Fahey

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39079	The proposal is in my opinion - is unnecessary/who bikes to the airport? - will disrupt the ability of local to feely drive to and from the city and airport and residences - will increase risks (rather than improving safety as claimed) by removing parking, creating hazards for people having to cross the cycleway to get to their properties and by narrowing the road for drivers - is a MAJOR impediment for people wanting to access local businesses, thru loss of nearby parking, street closures and having to cross the cycleway - will DESTROY one of the most beautiful thoroughfares left in the city for ZERO benefit - is an agenda being foisted on an unwilling/unreceptive community!	Brett	Martin
39053	Improved Format for Michael Orchard's submission No 38924 of 15 .3. 2021. I must have unknowingly removed the page breaks making it very hard to read in the original format. Thus this is an exact copy I made prior to sending, and so ask that you use this easier submission. At the bottom separately I have added the notes on other areas of the report I could not submit on previously, if you could consider that too please. This is the 3rd submission on this important Harewood Road/ Breens Road Intersection, with my previous ones in detail of 2009 and 2020 to be fully part of my current submission (attached). As you might imagine I am getting totally worn by the endless fighting of this Council bureaucracy, and the total waste of time (and my valuable time too) with the loss of 10 years of progress through their inaction, and not consulting with the locals who likely have as much understanding of the dynamics and functioning of Harewood Road as the engineers (certainly the one I addressed in my oral submission to the council face to face in 2009). Those submissions in summary recognise that:- the Harewood Road/Breens Road is still a dangerous intersection needing Lights (I quoted the viewed accident previously); that Harewood Road should remain the efficient double lane arterial highway that it was originally designed for (again while waiting for the bus I noted emergency vehicles with sirens able to efficiently use the outside lane while cars stopped in the left one as per the law); that car parking for businesses and residents should remain for the entire length; and that incorporation of the Breen's Road School cycle traffic (as per the 2009 plan) is totally irrelevant to the current equation (except for pedestrian crossings in conjunction with the proposed lights there). Harewood Road is currently still quite functional as an existing cycleway, and we used to ride our bikes to Harewood School (using the footpath too if necessary - it is still mostly a country area, with fewer out drive movements. And I was appalled to find that out of the blue, the Gardeners/Sawyers Road intersection suddenly got lights, when it was a much easier road crossing than Breens/Harewood Road one, and Why? Because someone got killed there in a random accident. This is shocking, a Council numerical evaluation procedure, that waits to evaluate safety at a site, until after a critical event, rather than being proactive in trying to reduce harm incidents as we have been trying to do at Breens Road intersection for over 10 years. I have safely negotiated both intersections regularly for over 50 years without incident (it just means "Obeying the Road Rules"). So focusing on the new (and very unnecessarily expensive plan for the ratepayers) plan components, I will address the Additional Components in the new plan in a rough order of Importance as I see it :- 1. Harewood Road through this new 'Lights Intersection' MUST remain double lane for traffic, as it quite functionally still doing through the new and existing Bishopdale roundabout (Good protocol behaviour often sees drivers remain in the central lane to allow residents out of their drive into the left lane). There is a high volume of traffic effectively using the 2 lanes, and with the necessary lights but with a single lane only remaining if the plan was to be adopted, getting out will be harder as queued traffic is going to become quite bad at times! The whole traffic flow in volume, will be slowed	Michael	Orchard

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	2. If there is to be a marked cycleway along this portion of Harewood Road, then it must be between the curb where normal current parking must continue, and the 2-laned highway each side (ie it could also be considered like a bus lane as well as found in other parts of the city). This would allow safer parking of cars in the current very narrow strip for this, so they can open their driver doors safely. In NO WAY must there be any physical barriers breaking up the entire road to separate a cycle lane. This would be total design overkill, is hardly used anywhere else in the city, and would reduce the effectiveness of the current efficient traffic flow, for very minor cycle use. Such barriers also would be dangerous on their own, to other traffic accidently crossing. 3. The real issue here is if the road needs more functional room, the attractive but non-functional central tree dividing lane, could through reconstruction, be reduced by say a metre or more each side, and may not affect tree health. The real gain could be made by taking the grass verges out along the foot path. They have no real purpose, are excessively wide, often unkempt, and are an absolute pain to mow. You could easily pick up an extra metre each side from here as well. For example Queen's Drive in Lyall Bay, Wellington, has beautiful functional quite wide footpaths, with high quality seal all the way to the curb, and they are a delight to walk on! And this are a 50KPH road too. 4. There should be no reduction in any current roadside parking, especially adjacent the Copenhagen Bakery, and Charity Hospital and similar public use sites elsewhere, as this will completely hinder resident and general parking access. For example too, on a recent Saturday morning with a formal cricket game being played on Bishopdale Park, all day the entire roadside from the main shopping area and along the side road of the playground was completely full of parked cars. As long as any cycle lane is between the parked cars and car lanes, then this will lead to a far more efficient use pattern 5. Turning to the Bishopdale Roundabout, this again is a very efficient high volume and safe roundabout, as purposed in the original Harewood Road Arterial Design! In no way should its general function be compromised in any way. That means absolutely no Traffic lights in the Central Roundabout Formation, and thus the abandonment of the ridiculous looking path through the roundabout centre, which would not be used by cyclists anyway (thus saving more money). 6. Some of these big trees have grown too large and were the wrong species for such a place anyway (though they do have the advantage of restricting the view through the trees to the other side, so motorists have to focus on the immediate traffic, directly in front of them.) Thus any cycle trail should be instead following the normal positioning on the outside of the roundabout verges (and where there will be no parking there anyway). If you look at the plan picture that is just common sense! To achieve more room, yes some or many of the big trees could be felled and replaced, and the inner edge of the roundabout thus reduced in size, giving adequate new usable extra space for redevelopment into road and cycle lanes. 7. Yes the Pedestrian Lights shown crossing Harewood Road between the Shopping Centre and Petrol Station are absolutely important, as it is another dangerous area where one often has to run across between cars. Those at the other Greer's Road end are possibly less so (who is actually going to use these ones??, as no related buildings nearby - the Rest Home will not be using!). They could probably be cut out to save expense and keep the traffic flowing here, with less structural interventions drivers need to worry about. This would then give about the same crossings spacing spread per length of Harewood Road, and anyone can use the main more important other end site noted above. I will leave the main issues here and add any other points in a verbal submission if the timing is right for me to be able to make them. I respectfully ask you read the whole of my 2 previous submissions on this issue, as attached as part of this one (as I took many hours to write them, and prepare). Thanking you, Michael Orchard LATE ADDITIONS To My Previous Submission. Please ADD. 8. Woolridge Road? Harewood Road Intersection – also dangerous for road and traffic crossing – Lights supported. 9. New signalised crossings at Harewood Primary School, Nunweek Boulevard, and Harewood Road near Matson's Avenue. – Lights supported		

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	Previous Submission Summary (refer attached copy in full)		
39050	1. Destruction of trees (21) 2. A great number of people negatively affected 3. No passing of buses means traffic hold ups 4. Elderly using buses negatively affected (3 rest homes on the road) 5. Business negatively affected eg. Copenhagen/Bishopdale Supermarket/Vets/Dental Clinics/Funeral Parlour 6. Access for large articulated vehicles into New World Bishopdale 7. Christchurch Charity Hospital parking 8. Dairy at corner of Harris Crescent 9. Access to petrol station 10. This plan affects the largest number of people for the smallest gain 11. Cost - 19 million of ratepayers money would be better spent on other projects which are needed 12. This is an ill conceived plan causing great disruption to those living along the length of the proposed changes 13. School access	Ann	Mintram
39041	We oppose the major changes to Harewood Road Wheels to Wings cycleway but support the traffic lights at Harewood-Breens-Gardiners Roads.	Warren and Elizabeth	Kelly
39040	Submission attached	Yvonne	Palmer
39039	Thank you for the opportunity to comment on this plan as originally there was going to be little or no opportunity to do so. Currently the flow of car traffic flows well from Greers Road west. The roundabout at Bishopdale Mall has always been a problem and will become more so with the flow being stopped with lights at the Caltex area for cyclists and back up at Farrington Avenue. Has anyone counted the number of cyclists that use this road? Primarily this road is currently used as a means for cars to go to the airport and come off Johns Road. Where are the cyclists supposedly going to or coming from? Please do not have the plan at all but if needed only on one side of the road to be used for cyclists.	Anne	August
39030	Submission attached	Edwin John	Baker

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39015	Apart from the desperately needed traffic lights at the Harewood/Breens intersection, the rest of the plan is absolutely ridiculous! When will you stop just thinking about cyclist and start thinking about everyone? Please see attached a map outlining all the traffic issues the cycleway will create between Nunweek Blvd and Breens Rd. Everything has been worked to scale using the council map plans. Please see attached my submission I have prepared which outline my opposition to the proposed route but also offers an alternative solution which I strongly believe should be considered.	Julian	Allom
39014	Expensive over the top design! Harewood Road should NOT be reduced to 2 lanes - this is a main thoroughfare for police, fire and ambulance. CENTRAL GOVERNMENT CONTROL * need to reduce number of traffic lights * cycleway needs to be reviewed and design changed at roundabout * total congestion and traffic problems created * Bishopdale Shopping Centre dying now! IMPORTANT Social problems created for elderly will increase. Elderly neighbours with removal of on street parking will have difficulties with rubbish bins. Their visitors - health work and lawn mowing help - problems. Remember visitors and friendly neighbourhoods are important for social interaction - MAKE HAPPY BALANCED PEOPLE. [redacted] - Why have 2 car parks removed? If this is not reviewed. Please discuss with use the remove of lamp post. We need to widen our driveway entrance otherwise we will remove our front roadside garden and create private parking on street frontage.	Chris and Janet	Stokes
39010	Fantastic! My children attend local schools and at the moment are unable to cycle as we don't feel it is safe enough. This will give many more families the option of active transport.	Sarah	Jones
39009	NO to proposed extensive proposals	E	Todd
39008	Very concerned about outside Bethesda Rest Home. Its hard enough getting parking for picking up residents now. Staff park in the street. Now 2 lanes to 1 lane won't be able to get to new carparks with my disabled husband, he'll be flattened. Also, really hard turning over the median now - very tight. Will be tighter and more traffic because 2 into 1 lane (not more but more spread) so finding a gap will be crazy. Also really annoyed about Copenhagen. How can I get my husband in there? Not enough disabled parking anyway.	E	Mackie

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39007	Traffic lights are urgently needed at Breens Road. I feel the roundabout operates successfully at the Bishopdale shopping area. Don't feel that a cycleway is necessary as on all my driving in that area not enough cyclists are seen. Traffic lights at the roundabout in my opinion not necessary.	Mrs S	Thomas
39006	I am very disappointed in this cycleway. I have been very happy living in Bishopdale but can see I won't be soon. I can see problems ahead. 1. The Charity Hospital will have to close unless Dr Bagshaw can find an alternative site. There is no provision for access to the hospital for the trucks which deliver cylinders needed for surgery (oxygen anesthetics). Also in case of an emergency - fire or ambulance. This will be tragic as many people ae being bumped off waiting lists and the Charity Hospital and Dentists operate for free. There are a lot of people who can not afford health insurance or pay for their surgery. 2. Copenhagen Bakery is my favourite cafe (and in my opinion the best in this area). Lots of people I know agree. They will have to move because they will lose customers - as nowhere to park!! 3. I feel sorry for the people who live on Harewood Road!! This is going to make it much harder to enter or leave their driveways. 4. Also I feel it is a waste of money and I am interested to see how many people cycle on them. * I do however think traffic lights on Breens/Gardiners and Harewood Roads are a good thing.	Rosemary	Easton
39005	I do believe traffic lights on roundabout and Breens Road intersection would be safer. I agree to trees taken out at roundabout. I disagree with cycle lane because Charity Hospital and Copenhagen areas will have no place to park and if emergency at Charity Hospital would be hard to access. My mother was involved in an accident on Bishopdale roundabout, a car slammed into the side of her when she was on the roundabout. Don't think cycleway should be there. Don't agree with cul de sac streets.	Debra	McBratney
39004	I strongly oppose the new layout for Harewood Road. 1. I live in an over sixtys complex with a shared driveway with no off street parking. Trying to drive out on to Harewood Road is quite impossible especially during peak hour, and since Covid 19, off peak, the road are getting busier also. How can this be managed safely on a single lane as well as a bicycle lane? 2. As the majority of us are retirees and rely on pick up and drop offs on a regular basis there will be no car parks close by for this to happen. This had a big impact on my decision to move to this part of town. 3. I strongly oppose the removal of the trees. How long have they been there and why should they have to go?	K	Ellis
39003	The money would be better spent on upgrading the Bishopdale town centre. Where will parking be outside the Harewood Primary School. Taking jobs and business from people who are hard working and want to get ahead in life.	Beverly	Foster
39002	I am completely opposed to the cycleway. For the very few cycles using the road this is an extravagant waste of money. The Council can't even maintain the existing roads and infrastructure yet is prepared to waste $20millon dollars on this project.	John	Steere

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39001	We would like to comment on two point of your proposal. 1. A pathway on an island on a very busy roundabout is not an attractive thought. No one will use it. PLEASE delete the pathway and leave the mature trees where they are. Every mature tree in the world is now precious. 2. Harewood Road is a main route to the airport. It is difficult to imagine how one meets or delivers people to the airport on a bicycle!! Has this really been considered?	Peter and Trish	Tucker
39000	I am a shift worker at the airport and live in Bishopdale. I cycle to work as the bus service is poor and get worse with each "improvement". I really need a safe cycleway to the airport now, I can't use Wairakei Road which has cycle lanes. I like the proposal in general apart from Highsted Road to Greers Road section. The cycleway through the roundabout seems strange when with a redesign a dual direction could go on the north side of Harewood Road. Parking cars in the middle of the road creates so many health and safety issues it must be redesigned. Good luck with all the car drivers who don't see cyclists or the need for cycle lanes, maybe the Council could give out spec saver eye checks like AA.	Nat	Clark
38999	My wife and I are in Europe almost every two years spending much time with family and friends in Holland and Germany. Holland is probably the most biking nation in the world and what they have done is widen the footpaths so there is a strip for bikers. The idea of making Harewood Road as a one lane each way is utterly "stupid". With the amount of people for example who go to Copenhagen Bakery versus the small number of people who bike along Harewood Road. For example if it is one lane and the bus stops at it drop off point this is going to create a massive line of held up traffic. Why can't you narrow the centre strip, leave the trees still keeping Harewood Road as two lanes and widen the footpath. I have photos to prove my point taken in both Holland and Germany - widen Northcote Road. I do agree with lights at Breens Road.	Graeme	Smith
38997	I do not like the idea of a cycleway on Harewood Road. The part between Papanui and Greers Rd is already single lane. Narrowing it only makes is more dangerous. It is a main arterial route for support services in the northwest. I have run my carpet laying business from my address for over 20 years. Every morning I have 6 vans that come and load up and go to days work because I operate from home. I am a 4 car household and park on the road as it is as I don't have the room. Parking is already at a premium on Hoani, Sails, Chapel, Ellery and Langdons Road as it is, you just can not get a park. I don't see why I should have to park miles from my home at night and I just cannot operate my business.	Dave	Taiepa

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38996	I frequently drive on Harewood Rd between Greers Rd and Russley Rd and have always thought how freely the traffic moved in this area and how attractive the centre tree plantings are. This is an often used approach and introduction to Christchurch for visitors arriving from the airport and does give a nice impression of what is supposed to be The Garden City. I have hardly ever seen a cyclist on this stretch of road. My concerns with the proposed changes are: They will make the traffic flow less freely. This is undeniable since a whole lane is being lost. Car parking for residents and businesses along the way will be reduced, affecting income and making access for less mobile people harder, both when using the businesses and when visiting houses. The cycle way has those awful grey humps between them and the road lane. Where these have been used elsewhere is the city, they are almost invisible on our grey, foggy or rainy days. I am not against providing safe cycling measures in the city as I ride a bike sometimes myself, but I believe a painted cycle way without a barrier and without removing trees is the best way to go. Why not cut back the grass verges on both sides a bit and use that space rather than reduce car flow? Our city is starting to look ugly and I think that is a great shame on the designers of the transport systems.	Sue	Orpwood
38995	I do not want a cycleway on Harewood Road or anywhere else in the city. $19 million would be better spent on Council infrastructure such as pipes and other important services.	Tim	Armstrong
38994	I support the traffic lights at Harewood-Gardiners-Breens. I oppose all the other changes. It has not been designed with the people, thought of it is stupid! As a frequent user of Harewood Road by car and pedestrian I support the traffic lights at Harewood-Breens-Gardiners. I am opposed to the cycle lane proposal. This is little used idea it would disrupt all the residents with little thought to accessibility in and out both commercial and residential, especially the community hospital. As a main access to the airport the thought of a bicycle with passenger luggage strapped to the carrier is ridiculous. Several times of the week I stand at the corner, I could count the cyclist on one hand. If speed is the problem the lights will fix this problem.	Mrs J	Douglas
38993	We have lived in Bishopdale for nearly 40 years and have seen a definite increase in traffic using Harewood Road during that time. A proposal to reduce it to one lane each side is ridiculous, we need two lanes to keep the flow of traffic moving to and from the airport. It just doesn't make sense. When Covid is controlled we want to provide easy access for our tourists don't we? We fully agree with putting lights at Breens and Harewood intersection (should have been done years ago). The rest of the budget, however should be put to better use. Maybe put to use for a project thats already started so it can be completed earlier. The Council has done some great work since the earthquakes, but I'm sorry this proposal isn't one of them. Business like Copenhagen relocated after the quake, is well supported, and reduced to little parking would greatly effect them and lots of other residents.	Barry and Chris	Watson

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38992	I don't know why we would need a cycle way to the airport, but if we do surely it would be better down Memorial Ave. I did want to also add that although I think we already have enough cycleways, if we are trying to encourage cycling then having the cycle way down Memorial would be a better idea. Hopefully this would encourage the students and parents of students to feel safer travelling to Burnside High, and Christ the King as that intersection can be very congested. I also feel it could be valuable for Cobham and Burnside primary. I do want to emphatically stress I definitely want to see lights at the Breens Harewood Gardiners intersection, as it can be appalling and honestly quite scary driving through there. I believe reducing to one lane would likely only make matters worse.	Anne	Ross
38990	What I would like to happen on Harewood Rd with the proposed cycleway, traffic lights etc. The cycleway, scrap it. There are not many people using cycles anyway. It's safer to be in a car. Harewood Rd. Make it four lanes (peak times) in either direction. However, for off-peak times and weekends, the lane closest to the footpath becomes your parking places, especially for Copenhagen bakery and other retailers there. Yes Gardiners and Breens rd corner, YES there should be traffic lights there. It can be easier to turn into harewood rd drive down to the next off-road, and complete a u-turn to get across to your intended side of the road, than waiting to cross four lanes of traffic at peak times. Unfortunately, the council in my opinion is flogging a dead horse nowadays to get people cycling. This is because the volume of traffic is too high nowadays compared with thirty years ago.	Paul	Jameson
38988	I am VERY happy with the proposed plan to add cycle lanes to Harewood road & traffic lights. Sometimes I scoot to work and find it terrifying scooting along the road OR footpath (due to driveways). I live on Harewood road (right next to Copenhagen) - losing parks on the road doesn't matter to me because honestly... When Copenhagen is open we NEVER get parks on the road anyway and often their clients park so closely to our driveway that we have to do a really dicey maneuver to get in and out. Realistically Copenhagen should provide onsite parking to their customers and not rely on the roadside - other bakeries do like Kidds etc. In terms of the traffic lights on breens/gardiners/harewood - The nickname I give to the intersection is "Death Junction" - there's crashes there weekly and near misses every day. This should be the first thing that is sorted before the cycle lanes. In terms of going from 2 lanes to 1. I don't think there will be any large impact here. I often feel like the 2 lanes is an overkill down my end of harewood. Its just another lane to enable me to pass other cars when im being impatient rather than help congestion... I'm open to change but I know a lot of people aren't. Good luck and I really hope this does go ahead.	Dayna	Williams
38987	I want to see lights at Breens Rd, Gardiners Rd, Harewood Rd installed. I am not happy with your other plans. Why not put underground wires and use grass verges for bikes. They can bike around street poles. You are not solving traffic flows in north west. You are just shifting the problems to another area. The same with street parking. Older suburb houses are now rentals causing parking problems and Harewood Road plan does not help.	Dorothy	Andrew
38986	I think this is a complete waste of our rate and tax money. If you really want to put cycleways can't the verge down Harewood Road be turned into a cycleway.	Lynda	Steere

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38979	Harewood Road is too busy to be reduced to two lanes, this is ridiculous to do this for a minority when the majority will be punished. Lights do need to go in at the Breens Road intersection but not at the expense of a reduction to two lanes. This would put so much pressure on surrounding roads as traffic would be slow moving and create added frustration to users. The Bishopdale roundabout works well as it is.	Sarah	Clark
38973	Using the gaps in Harewood Road. Current two lane each way. Proposed one lane each way. I am concerned about the safety using the "gabs" in Harewood road under the new proposal. Myself, my work colleges use the 'gap' daily. There have been times someone is already in the 'gab' and I have to wait. Under the new layout I will be blocking the only lane for car traffic. With traffic confined to one lane instead of two, there will be less 'gabs' to turn into, as the traffic will be consintrated into one long line instead shared between two lanes.	Mary	Hurring
38972	An unessessary expence as speed limit enough to keep road safe for everyone. Lights at a roundabout?? I thought one or the other. Roundabouts are to keep traffic flowing surely. I'm most concerned for the charity hospital as this will restrict entry for those that need it. To a lesser degree the Copenhagen bakery will be very affected.	Greta	Kelly
38971	Totally unsuitable for the community the road serves.	Jill	Van de Geer
38970	Introduction My name is Carole Evans and I live in a WesleyCare Residential Village [redacted], we are independent and care for ourselves. We do our own shopping at Bishopdale or Northlands Mall, some of us walk or use the Bus some residents have mobility scooters, wheelchairs, motor cars or use a taxi service. We also have the opportunity to use an eight seater mini bus every Tuesday morning. We number about 80 independent men and women. The views on the proposed Wheels to Wings is a City Council and Government funded project estimated full costs not yet released. The proposal is a comprehensive far-reaching plan that looks as if the planner had no idea of the views and opinions of those who work and live in this busy residential, business area with buses, cars, waste collection vehicles and cyclists operating together. In my opinion totally over designed for an already busy road. I am disappointed with the lack of consultation and understanding of the impact this planned cycleway will have on this already busy road and the impact on residents, and road users and the following is a summary of my concerns: 1. There is widespread dismay at the removal of much loved large trees which serve to purify the air and provide shade 2. Impact on traffic flow and parking for established businesses 3. Childcare facilities parking 4. Hospitals easy access 5. Rest Homes Staff and visitors parking 6. Staff and visitor parking at Retirement Villages with close to 260 independent residents. 7. Copenhagen bakery and restaurant that is well established on Harewood Road is very popular with both locals and visitors 8. Rubbish bins and kerbside collection 9. Parking restrictions on Marblewood Drive will affect residents and staff of WesleyCare Hospital	Carole	Evans

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	10. There is an excellent bus services serving 3 different parts of the city but the narrowed one lane road will make it difficult for them to maintain their timetables 11. High Schools students who cross the road at least twice daily to access Papanui High school will have diffculty crossing at peck time 12. The residents who by law will be forced to back their cars into their properties will have to reverse over the cycle path and foot path and at times could find this difficult backing into cyclists and mobility scooters wheelchairs and walkers and residents with walking frames. I believe this cycleway has a major effect on the combined local community there are cyclists who also believe the cycleway is over planned and consultation with locals should have taken place before the planner was commissioned to draw up a plan. The loss of our much-loved trees that help to keep down the pollution and provide shade is not acceptable, Trees are part of Papanui history being a forestry area and this heritage should be preserved for the future. I have noted that several long existing road safety issues along Harewood Rd, have been requested by the Community Board and residents for a number of years, have now been included in the plan by the Council to justify the proposed cycle way. I also note that these safety issues will only be undertaken if the cycleway is approved. If there is a hearing I wish to speak to my submission.		
38967	Please see attached PDF document for my complete submission. I strongly support the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. This will be a wonderful asset to the Harewood area. Currently Harewood Road is far too dangerous to bike along or to cross (especially where there are multiple lanes). I look forward to the delivery of quality safe cycling infrastructure in the form of a protected cycleway. The proposed plan is very close to that solution.	Allan	Taunt
38966	General Comments Removal of one traffic lane • I disagree with changing the two traffic lanes to one lane. Changing the lanes to one lane will cause a bottleneck. Neighbouring routes such as Greers/Langdon's, Papanui/Main North Road intersection, Sawyers Arms Road/Highsted/Greers intersections need to be fixed first. Removal of carparks • I disagree with the removal of approximately 50% of car parks on Harewood Road especially as the majority are removed on the north side. This gives no consideration to residents, workers or businesses. Two-directional cycleway, curbing, paths, berms • I disagree with two-way directional cycleway. There should be a one-way cycle lane on the north and south side of the road. • I disagree with the keeping existing pathways. New pathways, berms, cycle paths should be designed from scratch to allow more efficient use of space and a better design. Including keeping on street car parks. • All of Harewood Road should have a smooth asphalt for reduced road noise.	P	Russell

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	Maintenance • All cycleways with curbing should be regularly swept, twice a week in autumn and in stormy weather to reduce the build-up of leaves and debris. • All roads should be regularly swept. Including twice a week in autumn to avoid excess leaves and debris on the road, blocking drains and blowing into properties. • All residents on Harewood Road should have a large green bin provided FREE to assist with the removal of excess leaves from the trees. Small green bins are not sufficient. • All painted areas e.g. green, red should be regularly painted. Paint should not be allowed to flake. Harewood Road Bishopdale Mall Area I disagree with the removal of car parking on the north side of Harewood Road Roundabout signals and path 1. I disagree with adding the three traffic signals on the east side of the roundabout. Drivers get confused enough driving around this end of the roundabout, with drivers frequently slowing down and almost stopping going around the corner towards Farrington Ave and getting honked at on a daily basis. This also happens at the Highsted Road end. The lights will increase congestion. 2. I disagree with the three traffic signals being placed at the Harewood Road by Caltex. The crossing should be straight and not a zig zag. 3. Cycleway in roundabout – I disagree to the cycle lane going through the middle of the roundabout. 4. I disagree with having one lane heading west past the roundabout. Vehicles do a u-turn at the break in the island to access Caltex and the Hells, Subway and properties. A right-hand u-turn lane should be added. 5. I agree with adding an unsignalled pedestrian crossing at the north end of Farrington Ave. The path on the island looks like it should be wider to allow access from the north or south. 6. I agree with keeping an unsignalled pedestrian crossing at the Highstead Road. 7. I disagree that the cycle lane is removed from going around the roundabout from the Farrington Ave side. 8. I disagree with adding a dedicated right turning traffic lane on the south side of the roundabout. West of the roundabout 9. I disagree with moving the bus stop #10. It should remain next to Caltex. 10. I disagree with the removal of carparks outside the 332-338 and 339 Harewood Road carpark. Residents and users of Bishopdale Park and sport grounds park there. 11. I disagree with the zig zag crossing opposite Bishopdale Park. Keep crossings straight.		

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	12. I disagree with adding a road hump at Costwold Ave, Leacroft Street, Trafford Street and Crofton Road. A slightly raised flat pedestrian crossing or none is better. 13. I disagree with the zig zag crossing at Breens Road intersection. Keep it a straight crossing. 14. I disagree with the removal of carparks outside Copenhagen Bakery. Parking should be kept outside 436, 432, 430, 419 Harewood Road. Greers Road to Crofton Road 1. Bus Stop outside 188B. Do not place the bus stop so far out into the lane that it blocks traffic behind it. Traffic should be able to easily overtake the parked bus without crossing the centre lane or making vehicles wait. Greers Road intersection East to West on Harewood Road. 2. I disagree with having a two-way direction cycle lane on the north side. A one way cycle lane on each side of the Harewood Road is preferred. 3. I disagree with making Harewood Road one lane. Two lanes should remain given the amount of vehicles that use the road, which is often backed up from the Greers Road lights to the roundabout at peak times. 4. I disagree with removing car parking on the north side of Harewood Road. This does not take into consideration accessibility issues for residents with limited or no off street visitor parking. This includes difficult driveways and shared access driveways which can't be blocked. There are a number of people who have services that require easy access to properties including Nurse Maude, Meals on Wheels, Lawn mowing services. The ability for people to park directly outside of properties is important for instance for eldery people getting picked up or visitors who can't walk far. People providing services should have good access to the vehicles to ensure items are not stolen. It also increases the time on the jobs at the expense of residents. 5. I disagree with the Greers Road north to south intersection. There should be a green cycle lane/markings to turn right (west) into Harewood Road. 6. I disagree with having a zig zag style pedestrian crossings. Straight pedestrian crossings are preferred. 7. Harewood Road turning right into Greers Road. I agree with having a longer right turning lane at the traffic signals. 8. Harewood Road turning left into Greers Road. I agree with having a dedicated longer left and right turning lanes at the traffic signals. 9. Bus Stops. I disagree with the bus stops sticking out into the lane or traffic. Do not place the bus stop so far out into the lane that it blocks traffic behind it. Traffic should be able to easily overtake the parked bus without crossing the centre lane or making vehicles wait. Papanui Road to Greers Road 1. I disagree with the 2-way cycle lane. It should be 1 way on the north and south side of the road. 2. Remove the u shaped posts currently on the cycle lane down Restell St. They are difficult to bike around. 3. Bus stop #19. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. It takes vehicles multiple light changes to get		

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	through Papanui Road signals as it is at any time of the day. Blocking the traffic will cause drivers to make dangerous driving choices. 4. I disagree with the removal of on street parking on the north and south side of Harewood Road. A number of people work in this area as well as in the neighbouring Papanui businesses. It will only cause more parking congestion on residential side streets. This congestion is in addition to workers in the Langdons Road business and retail precinct. 5. I disagree with the 120 min parking limit on Matsons Ave. 6. I disagree with the cycle/pedestrian crossing signals outside Tigger's Preschool/Mitre 10. It is too close to the signals at the rail way crossing and will only disrupt the flow of vehicles especially at peak times. However, would it be better further east, closer to the Mitre 10 entrance. There could be signals like outside PaknSave in Wainoni Road. 7. Bus stop #18 should be outside of Tigger's Preschool 8. I disagree with the cycleway changing to a 2 way cycle lane on the north side. The cycle lane should be one-way on each side of the road. 9. I disagree with making Chapel Street a one way entrance. It is difficult to get out of Mitre 10's Harewood Road entrance. This will create even more congestion at the Chapel Street/Langdons Road intersection. 10. I disagree with the cycle stands being placed at Chapel Street. Who is going to use them? Nearby organisations should have their own. 11. I disagree with the P5 outside 69 Harewood Road. Who is that catering for? No-one from what I can see. 12. Bus stop #17. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. It takes vehicles multiple light changes to get through Papanui Road signals as it is at any time of the day. Blocking the traffic will cause drivers to make dangerous driving choices. Secondly, why place an ugly bus stop directly outside the front of beautifully designed main building. 13. Wesley Care. A pedestrian crossing should be directly outside Wesley Care. Secondly, what is the purpose of the P60. There should be onsite visitor parking. 14. Bus Stop #16. The bus stop should be directly outside Wesley Care so it is closer to the rest homes. Bus Stop #16 and #18 are too close together. 15. I disagree with making Sails Street exit only onto Sails Street. This needs to be 2-way to cater for the increasing traffic from Langdons businesses and retail precinct. 16. P120 parking Sails Street, Harris Cres (at both ends) – I disagree with having timed parking. You are removing all the parking in Harewood Road, but you are leaving no parking for workers in neighbouring streets. 17. Bus stop #15. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. Blocking the traffic will cause drivers to make dangerous driving choices. 18. Bus stop #13. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. Blocking the traffic will cause drivers to make dangerous driving choices. 19. Greers Road intersection. I agree with making the right turning lane north into Greers Road longer. Trafford St to Waimakariri Road 1. I disagree with the raised pedestrian crossing by Nunweek BVLD. A normal road crossing is sufficient.		

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	2. I disagree with the two-way cycle lane on the south side. It should be one way on both sides. 3. A shared pedestrian and one-way cycle way should be added on the north side of Harewood Road West of the #3 bus stop. 4. From Woolridge Road add a normal gutter and pathway with a one-way cycle lane on both sides of the road. Change the grassed gutter to an underground pipe. This should be added all the way to Johns Road. 5. I disagree with the removal of car parks on the south side of Harewood Road by Kilmuir Lane. 6. I disagree with the two-way shared path on the south side. Change it to a one way cycle lane on the north and south side of Harewood Road.		
38965	I am 100% disagree to this ridiculous proposal. I don't see the point of having bike lanes on Harewood road as it is used by trucks and cars. By creating bike lane, it will create more congestion on this road. I live on the main road and near to the traffic light. The morning traffic to city is already Bad & congested even with 2 lanes. By making it into one, it will make it worse. Plus during my day off which is on Monday, I hardly see any bikes going around the area, probably only 1 - 2 in an hour and that is during the morning rush. Do not add more traffic lights specially around the Bishopdale mall round about! It's bad enough already, by adding more lights, it will delay our trip even more. And do not make a time restricted parking around our area!! We have to use the off street parking time to time. Why do you have to trouble us Rate payers by making us to park else where. Why don't you make the bike lane on Memorial ave which more make sense, where access to Airport is more frequent than Harewood Rd and the road is wider than Harewood rd. Again, We are 100% disagree with this decision!!!	Ray	Soelistyo
38964	Wings to Wheels Submission to CCC 15/3/2021 K. Russell Page 1 of 9 A PDF copy of this has been submitted. Firstly, I would like to express my disappointment at CCC for its poor communication with residents affected by the Wings to Wheels cycleway. If this route was proposed approximately 10 years ago why did it take the Council until January 2021 to put a brochure in my letterbox regarding the proposed design? Where was the heads-up brochure 10 years ago? In addition, the brochure glosses over the proposed changes with pretty marketing images that poorly reflect the full proposed design. This is misleading especially for people with no or limited internet access.	K	Russell

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	The online material on Have Your Say is missing a legend, sufficient labelling and detail regarding road/path materials as well as what parts will be existing versus new construction. I am also disgusted by the short initial submission deadline and that it took community pressure to extend it. Overview Comments of Proposed Design Removal of one traffic lane • I disagree with changing the two traffic lanes to one lane. Both lanes of traffic back-up to and into the roundabout at Bishopdale Mall from Greers Road. This also happens by Caltex. Changing the lanes to one lane will cause a bottleneck on an already busy road. Neighbouring routes such as Greers/Langdon's, Papanui/Main North Road intersection, Sawyers Arms Road/Highsted/Greers intersections need to be fixed first. Removal of carparks • I disagree with the removal of approximately 50% of car parks on Harewood Road especially as the majority are removed on the north side. This gives no consideration to residents, workers or businesses. Two-directional cycleway, curbing, paths, berms • I disagree with two-way directional cycleway. There should be a one-way cycle lane on the north and south side of the road. • I disagree with the keeping existing pathways. New pathways, berms, cyclepaths should be designed from scratch to allow more efficient use of space and a better design. Including keeping on street car parks. • All of Harewood Road should have a smooth asphalt for an enjoyable bike ride with less vibration and for reduced road noise. Maintenance • All cycleways with curbing should be regularly swept, especially in autumn. I would suggest twice a week during leaf-drop and stormy conditions to reduce the build-up of leaves and debris. • All roads should be regularly swept. Including twice a week in autumn to avoid excess leaves and debris on the road, blocking drains and blowing into properties. • All residents on Harewood Road should have a large green bin provided FREE to assist with the removal of excess leaves from the trees in the islands. Small green bins are not sufficient. • All painted areas e.g. green, red should be regularly painted. Paint should not be allowed to flake. Project Budget The cost of this proposed design is significant. It is a financial burden rate payers should not have to bear given the effect of Covid 19 on the Councils finances. Rates will increase enough without the addition of this cost. Conversely, Harewood Road is a long road. Despite the budget to be seemingly big, I am seriously concerned that it is not enough to do a proper quality job. You are changing the heart of the community doing this project – so do it right the first time, to a high standard. Do not cut corners.		

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	New curbing and paths should be done down the full length of Harewood Road. Existing infrastructure is old and patchy. Mixing the old and new is unfair and unsightly. An adequate amount of money should be put into the project to do a job that reflects quality workmanship the community deserves. Recently laid chip seal was cheap, chunky, rough to bike and drive on, noisy and the road is uneven/bumpy. The road was not swept properly for months after completion leaving thick areas of stones. Lastly, you are spending a large sum of money on the cycle way, yet you don't want to replace the footpath between Harewood Road to New World at Bishopdale Mall. It is uneven and a trip hazard. The landscaping in this area is also neglected. Signage, Lighting, landscaping • I suggest to add a classy designed 'Welcome to Bishopdale' sign on the roundabout. • I suggest to replace the eucalyptus trees on the roundabout and at Bishopdale Mall with evergreen natives. • The landscaping at Bishopdale Mall needs to be improved at the crossing. Grassed areas are worn down to dirt. • CCC has not provided sketches of new lighting or signage placement. Do not make it excessive and spoil the areas appearance with sign and light pollution. Harewood Road Roundabout Area Removal of car parking on the north side of Harewood Road I disagree with the removal of car parking on the north side of Harewood Road. For me, as a resident this means there is no on-street parking for approximately 150 meters. I purchased this property before the proposed cycleway for its amenities including on-street parking. I have a shared access driveway which cannot be blocked and limited/small off-street parking. Many of my neighbours also have shared driveways and limited or no off-street parking as well. I did not appreciate the attitude of the council that "on street parks do not belong to properties, they are public spaces that much like a local park, could change to reflect the needs of the local community." This gives no consideration to the people who live on Harewood Road. The removal of approximately 50% of car parks is significant and does not consider the needs of the existing owners. Removal of the carparks means elderly visitors have nowhere close to park and they have to cross the road. Neighbours, and perhaps myself in the future will not have anywhere close for Nurse Maudes, Meals on Wheels or services such as lawn-mowing with trailers or long vehicles to park – and keep their vehicles and equipment secure and in-sight of properties. Roundabout signals and path 1. I disagree with adding the three traffic signals on the east side of the roundabout. Drivers get confused enough driving around this end of the roundabout, with drivers frequently slowing down and almost stopping going around the corner towards Farrington Ave and getting honked at on a daily basis. This also happens at the Highsted Road end. The lights will increase congestion. 2. The signals will also increase vehicle pollution, stir up dust, and create noise outside to adjacent properties from waiting vehicles. Beeping of signals for pedestrians will be noisy. Noise travels from Farrington Ave direction. I can hear people talking clearly from across the road. Stopped vehicles and pedestrians will drop litter while they wait for the signals to change. It will be even more difficult to exit my driveway either going straight ahead/west or east. There will be an increase in light pollution from the signals and cycleway street lights. Adjacent properties could be less secure with increased people waiting in the area on foot/bike or by car. 3. I disagree with the three traffic signals being placed at the Harewood Road by Caltex. The crossing should be straight and not a zig zag.		

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	4. I disagree with having one lane heading west past the roundabout. Vehicles do a u-turn at the break in the island to access Caltex and the Hells, Subway and properties. A right-hand u-turn lane should be added. 5. I agree with adding an unsignalled pedestrian crossing at the north end of Farrington Ave. The path on the island looks like it should be wider to allow access from the north or south. 6. I agree with keeping an unsignalled pedestrian crossing at the Highstead Road. 7. I disagree that the cycle lane is removed from going around the roundabout from the Farrington Ave side. 8. I disagree with adding a dedicated right turning traffic lane on the south side of the roundabout. 9. Cycleway in roundabout – I disagree to the cycle lane going through the middle of the roundabout. This will encourage people to sit on the roundabout and cause safety issues especially at night. People sit on the island and drink alcohol. People also sit on the island holding up signs which is distracting for drivers. 10. I agree with the removal of the eucalyptus trees. Replacement trees should be evergreen and half the height, preferably NZ natives. The trees currently block sunlight onto north facing properties. The trees, including the oak trees make a huge amount to leaf and tree debris. Large green bins should be provided FREE to all residents as the current bins are too small for the amount of debris especially in autumn/winter. The road also should be swept twice a week in autumn to stop drains getting blocked and excess leaves blowing into properties. 11. I agree with the removal of daffodils planted in the Harewood Road islands. They flower for 3 weeks, then the grass is allowed to grow for several months until its about 3 foot tall before it is cut. This is messy and ugly and not at all the right “garden city” image. Daffodills should be planted in dedicated garden beds only. West of the roundabout 12. I disagree with moving the bus stop #10. It should stay next to Caltex. 13. I disagree with the removal of carparks outside the 332-338 and 339 Harewood Road carkpark. Residents and users of the Bishopdale Park and sport grounds park there. 14. I disagree with the zig zag crossing opposite Bishopdale Park. Keep crossings straight. 15. I disagree with the width of the dedicated cycleway. 16. I disagree with adding a road hump at Costwold Ave, Leacroft Street, Trafford Street and Crofton Road. A slightly raised flat pedestrian crossing or none is better. 17. I disagree with the zig zag crossing at Breens Road intersection. Keep it a straight crossing. 18. I disagree with the removal of carparks outside Copenhagen Bakery. Parking limits should be no less than 90mins outside 440, 405 Harewood Road. Parking should be kept outside 436, 432, 430, 419 Harewood Road. Greers Road to Crofton Road 1. Bus Stop outside 188B. Do not place the bus stop so far out into the lane that it blocks traffic behind it. Traffic should be able to easily overtake the parked bus without crossing the centre lane or making vehicles wait.		

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	Greers Road intersection 2. East to West on Harewood Road. 3. I disagree with having a two-way direction cycle lane on the north side. A one way cycle lane on each side of the Harewood Road is preferred. 4. I disagree with making Harewood Road one lane. Two lanes should remain given the amount of vehicles that use the road, which is often backed up from the Greers Road lights to the roundabout at peak times. 5. I disagree with removing car parking on the north side of Harewood Road. This does not take into consideration accessibility issues for residents with limited or no off street visitor parking. This includes difficult driveways and shared access driveways which can't be blocked. There are a number of people who have services that require easy access to properties including Nurse Maude, Meals on Wheels, Lawn mowing services. The ability for people to park directly outside of properties is important for instance for eldery people getting picked up or visitors who can't walk far. People providing services should have good access to the vehicles to ensure items are not stolen. It also increases the time on the jobs at the expense of residents. 6. I disagree with the Greers Road north to south intersection. There should be a green cycle lane/markings to turn right (west) into Harewood Road. 7. I disagree with having a zig zag style pedestrian crossings. Straight pedestrian crossings are preferred. 8. Harewood Road turning right into Greers Road. I agree with having a longer right turning lane at the traffic signals. 9. Harewood Road turning left into Greers Road. I agree with having a dedicated longer left and right turning lanes at the traffic signals. 10. Bus Stops. I disagree with the bus stops sticking out into the lane or traffic. Do not place the bus stop so far out into the lane that it blocks traffic behind it. Traffic should be able to easily overtake the parked bus without crossing the centre lane or making vehicles wait. Trafford St to Waimakariri Road 1. I disagree with the raised pedestrian crossing by Nunweek BVLD. A normal road crossing is sufficient. 2. I disagree with the two-way cycle lane on the south side. It should be one way on both sides. 3. A shared pedestrian and one-way cycle way should be added on the north side of Harewood Road West of the #3 bus stop. 4. From Woolridge Road add a normal gutter and pathway with a one-way cycle lane on both sides of the road. Change the grassed gutter to an underground pipe. This should be added all the way to Johns Road. 5. I disagree with the removal of car parks on the south side of Harewood Road by Kilmuir Lane. 6. I disagree with the two-way shared path on the south side. Change it to a one way cycle lane on the north and south side of Harewood Road. 7. The drawing is missing a description outside 596 Harewood Road. 8. Woolridge Road. It is not clear on the drawing if the signals point west/ east/ and south or only south. Signals pointing south should not be required if the island on Woolridge Road		

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	remains in place. 9. I disagree with the raised pedestrian crossing by Harewood School. A normal road finish is sufficient. 10. Check lampposts are not too close to the crossing or they the angle is too sharp to cycle around. 11. Make the footpath along the east side of Waimakeriri Road wider. Move the lamp posts underground. 12. Remove the low post cable fence on Whitchurch Place. 13. Add a 'look both ways/watch for cyclists/pedestrains' signs outside the church car park. 14. Make the entrance to the underpass wider and straighter – which I think your drawing shows. There is not enough space currently and the angle is too sharp. Papanui Road to Greers Road 1. I disagree with the 2-way cycle lane. It should be 1 way on the north and south side of the road. 2. Remove the u shaped posts currently on the cycle lane down Restell St. They are difficult to bike around. 3. Bus stop #19. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. It takes vehicles multiple light changes to get through Papanui Road signals as it is at any time of the day. Blocking the traffic will cause drivers to make dangerous driving choices. 4. I disagree with the removal of on street parking on the north and south side of Harewood Road. A number of people work in this area as well as in the neighbouring Papanui businesses. It will only cause more parking congestion on residential side streets. This congestion is in addition to workers in the Langdons Road business and retail precinct. 5. I disagree with the 120 min parking limit on Matsons Ave. 6. I disagree with the cycle/pedestrian crossing signals outside Tigger's Preschool/Mitre 10. It is too close to the signals at the rail way crossing and will only disrupt the flow of vehicles especially at peak times. However, would it be better further east, closer to the Mitre 10 entrance. There could be signals like outside PaknSave in Wainoni Road. 7. Bus stop #18. It makes more sense for the bus stop to be outside of Tigger's Preschool instead of part way over a resident's driveway. 8. I disagree with the cycleway changing to a 2 way cycle lane on the north side. The cycle lane should be one-way on each side of the road. 9. I disagree with making Chapel Street a one way entrance. It is difficult to get out of Mitre 10's Harewood Road entrance. This will create even more congestion at the Chapel Street/Langdons Road intersection. 10. I disagree with the cycle stands being placed at Chapel Street. Who is going to use them? Nearby organisations should have their own. 11. I disagree with the P5 outside 69 Harewood Road. Who is that catering for? No-one from what I can see. 12. Bus stop #17. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. It takes vehicles multiple light changes to get through Papanui Road signals as it is at any time of the day. Blocking the traffic will cause drivers to make dangerous driving choices. Secondly, why place an ugly bus stop directly outside the front of beautifully designed main building.		

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	13. Wesley Care. A pedestrian crossing should be directly outside Wesley Care. Secondly, what is the purpose of the P60. There should be onsite visitor parking. 14. Bus Stop #16. The bus stop should be directly outside Wesley Care so it is closer to the rest homes. Bus Stop #16 and #18 are too close together. 15. I disagree with making Sails Street exit only onto Sails Street. This needs to be 2-way to cater for the increasing traffic from Langdons businesses and retail precinct. 16. P120 parking Sails Street, Harris Cres (at both ends) – I disagree with having timed parking. You are removing all the parking in Harewood Road, but you are leaving no parking for workers in neighbouring streets. 17. Bus stop #15. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. Blocking the traffic will cause drivers to make dangerous driving choices. 18. Bus stop #13. I disagree with the bus stop being positioned in the traffic lane. It will block the flow of traffic on an already busy road. Blocking the traffic will cause drivers to make dangerous driving choices. 19. Greers Road intersection. I agree with making the right turning lane north into Greers Road longer.		
38963	My specialist area is as a futurist and in systems design. What is good in the current proposal? The proposal to try to make the city's transport systems more "green" is excellent. I totally support that aspect. What do we need to change? We need to change the ways in which we try to do this. We need systems that are not just green, but also extremely flexible and able to adapt to new developments. Why do we need to change the type of planning? Innovation and technology-driven change is happening at an accelerating pace, faster than most people realise. New modes of transport will continue to emerge, in forms that we have not foreseen; for example, today's e-scooters and e-bikes were hardly known in the year 2000. That rate of change, with new innovations and developments will only get faster; new products and concepts will arrive more quickly and more often. We are trying to copy overseas cycling systems that emerged from the 1990s. In other words, they are already "old" systems Our current transport planning is effectively based around past ideas. It only focuses on two options – cars versus bikes. It came from a time when cars were almost exclusively internal combustion engines (ICE's). With the rapid adoption of new, e-forms of transport, that old car-versus-bike view is already becoming a very outdated perspective, New developments will potentially soon mean that those sorts of plans will quickly become out of date.	Rob	Wells

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	If we try to lock-in new, permanent-type structures in major asphalt and concrete structures, based solely on late-1990s models, that makes a serious error. How does the current proposal need to change? We need to introduce much more flexibility and room for ongoing future adaptation in this infrastructure planning. In practical terms, Harewood Road is a vital, four-laned main route in and out of the city. It has been built for a purpose and it is still very much needed. To destroy such an important route, simply based on the transport modes (cycles and ICE cars) that happen to have been around in recent decades, is extremely unwise. It is lazy planning to destroy a vital main road simply because it happens to be wider. Recommendations • The plan should be amended to retain Harewood Road as a four-lane road • The bakery and other businesses should be able to continue as they are • Council should look to other options, using other roads that a) could be modified in a much less disruptive manner, and b) could be more readily restored to their former state if needed.		
38962	I support the Wheels to Wings cycleway. Particularly the route proposed and the changes to road layouts especially around existing businesses on Harewood road. I also broadly endorse SPOKES' submission on this cycleway. The area is underserved in terms of its cycling infrastructure and current traffic on Harewood Rd creates an artificial barrier to cycle use. I will use this new cycleway regularly, including to travel to the airport, which is not currently a safe trip from my neighbourhood. I'd also like to note that similar backlash from local businesses was experienced during consultation for the Papanui Parallel cycleway, and now these businesses (just around the corner from where I live in St Albans, have realised their income is actually partially generated from people using bicycles. They now actively support local cycling and and court custom from bicycle users. Calamitous pronouncements by businesses about cycleways must be understood in the context of a Christchurch public who doesn't yet fully understand the economic, social, equity and environmental value of cycling infrastructure. Once in place, the value of cycling infrastructure is clear and the routes cease to be controversial. This has been our experience of the Papanui Parallel. Finally, I urge the CCC to resist watering down a well planned network of cycleways with parking concessions and route changes. For this route to be used it has to be done well, not as a half measure to appease current rates of car use that are completely out of step with CO2 emissions targets that the CCC itself has pledged to meet. Thankyou for considering my submission. Ngā mihi, Douglas Horrell	Douglas	Horrell

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38961	The proposed plan will destroy the current flow of traffic if narrowed to single lane. The removal of parking from Greer's Rd to Papanui Rd will cause concern to those who work at mitre 10 and the rest home workers. An alternative would be to continue from the existing cycle lane from Sawyers Arms Rd over Greers Rd/Northcote Rd to continue along and take a left turn into Waimakariri Rd to meet up with the underpass.	Sally	Mcmorran
38960	I broadly support the Council's commitment to building safer ways for more people to use their bikes and forms of micromobility (eg electric scooters) as a mode of transport - therefore, I support the construction and completion of Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. Cycleways are a necessary aspect of our transportation infrastructure. They support greater equity in our city - especially for those who can't or don't want to drive, in particular children and youth and those on limited incomes. Cycleways are necessary for lowering GHG emissions and addressing climate change. This cycleway will help the City Council meet the ambitious goal of reducing Christchurch's GHG emissions, it will help businesses who are committed to climate action, as well as households and individuals. Increased cycling reduces the pollution of the air and waterways. Cycling is by far much, much safer on a cycleway and the construction of MCWs attracts many more people to use bikes for everyday trips - whether within or going outside their neighbourhood. Many of us have experienced this in the other MCWs in the city. It is also supported by research. Recent research of 12 cities in the US shows that separated cycleways and infrastructure created to make cycling safe at intersections etc, results in a 44% drop in road fatalities for all road users. Council should continue to commit to creating a safe, connected, separated cycle network, for the benefit of all road users. https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/ This route will support children and teenagers attending the 14 schools connected by this MCW to choose active transport. On the details of the design - I support the submission made by Spokes (submission 375)	Jessica	Halliday
38959	See attached	Fiona	Bennetts
38958	Yes please to entending the cycleway. I like the planned route. Particularly the section from Main North Road over the railway line and through to the roundabout at Bishopdale Mall is a nightmare to bike. So unsafe. But I don't like the design. My main concerns are the lack of two-laning and the lack of parking. This is particularly highlighted at the roundabout at Bishopdale Mall. Could the cycleway be two down one side, and parking retained on the other side? Good luck!	Shelley	Sutcliffe
38957	Tena koutou, I firstly, would like to say that I am so pleased to see that the Wheels to Wings- Papanui ki Waiwhetū cycleway is one step closer to completion. I have lived near Harewood Road for coming up 9 years and now living on Cotswold Ave with my own young family. I use Harewood Road for my daily commute to work and can't wait for the safety of the new cycleway project. The Wheels to Wings- Papanui ki Waiwhetū cycleway will be an asset to our community. It will provide me with a safer cycle route to work. In the future it will provide a safer cycle route for my children attending school, tertiary education and work. Below are my comments on the design. 1. Sheet 4- I am pleased to see traffic signals going in at Wooldridge Road. As to often I see cars turning right out of Wooldridge Road into a gap that is too small. 2. Sheet 5- Having the cycleway separated from the footpath here is a good idea, as the existing footpath is very close to the houses and driveways. 3. Sheet 6 and 7- I feel the new signalised cycle and pedestrian crossing should not be positioned to the west of Nunweek Bvld and that the cycleway should not split to each side of the road here. Rather I feel that this crossing and splitting of the cycleway should be moved to nearer the intersections of Crofton Road and Trafford Street. As this will enable more people living in Nunweek Blvd, Crofton Road and Trafford Street to cross safely. It will also provide a safe crossing point for the Trafford Street shops.	Philip	Straver

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	4. Sheet 10- I frequently cross Harewood Road (3-5 days a week both ways on a walk with children) at the crossing point to the west of Leacroft Street. It is currently a difficult crossing due to the crossing point located in the middle of the bus stops and I see this is to continue in the future. It is difficult as frequently the buses are parked here, and you cannot cross till they move. Also, when I am waiting to cross the road, approaching buses often think you want the bus. Thus, meaning they slow down and still often stop despite me standing clearly back from the road. This causes frustration for the bus drivers as I can see it in their facial reactions. I would like to see a dedicated pedestrian crossing point put in this area for the safety of everyone. 5. Sheet 11- Well to be honest, I do not know what the solution is here. As a commuter cyclist there is too many traffic signals. I can honestly say that I will choose to stay on the road through this horrific roundabout, unless the traffic signal sequencing is amazing. As if the signals are too slow, I will not use them on my commutes. I would however use them when cycling with my children. I would like to see the existing cycle lane stay on the road through this roundabout to provide some safety to cyclists that choose to stay on the road here. 6. Sheet 17- I look forward to seeing the signalised crossing going in beside the railway. This is already difficult to cross from the north side of Harewood road to access the Northern Line MCR. Also putting in gated railway crossings is a great plan. Thank you for the detailed consultation plan and the information sessions. I look forward to seeing the building of the Wheels to Wings- Papanui ki Waiwhetū cycleway soon. Ngā mihi, Philip Straver		
38956	I want to ride on this with my Mum, Dad and sister. I like riding my bike, but can't ride on the road yet. Mum and Dad say cycleways help to keep me safe. We drive to some of them in Christchurch and then go biking together.	[redacted] Name withheld	[redacted] due to age
38955	I think that the project does not take into consideration the congestion on Langdons Road, in fact it may make it worse. The removal of parking on the road near the Copenhagen bakery will cripple the business. Traffic will be slower because of one lane and buses will share the problem. Leave it as it is please.	Julie	Hercock
38954	We support the development of the new cycleway but recommend the following changes: We are both cyclists and feel that cycling along Harewood Road is unsafe. The portion of Harewood Road where there are four traffic lanes is particularly dangerous. There is very little room for two lanes of vehicles, a parking lane and cyclists. There seems little point having four lanes for vehicles in the middle section of Harewood Road when at either end there are only two lanes. We propose the following changes be made to the layout: • Retain entry and exit access for vehicles to Sails Street if Wilmot Street is closed. There are two businesses on corner of Wilmot Street and Harewood Road, and a housing development under construction on Wilmot and Hoani Streets corner, which will require access and parking for vehicles. Vehicles accessing these sites would only need to travel one block along Hoani Street rather than two or three blocks as in the current proposal. Sails Street is wider than Wilmot Street so is a good option for two-way access. Sails Street would provide direct access between Harewood and Langdons Roads that would support the businesses on Langdons Road. By closing entry to Wilmot and Sails Streets from Harewood Road (through to Langdons Road) will only increase the amount of right turning traffic at Greers/Harewood Intersection. This intersection is already near impossible to turn right as it is.	Geoff & Kathy	English

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	We support retaining the entry into Chapel Street from Harewood Road. • Continuing the cycleway along a widened median in Harewood Road (as used in Linwood Avenue) from Bishopdale to Gardiners Road would be a safer option than the current proposal as it would keep cyclists away from parked vehicles, especially those accessing businesses. There should be no reason to uproot trees as the width of the road is sufficient to allow for cycle lanes on either side of the trees. When passengers exit vehicles, they aren't aware to look for cyclists. Crossings for cyclists from the central median cycleway would need to be included at intersections.		
38952	I support more separated cycleways, as the benefits far outweigh the costs. Please make it so that we can safely cycle around Papanui, Harewood, and Bishopdale, and get to the airport comfortably	Hao Ning	Tan
38950	I support the building of the Wheels to Wings- Papanui ki Waiwhetū cycleway. It will provide a safer route for my daughter, son-in-law and mokopuna to cycle on. It might even convince me that I should start cycling again to work in Merivale.	Maree	Lewington
38949	Tena koutou, I firstly would like to say that I am so pleased to see that the Wheels to Wings- Papanui ki Waiwhetū cycleway is one step closer to completion. I have lived near Harewood Road for the majority of my life, growing up in St James Avenue and now living in Cotswold Ave with my own young family. I watched the cycleway along side the railway be built and as soon as it was completed, I was able to cycle to and from school on it. Once I finished school I headed off to tertiary education and continued to use this cycleway, as I still do to this current day for my daily commute to work. The Wheels to Wings- Papanui ki Waiwhetū cycleway will be an asset to our community. It will provide me with a safer cycle route to work. In the future it will provide a safer cycle route for my children attending school, tertiary education and work. Below are my comments on the design. 1. Sheet 4- I am pleased to see traffic signals going in at Wooldridge Road. As to often I see cars turning right out of Wooldridge Road into a gap that is too small. 2. Sheet 5- Having the cycleway separated from the footpath here is a good idea, as the existing footpath is very close to the houses and driveways. 3. Sheet 6 and 7- I feel the new signalised cycle and pedestrian crossing should not be positioned to the west of Nunweek Bvld and that the cycleway should not split to each side of the road here. Rather I feel that this crossing and splitting of the cycleway should be moved to nearer the intersections of Crofton Road and Trafford Street. As this will enable more people living in Nunweek Blvd, Crofton Road and Trafford Street to cross safely. It will also provide a safe crossing point for the Trafford Street shops. 4. Sheet 10- I frequently cross Harewood Road (3-5 days a week both ways on a walk with children) at the crossing point to the west of Leacroft Street. It is currently a difficult crossing due to the crossing point located in the middle of the bus stops and I see this is to continue in the future. It is difficult as frequently the buses are parked here, and you cannot cross till they move. Also, when I am waiting to cross the road, approaching buses often think you want the bus. Thus, meaning they slow down and still often stop despite me standing clearly back from the road. This causes frustration for the bus drivers as I can see it in their facial reactions. 5. Sheet 11- Well to be honest, I do not know what the solution is here. As a commuter cyclist there is too many traffic signals. I can honestly say that I will choose to stay on the road through this horrific roundabout, unless the traffic signal sequencing is amazing. As if the signals are too slow, I will not use them on my commutes. I would however use them when cycling with my children. I would like to see the existing cycle lane stay on the road through this roundabout to provide some safety to cyclists that choose to stay on the road here. 6. Sheet 17- I look forward to seeing the signalised crossing going in beside the railway. This is already difficult to cross from the north side of Harewood road to access the Northern Line MCR. Also putting in gated railway crossings is a great plan; I have seen way too many near misses here since I was a teenager.	Sally-Jane Lewington	Lewington

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	Thank you for the detailed consultation plan and the information sessions. I look forward to seeing the building of the Wheels to Wings- Papanui ki Waiwhetū cycleway soon. Ngā mihi, Sally-Jane Lewington		
38948	I strongly support the proposal overall. It will encourage greater cycling on this part of the road network, and with that afford health benefits and reduce carbon emissions in Christchurch. As the proposal recognises, the present layout for cyclists along Harewood Road is inadequate and in places downright dangerous – for personal cycling, I am particularly concerned about the road approaching the Harewood roundabout in the direction towards the airport and the roads adjacent to the Bishopdale shopping centre. This poor road layout also discourages cycle commuting by residents in Bishopdale towards Papanui and on towards the city centre. I have a few concerns about the proposal: 1. Cycleways and paths need to be wide enough, at least 3m for two-way sections and ideally 2.4m for single-lane sections (per Cycle Design Guidelines) to allow cyclists easy passing. 2. Please ensure signs are clear for shared and exclusive pedestrian/cyclist use – this can lead to unnecessary conflict of usage. (For example, this continues to occur at the corner of Grassmere St/Grants Rd, where cyclist frequently enter the cycleway from Grants Rd or enter Grants Rd from the cycleway using short stretch of strictly pedestrian footpath instead of the driveway. The only indication is for cyclists northbound, with a single small curved arrow to direct cyclist to use the driveway instead). 3. While I appreciate the increased safety in the proposed closing off of some side roads in the plan – my experience on Rutland Street as a regular workday cyclist is that many motorists fail to observe Stop signs adequately on side roads and regularly encroach on the green painted cycleway during busy times as they attempt to enter Rutland Street – I have some concerns that these could have on some local businesses. In particular, Palmer Funeral Homes on the corner of Harewood Road and Wilmot Street. If Wilmot Street is closed off to Harewood Road and adequate street parking not retained, it is likely this business will be unable to continue on this site, and this in turn will adversely impact All Saints Church, which uses these premises on Sundays.	John	Arnold
38947	Lights at Breens is a great idea and well overdue. As a local mum who has children at both Breens and Harewood schools, this intersection is so extremely dangerous and lights is the only sensible solution. I have no problem with a bike lane, I think it is a great idea. I do however think it is unnecessary for there to be a bike lane on both sides of Harewood Road. There is already a underpass at the top end of Harewood Road so it makes sense for the bike lane to continue on that side of the road and leave the other side as it currently is which means it doesn't impact on parking for the businesses on that side of the road e.g. Copenhagen Bakery and the Charity Hospital. I think there must be a way where there can be a cycle lane on one side of the road which means that the road doesn't lose a lane on each side plus all it's parking. There is absolutely no need for a cycle lane on both sides of Harewood Road. As for all the extra set of lights that are suggested, I think it is overkill and will simply back up the traffic. There needs to be lights at Breens and Gardiners and potentially Harewood and Woolridge but certainly not either side of the roundabout (otherwise what is the point of the roundabout) and there is no need for lights at the Nunweek Subdivision (Nunweek Blvd). Please do not reduce Harewood Road to two lanes and add all these lights, it is only going to make traffic jams. Keep the bike lane to one side of the road meaning that at least going north it remains two lanes on the left of the centre line. Also why does the bike lane need to be as wide as bus? It is for cycles so it doesn't need to be so wide. Manly think about the congestion you proposed plan with have, I think there can be a balanced outcome if the cycle lane only impacts one side of Harewood Road and traffic lights are only put in where there is a real need - Breens Road/Harewood and Woolridge/Harewood. Thank you for taking the time to read this. I hope the end solution is one that benefits the whole community.	Karyn	Lynch

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38946	Fully support the plan to have a cycleway along Harewood Road. It is important to provide safe cycle facilities on key travel routes for better transport outcomes, associated health and environment benefits. The following are some design issues that I've picked up on the plans that should be considered to improve the multi-modal potential of the project. For example: Small extensions of the project scope to improve pedestrian access to bus stops (eg extend footpath to the bus stops beside #588, #524, #233). Improved placement of bus stops relative to pedestrian crossing facilities (eg bus stops beside near the intersection of Harewood Road and Waimakariri Road, bus stops near #513 and 496). But not so close that the bus stop is located across access points of a pedestrian crossing (eg #364 and bus stop on the opposite side of the road by Bishopdale Park). Better pedestrian crossing options (eg on plan #12 additional on-street parking is proposed adject to the central median, consider how this might impact people who need to cross the road at this location, eg people crossing the road after using the bus stop beside #232 or #233. An option here might be to provide a pedestrian crossing facility cut-through of the raised median. Without a safe crossing facility at this location the additional parking and safety impact to people crossing the road is concerning.) Consider better placement of in-lane bus stops away from parts of the road where it might be an inappropriate location (eg the bus stop beside #142 is not a straight section, it would probably be better located beside Wilmot Street/#146). Consider improvements to island bus stop around aged care facilities and at bus stops that have more people waiting at them, eg if the bus stop is only marked partially in-lane but doesn't leave enough space for a car to pass via the flush median (ie the driver will probably wait behind irrespectively due to indecision on available passing space, maximise the island width by pushing the bus stop further in-lane (eg bus stop beside Golden Age Retirement Village or other bus stops with high passenger demand, etc). Consider how important facilities such as shelters provided at the wrong location at bus stops won't be of use to people waiting, ie they'll wait at the most logical position to get the bus from (eg the shelter location opposite #41 is too far away from the boarding location of the bus stop). This bus stop might be better located closer to the southeast side of the Mitre 10 accessway, keeping it closer to the pedestrian crossing facility at #59 and its paired bus stop. Improving bus journey times (eg are some of the bus stops possibly too close together, could some be combined and improved bus stop facilities be provided?)	Brenda	O'Donoghue
38944	I support the proposed wheels to wing cycleway in full. It will make cycling safer and more inviting to residents who would like to bike, but do not feel safe. The proposed cycleway is fantastic and I believe it will enhance the Papanui and Bishopdale suburbs, encourage cycling, enhance the visual amenity and will appear cohesive to the other cycleways and road layouts in Christchurch. This is fantastic. It will encourage cycling!!	Adrianne	Tisch
38943	To whom it may concern, Thank you for the opportunity to offer feedback on the proposed design. Firstly I'd like to state I am a cyclist. I commute almost daily into the centre city from Bishopdale for work. I am concerned about the proposed design from several points of view. I highly value cycle safety, as I have experienced firsthand near misses and witnessed as many also. However I cannot support the design as it stands. This is due to a number of reasons, but the most pressing being the catastophic effect it will have on the park like feel of my neighbourhood, not to mention the almost certain death to some businesses in the area. From an environmental standpoint, the design misses the mark also, with the removal of the trees on Harewood Rd and the Bishopdale roundabout	Sharon	Dowers

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	being a major concern for the community. I appreciate the safety reasons for this however believe a different approach is needed here. I would also question if the council has considered the impacts on local businesses in it's design process. While Copenhagen bakery has had some press time, the impact on the Dentist and funeral home on Harewood Rd, with Wilmott street set to be entirely cutoff from access to Harewood Rd, will be significant. Both are locally owned and rely on the ease of access from Harewood Rd. In close I would like to suggest some alternatives to the proposed design. Firstly consider upgrading the existing cycleway (or lack of) on Wairakei Rd linking people into the city. I use this route daily and it is well used by many other cyclists. Currently it is painted but these markings do not cover the stretch of road between Greers and Grahams Rds. Perhaps council could consider an upgrade to this area, or expanding the off road cycleways along the railway lines to enable easier access to these? Secondly, perhaps the Harewood Rd cycleway could be trialled as a painted lane option initially to guage it's use and confirm the need for a built in one in this location (one could ask who will be biking to the airport?? Generally a place that requires taking luggage)? The road width would allow for this without the need for reducing lanes or removing parking. Given the expense of the proposal, in a time when getting back to basics is the call to the council from a community hit hard by the impacts of Covid 19 on their finances, I would deeply question how appropriate it is to be laying out this sort of money without some in depth research and confirmation it is in fact needed. Finally, please consider the community in your decision making. There are many voices in this conversation and all of them valuable and worthy of being heard. Thank you for your time.		
38940	I believe there needs to be other options other than those proposed. Taking away street parking and reducing the current two lanes to one is solving any traffic problems. This is one road currently that flows nicely, I never get stuck in large amounts of traffic it is currently easy to get off and on to (with the exception of Breens and Gardiners intersection). I am a regular cyclist, pedestrian and car driver of this road, however I feel this proposal does not meet the needs for everyone. The cycle lanes are stop start around the area including along John's road, I believe the John's Road cycle track should go from Belfast, past The Groynes all the way along south bound side to Memorial Avenue then underpass (should have been done earlier) towards airport and in turn a direct line into city or the rail cycle lane. I have concerns about turning in and out of streets such as Cotswold Ave/Leacroft st etc, (I have two young children at Cotswold school). Areas such as Edgeware the cycle lanes are hard to turn out from, making it tough getting safely out of side roads quickly especially, if you are reducing lanes then it will be even harder to pull into traffic with all traffic condensed into one lane. Currently with the two lanes it separates traffic meaning you can safely turn into a lane and the. Switch lanes safely if needed. I regularly cross Harewood Road (walking, cycling, scootering and driving) to use supermarkets, shops, playgrounds, ymca, schools and really feel this isn't the right solution for this road. Im not sure of the statistics regarding workers using this cycle but as a previous airport worker, I would not or could not cycle to work as airport shifts don't allow for this. Earlier morning and late nights are not save for anyone to be out alone cycling even on a cycle lane. As a regular airport user this is the last place I would be cycling to, I'm usually picking up dropping off people with luggage or have my children, also with luggage. I would prefer cycle lanes running all the way along the railway line from north side to south side. A cycle lane connecting all the way from Main North Road to Bottle Lake and access to the beach areas. (This currently is stop start cycle lanes). Also a cycle lane to McLeans Island connecting all of the bike areas making them family friendly areas to cycle to and from. However a pedestrian crossing and intersection lights are definitely required at the Breens/Gardiners Roads as this is the one intersection I do avoid on this road.	Rachel	Powell

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38938	Hardwood road is busy enough as is, as I use it everyday and struggle to get on to it. Closing on of the two lanes is only going to crest more traffic and accidents, also creating more pollution due to idolling cars. Due to the installation of north link, cars have been using sails road and the other one to deminish the amount of traffic and would be a huge tragity to make those one way. Less parking is only gonna make everything worse as well. So many of us living in the area think the idea is rediculous and only a negative to us.	Alyssa	Neho-Smith
38937	I think a cycle way will be an asset to the community. I would consider riding to work if there was a cycle way as I would feel safer	Mark	Dagger
38936	I am in favour of the cycle way. I have a high school age child who cycles to school. He doesn't use Harewood Road due to safety concerns. I feel a safe cycle route along Harewood Road would be really valuable to the local community. I would however, hate to see any of the old, established trees be removed. I understand new trees would be planted but the old trees are part of Bishopdale's history and culture. The traffic lights at Breens/Gardiner's interesction will be a valuable addition to the area. The new pedestrian lights will provide safe crossing points for the large number of school age children in our area.	Caroline	Dagger
38934	I have lived close to Harewood Road for 5 years now, and I drive in it daily as part of my commute to work. I strongly support this proposal for several reasons. Firstly, improving cycling infrastructure and removing roaring infrastructure is the best way to encourage people out of cars. Secondly, Harewood Rd is currently too wide. This encourages drivers to travel too quickly, sometimes as high as 70km/h in a residential area. Narrowing the road will make drivers travel at a more reasonable speed. Finally, the two lanes are currently purposeless as the road rarely receives heavy traffic and research suggests single-landing roads reduces congestion in general. My only request is that care is paid to maintain the trees in the median strip in Harewood Road.	David	Palmer
38932	I know this proposal is controversial. However, though I do have a car, a push bike is my main mode of transport and has been for about 30 years. Each year, the cycleways get better and better and I really appreciate that. It makes cycling safer and so more people are comfortable and confident about cycling. This is better for people's health, for the climate and reduces traffic congestion. One thing that is not mentioned is that NZ's biggest import item is transport fuel. This leads to a trade deficit which leads to a current account deficit. This means we owe the world more each year as our imports do not fully offset our imports. In fact, we may end this year with a trade surplus because we have not been importing as much fuel as usual (mainly due to Covid and drastically reduced aviation fuel use). So getting people out of cars and into bikes also improves NZ's current account numbers. Then you also add in car imports, tyres, parts, etc. So this is another reason to encourage bike use. It is well established that getting people out of cars and onto bikes leads to much better health outcomes. Plus having safe cycleways allowed parents to feel comfortable about their children biking to school. This may become a life-long habit of choosing to bike rather than drive. So for all these reasons - I support this proposed cycleway.	Kay	Robertson
38930	I am opposing the Wheels to Wings cycleway. I am employed at the Copenhagen Bakery and there are numerous reasons why I think this cycleway on this busy road and carriage way should be re considered. I am employed to start early in the morning before any buses or other reliable forms of transport can be of choice to me. I am concerned about the lack of safe, close parking that will become unavailable to myself and other workers at my work place at 3 am in the morning. We must park on the street like many other people that travel from a distance outside their workplaces and my employer is concerned for our safety and ease of accessibility to park close by without either taking a relevant customer or resident home owners car park or getting a car parking ticket due to the changes on the road for the new cycleway. There are far too many unnecessary car parking possibilities for our customers and staff and	Emma	Breitmeyer

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	residents taken away for this project. We will need to park on the street by parking way up towards the charity hospital or down towards Nunweek park to save risk of taking crucial parks for our customers or nearby neighbours. We may not park in our staff driveway at 3am due to our specific resource consent conditions. This will proves a huge inconvenience with safety issues for us all at this time of day. This main carriageway with its already high volume of many types of transit vehicles, private cars with parents to and from sport, school, work, clubs, deliveries, utes and trades and emergency vehicles is doing the job it was designed for without changing it into a more dangerous and obtrusive over complicated cycleway route with all its restrictions and obstacles. Local businesses will indeed suffer. The lack of parking, and the lack of accessibility for many of its customers, and trade vehicles, the increased risk of queuing outside from customers, deliveries etc trying to negotiate entries and exits will increase a more than minor safety issue for residents and my workplace. There will be more accidents. The lack of ease and safety of access and parking will be a huge negating factor on sales at my workplace. This will have a disappointing result on trade and viability and the need to make changes internally. The huge diverse community in which we service, provide ambience, outreach and social connectivity will ultimately suffer. What will be the IMPACT for this cycleway which was presumably pencilled in as a major cycleway before the earthquakes? I would like to see the assessment report and supporting evidence in the consultation plan that can show holistically that the community after the earthquakes have indeed been involved in this cycleway strategy and route since 2011 and how we have been involved in the decision making and negotiation enabling such a design to come to fruition democratically, all the while using public funds so liberally, presumably to save our planet in such a very minor way. I am not against cycleways, but common sense with location and practicality, must prevail. I am most concerned about the viability of this project on this road, the risk to pedestrian cycle safety and the justification of its design and demographic impact. Thank you.		
38926	Better to reduce the speed limit to 30kmph down Harewood road and not bother with all the proposals. This will make cycling safer. Keep the double lanes & off street parking on Harewood Rd. Install no new lights. Make no changes to the other sides streets. Chop no trees down. Thanks	Brett	Hales
38923	1. Could you please provide more factual information around the requirements that a cycle way will improve the flow of traffic along Harewood road. 2. Please provide the traffic impact on the associated roads leading to Johns Road after reducing Harewood from 4 lane to 2 lanes 3. Please provide the numbers of people currently and proposed that will use the cycleway with supporting data on area where these people live. 4. With world wide data supporting the use of roundabouts please explain how the inclusion of traffic light would improve the flow verse the exiting?	Stacey	Hogan

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38913	To Whom It May Concern PROPOSED CHANGES TO HAREWOOD ROAD I have lived just off Harewood Road in the vicinity of Crofton Road for twenty seven years. I recently attended an information session to view the full design plan and attended a community meeting in order to become more informed on the proposal. I must say the design plan is an impressive presentation and very clearly prepared with an agenda to provide for the cycleway as a priority. I understand the cost to date for this chosen design is $5 million and that this is a cost to Council? Given that this chosen design is now open for submissions from the community, I guess this cost is likely to escalate? Furthermore, I understand this chosen design is likely to cost $20 million to implement, half of which is a cost to Council? Traffic volume on Harewood Road and its feeder roads is clearly on the increase and the signalising of the Breens Road/Gardiners Road intersection and upgrading of the Greers Road intersection included for in the proposal must proceed. Without doubt, the businesses, the Methodist Church and the residents along Harewood Road will make submissions on the impact the chosen design will have on them. Most of what I am hearing suggests a reduction of the four lane sections of Harewood Road to two lanes in order to provide for the cycleway is not wanted. I tend to agree, however, lets get the Breens Road/Gardiners Road intersection signalised without further delay and, at the very least may I suggest, the Greers Road intersection right turning arrows operating on every phase!!!	Rex	Carson

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38912	*SAFETY IMPACT: of this huge cycleway project is to be better identified and justified for the huge amount of tax payers money being spent to negate carbon emissions per KM, for a presumed interchange to cycle use. I am an employee of a very popular and busy bakery business on this street that requires me to park on the road at 3 am in the morning. I am not allowed to park up the driveways due to the resource consent conditions of trading and it now appears on the current project plan, that instead of parking relatively close (4-6 houses away on the street, both sides of the road) when I arrive at 2.50am, I will now be asked to park further away due to the limitations of customer parking which will be taken away completely by the council for the excessively curbed cycleway, or road markings or limited parking signs that mean people (including residents) must move on from their parks to another designated area. Visiting relatives or other, to Residents' households in close proximity to my work, may also put pressure and take advantage of our off street business carpark by using these spots for their own use. It will be difficult to monitor. My employer is concerned about how far I must park at 2.50am that will provide me with the confidence to walk from further afield at this time of the morning. My collegues (at least 5 of them) are coming from all over town, Rolleston, Rangiora, Ferrymead, etc and must find a safe and park at this hour of morning. There is also a safety issue with pedestrians negotiating the cycleway channels and curbs from street carparks into my work place. A large majority of our regular customers are over 50 years old, elderly, infirmed, disabled, coming with mini buses from rest homes etc, and coming from destinations all over CHCH in their vehicles. There will be a spilling of vehicles into my work place carpark due lack of street carparks and the risk of injury and accidents will increase, which will become an liability to our employer. *USAGE OF THE ROAD: This cycleway has been planned for the use of commuting to and from work and "re connecting the community"? My work place and the business certainly re connects the community, by connecting the customers from all over CHCH and local. Our customers will reconsider visiting when there is difficulty in finding a viable park, safety issues from the layout of the cycleway obstacles, ultimately reducing the business trade and potential loss of employment opportunities. It is unfair and unrealistic to use or compare overseas cycleway studies that say that business trade in hospitality will not reduce due to cycleways directly outside these businesses, when in fact these studies are using statistics and demographics from large densely populated cities that have restrictions and tough compliance for vehicle licensing, no supplied central city carparks or garages for vehicle use for inner city tenants, and a wide variety of regular transportation options to choose from to get around. * POPULATION & DEMOGRAPHICS -CHCH is becoming more spread out and our population does not compare to these cities that are used in the reasoning behind the big push for cycling etc. The CHCH population is using more regular personal vehicle use to get from A to B due to the lack of regular economical, and efficient and other forms of public transport. We need to get to jobs and schools from across town, a vehicle is the only means for the majority of our population and a cycleway on a main carriageway, Harewood Road, is not only going to create another logistical nightmare, and a whole different effect on the environment and community but create more accidents and chaos. People are becoming more time poor and need to stop off and purchase items before after and during their work days and they want to do this with moderate ease without creating queuing and back log to the traffic around them, especially outside my workplace. I would like to know who it is, demographically, and what the expected number is, where they are expected to come from and where to, that will use this cycleway on a day to day basis - not just weekend folly - and not a few kids going to school and back ! In my knowledge from working here the past 11 years tells me that the resident Bishopdale, Harewood, are averaging over 50 years old, most residents are still in their first homes and semi or retired, and require a vehicle to get around. CYCLE WAY + WHY HERE- NEED TO RECONSIDER? RENEGOTIATE with the community + this route, which is a major connecting road, WITH daily use of trades vehicles, workers coming from all sides of town to work at airport etc, delivery trucks and utes. This cycleway must be re put to the community to negotiate another option, a lesser main road with less risk and impact on the community AND ONLY if the demand truly exists for a connection to north west. Include the community in the plan, logistics, ideas, consultation and negotiation, re assess need, impact etc, to deduce the risk of serious accidents. I am opposing the wheels to wings cycleway, due to the need for the council to reconsider and reflect on the IMPACT of the excessive design in its present state on Harewood Road, and the fact that the route for such a major cycleway has been put to the community after it was first put to the community pre 2011 earthquakes and does not suit the new needs of the immediate community due to the changes that we have inherited from diverse urbanisation and changes to our demographics post earthquakes. *SAFETY IMPACT: of this huge cycleway project is to be better identified and justified for the huge amount of tax payers money being spent to negate carbon emissions per KM, for a presumed interchange to cycle	Ngaire	Alderson

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	use. I am an employee of a very popular and busy bakery business on this street that requires me to park on the road at 3 am in the morning. I am not allowed to park up the driveways due to the resource consent conditions of trading and it now appears on the current project plan, that instead of parking relatively close (4-6 houses away on the street, both sides of the road) when I arrive at 2.50am, I will now be asked to park further away due to the limitations of customer parking which will be taken away completely by the council for the excessively curbed cycleway, or road markings or limited parking signs that mean people (including residents) must move on from their parks to another designated area. Visiting relatives or other, to Residents' households in close proximity to my work, may also put pressure and take advantage of our off street business carpark by using these spots for their own use. It will be difficult to monitor. My employer is concerned about how far I must park at 2.50am that will provide me with the confidence to walk from further afield at this time of the morning. My collegues (at least 5 of them) are coming from all over town, Rolleston, Rangiora, Ferrymead, etc and must find a safe and park at this hour of morning. There is also a safety issue with pedestrians negotiating the cycleway channels and curbs from street carparks into my work place. A large majority of our regular customers are over 50 years old, elderly, infirmed, disabled, coming with mini buses from rest homes etc, and coming from destinations all over CHCH in their vehicles. There will be a spilling of vehicles into my work place carpark due lack of street carparks and the risk of injury and accidents will increase, which will become a liability to our employer. *USAGE OF THE ROAD: This cycleway has been planned for the use of commuting to and from work and "re connecting the community"? My work place and the business certainly re connects the community, by connecting the customers from all over CHCH and local. Our customers will reconsider visiting when there is difficulty in finding a viable park, safety issues from the layout of the cycleway obstacles, ultimately reducing the business trade and potential loss of employment opportunities. It is unfair and unrealistic to use or compare overseas cycleway studies that say that business trade in hospitality will not reduce due to cycleways directly outside these businesses, when in fact these studies are using statistics and demographics from large densely populated cities that have restrictions and tough compliance for vehicle licensing, no supplied central city carparks or garages for vehicle use for inner city tenants, and a wide variety of regular transportation options to choose from to get around. * POPULATION & DEMOGRAPHICS -CHCH is becoming more spread out and our population does not compare to these cities that are used in the reasoning behind the big push for cycling etc. The CHCH population is using more regular personal vehicle use to get from A to B due to the lack of regular economical, and efficient and other forms of public transport. We need to get to jobs and schools from across town, a vehicle is the only means for the majority of our population and a cycleway on a main carriageway, Harewood Road, is not only going to create another logistical nightmare, and a whole different effect on the environment and community but create more accidents and chaos. People are becoming more time poor and need to stop off and purchase items before after and during their work days and they want to do this with moderate ease without creating queuing and back log to the traffic around them, especially outside my workplace. I would like to know who it is, demographically, and what the expected number is, where they are expected to come from and where to, that will use this cycleway on a day to day basis - not just weekend folly - and not a few kids going to school and back ! In my knowledge from working here the past 11 years tells me that the resident Bishopdale, Harewood, are averaging over 50 years old, most residents are still in their first homes and semi or retired, and require a vehicle to get around. CYCLE WAY + WHY HERE- NEED TO RECONSIDER? RENEGOTIATE with the community + this route, which is a major connecting road, WITH daily use of trades vehicles, workers coming from all sides of town to work at airport etc, delivery trucks and utes. This cycleway must be re put to the community to negotiate another option, a lesser main road with less risk and impact on the community AND ONLY if the demand truly exists for a connection to north west. Include the community in the plan, logistics, ideas, consultation and negotiation, re assess need, impact etc, to deduce the risk of serious accidents.		
38905	Traffic lights at the Breens intersection is a sensible design option. Reducing the lanes, introducing multiple lights at an already safe and functional roundabout is introducing unnecessary risk and congestion. There is no doubt that this design provides more safety to a few more cyclists and enable that growth in the area. However, the sheer volume of businesses and traffic flow that now interact going in and out of businesses due to lack of on street parking or need to visit shopping centres will increase risk and danger to cycling users. Furthermore, motorists will suffer and impatience will grow. I drive from Harris Crescent to the airport twice daily, and use both northlands and bishopdale malls. The changes proposed have significant and concerning changes to my commute, lifestyle and direct safety. Why should my safety as a motorist be compromised at the expense of a few. My commute time WILL increase as a result of lights and increased congestion that cannot be disputed. Reducing the lanes also increases the risk for off streets to merge onto what is now a single lane, having flow on congestion effects onto other offshoot roads. Having two lanes enables a safe integration of motorists, and easier flow. One lane would, in my opinion, have fewer chances to merge with traffic and turn into it (with the exception of the proposed breens lights). I simply do not understand how this project, with an overwhelming volume of city-wide opposition and community board opposition is being pushed ahead. If this project is truly for the community, then why aren't the wishes of the very community this is targeted for not being listened to? I am a cyclist, a motorist and often also run down that road often. I am a daily user of these routes. Who is this project for.	Tyrone	Neho-Smith
38898	I believe restricting access to Sails, Wilmott and Chapel Streets will put more traffic onto Langdons Road which needs to be addressed,, slowed to 30 km and a crossing for pedestrians,, just crazy to restrict access,, people living in these streets would have to come onto Langdons Road which has enough traffic as it is	Penelope	Toa

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38891	CCC have not carried out any proper Cyclists numbers survey and to embark on a 20 million dollar cycleway project with such consistently witnessed minimal cyclist numbers is both wreckless and unwise use of Ratepayers money. For these and many other reasons I oppose the Harewood Road cycleway proposal. I wish to speak to the Hearings Panel about my submission.	John	Sugrue
38886	For context, I support your goal to revise the route as a major cycleway. I have two issues to raise. Firstly, I have serious concerns about using green on the road when a car can drive over it. Green represents ‘safe’ to many (most?) cyclists. I think this has directly resulted in fatal incidents many times, including the recent North Shore tragedy. https://www.stuff.co.nz/national/300248323/cyclist-dies-after-being-hit-by-truck-on-aucklands-north-shore Have attached images for reference (intersection of Lake Rd and Montgomery Ave, in Belmont) I can see a similar design for the Matsons Avenue intersection. When a cyclist sees the 'safe' green space, and driver sees the broken line around the green lane, you get a tragic miscommunication. I suggest you remove the contradiction. Communication is giving a false sense of security to both sides. Two bits of communication in the same place are being read differently by two sides. Don't use green where it can be driven over. Consider nudges/alerts that change thinking. When a car needs to cross a bike lane, what about rumble strips? Hitting them makes the driver aware of cyclists. Rumble strips are a warning - a wake up. Green lane and paint doesn't do that. Also worth considering that interventions that make users think LESS about the consequences of their actions, can be deadly. Imagine if there was nothing painted on the road. Might cause the cyclist to think more. Might cause the driver to look more. Not saying all paint should be removed.. just saying all thinking removed is far worse. That’s the dilemma of infrastructure. Secondly, an issue you will be aware of, but here’s my take. When a design must deliver to a wider range of user type, we typically to see it delivered primarily to the novice/basic type. For experienced cyclists like myself (ridden for 30 years and commuted in London/Sydney for half of that) this can feel retrograde and frustrating (if we feel forced to use them). The Bishopdale Roundabout with so many lights will make for an incredibly slow experience. When you introduce infrastructure that slows the flow, you introduce a car frustration - constant stopping. I cycle because constant stopping is a car problem, and I know I can get from A to B in a certain time. Mingling in slow traffic, as in a roundabout, is an entirely manageable risk. It's also entirely legal. If you're going to introduce crossings and lights for nervous new cyclists, you have to also support those who’d ridden their entire lives. We need adequate communication about the road being a mode-neutral space. It is shared. I dread the backlash of drivers (St Asaph St anger) because the communication isn't out there. The social environment is our biggest barrier to change. I want to see you tackle that, taking the mode-neutrality message beyond planners and out to the people. I wish you could have incorporated an underpass or overpass for the Bishopdale roundabout. It would keep the flow going and seperate cars and bikes, keeping all sides happy. See included schematic. Expect budget not imagination was the constraint.	Matthew	Talbot

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38885	I am against the proposed Harewood Road cycle way. I do not believe there has been a realistic cost benefit analysis to the citizens of Christchurch in designing the changes to the road. There appears to be little consideration in the design to the rapidly changing technology which has effected the community in the last 5 years and will have even more effect in the future. There are also fundamental inconsistencies with other designed cycle ways within the city that leads me to believe the designers do not have a long term vision and appear to be experimenting with our city and its future. I wish to provide a more detailed response to my objection after more information has been received from Lynette Ellis and her team. (I have had verbal assurance from her that this is acceptable)	Matthew	Reid
38882	I think this is an excellent initiative. Living near the cycle way on Rutland st I see lots of use by children and families. This will be another way to allow safe routes for more people.	Jo	Hurst
38880	This just horrifies me that you want to reduce an already busy road to single lanes because of cycle ways. I travel this road every day to and from work and hardly ever see a cyclist but see many cars not able to cross Harewood Road for ages due to no traffic lights. Out of frustration people do some crazy and dangerous moves just to cross the busy road. To have a special lane for cyclists will just make this more frustrating when the need is not great for bikes but there is still a great need to keep the double lanes. Please listen to the motorists who use this road everyday and don't make decisions sitting in your office. I work in town and see all the unused cycle ways especially on St Asaph street that never get used but make the lanes tighter and more chance of a pedestrian to get hit by a passing car that is far too close to the official crossing. What a waste of the taxpayers money! And you are going to do it again! Work on encouraging people to work in town by making parking cheaper or free shuttle buses within the four avenues as our public transport is useless	Esther	Schwartfeger
38879	Section 1 - Harewood school to Nunweek park. Most of this appears to make sense and I generally agree. Section 2 - Nunweek park to Bishopdale roundabout. I generally agree with this (especially lights at Harewood/Gardiners/Breens and reduction to one lane). Do not agree with the impact on parking by Copenhagen bakery - everything possible should be done to assist a local small business to make it easier for their customers to park close by. Section 3 - Bishopdale roundabout. Disagree with all of this. We don't need the roundabout! Taking out the entire roundabout (including obviously all the trees - we have enough trees) to me seems a better solution and would (I hope) make for less traffic lights and make the design of the cycleway easier, if we stick to traditional cycle lane on each side of the road. Section 4 - Bishopdale roundabout to Greers Road. Disagree with most of this, except the reduction to one lane for vehicles. Residents on north side are impacted by losing on street parking. 2 way cycleway on north side is not needed if the bishopdale roundabout is removed and we keep with the traditional cycle lane on both sides of the road. Section 5 - Greers to Matsons. Disagree with most of this. See above, 2 way cycleway on north side not needed, residents impacted by loss of on street parking. Section 6 - Matsons to railway line. Agree with cycleway on each side but no need to remove on street parking. I assume (hope) that all of the grass berms are being removed to assist with the implementation of this? - no one needs or wants a grass berm outside their house. I also assume motorists are being treated with same level of importance as cyclists in this plan? Having cycled on Harewood road I agree with the reduction from 2 lanes to 1. The Bishopdale roundabout, and the trees on it, serve no purpose and to me appear to be a hindrance - get rid of it (plenty of trees in Bishopdale park). It appears some parts of this plan have no regard for residents (and one or two small businesses) and instead is putting cyclists (of which I am one) ahead of everyone else. Thank you for the opportunity to make this submission. I would like to be involved in discussions, if any are to take place.	John	Pimm

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38878	I wish to submit my concerns in relation to the Cycle Way Proposal in Harewood Road in Christchurch. Points of concern: Often it takes us 5 minutes before there is a clearance in the traffic to exit our property. This will effect not only us but all residents in Harewood Road. Regardless of indicating of turning into our property there have been a lot of near misses from being hit from behind. If we are reduced to one lane this will be made even more dangerous as we can see endless pile ups occurring. This is made even worse once the sun sets in the West. My other concern is the cutting in the median strip outside 396 Harewood Road Bishopdale. As it is now there is often a back log of vehicles using this cutting either coming from the West up Harewood Road or motorists using the same turning point to travel East down Harewood Road towards the Bishopdale Mall. By reducing one lane in both directions where this cutting is we can see many nose to tail accidents occurring as there will be insufficient room to carry out a safe manoeuvre with a cycle way and with only one lane in both directions. In our opinion it would make more sense to close off this cutting and to make a right hand turning lane at the intersection of Cotswold Avenue and Leacroft Street Bishopdale. We are attending the meeting at the community centre at Bishopdale this evening. Thank you for taking time to consider our submission.	Rob	McCreanor
38877	As a resident of Harewood Rd for 20 years I have witnessed the increase of traffic along this main arterial route to the airport and SH1. By reducing Harewood Road to one lane it will increase congestion or alternatively apply pressure to neighbouring roads, as evidenced with increased traffic on Harewood Rd when Wairakei Road was redesigned with restricted access to and from the airport. Looking specifically at my driveway which is adjacent to a median strip. The present layout allows cars to turn around the strip to travel East. With the removal of a lane and placement of a separated cycleway with a kerb will either prevent or restrict a driver from turning around the strip and divert them to a neighbouring side street. One option advised to me at a drop in meeting was to go down Nunweek Blvd and go around the roundabout and Right turn onto Harewood Rd. Another option is to drive thru Nunweek subdivision and exit to Trafford Street and Right turn onto Harewood Rd. At peak times when turning Right onto Harewood Road is not possible then options are Roydvale Ave to Wairakei Road or SH1 to Sawyers Arms Rd. Heading West along Harewood Road entry to driveway has the potential to create delays to fellow road users. The current layout provides the ability for left turning vehicles to pull into shoulder and following cars to pass using the extra space of second lane. The separated cycleway with a kerb reduces the space for vehicles to pass thus increasing the congestion levels and causing delays to fellow road users. I can also see delays to fellow road users when the cues at median strips become longer due to increased access to side streets eg Trafford Street or Crofton Road. At the drop-in meeting it was suggested that I could ask for the median strip to be removed. This is not my ideal solution as the median strip provides pedestrians a safe crossing point. It was also suggested that the pedestrians would walk up or down to the Nunweek Pedestrian Crossing – I honestly believe that in reality people will still risk crossing the road instead of walking further to use the Nunweek Pedestrian Crossing. The best solution for all concerned is that we have a painted cycleway on the current layout with placement of the promised lights at Breens, Gardiners and Harewood Roads intersection. If Papanui Road can operate a painted cycleway so can Harewood Road.	Bridget	Banks

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38873	Whilst I support increasing the amount of cycle infrastructure in the city, I have trouble in understanding my safety risk with this design. I am someone who isn't comfortable riding on the road usually but I have also been put off riding a bicycle due to safety concerns along another Major Cycle Route. In looking at the design guidance by Waka Kotahi, I would be interested to know if the Separated Cycleway Option Tool (SCOT) was used to assist with the decision to put a narrow two-way cycleway on one-side of a busy arterial road? There doesn't appear to be a copy on the project page? I'm even more concerned where it is two-way in the section to the west of Greers Road where the solid median effectively makes it one-way resulting in drivers generally only looking one-way when there are in fact two-way cyclists travelling in front of them. Have any serious or significant safety concerns been raised in the safety audit around the design of a two-way cycleway on Harewood Road? There didn't seem to be a copy of the audit on the project page? The width of the two-way cycleway seems fairly narrow. Whilst this may carry the anticpated number of cyclists, has the number of micro-mobility users been added into this also? It is a significant amount of money being thrown at this so what happens if it is isn't wide enough to cater for all users not just cyclists? They may not be allowed to use them currently but that could change with rules. How does this design align with the Safe System principles and has a Safe System Assessment been completed? Rather than reducing exposure for vulnerable road users it appears to be creating an overly complicated and inconsistent cross-section for a movement corridor for all users.	Gemma	Dioni
38865	Completing the Wheels to Wings MCR is a critical section for the cycleway network. 1. The work proposed will improve the safety for all road users, and especially for pedestrians and cyclists. - Installing traffic lights at the Bishopdale roundabout and Harewood/Gardiners/Breens intersection are safety works that are achieved ahead of schedule because of the MCR - Providing safe access for children to walk or cycle to school reduces a family's dependency on the car and improves the physical and mental health of the children. 2. I frequently use many of the existing MCRs both for recreation and as routes to specific destinations. Wheels to Wings would provide a safe route for me to get from Somerfield to the McLeans Island recreation area via the Northern Line MCR - which is much safer than using Harewood Rd without the MCR or the Yaldhurst Road/Pound Rd alternative. It would also provide links to the Northern Corridor cycle way to add to the recreational routes available to me. 3. By providing safe access on Harewood Road for cyclists and predestrians the patronage at retail stores such as the Copenhagen Bakery should increase. 4. I am sure that the issues raised through the consultation can be mitigated through changes to the design to provide access to the Charity hospital and other critical destinations.	Chrissie	Williams
38861	Refer attached submission	Colin & Shirley	Fussell
38857	Please do not remove the trees at Bishopdale roundabout. Work with the trees - our world needs all the trees.	Lynette	Attewell
38855	How do I reverse into our driveway? Can I move into the cycleway to reverse into driveway? At the moment with no cycleway I stop on side of road and reverse in. With cycleway now there am I now forced to stop in middle of road and reverse into oncoming traffic. Dangerous! I would much rather reverse into driveway so i can drive straight out again with much greater visibility. Forcing me to reverse into oncoming traffic is no good as I will hold up lines of cars. Surely I can at least poke my nose into cycleway (watching for cyclists of course) rather than blocking the entire road. I understand you can't drive 50 m in cycleway. Fine. But I see no other safe way of doing it.	Stephen	McKee

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38853	I regularly travel along Harewood Road & do not see cyclists. Why is the airport the designated destination? usually people use a vehicle-car / bus to carry luggage. Why are you removing so many car parks on a mostly residential road? parking is essential for (older) folks visiting the numerous rest home, café and hospital, pre-school etc. It is distressing to see trees will be removed. It is good to see Sails St & Chapel St as one way streets, why has Langdons Road not been improved. It now has a huge traffic volume and I avoid it because visibility is poor and dangerous to exit & enter. Harewood Road will always have a high traffic volume, reducing to single lanes will cause congestion. How are emergency police cars & ambulances going to have room to pass vehicles at speed? people may die while waiting. The pedestrian & cycle lanes should be shared on both sides of Harewood Road. At present pedestrian traffic is minimal. Harwood Rod will always have a high traffic volume. It is a long road, commuters will use (electric) cars to shop, collect goods, go to the airport etc. - Mitre 10 - goods etc. The concept is positive, but a lot of revision is needed to be car, pedestrian & bike friendly!	Madeline	Price

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38850	While I question the need for a cycleway at all, as I don't see a lot of people cycling down Harewood Rd and also the cost of $20m (which I feel could be used for another project i.e. hospital parking) here are some concerns I have. 1. Would the Council consider having the cycleway only on one side of the road as proposed in parts of the plan? Using the roundabout a good idea but if the c.way was on Northern side it won't affect access to Charity Hospital and Copenhagen Bakery. 2. Could the footpath and green berms not be joined together (possibly make it a bit wider) to create shared cycle-footpath. I believe that this would be wide enough for most cyclists. Perhaps the cycle part could be coloured green, like in many other areas of the city already. 3. Parking: I believe loss of car parking on both sides of Harewood Rd would have an adverse effect on many resident's health and well-being; because if visitors are unable to park, both parties (many seniors) social and emotional connections would be compromised. The parking loss may also affect churches, funeral parlour, retirement homes and businesses like the Copenhagen bakery, where up to 10 cars can be parked on each side at various times during a day. Leaving parking on the Southern side may alleviate some of these concerns. 4. As a bus user at times I have a question re the raised edge to the c.way. How will it affect their ability to pull into a stop and pick up and drop off people safely, especially those with walking frames and walking canes? At the last community meeting, it was brought up that if the road was made into only a one lane, then how would this affect the ambulance, fire trucks and also the weekly rubbish trucks, who stop at every house? With a one lane road this alone will stop th4e flow of traffic, on what is a busy road most of the day. And my last thought – I am only 5 foot 1cm tall and shorter in my car – so please……. While I would be sad to see the large trees removed from the roundabout when considering new ones can you please consider ones that won't be too bushy so they won't obscure my vision. Thank you for reading my submission.	Ann	Cooper
38847	Please, please, please - do not cut Harewood Road down to 2 lanes! No, No, No, No. It's fine as is! Traffic needs roads more than no parking & only 1 lane each way will not work. It's always busy cars, pushbikes have plenty of room already. Please leave as is!!!, 4 lanes traffic & 4 lanes traffic please	Michael	Eden
38844	Just get on with it and build it. Ignore all the wingers only looking out for themselves.	Michael	Galambos
38843	No No No Please No. Please don't block Sails, Wilmot & Chapel St from Harewood Road. Greers Road in mornings/afternoons is bumper to bumper having back ways to get hoe after school drop off / pick up is such a time saver. Leave our phenomenal trees alone on Bishopdale roundabout. Use the grass verge on /between footpath & road parking for cycleway. Use Wairakei Rod now its dead end. Leave Harewood Road alone.	Ema	Harnet

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38841	Submission on Wheels to Wings Major Cycle Route Along Harewood Road From my perspective it would appear that the Traffic Engineers who drafted this first proposal do not have an understanding of a number of community concepts; and have not updated themselves on a number of changing traffic patterns that have occurred recently with the development of the Northlink retail development, and officers for a number of businesses on the former Firestone site fronting onto Langdon's Road. I have set out my concerns in numbered point form below, following each concern with a possible solution which I have set out in red for ease of reading. 1. The Methodist Church of course is a place of worship, but is also an important building used by many other community groups for a variety of community purposes. There is no specific community centre provided by the Council for general community purposes in the Papanui area, the closest such building being located at Bishopdale. Free and easy access for all forms of transport to and from the buildings is therefore required thus ensuring parishioners and others attending community functions/meetings etc. do not have to park their vehicles considerable distances away from the church to attend it. For this reason the end of the coal-de-sack needs to be terminated closer to Harewood Road as is shown on the draft plans for Sails Street, where it enters Harewood Road. This will allow more parking spaces to be placed on Chapel Street outside the Church. 2. It is accepted that during peak times of use there will not be enough car parks on the Methodist Church Property to accommodate all the cars attending the Church/(Community Centre) at peak times, some of the parking needing to take place on the adjacent streets. This same principal applies to sporting fixtures on parks during busy periods, it not being fair or reasonable to expect all the parking required for a relatively short period of time, for example 3 hours for one day a week on the park or in this case on the church property. The purpose of the 2 hour parking limit is to ensure that all day parking does not occur in these car parks, which would otherwise occur by staff from surrounding businesses. The 2 hour parking limit needs to be extended to 3 hours, (180 Minutes), because a number of church functions, e.g. funerals, etc. where people congregate afterwards for a cup of tea etc would take over 2 hours to complete. 3. There is a need at all places of worship for there to be ample room for hearses to manoeuvre onto and off the main entrance forecourt thus enabling mourners to give a proper send-off to the person who has died to their final resting place wherever that may be. Hearses are large long vehicles which need to gain easy access to the main entrance forecourt to the church to enable the coffin to be both unloaded into the church and after the service to be loaded into the hearse again. The mourners need to be able to gather around the hearse to be able to give the body a proper send-off. The end of the coal-de-sack therefore needs to be terminated closer to Harewood Road as is shown on the draft plans for Sails Street. 4. The new retail areas at Northlink and new officers etc located closer to the railway line fronting onto Langdons Road have generated a huge increase of traffic using Langdons Road. Now it is very difficult during normal business hours to make a right turn from Chapel Street into Langdons Road, because of increased traffic on Langdons Road. This corner is reasonably close to the railway line which complicates matters. Traffic backs up on Chapel Street sometimes past the entrance into Mega Mitre 10. Cars are parked on the left side of Chapel Street up to close to the Langdons Road corner, resulting in drivers wishing to turn left from Chapel Street into Langdons Road not being able to queue separately from right turning traffic. If this issue is not addressed frustrated drivers could turn into Mega Mitre 10 and exit through their internal roads out onto Harewood Road, a "rat run" not wanted. I suggest that the direction of traffic on Chapel and Sails Street be reversed; this action would alleviate the congestion occurring at the Chapel Street Langdons Road corner, and allow more car parks to be retained outside the church. 5. I am concerned about the proposal to take the cycleway directly through the centre of the "Bishopdale Roundabout". Such action will increase the build up of traffic in the area during busy times, because the smooth flow of traffic through the roundabout will be interrupted at both the east and west sides of the roundabout. I also question changing the position of the cycleway from the north side of Harewood Road, (shown on the draft plans from west of Matsons Avenue through to the Bishopdale Roundabout), to both sides of Harewood Road west of this roundabout. I believe that this change will unnecessarily confuse motorists driving through this area, (the cycleway is on the north side of Harewood Road for one part of it, and then both sides for another part). It is my view that if at all possible it should be one side or the other, but not both for consistency.	John	Allen

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	I am therefore of the opinion that the cycleway should go through the roundabout on the north side of it so as to minimise the interruption to vehicles travelling through the roundabout. Vehicles will still need to be stopped leaving the roundabout going north into Highsted Road, and entering the roundabout from the west on Harewood road when turning left into Highsted Road, however other interruptions to the traffic flow as proposed in the draft plans will be eliminated. I wish to be heard in support of my submission. John Allen		
38840	The majority of children which attend Harewood School live out of zone and are not able to walk, bike or scooter to school. As a result they need to be dropped off/picked up by car. It is extremely busy around the school during these times and parking is always in high demand. Therefore any loss of car parks along Harewood Road, Waimakariri Road and Whitechurch Place would be of major concern. It is only going to push the parking issues further down these roads and cause more frustration with parents. Ideally it would be good to pipe and fill in the excessively large drainage ditch on the west side of the road between Harewood Rd & Whitechurch Pl (next to the paddock) and provide some dedicated marked parking along Waimakariri Road and Whitechurch Place with either perpendicular or angle parking. This could be marked as reverse parking only so that when cars leave these parks they have clear unobstructed views of children, bikes and traffic in the area. This would enable more cars to park in these areas rather than a parallel parking situation. I am in agreement with the proposed traffic lights outside of Harewood School as cars often travel over the speed limit through this area (particularly those coming off the Johns-Harewood Rd roundabout) which is of major concern when school patrol is operating. I have seen two occasions cars drive through the school patrol when the signs have been out! It is only a matter of time before a serious accident could occur which doesn't bear thinking about.	Victoria	Hay
38839	I support this plan	Hani	Guirgis
38838	We wish to submit our concerns in relation to the Cycle Way Proposal in Harewood Road in Christchurch. We have been a resident in Harewood Road for 33 years and are fully away of the increased heavy traffic flow over recent years. Points of concern: Often it takes us 5 minutes before there is a clearance in the traffic to exit our property. This will effect not only us but all residents in Harewood Road. Regardless of indicating of turning into our property there have been a lot of near misses from being hit from behind. If we are reduced to one lane this will be made even more dangerous as we can see endless pile ups occurring. This is made even worse once the sun sets in the West. My other concern is the cutting in the median strip outside 396 Harewood Road Bishopdale. As it is now there is often a back log of vehicles using this cutting either coming from the West up Harewood Road or motorists using the same turning point to travel East down Harewood Road towards the Bishopdale Mall. By reducing one lane in both directions where this cutting is we can see many nose to tail accidents occurring as there will be insufficient room to carry out a safe manoeuvre with a cycle way and with only one lane in both directions. In our opinion it would make more sense to close off this cutting and to make a right hand turning lane at the intersection of Cotswold Avenue and Leacroft Street Bishopdale. We are attending the meeting at the community centre at Bishopdale this evening. Thank you for taking time to consider our submission. Yours faithfully Sue and Rodney Walker	Sue and Rodney	Walker
38837	The safe cycle route is absolutely vital if Christchurch is to once more be welcoming to active mobility. My Grandfather was killed on the roads of Christchurch, while cycling. It is well past time that safe infrastructure is provided for all road users.	Ben	Wooliscroft

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38835	I support the development of the cycle way. It will make it safer for cyclists and will encourage more people to ride bikes	Bernie	Vuleta
38833	Support reducing Harewood Road to one lane in each direction in order to retain parking as well as cycle lanes. Harewood Road is not sufficiently busy to justify two lanes in each direction, by a large margin. Design issues: The existing shared path along Whitchurch Place should be widened to at least 3 metres. 2m is woefully undersized for bidirectional cycle traffic with pedestrians, and is narrower than any other section along the route, including even the one-way cycle lanes. It also doesn't meet CCC's own Christchurch Cycle Design Guidelines which state a shared path should be at least 3-3.5 metres wide. Cyclist priority is preferred at the intersections with Chapel and Sails Streets. The one-directional nature of traffic and calming features (kerbs and raised paving for vehicles) should enable safe cyclist priority. Cyclist give way should be avoided particularly at Chapel St where the proposed design expects cyclists to keep track of turning vehicles both oncoming and approaching from behind. It is also a reduction in level of service versus just riding on the road, which will result in reduced usage. Wherever cyclists are to ride over kerb cutdowns, e.g. at the lights at Bishopdale 'roundabout,' these must be designed to be as smooth and comfortable as possible, with no sharp angles either at the interface with the surrounding pavement, or in the kerb cutdown itself. They should be a smooth, rounded shape (any angles should be curved with a radius greater than a typical bicycle wheel to prevent jolting) with a smooth, rounded transition to the surrounding pavement. The existing shared path on the east side of Waimakariri Road and around to Harewood Road is heavily obstructed with service poles. Is relocation or undergrounding of these services included in this project? The current configuration will not work with the expected increased usage as there is not enough room to pass in the vicinity of the poles. They also present a general collision risk as they are just scattered within the shared path boundary. The design for the Harewood Rd roundabout looks very slow to traverse, requiring cyclists to cross at least four traffic signals within a very short period, all presumably with long delay factors. While I'm sure it is out of the scope of the project, the better solution would be to do away with the entire current roundabout and replace with with a couple of traffic-light T intersections, or 1 intersection and a left in left out. This would be far simpler and faster for everyone involved. There is a lot of swapping from side to side, and between one way and two way cycleways, throughout the route, which will be slow. Aside from the Harewood Road roundabout design, there are three other locations where cyclists have to swap to the other side or convert from one way to two way, with more delays. It would be far better to maintain the cycleway on the same side, and with the same one way or two way design, as much as possible. This route is geared towards airport commuters, but I can see many people not bothering with an extra half an hour on their commute waiting at lights, so will just continue to use the road.	Liam	Blackett

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38832	"A total of 21 trees are proposed to be removed as part of this project in order to provide space for the cycleway and traffic lanes, improve visibility, and where the trees may pose a risk to people walking or cycling." 1. Does this mean you are intending to remove all trees in Christchurch where trees may pose a risk to people walking or cycling e.g., Hagley Park! This reason for justifying the removal of all these trees is non-sensical. 2. What expert evidence and verification do you have that removing all these trees will "improve visibility" especially as you are proposing to replace them with more trees? Can we see the statistics showing that poor visibility caused by these trees are the reasons for accidents occurring in this area? 3. One of the lovely things about Christchurch is all the lovely well-established trees everywhere. The oak trees and eucalyptus trees in Bishopdale have been growing there for decades. They are precious assets because of their age. 4. You say: "A total of 56 new trees are proposed to be planted along the route, as shown in the detailed plans, however these are subject to confirming underground services at these locations." How is it possible that you are proposing to rip out our beautiful, old established trees with no guarantee that you can even replace them with the proposed 56 new trees?! 5. There are thousands more people using vehicles than cycles so why would you do away with traffic lanes that these vehicles need for a cycleway that only a small portion of the population will ever use?	Marie	Buzan
38831	I are not against the cycleway, just the design. I dont think you should be taking away one of our road lanes, it is a busy road and we need all those lanes. Traffic is getting busier due to more housing being built, in this area. A section is sold and 3 townhouses are put on it. Three cars as opposed to one! I are against the cycleway going through the roundabout at Bishopdale. This will be more of a distraction to drivers. And, the trees should not be brought down. They are historic to our community. And they also are way more effective against carbon emissions than newly planted seedlings, which will take 50 odd years to have an effect! We will loose the birdlife, Bellbirds are in those trees. The cycleway should have a crossing across Farrington Ave into Bishopdale carpark and along the edge of the carpark to continue down Harewood rd. I think the berms should be used for the cycleway, keeping the carparks for all the businesses on Harewood rd and retirement homes and the Charity Hosp. This is a living/working suburbia not the city!!! The berms are no longer uniform all over the city, they are disfunctional and should all be transformed to paving and make the path/berm a shared walk/cycle path. Harewood rd has wide berms that could be utilised for a cycleway/path. Some are already shared Nunweek Blvd to Woolridge rd is shared, as is along Nunweek Park along Woolridge rd. I think you should be spending the money on making the north side of Harewood rd from Nunweek Blvd to Russley rd a proper path/cycleway. Their is plenty of room to develop this, without touching the road. Should have been paved years ago. And given proper bus stops, with shelter. This would mean, you would not have to make pedestrian lights at Nunweek Blvd. Cyclists could cycle all the way up from the underground cycleway up Harewood rd, without crossing the road. And, on the southside from Woolridges rd could also be a wide combined cycle/walkway all the way to Harewood school crossing, using its very wide berm, if paved. In using the berms, the cyclists are protected from the road by parked cars. I live on the cnr of Harewood rd and Nunweek Blvd. My driveway is off Nunweek Blvd, but my section runs the length of Harewood rd. I have a ridiculously huge berm, which is just full of weeds, it is just a waste of space! This is what I mean it would be so more functional as a cycleway!!!When I mow, I have cyclists and scooters using the path anyway! This road is very functional, as it is. Do not take carparking away or the roadlane, use the berms as a cycleway!!! And, leave the roundabout alone.	Michelle	Meynell

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38830	As a resident of Harewood Road, pedestrian, and motor vehicle driver, I will be negatively impacted to a great extent by the proposed addition of a cycleway past my driveway. Adding a cycleway of 2.2m in width along with a concrete kerb will make it basically impossible for me to navigate out of my shared driveway without sitting my car fully inside the cycleway. I am curious as to where all the cyclists that you expect to use this cycleway actually are. Driving down parallel streets that are nowhere near as busy, I still do not see many cyclists, at peak or off-peak times. I know that one of the arguments is that they are not here because it is not safe, but then why are they not on less busy roads in this area that can also lead them to the same destination. Harewood Road is and has been for many years, a main thoroughfare for motor vehicles. This is not simply going to change overnight. The long-term plan may well be to reduce the number of cars on the road, but this is not something that is going to happen in the next few years. It takes a generation to change habits this well ingrained, therefore it will likely be about 20 years before the use of motor vehicles decreases significantly. Christchurch is not a city that is set up for cyclists or pedestrians and simply adding more cycle lanes is not going to change this. Christchurch is a very spread-out city, something that has only become worse since the earthquakes. This means that motor vehicles are required for many people, such as myself, who work a large distance from home. I do not understand the need for a 2.2m wide cycleway on both sides of the road. This is far wider than required for two bicycles to ride side by side. If we say that a bike has handlebars of approximately 750mm, then there is more than enough room for one to pass another if the cycleway is 1.8m wide, which is the minimum requirement. As it is proposed that there will be a cycleway on each side of the road, I do not see that either one needs to be wider than 1.8m. If cyclists had a 1.8m dedicated cycle lane then a concrete kerb should not be required. Cars are legally required to stay out of cycle lanes when they are simply painted on the road. Surely it would be cheaper and easier to simply enforce this. I completely understand that the people who wish to cycle down Harewood Road have the right to do so safely, however, this proposed change is removing the rights of other road users, who under this proposal will no longer be safe due to other angry motorists taking unnecessary risks. By no longer being able to pull off to the side of the road when waiting to turn into my shared driveway, I will have to stop in the middle of a now rather narrow one lane road and have all the traffic back up behind me. The addition of so many traffic lights throughout Harewood Road is going to grind the traffic to a complete standstill. Some of these lights are required, such as those on the Breens, Harewood, Gardiners intersection, however all of the lights being added to the Bishopdale roundabout will cause massive backlogs in all directions, something that is currently not a problem due to the use of the roundabout which will effectively be obsolete based on this proposal. Why has the on-street parking been removed leading up to Nunweek Boulevard, (coming from the South East)? I see no need for the footpath and verge to increase in width at this point. I would like to see this pushed closer to the corner of Nunweek Boulevard to allow on-street parking for all the residents here. The money coming from the ratepayers which is going to be put towards this project would be better spent on things that are beneficial to everyone. I used to use public transport, however after many years finally got sick of putting up with a sub-par bus service. To reduce the number of motorists, the Christchurch City Council should look into an alternative that works for more people including those that are unable to ride a bicycle. If the Christchurch City Council put some more time and money into improving the bus service then we would end up with fewer cars on the road as people who cannot ride a bicycle for medical reasons, or due to the equipment they require for work would be able to use a bus. I know I would use the bus service again if it functioned better. I drive a vehicle for work that lacks power steering. In order to get out of my driveway I need a rather large turning circle. As is stands, I have to use the entire lane when turning left. By narrowing the road, I will not be able to turn left without crossing into the lane of traffic going the other way. If you are going ahead with the concrete kerb, then I request that outside my property the opening in this kerb is far wider than my driveway so that I can turn left without having to drive completely into the opposite lane.	Andrew	McCabe

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38829	Having been a policy analyst and planning manager for Environment Canterbury 20 years, now retired, I feel that the focus on single laning Harewood Road for cars is shortsighted and lacks long term strategic thinking and analysis in regard to future traffic demands 15 20 years hence. Greater Christchurch is expanding north, west and south, both for residential and industrial development. Travel distances are increasing, and "outer rings" of residential settlement are not going to be dense enough to support viable public transport. Cars will continue to be the primary mode of transport into the city from outer areas. Electric vehicles will progressively replace petroleum fueled vehicles meaning that the issue of vehicle/carbon emissions affecting air pollution in Christchurch and climate change will become even less significant, and there less of a justification for denying them entry to the city. People living in outer areas will move all over the city to get to their places of employment, multiple bus changes will often be needed, travel times will increase, thereby rendering public transport unattractive from those areas. People commuting from the outer areas will look for major arterial spokes to get into the city. The Southern and Northern motorways will assist with moving many outer residents into certain parts of the city. The twin laned Memorial Avenue will help commuters for whom the northern and southern motorways dont get them to where they want to go in the city, but it already gets congested at peak drive times. It will only get worse as the population grows. Riccarton Road is diabolical for rush hour commuters coming from the western growth areas e.g. Yaldhurst and West Melton, Wairakei Rd has been blocked to commuters from the south west, whereas Harewood Rd is available as a major future spoke for commuters from residential growth areas. It makes sense therefore to retain Harewood Road as two lanes each way, because in 20 plus years it may well need to be two laned all the way from the airport end and even further in to town. It would be a waste of resources to needlessly one lane it now, only to have to reinstate it as two lanes in the not too distant future. As for 1100 odd cyclists a day using the proposed cycle lane, even with increasing electric bicycle use, those 1100 hundred commuting cyclists can only realistically come from the existing residential area WEST of Greers Rd, the point at which the two lanes each way commence. There is no scope for significant residential development immediately west of the airport. Therefore a finite cycling catcment. Those on the city side of Greers Road would get no benefit. It is wishful thinking to anticipate 1100 cyclists coming out of that area each day at the current density of housing. Staff should advise Councillors of the number of houses within say 500m and 1000m of Harewood Road west of Greers Rd since there is a limit to how far cyclists will travel sideways to get to a cycle lane. Generally cyclists will take the most direct, least effort route. And of course in inclement weather, numbers of cyclists will drop, choosing either a bus or car (most likely if more than 500m or so from a bus stop). Unless it becomes an area of significant multistory apartment development, with lots of younger people, 1100 could only be arrived at by a failure in critical analysis by those promoting the idea. And if the CCC and ECan are really successful in developing effective and well used public transport, and want dedicated bus lanes at peak times, then retaining two lanes makes sense, especially if park and ride from outer areas is implemented in the future. Some pragmatic, practical and realistic strategic analysis is needed, with better justification than saying somewhere had a 20% increase in cyclists - 20% of a low number of users is still a low number. Thank you	John	Glennie

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38828	While the concept of having a safe passage for cycles along Harewood Road is a great one, there are a number of issues that we have with this current proposal: 1. The amount of money that would be spent on it! We do question that there are plenty of other roading safety/quality issues that need this money well before Harewood Road. 2. Exits out of a number of streets (e.g. Trafford Street, Cotswold Ave, Crofton Road, Leacroft Street) are a concern. It is hard enough getting out (especially turning right) on to Harewood Road already and now some of the exits will have their give way lines further back making it harder for motorists to see across a cycle way, possibly parked vehicles and then traffic in both directions. This traffic will also take longer to pass as it will be single laned. 3. Exit out of Bishopdale Mall at Bishopdale Court is crazy enough currently...putting give way line further back is going to mean drivers make some even crazier manoeuvres as they try to turn right on to Harewood Road! 4. Build up of traffic at the lights at Greers Rd at certain times of day is quite intense already, we can only imagine that changing the current double lanes on Harewood Road to single lanes will not make this any better! 5. Change of entry/exit for Wilmot St, Sails St and Chapel St doesn't seem logical. There is a lot of traffic going in and out of these streets - especially in the morning with Papanui High School drop offs and local workers passing through or looking for parks - these few blocks are full of students from Papanui, workers from Mitre 10, Northfield, NorthLink and Northlands. This new proposal will make already skinny streets slow moving for built up traffic. Changing these exit/entry points will also affect the volume of traffic coming out of Mitre 10 straight on to Harewood Road. Currently a lot of the traffic heads out the back of the car park on to Chapel Street and then onto Harewood Rd. If Chapel Street becomes no exit to Harewood Rd then all that traffic is going to be trying to get out the Mitre 10 front entrance...and there are some dodgy enough efforts at that! Closing off Wilmot Street has a number of issues....turning into a cul-de-sac with the style of housing in the neighbourhood is probably not ideal. 6. There is currently a significant amount of traffic that turns right from Harewood road into Harris Cres (NW part) and at times this slows normal traffic flows considerably. By adding in a 3m cycle way without additional traffic management arrangements (that we can identify) is only going to compound the current problems. 7. Parking outside Copenhagen is severely restricted...this is a very popular and very busy spot that often has customers parking their vehicles on both sides of Harewood Road for quite a way. Reduce this as drastically as this proposal does and this business will suffer severely. Also coming out of their car park (sometimes reversing), cars will end up sitting across the cycle lane just to see past parked cars to check if it is clear for them to go. This is both dangerous and flow impeding. 8. Current vehicles needing to reverse direction along the current dual lanes of Harewood Road use the turning bays but it is common to slow or block the right hand lane especially if there is more than one turning vehicle or head on traffic is of such a volume that restricts turning. While the plans suggest improved turning bays, it remains a concern that multiple turning vehicles will impact the single lane of traffic the plan is seeking to introduce. 9. When the Russley/Johns Road express way was developed a key was to get traffic flowing to key joining points such as the Memorial Ave interchange and Harewood Road round-about. By reducing vehicular traffic to single lane this will impact the distribution of vehicles to the main arterial routes. The highest safety priority for Harewood Road remains the Breens/Gardiners/Harewood intersection. We see dangerous manoeuvres here on a daily basis and as locals we avoid crossing the intersection in a north/south direction whenever possible. We definitely support lights as a preferred solution for this part of Harewood Road however the rest of the proposal as presented requires further consideration and cost review.	Greta and Martin	Carrell
38827	The cycleway on harewood road is dangerous for cyclists	Hammad	Hassan
38826	Too many close calls	Lucy	Barltrop

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38825	Strongly opposed to the removal of the trees on the Bishopdale roundabout. The cycleway could follow around the roundabout without destroying the trees which have been there for generations and are the landmark for Bishopdale.	Steven	Young
38824	Thanks for the opportunity to provide feedback on the proposed plan. One positive aspect in the plan are the traffic lights on Wooldridge Road/Harwood Road and the traffic lights on Breens Road/Harewood Road. These are dangerous intersections and will benefit from traffic lights. Unfortunately, these are the only aspects of the plan that I think will be useful in the local area. As a local, there are numerous aspects of the plan that cause me great concern. Firstly, there are very few people who actually cycle to the airport. How many people do you estimate will actually use the cycleway to travel to Christchurch airport. I would be interested in seeing the estimated numbers. As a local, the road is currently very wide and does not prohibit any cyclists from travelling in that direction, but very few do. Is this really a good use of council money to put in a cycleway that will be used by a fraction of the population. Secondly, there are far to many additional traffic lights along the route. You are going to increase congestion and travel time along Harewood Road considerably. If the aim is to reduce the amount of carbon emissions, this seems counterintuitive. The additional stopping and accelerating that will now be required along the route will increase emissions rather than reduce them. Thirdly, why don't you use the existing roads and create cycle paths that are painted on. Most the route is already wide enough for this, it would save considerable money, it would not impact on the residents, and it would be safer for pedestrians and residents who wouldn't have to contend with cyclists travelling on shared pathways. Fourthly, I'd be interested to know what your studies have revealed about the existing traffic congestions at the Harewood Road roundabout? As a local, I can tell you that in the morning the traffic already banks back along highsted road, sometimes getting close to the sawyers arms road roundabout. Your traffic lights at the roundabout will cause the congestion to reach the sawyers arms road roundabout. It will also mean the congestion will bank from the Greers Road intersection back to the roundabout, probably clogging the whole roundabout. In the afternoon, I am concerned that that traffic heading up farrington ave will back back even further than it already does if they get stuck at the lights on the roundabout. If the congestion goes up Harewood Road because of the additional lights, then those entering the roundabout from Farrington won't even be able to get onto the roundabout. I think the lights at the roundabout need a complete rethink. Fifthly, I am surprised that the route from Bishopdale Roundabout through to Greers road is so restrictive. It is currently two lanes each way, with plenty of room for parking on both sides of the road, and an island in the middle of the road that is very wide. So it's six plus lanes at present, and you are going to reduce it to two lanes plus a bike lane. This doesn't seem to utilise the space in an efficient manner at all. Sixthly, some portions of the proposal have a bike lane on one side of the road only, and then other portions of the route have the bike lane on both sides on Harewood. Surely it is better to have bike lanes on both sides of the road, rather than one. Most cyclists would prefer to go with the flow of the traffic rather than cross the road repeatedly. I am concerned they won't cross the road at the crossings, further causing problems for the cars which are now operating in a very restricted area. I do not think the proposed wheels to wings cycle way will provide good amenity for residents, nor do I think it will provide a useful benefit for cyclists. It doesn't seem that the team has studied the traffic flow along Harewood Road nor have they sought to mitigate the congestion that will be caused with the proposed changes. I'm also concerned for the locals that live in Bishopdale. This proposal will cause considerable disruption to traffic flow in the local area, not just during construction, but well into the future. The Bishopdale shops are only going to get busier when the new medical centre is built, and this will further cause problems along the route. Thanks for considering my thoughts on this matter.	Andrew	de Vries

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38821	I am strongly opposed to this proposal for a number of reasons. 1/ Cost, spending $19m of ratepayers and motorists money is unbelievable and will inevitably cost more. This proposed spending suggests that all outstanding essential civil works relating to water security and supply and sewage systems for example have been completed. I have read recently that a number of Councillors have stated that they want to see more of a 'user pays' focus when it comes to CCC spending, a concept I agree with, but it seems that approach has not been adopted with this proposal. 2/ Traffic flow, I understand that between 5000 to 8000 vehicles use this road daily and no doubt will continue to do so regardless of whether or not this proposal goes ahead. Reducing the road to one lane each way will only add to the congestion and increase emissions as vehicles idle for longer. Given the proposed reduction to one lane how will this effect 'emergency vehicle ' thoroughfare? 3/ Narrowing down the side streets 'feeding' Harewood road as proposed will only lead to more dangerous roads. This is evident in the streets feeding Papanui road which discourages bike riders from using these streets. 4/ Alternatives, why can’t cycleways be established on either side of Harewood Road by widening the existing footpaths by removing the 'berm' area's and developing a combined walk/cycle lane as widely seen overseas. Summary; i am not opposed to cycle lanes, in fact i think that they are a good idea but this proposal fails to address this issue in a cost effective and forward thinking manner.	RUSSELL	LAMOND
38820	I applaud the new plans that will embrace a multi modal transport solution in line with our government's long term environmental goals. I understand it will be hard for well established organisations to adjust to the new layout but I encourage them to embrace this change and future proof their plans by providing space for electric vehicles (cars, scooters and bikes). I understand that the hospital is somehow already challenged with huge trucks delivering gas. It is already part of our long term commitment to phase gas consumption out, I urge the hospital to look at alternatives sooner than later. Hopefully the council can find an interim solution. But many hospitals in the world can have a cycle way going past its location so why can't we have that? Yes, please provide cyclists with a safe solution to ride to schools and the airport! Please provide us with a traffic plan that supports our commitment to reduce greenhouse gas emissions and services the whole community not just the loudest voices. Let our children get on their bike, scooter and foot to school in an enjoyable environment what is safe to all.	Anouk	Minnaar
38819	Harewood Rd is a busy and important connecting road and with the way it is designed at present the traffic flows reasonably well. I am not against the idea of some sort of bike lane for the safety of bikes but I think by reducing a road which already has such a busy traffic flow to one lane on each side and installing several sets of traffic lights will in turn change a road that has a reasonable flow to a very congested one. I do not believe that by putting in cycle lanes will do anything to reduce the traffic flow. I also believe that by creating so much congestion with more cars stopping and starting at more intersections you will be increasing the pollution along that road. I am very upset that this decision is being made with no consideration for how this will affect the businesses on the street and the disruption that will be caused to everyone's livelihood that need to drive along this road.	Brent	Anderson
38818	56 new trees is not enough! There should be hundreds of new trees planted along this new cycleway! Don’t cut down the tall trees! Removing 21 trees some of which are significant tall trees is a very bad look for the city. It will take many years for newly planted trees to get just as tall. Cutting down tall beautiful trees is a huge negative for this chosen design. The concrete separators are ugly and awkward! Make them a nice green hedge or native grasses with trees planted every 10-15m similar to the ones in city centre. Is this garden city or concrete city? The green painted sections in front of driveways are very ugly and on the Antigua street cycle way they are bumpy to ride over. Very bad design. Please make it a smooth cycle path. Good to remove parking and the extra car lane to make more space for cycling and walking.	Jonathan	de Wit

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38817	Please refer to the attached documents containing not only cycleway feedback but also a proposal for "Harewood Boulevard - A Park Within A Roadway" regards Philip Clarke Rohan Architectural Design Limited	Philip	Clarke
38816	I fully support the Spokes' Canterbury submission and I strongly support the construction and maintenance of this cycleway. Crucially, this proposed cycleway will provide a safe route to Christchurch airport (an area where I work). It seems a shame to have built a very useful tunnel for active transport users, and pedestrians, underneath the Harewood Road roundabout that doesn't connect safely into the city to date. The other routes from the north/east either are unsafe or were removed when the Russley Road motorway was constructed. Memorial Ave (especially west of Roydvale) makes no provision for cyclists. Wairakei Road no longer crosses Russley Road. It will create a safe and convenient route to the northwest of the city linking businesses, schools, recreational facilities and connect to the Main Cycle Routes which are already well used throughout Christchurch. Spokes strongly supports the route of The Wheels to Wings Major Cycleway. Its support is based on the following principles and observations: 1) After the 2010-2011 Canterbury Earthquakes CCC ran several consultations under the “Share an Idea” moniker whereby Christchurch citizens expressed strong support for more active transport options throughout Christchurch. Spokes is delighted to see the CCC continue support for active transport by implementing a network of 13 major cycle routes.as outlined on https://ccc.govt.nz/transport/cycling/cycle-routes 2) Initiatives that lead to more active transport help address the obesity epidemic, New Zealand’s silent (and very expensive) killer. On 16 November 2019, Stuff reported “Health minister David Clark said on Saturday obesity costs the taxpayer at least $624 million a year (“probably much more”), which would equate to a little under $500 per obese adult”. 3) On 23 May 2019, Christchurch City Council declared a climate emergency. Provision of MCRs and encouragement of active transport is required to comply with this declaration. 4) On 31 Jan 2021, He Pou a Rangi / Climate Change Commission released its Draft Advice for Consultation, available at https://haveyoursay.climatecommission.govt.nz/.../future.../ On page 14, there is a summary relating to transport. It includes: “ … In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths …”. The provision of the Wheels to Wings MCR is consistent with the Climate Change Commission’s recommendations. 5) Christchurch Airport already encourages cycling with free cycle parking (also available for motorcycles) and cycle assembly areas with tools. There are also two ebike charging points. 6) Spokes’ motto, “More people cycling everyday” is inspired by a mix of: a. The direct health benefits of cycling to cyclists; b. The direct economic benefits to society as cycling is non-polluting and requires much less infrastructure than the twentieth century norm (and twenty-first century norm to date) of individuals relying on the Internal Combustion Engine usually for single-occupancy polluting vehicles; and c. The observation that in many cases the presence of a cyclist means the absence of a motorist (most adult bike riders are also car drivers).	Anthony	Lister

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	The provision of the Wheels to Wings MCR is consistent with Spokes motto and beliefs. More generally: 1. It will provide additional impetus for the current modal shift from private motor car to active transport. 2. It is consistent with council and government transport policy. 3. It will assist in lowering carbon emissions related to transport which New Zealand has signed up to. 4. It will improve the health people living in and moving through this area, both via the direct benefits of being more physically active, and indirectly by reducing severity of traffic crashes and air pollution. I very much look forward to the successful completion of this project and using it often. Thank you.		
38815	Yes I agree with the plan. I want better cycling on Harewood Road. Plus better options for scooters and jogging. The plan does not solve crossing the street by the railway line. Ban an exit from Mitre 10. Chapel Street should be an exit because Restrell St is already an entrance only. If you count the space on the footpath why do you need to take out two lanes of traffic. Why not turn one lane in each direction to a bus cycling lane, no access to cars which would be a cheaper fix. Where is the cycle space on Greers Road by vets, there is only one tine painted green box with no room for turning cyclists. At the roundabout, the crossing lines need to be painted right across Farrington Ave and Highstead Road to stop the cars stopping for the corner and blocking the route (2) across the road.	Jill	Scott
38813	I strongly support the route of The Wheels to Wings Major Cycleway. The cycleway will provide a safer environment for the cyclists and encourage more people to cycle.	Ting	Powell

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38812	My feedback is regarding the section from the Bishopdale Roundabout to the Waimakariri Road end of Harewood Road. As I cyclist I use cycle lanes where available, though most of my cycling is on the road, due to where I need to cycle to get to work etc. So I do appreciate the value of cycle lanes and find the 'green painted' cycle lanes more than sufficient. I personally do not see the need to have such extensive wide separated cycle lanes that impinge on other modes of transport. Reducing the 4 lanes to 2 lanes on Harewood Road to accommodate such a wide separated cycle lane will cause congestion along this stretch of the road. As bus stops will be in the 'single' lane proposed this will also back up traffic everytime a bus stops. Traffic flows nicely along this section at present, however believe it will become a congested road, with stop start traffic, with increased emmissions if the current proposal goes ahead. One option could be to have the painted cycle lane and combine it with the current footpath i.e. a shared path, though footpath would need to be widened to accommodate this. I am also concerned with the proliferation of proposed new traffic light signals along Harewood Road. I see this also causing congestion and stopping the free flow traffic along Harewood Road, though appreciate the need for lights at Breen Road intersection and the Woolridge Road intersection. My one request would be to please install GREEN RIGHT Turning Arrows at these lights (all of them e.g. those on Harewood, and those on Breens) to enable cars to actually turn right without having to wait to turn on the Orange/Red. I am still baffled by CCC reluctance to have Green right turning arrows, as without them one has to wait to the Orange before turning. Dangerous and conditions people to 'run Orange/Red' lights to turn right. The Bishopdale Roundabout works fine at present, and I have no issue cycling around it. I would prefer lights are not installed here as in my experience lights at round-abouts, actually cause traffic to build up, i.e. more congestion once again, rather than allowing the traffic to flow freely around them.	Diane	Anderson
38811	As a resident of Harewood Road on a back section of a driveway shared by 4 properties, I am going to be greatly impacted by the new proposed cycleway and road layout. I have lived on Harewood Road since 1995 and at my current address since 2001, on street parking was a major factor in the decision to purchase this property. I believe the risk of traffic accidents will greatly increase with the installation of the extended cycleway and concrete kerb outside my home. At present, if a resident is waiting to pull out of the shared driveway at the same time as another is trying to turn in off Harewood Road, the driver arriving home can pull to the left to let the traffic continue. The installation as suggested will not only narrow the road, the concrete kerb will also remove the option to pull to the left when slowing down or waiting to turn into the driveway. It is obvious that multiple disruptions to the flow of traffic as residents all along Harewood Road try to turn into their driveways will cause frustration and risk taking by other road users. Having to hold up the peak hour traffic to turn into a driveway is an unnerving prospect. I fear for my safety at having to slow down and sit in my car exposed to rear ending on a daily basis. I fully understand the need for a safe cycleway, however, the current proposal is just shifting the danger to other road users. Some good old-fashioned consideration and respect for other road users would eliminate the need for such an overpriced, invasive change to the current road layout. This money should be re-directed to improving the quality of the road surface throughout the city, potholes pose a greater risk to cyclists than sharing the road with others. Where are all the additional cyclists coming from? Many people are unable to cycle for health reasons, the need to transport tools and equipment or due to the distance to their destination. The new road layout should cater for all road users. In my opinion investment in the public transport network would benefit a wider range of rate payers. Has anyone considered the impact on emergency services vehicles? It is unthinkable that lifesaving support may be impeded by the need to manoeuvre around a concrete kerb to access a property or that other vehicles are unable to pull off to the left to allow emergency services to pass. Since this cycleway is going ahead in some form, I would like to see on street parking continue past 527 Harewood Road towards the entrance of Nunweek Boulevard, by following the	S	McCabe

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	line from Trafford Street, no need to reduce the narrow part of the road any further (reduce the berm). If necessary, the cycleway could be reduced to 1.8m as is proposed from 391 to 395 Harewood Road. Surely a painted line indicating the edge of the green coloured cycleway would be an adequate, more cost-effective boundary than the installation of a concrete kerb. I have spent some time looking around cycleways in the city and note the width of the concrete kerb in line with the driveway opening varies. If the concrete kerb is going to be installed outside my home, I would like to see the opening wider than the actual driveway to allow trailer access in and out of my property. I support the installation of traffic lights at Breens/Harewood/Gardiners intersection and at Woolridge/Harewood Roads. Road humps on the side streets to slow down vehicles approaching the intersection of Harewood road are a welcome proposal.		
38810	We have put a submission in before expressing our opposition to the propsal of the cycleway on Harewood road. Having now seen the plan of the cycleway we think it is an insane design over complicated and way to expensive. Christchurch City Council has very large debts and this proposal is unaffordable. You cannot expect the rate payer to keep financing these crazy schemes. Infrastructure is the number 1 priority along with maintaince of trees for instance, which the council for the most part ignores. After attending the public meeting it was bought to our attention that the traffic lights on Breens/Harewood/ Gardiners Road would not proceed unless the cycleway goes ahead. In our opinion that is almost blackmail. This is an urgent safety matter which should not be ignored. There seems to be a faction in the council with hidden agendas. Has there been any studies of overseas cycleways ie. Germany/ Holland who have shared footpath and cycleways? The rate payers need to be listened to.	Graeme & Josie	Clyde
38809	Yes do it!	Carla	Thorpe
38807	Stop bastardising the cities roads with these unnecessary cycleways. No other city is making an utter mess of its roading, destroying businesses and impeding traffic flow in this manner!	adrian	ryder
38806	Hi We oppose this cycleway on the grounds that the number of cyclist down Harewood Road does not justify such an expensive option. The traffic flow has increased dramatically over the last 10 years so the reduction down to one lane each way will just condense the traffic into one line with less chance of gaps to across the road. There is enough room on the south side of Harewood Road to make a shared path using the footpath and the berm, just like at Nunweek Park. Regards Victor and Sandie Gamperle	Victor	Gamperle

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38803	Thank you for this opportunity to submit on the proposed Wheels to Wings Major Cycleway along Harewood road. I am absolutely in support of building this much needed and decades overdue Major Cycleway. Cycling has been part of my mode of transport all my life and the 4-lane parts of Harewood road are some of the few places I am actually scared to ride during peak hours! I have the following concerns about the proposed design: Side road traffic seems to have priority over main road traffic on the proposed major cycleway. This is against the main NZ road code where MAIN road traffic always has right of way. Please ensure that major cycleway traffic has right of way in line with NZ road code! Can't wait for this long overdue piece of infrastructure is built. Let the people ride safely, and be part of the solution rather than part of the problem :-) The Wheels to Winds cycleway will enable hundreds of school children to ride to school (as seen elsewhere where major cycleways have helped cut hundreds of cars journeys in favor cycling). It will also make both walking and scootering safer with improved/additional pedestrian and cycling crossings to allow safe crossing of Harewood road. In addition to much safer school routes for the thousands of pupils living in the vicinity of Harewood road, the cycleway will also provide a much needed safe cycle commuter route, allowing all the 'interested but concerned' people get out of their cars and onto their bikes..... and help ease commuter traffic congestion! EVERYONE WINS! As has already been experienced along other major cycleways, vulnerable people on foot will also benefit from a separated cycle way, because it provides about 2 meters of 'buffer' between people on the footpath and car traffic. This means that the risk of a toddler straying out onto the main part of the road is significantly less. Traffic noise levels are also reduced with motor vehicle traffic a couple of meters away from the footpath, which will encourage more foot traffic and again reduce motor vehicle congestion. Again, EVERYONE WINS!	Connie	Christensen

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38801	Good Morning Our submission relates to one aspect, with reference to our property at [redacted], of Plan 16 of the Proposed Cycleway. We have lived here for over 45 years, and have had increased difficulty over that period in reversing out of our drive on to Harewood Road. We have long since given up attempting to go east towards the roundabout; we always drive up Harewood Road towards Matsons Avenue. To do this, we currently look east along Harewood Road, with some difficulty as there is a line of parked cars there from 7.00am, towards the railway line for traffic driving west along Harewood Road, as well as traffic turning left from St James Avenue on to Harewood Road proceeding west, a very common short-cut; we are also looking for pedestrians, invalid chairs, cycles (apparently immune to the continued illegality of riding on the footpath) and e-scooters proceeding at various speeds both east and west on the footpath, as well as cycles and e-scooters on the road. There is the additional hazard of vehicles exiting from the Mitre 10 carpark over the road. As the illustration on Plan 16 makes clear, there is also the problem of vehicles entering the Mitre 10 carpark, but the illustration ignores reality in one respect. It depicts only one vehicle stationary in the centre of Harewood Road awaiting all traffic proceeding east on Harewood Road to pass before entering the Mitre 10 carpark. Such is the traffic east on Harewood Road that there are frequently two or three such vehicles, some with trailers, in the middle of Harewood Road at busy periods. We have one factor assisting us at the moment; the existing bus stop [redacted] enables us to reverse into the south side of Harewood Road alongside the property, without going in to the other lane, and to pull up on the bus stop while waiting for both traffic going west along Harewood Road, and those exiting the Mitre 10 carpark and going west along Harewood Road, to pass. Difficult, but possible. The plan for the proposed cycleway would prevent that. The bus stop is relocated on Harewood Road. The plan features a “proposed kerb” which protects the cycleway from Matsons Avenue east along Harewood Road right up to the driveway at [redacted]. Given the solidity and height of other such kerbs in the city, it would not be possible to drive over it. We would therefore have to reverse over both lanes of Harewood Road to leave our property. In addition to all of the existing hazards, we would have to take into account traffic going east on Harewood Road, and those doing so after turning right from Matsons Avenue, as well as those leaving the Mitre 10 carpark and proceeding east along Harewood Road. An almost impossible task. Please restrict the length of the “proposed kerb”; if it extended halfway along the frontage of [redacted] Harewood Road, it would protect cyclists, and enable us to reverse out of our drive and proceed west along Harewood Road without adding to the many additional hazards on Harewood Road. Thank you for considering this submission Deirdre and John Walsh	JOHN	WALSH
38800	I believe this is a great initiative. It's fantastic that we (the Council) are thinking ahead and planning for the future. I'm nearly 60 and have not used the cycleways myself but appreciate seeing families, individuals, workers using these lanes. Not to mention the safety side of it for our young going to school!!! It's also great for our environment and health. Sadly, with regards to the naysayer, I believe a lot of privileged people in society are being selfish and thinking only of how this change impacts them. CCC didn't have my support with regards to chlorinating the waters a couple of years back, but I feel very strongly about this initiative and am 100% behind it. The new cycleways throughout Christchurch encourages me to purchase an E-bike. I would imagine as more of the baby-boomers start ageing, these cycleways will be used to a greater extent as they go about their retired life in a more leisurely way. Please continue to head in the direction you are going with this Wheels to Wings cycle way (and of course others throughout the city). NZ has lead the way in so many things that have improved our way of life and been a source of inspiration around the world. Sometimes you've got to make the hard calls for the benefit of most and not just the people shouting the loudest. Internationally we're known for clean & green, lets walk the walk and not just talk the talk. All the best in getting this through or passed. Thank you.	Chris	Peckham

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38799	I oppose the reduction of Harewood road to one lane in each direction, from Greers rd to Nunweek Boulevard, due to the introduction of cycle lanes. This will hinder traffic flow greatly and there will be increased congestion at peak hours (especially if buses use these lanes as well). This will also eliminate the on-road parking - the businesses will suffer greatly. If customers cannot find a park close to a business - they will just drive on by. The Copenhagen Bakery will loose a lot of custom and will not survive economically. I get that you want to lessen Cantabrian's transport emissions - by getting them on bikes, but this will not happen. People will be more inclined to switch to EV cars rather than bikes. Thus, I don't think the number of cars using Harewood rd will decline overtime. To make Harewood rd one lane will harm the traffic flow greatly, and could push the cars onto other roads (that have less obstacles ie no cycle lanes etc). The current two lane design works well (there is an unwritten rule that cars travel in the inner lane so that cars can turn left into the outer lane with no problem - this seems to happen when traffic is busy and works well). The two lanes also allow buses to freely move along Harewood rd. (If one lane the buses will hold up the traffic when pulling out or turning). I oppose the introduction of cycle lanes as they are put forward in the current design (where they eliminate the on-street parking and reduce Harewood Rd to one lane). These cycle ways/lanes are dangerous and form another layer of complexity when turning in or out of drive ways/shop car parks on Harewood rd. There are currently a very small number of cyclists that use Harewood Rd. Have you surveyed what cyclists actually want? My son cycles to school and he does not use Harewood Rd. From Crofton Rd he cuts through small side streets and lanes, to Greers rd and then cross Greers rd at the pedestrian lights outside Bishopdale School (thus avoiding Harewood and Sawyers Arms busy roads). I do think that this design is a waste of money and not what the majority of rate payers want. What the rate payers do want is some sort of system at Harewood Rd/Breens Rd/Gardiners Rd intersection that allows pedestrians to cross Harewood rd easily. Traffic lights would be ideal (or a pedestrian over-bridge) - but there seems to be a real reluctance by Council to actually listen to the rate payers of the area!!!! Could you just once listen to the rate paying neighbourhood? As an aside: If you want to reduce emissions why not trash this 'wheels to wings' idea and put the money towards a free bus service? (An idea touted by some Councillors recently). Further money to subsidise this scheme could be found by putting a very small regional tax on a litre of fuel? PS This submission form design is atrocious - this text window is too small and I cannot seem to make it bigger. Have you thought about redesigning this into more of a questionnaire?	Alana	Lattimore
38798	Harewood Road desperately needs safety improvements for most of its length. The road layout is conducive to speeding, and the lack of cycle infrastructure forces cyclists to share the traffic lane with frequently speeding vehicles. Harewood road was one of the country's worst locations for speeding in 2016-2017. Temporary peed cameras recorded 11% of drivers exceeding the speed limit at Nunweek park in this time period (https://i.stuff.co.nz/national/97806814/240000-worth-of-speeding-tickets-issued-on-christchurchs-harewood-rd). This is influenced by a number of factors, including the width of Harewoood road's two lane section before the speed cameras' position (studies have shown drivers tend to travel faster on wide roads). This two lane section is not required for current traffic volumes, but does contribute to unsafe driving behaviour, and reducing the road width may encourage drivers to travel at more appropriate speeds Currently cyclists have no specific lane, and must travel as far left as practical - on the road shoulder or in the left traffic lane. When cars are parked on street cyclists can only use the traffic lane, and this frequently leads to close passing incidents. The incident map at upride.cc/incidents shows several such events from the last few years, and speed appears to have been a factor in these. Separating cycles from parked and moving vehicles, either through a painted cycle lane or separated cycle lane, would make this route much safer for cyclists. The proposed improvements would improve both of these aspects. Reducing the road from two lanes to one will encourage drivers to travel at a safer and more appropriate speed on the western section of Harewood Road. A separated cycleway would provide a safe space for cyclists, and remove the requirement for cyclists to share space with parked and moving vehicles.	Liam	Taylor
38797	Dumb idea, just spent hundreds of millions on new motorways to access the city now going to do this to restrict it. I live on this proposed route and rarely see a cyclist save the money for something worth while.	Michael	Bray

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38795	We have lived at [redacted] (off Roydvale Ave) for 27 years and continue today to use Harewood Road as cyclist and motorist, for diverse work, shopping and recreational purposes. Our children and grandchildren use Nunweek Park for hockey and are all cyclists. We also regularly use (in ranked order) Memorial Ave, Wairakei Road and Sawyers Arms Roads. We support the concept of cycleways but not at any cost (how much is this costing; how has cost/benefit been assessed?). It needs to be remembered that not everyone can cycle; some have to take the car or Uber and there are many of these ratepayers visiting this area with it's charity hospital and old folks homes. Buses and bus stops would seem to be an additional complexity. Furthermore carrying anything other than minor shopping purchases needs a car in our household. We are concerned about traffic defaulting onto Wooldridge Road and Roydvale Ave. The 2-way cycleway in Wooldridge is good but peters out at Wairakei (a busy road). Beyond that, Roydvale is increasingly busy and traffic travels way too fast. Then, the Roydvale/Memorial intersection is simply awful for all comers and as a cyclist I most often go onto the footpath. A further point for "Wheels to Wings" is that there is a crying need for the existing 2-way cycleway on Russley Road and McLeans Island Road to be extended to Pound Road; this has no impact on parking; trees or businesses and would be cheap. This 100km/hr road is poorly maintained at the edges and the cost/benefit worth examining given more "green" recreation at Mcleans Island is highly desirable including helping young cyclists acquire skills in a safe environment. In summary: Section 1 - strongly support Section 2 - oppose removal of traffic lanes and parking impact; would prefer continuation of 2-way cycle path as in S1 Section 3 - seems OK Section 4 - oppose removal of traffic lanes and qualms about parking; Harewood/Greers is a nasty intersection on a good day so needs a lot of thought Section 5 - support Section 6 - not sure; this is the part of Harewood Road we use the least	Vincent & Sandra	Pooch
38793	This cycle way would be such an improvement for the city. This particular zone is very dangerous for cyclists and it will... save lives.	Pascale	Hatcher
38790	Please refer attached submission.	Simon	Kingham
38787	The lack of cycleway on Harewood Road and the surrounding streets is appalling. It is unsafe for everyone not only children	Julia	Siddall
38786	Don't have cycleways on both sides of the road inany areas. keep them all two way cycleways. By doing this there is no need to remove any of the four laning of the roads in the areas that are four laned at present. The centre area of the four laning roads can be narrowed down to accommodate the addition of the two way cycleway on one side. This will keep the traffic flow better and not build up the traffic and reduce people using other roads in the area which make it a saver environment to live in.	Judy	van Beek

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38785	I am submitting in strong opposition to the proposed design of the Wheels to Wings Cycleway. While I support and am enthusiastic about the principle of cycleways and Ōtautahi becoming a cycle city again. The proposal is incoherent, hap-hazardly designed, and appears as if the Christchurch City Council has a policy of 'good enough' towards cycle infrastructure, which is unacceptable in my eyes as it does not promote cycling as much as it could, continues to irritate the irate anti-cycling brigade who are very vocal in Christchurch, and ignores a massive opportunity that could catapult Christchurch ahead of other New Zealand cities in terms of liveability. If the money is being spent, it should be spent on nothing but the best quality infrastructure, and this is definitely not that. My first and most serious objection is to the near complete lack of physical protection from left-turning vehicles at almost every intersection along the route. The design of intersections should force cyclists and drivers to cross at a 90-degree angle to increase safety and visibility (reducing the need for shoulder-checking). The importance of eye contact has been identified by the CCC previously (CERA et al., 2015, p. 33). Every intersection where this is not implemented is placing cyclists at risk of foreseeable accidents, the type which separated cycleways exist to prevent. This fails to meet the New Zealand Government's Vision Zero principles 01; "We promote good choices but plan for mistakes", and 02; "We design for human vulnerability" (2019, p. 4). At Sails St the cycleway is setback from the road, which is good, but perhaps less important as the road is exit only and drivers cross perpendicular to cyclists already. On Chapel St (and every other intersection with left turning cars along Harewood Rd) there is no setback, despite left-turning vehicles having killed cyclists in Christchurch in the past. The proposed separated design does nothing to prevent this happening again. I note that throughout the proposed design provision is still made for on-street cycleways, which clearly signals that those behind this design know some cyclists will chose not to use it. It astounds me that this is considered acceptable. Cyclists in this design are impeded by the constant need to change sides, but also the fact that priority is given to cars coming out of some side streets. Cyclists traveling on a main road should never have to yield to vehicles leaving or entering minor side streets, especially as if they were to cycle less than metre to one side in car lanes they would have right of way. This brings me to the Bishopdale Roundabout, which looks like a dog's breakfast to put it lightly. Forcing a cyclist to cross at no less than 4 separate traffic lights to go straight on Harewood Road is ridiculous (although going back to my last point many will choose not to). I would hope the Council's designers have knowledge of the phenomena of 'desire lines' given their importance to urban design, however I would question that entirely given the context. Attached you will find a redesign of the proposal that I put together in a few hours. It is significantly less complicated and more intuitive than the current proposal, the existing road layout is maintained (no lanes added or removed), and there is no need for traffic lights. Full physical protection/separation is also provided everywhere, without the need for shared paths on the main route. The main route is changed to a bi-directional cycleway for simplicity and coherence, this would also only require altering one side of Harewood Road. Perhaps the only element of this plan I support is reducing parts of Harewood Road (Between Bishopdale Mall & Nunweek Park) to a single lane, as two lanes seem unnecessary here. On this topic the inclusion of carparking on the inner-median outside 227 Harewood road is another mind-bogglingly ridiculous idea, especially given there are no allowances made for pedestrian access and the road widens to two lanes for the roundabout immediately after. While I could critique the entire design in detail because it is so fundamentally flawed, I believe I should have highlighted the basic and incredibly important areas where the proposed design falls very, very short. It is worrying to me that professionals are pushing such sub-par pieces of infrastructure as safe and innovative when that is so far from the truth. Good enough is not an acceptable position to take on important and costly infrastructure. CERA, Christchurch Central Development Unit, & Christchurch City Council. (2015). Christchurch Central Streets & Spaces Design Guide: Technical Guidance. Canterbury Earthquake Recovery Agency (CERA). https://ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-Plans/StreetsAndSpacesDesignGuideTechnical.pdf New Zealand Government. (2019). Road to Zero: Action plan 2020-2022. New Zealand Government. https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-Action-Plan_Final.pdf	Joshua	Campbell-Tie

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38784	I oppose the Wheels to Wings proposal. Please refer to attached document.	Marisa	Joseph
38783	I think this is a totally unecessary change, I travel Harewood Rd regularly, the number of cyclists using the road is minimal. I don't believe this cycle lane and changes to lanes is worth the money to be spent. For years we have struggled to get the council to put lights at the Breens Rd / Harewood Rd intersection, I notice in your plan there is no mention of these lights. Driving around Christchurch I notice the terrible condition of some of our roads, I feel the money would be better spent in these areas. It is very dissappointing to see the money that the council receives from its ratepayers used in such a wasteful way. I must mention that I feel very disappointed for the people who own Copenhagens who are going to be financially disadvantaged by this move.	Irene	Ross
38782	I am opposed to the narrowing of Harewood road to 2 lanes (from 4) and reducing current traffic flows to accommodate a cycleway. While I agree with the Harewood/Breens/Gardiners and Wooldridge signals (long over due) there is no need for the lights at the Bishopdale roundabout. For the last 30 years Christchurch has had to make many 2 lane roads into 4 lanes to handle the extra volumes of vehicular traffic. It makes no sense whatsoever to be considering one of the best thoroughfares in the Western Suburbs to be reduced? To accommodate a cycle lane that will cater for a significant minority of the traffic? Please don't waste money on this and consider a more cost effective method to add a cycleway that does not impact on current traffic flows. Thanks	Ian	Luxton
38781	I am opposed to the Wheels to Wings Proposal, and have suggestions for improvements in the attached document.	Graeme	Remington
38780	Let's plan for the future, let's build safer cycleways. The traffic will be slower with only two lanes, there will still be car parks albeit for limited times which is good for shops as at present car parks are taken up all day by some car owners. Not everybody can switch from car to bike but I have just bought an e bike and have removed the barriers of climbing up the hill to my house and paddling against the wind. It's a matter of retraining my brain to use it instead of just hopping into my car. I have to exercise less as I am staying fit just getting from A to B. Win win. Please get informed before saying no to the new cycle way.	Ruth	Heins

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38777	I disagree with the plan and the process. We need to see more options and a new consultation process on all options. Some of the things I disagree with are - bus stop # 3. Why move it over a driveway? The amount of parking outside the Copenhagen Bakery. The loss of parking outside Trafford St shops , no need for the hump etc. The proposed plan for the roundabout needs to be redone, I don't think cyclists are going to go through and wait for 4 sets of lights. Motorists won't know weather they're going, stopping or changing lanes. Parking in the middle of the road can not be safe for anyone. Bus stop #15 needs to be out of the traffic lane. Maybe move into Wilmot St if indeed it does need to be closed) and kink the paths around. The direction of Sails St and Chapel St should be swapped to avoid rat running from Mitre 10. Bus stop#19 needs moving out of the traffic lane. (Maybe buy some land off Mitre 10.) I do agree with the lights and the layout at Gardiners Breens Harewood Roads and the use of turning arrows. Also agree with the upgrade of Greers Harewood Roads and the adding of turning arrows. When trees have to be replaced it should be with NATIVE trees. I would like to know the research on the number of cyclist that would use this path. Has any research been done on the percentage of workers around the airport that may cycle and use this. Doubt many air passengers would. Is there anything on the number that bike to places behind the airport? Please send data.	John	Radley
38776	Overall the design has several major issues that need to be worked out. I am deeply concerned about the environmental impact of removing the trees from the Bishopdale roundabout. Well-established trees like the ones there are: a) aesthetically pleasing, and replacement trees will take decades to reach the same state. b) home to literally hundreds of birds. You only have to walk near the trees to hear the incredible birdsong coming from that roundabout. It's a simple fact that birds will seek trees that provide them with greater cover and protection. Your replacement trees will not provide such a habitat for decades until they mature, leaving a great deficit in habitat for local birds (especially when combined with the removal of the other established trees from the Bishopdale mall carpark a few years ago and last year's removal of the trees near the large brick building on Harewood road. c) a boardwalk/cycle way could be considered for the roundabout to raise the path above the root system of the trees and retain the shade, necessitating the removal of fewer established trees. d) these trees are a landmark for our community; many people admire them and enjoy the sight of them as we drive around the neighbourhood. They should NOT be destroyed without the consent of our community, and I am far from convinced that this cycleway is enough of a justification to do so. Additionally, there are a number of businesses that will be adversely affected by the proposal. You know about Copenhagen, but what about the Dentist and Funeral home on the corner of Wilmot and Harewood? Both of these businesses have access off Wilmot, easily accessible from Harewood. but closing that end off will cut access to their properties from the thoroughfare and instead force patrons to drive the long way around from Hoani Street. Hoani and Wilmot are both quiet residential streets that doubtless do not need the extra traffic, and the additional travel time will definitely put off new customers. These streets are winding, narrow, needing care and maintenance and circuitous, and business is certainly going to affected if this becomes the primary entrance for these businesses. Access into Hoani from Greers road is very difficult during peak traffic. I agree with the proposals statement that it is the intersections, not the double lanes, that affect traffic performance. So why not spend time and resources improving the intersections? The cycle lane will do nothing to improve traffic flow (with the crossings over the road I strongly suspect that it will further hinder it if the cycle crossing has priority as it	Mark	Dowers

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	does in other places) and it will only further grow peak queues in areas that formerly had two lanes. On this point, the cycle lane zig-zagging across the street between the single and double sections seems absurd. If, as your proposal states, it is the INTERSECTIONS that create the issue, why are you adding extra intersections where cyclists will be stopping road traffic to cross? I'm guessing that cyclists would far rather cycle in a straight path with traffic (and as evidence I'd point at the frequent incidences where cyclists don't use the large shared off-road cycleway along Park Terrace, and instead choose to cycle with the vehicles in the main lane, which is a far, far smaller and more convenient detour for them than hopping across the road and waiting for signal changes.) Finally, this cycle lane is completely in the wrong place. I am unsure how many people really need to cycle to an airport. Luggage is harder to transport by bike. Where do you park your bike long or short term at an airport? (Feels like a theft risk in a city where bike thefts are ever-increasing) Will there be an absurd bike hire system for people arriving from elsewhere? Additionally, the top end of this cycle lane DOESN'T GET YOU TO THE AIRPORT. Memorial Avenue or even Waimairi Road would be more logical choices, especially since Wairakei is a road that actually gets you to town, and is a favourite for commuters, which, lets not forget, are also being encouraged to cycle instead of drive. Wairakei also currently has sections without cycle lanes, which is dangerous when cycling to town (our family includes a commuting cyclist) Please reconsider the effect this plan will have on our local community. This is an absurd expenditure with significant effects on our neighbourhood that simply are not being properly considered (or, at best, the needs of the community are being blatantly ignored by the planners) and involves an overly complex cycle layout that is unlikely to appeal to commuters as it is in the wrong place, and involves many road crossings to stay within the cycle lanes.		
38774	We are totally opposed to the proposed plan for the major reconstruction and cycleway planned for Harewood Rd. Our reasons are 1) The narrowing of a major route is a safety issue as a lot of heavy vehicles use this road. 2) The vehicle congestion that this will cause will spread the congestion to other roads nearby causing safety issues again. 3) This will have a detrimental affect to the Charity Hospital, the Rest homes and businesses along Harewood Rd. 4) As rate payers we are very dissatisfied that the CHCH City Council has gone ahead yet again and wasted money planning this pipe dream without true consultation with the residents that this will affect. 5) Harewood Rd is a bus route and it is going to impede on traffic flows. 6) As in past projects that the CHCH City council have attempted to plan and manage, we have suffered poor planning, cost over-runs and substandard workmanship leading to an overall disaster eg Riccarton Rd, Manchester St, St. Asaph St Rutland St and Cranford St. The rate payers are sick and tired of the incompetence shown with nil benefits.	John	Branch
38770	I am in support of the cycle way. In its current state cycling along Harewood road is risky at best, particularly at the Papanui end.	Matt	Sprigings

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38769	I'm not opposed to cycleways and see the merits in them. I should use them more often and that is probably what you are trying to achieve by putting them in everywhere. Build them and more people will bike which is the argument to everyone who says they never see any cyclists in their area. I made the mistake just yesterday of taking my daughter on the back of my bike from our house to the new shopping complex in Langdons Road. It was terrifying and a cycleway would have helped. I hope that the quite bizarre road layout leading to the Bishopdale roundabout might now be addressed. Strange lanes that go in directions you didn't anticipate! It's fine once you get familiar with it, but is peculiar to begin with. I do have a number of concerns with this proposal. Design concerns As a general note, I find that some of the cycleways have corners that are difficult to navigate, especially around or crossing railway lines. I do have a large cargo bike, bigger than the average bike, but these are getting more and more common and need to be taken into consideration during design. Please consider the landscaping used along cycleways. As an example, please refer to the artist impression you have (image 4 of 9) for Chapel/Harewood intersection. The planting needs to be maintained at a low level to ensure those in cars have good visibility, especially if the cycleway is two way. Chapel Street For many years, I have used Langdons Rd/Chapel St/Matsons Ave heading in both directions as a route when driving. This will no longer be an option under this proposal with the cul-de-sac proposed. As a (very) regular customer of Mitre 10 Mega, I do query what this will do to accessibility coming from the north. Langdons Rd itself has become diabolical due to the new shopping complex. Turning right out of Chapel into Langdons isn't an option anymore due to the high volume of traffic. Cul-de-sacing Chapel will only force more traffic out onto Langdons. Sawyers Arms Road I understand that the decision was made some time ago to make Sawyers Arms the main road rather than Harewood. I'm not sure though that much has been done to implement this and prepare for increasing traffic numbers expected to be diverted from Harewood. The intersection of Sawyers Arms/Greers/Northcote is in dire need of addressing. As is the Northcote/Sawyers Arms intersection not far past this intersection. Increased traffic diverting from Harewood to Sawyers Arms will find its way down this smaller section of Sawyers Arms and past the Papanui Domain and towards Northlands Mall. I can't see this section of the road being prepared for vastly increased traffic numbers. There are also already high numbers cutting through Nyoli St between Vagues and Sawyers Arms. This is a small, narrow street not designed for this kind of traffic, which I see will only get worse of more traffic is diverted down Sawyers Arms. Please also remember the number of schools in this area, with another secondary school (Marion) due to open in a few years. This will increase traffic even more. And before you even mutter that these issues out of scope or the area of this project, I would argue that any flow on impacts of diverting large amounts of traffic is very much relevant. Car parking The loss of car parking in places is of concern. We have an ageing population and for some, mobility is an issue. I understand that there is no given right to have street parking outside your house or business (and perhaps businesses could do more to ensure they provide ample parking), but maybe in places this could be reconsidered.	Megan	Pearce

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38767	We strongly support the construction and maintenance of this cycleway. Specifically: 1. It delivers safe cycling infrastructure for the northwest of the city. People living and working in this area need alternatives to private cars for their transport needs. 2. Improvements to the Bishopdale roundabout are required to slow traffic and improve lane discipline. This plan should achieve both. 3. It provides a safe route to Chch airport. The other routes from the north/east either are unsafe or were removed when the Russley Road motorway was constructed. Memorial ave (especially west of Roydvale) makes no provision for cyclists and is intimidating. Wairakei Road no longer crosses Russley Road. 4. It links business, schools, recreational facilities and other key destinations with a safe, convenient and attractive network for vulnerable road users. More generally: 1. It will provide additional impetus for the current modal shift from private motor car to active transport. 2. It is consistent with council and government transport policy. 3. It will assist in lowering carbon emissions related to transport which New Zealand has signed up to. 4. It will improve the health people living in and moving through this area, both via the direct benefits of being more physically active, and indirectly by reducing severity of traffic crashes and air pollution. I would also like to comment on some objections that have been aired through local media. I find the objections of Copenhagen bakery (related to loss of "free" parking), rather ironic given that Copenhagen (DK) is widely regarded as being the global trend setter in making provision for bike riders. The other critic is the Charity Hospital which again is rather ironic given the number of people they treat for diseases associated with inactive lifestyles.	David	Moorhouse
38766	Looks great! Love the separated cycleways, it's great having more safe cycle paths! I'm deciding whether to move back to Christchurch to be near my family, and the better the cycle infrastructure is, the more tempted I am!	Rosa	Hughes-Currie
38764	As a cyclist who cycles down Harewood Road in both directions I have never felt unsafe while cycling. Because of this I see no need for the extensive and expensive cycleway alterations proposed. Instead I think the best solution is to have clearly visible cycleway lanes painted on both side of the road for the total distance of Harewood Road up to Waimakariri Road. I agree with the changes proposed to make cycling access easier to the Johns Road underpass and lights being installed at the Roydvale Rd and Breens/Gardeners Rd intersections. I am also of the opinion that the estimated cost of $19M will escalate as the work is carried out and the cost will be in excess of what is estimated. I believe that there are more urgent works that the Council should be addressing such as the 20% water leakage from pipes and other sources and am NOT in favour of the proposed works going ahead in total as proposed.	Paul	Casey

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38763	I support the proposed Wheels to Wings major cycle route, including the removal of on-street parking and car lanes to make room for separated bike lanes. Currently, large sections of Harewood Road are a dangerous highway, with no room for cyclists. In order to reduce congestion and pollution we need to make it possible for more people to travel by bike. Currently, too many don't feel safe enough to do so. It's only by making space for people on our roads, and establishing a network of cycleways with decent coverage that we will achieve this. The airport has good facilities for cyclists, which I have used before and it's a great option being able to transport yourself to the airport when you don't have large bags. But if we don't have a safe route to get there, the only people who will take this option are those who are already confident. It's time to modernise our city, in line with other great, accessible cities around the world, where people have viable options for travelling, rather than being dependent on cars. This creates better outcomes for everyone, not only cyclists!	Pubudu	Senanayake
38762	My previous workplace was located near the airport, and I used to regularly bike there from both Bryndwr and Sydenham. I really appreciated the underpass for cyclists and pedestrians (which meant I didn't have to cross an intersection on a very busy state highway!) and the shared path alongside Nunweek park. However, further along Harewood Road I felt very unsafe, especially if I ended up cycling at peak times, as it is an extremely busy four-lane road with little space for cyclists. I often altered my working hours in order to avoid travelling at peak times, which meant starting and finishing later. I was lucky enough to have a flexible job which allowed me to do this, but not everyone is this fortunate. I still sometimes cycle through Bishopdale / Papanui when visiting friends over that side of town, and am currently trying to encourage a young family member who has just moved to Christchurch to start riding a bike, but they are currently too scared to do so. While I'm frustrated by this, I can also empathise. We have more and more fantastic safe cycleways being constructed around the city, but the coverage is still not enough for people who are new to cycling to feel safe, and like they will always have a safe place on the road. From what I can see, the proposed changes are about improving Harewood Road - a main thoroughfare in the northwest - for the wellbeing of ALL citizens, now and into the future. I am in full support of this plan, and would hope that a vocal minority does not have a disproportionate influence over a plan that is about looking out and making space for everyone.	Rosalee	Jenkin
38761	While we fully support the introduction of improved cycling facilities - along Harewood Rd, as well as elsewhere in the city, the proposals for the 'Wheels to Wings' need improvement, particularly towards the Papanui end. This submission will make brief comments on the specific sections identified and we would like to raise more general concerns regarding the design philosophy and wider network implications Design Philosophy- While the overall designs can be seen to be targeting the 'interested but concerned' cycling user type there is a lack of overall balance which will increase the risk for other cyclists, particular 'enthused and confident'. Seeking to segregate as much of the route as possible is to be applauded, however as seen in other areas such as St Asaph St or Durham St, due to the much lower speeds that occur in the segregated sections other cyclists find them frustrating and revert back to the proper road. While this is a legal manoeuvre, it appears an increasing number of drivers then expect cycle lanes to be the ONLY area where cyclists should be, and then drive aggressively towards cyclists who may be riding normally to the left of the main vehicle lane. We believe these proposals will significantly exacerbate this issue, as the complex nature of the designs such as around the Bishopdale Roundabout will significantly slow cycle journeys if you were to take the cycle only option. Given the reduction from 4 lanes to 2 that are proposed, the vehicles lanes should be a minimum width of 4.2m which will ensure drivers recognise that the road can and should be shared with cyclists and that cyclists can then use the normal traffic lanes to negotiate the Bishopdale Roundabout safely and appropriately. -Network Implications While the decision to make Harewood Rd the main cycling route has already been agreed, it should also be recognised that the wider network in this area needs to be safe for cycling, pedestrians and motorists and we have not seen an impact report or similar on the surrounding environment for this proposal. There are a considerable number of cyclists who use nearby roads such as Sawyers Arms or Highsted Road which are likely to be negatively affected by these proposals. For example, a reduction in the number of lanes and overall capacity of Harewood Road will result in an increase in vehicle movements on Sawyers Arms Road. We are already seeing dangerous driving impacting on cycling and walking in the	Matthew & Adrienne	Noon

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	Sawyers Arms Road area which is negatively impacting on children attending school via these modes. This is despite the introduction of pedestrian lights outside the Papanui Club on Sawyers Arms Road which is highly beneficial. There have been a large number of near misses involving children at this intersection simply due to drivers running red lights and as we understand that there is a proposal to four lane Sawyers Arms Road we are concerned that this has not been considered as part of this wider consultation. It does not seem sensible to consult on individual areas when it is clear that there will be an impact on the wider environment particularly when plans already exist to this end. It would be good to know what the mitigation measures will be introduced to ensure that additional traffic is not diverted to the larger roads in the area. This is particularly pertinent given the large number of schools that are in the immediate proximity of Harewood and Sawyers Arms Roads and the expanding residential areas off Gardiners and Highsted Roads which will likely see more children and parents cycling in this area (as per Council's policy aims and objectives) will be catered for. -Safe and Appropriate Speeds Related to both of the above points, Council should introduce the safe and appropriate speeds recommended for this area for this area which CCC is aware of. Mitre 10 MEGA to Papanui Road We fully support the design in this section. The increasing number of all day commuter parking along the section of road outside Mitre 10 currently forces cyclists further into the main vehicle lane which feels unsafe - particularly in the morning peak where poor visibility and the likelihood of car doors opening forces you to give parked cars more space. The introduction of the painted cycle lane at the Restell St intersection is also helpful as there is a noticeable number of vehicles in the AM peak who turn left into Restell St without looking for cyclists, to avoid that section of Main North Road. While the Papanui/Harewood Rd intersection is past the limit of works, could the cycle markings on the approach to the intersection be extended slightly, perhaps with a wider box, as quite often vehicles turning left here e.g., buses and larger vehicles, encroach into the cycle area and create a dangerous pinch point. Sails St to Mitre 10 As noted in the commentary on section 17 of your consultation, 'one-way separated cycleways were selected for this section of Harewood Rd to create a more intuitive facility to help all road users safely navigate this busy area...' therefore while this approach is to be applauded for the section east of Matsons Ave, it should also be continued to the west of Matsons Ave. The two-way cycleway here is not 'intuitive' and will increase risk compared to one-way cycleways. Furthermore the cross-section shows the south side (towards airport) vehicle lane being only 2.9 metres wide which is less than the official guidance recommends (Waka Kotahi Cycle Network Guidance) unless other conditions exist related to traffic speeds and volumes being low, which they won't be here, or where buses are present. With a 2m wide median present, this could be reduced significantly and the width reallocated to making sure the vehicle lane widths are closer to the >4m widths suitable for shared cycle and vehicle purposes. Harewood Rd - 152 to 108 Recommend reducing the width of the flush median to allow for wider traffic lanes to enable cyclists to also share the vehicle lane safely. 188A - to 154 Harewood Rd As above, the median should be narrowed to allow cyclists to safely use the vehicle lanes. The bus stop outside 188A Harewood Rd is a higher use stop as it provides a key transfer point for the Orbiter (every 10mins) and the 28 (currently every 30mins but indicated to go more frequent). The installation of a cycleway bus stop at this point is likely to significantly increase pedestrian/passenger/cyclist conflict at this point, which will be exacerbated as passenger and cyclist numbers are planned to increase in line with Council expectations. The problem that results from the 2 way cycle way is particularly apparent here as you will have people getting off buses and likely only looking one way - while it can be said that cyclists will need to give way, cyclists and passengers will make mistakes and the implications of such accidents could be significant. This would be negated if the more intuitive one-way approach was applied throughout.		

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	In the morning, I also see high numbers of vehicles turning right off Harewood Rd into Harris Crescent which is a known rat-run for people. As these vehicles queue, the straight through lane gets constricted creating frustration and delays. It would be good for this to also be addressed. Harewood Rd - Greers Rd intersection As noted more work is required to be done on the design here so it is difficult to fully comment, particularly without the cross-section showing lane widths. The problem of the 2way cycle lane is clear here - it will also lead to conflict at the entrance and exit to the Z service station with the risk of resultant serious injury. From the design of the intersection approaches, particularly the 4 lanes in the east bound direction, it looks like this is designed for a high level of queuing which is interesting as there is only one lane on the approach. Does this mean that you are not expecting traffic volumes to reduce? If so, that would suggest that there will be increasing congestion in this area. I would suggest you keep the current 3 lane arrangement: left/straight, straight and right, but slightly wider to enable cyclists to also use the left lane to with an advance stop box. Currently high numbers of drivers are not indicating in the left turn lane, nor looking as they turn left so greater visual queues are required. On the west bound approach, given the space that is now available at the signalised pedestrian crossing, provide an advance stop box to further assist on road cyclists. 250A to 214 Harewood Rd As you are narrowing the median anyway, ensure that the single vehicle lanes in each direction are wider as per the guidance to support on-road cycling too. Bishopdale Roundabout While the introduction of signals will improve pedestrian crossing movements, forcing the mix with cyclists will significantly delay cycle travel times in this area, the loss of these established trees and overall complexity of the intersection suggests a full rethink is required. The design also suggests that you have not considered the impact on commuter cyclists who are confident riders - which is surely something that you wish to promote - in particular on those who commute from the city down to Highsted Road. For example, the explanation notes that drivers approaching on Highsted and Farrington will continue to give way from traffic approaching on their right - however at the moment the other approaches all have give ways - encouraging drivers to slow down and check it is clear. With the introduction of signals, driver behaviour will lead to higher speeds with an expectation that they have the 'right of way'. This will be particularly dangerous at the Highsted intersection with non-signalised pedestrian movements, the accessway for the Caltex station which sees vehicles stopping at short notice (often without signalling). Apply the intuitive one-way cycle lanes throughout this intersection design. Harewood Rd 364 to 322 With the application of the one-way cycle lanes here, as well as lane width closer to the cycle guidance for shared usage at 4.1m, this is a much better design. This will be particular helpful when events/matches are on at Bishopdale Park and the footpath (to become a shared path) will become congested and allow safe on road cycling for all users. Also support the narrowing of the Cotwold Ave intersection to make this area safer. 404 to 364 Harewood Rd As above, suitable lane widths and logical design make this section appropriate. Appropriate and safe access to the Charity Hospital needs to be maintained.		

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	Harewood-Gardiners- Breens intersection Support the full signalisation of this intersection to make it safer for all movements. The lack of a cross-section makes it harder to assess overall design considerations. Crofton Road to Copenhagen Bakery. Support the design proposals. As an infrequent customer to Copenhagen, while we support the business, the location can be difficult to access and appears inappropriate due to the high level of parking demand the bakery generates and the implications that this has on the safety of the area. Bishopdale Mall would be a great location for Copenhagen Bakery and we would use it more often if it was more accessible. Remainder of route Overall designs are appropriate given the reduced number of accessways and the less likelihood of conflict with the pedestrians enabling the shared path to be properly introduced with the lights at Nunweek Boulevard enabling a safe connection to be provided. In summary: * We support cycleways throughout the city. * Single-way cycleways are far more intuitive for all road users and in particular those taking up cycling. * The proposal for Bishopdale Roundabout needs to be reconsidered as the current plan does not cater for all road users in a consistent and safe manner and the loss of significant trees does not appeal. * CCC should be applying the nationally agreed widths for both vehicle and cycle lanes, ensuring appropriate widths are available where cyclists and general traffic will be sharing the same lanes. * CCC should be considering the impact on the wider environment and make public a traffic assessment showing expected movements across the wider Harewood/Wairakei/Sawyers Arms Road area. Such assessments should form part of the consultation documentation from the outset.		
38759	I strongly support the proposed Wheels to Wings cycleway as it is a necessary link in the Christchurch infrastructure network. It is an essential transport option to connect the commercial areas surrounding the airport and the Northern Line cycle route. It will enable safe access to work, shopping centres, schools, and parks and recreational areas. The overall benefits of this much needed infrastructure will provide safer travel options, ease traffic congestion, help mitigate our carbon emissions, and ultimately make Christchurch a more liveable city.	Francesca	Bradley

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38758	I fully support the cycleway and the reduction of Harewood Road to one lane. While the speed has been 50 Km for some time, in practice it is not enforced and most cars do 60km or higher. I regularly use parts of Harwood Rd to get to various destinations by bike and car, rather than biking down the whole road, partly because the traffic is too busy and too fast so I do not feel safe and I am a reasonably confident cyclist. Crossing Harwood road at the railway crossing is one of the most dangerous crossings for cyclists and should be the highest priority to fix. Bike traffic here has significantly increased as you can now use this route all the way to Kaiapoi. It is not safe for children biking to Papanui High (crossing Langdons Road is also increasingly dangerous and the shopping complex and Mitre 10 has meant increased traffic using both Langdons and Harewood Road). I support the Spokes submission. In addition I support the switching of Sails St and Chappel Street, so Chapple St is an out (reducing cars taking an alternative route through Mitre 10) and cars turning right into Sails will have more space away from the traffic lights. This also allows a realignment of the bike path so bikes have right to way at Chappel Street. I also prefer that all side streets have a stop sign rather than a give way sign and that the cyclists not cars have the right of way. I am a regularly user of Copenhagen Bakery (their carrot cake is divine), the new layout should actually make it safer for both motorists, pedestrians and cyclists (some decent bike stands would be good). Some parts of the cycleway are too narrow and as such will not age well as the volume of cyclists goes up. I was not keen on the roundabout solution originally but having talked through some of my ideas with the excellent council staff they have some good reasons why this is the best alternative for everyone. Protected cycleways are important for the whole community, they are used by a range of people who are not confident on the street, including cyclists, mobility scooters, ordinary scooters, skateboarders etc. The more we encourage a whole range of different users to share the roads, the more caring and healthier our neighbourhoods become.	Anne	Scott
38757	Could the grass on the footpath be converted to a cycle way? As I think cutting the road into 1 lane and removing parking will not benefit the community and businesses. People will stop going to places like the Copenhagen and just go to the mall where there's plenty parking. However I do think an off road solution is needed for the bike lane, so removing the grass from the footpath and separating it into a walking side and a bike side may be an option. My biggest concerns are loss of parking in the main road area meaning that side streets will get crowded. I am also concerned about increased time in traffic because Harewood road is usually reasonably good even at peak times and I would hate to lose that. I am also concerned about the positioning of the proposed traffic lights near the exit of Nunweek Boulevard subdivision, as it is already pretty challenging to make a right hand turn out that way so adding traffic lights so close may back up traffic making it impossible to turn right. Maybe a second set of traffic lights could be added to help us turn out the subdivision or maybe move the planned traffic lights further away. I like the idea of traffic lights at Wooldridge road. Please try keep as much parking around the park as possible. Can the community come to the tree planting for the Bishopdale roundabout? I think if people knew that they could be included and there was a specific date planned then there would be more buy-in for this part of the plan.	Livvy	Pride
38749	Unbelievable that this is even a proposition. The traffic is backed upon sawyers arms road at peek times & you want to reduce harewood down to one lane also??? Do you not see the volume of traffic that travels on that road? Unbelievable that for the few cyclists that ride you are prepared to inconvenience so many vehicle drivers - do you think they will all get peeved off with traffic delays & resort to a bicycle... just seems another council joke at the expense of the residents & business owners on Harewood road !!!	Cindy	Weiss
38748	Please do not allow this crazy suggestion to progress. Harewood Road is a busy arterial route to/from SH1 and, as such a high number of vehicles use this road every day. Reducing the lanes to one each way would impact greatly on traffic flow (as demonstrated in Sawyers Arms Road). Harewood Road is difficult to enter/exit from side streets already and that's with traffic travelling in 2 lanes, reducing the traffic to one lane would make entry/exit pretty much impossible. The rationale for reducing the lanes to one each way is to improve bike safety - I rarely see cyclists using this road when I travel to/from work daily. Whilst I support cycle safety, please give the same priority to all the other road users and businesses situated on Harewood Rd, not just the small number of cyclists that use the road. thank you	Jude	Kirk

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38747	more cars travel down this road than bikes why makes cyclists so important you need to spend 19 mill on should look at fixing the east side of chch before fixing something that isnt broken doesn't mean more people will use their bikes - what about winter time??? connecting to the airport- who carries their luggage on their bike?? only benefiting cyclists - not cars businesses or residents no parking for tradies or trailers residents losing their outside road parking- what happens when have visitors over ???? massive disruption whilst being remodelled cyclists are actually dangerous - headphones on cant hear surrounding noises and some don't wear helmets why do you need to do this on a main arterial route?????	Sarah	curtis
38746	I agree strongly with putting lights at the Wooldridge intersection and Breens/Gardiner's/Harewood intersection. I do not agree with reducing from 4 to 2 lanes. This seems absurd with it being a main arterial to and from the airport, and given the access changes to Wairakei from Johns Road, increased housing in the Bishopdale/Casebrook zones I think Harewood road needs to remain 4 lanes.	Vanessa	Gibson
38745	waste of money no benefit for business or residents health and safety issue - emergency services rubbish trucks and cleaning gutter trucks how is this going to work removal of residents on road car parking more co2 emissions as traffic not flowing through as efficiently more traffic lights will reduce traffic flow removal of old trees at roundabout which have been there for years harder to back out of driveway as extra hazard and will be backing into oncoming traffic as reduced to one lane why change something that isnt broken ??????	jeremy	curtis

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38744	Leave all of Harewood Road as it is, without changing anything. This includes the roundabout with its majestic trees, this is one of the best performing roundabouts in the city. The cycleway to where? Your predictions re the number of people cycling on the "wheels to wings" is an absolute exaggeration, as statistics clearly show us that the number of people cycling is declining. If there needs to be a cycleway our suggestion is that you use the existing foot path and grass berm, asphalted as one making it a dual pedestrian/cycleway as we saw in Denmark and as you already have on Cambridge Terrace and Hagley Park on Park Terrace. All that was asked for was to have Traffic Lights at the dangerous intersection of Breens/Gardiners Roads and Harewood Road. The expense to the rate payer of this over Engineered project is ridiculous and totally unnecessary!	Lawrence	Morriss
38742	I personally do not like anything about the idea. 100% against it	Drew	Blakeley
38740	Not enough research done to see if this is warranted by cyclist and at a great cost to christchurch rate payers. Putting lights in Breens, Harewood and Gardiners should not be conditional on cycle way. To do cycleway council has to spend millions over and above from nzta will be providing. One laning Harewood which mean ambulances, fire service etc will not get thru and delay medical care. Sawyers arms road is the main artery so flow the traffic there (install the lights agreed some years back from greers/northcote onto sawyers. The impact on streets like sail, etc and their residents, along with harewood rd does not justisy this construction. Consider putting cones and do a temporary one lane road and see the impacts before spending millions.	Nigel	Whitaker
38738	Oppose it. Not enough validated and supported evidence of the amount of bikes using Harewood road each day,(eg 20% increase of 10 is only 12). council last looked at this in 2009. An excessive amount of money being spent by rate payers when money would be better spent elsewhere in the city. The added congestion this proposal will cause on traffic. The people living on Harewood will have trouble getting out of driveways, access to bins, deliveries etc will all be impacted not to mention the lack of parking for them. Lights on harewood, breens, gardiners is a necessity however this bike way should not be a condition of the lights being installed. (held to ransom) Put the lights at Sawyers/Northcote/Greers intersection (as was agreed by council some years ago) and let traffic flow down there more reducing traffic on Harewood which is not a main artery, and as result will elevate any concerns cyclist may have on using Harewood. This whole process has incurred major ratepayers money to draw up this plan without consultation from residents and consideration of other ideas.	Ann	Whitaker
38735	Kia ora koutou I am a semi-retired professional person who has been significantly involved in leading change and sector engagement, and creating safe communities locally, nationally and internationally. As an avid cyclist, I also want to see 'fit for purpose' safety improvements but not at the expense of other groups within the community. Following attendance at information sessions, I asked Council staff for copies of the Change Strategy and Management Plan for this project so that I can best prepare my submission. If it does not contain an impact assessment statement and or success criteria can you also please provide them. The following response was provided "Staff are unsure what documentation Mr Barber is seeking. There is no change management plan in place for the cycleway. We will do a change register, but this cannot be done until the consultation has been completed, and any changes developed. Once a change register has been finalised, it will be provided as part of the report to the Hearings Panel". "Mr Barber also requested a copy of the impact assessment statement or success criteria. There was no need to complete an impact assessment statement as there are no consents required for this project". I must say that I find this response very high handed and distressing. It appears Council staff are hiding behind this development not being within the consent process. I accept they need a change register, but I would have thought that when the Council are embarking on a large and costly project ($19 million) it would create a Change Strategy that included impact assessments for all stakeholders, a change register, success criteria, and readiness criteria (which identifies what must be done at all stages of the change before progressing to the next stage) as part of or at least soon after the Business Case was put forward. The Consultation process is the place to test plans, all aspects of the Change Strategy and to update as needed.	Graeme	Barber

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	This response shows disrespect to residents, workers and businesses and points towards the desire by staff not to work with the community to develop what is best for the community. It points more towards this project being driven by ideologies and a desire to impose a one size fits all approach to implementing an NZ and a Christchurch wide cycling plan. It also leads me to infer that the project has become more important than the people affected financially, emotionally and socially. If Council wants to improve safety for cyclists while also reducing the impact on others then it needs to ensure it develops a change process that engages with its ratepayers and those who will be impacted much earlier in the process and ensure that the project is then driven upwards and not as in this case perceived as a top-down approach. It feels like the public have been engaged late in the design process and only being listened to now because of the adverse reaction to the Project. A top-down approach that is devoid of authentic co-design can only lead to a lack of trust and confidence in Council staff and elected members. Is it not the Councils business to meet community needs and not to predetermine and impose them?		
38734	Hi. I am unsure the amount of people on bikes use this road, but I hardly ever see anyone. Has any thought been put into erecting temporary fencing along this route to gauge what use it gets as a cycle way, and what push back may come from the other road users. before we fork out 20mil? Thanks Scott	Scott	Rogers
38733	I support the cycleway project. I am a regular Cycleway user. I have the following comments and observations on details of the proposal: The grey separator strips of the current MCR are not effective in defining the cycle paths, making them clear to all road users. I suggest a colored centre perhaps like many other medians and islands within the roadway. This could be a MCR color EG green. Sails and Chapel have cycles give way to vehicles - other MCR have the MCR as priority cars give way. At Bishopdale roundabout, use raised platforms at the signals - a speed limit change also good. The central island path may not be as direct as the path continuing across Highsted road. Then only two signals at the Highsted / Harewood end plus maintain one lane that side of the roundabout so widen shared path - could divide cycle and pedestrians in that section. Whitchurch Place shared path too narrow at 2m - at least 3m required. Why fence the quiet road? Stanley Road needs control of turning vehicles and sight lines cleared. Tighter radius and tactile pavers work better. Trees in grass median either side are a hazard then no trees outside #637 - #609 where there is space - both are drainage strips. Path next to poplar trees need serious protection from roots! The path along Wooldridge is already a shared path - do not mark as pedestrian only. Need to get further away from the big Gum tree at Kilmuir Lane. Exposed aggregate path next to kerb (like other MCR) EG outside #553 - #543 is a waist of time and money - adds nothing to the looks and use of the path. Improve the pedestrian crossing at #523 - should not cross within a driveway, no tactile pavers etc Good crossing at #423 Poor pedestrian crossing layout at Greers #205 Harewood if the large radius kerb is required. Big pedestrian cycle conflict area at #206 and #412. Need strong message like at bus stops for cyclists to give way / slow for pedestrians. Current MCR crossing Harewood at the railway is very poor, good to see the proposed improvements. May need a short term solution if the crossing is seriously delayed or it will be encouraging cyclist to converge at a dangerous location. Link to Papanui Road would be good if it includes the intersection. Crossing to Horner Street, then on to Mary and Grants as sharrow streets will link to the Grassmere cycleway.	Nigel	Weston

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38731	The proposed changes to sections of Harewood Road to accommodate a cycleway seem overly complicated and appear to adversely affect some residents and businesses. Suggested alternative options include; 1) Widen footpaths for the full length of Harewood Road to then become shared paths. 2) Convert the current median strip between Greers Road and Nunweek Boulevard into a cycleway with footpaths in the remaining sections of Harewood Road being widened to become shared paths. If it is deemed necessary to reduce the section of road between Greers Road and Crofton Road to two lanes there should be ample room for a cycleway and on-street parking on both sides of the road. A layout similar to that on Sawyers Arms Road by Papanui Domain should be possible. If not sufficient room, dispose of the median strip.	John	Doidge
38730	The CCC have had some outrageous plans for Christchurch however this must be the most ridiculous plan to date. Harewood Road is one of the busiest roads in the city and you are suggesting to reduce it from 4 to 2 lanes in beyond belief. I would have thought that at some stage you would have tested this out by closing 1 lane on each side of the road just to see how crazy this plan is. By all means put in a cycle lane if you think it is warranted, along the grass verge would be ideal as no one uses that to walk on, however the area you are talking about is mostly elderly citizens and they do not ride bikes. Children do not ride bikes to school, most parents deliver them to the school gate and collect them after school. The plan for lights at the Bishopdale roundabout for cyclist will just add another build up of traffic right back to Papanui Road and along Greers Road. Now that there is a shopping centre in Langdons Road there is an increase of traffic up and down that road and changing access to Wilmot, Sails and Chapel Streets will just compound traffic problems and the flow of traffic. I would also like to know what will happened when the 1 lane is being used by the trucks collecting rubbish bins etc. and the traffic backs up as it cannot pass. The buses are another problem, they will use road space when picking up or dropping off passengers, and God forbid that the Emergency Services would require the use of the road between 6 a.m. until 9.30 a.m. and 2.30p.m. and 6.30p.m Perhaps it is the councils plan to ask those services NOT to use Harewood Road or that accidents DO NOT happen on Harewood Road. Good luck with that I say. After speaking to those council members at the Bishopdale Community Centre regarding this matter most of them admitted that they themselves did not live in the area and they had no idea of the traffic flow through the affected area. To add to this, the proposed 50% of funds from Government (Roads & Transport) is not guaranteed (just a maybe we were told) therefor that should be the first area the Council should be looking at, before having plans drawn up and ratepayers money wasted on time and money for something that funds have not been approved for. This would be the first plan of action for any sensible person or Council when making plans to undertake even minor purchases, upgrades or repairs to the city, and taking into consideration, can the rate payers afford another increase. As a Christchurch City ratepayer I am appalled that such a plan was even thought of from those in the council. It certainly goes to show that the councillors have no idea what goes on in the city and that they have so little regard for the rate payers or that we, the ratepayers are paying for a plan that is certainly not required.	Glenis	Worling

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	As has shown, the councils plans for the city centre have failed completely and people do not go into the city town area unless really necessary. Again, another complete waste of rate payers money. As a rate payer of the CCC I do not have an excess of funds to pay an increase in rates when the council think that they require to add to my already over the top rates account. The only reasonable idea in the whole plan is the installation of lights at Harewood Road, Breens Road corner. This has been asked for on numerous occasions and we have always been told it was not required or was too expensive, however now it would seem that the council agrees that it is a good idea. If this plan goes ahead then the city of Christchurch is doomed and the end result is that it will be the fault of the Christchurch City Council. They have already destroyed the city centre and they certainly have not learnt from that mistake. It is a shame as Christchurch was once a place to enjoy, now there is little joy in any area and the council is destroying the city suburb by suburb.		
38727	I am fundamentally opposed to the concept. It would have a significant negative impact on traffic flow on Harewood Rd which is a key traffic route for traffic moving out of the city. It will also have detrimental effects to businesses on Harewood Rd that rely on parking on side of road. I strongly feel that it is very irresponsible of the council to even consider this. I state categorically that I am not a cyclist and should I wish to get into this recreational pursuit there are multiple trails and tracks all over Canterbury that could be used. The primary users of Harewood Rd are motor vehicles. If the council wish to throw funding around I suggest traffic signals at Gardiners Rd Intersection would be a good start and then focus on working with NZTA to remove the roundabout at the intersection of Harewood and Johns Rd and replacing it with an over-bridge/underpass. I will be extremely upset if the council go ahead with this frivolous and unpopular project.	Daniel	Powell
38725	Why can’t the trees be removed, and the cycle-way built along the centre-piece of the road, thus appeasing citizens, and making cycling safe?	John	Parsons
38721	I do not like the changes planned and think it should stay the way it is. Traffic flow is good and there's hardly any crashes. Having access to side streets and parking is a good thing not a bad thing. Don't change it	Abby	Hansen
38720	Why not have a shared foot path and cycle way on each side and keep two lanes of traffic. Another idea is that we could remove all the trees down the middle of the road and put the cycle lane down there, or make the median in the middle of the road much smaller to make room for the cycle lane. There’s three ideas, two are great and could work. Please don’t create congestion unnecessary when there are other options to be explored. I definitely think cyclists need to be safe but this is not the answer. Thank you for your time.	Ben	Lever
38710	I write this submission from the perspective of a regular cyclist and motorist along Harewood Rd. Other family members use Harewood Road as cyclists for commuting and regularly experience being cut off by motorists. I support efforts to encourage safe cycling in Christchurch and appreciate the work that has been done in recent times to increase cycleways throughout the city. One cyclist is one less car on the road which has a number of benefits including for traffic congestion and the environment. The 2021 Draft Report recently released by the Climate Change Commission makes a number of statements in regard to improving cycling along with some ambitious targets in relation to walking, public transport and cycling (p 58). For us as a country to achieve these aims we need to take proposals such as these seriously [1]. During Alert Level 4 lockdown it was great to see the number of families on bicycles using Harewood Road for exercising locally. A number of families were cycling up to the Johns Road underpass tunnel past Harewood School and by St James Church which made for a nice local bike ride and could be enjoyed by children of a variety of ages, returning for example along Waimakariri Road and along by Omarino vineyard. It would be great to carry something of that forward where local families could make use of better cycle facilities for	Tim	Stedman

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	such recreational outings and feel safer in doing so. Tree removal I am not wedded to the gum trees by the Bishopdale roundabout. Gum trees grow tall and become brittle and messy and so their removal is a good idea. Where re-planting I'd encourage consideration of natives / something that speaks to the local cultural narrative. Impact on local businesses and other organisations I am concerned about the impact on local business especially in regard to parking given the wide demographic and diverse range of users (seniors, children, hospital patients, children with special needs etc). I encourage you to listen to their concerns and seek to work collaboratively with impacted businesses and other organisations to find other possible options, mitigations or compromises. Copenhagen Bakery If you are removing one lane on Harewood Road I would have thought an option could be found for a cycleway/shared cycleway/footpath AND room for parking. I am not sure why the amount of parking spaces needs to be reduced accordingly. Reading the detailed plans I note the rationale is to improve visibility. See suggestions below under cycleway design and cycling speed. Parks (eg Elephant Park and Nunweek Park) I trust you have observed the traffic and foot traffic around these locations (latter in particular during Saturday morning sports) and considered this in your design thinking. Proposed traffic lights Bishopdale roundabout As a family we don't feel this is safe for cycling in its present state and use alternative (longer) routes for cycle commuting. The traffic flow around this roundabout at present seems to work quite well. An alternate option to traffic lights could be to consider something like you have done outside the University on the Unicycle route where it crosses Ilam road where there is a now a shared pedestrian/cycleway crossing where the cars give way to pedestrians AND cyclists. Reducing Harewood Road to one lane in each direction I fully support this proposal. The second lane in either direction simply encourages traffic to exceed the 50 km/h speed limit and would seem unlikely to increase congestion problems. Not all of Harewood Road is dual carriageway anyway. Speeding motorists are a regular problem along the dual carriageway section of Harewood Road and beyond Nunweek and more enforcement is needed. Cycleway design If space is at a premium might there be an opportunity to make the cycleway narrower (supported by signage to encourage courteous shared usage). The proportions of up to 4m in places is quite generous. The cycleway/footpath that goes alongside the railway line from Mona Vale up to Northlands is only the width of a typical footpath. I use this cycleway regularly and while it is on the narrow side it works alright so long as pedestrians and cyclists practice courtesy and give each other space. The width of this particular cycleway is too small, but I still submit that if you are removing one lane in either direction along Harewood Road there could still be room for a cycleway, pedestrians AND parking. Cycling speed The growing popularity of eBikes and electric scooters is seeing the speed at which cyclists are travelling increasing. Some eBike riders travel in excess of 30km/h. This is hazardous particularly around areas where there is a lot of foot traffic. I recommend you utilise signage similar to that used elsewhere in the city (Deans Bush on the Unicycle route is an example) such as "Slow Cycling Only" and the use of speed humps in various places to encourage cyclists to keep their speeds down. Suggested areas for consideration: outside the Copenhagen Bakery, by Nunweek Park (Saturday sports traffic), outside the rest homes and other businesses/organisations where cycling speed may be a concern. Other improvements Crossing Harewood Road by the railway line (Papanui Road end of Harewood Road) is very challenging for cyclists. A zebra crossing for cyclists would be useful, or, space in the median to be able to cross both lanes safely would be particularly good. Just as lethal is crossing over Langdons Road by Northlands Mall from a cyclist's perspective, although I realise that road is out of scope in regard to this particular proposal.		

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	Thanks for the work you are doing and for considering the comments in this submission. Tim Stedman March 2021 References 1. He Pou a Rangi Climate Change Commission. 2021 Draft Advice for Consultation. Available: https://www.climatecommission.govt.nz/get-involved/our-advice-and-evidence/		
38706	I think that the cycle way is an excellent idea, I cycle down Harewood Rd and it is extremely stressful with the two driving lanes and one parking lane. However, I would like to see the grass berms used as a cycle way and do not want the trees removed.	Rachel	Bourke
38705	Disagree to reducing lanes on Harewood Road and removing the on street parking. Agrees to traffic signals on proposed streets / roads. Agree to signalised crossings.	Wendy	Clark
38704	Thank you for this opportunity to comment. As a daily commuter along Harewood Road I am well placed to testify as to the need for much improved cycle safety on Harewood Road. In the past three years I have had to take evasive action on four occasions - all in the morning when motorists are still half asleep and in a hurry. These required evasive actions were at Gardiners Road, Cotswold Avenue, the Bishopdale roundabout, and Sails Street. In every case the motorist did not "see" me despite flashing front light and hi-viz jacket. The motorists are not "looking for" a cyclist but are looking to see if there is a car, truck or bus coming - they are looking behind the cyclist and when the see no motor vehicles approaching they carry on through the left turn they are making to suddenly find there is a cyclist right in front of them although in my case I have anticipated that they have not seen me and I am already taking evasive action towards the middle of the road to avoid being bowled. Some would say that this evasive action is risky but I take the view that maintaining a straight line will almost certainly give me time on the tar seal, while the risk of being hit by a following car is low given that my motorist has been looking for a car, not seen one and carried on towards me. My motorist in these situations are bloody stupid but not suicidal. I have taken the opportunity on these occasions to explain the degree of stupidity before me to the point on one occasion of being threatened with a "decking". My point in all this diatribe is to demonstrate that the most dangerous location for a cyclist is at intersections - no question. I applaud these proposals where they do improve cycle safety at the intersections. The other area of conflict between cyclists and motorists on Harewood Road currently is the two lanes of traffic at or above the speed limit with parked cars along the kerb and the poor cyclist squashed between the two. Many motorist have a very poor appreciation of personal space when they are cocooned in the air conditioned cab of their wide SUV to the point that their wing mirror brushes the arm of the unsuspecting cyclist. It is therefore not surprising that a heated discussion sometimes follows at the next red light about spatial awareness between this cyclist and the spatially unaware motorist. These proposals address this safety aspect for cyclists. The cramming of two lanes into one and the consequent lower speeds will improve safety but make Harewood Road more like Papanui Road in terms of congestion for the motorist - a good thing in the long term as it will encourage more use of e-bikes, e-scooters and cycling along Harewood Road. I support the retention of as much parking as possible for businesses particularly for the iconic Copenhagen Bakery. Overall I support this proposal.	Mike	Bourke

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38703	Owner of [redacted], Bishopdale. We are very concerned that there is insufficient parking on the road for the number of houses. With recommendations that there be time limits as low as P5 to car parking near the Copenhagen Bakery, longer-term parking by staff and/or customers will move carparking further east down Harewood Road. If we have visitors and/or contractors there is only ONE carpark for at least 5 houses. Currently we have parking for at least 10 cars – reduced to ONE!!! We are also very concerned about reversing out of our property. Reversing into Harewood Road with 'no-where' to pull off, if for some reason a gap in traffic closes up is of major concern. This is exacerbated by the planned substantial concrete kerbing/separator. Another issue is how we reverse into our property. We often bring a trailer onto our property and are concerned that reversing with a trailer will be nearly, if not impossible. We believe this is because the road will not be wide enough to enable us to swoop forward and then backward and the concrete barriers could be too close thus not enabling us or Contractors to do this. If the cycleway goes ahead, we are happy that the trees in the median strip remain outside our home. Should there be ANY change to this, we would mount a huge fight AGAINST removal of any more trees than already proposed.	Suzanne	Baker
38701	I do not support the proposed changes at all -- except for the installation of traffic lights at Gardiners/Breens/Harewood intersection which is defintely needed. Lights at Harewood and Woolridge is also a good idea. Harewood Rd carries a high volume of traffic and to take lanes down to one each way is ludicrous, doing away with parking- especially important for Copenhagen Bakery (which attracts clients from all over CHCH) and other shops in the area. Cyclists can still use the road lanes safely if they use the left hand lanes---there is not the volume of cyclists to warrant the proposed upheveal of lanes and removal of trees etc. I walk regularly along this route and the amount of cyclists is minimal. Priority must be given to lights at Harewood/Breens/Gardiners before there is a major accident-schools nearby and safety of children is paramount. There are still so many roads around CHCh that need to be fixed (since the EQs) that are more important than cycleways at present. Please make these the priority before any more cycleways are suggested, and large amounts of money spent.	Christine	Whiteman
38699	Not happy about turning Harewood Road into 2 lanes as its busy enough at 4 lanes. Agree that we need a cycle lane but think there must be another way to incorporate it. Do not like the idea of chopping down any of the beautiful trees along there too.	Jenny	Halliday
38692	The money would be better spent putting traffic lights at Breens and Harewood and Breens and Wairakei and Woolridge and Harewood. These three intersections are hazardous. The cycleway should be put on both sides of Harewood on grass berms. Leave the trees and the double lanes. The amount of traffic which includes a huge amount of emergency vehicles need the two lanes. The amount of cyclists that use this road is so minimal that to spend 20 million dollars for cyclists to ludicrous.	Paul	Andrew
38691	Disgusting you're thinking very short-term minded your removing trees that can't simply be replaced on a long-term project it's a shock to be part of the harewood community with this mindset	Amanda	Maree

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38684	I used to be a regular cyclist and am fully in favour of anything that makes our roads safer for vehicles, cycles and pedestrians, BUT feel that the Council needs to give further considerations to parts of its Wheels to Wings project. In this instance my concerns are the section of Harewood Road from Bishopdale to Harewood/Russley/Johns Roundabout, especially its implications on the section Leacroft Street/Gardiners/Breens Roads and Crofton Rd/Trafford Street, where vehicle lanes will be reduced from two to one plus cycleway in both directions, divided by a central grass and tree central strip. 1. DANGER AT FREQUENT DRIVEWAYS. This section of Harewood Road is quite densely populated with many driveways serving 3+ residences. This will be unsafe for all users with cars trying to exit on to a busy single lane road, or impede the traffic flow as they try to enter their driveways, giving way to pedestrians and cyclists. 2. EMERGENCY SERVICES. Ambulances, fire engines and police cars will be unable to access or overtake in this section in response to any emergency call, as with the median strip there will not be enough room vehicles to pull over to let them pass (traffic lights at Gardiners Road would soon cause a long back-up). Chaos! 3. RUBBISH COLLECTION TRUCKS will block the traffic flow on collection days 4. CROFTON ROAD. There is already a problem with vehicles turning right into Harewood Road, especially at busy periods when there is a long delay in Crofton Road, which also affects left turning traffic if there are cars parked outside houses nearing the intersection. Non residential traffic often use Crofton Road to get from Sawyers Arms Road to Harewood Road, adding to the build-up of waiting cars. 5. U-TURN SLOTS (as recommended in Option 1 Harewood/Gardiners/Breens Road intersection proposal June2019) will cause extra problems as these slots are only one-car length so motorists will have to wait until the opposing lane is clear to complete their U-turn: meanwhile no other car could enter the slot without holding up following traffic. 6. COPENHAGEN CAFE has a reputation that attracts visitors from all over Christchurch. It also operates a text and pick up service. At present patrons park on both sides of Harewood Road. 7. TRAFFIC LIGHTS - why do we need six further sets of traffic lights between Greers Road and Harewood School? I am no expert on road planning, but feels there are too many problems and urge the Council to explore safer and more practical alternatives which would allow the retention of four traffic lane in this section of Harewood Road. Such -as - Re routing the cycleway through side streets - Remove the grass berms and create a shared pedestrian/cycleway (cf Whitchurch Place 2000m 2-way cycleway also for pedestrian use) - Remove berm and Have a two way cycleway on one side of the road (does not need wide enough for cyclists to ride two abreast.) As a last resort, remove trees and use central strip as a two-way cycleway.	Audrey	Jackson

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38682	I AGREE and APPROVE the addition of the traffic lights Gardiners Road/Breens Road/Harewood Road intersection. This is long overdue and a necessity to a very busy and dangerous intersection. Traffic take huge risks, and do not abide by the road rules just to cross over Harwood Road. The intersection scars me at peak times, and I usually only travel south on Harewood turning right into Breens Road. I have had traffic race in front of me, and around me just to get across. Traffic lights are a must. I DO NOT AGREE or approve the changes to remove two lanes or loosing all the street parking on Harwood Road or the design for the bike trail. I am all for bike trails, as my children bike to school, but I do not believe this proposal is the best proposal for all. Copenhagen Bakery is a huge asset to the community and removal of Street parking will ruin their business and force them to move. Living close by, I note that the Bakery has significant elderly clientele in the mornings and removing off street parking will mean loss of business and create parking problems for the clientele. I live off Crofton Road and in peak traffic struggle to exit right heading north onto Harewood Road, and turning right into Crofton Road from Harewood Road. Making Harwood Road single lanes would only create more traffic build up. We are lucky to have two lanes for the large section of Harewood Road and whoever designed it this way years ago had the foresight to see how busy this road would be and what is right. I note Mitre 10 workers and Northlands workers us the street parking at the bottom end of Harewood Road and removing this right to free all day parking is unfair and will create other parking issues in the area. Removing off street parking for all the home owners down Harewood Road is also not acceptable. I am also concerned about how this will also affect the Community Hospital on the corner of Leacroft Street and Harewood Road as that has some off street parking, but patients and family doing drop off and pick ups use and need off street parking. Also in the weekend family sport is at Bishopdale Park will be massively affected if there is not parking outside the park. Has the engineers taken these factors into account. I suspect not, all they see is bike lane, bike lane and again, bike lane!! I am also very concerned about the idea of traffic lights on the Bishopdale roundabout. This roundabout is very busy in peak traffic and putting lights at the roundabout to halt flowing traffic would be nothing but dangerous to all. This roundabout is a main route for northbound traffic entering it from Farrington Avenue through to the Main North Road, and putting lights in would create havoc to the roundabout users and not to mention the entering and existing traffic to Bishopdale Mall. I believe there has been very little thought put into the proposal and it is totally over engineered just to create a bike trail. Why is there not more than one proposal for the community to view and vote on. The designers obviously do not live in the community and have no idea what is best for all, including the bikers. This proposal is so wrong, and is detrimental to so many. It has more negatives that positives and is not right for the community. Please let the community speak as we are the ones using the road system, and it should be what is right for all, not just what is right for the high paid engineers who put 'their jobs' ahead of what is right for the community.	Mel	Reid
38681	Stupid idea just like all the other cycle lanes done so far. Who dreams up these ideas? Why not use the grass berms that are a waste of space for parking and leave a green lane for cyclists, why do they have to have a seperate special lane for the 100 or so people that do bike up or down Harewood Rd. Waste of time and money.	Steven	Kaiminski

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38679	I don't like the changes coming to Harewood Road. I live on Harewood Road and you'll be taking away my extra parking outside my home, it's currently easy for me to get out of the driveway but if you place bike lanes plus remove a lane of traffic it will slow traffic down. How can we go to the ongoing activities on the field and Harewood Park without parking? How will busses pick up passengers without stopping the traffic? What if there are road works? Can't you spend the money on more important things? I do like the idea of lights at Breens because that has common sense.	Erin	Rose
38675	It is crazy to narrow the four lane Harewood Road to two lanes. You are correct this will encourage reduced speed (for some), but it will add congestion to the road, and reduces capacity for growth. I dispute it will make the roads safer as cars are bottle necked and have to avoid cars pulling into hospital, and cafe's. I also disagree with the removal of trees, and parking. "The four-lane section of Harewood Road is proposed to be reduced to two lanes to make space for cycling and on-street parking. This will also encourage lower speeds and make the road safer for turning drivers and pedestrians to cross. There will be additional lanes at some intersections to maintain the traffic capacity along Harewood Road."	Andrew	McKay
38672	Too many functions in providing for cars, cycles, foot traffic, parking, berms and trees! 1. Berms could be traded for parking spaces. 2. A narrow mid line could also be traded to make room for roadside parking with street lighting rather than trees in the centre. 3. Too many traffic lights. An overkill. No need for lights at Woolridge Rd for example .	Ritchie	Stewart
38671	Making Harewood Rd one lane both ways is absolutely ridiculous, there's no way that will work with the amount of traffic in peaks travel times. Lights are definitely needed at Harewood, gardeners, Breens corner. But who bikes to the airport??? I'm all for cycle lanes but not at the expense of thousands of cars in traffic backups. There are accidents every week at the Harewood, Breens, Gardeners Rds. But I don't believe changing Harewood Rd to one lane is the answer.	Debbie	Baxter
38667	Complete waste of money, there needs to be a better design than this!!!	Darren	Walmsley
38666	My name is [redacted] and I go to Papanui high school. I am in year 9 I would like to bike to school but I can not because it is too dangerous and I would like to see it finished in 5 years if possible. I have a brother and sister who will be going to also if the cycleway is done. We would only need one car which will save money and co2. I would be part of us trying to stop climate change.	[redacted] Name withheld due to age	[redacted]
38665	As a resident of the area in question I do have a few points firstly, 2021 put up a candidate in this area for the local body elections - he got swamped, nobody wants to close two lanes off Harewood road, cycle ways are fine - you can put one down harewood road without closing one lane which would make congestion much worse causing more stress on everyone who needs to use that road on a daily basis, secondly how can this be so environmentally beneficial if part of that plan is to cut alot of old trees down, all the way down Harewood road, makes zero sense at all and totally unnecessary use of money, the businesses and residents along Harewood road will be negatively affected by the loss of on street parking, thats also unacceptable, the best thing in the plan is the traffic lights at the intersection of Harewood, Gardiners and Breens road, but even then, its only needed at peak times during the school terms, a roundabout could do the trick and would be more cost effective, Its very telling that nobody from our community board voted for this, you have more pressing priorities around the city currently than this crazy plan to completely change this area without the majority of the residents ever asking for it, the roads are in a shocking condition in the east - ten years later- even the central city its still a decade on in desperate need of repairs to the roads. Do the right then and help those who elected you.	Michael	King
38664	Cycleways are essential, and it is far more important that cyclists have a safe passage to places like the airport than that people get to park outside the shop they're going to.	Christina	Taylor

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38661	I'm in favour of the traffic lights for both intersections proposed as they will enable easy access to Harewood Road As a daily user of Harewood Road I'm very against the narrowing of Harewood Road from 4 lanes to 2 lanes as it is busy now and will only get busier with the introduction of the proposed traffic lights! I read somewhere the proposed cycleway hoped in the future to have 1,200 cycle movements per day - over, say, an average 10 hour day (daylight) that's 120 movements per hour and when you take both ways(up and back) into account that's one cycle movement a minute on either side! - how many Vehicle movements are proposed to be inconvenienced for one cycle movement a minute? I notice the vehicle movements haven't been stated, do you even have that current info and allowed for the fact the Road will be busier? By not doing the cycleway will also negate the need for the Bishopdale roundabout to altered as the path thru the middle wont be needed. So a saving of more money there, as well as the cycleway. Maybe zebra crossings could be used around the roundabout to formalise where the actual walkways cross the roads exist but traffic lights at the roundabout are only needed if the cycleway proceeds. As the local community has not pushed for the cycleway to be installed and narrowing Harewood Road to 2 lanes (unlike the traffic lights at Breens/Gardiners/Harewood Roads) I find it frustrating for it to be proposed as well as the traffic lights when at the same time the installation of the traffic lights make Harewood Road more accessible to vehicles and it will obviously become busier than it is now. I would have thought the CCC transport planning would have been about accessibility and efficiency for traffic movements instead causing more congestion for them in the hopes of creating in the future 1 cycle movement every minute. Thanks for allowing me to put my views.	Martin	Lion
38659	I am opposing the changes proposed to the road layouts for reducing the four lane section of Harewood road to two lanes to make way for cycling and on-street parking. The traffic speed is already at 50kmph so how would reducing to two lanes reduce the speed further? I am also opposing removing some on-street car parking. I travel on this road daily and do not see much people riding bikes. People will not be biking to travel to the airport using the Harewood road. Removing some off street parking will disturb a well known bakery situated on Harewood road - the Copenhagen bakery. People will find it difficult to visit the bakery if parking is removed. There is not enough parking on the bakery premises and people park on the road side to visit the bakery. The street lighting and road surface could be improved but not reducing to two lanes or making cycleways on this road and removing some off street parking. Please consider your decision carefully. Many cars travel on this route and reducing to two lanes can become a problem especially in the morning when people are travelling to work. This will hold up traffic. Some trees can be removed to make walking and cycling easier on the Harewood road. Money can be spent better on improving our roads on different routes but certainly not on Harewood road to reduce to two lanes or build cycleways or remove some off street parking.	Sapna	Sahi
38652	As a cyclist and a walker I understand to need for making these activities safer. What I don't understand is why we would dramatically change Harewood Road to accommodate 2% of the traffic (cyclists). I have lived in this area since 1995 and Harewood Road barely copes with the vehicle traffic now, how can you consider reducing it to 2 lanes. Surely we could redirect cyclists down a lesser used road (ie Wairakei) or combine one lane for pedestrian's and cyclist's (like what is around Nunweek park and works well). There is a definite need for traffic lights at Breens/Harewood/Gardiners road, why can't that improvement be made initially and then a review of additional requirements made at a later date. Thank you for your consideration.	Evette	Kiely
38650	Cycle way total waste of money on something a very few will very use Many other areas of the city need to be put wright before spending money on a project like this.	Douglas	Millar

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38648	I reject the entire scheme with exceptions. Leave existing as is with a few changes noted below. Reasons: 1. Four lane road has worked well for over30 years 2. Increased traffic congestion around existing business e.g. Z and Caltex service Stations, Copenhagen Bakery, Community hospital. 3 Higher risk of accidents as vehicles park and move in and/or stop 4. Little evidence of increased cycling demand 5.. Reduces access to existing residences along with increased hazards 6. Parking problems will be worse. 7. Removal of trees is not needed 8. Cycle lanes can be incorporated in existing infrastructure 9. Increased risk to young persons around Bishopdale park and Nunweek park. 10. More parking needed not less, especially near Copenhagen bakery. 11. A complete waste of money with other work more important e.g. road repairs, water services etc Exceptions agreed. 1. Traffic lights at Breens/Gardiners/Harewood 2. Traffic lights out side Harewood School 3. Traffic lights at Roydvale/Harewood. 4. Improvements at Greers/Harewood Changes we recommend. 1. Traffic lights outside Mitre 10 on Harewood. This is a very poor exit/ entrance. Otherwise left in left out. (Mitre 10 have created this problem and should pay the full cost). Otherwise block Harewood road access. 2. Left in left out at Cotswold. This a very dangerous intersection with vehicles turning right from Cotswold 3. Left in left out at Crofton. This a very dangerous intersection with vehicles turning right from Cotswold. Difficult to get left turn to Harewood at times as right turning block left	Stuart	Taylor

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	turning traffic. Prefer that the Harewood end changed to Cul-de -Sac. to stop "rat runners" 4. Install traffic lights at Harewood/ Johns on existing roundabout as common in UK. This roundabout has had many accidents as it is very difficult to cross from Harewood East to Harewood West most times and traffic tends to accelerate through 5. Use existing berm and footpath for cycle lanes We would like to see Pelorus Place Road surface, footpath and kerb repaired before any work is done on Harwood Road.		
38647	I support this development, and any well designed cycling infrastructure that provides transport choice, promotes low carbon transport options, and shifts Christchurch's focus away from single occupant motor vehicles.	Josh	Blackmore
38631	Hi Team, Just want to put in my 2 cents. I regularly bike up and down harewood road to get to work and love the proposed plan. Especially the new layout of the roundabout as i always hate biking through that (feels like risking fate biking through there!). In regards to harewood road at least i think its a smart decision, there is no need for two lanes down that road. I very much hope and look forward to this going ahead.	Jamison	Bransgrove
38627	I'd love to see this built!!! I bike down Harewood road everyday to work and the intersections are scary. When cars are able to turn and go straight in the left lane, there is so much room for error as a cyclist. There's not enough room for cyclists at these intersections and no one is looking in their rearview mirror for cyclists at the roundabout at Bishopdale, barbecue they're all too focused on watching for other cars. There's definitely room for a new cycleway. No one likes mowing their berms anyway, so lets get rid of those and give cyclists a safe place to ride.	Hayley	Nicol
38620	As a resident, driver and cyclist, I do think some of the ideas in the proposed Wheels to Wings cycleway like the 50kmph speed zone at the top end of Harewood Road and the Breen's Road Lights have merit and should have been done years ago. But as a whole the cycleway as it stands will add congestion to a road that is already congested, cause further parking problems for residents and businesses on a street where parking is at a premium (and much needed for residents) plus not improve road safety for any road users, especially around Bishopdale Round About. Blocking off direct access from this busy arterial route to Northlands and Northlink will further frustrate road users and possibly also cause some to come up with more inventive ways to get to the shopping precincts without negotiating the dangerous Greer's- Langdon's Road intersections. The timing for this project is also not good, as there has just been quite a bit of money spent on lighting in Harewood Road, plus the Harewood Greer's intersection and the Bishopdale Roundabout which would all need to be undone at a time when the council is complaining it doesn't have money and is threatening to put rates up, when many are facing the real possibility of loosing their job or haven't had a wage rise in years. There is a cheaper way (or more than one cheaper way) to achieve the same result. The cheapest way to do this would be to paint cycle lanes outside the existing parking lines down Harewood Road, just like in Greer's Road. In order to do this, the two lane each way section would have to have its lanes narrowed slightly which will still allow enough room in each lane but will calm or slow traffic as road users tend to travel slower in narrower lanes. In the one lane each way section towards Papanui, the road can go back from having the soft median to having a normal white dotted line to make enough room and still allow parking in an area that needs it. Rather than closing streets, knowing that there is a large amount of Harewood Road traffic that needs to get to the shopping centres around Langdon's Road, the city Council should designate one of those roads preferably Chapel or Restell Street to put in lights and encourage road users to use. The other streets could use traffic calming measures so residents can still use them, but to discourage others to use them as a through road. The best way Bishopdale Roundabout could be improved for all road users is not to have cyclists crossing lanes of traffic to get into the middle of the road or put lights in the	Stephen	Clark

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	roundabout for cyclists but to turn it into a conventional four way intersection with lights by using part of the Bishopdale Mall carpark to realign Farrington Avenue with Highsted Road, especially since the mall and therefore the carpark is already council owned. Most importantly however, especially as a cyclist and a father, I think there are other more urgent road changes that the council should be making in this area of Christchurch. 1. Upgrading Langdon's Road, including putting lights on the Greer's Road intersection, fixing the road surface and putting in cycle lanes, especially since the biggest school in the area is actually on Langdon's road, and being an urban High School rather than a rural primary school has far more students who bike to school. 2. Putting lights in at the railway/ northern line cycleway road crossings at both Langdon's and Harewood Road. 3. Putting in a decent cycleway along the length of Memorial Ave. This is really where a Wheels To Wings Cycleway should go as it would go directly to the shopping area at the airport and the airport itself, while using the existing road underpass to avoid Johns Road. This route would be the quickest route for cyclists to get from the city centre to the airport and make use of the existing paths through Hagley Park. It would also go directly past Burnside Park where a lot of users also cycle, and the back entrance of Westburn Reserve, one of the best parks anywhere to safely teach children how to ride on the road. This route also has three schools directly on it, while another couple are on side streets very close to Memorial Ave / Fendalton Road. Memorial Ave/ Fendalton road also has a mall and public spaces like Mona Vale and Fendalton Park which cyclists can use. The most important thing about this route though is that the road is wide enough for cycle lanes to be added with little or no disruption to normal traffic.		
38619	Once again I am very disappointed to see that the Christchurch City Council is proposing to waste ratepayers money on a project that is of ideological nature rather than for practical purposes and the benefit of the community it serves. I live in Nunweek Park and travel on Harewood Road daily and very really see any cyclists. It must be pointed out that I am not against cyclists and have done a bit of cycling myself in the past but to spend upwards of $19 million on a proposed cycleway for very few people who I see using it is non sensical and if it proceeds will show that the people driving the project have ulterior motives that are beyond those of the needs of the community they represent. I have spoken to a considerable number of people while walking our dogs and everyone of them has said that this proposed project is a total waste of money and if it goes ahead the three community board members that represent the Bishopdale/Harewood community will not be voted for at the next election. This anecdotal evidence contradicts the statement appearing in Stuff on 2 March 2021 where it stated: "Christchurch City councillor Aaron Keown said the intersection was "tough" to use and the overwhelming feedback from local residents was that they wanted traffic lights and a cycleway there." I acknowledge that there would be overwhelming for the traffic lights but can he please provide evidence of the overwhelming support for the cycleway. As stated, I am sure that everyone agrees with traffic lights to be installed at the corner of Breens Road/Gardners Road/Harewood Road and Wooldridge Road/Harewood Road but the installation of a cycleway which would get rid of one lane on Harewood Road is non sensical especially as there has been an increase in traffic since the modifications to Wairakei Road which meant that there was no direct access to Orchard Road and the airport. The funding for this project could well be spent on fixing other major issues within the city for example the leaking water pipes in Nunweek Park that have been leaking for possibly up to a year as well as roads that have still not been fully repaired since he earthquake in 2010. (I note on my walk this afternoon, 10 March 2021 that dirt has been put into the holes where the leaking pipes where so assume that something may have been done to repair them at long last, but what about the thousands of other leaks?) On 4 February 2021 at 10.54am I took a video of vehicles parked on Harewood Road within 50 odd metres of the Copenhagen Bakery that shows upwards of 25 vehicles parked on the street let alone those parked in Copenhagen Bakery's carpark. Lets say that five of those cars related to persons who lived on Harewood Road and had parked their car outside their home, a reasonable assumption considering the time of day, and the rest related to customers using Copenhagen Bakery. Also there were a number of vehicles driving past when I was taking the video. (Unfortunately I could not upload it as evidence because it is 33MB). The proposal to make Harewood Road one lane and take away nearly all the parks on Harewood Road will basically rip the heart out of the customer base for that business as there will not be sufficient parking for customers. Is this yet another example of a project	Robert	Pryce

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	being designed by people who have never been in the real world, that is never had to operate a business to survive but have always been paid by ratepayers and most likely don't live in this community. This will not only affect Copenhagen Bakery but all of the customers who like to frequent it for food, coffee and social activities with friends, so how will they feel about this decision when they can't get a park? Another major institution on Harewood Road is the Charity Hospital that will also have its parking reduced affect patients, family and volunteers. The Charity Hospital was established to help those that didn't fall into the correct criteria for medical treatment and couldn't afford private care so does the council care about these people. It appears not and signals that ideology is more important than peoples wellbeing. On 2 March 2021 I was walking our dogs in Nunweek Park and at 7.21am I decided to count the vehicles passing me along Harewood Road toward Russley Road, State Highway 1, for one minute. There were 25 cars of which 10 turned left into Wooldridge Road. At 7.26am I counted the vehicles again for one minute. There were 24 cars of which 9 turned left into Wooldridge Road. During each of those minutes there was one cyclist who turned down Wooldridge Road as did one skateboarder in the second minute. What does this tell you about the primary mode of transport on Harewood Road? Can anyone of you put your hand on your heart and honestly say that any of the cycleways that have been built in Christchurch are cost effective and totally successful and it is money well spent? From people I have talked to in other parts of the city that have had cycleways built in their community, they are a waste of ratepayers money and all they do is slow down traffic and waste the time of drivers sitting in their car. It also means that car motors are running longer because the journey takes longer therefore putting more so called pollution into the atmosphere that climate activists are so worried about and I am sure is one of things the council is trying to supposedly reduce as part of the governments climate policy. The cost to the country's taxpayers and ratepayers does not matter, it is a policy that they will go through with no matter what people think. The wording on the website relating to this project also looks to make the decision a fait accompli. For example: "Council consulted on and approved a scheme in 2010 to remove a traffic lane in each direction and install cycle lanes on this section of Harewood Road, however, this was never implemented due to the earthquakes." And "We are developing a network of 13 major cycleways all across Christchurch linking shopping centres, businesses, schools, parks and popular recreation destinations all across Christchurch. Cycleways are a proven way to improve the health of a city, reduce congestion, build stronger local economies and reduce the long-term costs of infrastructure. They are also a key part of our plan to reduce carbon emissions. The cycleways we have built so far have been well used. A morning count of people biking into the central city showed that 20 per cent more people were biking in March 2020 than a year earlier. This increase follows a pattern of yearly increases since we began building a network of major cycle routes around the city. The Major Cycleways are different to other cycle lanes around the city. They are designed to cater to people who don't feel comfortable riding on the road." So you admit that that the cycleways are for ideological purposes and to supposedly reduce carbon emissions. How much do you expect to reduce the carbon emissions by? How do you know that cyclists don't feel comfortable and how many cyclists are we talking about compared to the cost of the proposed cycleways? Please advise the cost per person and how the council can justify such the spending of ratepayers money. Do councillors and council employees have OPM, other peoples money so they don't care. If it was their own money, I am sure they wouldn't be wasting it on a project like this. All that the council is doing is going through the motions, the legal requirements of putting the project up for public submissions even though they know that it will go ahead. They are		

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	treating ratepayers and this community with contempt. Other projects of similar nature in Christchurch have had significant negative sentiment by ratepayers but they have been ignored as it appears ratepayers in our community will be, that is their opinion doesn't count. This is not about safety of cyclists, it is about an ideological based policy to reduce trafffic flow to try and get more people using public transport and therefore reducing traffic flow and carbon emissions. New Zealand's cities and in particular cities of under 500,000 population do not have the funds or need to drive projects such as this and all it will do is be another failed project that doesn't deliver and a cost to current and future ratepayers who have already had a doubling of rates in the last 10 years due to the incompetence that seems to be endemic in the Christchurch City council and other councils in this country. I am therefore TOTALLY opposed to Wheels to Wings – Papanui ki Waiwhetū Major Cycleway project making Harewood Road one lane and instigating a cycleway as it is a significant waste of ratepayers money when there are far more important issues that the council should be addressing.		
38576	keep Harewood road 4 lanes, keep the trees in the roundabout and don't over engineer this project!	Geoff	Tobeck
38557	Just don't change the Harewood Road from 4 lanes to 2. Where is your data to back this decision up? You've ruined so many roads in Christchurch, please don't ruin this one. Totally against this!	Hayley	Kubiak
38554	I object in the strongest possible terms to the entire proposal. It is a poorly disguised attempt to pursue a utopian dream. My reasons are:- 1) Despite the need to reduce exhaust emissions etc, it is impossible to transport all needs on foot, on bike or on public transport (assuming there is any available). For the long-term foreseeable future, therefore, there will be a necessity for major routes. Both freight and people come into Christchurch via the airport. Harewood Road in its present form already is a major access route and must be retained as is. 2) Whilst I agree with the need to separate cyclist from motorists for safety purposes, the size and complexity of the proposed cycleway (as with others already in existence) is vastly over the requirement. and much to expensive in the present climate. The obvious solution in my opinion, is to convert the present grass berms into sealed cycle tracks. This should be done city-wide on designated roads. 3) I have lived in the area for over 50 years and have found Harewood Road and the Bishopdale community area conspicuously attractive, pleasant and relaxing especially the grand and beautiful trees. To destroy this borders on wicked. In our need for improving our climate we need more trees. The current trees are large and mature enough to be very useful by absorbing noticeable amounts of CO2. It is all very well to say that some new trees will be planted, but it will be decades before they will be able to contribute to a comparable level by which time it may be too late. 4) The Bishopdale roundabout is large but it is completely navigable without much stress, except perhaps to those who wish to speed into town without impediment. I have witnessed no accidents, know of none really major. I think this part of the proposal is unnecessary but not a major objection. 5) The further part of the proposal to close certain streets at the Papanui end of Harewood Road is totally unnecessary and so complicated the there will be so much confusion and frustration that there will be many accidents in a place where there are currently few. This arises, presumably, from an increase in traffic due to major retail expansion which should have been foreseen during the consent process and suggests a desire to make people frustrated enough to abandon their vehicles. But again this is an instance of the necessity for private vehicles to transport the goods from retail outlets. Why punish the residents by creating a maze of dead-end/one-way streets forcing them to alter their traffic habits.	Helen	Cook

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38548	I object strongly to the installing of a cycleway on this busy and attractive roadway. It the CCC are intending to cut down the beautiful long standing trees in the Bishopdale Island and medium strips. The long term disruptions to businesses and the free hospital facility are unforgivable acts by a council that runs on the agenda of a few inhouse staff rather than the wants and needs of the community they are there to serve. Shame on our Councilors for not challenging these unused cycleways. They allow road markings and yellow lines to turn what was the garden city into a monopoly board.	Frank	Pipe
38546	Please stop wasting money on the anti-car agenda. Cars are essential for us who have kids at school, work in the city, need to drive to school when the kids a ill, kids doing different sports at several locations all around the city, pets needing walks and runs, older relatives who have medical appointments, needs for the shop etc. This plain dogmatic vision that buses and bikes are the answer for everything is just plain stupid and inconsiderate. We all cycle but we all need cars as well.	Mark	doyle
38529	I feel that we are losing on street carparks on both sides of Harewood Rd. In a time where intensification of housing there is less off street parking and also Copenhagen Bakery will not have enough parking outside their premises. They are such a busy bakery and need the on street parking. I don't understand why the council is spending all this money on something that isn't presently needed when the council is currently trying to cutback costs due to the budget blowout from covid. The main concern residents have in the area is the safety at Gardiners Rd and Harewood Rd.	Angela	Nicholls
38526	As a regular user of, and visitor to, Harewood Road I am very concerned about the proposed Wheels to Wings project. Many elderly people live on Harewood Road and there are a lot of town houses and back sections. The majority of these residents can only reverse out of their driveways. This will be extremely difficult and dangerous for them if there is only one lane of busy traffic. It will also be dangerous for the cyclists with motorists reversing out of their driveways. I fail to see how this (as described in the proposal) is improving safety for everyone. The significant reduction in parking spaces, especially on the south side, will be socially isolating for the elderly as they will inevitably have fewer visitors because of the difficulty finding a close park and lack of confidence to park up the driveway knowing that they will need to reverse out across a cycle lane into a single lane of busy traffic when they leave. The elderly have far more service vehicles visiting their homes than the regular population eg lawn mowing and gardening services, Nurse Maude carers and cleaners, meals on wheels, etc. It will be very inconvenient for all these services. Where will they all park? And I can only imagine what kind of chaos will ensue on rubbish collection day with only one lane available for the rubbish trucks and no possibility of cars passing them in the areas where there is no parking. Similarly, buses stopping will protrude onto the lane and cause traffic congestion. And the elderly will feel unsafe having to cross the cycle lane and negotiate berms to catch a bus. As for the disabled and people with pushchairs, catching the bus will prove far more of a hurdle for them. I understand that cyclist safety is important but if a cycle lane is deemed absolutely necessary please reconsider and at least change to only one dual cycle lane, retain more parking spaces and make it possible for the residents to safely back out of their driveways. It seems to me that this proposal caters for the minority and totally disregards the needs of the majority who live in this area. Emergency services - ambulances, fire engines and police - will find it very difficult to get through with only one lane each side.	Joanne	Webb

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38525	I strongly supports the route of The Wheels to Wings Major Cycleway as I feel that separated cycle ways contribute to getting more people using active transport. I have cycled the Strickland/Antigua St route daily for many years and have noticed the large increase in people cycling since the introduction of the separated cycleways. Anecdotally I have spoken to some people using the route who have commented it was the cycleways that have given them the confidence to ride. It would be great if people living in NW Christchurch could also have the opportunity to cycle in a safer environment. While the route name and some branding appears to promote the Wheels to Wings cycleway as a "route to/from the airport" I see it as being a huge benefit for intermediate trips in the area. With major shopping centres, iconic shops, 14 schools and several parks on or close to the route, if combined with traffic calming in local streets, the cycleway will become a great asset and transport option for people living in the area. Building the cycleways also contributes to the Climate Change goals of the Government and the CCC. In its Draft Advice, He Pou a Rangi / Climate Change Commission said " … In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths …". The provision of the Wheels to Wings MCR is consistent with the Climate Change Commission's recommendations. I support making the path widths at least 2.4m to future proof the path, allowing for increases in capacity and for the increase in the diversity of micro-mobility options like cargo bikes, trikes and mobility scooters that have a greater width. This would reduce the need for those traveling faster to pop onto the road to overtake. I do not feel qualified to fully comment on the more technical aspects of the proposal but support the comments in the Spokes submission on these aspects.	Richard	Smith
38518	While there are clearly some updates that need to be made, I broadly support the proposed design. The integrity of the entire cycleway project rests on there being a clear standard of safety. As such, any modifications to the plan would need to place road safety at the forefront of considerations and would need to place safety clearly above retaining road-side car parks.	Jake	Chinn

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38507	I oppose the cycleway for Harewood Road in its proposed format. Instead I would suggest the cycleway be put in the middle of Harewood Road from where the two cycleways meet at approx. Matsons Ave going west. The cycleway to be in the middle of the road from there up through Greers Road intersection through the middle of the Bishopdale mall an on up to where the present proposed change to the left side at approx. a little west of Croftons Road. From there the cycleway would be as proposed in the present plan. The present islands I the centre of Harewood Road from Greers Rd to Breens/Gardiners Road are just over 4 metres wide – enough for a double cycleway. Traffic lights to be installed at Breens/Gardiners/Harewood intersection. Cycleway to be fenced on both sides with the only breaks in it being at controlled intersections or controlled crossings. All roads leading onto Harewood Road accept the Breens/Gardiners, Highsted/Farrington, and Greers Road, would be left turn only in and out. This would stop traffic crossing the cycleway accept at controlled intersections. Controlled crossings for pedestrians to be installed where the cycleway starts in the centre of the road at approx. Matsons Ave, at approx. Wilmot St, both ends of the Bishopdale roundabout and at a crossing between Cotswold Ave and Leacroft St. This plan would leave most if not all parking on Harewood Road and the two lanes as they are now	Brian	Breen
38501	There are too many complications created by the suggested changes. Harewood Road traffic is so busy already causing traffic congestion so badly on Greers Road it is surprising that people have not been killed. I have lived at my present address for fifty eight years opposite Langdons Road & short distance from Bishopdale School. I stopped driving twelve months ago, cannot walk for too far to the bus am restricted to taxi travel. Previous to here I lived at [redacted] cnr Wilmott St for 9 years facing Elliot St am against making that a cul de sac. Funeral director on one corner and my dentist on the opposite side. I like a lot of Bishopdale Residents was young when we built here now we are old and need parks for our helpers we no longer count but I have paid a lot of rates in these 58 years.	Velda	Lomax
38498	I have lived in the Nunweek Park Subdivision for around 18 years and use Trafford Street to access Harewood Road. All residents of this subdivision have to use Harewood Road as we have no other access to any other road. I went to an information session so I have had the opportunity to look at the large plans. The projected number of cyclists who would benefit from cycle lanes on Harewood Road is ridiculous. We need to maintain the current two lanes each way on Harewood Road. Reducing them to one lane on each side would make it impossible for Harewood Road residents to leave their properties, particularly at the busier times of the day for vehicle traffic. Rather than lose one lane I each direction, could the footpaths/berms on each side of Harewood Road be reduced in width. The on-street parks could be moved closer to the properties and cycleways marked on the street. It would require some poles to be moved, but it could be a suitable time for more underground electrical wiring to be done. I looked at reducing or removing the central media grass / tree area but appreciate that it is not wide enough to accommodate the cycle lanes and the areas are needed to allow for turning traffic at some intersections. The number of traffic light intersections proposed is excessive and could seriously impact traffic flow. The roundabout at Bishopdale Mall works well, in my opinion. It could be slightly reduced in size if needed and the large trees replaced by smaller varieties to aid visibility. One intersection that does need traffic lights is the Harewood/Breens/Gardiners intersection, which many of us residents supported when Aaron Keown campaigned for this intersection to be prioritised. The concerns from businesses regarding losing some street car parking and the difficulties of some large vehicles accessing the Charity Hospital, for example, should the proposal go ahead need to be taken into consideration. The proposed changes to side streets such as Wilmot Street, Sails Street, Chapel Street are not feasible e.g. for rubbish trucks, moving trucks, vehicles delivering furniture and	Christina	Williams

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	appliances etc. The streets are not ide enough for large vehicles to be able to do 3-point turns to leave via the route they entered those streets, given the car parking on both sides of the streets. Preferred Option: I propose that you look at completing cycle lanes on either Sawyers Arms Road or Wairakei Road, given that there are already some cycle lanes in place on both roads, and leave Harewood Road as is. I appreciate there is a disconnect of Sawyers Arms Road at the Greers Road/Northcote Road intersection. Could this intersection be lined up better and traffic lights installed? This would benefit all users of these busy roads. I appreciate further costs would be incurred should further public input be required to look at either of these alternative routes, but I believe it would be money well spent rather than to go ahead with the Harewood Road proposal and cause major disruption to a very busy road. Should the Harewood Road cycle lanes proceed, I believe a large volume of traffic would avoid Harewood Road altogether (if drivers are able to), thus creating traffic volume problems for either Sawyers Arms Road or Wairakei Road.		
38495	I endorse the design of the proposed cycleway and hope it gets built as soon as possible. The cycleway provides a valuable connection to places of interest and help fills in a missing link in the cycleway network. I've heard criticism that the proposed cycleway is "over-engineered". We've been over-engineering roads for car drivers for decades - it's about time cyclists got their turn. In terms of specific feedback, I note that the Harewood Rd / Breens Road intersection appears to have cycle lanes on both roads, and might be a good candidate for a "protected" intersection where the kerbs on the corners of the intersection are extended out, providing cyclists extra protection from turning vehicles. This might something to look at other places where Wings to Wheels will intersect with other existing or planned cycleways.	Christopher	Owen
38490	I consider the proposed changes to Harewood Rd quite unnecessary. I am sure it is not used by sufficient number of cyclists to warrant such changes. Surely reducing the road from four lanes to two will cause traffic problems. The vast amount of money to be spent on this project needs to be used on much more urgent requirements.	Doris	Crome
38489	I approve of the lights & Breens & Gardiners Roads. I suggest a single bike lane on either side of Harewood Road. Between traffic & parked cars alternatively, narrow or remove berms to facilitate the proposed cycleway. Removing the berm outside the "Charity Hospital" & the Copenhagen Bakery is essential as both enterprises have become important in the Bishopdale/Harewood Community & are heavily. Your proposal as it stands compromises one of of these & could see the closing of the other which would affect many in the community.	Barbara	Chaffey
38484	Overall while the plan has some commendable aspects it appears over engineered and too orchestrated. Disappointing that the path along from Woodridge to Stanley's road only just got redeveloped last year and now is being considered redeveloped again - this is a waste of resources and highlights poor resource management. Sad to see more eucalyptus trees being removed from Bishopdale, as already the mall has removed several of its trees and a couple were removed from elephant park. More of a shame as they are never replaced. I appreciate natives but they are often uninspiring and used overzealously when alternatives provide much needed variety. As a long-time (15yr+) full time cycle commuter I am struggling to comprehend cycling through a roundabout - doesn’t seem like a good idea…My biggest concerns when cycling are Busses, E-scooters and E-bikes (in that order). Combined direction cycle lanes will not help issues with e-scooters/e-bikes which I see as a bigger threat to safety. I would feel much safer with cycles, E-scooters and E-bikes travelling in the same direction ONLY. Personally, my preference would be a compromise - something like Wairakei road. I enjoy cycling this road and it seems to flow well and work for all road users. Why can't Harewood road be reduced to one lane in each direction and cycle lanes be added to each side of the road for the entire length of the road? Surely this would also be a lot more cost effective and less disruptive to the road layout around businesses/shops? Also, this allows cyclists to access both sides of the road. A cycle lane on one side would make getting to the other side much trickier.	J & T	Festing

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	Strongly object to the addition of concrete abutments to the edges of the cycle lane (eg. as installed on Langdons road). These are dangerous to cyclists and especially inexperienced children allowing much less room for error. They are also not great for cars looking at the scrape marks on them!! I consider speed bumps on Leacroft Street and Trafford Street are not necessary as the roads are proposed to be narrowed which will have the effect of slowing traffic anyway. Harewood School does not have its own carpark for parents. Therefore Harewood road, Waimakariri Road and Whitchurch Place are crucial for both short and longer term parking. The proposed low post and cable fence and trees adjacent to Whitchurch Place will not allow for angle parking along this road. At the busy school times parents are parking on Harewood road from the Harewood Play Centre all the way past Stanleys road on the grass verge. The loss of any car parks for non-essential aesthetic reasons (i.e adding trees) means more cars parked on the grass verge on either side of Harewood Road in unsafe locations. In favour of the addition of the lights outside Harewood school and Breens/Harewood roads. not sure the other traffic lights are necessary and imagine they add significantly to the cost.		
38483	My feedback is in two parts. The first suggests an alternative route. If there is a proven need to connect Papanui to the airport by cycleway, why not use Sawyers Arms Road? There is already a cycleway from Main North Road to the railway line on Sawyers Arms Road. It would be relatively simple and less disruptive to extend the existing cycleway along the southern side of Sawyers Arms Road, left into Waimakariri Road and connect with the cycleway under the Johns Road roundabout. The second part says that if the cycleway must be on Harewood Road, then it should be entirely on the northern side of the road for its full length. This would allow the retention of two traffic lanes for airport-bound traffic. It would hopefully allow the retention of all the trees in the Bishopdale roundabout. Of all the proposed changes brought about by this project, it is the loss of all the trees in the Bishopdale roundabout that dismays me the most. Every effort should be made to retain them.	Gerry	Jackson
38482	The population of Christchurch has spoken time and time again in favour of cycleways, be it in local elections or during the LTP process, please carry on the good work and continue with this programme - Although not local to the area I have friend that are, and their health and their life depends on change to the status-quo, literally. RE: Design - Why do a number of side streets still have priority over a "major cycleway", it's nonsensical. There are a number of solutions already in place across the city that address legal issues with giving a cycleway priority, such as 'merging' with traffic prior to the side street (like on tennyson street for example) or simply painting a good old zebra crossing. Given the width of the roads in question here it should be relatively easy to swerve the cycleway or build out into the roadway so that there is adequate space between the cycleway crossing and the main road for a car to station (give way to cycleway, move forward, give way to road). The cycleway should have priority over all but the main roads. It's logical to drop Harewood road to a single lane, given the dual carriageway section is only short and encourages speeding. Given the roadspace gained from this, perhaps allowing for a few more parking spaces roadside of the cycleway by the bakery might appease some of the more vocal opponents without negatively affecting the standard of the cycleway, even if this comes at the cost of the u-turn bay (there are others) and/or unfortunately a couple street trees as long as they are replaced elsewhere	Julien	Gutknecht

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38479	Hello. Several years ago, I would take near daily trips to the two main Ara campuses in Christchurch. It was approximately 10 km to the Madras campus and 20 km to the Woolston campus. This was from my current residence, which is near the Bishopdale shopping centre. Combined I spent about 3 years commuting in this manner. I can say from this experience that the difference made by a proper separated cycle network, over a simple painted lane, is night and day. I do not generally enjoy traveling, seeing it more as a means to achieve what I actually care about. By contrast, traveling on the existing parts of the network is so peaceful and smooth that I found it a genuinely pleasant part of my day that I would look forward to. All this is to say that I have personally experienced the massive improvement that these upgrades can make to peoples lives. I fully support all the purposed changes, I believe that the reasons given are sound and I cannot see anything that I would change. The introduction of a separated bike lane is necessary, as the road is honestly too narrow even for the existing two lanes of car traffic. I have cycled along Harewood road in the past, and even as an experienced cyclist I consider it an extremely hazardous route. In my experience drivers frequently drive along it in a reckless manner, both speeding and passing too close. This is compounded by the fact that, including the parked cars, there are three lanes of cars packed into an extremely narrow road. I would also like to offer my rebuttal to a argument I have seen made several times and which I believe cannot hold up to scrutiny. That argument is that businesses along the road will lose all of their customers. They seem to focus on the Copenhagen Bakery, so I will do likewise. Customers coming by car will still be able to park in the bakery's car park, or on one of the very near side streets and walk to the bakery. The improvements will also draw huge amounts of extra traffic past the store in the form of cyclists. One presumes that these cyclists will consider dropping into the bakery which they pass everyday to or from work. In conclusion, I believe that these changes will massively increase the number of people who can reasonably cycle in this area, and be vital in making Christchurch a better place to live. Thank you for taking the time to consider my submission.	Matthew	Manning
38477	The reduction of lanes and addition of lights/signals and all the rest is going to create a lot of congestion on a road that is already on its way to getting hectic. Especially during rush hours. This alone will surely interfere with the actual goal of making the road safe for cyclists. Getting cars off the road is a solution that will benefit both cyclists and the drivers. That being said, there are barely that many cyclists on that road to begin with. I'm honestly surprised that measures this drastic are even being humoured. There are quiet side streets and a park that they have access to avoid Harewood Road if they wanted.	Joseph	Hill

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38473	I support the cycleways but have some concerns with respect to the design to improve the safety and operation of the cycleway as follows: -floating bus boxes to the east of Greers Road are not appropriate on a road with this level of traffic and will push vehicles into the flush median. I recommend these be set back into the kerb as per those further to the west. -the Highsted Road and Farrington Ave approaches to the roundabout are currently frequently taken at high speed and the design does not discourage vehicles from doing so. Ideally the roundabout should have raised platforms in the vicinity of the pedestrian crossings. -the through path of the cycleway through this roundabout requires the navigation of four signalised crossings which is an impediment to direct cycling and may result in many cyclists opting to remain on-road. I recommend re-routing to a shared path on the north of the roundabout with a single signalised midblock crossing to the north of the roundabout on Highsted Road. This would need to be set back a suitable length from the roundabout for visibility and to mitigate any queuing back into the roundabout from occurring. -Further opportunities should ideally be explored to reduce the number of times the cycleway crosses the road and switches between a uni-directional and bi-directional facility to improve the legibility of the route. -In some instances car parking has been stripped back excessively in my view and I consider a better balance between the needs of local businesses and providing a safe facility for pedestrians/cyclists can be achieved.	Dave	Smith
38470	The proposed removal of one lane in each direction of Harewood Road & adding two sets of lights at Bishopdale roundabout is in our opinion is the dumbest proposal we have ever heard of. We frequently use Harewood Rd in peak hours & can count the number of cyclists using Harewood Rd on one finger. Since all the alterations have been made on Vagues Rd we haven't seen one cyclist using the cycle lane. If any changes are to made can we suggest aligning Highsted Rd with Farrington Ave & getting rid of the huge unnecessary roundabout, & to ease traffic congestion install the lights at Harewood/Breens Rd intersection as promised. The loss of on street parking will affect numerous businesses in the area including Copenhagen Bakery & the Charity Hospital. Slowing down the traffic in Harewood Rd is only going to make motorists use all the side streets which the residents will not be happy about.	Bill & Robyn	Hayes
38468	While I support cycle routes I struggle with the logic of the chosen street hierarchies that CCC has followed. There are several considerations including main routes for vehicles (trucks and cars) plus cycle routes. Sawyers Arms Road has in my opinion greater traffic flows and heavier traffic that it was designed to take and ask Council to consider this as part of the whole traffic assessment/strategy for the area. Harewood Road is a larger road that should be able to accommodate much greater traffic flows than it currently carries and comprises a mix of residential and commercial activities whereas Sawyers Arms Road is primarily residential in nature. Therefore the heavy traffic and greater traffic flows seems somewhat incompatible with a predominately residential environment vs the commercial/residential environment of Harewood Road. Has CCC had an overall strategic map of cycleways or is this being done in a piecemeal fashion?	Carl	Fox

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	There is a cycle way between the city center and the intersection of Sawyers Arms Road and the railway. Has CCC considered extending the cycleway up Sawyers Arms Road to Waimakariri Road to then link with the underpass under Johns/Russley Road? I also struggle with the safety aspect of having buses and cycles sharing the same portions of the road with potential conflict between people exiting buses and cyclist on the cycle lanes. This would be avoided if cycleway was located on Sawyers Arms Road. This would involve dealing with the volume and type of traffic permitted on Sawyers Arms Road but seems like a far more logical choice. I suspect my proposal would be less disruptive to businesses and residents and would be a cheaper alternative for construction with the installation of only three new signalised intersections rather than eight new signalised intersections and would be a shorter route. I do support is the installation of lights at the Harewood and Gardiners Road intersection and would suggest that traffic light controls are also needed on the Sawyers Arms / Northcote Road intersection depending on the final decision on the use of Sawyers Arms Road. I have made a copy of the plan and added graphically my alternate alignment proposal.		
38466	I am opposed to the Wheels to Wings Cycle way. The restrictions on this Major Roadway will produce more accidents through Driver Frustration. Harewood / Greers intersection carries 25000 + viechles /day and is renown for Red Light runners. The removal of Parking outside private Houses/around both Sports Grounds and all effected Businesses in the community will be drastically disrupted. Cycle ways are Not cycle Lanes. I believe money should be spent on the upgrading of roading after all I pay road user charges	Gerard	Quinn
38464	I live in the area and would like to object to the proposed changes. I use this stretch of road several times each day and I think it would be terrible to be reduced to one lane. It is quite difficult turning on to Harewood Rd when it is busy and you need the 2 lanes to get a gap to get in. Also the parking would be an issue when I go to the cafe as I have a large van and need to park on the Rd. Some of the other busy roads in chch that have been changed to large cycle lanes are always difficult to drive in and I try to avoid them. Also I would like to say that cutting down some of the beautiful trees at the Bishopdale round about is criminal. I would think there would be some sort of better alternative than this plan.	Niki	Barrett
38462	During the team discussion on 8th February it was agreed that this proposal will have a considerable effect on traffic flows on Sawyers Arms Road this will happen as soon as construction starts as commuters will avoid Harewood Road this will aggravate the existing problems at Highstead Road and Sawyers Arms, Greers/Northcote intersection. Surely it would be logical to address these two issues before the increased traffic due to the ongoing work on Harewood Road. There is considerable through traffic on Sawyers Arms, this intersection requires realigned to the original layout and traffic lights installed It seems totally unrealistic to destroy such a fine arterial as Harewood Road for an unknown volume of cycle traffic it appears there is no information on the volume of cycle traffic at the Harewood Road/John's Road underpass. The total destruction of the iconic trees at the Bishopdale roundabout is another issue Having witnessed the safety issues with residents of the lower part of Sawyers Arms Road (Main North Road to the Railway) due to the cycleway I sympathise with the residents of Harewood Road if this proposal eventuates. In conclusion it appears hard to justify the quoted expenditure in the current financial climate when there is so much infrastructure still to be repaired x the earthquakes.	Des	Smith

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38461	I oppose Harewood Road being changed from four lanes to two. Cycleways can fit within the existing lanes if on street parking is removed. This is a busy route that warrants two lanes to manage the volume of traffic. Speed limit should be changed to 60km. I oppose the trees on Harewood being removed, especially given we are not guaranteed replacements. Such a waste of beautiful established trees. I support traffic lights at Harewood/Gardiners/Breens, intersection. I support signalised crossing at Harewood school. I oppose signalised crossing at Nunweek. There is already a layby for pedestrians, and would be too close to the proposed school crossing. I oppose signalised crossing at Matsons. This will hold traffic up even more than the current intersection at Harewood/Papanui/Main North, already does. I oppose traffic lights replacing the roundabout at Bishopdale. Further congestion, and potential backed up traffic the length of Harewood Road is foreseen with this proposition.	Elisabeth	Clapham
38460	Dear Council, Of all the less than intelligent things you could do, reducing Harewood road down to one lane each way is possibly the worst. I feel that Harewood road needs to stay two lanes each way and in fact council should be making changes to increase to two lanes from Papanui Road all the way down to the roundabout on Johns road. This is one of the major routes to and from the airport from the city and it should be treated as such. I agree with having a controlled intersection with traffic lights at the intersection of Breens Rd, Gardiners Rd and Harewood road. I disagree with any more traffic control at the Bishopdale roundabout as it is complicated enough as it is, its a miracle more accidents don't happen there as it is. The proposed traffic lights would make traffic around this area flow worse, especially at high traffic times and 'yellow light jumping' would increase traffic accidents and put undue risk on pedestrians and cyclists. If traffic light control must be used at this roundabout then a complete redesign is in order. It would be foolish to try and add lights to this situation. Futhermore, single lane entrances and exits from Chappel street and Sails street would be unfair to those who live in and around those areas as it increases their travels and would negativity increase carbon footprints. Lastly, proposed changes to remove carparks outside the area where Copenhagen Bakery is located is absurd, council should be doing their best to increase easy car parking for patrons of this business. Otherwise more traffic issues will arise, such as people parking in the cycle lane and footpath in order to be able to access the bakery. Please do not go ahead with these plans as they will negatively impact the people who live and work in this area.	Dave	Hammond

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38458	I am opposed to the following: Reducing Harewood road to one lane Removing any of the beautiful old large trees at the Bishopdale Roundabout Adding lights to the Bishopdale Roundabout at Harewood/Highsted/Farrington. I feel the roundabout is much better than lights in this location, friendlier, and more inviting, and adds to the character of lovely Bishopdale. Bishopdale has already suffered a lot of blows. Please consider this feedback. I'm sure alternatives can be made. Thank you.	Christinaseva	Dykstra
38449	Great idea we need more cycleways. It will make cycling around this part of the city so much easier, safer and more pleasurable. Power to the pedal!!!	Lewis	Marchant
38443	I strongly agree that a cycleway along Harewood Road is necessary and will be used by many in the community. I understand loss of some on street parking will occur, but suggest this is minimised through design changes where possible- ie perhaps more shared paths / narrower berms? I also don't agree with the removal of the number of trees at the roundabout, I understand some may be required to be moved but in my view design changes could restrict the number of trees required to be removed. I strongly support lights in place at the harewood/hardliners/breens intersection as this intersection is so dangerous.	Kate	Dickson
38442	The supposed proposed 'Wheels to Wings" Papanui is grossly over engineered. Having 8 sets of Traffic Lights for Harewood Road is not going to help traffic flow or make driving or cycling on Harewood Road more safe for users. I have lived in Bishopdale/Harewood area for 40 years and cannot see logic in the proposed CCC Planning for 'Wheels to Wings'. There is logic in new Traffic Lights for the intersection Gardeners + Breens Road interesection and Wooldridge + Harewood Road intersection. These intersections are long overdue for updated safety. I am totally opposed to the 'Wheels to Wings' Papanui proposal.	Dianne	SUGRUE
38439	I disapprove of the changes proposed for Harewood Rd. There are too many businesses that will be affected by the changes. The only change that is acceptable is traffic lights at Breens & Gardeners Rd	Catherine	Lods

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38438	(Images - excerpt from 6 Dec 2018 CCC meeting Agenda, Attachment A; Item 13) Figure 2-3 annotated to illustrate traffic numbers for 2021 (modelled), modelling carried out in 2013, 8 years ago. Modelling shows in all but one monitored location higher volumes of traffic on Harewood Road. Given the changes that have occurred since the modelling, including the opening of Northern Arterial, expansion of Highstead Road and Gardiners Road residential subdivisions an updated traffic survey must be completed based on the impacts of these new road corridors and subdivision. This new data would provide a more informed and accurate understanding of the traffic volumes on both Sawyers Arms Road and Harewood Road There has been a significant increase in traffic turning right into Crofton Road and right into Harwood Road, which is a route taken to avoid the Gardiners Road/ Harewood Road intersection (turning right out of Gardiners Road onto Harewood Road. The greatest concern I have is the assumed/modelled traffic volumes decreasing on Harewood Road in 2031, with 2021 modelled remaining higher than Sawyers Arms Road. I would not support a proposal to reduce Harewood Road to single lanes in each direction (to accommodate a cycle route, or any other purpose) until more accurate traffic data is obtained. Further, the Northcote Road planned increase from 2 lanes to 4 lanes should be completed before any reduction in Harewood Road traffic lanes is put in place. I do not support the current Harewood Road Wings to Wheels Cycleway. I do support the proposed traffic management approach, which I have commented on in a previous submission dedicated to the proposed traffic management at Harewood Road and Gardeners Road intersection.	Susan	Goodfellow
38434	I am in support of this plan. I have also provided the below in the attached document with clearer formating. I live near Harewood Rd and regularly visit Bishopdale Mall by both cycle and car and occasionally by foot. I also cycle down other portions of Harewood Rd occasionally (both ends) on average once a month. I did cycle the eastern end more for a time a couple of years ago when my partner worked at the Airport Business Park and at times found this to be scary despite being a confident cyclist, mostly due to close passes from cars when taking the lane past parked cars. Although I have a number of comments and suggestions below I realise not all of these may be practical and would be in full support of the plan for the cycleway down the full length of Harewood Rd where it to go ahead in its current form. General Comments Would like to see a minimum cycleway width of 2m (oneway) wherever possible. Where Road humps are proposed would prefer to see a raised platform for cyclists and pedestrians to remove kerb for these users and slow cars / prompt them to stop before intersection when cyclists/pedestrians are present. Plan 1 Whitchurch Place and Waimakariri Road: 1. While realignment will be good and appreciated as a cyclist some mechanism to ensure cyclists are not entering this tunnel at speed may be a good idea for safety (having cycled	Geoff	Sugden

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	here as a sports road cyclist) 2. and 3. The shared path here ideally should be wider, however I understand that there are limitations here due to existing infrastructure. I would like to see a permanent low speed zone (30 to 40kmh) down Whitchurch Place encouraging a better shared use environment on the roadway taking some pressure off the shared path. Plan 2 Harewood Road - 750 to 714: Support as is. Plan 3 Harewood Road - 690 to Watsons Road: Support as is. Plan 4 Harewood Road - 658 to 586: Support as is especially 4m wide shared path. Plan 5 Harewood Road - Nunweek Park to 547: 3. From Kilmuir Lane would prefer to see a wider bi directional cycle path if possible. From speaking with less confident cyclists they can find bi-directional paths scary and off putting at times. Plan 6 Harewood Road - 547 to 519: Support. Not clear from plan but would like to see cyclists and pedestrians travelling straight across Nunweek Bvld right of way Plan 7 Harewood Road - Crofton Road to Copenhagen Bakery Would like to see good quality cycle stands at Trafford St intersection for cyclists that may frequent these stores. The age of patrons for the Bakery has been raised - specifically around navigating the extra kerb between motor vehicles and the cycleway. Would like to see alternatives to the kerb investigated here if possible to reduce fall risk for these people having exited their cars and going to bakery. Maybe planters? 1. I support the removal of the traffic lane. While I realise that this is only anecdotal I have not seen enough traffic down Harewood Rd to warrant more than 1 traffic lane in each direction. 2. I support the removal of some parks here. I have previously found this area to be dangerous as both a cyclist and a motorist due to car parks making it hard for drivers to exit Copenhagen Bakery with adequate visibility (or trying to exit it myself). 10 minutes parks could be more appropriate than 5.		

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	Plan 8 Harewood Road - Gardiners Road, Breens Road intersection: 1. Would prefer to see a minimum cycleway width of 2m at all points if at all possible. Plan 9 Harewood Road - 404 to 364: Support as is Plan 10 Harewood Road - 364 to 322: Support as is Plan 11 Bishopdale Roundabout I see this as the best plan for a less than ideal situation so am in support here. In regards to saving trees would it be possible to instead of cutting the trees to construct a framework / shelter to give cyclists and pedestrians protection from any branches that may fall? 5. Widening the path here or introducing some sort of speed calming measures for cyclists may make pedestrians feel safer round this corner. (Highsted Rd side of roundabout) Plan 12 Harewood Road - 250A to 214 I like that the cycleway here avoids the rest home. 1. Would prefer to see a wider cyclepath for bi directional cycleways. Plan 13 Harewood Road and Greers Road intersection Support - would like to see a wider shared path but realise probably not possible here. Instead if any way to encourage cyclists to slow down and give way to pedestrians this would be good. Also please ensure that light phases for cyclists are adequate and easy to trigger, including on approach to intersection. As a cyclist it's incredibly frustrating having to wait for a very short cycle light phase, especially when speed will have to be reduced on approach due to narrowed shared path. Plan 14		

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	Harewood Road - 188A to 154: Support Plan 15 Harewood Road - 152 to 108 3. I support the change to Wilmot Street with the cul-de-sac Plan 16 Harewood Road (Sails Street to Mitre 10 MEGA) 1. Would prefer 3m wide along whole of two way cycleway 2. I support the changes to Sails St 3. I support the time restricted parking 4. I support the changes to Chapel StChapel Street is changed to entry-only from Harewood Road to simplify the intersection layout and improve safety for people cycling on the two-way cycleway. A cul-de-sac head is provided for vehicles to turn around to exit the street to the north. Plan 17 Mitre 10 MEGA to Papanui Road: Support as is		

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38433	I (f, 40) am a resident in Casebrook and in full support of the proposed changes. I used to commute via bike to my workplace in Burnside, just off Roydvale Road via the Bishopdale roundabout, Harewood Road and Nunweek Park for nearly two years. Compared to other areas in Christchurch, this part of my daily commute was the most dangerous one and I cannot count the number of times I have been cut off by cars, trucks, buses etc; - not to mention the abuse impatient drivers were yelling when passing me on the road. The most memorable was someone saying 'cycling on harewood road was a death wish and that I had made that choice by cycling there', suggesting if something happened to me during my commute it would be my own fault. I have never been more scared in my life and since that encounter try avoid Harewood Road and similar roads if I can - or simply use the car instead. The worst stretch in my experience is the block around Copenhagen Bakery which due to the number of cars parked on the road, and drivers not having any visibility when trying to leave the premises. I tried to cycle to work via different side roads for some time but the morning traffic around schools in several areas was equally as treacherous with cars lining up around schools and children jumping out in the centre of the road, not paying much attention to anyone else. It's fair to say - the commute in this area is stressful at best and mostly just dangerous. Since Covid I have changed jobs which now sees me going into the CBD via the Rutland St cyclepath and I have never felt safer on the road! I am not in any way a confident cyclist and if it wasn't for the new cycleways would likely still be using my car daily to get to and from work. Based on this I am in full support of the proposed changes as it will ultimately result in a safer area, not just for cyclists but for any type of road user. If I can make one suggestion to the proposed changes, where possible it would be nice if some smoother curbs could be implemented as it would be a bit gentler on the bike when having to cross these. Thank you for the opportunity to provide feedback & I look forward to this new cycle path being implemented.	Andrea	Kofoet
38432	This is not a good proposal at all! There is FAR more vehicular traffic than cyclists that use Harewood Road. Just imagine the backlog of traffic if Harewood Road is reduced to one lane each way. Cyclists such as my son can cycle down Sawyers Arms Road. Don't change it. A complete and total waste of ratepayers money and the public are unanimous in their rejection to this proposal. Use the money on things we need!!	Wayne	Bond
38428	I support the cycleways because we should all be getting more exercise and be safe while doing so. I live in the proposed area and would ride my bike more often if the cycleways went ahead. Riding a bike is better for one's health and well-being, and better for the environment. Every effort should be made to reduce/remove perceived or real barriers to cycling. Cycleways increase confidence that cyclists are less likely to involved in an accident with motor vehicles, and so encourage more cycling participation.	Lisa	Wilson
38427	I support the creation of the new cycleway, and will use it for commuting and recreation. Christchurch needs more safe lanes for cyclists, and its creation will encourage more people to cycle rather than drive. As for complaints that the cycleway will reduce parking spots and 'annihilate' a business, I am a customer of the Copenhagen Bakery, they have parking on-site for a dozen cars, and maybe should be doing more to encourage people to go there by bike, rather than the lard-arses with high BMIs who rock up in their SUVs. More specifically, like with other cycleways and cyclelanes, I hope Wheels to Wings will have more traffic lights that are activated by cycling over rather than push-button. I hope also the intersection of cyclepath and road will be designed for smooth riding unlike the current ones of Matai and Hinau streets. I also hope the new cycle way will be well maintained, not like other parts of Christchurch where broken glass and road debris accumulates.	[name withheld]	[name withheld]
38426	I am in support of this proposed cycleway because it will encourage cycling in that part of the city and make it a lot safer. I firmly believe that in order to address climate change, and air pollution, the way we live has got change. Cycling more, and driving less, is an important step in the right direction.	Mark	McKinstry

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38422	We have attached our feedback below and would like a written response Thank you	Paul	Callaghan
38420	There needs to be a better balance between cycleways and cars. I understand a push for a greener cleaner air but there is no consideration for reality. 1) Users: Reasons given for the cycle way are the government funding and so 7000 airport employees can bike to work. Just because the govt provides money do we have to make a point of spending it to this extent. What were the survey results for how many will bike to work. Biking to the airport would only be done by workers and recreational users. I can't see users lugging their suitcase or large backpack to the airport as the only other thing to do there is catch a plane. 2) The cycleway will join the Johns Rd underpass - I am not sure if you are aware but that can be a daunting place - my mother buses and walks and has come across people camping/sleeping and appearing to live under there. 3) Bikes versus Cars - there is a little like diversity in people. CHCH has a variety of transport options but it seems the council is fixated on all users using the same method and that cars should be banned even though for some people there is no alternative. There is a proven expensive track record that the planners get it wrong - St Asaph street in CHCH the car lanes are so narrow it is bordering on dangerous, the parking design with the cycleway design is strange and not safe. 3) Proposal: The good - Traffic lights and proposal for Breens/Gardiners/Harewood rd Intersection (excluding the cycleway portion) thank you The pedestrian crossing near the railway lines. The bad: The roundabout: I have struggled to get my head around the operation of the proposed lights at the Bishopdale Roundabout. Your own planner and designer wasn't even sure - I spoke to three on the open night. There will be traffic stopped on the roundabout -when I raise this was illegal the response was - well is it really a round about? If decent computer modelling has been done that show the affect and the rotation of the lights and that it does not slow down traffic that is fine but otherwise putting in lights to slow down traffic that is already slow there is a waste of money. Pedestrian on demand light the theory is good but the way the roundabout is designed I envisage people entering off one end of Harewood but not realising people have come off Farrington or Highstead into the roundabout, stopped for a pedestrian, resulting in others driving up the rear end of those that are now stopped in the roundabout to let pedestrians cross. Restricting or closing the roads at the Mitre10 end of Harewood. Wilton, Sails, Chapel. Has consideration been given to the changes in traffic since Northlink was opened on Langdons Rd. Langdons Road already has serious traffic problems due to the increased volume from this opening. Restricting access from these side streets to Harewood would exasperate this issue even more. It is already difficult turning off Chapel into Langdons since he changes in fact from any off these streets – the focus is very much on the cyclists ignoring the cars. No parking outside of Copenhagen Bakery or the Charity Hospital Both of these business have a large amount of traffic – people need to drive to get to the charity hospital as they have surgical appts – they cant bike – they may also have support	S	Gallie

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	people. Not having street parking directly outside a charity hospital is reckless. People will have to park on the opposite side of the road and as then risk their lives to get across to where they need to be. Whilst this is some onsite parking there is still a huge risk that people compromised by anaesthetic and recovering from surgery will attempt to unsafely cross the road. Copenhagen bakery was affected by the earthquakes, they had to relocate to survive and now the council wants to remove the parking to accommodate the minority of its residents. I suggest that the council visits the bakery and does a survey of the traffic volume related to this business discusses options with them. Why not remove the large grass verge and make room for parking. When reading it suggest parking is 5 min – 60 mins - this makes for a very short brunch/lunch. How can you use a consultation the occurred in 2010 before the earthquakes to plan the changes now when these businesses and the level of traffic was entirely different. If there was no earthquake business would not have relocated to where they are, this change in use and business relocation needs to be taken into account when considering plans such as this. As the cycle lane at some points is dual carriage way but only on one side why put remove the parking from where it affects businesses instead of flipping the plan over to retain the parking on the side that needs it. Also is there a required size for the cycle lanes – looking at the artists impression they seem to be very wide and the words say 2 -2.2 meters – this seems excessive. Surely these should be safe but only need to allow for one cyclist. The artists impression of the bus stop outside 230 Harewood rd – concerns about access for physical disabled, elderly, wheelchair uses. The bus stop appears to extend into the road so cars have to stop -but the passengers disembark into a skinny are they need to cross the cycle lane without being hit by cyclists to then get to the path – there seems to be a narrow area for this to occur – I found no mention of the width does it accommodate wheel chair and disabled users. Presumably all bus-stops will operate in this manner. Shared cycle/pedestrian lanes – Bishopdale has a high percentage of elderly. These people are often hard of hearing, visually and physically challenged. Every time I have used a shared pathway (eg in hagley park across from the hospital) cyclists believe they have the right of way and as a pedestrian I have had to jump out of they way or risk being hit. I am afraid to say not all cyclists are courteous or pedestrians in a shared space and our elderly will be the ones to suffer- Exiting a driveway for residents will require some skill – they will have a three metre wide ‘pathway’ to cross and avoid pedestrians can cyclists – both entering and exiting their properties. Harewood rd will be one lane so all traffic would be held up for a person to get into their property whilst they are giving way to others? Trees – where is the logic in removing 21 trees to then replant more trees – a very expensive exercise. Whilst you are at it can the agapenthas in the roundabout they produce a visual hazard whenever they are in bloom also be removed. Summary - the people in the area need to have a voice. proper surveys of the volumes of users and more up to date data rather then a consultation prior to an earthquake needs to be considered. The area and use of it has changed considerably in the past 11 years - things do not remain static.		
38419	Please just build this ASAP - the lack of any safe connection between the city and the airport is staggeringly bad. I concur with all the recommendations of Spokes cycle advocacy organisation.	Stacy	Rendall

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38417	I am submitting in support of the Wheels to Wings cycleway as proposed, and urge Council to implement it in its entirety. Between 2016 and 2018, I cycled the Waimakariri and mid-sections of the proposed route, along Harewood Ave from Greers Road to the Johns Street underpass, and back, almost every week for work. As a consequence I am very familiar with the road features and hazards. As a regular cyclist, I experience fast close-passing too often to count. The sections of this route that were the worst for that were (heading west): from Greers Road intersection all the way up past Copenhagen Bakery to about Trafford Street; and after Nunweek Park to Harewood School. In both sections, parked cars would force me out into the traffic, and drivers did not necessarily slow down in order to pass safely. In low light, I used two rear lights and hi vis, along with reflective strips on the bike itself; none of which I expected to make a huge amount of difference if a truck got too close. My worst near miss on this commute was at the intersection with Wooldridge Road when a car driver pulled out from the side street and drove straight at me. She stopped just in time and promptly burst into tears. Overall, I am convinced that Wheels to Wings would have made my cycle journeys much safer, less stressful and more fun. But this cycleway is not really for me - I ride my bike anyway. It is for families getting around their local neighbourhood, kids going to the park with their mates, older people riding to a local coffee shop, people on mobility scooters, bikepacking visitors who'll ride into the city from the plane, and even airport workers who'd consider leaving their car at home if the route felt safer and more pleasant. The international evidence is overwhelming that giving people active ways to get around is great for physical health, mental wellbeing, community resilience, neighbourliness and local business. Cycleways reduce the city's carbon footprint, and reduce congestion. When people shift their short local trips to biking (or walking), people who really need to be on roads can move around the city more easily. Also, please resist the temptation to fiddle further with the design. Christchurch families deserve best practice cycleways as much as Dutch or Danish families do.	Michele	Hollis
38415	I find it very hard to believe that it was not possible to save all the healthy and mature trees at the Bishopdale Roundabout by creating a meandering cycleway between the trees instead of a straight line. These trees are a part of the character of that locality and are highly valued by many in the community. No cycleway should desecrate the environmental value of these magnificent trees. I believe there is absolutely no reason why they should be sacrificed when all it would take is for the designer to create a curving pathway through the trees rather than an unimaginative straight line.	George	Gerve
38412	I do not agree with the most part of this proposal. The lights at the intersection of Greers/Harewood and Breens roads are a real necessity and should be given the utmost priority before someone is killed. I myself have had 3 tight misses on that intersection all whilst travelling in a straight line down Harewood Road. But the remainder of the plans, to me, are simply not workable. Regarding no street parking especially, this will cause the biggest problem. As an example, if a person lives in a back section with a narrow driveway, their visitors would have nowhere to park. If a tradesman with, for instance, scaffolding to use, would have to park in a side street somewhere and carry everything to the house concerned. Impossible. Heartbreak for some, you would be messing with their lives. There are many back sections on Harewood Road. Copenhagen, a very popular cafe, would close down. They bring a multitude of people from many parts of Christchurch to our community which hopefully helps Bishopdale Mall. Cyclists are in the minority compared to the bad effects this plan would have on the community. I do think the plan that Brian Breen put forward in the Norwest News dated February 25, 2021 was most worthy of investigation. Especially the concept of a cycle lane in the middle of the road. I realise it would mean taking out the beautiful trees, but guess there has to be some give and take. This plan would also save the Council and ratepayers a meaningful amount of money. Please please read this article by Brian Breen. I live in Becmead Drive off Nunweek Blvd so Harewood Road is my only form of access to anywhere. Yes sometimes it is frustrating turning on to or over Harewood Road in peak hour traffic but that is just a fact of life anywhere in the world. A little bit of patience is much cheaper than the plan proposed, and apart from the Greers/Breens road intersection, there should be no worries about safety and accidents if everyone obeys the rules.	Joy	Hannah
38409	I support the cycle way.	Gavin	Creak

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38408	Thank you for the opportunity to make a submission I support the proposed cycleway in full. I also support the overall objectives of the cycleways around the city I am resident of Christchurch, a ratepayer, and a car owner. I use both a conventional bike and an e-bike regularly. I do not own any Lycra and often wear smart casual clothes while cycling, almost always with pannier bags. I travel at a steady speed & do not regard the cycleways as racetracks. I predominantly cycle to get to work, meetings, visit businesses and shops rather than for recreation. I am fortunate to live near one of the major cycleway which allows me easy access to the cycleway network. I fully support the cycleway programme. The following points are fully covered in the background to the programme but are worth repeating: As noted fully separated cycleways are safer and encourage cycling in those who don't feel safe exposed to traffic. I feel increasingly uncomfortable riding on the road, including on painted cycle lanes. Almost every trip on the road requires evasive action of some sort from car doors, turning traffic, infringement on the cycleways and cars failing to stop at stop signs or to obey right of way rules. I have had many close calls & one major incident requiring hospitalisation and several months off work. I appreciate cycle friendly infrastructure at busy intersections such as hook turns and dedicated lights and phases. While it can take longer to negotiate the intersection than being in the traffic lane, it is so much safer and less stressful to take the extra time and distance. Encouraging cycling helps ease traffic congestion, especially during peak traffic hours. I work at Christchurch hospital. At time there are up to 1000 bikes parked on the campus. This is a significant number of vehicles not clogging the roads Encouraging people out of cars helps makes the city more liveable. This applies equally to the central city and to suburban areas. Cycleways increase mobility and decrease vehicle use, both enhancing the urban environment. Cyclists are from all walks of life and are not a niche group Regarding specific issues that have been raised about the wings to wheels cycleway Changes at the roundabout I fully support these. I have occasionally cycled through here but feel vulnerable. It requires concentration and faith that the traffic coming from behind can see me. Even in a car this roundabout requires considerable concentration and improving the flow here, even if it requires stopping at lights will make it safer for all road users 2. Lane and intersection changes These all make sense to me. In particular the argument that traffic delays occur at the intersections rather being determined by the number of lanes. This suggests that some of the	Ross	Kennedy

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	costs of the cycleway will actually improve the flow of vehicles. 4. Who will use this cycleway? I'm sure the use patterns of exisiting cycle routes are well documented by the council and the pattern will be repeated here. While the airport itself my not be seen as a cycle destination both the airport and the areas beyond are actually destinations for recreational cycling. More importantly all those living within reasonable distance of Harewood Road will have access to the cycleway network. While most trips only use some part of the route and the wider network, a connected integrated route encourages use. With some thought and planning businesses along the route can be made destinations for cyclists. 5 Parking: As a ratepayer I don't feel I should be supporting "free" parking for business. I have not seen any good evidence that business is lost by not having on street parking at the front door of a shop. These spaces can only be used by 1-2 vehicles at a time anyway. There are multiple reports that removing parking and providing good cycle access actually enhances traffic through businesses. The compromises already provided for Copenhagen Bakery are adequate.		
38405		Roger	Turner
38401	Love the idea of altering the roundabout, it's quite unsafe.	Sarah	Nevett
38400	I am against this proposal as it is currently designed. Costings and proposed usage The expense of this, in these times of Covid-related unemployment and people doing it tough, is unacceptable. I asked at one of the consultation meetings what proportion of the over 7000 workers at the airport cycled to work now. This question could not be answered. I asked how many workers would cycle if they could? Again, no answer. How, then, can planners expect people to believe the proposed figures for usage without reliable baseline data? Who would use Harewood Road to cycle to the airport for work when they live in Avonhead? How many workers in and around the airport work shifts at times when they'd be happy to bike rather than drive? How many cyclists are there currently on Harewood Road outside peak hours? Practicalities are being ignored. A nice bike ride to the airport for people like me who cycle recreationally isn't high on the list – what to do when you get there? Have an expensive coffee? Park your bike where? Why not trial a cycle-only lane on each side of the road at peak hours, rather like a bus lane, where Harewood Road has two lanes? That would just cost signage, enforcement (fines would recoup the cost of the signage), and there would be some meaningful data to analyse ahead of any future work. To further validate the data, trial the cycle lane over winter and spring. The funding from NZTA seems to be regarded as a bonus, something that will somehow give the city a wonderful facility for much less than the total. NZTA funds come from the taxpayer, who is (guess what?) also the ratepayer. Planners please note: this is not your money! Simpler solutions	Barbara	Purvis

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	Don't use Harewood Road at all. There are many back roads either side of Harewood (and Wairakei and Memorial Aves, for that matter) that could guide bikes safely on a West/East axis. No need to remove any back street parking. Use sharrows, as around the back of Riccarton Bush. If you must disrupt one of the major routes to the airport, remove the grass berm/widen the existing footpath the length of Harewood Road and make a shared cycle/footpath. Cyclists to use the cycleway on the left, i.e. follow the direction of the road traffic. Put a line or install plastic reflector posts down the middle/use green paint to delineate - one side for walkers (nearer the houses, shops etc) and the outer side for cyclists, and enforce it. No need to remove any parking or reduce traffic lanes. No need to reconfigure streets to one-way. Works a treat in larger cities than ours. Put in good signage at the end of every street that exits on to Harewood Road warning that cyclists may be approaching. Do the same on the cycle lanes regarding motorists. Leave the trees in the Bishopdale roundabout alone. The shared pathway can follow a normal line across intersections at Highsted and Farrington. Breen's Road lights These lights are a necessity and have been delayed too long. They are not conditional on a cycleway, and the latter should not be used as an excuse to further delay their installation. When submissions were requested about these lights, Council staff listed pros and cons for their installation. One of the cons was that the lights would cause traffic to back up on Harewood Road. Now, apparently, this is not a problem – there are eight new sets of lights proposed, and the road is to be narrowed. I'm wondering if we are talking about the same Harewood Road. If, in fact, "it is the number of intersections that dictate how traffic flows, not the number of lanes between intersections" (Sheet 9), why complicate intersections that are just basic T-intersections? What data is there to show how traffic is not flowing well, therefore requiring more intersections to be controlled by lights? It seems to me that the proposed new lights are not about traffic flow but all about protecting the proposed cycle lanes. Summary This design is over-engineered, too expensive, and unnecessarily complicated and disruptive.		
38395	We are very concerned at lack of street parking close to our home. Most visitors are in our peer group & can only walk short distances, we have have limited off street parking as we share driveway. Ambulances & tradesmen always park on the street at present. We are also concerned at leaving our driveway, negotiating footway and cycleway, then trying to get into flow of traffic when some are turning right to drive on other side of Harewood Road, this is very close to our gateway. On the positive side, we are very pleased to see the lights proposed at Breens Rd intersection. Sorry about the writing. I've had a stroke & my writing has suffered.	Barry & Alison	Waller
38394	The trees have to go as they are all far too big and the lighting at night is not getting thru. The road does not need cycleways we have recently been down south right down to Bluff and share the road signs are everywhere they are a diagram of a cycle and a car. We have lived in the area over 50 years and would like to see the widening of Harewood Rd from Crofton Rd to Russley - Johns Roads completed. Amalgamation withy CCC from Waimari County Council has not allowed for this to be finalized. Harewood Road is unique as it was the main road to the airport. Please do not destroy it, it is part of Christchurch's history.	BR & E	McCormick
38388	Love this idea. Having a safe way to bike to the airport will allow me to transport my family (3 primary age kids) to the airport by bike. I love the new bike lanes from my house into the city, for this same reason.	James	Evans
38385	Hi there, We specifically disagree with the design to remove the large trees in the bishopdale roundabout. These trees are very special to our community and irreplaceable. Surely there is a way for the new design to avoid removing those trees.	Tony	Tian

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38379	While the proposed designs go somewhat to addressing the long identified hazards for pedestrians and school children it adds an excessive amount of traffic control and removes to much vehicle capacity. Creating bottle necks for people travelling in vehicles is not an effective method to reducing carbon emissions. Vehicles are used for a multitude of reasons and these needs cannot be converted to walking or cycling. This plan seems to ignore businesses, schools, and other social hubs that generate traffic all to accommodate excessive cycle lanes. How can a cycle lane each way require the loss of 2 lanes and parking? This seems to be an extreme over engineering of the solution to match a biased ideal perspective. It needs to be reduced in size and cost and be more balanced to the needs of the whole community.	Matt	Bates
38378	I think it is a completely ridiculous waste of space, for the sake of making provision for cyclists, that we have to lose an entire traffic lane, as well as all the parking space. It seems very over kill. I would understand perhaps losing one or the other, but both is absurd. I hate that you are removing those beautiful old trees - DON'T DO IT. The intersection of Harewood and Matsons is an absolute nightmare come 2.30pm - making that a one lane exit onto Harewood is going to cause serious issues. I am all for providing a safe space for the few cyclists needing it - but this plan is ridiculous. I think a shared and widened footpath, utilising the berm areas, would be more than sufficient, leaving the double traffic lanes, parking and trees intact. Everybody wins!!! I also think the lights at the roundabout are nuts and are going to be so complicated. I think the roundabout works relatively well to keep traffic moving, but I think there needs to be measures to slow the traffic using it, because cars especially westbound on Harwood, rocket through the roundabout and as the main/only pedestrian crossing for the roundabout, it is rather terrifying. But having a zillion sets of lights seems overkill and confusingly set out. I think this whole project needs to be sent back to the drawing board, and maybe this time listen to residents and what we want and need.	Laura	Bates
38370	While in general I am supportive of improving infrastructure and encouraging greener modes of transport, I have the following concerns with the current proposal Harewood Road roundabout. When cycling west along Harewood road most cyclists (myself included) will opt for the faster option of joining traffic and taking the left car lane through. Some may transition from the proposed cycleway to Farrington Ave then rejoining Harewood road to navigate the roundabout. The alternative option proposed of taking 4 sets of lights to pass through the roundabout and continue west will be rarely used by cyclists. I am concerned the roundabout will increase as a traffic bottleneck with the addition of more lights. Harewood Road from Woolridge road West. Proposing to prohibit residents from parking on the reduced grass berm appears to be misguided. We currently park vehicles on the grass berm, and daily navigate school children using the current cycleway when leaving our driveway for work. There is no issue with safe viewing of the children with vehicles parked on the grass verge (and hard against the fence). The alternative of using the road verge for parking presents a significantly higher risk. Measurements taken offer 2.1m of parking from the solid white line to the edge of the ditch. With the proposed widening of the current footpath the grass verge will be reduced to 3.0m. At 2.1m of parking room any driver opening their door is opening directly into the path of traffic. 4 to 5 years ago a vehicle parked on the road verge outside our house was hit by a car travelling west along Harewood road. It was fortunate no-one was in the car at the time, as the impact wrote the vehicle off. I would have thought prohibiting parking on the grass verge and encouraging parking on the road verge would increase not decrease risk to public safety. On Tuesdays during the touch season parents use the road verge to park. With Harewood road raised to the height it is, and a road verge full of parked cars we cannot see over the parked cars for any oncoming traffic when trying to leave our driveway. This from the viewpoint of a 4wd ute, not a low sports car. Tuesday we have to park on the road verge if we wish to leave the property in the afternoon, as it's too unsafe to guess the unseen gaps in traffic. The proposed widening of the current footpath will completely cover a drain inlet which sits in the wide grass verge and runs under the footpath to the ditch. I would hope the current plan includes relocating this drain? The recent resurfacing of the footpaths and driveway entrances ensure the run off flows and floods the grass verge now. The current drain works to move water from the grass verge into the ditch. Waimakariri Road cycleway crossing. There doesn't appear to be any plans to change this crossing. Would someone in the planning team please use this crossing on a bicycle? I am unable to understand how a cycle crossing located 20-30m from a blind corner, and less than 130m from a primary school could be considered safe. It's not the easiest place for an	Chris	Thomson

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	adult to cross, I wouldn't like to be responsible for this crossing when a child has an accident there. Has consideration been made to take the cycleway up through Nunweek park, linking in the industrial area on Wairakei road and crossing Russley / Johns through the memorial underpass? Traffic volumes through the upper end of Wairakei road would be significantly lower than Harewood road. All told the feeling is the cycleway in it's current configeration is a forgone conclusion, the Harewood Road underpass was clearly constructed with this cycleway in mind and this consultation process is a low-level attempt at public buy-in.		
38367	From a Cyclist If it's anything like the abomination that is Antigua St, or the inane example on Ilam Rd, I'm against it. Generally I find these over elaborate cycleways excessive. They're over thought, over-worked, way over-hyped and overly expensive! The simple painted lines would suffice if you insist on something. The sniff test suggests they're ideologically, ego and legacy driven folly!! I'd love to see some actual modelling/analysis that goes into such projects as I'm not sure the cost/benefit analyses, if there even are any, are helping produce the right decisions. While such projects might look nice once the graphic designers have sent them for final printing in gloss, I've yet to be convinced they're of any real practical value. Having cycled heavily around ChCh for the past 38 years (currently I'm clocking up 17 km's a day for my daily work commute and around 40 KM's on Saturday's), I'm at a loss as to what they're actually trying to achieve!! If it's a crusade to compel motorists to give up their cars, good luck. If it's to provide a safe environment, as advocates suggest, for "less abled" cyclists, I can't see it! I witness these "less abled" cyclists most days and in all honesty, if you took 90% of the cars off the streets, they still wouldn't be safe. And I think, to a degree, a kind of moral hazard arises with some people becoming a little blasé around risk and gaining an over inflated confidence in their ability. And I'd love to know what percentage of a normal trip includes riding in cycle lanes but from personal experience, it would never exceed 5% and I fear for most others, it wouldn't be much higher. In the past I actually used this route regularly and never felt unsafe, in fact it seemed as safe as you could get around ChCh so not sure why dedicated cycle lanes are needed here at all! I'd recommend spending a fraction of the funding on teaching those who need it, basic bike handling skills before they let loose on the road rather than these token attempts at making them feel safe. Or maybe if the advocates/authorities are really concerned about cycling safety, they could look at sorting out sections of road that are actually unsafe. As an example, the messy transition from Hanson's Lane/Blenheim Road to Annex Road heading South East (I'm sure there are many others) which is probably more worthy of attention although it's likely been neatly buried in the too hard tray!! So in summary, I believe cycle lane projects like this are unnecessary and costly and rates/taxes should go towards core services like water, sewerage and roading rather than feel-good projects like this!	Craig	Borcoski
38363	Lights at Greers. Harewood Road can be dangerous when crossing the road. Nearly been hit by a car three times. To keep the parking at Copenhagen Bakery with the same number of parks that there are now. Found it very helpful when I could talk to the Christchurch City Council which gave me more understanding about the different points of what was happening in the safe cycleway	Sandra	Newton
38362	At a time when the Council is desperate for money why would anyone want to spend a fortune on altering a perfectly good road that carries motor traffic comfortably and safely, and is safe for cycles and motorcycles.	Neil	Gardiner

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38361	This road should remain as it is, not modified to a major cycleway. It is a main carriage way for many various trades, residents, delivery and service vehicles. The road has got busier for a reason, to service many more of the population that have moved out of the city into new urban areas post-earthquakes, and need to commute to their jobs and activities from longer distances. The cycleway project design has many faults and the impact of this cycleway will have huge safety concerns. There will be carnage for these reasons – Accessibility to many elderly residents in this area to their properties, including huge loss of carparks outside their properties. Dangerous egresses to popular & well frequented businesses on Harewood Road for delivery vehicles e.g. Charity Hospital, Copenhagen bakery, Wesley Aged Care, Golden Age etc. Queuing of traffic, down to one lane at Breens Road, Gardiners Road intersection, outside popular and well frequented café bakery and other businesses. Safety impact, instead of being safer for cyclists and pedestrians it will be more dangerous for the majority of users – the vehicles having to negotiate large channels and curbs, queuing of traffic from people trying to get into other businesses, carparks, or looking for carparks, the narrow one lane of only 4.1 m is surely not compliant for a vehicle carriageway, and definitely not safe for large trucks or tradespeople, ambulances and fire engines. How does a rubbish truck negotiate the curbs and one laning? I frequent many businesses on Harewood Road, my Mother was a resident at Wesley Care facility. Loss of parking & excessive to businesses parking was always an issue to visit my mother, it is a very busy rest home the carparks off street are generally always full during the day, and there is limited parking out on the street. The staff must park somewhere also where will these people park now? What about elderly residents & visitors? What about the bus stop? It is moving further down the road. Not acceptable. Loss of parking for Palmers Road Funeral Home – it was difficult to find enough parks on the street when my mother passed away last year and her service was held at this lovely little residential funeral home, and I our neighbourhood where we all grew up. Many of her mourners come from this area, or drove from far away to celebrate her life at this funeral home. There were lots of extra parks on the street – Harewood Road and Wilmot St but in the design plan, they will all go, due to cul de sac formation, Housing NZ is currently building houses on Wilmot St and providing no off street parking, therefore tenants will be parking on the road outside Palmers Funeral Home. Elderly mourners to a funeral will have nowhere to park close by. Also Team Dental where I visit the dentist are concerned that people driving from Langdons Road will now need to do a U-Turn once they realise there is no thoroughfare to Harewood Road and therefore reverse into their carpark to do a u turn out back the way they came. Also their address is advertised as on Harewood Road but now there is no entrance from here, only from Langdons or Hoani St very confusing. Loss of ease of access – loss of business / viability Loss of parking outside Harewood Road superette, loss of parking outside Featherston Dairy will create frustration and loss of business as the limited carparks available, not directly outside may get utilised by neighbouring residents who have lost their carparks directly outside their properties. Customers will keep driving and not stop – Loss of revenue, potential loss of tenant & not available commercial property to lease out. Loss of parking immediately in vicinity of Copenhagen Bakery. This is a very popular and well frequented café and meeting place for myself and many senior citizens & non cyclists, who find it difficult to get around. Post-earthquakes this was a well favoured area to meet up with people. Safe and reasonably unscathed. I have been visiting this business since they opened. Many of their customers are over the age of 50 years old and driving to this destination for socialisation. This is also extremely important for elderly, lonely, disabled less active people. They get many visits from Age Concern and Rest Homes. This place has a great community feel and many in the community love coming here. If you take all the carparks away on the road – bar only a few in kirwee of their door, then they will be very upset, or they will not come at all. Plus there will be grave safety aspects of getting in and out of this popular destination due to the one lane, queuing from the lights and getting in and out of their carpark. They shouldn't have to have that kind of worry about their customers and their safety on their property, which has been forced upon them. The CCC should find some other solution to help them with the impact this cycleway would put on them e.g. other carparks, moving the garden out or digressing the cycleway into the berms to make room for parking or putting the cycleway in the middle of the road or cutting away with huge gutters & channels, step ups. Parking on the street, as minimal as it is, is limited, and only 2 metres wide, and with many elderly or senior citizens or disabled, less active people getting in and out of parked cars creates more safety issues with accessibility getting in and out of parked vehicles and into the line of incoming traffic in an already limited road vehicle lane of only 1.4 metres wide. Considering the traffic will be more constant and dense due to one laning, there will be more chance of getting side swiped physically, in person or a vehicle door getting taken out. Big utility trucks, delivery vehicles, fire engines etc etc all requiring good attention to parked cars in busy areas like the café, with no other lane to cross over into, to avoid people getting out of cars with limitations. How do these trucks negotiate deliveries and reversing into them?? Curding safety hazards 0.9 m curbing for cycle ways and raised is accident waiting to happen. More obstacles for delivery trucks entering and exiting premises, they will require a wide sweep out to avoid them, plus look out for pedestrians & cyclists at the same time. Elderly residents and customers will struggle to negotiate them.	Craig	Shirley

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	Parking for elderly visitors, families & respite or nursing care. This road has many elderly residents still in their first family homes, who require good visibility and egress to their homes, driveways and good parking outside for visits. If they have no parking then they will be quite frustrated and possibly lonely and shut off. Other neighbours may abuse other parking options that do not correspond to their own residential allotment i.e. use a customer carpark at the Copenhagen bakery for their own visitors. OPTIONS: • No cycleway on Harewood Road. Make it safer with speed cameras • Reconsider viability on this project route – possible re route • Re-submit to the community and listen to its needs and have a more holistic approach, by being more inclusive and transparent • This route which was originally marked out before earthquakes is now an out dated plan Christchurch has changed considerably since 2011, people have moved, become re-homed into outer suburbs, new housing areas, age & demographics, communities have changed, businesses have been pushed out, with many hurdles in last decade. Time for a new plan – new approach to infrastructure and how we should move about and get to our destinations. Cycleways are not going to get the numbers using them to justify their budget. Our population is getting older because we live longer, but we are so spread out in Christchurch now that we need more transport services that are clean & green and safer to use to get around. Spend the money here. Not all on cycleways, we need to travel distances and cannot all bike. Otherwise put it to the community with Councillors working for their communities and listening to them, not politically point scoring marching their own agendas. • Re-route to another road i.e. sawyers Arms from the Papanui parallel • Use the centre strip for cyclists both ways		
38358	I endorse this plan overall. I travel Harewood Road by car every day during peak travel times and cycle along there regularly. The road is never busy enough for two lanes which seem to merge without issue into one lane at two different ends of the road so having a dedicated bike lane will make very little impact on the flow of traffic. The roundabout by New World seems to work reasonably well so I would be opposed to traffic lights there as it would be too close to the Greers Road lights possibly slowing the traffic flow down too much. If traffic lights are to be installed at Breens Road where the traffic can be held up for cars wanting to turn right then please ensure there are green right turning traffic lights. It is frustrating that the only way to turn right in peak times is to run a red light. Otherwise, this is a blatant waste of ratepayer/tax payer money. From a safety perspective for cyclists I can attest to two instances recently where it could have ended badly for a cyclist: Incident A: A cyclist was biking past a parked car by Copenhagen Bakery when the driver of the car opened their door without looking, a regular occurrence from a cyclist perspective and incredibly dangerous. I was driving behind the cyclist and saw what was about to happened allowing me to swerve out of the cyclists way as he swerved to avoid being hit and falling into my path.	Michelle	Donaldson

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	Incident B: My own particularly harrowing experience was where I was biking along the road close to Copenhagen bakery where that section was full of cars parked along the road with a massive truck driving in the left lane. As I glanced over my shoulder I noticed the truck driving (and I was pretty sure above the 50kmp limit), a car in the right lane and quickly estimated that the amount of room between the parked cars and the truck was not going to fit me as well so I had to quickly stop and pull in between two cars. I had a split second to make this decision. I have not been keen to cycle this portion of the road since. I have been knocked off my bike twice already and use the bike lanes as much as possible. I notice a number of cyclists every day biking along Harewood Road and making this road safer will encourage more cyclists, particularly younger cyclists to use the cycleway which we should be encouraging. I note Copenhagen bakery complaining about parking becoming limited. This argument is a little emotive. I see no reason why people can't walk a few extra metres if the changes make the road safer for all users.		
38357	Community feedback for the proposed Wheels to Wings Cycleway: Although supporting the development of a dedicated cycleway along Harewood Road I do have concerns about the current design. I was employed by the Christchurch City Council as a traffic engineer between 1969 and 2004. My main work focus during this time was traffic network operations and road safety engineering. I retired in 2007 and recently shifted to Casebrook. Over my time at the Council, we were continually under pressure to develop innovative solutions to solve specific traffic management problems. In 1967, the former City Engineer's Department published a traffic planning document that embraced city and regional proposals for access to and through the city. During the 1970's the scope of the regional traffic scheme had been somewhat reduced and, in 1979, the former Traffic and Transportation Unit of the City Engineer's Department published 'A report on cycling in metropolitan Christchurch, past, present and future' – the real beginnings of the Council's initiative to provide facilities for cyclists. Local bodies in the greater Christchurch area were working together to improve the roading network both before and after local body amalgamation. The 'Ring Road' route (including portions of QE 2 Drive, Northcote Road, Greers and Grahams Roads) had been established along with the 'Railway Cycleway' that ran from Riccarton through to Northcote Road. The four-lane section of Harewood Road, built as part of the regional plan by the former Waimairi District Council, in hindsight, should perhaps not have been built. Traffic volumes along the top ends of Harewood and Sawyers Arms Roads appear to be similar now that the Johns Road/Russley Road expressway has been completed. Suggested approach to the current cycleway proposal: 1. A dedicated off-road cycleway along Harewood Road should be developed along the south side of the road only from Whitchurch Place through to St James Avenue and the existing Railway Cycleway. 2. The cycleway should, wherever possible, be constructed as a stand-alone facility and wherever possible it should run parallel but separated from existing footpaths. 3. All motor traffic should have free access to a new two-way roadway on the north side of the median divided carriageway. Parallel parking should be provided wherever it is required.	Brian	Neill

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	4. The southern carriageway along the median divided roadway should remain one-way with allowance for parallel parking wherever this is required. 5. Access to and from the large commercial areas at the Papanui end off Harewood, Sawyers Arms and Langdon's Roads needs improving. In Harewood Road the entrance into the Mitre 10 store is a real cause for concern. 6. All work on this project should be done in conjunction with improved traffic management along the Greers Road section of the ring-road with particular improvements at the Sawyers Arms Road and Langdons Road intersections and the southern Greers Road approach to the Harewood Road intersection. 7. An innovative solution to the many problems that presently exist at the Bishopdale roundabout will be needed. In my view the present proposals will unnecessarily add to the safety performance of this already complicated junction of the Harewood Road/Farrington Avenue and Harewood Road/Highsted Road intersections. Effects of this approach: 1. An opportunity exists to simplify the proposal by confining the dedicated cycle facility to the south side of Harewood Road. This would eliminate complications at various intersections along the road and reduce the number of traffic signal installations. 2. Intersection treatments could be modified and simplified including those where traffic signals are required to manage traffic. A stand-alone cycle facility would remove many conflicts between drivers and pedestrians and improve the safety performance of the new facilities. 3. The opportunity exists to meet many of known community concerns about access and parking if the north side carriageway in the median divided section of the road is converted to a two-way road. 4. The opportunity exists to meet many of known community concerns about access and parking if the south side carriageway in the median divided section of the road remains a one-way road. This should have a positive effect on the traffic generated from the Bishopdale shopping centre. 5. The shifting of the cycle facility to the south side of the road would allow safety improvements to be made on the approaches to St James Avenue and the entrance to the Mitre 10 store. 6. The Greers Road south approach to the Harewood Road intersection requires an additional lane to cater separately for left, straight ahead and right turns. The recent expansion of the commercial zone off Langdons Road has increased north bound road user anxiety at the Greers Road intersection. Signals are required to improve safety and ensure that drivers use the ring road rather than short cutting through residential streets. Likewise, signals, along with a realignment of Sawyers Arms Road at the Northcote Road intersections is well overdue. 7. An extensively remodelled Bishopdale roundabout would be required to suit the cycleway alignment through the junction of Farrington Avenue. The opportunity exists and should be taken to solve a long-standing desire to re-engineer this important junction as part of this project. During my time at the Council projects as large as this just did not eventuate. The city is fortunate to now have the funding to make a real improvement for people travelling through the Papanui, Bishopdale, Casebrook and Northcote area of the city. The building of the motorway and expressway connections that have now all but been completed is a credit to those responsible. I am looking forward to the proposed cycleway and associated traffic management proposals coming to fruition. Do it once, do it right. I am available to discuss any points raised in this submission with the designers if it would be of assistance.		

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38356	Definitely need traffic lights at Breens Gardiners Rd. Only need one side of rd two way cycle way and keep four lanes.	Bill	Flanagan
38348	Great ideas to address dangerous on road travel for cyclists please accept my endorsement We need separation of vehicles and cyclists Harewood a great route to underpass	Brigid	Buckenham
38347	The proposed design makes the same mistake as with other Christchurch cycleways. It sacrifices a huge amount of traffic flow space by putting in ridiculous raised concrete barriers. There are far better and less obtrusive ways to separate vehicle and cycle traffic. Please do some research with overseas examples especially in Europe. The concrete barriers are dowright dangerous. It is ridiculous to cut Harewood Rd to single lane each way from the Bishopdale roundabout west. To do this for a single vehicle lane plus a cycle lane plus concrete barrier plus grass verge plus pedestrian way is total overkill. To remove parking for people who live here and for businesses is totally unecessary. And to remove the central trees is an abomination and a slap in the face to our forebears. Harewood Rd was a grand avenue proudly created by earlier CCC planners with a sense of grandeur as a run to the west. It was very successful indeed. The current proposal destroys this utterly and is very short sighted. The traffic lights at the Bishopdale roundabout seem unecessary as traffic flows well here and the accident rate must be low. It is one of the more pleasant and flowing roundabouts in Christchurch, especially with the trees. The traffic lights at Breens Rd are long overdue and should proceed.	Gary & Heather	Crombie
38345	Good Afternoon, as a regular recreation user of Cycleways - principally The Quarrymans trail and the trail to Sumner, the more we have of these the better. They provide a safe and easy way to travel around town. I do stop at shops on the way. I FEEL COMPLETELY SAFE ON THE CYCLEWAYS. I travel to work on a bike, and I have to use the road for this. I never feel safe on these. I have to be constantly looking for potential obstacles where a car may pull out in front of me, or a car door could open. I would be happy to travel a longer distance, just to be on a safe CYCLEWAY. The more dedicated Cycleways we have, the safer the cycling will be and the more people will use this as a safe way to travel.	Carl	McGregor
38344	I am in support of the proposal. The development of the cycleways around Christchurch have had a major impact on how I travel, and consequently on my physical and mental wellbeing. I used to drive everywhere: from my home in Beckenham to work at the University of Canterbury, into town to go shopping, for medical appointments in Papanui, etc. etc. With the development of cycleways, I now feel safe cycling and find it extremely enjoyable. I now always cycle to work, and if I need to get to an appointment across town, cycling is my preferred option. I now often cycle for leisure.	Katrina	McCallum
38343	Hi there could you please give me a more detailed map off what on street car parking will still be available on Harewood rd as it is a highly subdivided area currently we have 2 cars and one is permanently parked on the rd and I would like to make sure that there will be provisions for this as I know I will not be the only one in this situation.	Karl	Crampton
38341	I am in support of the proposed design	Ryan	Douglas

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38335	As someone who actively rides a bike as much as I can. I hate this plan. It is a huge waste of money and labor doing something that most people I have spoken to don't want. The painted cycle lanes are more than enough to keep a cyclist safe. Some of the intersection changes are needed for the flow of traffic. But whoever has designed this needs to find a new job, because they aren't any good at this. I live on the other side of town, but work very close to Harewood road. My parents also live just of Harewood Rd and would love to see lights at some of the large intersections	Craig	Meikle
38333	Pedestrian crossings made easier all around Golden Age Retirement Village and parking	Anna	Cleuren
38331	As a cyclist, motorist & now elderly person, I agree something needs to be done with Harewood Road. Could Farrington Ave & Highsted Road be joined by taking a little off the carpark & island area. This could make a crossroad with lights. Harewood Rd is the main road to airport & new business centres & needs to be double lanes all the way. Lights also at Breens Road intersection. Cyclists just need room provided by a white painted line. Emergency vehicles can then get past others. By closing Sails St & Chapel Streets this would cause gridlock on Langdons Road. These roads are already parked out on weekdays, with traffic banked backed to Harewood Road. Parking must remain for visitors to rest homes, churches & funeral homes. More thought & less engineering is required	Diane	Comyns
38329	I am all for cycle lanes but... this is totally over the top! Have you thought of amalgamating the footpath and cycle lane so that they become a shared area? This would only need to be one side of Harewood Road. The number of cyclists and pedestrians using Harewood does not warrant this amount of space. It has taken years to get the trees to this height. Removing so many is a crime. We need trees for cleaner air in the city. Traffic lights at the junction of Breens and Gardiners is a brilliant idea. We petitioned for this years ago. But no need for most of the other sets of lights. Far too many parks for cars are being removed. The street parking at the moment works perfectly well. If its not broke don't fix it!! This road is used by the fire station and need to be kept as wide as it is now.	Elizabeth	Hayes
38328	Loss of street parking for rest homes, Hospitals & Locals. Adding pressure onto Langdons Road already congested. Time limits on parking not allowing for activity already in operation. Numbers of cyclists very low & come in	Bill	Pearcy

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38327	While cycle lanes are welcomed, definitely the design has many faults. One of the most obvious ones, is the Bishopdale Roundabout. If you put traffic lights as per design, there will be a queue of cars that will block the entrance to the supermarket / Bishopdale Mall at Farrington. Currently, it happens only at peak traffic times. 6 traffic lights in a roundabout? Think of something better. Breens/Harewood: Please make sure that the traffic lights has a green right turning arrow!! Unbelievable that when you put new traffic lights in the corner of Wairakei Rd and Grahams, those only have red arrows (useless), when the most needed one was the right turning green arrow from Wairakei Rd to Graham Rd, both ways. Now a long queue of cars every morning trying to turn right at peak time. I have seen this mistake in more than one road around Christchurch. Cycle lane should be two ways either in the middle all along Harewood or on the northern side only. This will help with removing less parking, and making the road more user friendly, apart from the money saving. If in the middle, with barrier fence all along both side, to separate vehicles from cyclist. Pedestrian has the foot path, so no need to make it share path. Not sure about so many traffic lights on the section from Bishopdale roundabout to Johns Rd. Breens/Harewood, of course needed. Harewood School, just a median crossing, like any other school has, should be sufficient. I use this road every day, so it is disappointing to see it ruined. Fully support the Copenhagen Bakery concern. I go there often and always need to park on the road, easily you need another 10 parking spaces along that kerb on top of the 12 off street parking they have. It is a wonderful bakery and very popular, always busy. It would be sad seeing them moving out of the suburb because of the bad design of the cycle lane.	Indira	Schneider
38326	This is a stupid idea and a waste of rate payers money. There are very few cyclists that use this road. It get very busy in peak times with two lanes let alone having one lane. If you want a cycle lane why not take away the grass verge on the side of the road that has no power lines. Plenty of room to do this.	Garry	Whitaker
38323	I live in Gardiners Road and cycle to work every day. I use back streets and alleys to come out on Clifton to avoid Harewood Rd. I much prefer the T intersection there, than taking my lie in my hands at the Gardiners/Harewood Rd intersection. I will not be using the cycle way as my route suits me well. I do not want to see the large trees removed anywhere in the plan. I agree with making Harewood Rd one lane, as I can see drivers speeding un-stopped by lights etc on the race track that is currently Harewood Rd. Copenhagen currently using the road as the bulk of their parking, is unfair to local residents as some Copenhagen customers park over driveways and can be a general nuisance. Copenhagen needs a larger dedicated car park of their own.	Susan	Busson
38322	Agree with the lights at Gardiners Road, Breens Road, Harewood Road intersection but disagree with the other plans as for taking out the lovely trees and expect the lovely spring flowers will come out to. It will make things very hard to access to the Charity Hospital and the Copenhagen Bakery and as for closing off some streets it is just crazy. I feel this should not happen but make sure lights do go in at above intersection.	Patricia	Cross

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38321	Cycleway should be constructed on the existing central traffic islands. Reducing the existing four traffic lanes down to two seems ludicrous. Harewood Road is one of the main roads which connects to the northern motorway. I use this route from Papanui to Kaiapoi. The cost would be a lot less for these options.	Harm	Everts
38320	I live on Greers Road am 91 years old, can hardly walk, look after my 92 year old Husband who has Alzheimer's & bronchichitus on his lung. All I can manage is parking right in front of a shop, never come in a mall to large to walk. With your new pan parking ability will be greatly reduced which effects ability to park and not been able to walk is very dangerous. Different levels like curving are impossible for me and my husband very dangerous it is a tripping hazard. It takes time to find a park which causes the traffic behind me to slow down and causing a more dangerous situation. It is very important to me to keep the parking spaces to keep the elderly safe.	Anne	Stegehuis
38315	I oppose any restrictions to traffic flow on Harewood Road, any slowing of traffic will lead to journeys taking longer and more pollutants being emitted during that journey. So while trying to make travel in that area safer and healthier, you will only be increasing the dangerous gasses cars emit, making the area less healthy. Also, parking around Copenhagen bakery is already a nightmare and you plan to reduce the parking?	Wayne	Mackay
38314	Throughout this pandemic we have been hearing "support local". As you may be aware the Copenhagen Bakery is located on Harewood Road and directly where the proposed removal of street parking has been decided upon. So my question is, how is this proposed design supporting local? It has been difficult enough for businesses with the lockdown and level changes as this has had an impact on many businesses. With the removal of street parking customers will not be able to park on the street like they currently do as it will be unavailable. With the removal of street parking there will be limited parking on site at this bakery which means a decrease in people choosing to go there because of a lack of parking. This business is busy throughout the day and customers are often seen parking outside the establishment early in the morning and afternoon. How will this business survive without the availability of street parking? The decision to reduce the current design of Harewood Road from four lanes to two lanes will cause more chaos on the road which includes road rage and more accidents. There are more people travelling on Harewood Road recently since the changes to Johns Road. An option could be reducing the speed, however this already has been done on Harewood Road by Nunweek Park and there still continues to be accidents, especially on the Harewood Road, Breens Road and Gardiners Road intersection. I understand by reducing the lanes from four to two could potentially prevent the cause of accidents at this intersection and help people to travel safely across the road. This would be a benefit, however with the proposal that traffic lights would be installed, why would there need to be a reduction in lanes as the traffic lights would make this area of the road safer for all who use it e.g. cyclist, pedestrians, school children and motor vehicle drivers. If the decision to move forward with the cycleway proposal is to ahead, even though people are opposing it, it would be more beneficial for residents, business owners and people using the road, to remove the berm and create a shared path for pedestrians and cyclists. This idea would enable Harewood Road to remain at four lanes and cyclists would still have a cycle lane they will be able to utilise. The Christchurch City Council would still be able to move forward with installing the cycleway and establishing the Papanui ki te Waiwhetū. It is unfortunate the design to install the cycleway involves the removal of the trees on the Bishopdale Roundabout. These trees have been a landmark in Bishopdale for many years, like the Elephand Park is, and to simply remove them to install a cycleway and to plant more does not justify cutting them down. These trees are a symbolism of Bishopdale and it is	Chrrie	McGowan

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	too often that developers are removing historical landmarks and causing damage to our bird life. Each year the Bishopdale Roundabout and the median strips on Harewood Road bloom Daffodils which brings joy to those using the road and another symbolism of Bishopdale. It would be sad to see these features disturbed and removed to accommodate the cycleway. We as Cantabrians pride ourselves as being 'The Garden City' and this should continue to be reflected in Bishopdale. I grew up living in Bishopdale and my parents still reside there and have been for over 40 years. They have seen changes over the years. Some are for the best and others are not. Moving forward with this proposal to install the cycleway by reducing the lanes is a change that is not for the best for those that live in Bishopdale and use Harewood Road on a daily basis.		
38310	We support of the Wheels to Wings proposal because: 1. Building bike ways is consistent with the Council's approach to the climate and ecological emergency it declared in 2019. Increasing travel by foot, cycle and public transport are key factors in reducing our carbon emissions. 2. The proposal markedly improves the safety of cyclists along Harewood Road. Safety concerns are reported as barriers to people taking up cycling and an ongoing issue for current cyclists. 3. Increasing cycle use is an effective tool to reduce/prevent obesity, particularly in children. The World Health Organisation reports that 30.8% of New Zealanders are obese. 4. The proposal, in our opinion, will have minimal impact on residents and businesses. Why do we think there is a need for a safe cycleway on Harewood Road? We cycle regularly (3-4) times weekly from our home in Weston Road near St Andrew's College to Bishopdale along Papanui and Harewood Roads, for shopping and exercise at the YMCA gym and less frequently to Russley Road and beyond for recreation. We have been regular cyclists in Christchurch since the 1950s and 1970s, respectively. Over the years cycling in Christchurch has become more dangerous because of the increased number of cars. We find as cyclists that Papanui Road (historically one of the most dangerous for cyclists in Christchurch) but with its bus lane it is now much safer than Harewood Road. The least safe sections in Harewood Road are where there are two lanes. Here, motorists in the left-hand lane are limited in their ability to avoid cyclists because of traffic in the right-hand lane. Additionally, in the section between Greers Road and Bishopdale roundabout going west there are embedded utility covers (below the level of the surrounding road surface) right in cyclists' way – essentially man-made potholes. Approaching the Bishopdale roundabout going west is a nightmare because it is difficult to go straight through with traffic coming quickly from the right and turning into Farrington Ave. It is heart in mouth stuff. The current proposal makes this large roundabout safer for all commuters. There are a number of pedestrian islands between Papanui Road and the Bishopdale roundabout. The narrowing of the road at these points reduces the distance between cyclists and cars, particularly the one at Matson's Ave where there is a bus stop on the westward lane close to the crossing.	Kelvin and Carolyn	Lynn

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	The traffic flow in the one lane sections of Harewood Road appears to be no different from that in the current two-lane sections. Loss of the two-lane sections should not inconvenience motorists. Our concerns regarding cyclist safety. The double lane cycle way between the railway line at the start of Harewood Road and Bishopdale roundabout has some hazards affecting west traveling cyclists at: Mitre 10 Sails Street Z Energy The problem is that motorists are not expecting cyclists to be approaching them from the left, A current example of this is the intersection of Cannon and Colombo Streets. There is a stop sign on the west side of the intersection but motorists often don't see cyclists on their left (travelling south). Danish experience identifies this as a problem with double lane cycle ways and intersections. "The idea (in France) is to build two-way cycle tracks on streets with many crossroads, though in Copenhagen these have been banned for more than 20 years because they proved to be twice as dangerous as cycle lanes on either side of the road; the number of accidents on Torrington Place in London prompted that city to replace a two-way track with the Copenhagen model." (Copenhagen, cycle city. Philippe Descamps. March 2020 | Le Monde Diplomatique https://mondediplo.com/2020/03 What measures will be taken to make these spots safer in Christchurch?		
38307	Please yes, make Harewood Rd safe for cyclists. I have to bike on the footpath to keep myself safe, and I go to Bishopdale mall regularly. I would even bike to the airport but I must check out the bike storage facilities there first.	Charlotte	Vanhecke
38304	Feed back on Plan 8 - Harewood Road, Gardiners Road, Breens Road intersection - AS a resident of Breens Road, I submitted on these plans last time and still totally disagree with incorporation of lights into this intersection. I would have preferred a left in, left out only intersection to prevent the main flow of south bound traffic coming from Gardiners onto Breens Road. The main flow of traffic coming from north of Bishopdale is suppose to be going down Sawyers Arms road into Northcote Road/Greers Road or down Harewood road into Northcote Road/Greers Road. With traffic lights proposed for Harewood Road, Gardiners Road and Breens Road it is just going to create a clear run for south bound traffic to by-pass Johns road and have a short cut to Wairakei road. The Wairakei road/Breens intersection is particularly dangerous now and with the increased traffic coming into it due to the traffic lights at the other end of Breens, this will increase this risk. A left in / left out only intersection at Breens / Harewood would get rid of the accident risk completely.	vicki	campbell

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	Feedback on the overall plan for reducing Harewood road to one lane each way - Traffic volumes have increased in this area of Christchurch and it seems incredible that the council would consider reducing the lanes down Harewood road in favour of a cycleway which nobody is likely to use. The addition of multiple traffic lights along the route, especially at Bishopdale roundabout, are just going to add traffic jams along this route and mean that traffic will divert off and into the surrounding streets to avoid Harewood road. Traffic flows pretty well around the Bishopdale roundabout, so why change something that isn't broken! I have seen shared cycleways around the city and don't understand why this could not be used down Harewood road, this would enable Harewood Road to stay two lanes and have a safer place for cyclists down Harewood road. In addition turning right out of interactions where there are cycleways is difficult as visibility is reduced. Feed back on Plan 4 - 658 to 586 Harewood Road - I agree that traffic lights or a round-about is required at this intersection. It is too difficult to turn towards Bishopdale out of Woolridge road especially at busy times. Feedback on Plan 16 - Harewood Road (Sails Street to Mitre 10 MEGA) - I would suggest that these plans were created before the introduction of the Northlink shopping area. The traffic around Northlink is terrible and the intersection on Greers and Langdons road is extremely busy and dangerous. By cutting off Sails street you are just increasing the volume of traffic that has to go through the Greers/Langdons intersections or down past Northlands Mall. How are you suppose to exit the area around Northlink if you cut all these side streets off.		
38302	I would strongly support the installation of traffic signals at the Harewood-Gardiners-Breens Road intersection. A signalised intersection would considerably improve traffic safety at this location. I drive my teenage daughter to her after-school job regularly through this intersection and have witnessed risky driver behaviour on a number of occasions - examples include: “rat running” through side streets, drivers undertaking u-turns opposite Copenhagen Bakery to avoid waiting to cross the intersection en route to Northwood, hesitant drivers stopping completely in the middle of the intersection (including on more than one occasion families that I have followed behind who were heading to Willowbank and seemed to be unfamiliar with the area), pedestrians standing between queued vehicles, drivers pausing as they make their way across the intersection, risk left hand turns when visibility is obscured by a second queueing vehicle, drivers on Harewood Road changing lanes as they approach the intersection and travelling at speed as they head in the direction of the airport which in turn affects the judgment calls being made by drivers waiting to cross the road. There have been several close calls. The school bus accident that occurred on 2 March 2021 comes as no surprise to me. I am concerned about how my daughter will navigate this dangerous intersection once she obtains her learners and then her restricted licence. Even under my supervision, it will be risky for her. The installation of signals will deliver a much improved design solution and needs to be funded and implemented without delay. I also support the cycleway and other road improvements along Harewood Road, in particular the planned improvements to the Bishopdale roundabout.	Jen	Crawford

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38301	Won't the removal of two lanes down Harewood greatly increase traffic in the morning 7.30am - 9.00am and evening 4.30pm- 5.30pm? Though I am not opposed to the cycle lanes, the proposed plan will create some problems with traffic flow. Isn't the idea to make it easier for cyclists without having to disrupt (or with minimal disruption) the traffic flow? Will there be wide islands between the cars and the cycle lanes (like on Sawyers Arms Road by the Papanui domain)? As the islands narrow the road considerably (and to be honest look and feel like a waste of space). Do we need cycle lanes on both sides of Harewood Road? Is there any consideration for a cycle lane in the wide parts of Sawyers Arms road heading towards the airport as there are no foot paths there. I am extremely dubious at the traffic signals at the Bishopdale round about. Will that not stop traffic in the middle of the round about? And in turn slow down traffic a great deal during the busy points of the day? I recognise that cyclists need a better path. But what you are proposing will benefit the few and disrupt the many. This in turn leads to more risky driver behaviour. The removal of parking spaces will be an issue for some businesses in the area. Copenhagen Bakery rely on the street parking on Harewood Road between Breens Road and Trafford St (in some parts both sides of the road). I urge the Christchurch City Council to give some serious consideration of the proposed cycleway to the voices of the people and businesses in the area. It is possible that this will create more problems than solving them. I am completely supportive of the Breens Rd/Gardiners Road traffic lights though!	Vicky	Yee
38299	Great design and route, realising a safe bicycle network across the entire city is for the benefit of all road users, residents and the environment. Please continue this important mahi!	Julian	Kirwan
38298	It looks safe for cyclists and pedestrians. I have been walking and biking along this road for 40 years and have always felt unsafe.	Anna	Galvan
38297	No I do not support the council investing in cycle infrastructure	Kieran	Grace
38292	I think it is a great idea - more people cycling safely is a great thing for humans and the planet	Dylan	Edwards

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38288	1. I object strongly to the proposed plan. A cycleway could easily be created by using the left traffic lanes. No need to spend millions of dollars o such an elaborate design, and take away parking for many residents, visitors, tradesman etc. 2. This area as rezoned for higher density housing after 2011 earthquake. Hence many houses have been removed and 3 units built on the sites requiring for need for street parking. Also there are many houses on back sections requiring more need for street parking 3. Backing out of driveways would be very dangerous without the parking area to back into. 4. As a resident of Harewood Road where this plan shows no street parking I am wondering what kind of compensation I would receive as this would de-value my property considerably. 5. Many people, elderly or infirm, are not capable of cycling. No one cycles to the airport 6. Copenhagen Café is a well patronized amenity and set up there after their café was lost in the earthquake. This would be devastating for their business, Charity Hospital would be affected adversely also. 7. I have observed other areas where cycle lanes have been installed with very ugly barriers and there are always very few cyclists I these lanes even around the University. Why spoil another area ad spend millions of dollars unnecessarily. 8. Unfortunately we do not have the population to enable us to have an efficient public transport system, so people need cars (especially elderly, infirm) to go about their daily lives. It makes no sense to wreck the road & parking we have presently. 9. Your slogan "Wheels to Wings" has been happening ever snice the airport opened. The wheels being either taxis, cars or buses. Cycling will never become the favored way of transport to the airport as people going to the airport have luggage not suitable to be carried by cyclists. Also what would people do with their bicycle at the airport?	Gloria	Gibb
38287	This cycle way is a perfect example of how out of touch the ccc is with the city it is supposed to represent an unnessery waste of rate payers money not to mention the negative effects it will have on business	Daniel	Hughes
38286	A design that prioritises safety of both cyclists and vehicles is great, and benefits everybody. A few carparks may be lost, but hopefully it will open people's eyes to the benefits of cycling by making cycling safer and therefore more accessible. To make cycling more accessible the design should, where possible, keep the cycleway physically separated from the live lanes on the road. The plans show that this has been achieved in most sections of the cycle route. A query I have is whether Christchurch International Airport Limited will be encouraged to install covered bicycle parking so people cycling to the airport along this route can safely store their bikes for small day/overnight domestic flights. This cycleway will make cycling to the airport easier, however people will be less keen to cycle to the airport if they are worried about their bike being stolen/damaged. I am sure that this is outside of the scope of this work, however it is worth keeping in mind for the wider benefits of the project.	Liam	Allan

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38285	I live on a body corporate section so only have parking at my house for my car and my partners car. We rely on the parking on Harewood Road for our visitors. Why don't you remove the berms and turn the footpath into a shared walk and cycleway	Sonja	Coulter
38284	I would like to see the cycleway go ahead as it is a positive move for Christchurch residents.	Alex	Oulton
38283	I support the council investing in cycle infrastructure	Thomas	Bourdin
38282	I support additional cycleways	Marcus	Rodger
38281	I broadly support the Wheels to Wings cycle improvements. I am saddened that so many existing trees need to be removed and that there isn't a consistent cycleway for the full length (half bi-directional, half with flow of traffic). However, on reading the consultation documentation it is clear that council staff and design experts have considered many of the options and aspects and concluded with a balanced proposal. I must add that I have been disappointed by some of the comments in the media. The claims of not knowing about the proposal are inconsistent with the level of engagement on the whole city approach to cycle highways many years ago, and were discussed alongside the traffic light saga a year or so ago. I have been expecting this and if honest feel it's taken a little too long to get to this point. I understand the complexity and nuance of engineering, a profession which takes many years of study and applied learning. Please trust the experts on the design of safety critical infrastructure. Listen to the community, yes; but do not take detailed design advice from non-experts and please don't throw the baby out with the bathwater. I also hear the claims of this road being a key vehicle street, one that must be 4 lanes. I would like to remind those of that view of the many millions spent on the Western Belfast bypass and the northern corridor which have relieved the pressure on this road and allowed for a reallocation of mode.	Andrew	Boyd
38279	yes I support the council investing in cycle infrastructure	Alida	Vugt
38278	Yes I support the council investing in cycle infrastructure. Would be great to add another artery to the cycle network in the city and provide a safe option for cycling to Papanui/the airport from the city	Edward	Cromwell
38277	I support the design of this cycle way. I think it's really well thought out all in all. I would prefer a bike lane along memorial avenue as the most direct route but if that is not possible then Harewood will do. The more investment there is in cycle infrastructure the better. I approve of more trees being planted to replace the ones chopped down. I would like to see plantings done of trees that are particularly good at absorbing pollution so the air is cleaner.	Sophia	White

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38276	The potential for less cars to be travelling along Harewood would be great, especially all the way through to the airport. Having used a good few of the cycle ways while living in town, I think Christchurch of all places is a prime city to be encouraging more people to cycle around it, helping in many ways, such as traffic congestion all the way through to individuals health and well being.	Vicky	Knowles
38271	I disagree with the whole concept of cycle ways on existing roads. Overseas practise puts cycleways away from traffic,by using down median strips, high tension power line corridors, rail corridors, etc. The existing dual lane harewood rd situation helps traffic turning left from crofton rd, gardiners rd, etc into the outer lane as the traffic volumes going east on harewood rd can use the inner lane. What steps are proposed to assist those turning when there is only one lane? The dual lane also assists traffic turning left into greers rd, using the outer lane, while those going straight ahead have the inner lane to use at the traffic lights. I am particularly concerned about the businesses on Harewood rd who rely on on street parking for there custom, including Copenhagen Bakery, Harewood medical, charity hospital, etc which will largely have on street parking destroyed. I am also concerned that the process re engaging public input will largely be ignored by the council as in previous public submissions. Also the process should be reversed so that the effected residents come up with concept ideas first, instead of imposed plans from the council.	jeff	scandrett
38270	I am a Bishopdale cyclist, pedestrian and motorist. A cycle way down Harewood Rd is long overdue, but this plan is somewhat overcooked. Bishopdale Roundabout is complicated to negotiate as a motorist as it is and this looks like making it worse. There are too many sets of traffic lights in the roundabout. Because of the complications the cycleway adds to the roundabout I am concerned that there will be vehicle rear-end collisions, and there is a risk of pedestrians/cyclists being hit at crossing lights because motorists will be preoccupied with changing lanes in a short space.	Fiona	Caughley
38266	These plans removing parking and making Harewood rd a single lane will further encourage more traffic on to Sawyers Arms Rd which is single lane. As a resident of Sawyers Arms I question if the council has further plans to make our residential street into a highway that we are not aware of yet? Removing parking on Harewood Rd will also result in Copenhagen bakery leaving the neighborhood. It is too difficult for a business to operate with no where for its customers to park. Although these plans include lights for the very dangerous harewood rd intersection they also include many other changes the local community was not consulted about. Removing the trees in the Bishopdale roundabout is destroying much loved local landmarks and will turn what has been a successful roundabout into a mass of traffic lights. It seems like council is spending a lot of money against the wishes of locals for a minority of cyclists. I do not agree with this plan!	Kiri	Terry

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38258	I don't think the proposed design aligns well with the future of Christchurch and the community. However as part of my feedback I am only going to cover the impacts on the community and me personally. 1) Bishopdale roundabout and the big trees are the heart of the suburb, they define the suburb for me and were one of the factors of buying the house in the area. Personally it would have a worse impact than replacing/removing the Christchurch Cathedral - which was just a minor part of Christchurch City Centre. 2) There are alternative cycling fairly quiet streets wide streets that run close to/parallel to the Harewood road - Hoani, Bainton, Cardome, Fairford, St Eves, Pasadena - or Condel, Kilburn, Raleigh, Isleworth. Taking a bike means that the person is fine sacrificing a bit of time for health, personal or political benefits. Those roads are not a major detour and are fairly pleasant. They will require intersections and planning, however otherwise are decent alternatives for rework that will satisfy most and link school areas at the same time. 3) Harewood road is busy, reducing the number of lanes will impact the traffic now and in the near future. Far future hopeful planning needs to find a middle ground, especially for arguably useless connection with the city outskirts. This point needs to be either proven or dis-proven by traffic management flow modelling. Until such modelling is part of the submission the entire proposal is unconvincing. 4) I am now only an occasional visitor to Copenhagen bakery. It used to be directly on my way to work in the past and in the morning I would often avoid stopping by because the parking is already subpar; if I would have had to use the very tight parking area to the left of the shop I would often avoid stopping by. I think if the on-street parking was not present I would have stopped by probably a tenth of the time that I used to, and at the moment it would mean that I will probably completely stop visiting it. It is my second favourite bakery in town. 5) I am not going to comment on the traffic lights; assuming that there is a green wave in both directions of Harewood road, I don't think they will have a major impact on the community. They might be a waste of money and benefit little, but I trust that CCC has more information to justify the changes.	Denis	Simo
38257	Great idea, need more cycling paths. To be a city of the future and keep up with modern demand this is 100% needed	Dan	Clark
38256	This is a stupid idea. Has the council ever counted the number of cyclists that use this road. I use this road every day and I would be lucky if I encounter more then 2 cyclists on my way to work. To make Harewood road a single lane is the most stupid idea I have ever read, the road is such a busy road most of the day and to reduce it to just one lane will make traffic back up all along the road, and slow traffic down to a crawl. Basically it is the most ridiculous idea I have heard.	Linda	Brady
38252	We are opposed to this plan and don't want to see any car parks removed or car lanes reduced	Tony	Deavoll
38251	I am opposed to this plan. We need all the current lanes for cars and parking	Grant	Rae

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38250	I am strongly opposed to any reduction in car lanes and street parking!!! There appears complete disregard for business (the bakery/cafe), people and myself included want parking immediately outside. I deliver meals on wheels along Harewood Road and it will make that more difficult. We are a growing city and you propose this crazy plan. Maybe the bikes could go down the center instead and no change to the road/parking. While it appears the council and planners hate cars, they are needed. Public transport is slow. It takes me 2 buses to get from Styx Mill to Horncastle arena and 90min - only 15/20 by car. Not everyone is heading into town and not everyone wants to bike. This is a typical plan of "civil servants" and consultants who live in a dream world and see it as job creation or job justification.	Kaye	Rae
38249	The cycleway proposed from 547 Harewood Road to Kilmuir Lane is dangerous for families and children attending touch rugby at Nunweek Park, and any other on-street parking requirements opposite these address's. Under this plan, the only on-street parking available at this location is on the opposite (north) side of the road, where there is no footpath, no safe place to park, a high volume of traffic, and the requirement to cross the road on a blind corner (opposite Kilmuir Lane) nearby that is very dangerous with no traffic island or safe area to cross. Attached are photos taken outside 551 Harewood Road showing traffic and parking on Tuesdays during Terms 1 and 4 when touch rugby occurs at nearby Nunweek Park. A photo of the available pathway that is used by cyclists and pedestrians currently and The best solution is to continue the shared cycle/pedestrian lane down the footpath heading west from 543 Harewood Road to Kilmuir Lane and beyond along the path past Nunweek Park. Maintain the continued lane and parking areas outside these address's for the 50metre from 447 to Kilmuir Lane. There is no need to alter the course of the cycle lane on and off Harewood Road at both these points. Regards Hamish Clark ([redacted]	Hamish	Clark
38246	I fully welcome the changes. The main reasons are: 1) The current four lanes do not go enough distance to gain any time-saving benefit for vehicle drivers, and they bottleneck both ends when back down to one lane each way; 2) There are often vehicle queues, not limited to peak times, when traveling east on Harewood Road at the Highsted Rd corner and the new layout will resolve this; 3) It is archetypal for New Zealand drivers to increase speed when given the opportunity of four lanes from two and this adds to the current dangers down this section of Harewood Road, particularly for pedestrians and cyclists; 4) The existential threat of climate change necessitates all local councils to rapidly ramp up encouragement and to facilitate for more and better public transport and cycling; and 5) I am a long-time, competitive on and off-road cyclist who cycles Harewood Road several times a week. I have the luxury of speed on a road bike to keep up with and not impede traffic when passing Bishopdale Park when heading west, but I still fear the outside lane's cars that often come within 0.5m or less from my handlebars. On the mountainbike, I actually ride the footpath along there - something I otherwise never do, knowing the road is (usually) safer - doing that because of the danger of my slower speed and wider handlebars, and parked cars with car doors opening. I have had numerous close calls when two cars travel past at the same time in the two available lanes. To summarise - as a regular car driver down Harewood Road, I see no disadvantage in the proposed layout, except for parking outside Copenhagen Bakery - though I am hearing that tweaks to the plan have allowed for that. From a cyclists' (and environmentalists') perspective, however, I see positives all the way with the proposed improvements. P.S. I hope the CCC do what they did with this as they did with Cambridge Terrace's relatively recent layout. That was vehemently opposed by naysayers beforehand, only to be	Morgan	Price

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	universally lauded by everyone as a major civil improvement. Keep up that good work, please... and thank you for considering my rationale above.		
38239	I lived close by until 6 months ago. I am very supportive of this proposal. Harewood Road is a race track & there has only once been speed enforcement on it in 10 years that I regularly used it. Most car, van & SUV drivers only drive in the right hand lane - go and see if I am wrong - and then they speed. No wonder cyclists are few & far between. I went to the session run by the Council post eathquakes. When lots of people asked for a cycle friendly city. This can only improve safety for everyone - people in their cars as well.	John	Reilly
38236	Re: Harewood Road plans please put them on hold & put lights at the Harewood Road cycle lane and Langdons Road road crossing at the cycle lane. Indecision of whether cars should stop or let pedestrians & cycles go across is a big problem. Please spend the money on traffic lights for those crossings. Now Harewood Road is a through road to the airport why interfere with the flow of traffic. Spend the money on fixing the rods around Christchurch.	Noelene	Ross
38231	My concerns are - (1) The removal of a large number of on-road parking spaces will adversely impact residents, especially when they have friends calling with lack of available parking outside their house. (2) Reducing 4 lanes to 2 will tend to force traffic on to Sawyers Arms Road which is quite a narrow road and consequently not as safe. (3)There must be better/more urgent roading works improvement to spend $19m than this unpopular proposal.	Peter	Suckling
38230	Leave the trees at Bishopdale Mall. These beautify the area and keep the air clean. Leave access both ends of Sails and Chapel St. Traffic lights good. Copenhagen will probably lose the business there.	carol	stratford

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38223	I strongly support the idea of a dedicated cycleway between the railway crossing on Harewood Road to Whitchurch Place, think this is will be an incredible opportunity for Christchurch and an asset for current residents and future generations. I do have some questions I would like to raise, which I hope you might find valuable. 1) I feel that it would be preferable to have a single two-way shared path on the North Side of Harewood Road between Nunweek Boulevard and Waimakariri Road than what is currently proposed. 2) I feel that a single two-way cycleway with ample crossing opportunities would suffice between Nunweek Boulevard and 'the roundabout' instead of what is currently proposed. 3) I feel that the South Side of Harewood Road would be the preferred location for a two-way cycleway from the roundabout to the connection with the Northern Line MCR single lane (railway crossing) instead of what is currently proposed. 4) I wonder if having the cycleway go through the middle of the roundabout creates a need for a greater number of traffic lights, causes a greater level of disruption to the flow of traffic, and creates greater risk to road users than having the cycleway go around one of the outsides of the roundabout. 5) I wonder if the existing 'islands' down the middle of Harewood Road (between Crofton Road and Greers Road) could be transformed into a shared path in both directions, which might better work with the cycleway going through the middle of the roundabout. Many thanks for the opportunity to voice my perspective.	Daniel	Milosavljevic
38221	I strongly support the proposed design of the Wheels to Wings cycleway. The cycleway will be far safer for cyclists than a cycle lane. The use of the Harewood Rd roundabout is excellent. Drivers will quickly adjust to the proposed changes so any perceived initial inconvenience will be temporary. The cycleway will result in more people cycling and less cars on the road there supporting community wellbeing, improving air quality and reducing carbon emissions.	Shelley	Milosavljevic

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38219	Feel that a PowerPoint display in 3D imagery rather than trying to work out on paper or laptop viewing may have been a bit better. As a cyclist there really needs to be a safer way to travel. Cars and present layout not really working especially from area from Greers Road, through roundabout and beyond. If cars are parked half on road and berm, it goes quite a way to allowing the cyclist the ability to have room and feel safer. There is no leeway currently and one lane for cars would allow that to happen. It may be when the lights are installed that will slow the traffic around island, so things like that will help the cyclist. I still don't feel safe though in the fact that left turning traffic may still cut you off when negotiating the roundabout, although the new plan also allows us to go through the roundabout. All good although not so good the trees that as a consequence have to be taken out. I don't feel that having the cycleway will be problematic for backing out cars as both cyclists and cars should anticipate those things anyhow and the cycleway should be far enough away to anticipate. Parking of course is changed and some will lose out as a result. Some properties are affected due to the lights going in (mine included) so that is something to get used to. But feel better cycleways attracts more cyclists as they are probably likely to choose areas for cycling that are safe looking for coffee. There is a new breed coming on with ebikes, so hopefully the likes of Copenhagen will benefit from that! It would be nice to think that some sort of compromise can be reached because ebikes, cyclists, scooters etc are here to stay and if a safe environment can be created for all, all the better.	Maxine	Donovan
38217	I strongly disagree with the proposed Cycleway along Harewood Rd for the following reasons; 1. The cost, the benefit from the cost does not stack up. What is the cost per cyclist who is expected to use the cycle way? We have far more important things to spend the City's money on which will give far greater benefit. e.g. repairing and replacing water supply network, repairing roads which are in poor state (Kilmore St) 2. How difficult it will make the roundabout at Bishopdale Mall, How are lights at a roundabout going to work? I am a cyclist and I would rather bike around the roundabout as it is now than have to wait a several sets of lights. Cyclists wont wait they will just bike through 3. The loss of parking for businesses such as Copenhagen Bakery 4. The congestion caused for vehicle traffic, Harewood road is a typical nice wide Christchurch road with plenty of visibility for all, creating cycle ways just makes it all congested. Cyclists and motor vehicles have lived together on Chch roads for the last 100 years why do we have to mollycoddle cyclists now. The traffic lights at the corner of Gardiners, Breens and Harewood should go ahead.	Martin	Robertson
38216	I support the proposed plans for the Wheels to Wings cycleway. I support the proposal to reduce the section of Harewood Road in Bishopdale from 4 lanes to 2 lanes. I support the removal or reduction of any on-street parking.	Andrew	Simpson
38212	INTRODUCTION We are involved with three cycling groups. Members of these groups are aged in the 70's and 80's with one reaching 90 this year. One group has been operating for fifteen years and our two U3A Godley groups for over seven years involving a total of over 30 people. We use cycle paths, cycle ways and quiet/low volume-traffic roads around the city and on occasions venture out to Lincoln, Kaiapoi, Rangiora, and Motukarara. There has been a growing incidence of e-bikes in all three groups recently. Apart from in the four avenues/CBD area we are yet to see or experience the need or value of double sided cycle ways. Most use tends to be from commuters who are generally	Ross and Margaret	Nicholas

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	travelling in the same direction either going to or from work. We believe that in most situations a two way single path is adequate. In our view the development of double sided cycle way on Rutland Street trail produces no benefit to cyclists but incurs significant additional cost along with disruption to and devaluing of many residential and business properties. This also creates many parking issues for these properties. Having resided in the north west of Christchurch for over 40 years and attending St James Church at Johns Road end of Harewood Road, we are very familiar with the areas that you are looking to provide improved cycling facilities by the development of the "Wheels to Wings" cycleway. However, we are very concerned at the costs, excessive engineering, business and neighborhood disruption when other satisfactory alternatives are available. SUBMISSION We are concerned that your planning sequence is flawed. The general public should be made aware of the objectives in developing a cycleway in the Harewood area so that alternatives could be considered and draft plans produced. Early consultation would facilitate the gathering of major issues that your planners would be faced with, alternatives considered and then detailed plans produced. We are concerned with the cost and effort that has been involved in the production of the detailed plans recently provided for public consultation. The attitude that is being communicated is that: 'we have considered the objectives, looked at all the alternatives and completed all the planning and design and here is the result. What is wrong with this?' ALTERNATIVE FOR CONSIDERATION We believe that the development of a cycleway on Sawyers Arms Road would provide an equally satisfactory facility for cyclists at a much reduced cost and disruption levels. This could be accessed at the Harewood Road/Johns Road underpass and link onto Sawyers Arms Road via Waimakariri Road and then travel straight through to the Northcote Road intersection where options could be to link up with both the Northern Line trail and the Papanui Parallel cycleway which has already been extended from the Main North Road intersection to the existing Northern Line trail. This would also provide good access to the Cranford Street end to the new Northern Corridor cycleway. We are aware of concerns that NZTA may have regarding the use of Sawyers Arms Road for this proposed cycleway as I understand that they have a wish to retain it as a heavy traffic bypass through to eastern suburbs and Lyttelton. We believe that this view is somewhat misplaced as a cycle path has existed for many years beside QEII Drive and Anzac Avenue which would have to be the continuation of the heavy traffic corridor they are looking to protect. OTHER RELATED ISSUES As active cyclists, we are concerned regarding the quantity of cycleways that have been constructed in recent years which are now starting to show evidence of a lack of reasonable maintenance. There seems to be a desire to paint many parts of these cycleways, much is not necessary, but is not being maintained. In many areas, normal vehicle traffic is wearing the painted surface. Bordering trees and shrubs are not being adequately trimmed to provide cyclist with a safe passage. Many paths are starting to narrow with the growth of grass and weeds at the edges which are also damaging the track surface. Also in some locations tree roots are causing damage to track surfaces. There are many situation around the city where cycle lanes have been marked up which then disappear such as crossing Main North Road from QEII drive onto Northcote Road and crossing Harewood Road on Greers Road going south.		

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	We get frustrated with cycleways that are started but never completed as in parts of Wigram Road and Anzac Avenue. We would really appreciate projects being fully completed prior to new ventures being undertaken. We have recently been in Dunedin and travelled out the Otago Peninsular to the albatross colony. We were most impressed with the cycle way that has been developed beside this roadway. In most situations no special curbing been constructed but the carriageway has been widened to accommodate the cycle path which is separated by the placement of raised concrete strips on top of the sealed surface providing satisfactory separation. We believe that this form of construction should be investigated as a very efficient and cost effective means of providing cycle ways in many areas. It was noticeable that little white and green markings were used on this trail, unlike the excessive predominance we are seeing around Christchurch.		
38208	This proposed plan to cause chaos on Harewood Road and Chapel Street is ridiculous. Has anyone sat and actually done a survey on how many bikes compared to cars use Harwood Road-to go to the Airport. I attend the Church in Chapel Street many times a week and find it very difficult to make a right hand turn out of that into Langdon Road so now use Harewood Road as it is much safer to make a left hand turn. Furthermore the amount of money you are spending on the stupid plan should be spent on other major issues around Christchurch.	Beverley	Ayers
38207	It's wonderful to see the desire for safer cycling from the post-earthquake sessions, continuing to be fulfilled. I'm looking forward to checking out the separated cycleways with my wife, when we get our electric bicycles soon. Please don't let the NIMBYs, including Community Boards and Councilors, reduce their effectiveness. Listen to SPOKES as well as local cyclists	Merrett	Smith

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38206	Generally I think that the proposed cycleway is a good proposal. However, care needs to be taken that making Harewood Road better for bicycles does not make it less attractive for bus passengers. On the other hand, slowing general traffic would be a good secondary result. Taking away a lane of general traffic will not have much effect. The additional traffic lights will slow journey times along Harewood Road, but I don't think that is necessarily a bad thing for individual vehicle traffic. I am, however, concerned that this will further slow down buses along Harewood Road (Orbiter, 28, 125 currently). Therefore, some bus priority measures need to be considered. In particular, bus-actuated traffic signals need to be installed, together with the more widespread adoption of this technology throughout Christchurch. Harewood Road could be a good pilot project for this technology in Christchurch. The right turn from Greers Road (south) into Harewood Road needs to be optimised for Orbiter buses. The bus stop outside Mitre10 is to be moved west. I wonder whether consideration has been given to moving it further west, closer to the proposed traffic signals. Currently, there is no bus stop between Mitre10 and Mobil Papanui for west-ward buses, while there is a bus stop for buses travelling east. That means that there is not convenient bus stop close to the Papanui shops. The bus stop on Harewood Road opposite Bishopdale Mall is to be moved considerably further west. For people with shopping this will make take public transport difficult. I would suggest having it as close as possible to the proposed traffic lights across Harewood Road.	Timotheus	Frank
38204	I do not agree with the planned changes to one lane in Harewood Road nor the planned cycle lane design. Not user friendly for all that use the road. This is a busy road servicing shops, schools, preschools, park and recreation areas and needs the current two lanes to enable cars and pedestrians to safely use and cross the road. You are destroying our community access placing cycles as more important than all other road users. We need the parking to remain as currently in place as the Bishopdale park is a well used one needing its current level and location of parking. This is also key to allow for easy access to public toilets by couriers, tradies and any passers by. The changes made to our bus services has resulted in less than satisfactory access to buses that travel direct routes and this change would create further issues with bus stops vs one road lane and busy traffic a bad combination at key commuter times including school start and finish times. Please don’t make Harewood road the abomination that is Sawyers Arms Road outside Northlands Mall. The position of the cycle lane and off street parking there is terrible and very unsafe to use. Sawyers Arms Road is actually the ring road and should be the planned cycle lane option so not destroying traffic flow and pedestrian access on Harewood road for school children, their parents and locals. Bishopdale Mall and library are the hub of our community and reducing to one lane and putting in cycle lanes would make access difficult, confusing and unsafe. There is currently plenty of room to manoeuvre we do not want this reduced and more traffic signals for bikes mean a road with no flow. The traffic signals at Gardiners corner is needed and highlights how busy the road is and how well used. Don’t make our community uncomfortable to live in because you won’t be the ones putting up with bad decisions if this overall plan goes ahead, we will. Listen to the communities who are affected and engage us in plans, not present a minefield of issues that we have here. This is a plan which we had no input into and do not want to live with.	Fiona	Judson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38199	I have concerns about the access to the Childcare centre on the corner of Matsons Ave and Harewood Road. I have concerns about access to the church on the corner of Chapel Street and Harewood Road. I have concerns about turning into the Mitre 10 car park on Harewood Road. I suggest the exit onto Harewood Road from this car park ie moved away from the entrance. I do not support the removal of the 4 lanes. These extra lanes move a huge volume of traffic at busy times. Reducing the lanes would increase the amount of time spent on Harewood Road, adding to traffic congestion. It looks as if turning into a driveway or carpark off Harewood Road will stop the traffic in the remaining lane, causing delays and frustrations. I support the traffic lights at Gardiners, Breens, Harewood Roads corner, this is long overdue. Likewise Woolridge Road corner. I have concerns about the Bishopdale roundabout, the traffic already backs up down Farrington Road affecting access to and from the shopping centre. To avoid this roundabout, you can exit the shopping centre directly onto Harewood Road, utilizing the extra lane however removing this lane will case this exit to back up as well. I also use an Isleworth / Leacroft St combination to avoid the roundabout congestion, it looks like the corner of Leacroft St and Harewood Road will become congested.	Megan	Begg
38197	I disagree with the design and the outrageous amount of $19 million being spent on something that is not broken. See attached document.	Stephanie	Remington
38196	i like the ideas and i will feel safer on this parts, thanks for making the city safe because bikes and car on the same road is sometimes very dangerous and with truck s too.	eric	rivault
38193	I fully support adding a separated cycleway the entire length to Russley road. The Bishopdale roundabout however is not great. People will not want to go through 4 different sets of lights to get through a single intersection. If you continue with this design expect cyclists to use the road through the roundabout and pedestrians to jaywalk. Hopefully with no major injuries!	Alex	Bailey

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38190	I am very surprised to hear that places like rest homes and hospitals, with professional medical staff, would not support anything that enables mobility for the residents and patients. CCC obviously have work to do in explaining the benefits of the cycleways, especially to businesses like the bakery whose sense of entitlement to car storage hinders debate. CCC also need to dispell misinformation and distractions, such as commentators speculating on this being a waste of time because no one cycles to the airport with their suitcase. For anyone reading this, that is not what this cycleway is for. Many people work in the airport precinct, and this path will enable safe travel from Papanui, and areas north and south, to the airport. I like how the cycleway creates the cul-de-sacs on Sails + Chapel Streets. Despite these making my travel via car in the area more difficult, it will reduce overall traffic in the area.. The crossing of Harewood Rd and its interaction with the rail corridor is critical, it is a dangerous weakness in the northern line at present. The overall traffic volumes on Harewood Rd do not justify two lanes. Compare for example with Riccarton Road. Please councillors support the construction of this cycleway without delay. I and my family strongly support its construction.	Wayne	Phillips
38189	I like the idea of having the cycleway but don't think there is a need for one lane in each direction in section 2... just put a two way lane on one side	Nigel	Powell
38188	A waste of money , totally against it, Harewood Road safe to bike along as is. No thought has been given to cophenhagen bakery or the hospital along there, and the loss of parking ridiculous	Christina	Nicholas
38186	As someone who bikes to the airport about once a month I love the idea of improvements on Harewood Road. It is also likely that I would change my regular cycle commute along Wairaki road to use part of it. I am concerned that this paints cyclists as the bad guys and girls here with the reduction of lanes. It it be more ideal to me if the two lanes of traffic remained and the cycle lane was added.	Geoff	Walker
38178	I cycle every day to work from Somerfield to the airport, this cycle lane will make my trip much safer. I have been knocked off several times and had numerous close calls - all of which have been once I left the safety of the bike path by the railway at Bligh's road. So from experience I know a painted bike lane just doesn't give any protection, physical separation is the only safe design. I have benefited from weight loss and improved health since starting to bike two years ago. This has meant less sick leave and improved quality of life for me. Also I have used much less fuel as the car stays in the garage which must be a good thing with all the concerns about global warming. I wonder how many people hold back from biking to the airport given the history of serious cycling accidents amongst their colleagues at work. I can not endorse this cycleway enough. Thank you for considering my feedback. Please feel free to contact me for any further information.	Geoffrey	Long

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38175	I think it is great that you are extending the cycleway in Christchurch. As the cbd returns to capacity I think it's important that we recognise and encourage the increasing number of commuters that do not use a motor vehicle and instead utilise greener technologies such as a bike. I think the proposal is a great idea. I do have a small concern that the Round-about is a bit "cluttered". The fewer starts and stops that we can impose on cyclists (and motorists!) the better. Many lights can mean many inconvenient waits which may be off putting to cycle commuters and inconvenient to motorists. Aside from that, excellent work on the cycleway. I look forward to using it.	Sam	Lovie
38172	Bishopdale roundabout is going to cause cycle crashes. Please stop making cycle lanes. The cost of them is horrendous.	Michael	O'Kane
38169	Great idea make it happen but see what can be done re Copenhagen cafe parking and the charity hospital. I want to be able to bike to the airport on this cycle way.	Herb	Familton
38167	I was looking for Harewood Road major changes on your web site only to find you named it something else. I fully support the installation of traffic lights at Gardner/ Harewood Roads intersection however I think reducing Harewood Road to single lanes is so unnecessary. The stats for commuting cyclists does not show any significant increase to justify the huge cost to the rate payers for this change	Ken	Patterson
38163	I am not against cycleways, lights are desperately needed at the intersections of Breens, Gardiners and Harewood Roads. But making Harewood Road one lane would cause build up of traffic at peak times it is bad enough now with two lanes. Please think of the business people involved as having less onstreet parking would be detrimental. For instance going for a cup of coffee and not being able to park in the immediate vicinity customers would be turned away.	Carole	Price
38162	I am strongly in favour.	William	Tuckey

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38159	I can't see the logic for a speedy hump in Crofton Rd 5-10m before a compulsory stop. Ditto in Trafford St. It seems a great shame to retain the overhead wires over such a short length of Harewood Rd when spending such a lot of money on the cycle way. I just hope you don't dig up the footpath once the project is finished.	Mike	Byrne
38154	I think the whole plan is absurd - too expensive - little consideration on how it will impact on house holders & businesses. I have noted where other cycle lanes have been put in place, foot path berms & cycleway are running side by side - total overkill for there usage. I like the idea from a correspondent i "The Press" suggesting the cycleway should go up sawyers Arms Road & not Harewood Road. I am not against the placement of traffic lights Breens/Harewood Rd intersection but encourage more thought required - more public input (meeting face to face). A suggestion - widen the central meridian strip & use the existing oak trees to create a slalom like cycleway	Neville	Peck
38153	Reducing Harewood Road from four lanes to two lanes - I am strongly opposed. The road is busy enough now with traffic and buses, reducing the number of lanes will only create backed up traffic, and we will have another Riccarton Road. Living on a side street off Harewood Road it will make it much harder at busy times to get a break in the traffic to be able to exit our street. The loss of parking will have a huge impact on the retail and home owners on Harewood Road. I will be much less likely to pop into the Copenhagen Bakery, as I currently do a couple of times every week. Traffic signals at Breens/Gardiners/Harewood and Wooldridge/Harewood Roads - I am in favour. Traffic signals at Bishopdale Roundabout - not opposed. Changes to vehicle access on Wilmot Street, Sails Street and Chapel Street at Harewood Road - I am strongly opposed. The flow on effects for traffic trying to access or exit Langdons Road needs to be included in considering these changes. The maps do not show how Sails and Chapel Street will interact with Langdons Road. Langdons Road is a nightmare now due to the Northlink traffic. The traffic volumes already using Chapel and Sails Streets are far beyond what these narrow streets were designed to carry. Currently it is very difficult to turn right out of these streets onto Langdons Road at busy times, with long queues of traffic being created. My parents live on Langdons Road; they already have to go far out of their way to try and exit/enter their property safely. Overall I am opposed to the way these changes have been proposed with little or no input from the community that they will most directly impact.	Julie	Carter

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	The council is planning to make expensive (at rate payer expense) changes to the infrastructure that, as a very frequent user of these roads, I cannot see the demand for. There is not currently a biking culture in Christchurch and the council is trying to force one at vehicle user, business/home owner and rate payer expense. There has to be a better way to create safe cycle lanes than to change Harewood Road from four lanes to two.		
38152	Should be using Sawyers Arms Road where there's already a cycle lane to railway line, rather than the huge & unpopular up heaval of Harewood Road. No to cycleway - major disruption to Charity Hospital access - tragedy to remove trees down Harewood Road. Yes to traffic signal on Harewood Rd & Bishopdale roundabout.	Sam	McLean
38151	Hello, I would like to express my view that I am opposed to reducing Harewood Road from two lanes in both directions to one lane in both directions to accommodate the new proposed cycleway. Harewood Road is a feeder road for the airport and the businesses and infrastructure in the airport vicinity. I believe that reducing Harewood road to one lane both to and from the airport area is a shortsighted vision and will ultimately create traffic congestion in the long run.	Tiffany	Parish
38149	As a bike rider I feel this wheels to wings is a total waste of money because where you are going to install it it is On a very safe and wide part of Harewood Road. My suggestion which is the same as many other people I have spoken to what we need our lights at the intersection of Hillward and Gardners Road	Ian	Nicholas
38143	We are against the proposed changes. As a resident for the last 47 years I am against the proposed cycleway Harewood Rd is a main thoroughfare to and from the airport, narrowing the road would cause more congestion and accidents. As there is very few cyclists it seems idiotic to make a cycle lane blocking parking outside our homes and affecting businesses along the route. Cutting trees down is totally against the garden city we promote ourselves to be. If the trees are diseased then replace them but to eliminate altogether is a shame.	Arnold	Jordan
38136	Regarding the proposed closing access to my property from Harewood Rd. I am the Landlord/owner of 146 Harewood Rd. My current tenant is a dental business (Team Dental). I have changed the use of the property from residential to medical in 2003. We have provided our own onsite parking for the property. The proposal will ruin any current or future tenants use of the property. This will obviously impact upon me financially.	tom	Egnot

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38135	As a property owner I object to all proposed changes to Harewood Road. Seems to me that the process has been rushed through. There are way more changes that need to be made in the City that benefit all Ratepayers.	mary	crowley-smith
38130	I am a member of the Christchurch North Methodist Parish on the corner of Harewood Road and Chapel Street. I am against the cycle way being proposed along Harewood Road. We have many community groups using our facilities and to create a one way only out of Chapel street will greatly impact on our Parish. Many groups using our facilities are there for longer than the 120 minutes proposed parking along Chapel Street and taking away the parking on Harewood Road will also create difficulties for groups using this for parking. We have funeral businesses also using our facilities and the proposed closing off of traffic existing onto Harewood Road will greatly impact on these people.	Rosalie	Allen
38128	My objection to this plan is essentially that I am against the 2.2m wide separate cycleway and the reduction of the traffic lanes in the Breens/Gardiners Rd to Crofton/Trafford St section of Harewood Rd. Harewood Rd is a main arterial road linking traffic from Johns Rd/SH1 with Papanui Rd and the city's central business district. Traffic flows in this area are probably in excess of 15,000 vpd, verses cycle numbers of maybe 200 or less per day. The cycle path does not need separation from the pedestrian path. By using a a combined cycle path/footpath and a mountable kerb, parking and traffic lanes can remain at 4 lanes, with maybe a slight narrowing of the central median and will allow the trees to stay. A 3.4m wide combined pedestrian/ cycle lane will essentially fit within the existing footpath/berm area. Any extra width need to fit in parking and 4 traffic lanes could be taken from the rather generous 4m wide central median. A good example of a similar cycle/pedestrian path would be Rutland St in the section north of St Albans St. I think that ChCh ratepayers are generally unhappy with 2m+ wide separate cycle ways and removal of parking on busy streets in the city. For example St Asaph St. Surely a combined cycle/footpath would be a cheaper alternative, with little or no effect on traffic or businesses along Harewood Rd.	Norman	Pilling

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38117	I disagree with the planned cycleway that is proposed by the council. Harewood Road is a busy thoroughfare and as such needs the four lanes which it currently has. There is a lot of traffic flowing on this and reducing it down will lead it to have more congestion. There have been more over 60's units built on Harewood Road recently and those occupants have no off street parking for their visitors or carers which they will increasingly need. Copenhagen Bakery needs the street parking for its business to survive. The Charity hospital needs it full accessway which it currently enjoys. Leave the road as it is.	Vicki	Withers
38107	I have attached a PDF with the write up of my suggestions for the proposed cycle-way.	Matthew	Gacsal
38102	I'm very pleased with this design. Harewood Road is currently a high risk corridor, mostly due to the unnecessary dual carriage section between Crofton Road and Greers Road. This section encourages motorists to drive greater than the speed limit and has no real benefit in relieving congestion as each end of Harewood Road (towards either Russley or Papanui) reverts to single carriage. At present Harewood Road is not well suited to cycle due to the nature of the vehicular traffic flow and many parked cars alongside the carriageway gives cyclist little buffer and adds many pinch points. There are schools along this route and children are unlikely to travel to school by bicycle with the street's current state. The traffic lights installed along the route will be welcomed by all road users. Many of the intersections are unsafe (in particular the Breens/Gardiners intersection) although this is partly attributed by the fact this is a dual carriage, intersections at these roads are always more dangerous. Parking restrictions on the parking that will remain after the project will also be welcomed by many. This will maximise turnover by encouraging short term stops rather than cars occupying the space long term. There is still an abundance of parking for those who are prepared to walk a little bit further.	Alex	Fletcher

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38099	I fully support the cycleway construction, route and general design. I am a regular commuter cyclist, formerly on the Uni-Cycle route but having recently shifted house I no longer have a major cycle route to ride on my commute. Instead I am stuck in a poor quality cycle lane on a busy road, with traffic and large trucks passing close by, frequent broken glass in the lane, and at risk of collision with cars turning in front and cutting me off. Although I will not regularly ride this cycleway, I want to lend my support as I can say from personal experience how much better a cycleway like this is to ride on! And it is vitally important that we make it easier for people to cycle regularly, for so many reasons: - Climate change ie getting people out of cars and into carbon neutral modes - Physical health ie regular exercise rather than sitting in a car - Mental wellbeing ie the positivity that comes from being on a bike - Traffic congestion ie minimising the number of cars on the road So it is essential that this cycleway goes ahead and delivers a high quality, safe, accessible and convenient route for cyclists. It is clear from the negativity in the media that some changes are needed, but these changes must not sacrifice the cycleway quality. I think it is a great balance reducing the vehicle lanes from 4 to 2 whilst retaining parking and adding the cycleway. I would like to lend my support to the Spokes Canterbury submission. I support all of their recommendations, with some exceptions as detailed below. Firstly the Bishopdale roundabout is a total bottleneck for cyclists with FOUR sets of traffic lights to cross to get from one side to the other. Given that the crossings are are shared with pedestrians with tight corners and never going to be synchronised for everyone (no matter how hard you try to "minimise delay") so this is going to make it a frustrating section to ride. The council is also at risk of being mocked for having so many traffic light poles, as has happened before! An alternative to the proposed treatment (from east to west) is to retain the two-way cycleway further along Harewood Road, with a crossing at Highsted Road. Then a crossing at the western end of the roundabout (separate pedestrian and cyclist crossings please) to allow cyclists to cross to the one-way cycleway on the south side. This reduces the number of crossings for cyclists from 4 to 1 or 2. It reduces the complexity of the intersection and means the existing trees may be less/not affected. It does reduce the provision of crossings for pedestrians, but additional pedestrian only crossings could be added where suitable. I would like to see the Sails St and Chapel St intersections changed to be cyclist priority. On Sails St, there is plenty of room for cars to wait to allow cyclists to cross, and then to wait before entering Harewood Rd. Similar could be achieved on Chapel St by adding a curve to the cycleway, so this intersection can work in reverse. Raised tables and suitable signage would reinforce the giveway expectation, and the visibility is good for both intersections. The advantage would be that cyclists on the MAJOR cycleway can continue unimpeded by infrequent vehicle access on these minor roads.	Arthur	McGregor

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38092	The design is bold and rightfully so, no point building cycling infrastructure for our communities if it is not the best we can offer them. The current design as it stands I believe should go ahead asides from any minor alternations that are required. Downscaling it like critics want would be a waste of a world-class infrastructure project.	Ryan	Banks
38089	This is a great idea!	Jason	Motha
38085	I'm writing to express my concern as a Bishopdale resident and a Bishopdale ratepayer the proposed changes to Harewood road and to the trees on the round about of Harewood road and Highsted road. I'm not sure quite sure where to begin but Il begin by saying I'm disgusted at the proposal. The trees are a land mark for Bishopdale and have been around I'm quite sure longer than whoever is proposing this silly idea in the council to get rid of them all for some "cycle lane". This is Christchurch, the 'Garden City' I'm disgusted it's very council is proposing to down such land mark trees of this suburb. One that is sure to meet a lot of visitors coming down Harewood road from the airport. As for the reducing of Harewood road down to one lane for the cycle lane further reducing parking this proposal is just a further demonstration of council incompetence to even propose the idea. I can't say enough how disappointed I am to have such poor leadership in my home city. The east side of Christchurch's roads are still in poor condition from Earthquakes happening over 10 years ago. These are apparently "a priority" for the council to remedy, meanwhile they do nothing. While at the same time you propose a massively unnecessary expensive cycle lane on the other side of town. Why at a time when international revenues are down is the council proposing an unnecessary design change that will cost the rate payer millions? This is a clear demonstration of poor leadership and thinking that exists within the Christchurch city council. I wish to express my complete dissatisfaction for the proposal put forward to the changes and can only hope democracy will prevail in the proposed changes not going ahead.	Daniel	Hayes
38083	No way should this stupid idea go ahead, the money put aside for this project could be better spent, remember its the rates you are spending, and at the level they are at we can not afford this project. and as a rate payer I am very much against such waste of money.	Janet	Reeves
38081	As a cyclist who daily cycles in this area and uses the Johns Road underpass often I feel that although I value and use cycle ways, that this an expensive and unnecessary plan given there is a cheaper and less disruptive alternative in siting the cycle way in Sawyers Arms Road. On exiting the underpass under John's Road bikes enter Waimakariri Road from here a left hand turn takes one to Sawyers Arms Road and a right hand turn to Harewoord Road -(at present the planned route) Sawyers Arms Road is a viable alternative for a number of reasons. There is plenty of room on the North Side of the road for a cycleway up to the Gardiners Road Intersection which already has lights. Up to this point a simple green painted cycleway with white lines would suffice. From Gardiners Road to Highsted a painted lane may be fine or at this point a seperated cycleway could be constructed. At Highsted Road roundabout, lights could be installed for safe passage of ALL traffic. At present this is becoming more and more dangerous as large truck and trailer units speed through the roundabout, especially from the north, without giving way to traffic entering, or already in the roundabout on their right. I have had to stop a number of times when actually in the roundabout in my car as a large truck speeds through. I am surprised there has not been a major accident or fatality already. The lights would also help ease congestion at the choke points of the day 3-30pm and 5pm-6pm	Jeanette	Shearer

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	From highsted Road to Greers Road could be a separated cycleway with a solution of lights at the Greers Road intersection - already another dangerous intersection where right turning traffic from Main North Road into Sawyers Arms and right turning traffic from Greers into Sawyers Arms at the dog leg intersection, often vie for the small areas of turning lanes. From here the cycleway could continue to join up with the existing cycle way at the railway line - directly ahead using the purpose built track through to Grassmere Street and the Cycleway into the city or right using the cycleway alongside the railway line to the cith via Hagley Park. This alternative plan would be a lot cheaper and more sensible given the disruption to businesses and hospital on Harewood Road but also because of the traffic congestion already happening at the railway end of Harewood road caused by expansion in the area - ie Mitre 10 and NorthLink. The volume of traffic makes it difficult for cyclists to cross Harewood Road at this point. School children attending Breens Intermediate and Burnside High or Papanui High could benefit from lights (as could all other traffic) at the Harewood/Breens intersection and other school children are able to access schools on either side of Harewood Road by using the quieter side streets. Most schools in the area have Zones that do not cross Harewood Road so there is little need of a cycleway there for primary school children. As a ratepayer and I cyclist I ask that you rethink this expensive plan and look at the cheaper alternative I have suggested.		
38078	This cycleway is absolutely essential! I live in the area and cycle daily. It is scary and dangerous - cars drive way faster than 50km/h and leave almost no space for cyclists. The claims from the bakery surprise me as having cycling path means more people could go for a leisure cycle and visit their premises, not to mention mobility scooter users.	Aleksandra	Pawlik
38075	Well once again the council is going to change things without thinking it through. Number 1 is the council have allowed people to subdivide their sections which most of those houses only have a single garage and most of the houses have two cars which means some of the others have to park on the road. Number 2 a lot of the houses on Harewood Road have people flatting so they also have to park on the road too. Then number 3 we have a funeral home on the corner of wilmot st and Harewood Road which they also only have a few parks inside so the other people have to park on the road. Number 4 we have about 6 rest homes which don't have much parking so they too have to park on road while visiting their loved ones. The other thing about that is there are a lot of elderly people visiting and they cannot walk far so they need close parking near the rest home. Also would like to say the council are raking in all this extra money from all the people that have subdivided their section. I have seen a lot of the cycleways that have been put in and hardly anyone using them. Then we have business like Copenhagen and they have a great business their so that will effect them. People have lost a lot of income with closing down for covid so I think it's about time the council just leave things the way they are and give people some breathing space	Karen	Clack

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38074	This cycleway doesn't look like a great idea. The road layout will exacerbate congestion at Bishopdale roundabout. I am concerned about the access to Bishopdale Mall from Harewood Road. The Changes to Roads section of the proposal does not say anything about this but it will need to be addressed as it is already a problem with just vehicular traffic, never mind a cycle lane. I am disappointed that the trees in the roundabout would need to be cut down. Planting fast growing exotic species just sounds like a recipe for trouble in the future. I am very much in favour of traffic lights at Breens/Harewood intersection. This has been a dangerous junction for a long time.	Margaret	Grant
38073	The project is flawed because the concept of having a cycle way on a key arterial Road is misguided. You cannot open a significant retail precinct on Langdons Rd and then proceed to block off two access ways of Harewood Road, thereby funneling all the traffic into Chapel Street, which is already over-utilized from traffic coming out of Mega Mitre ten. This design would also see an increase of traffic volume at the T Section of Langdons-Greers Rd. An argument could be made that more access roads are needed in this area, not less. The roundabout at Highstead Road, while not the best design does it's job and the traffic flows through it, so doesn't need fixing. If traffic lights are installed at the roundabout and Gardiners Road, this will result in traffic piling up behind right turning vehicles turning right into Highstead and Gardiners Roads. These are only some of the drawbacks.	Ron	McTaggart
38070	CCC MCR Wheels to Wings Submission Thank you for putting forth a plan. As offered it already makes far too many concessions to those who insist on driving and on street parking. For proper cycling infrastructure to be built it would be better to start with what is needed and then compromise as required then to offer a compromise that gets further compromised. CCC has Cycling Guidelines. This plan does not even implement those very basic requirements. At a minimum redesign to those guidelines. Better yet, exceed them. Bi-directional shared paths must be at least 4 meters wide. Any less and there is conflict leading to people feeling unsafe and returning to driving. The project uptake is not achieved and the critics claim the win citing “no one wants to”. Please stop catering to failure in hopes of mollifying the NIMBY’s. They cannot be mollified, especially with opportunistic politicians goading them on. You have hundreds of submissions to read. I will let the cycle groups, the pedestrian groups guide the process and point out the specific shortcomings. Read them, heed them, and implement the changes they suggest.	Dirk	De Lu
38066	I support the concept design and look forward to riding to the airport	Richard	Rattan
38065	We do not support the design of this cycleway. We do support traffic lights at Harewood- Breens-Gardiners Roads. Personal concerns - Harewood Road is out major access route to our local shopping entre, church, parks, doctor, pharmacy, city & airport. Concerns for others - Harewood Road is used for access to 4 schools, 3 rest homes, 1 hospital our medical centre, 4 churches, YMCA, Library and several other businesses. We are concerned this will affect all of our community and flow of traffic/parking. Suggestion - Traffic lights at Harewood/Breens/Gardiners are an absolute and urgent necessity. Leave Bishopdale roundabout as is but with lower trees and trimmed plants for good visual safety	Bruce & Denise	Garth

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38063	Tena koutou katoa, I am an occasional visitor to Christchurch and my partner grew up there. We fully support the Wheels to Wings Cycleway proposal. Christchurch is in a good position to prepare for new transport and climate change realities and to promote a real shift in transport modes. The City is largely flat and can accommodate significant increases in cycle traffic. To do so requires safe and comfortable cycle routes that are suitable for different cycling modes including trips by children, commuters, ebikes etc. Lines on asphalt are not enough. We commend the Council's initiative and are somewhat bemused by the backlash to the plans as reported in the media. Nga mihi nui	Hans	Van Kregten
38061	I think that reducing roadside parking on Harewood Road is not a good idea especially close to Copenhagen Bakery. A lot of older people in the area meet at the bakery and need to park close by, people won't go to a place that they can't park nearby and I think it will kill their businesses. I also feel that as a ratepayer the money would be better spent on repairing and updating infrastructure rather on cycleways that only a few people will use. A massive waste of money.	Pauline	Paesler
38060	I would like to endorse the broad concept of the design. As a retired person who is seeking to be more cycle mobile, I am definitely looking for way of moving around the city that are safe. This proposal will now make this part of the city now an accessible roadway on the bike. Without the proposed changes, I would not consider biking on Harewood Rd. I am pleased that you are future thinking and even though there will be short term inconvenience, the new normal will make for a city that gives safer options to a cyclist.	Kathy	Mayes
38059	A simple painted cycleway on Sawyers Arms Rd. 'W 2 W' is over engineered, complex & expensive!! On road parking is currently well utilized. During non rush hours I may see 1 cyclist. Has a cycle count been done on completed cycleways e.g. Linwood Avenue. Too disruptive to existing businesses. I have had reason to use/visit Wesley Cove, Camillia Court, Albarosa & Bethesda Residents. Overflow parking o the road is present much of the time. Speeding cyclists on the cycleway in St Asaph Street - A Left turn into a business is rather hazardous as a car driver. I have lived here since 1968	Pat	Dunstan
38057	1. Christchurch North Methodist Church – Cnr Chapel Street. It is ridiculous not to have vehicle access up to the door of the church, what about hearses, wedding cars, ambulances, dropping off elderly folk? 2. Have you tried to get out of Chapel Street into Langdons Road? Since the new shopping centre there is always a bottleneck there. To deny being able to get to Harewood Road by Chapel or Wilmot Street is just going to compound the difficulty & increase the traffic especially when all the school cars are parked 3. There are more cars parked on Harewood Road (at night) between the two ends of Harris Crescent than will fit on one side of the road if the cycleway comes	Doreen	Hudson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
38055	1. 6 Traffic lights at Bishopdale – slows traffic & increases CO2 emissions – doesn't improve air pollution (Climate Change) 2. We support traffic lights Harewood/Gardiners/Breens Rd but totally oppose proposed cycle lane down both sides of Harewood. Grass berms could easily be extended for a traffic lane & storm water outlets easily strengthened to carry cycles, leaving Harewood Rd with 2 lane traffic and car parking 3. Elimination of carparks will cause considerable hardship for private residents especially the residents on the eastern of Gardiners/Harewood roads corridor. She uses a walker for mobility, and relys on carers, cleaners, gardeners and lawn mowing – all need & use vehicles (a bus stop almost over her driveway*) Carpark required for her social interaction. We turn left into her property & almost rear-rammed by speeding traffic with 2 lanes. Worse with one 4. Sufficient lighting down Harewood Road – centre big trees sometimes block light. Too bright for residents to sleep well 5. Overflow traffic will use Langdons Road which is too busy now * No parking Harewood Road to Kamahi Place proposed – for Gardiners Road. Real hardship for Mrs Uhr	RE & RJ	Griffith
38050	Please see the attached submission	Douglas	Johns
38048	I support the implementation of the Wheels to Wings Cycleway and continued investment in cycle infrastructure in Christchurch.	Mitchell	Cocking
38047	• Bus stop outside Northlands is dangerous at times particularly when you have to walk to the road to get along there. • The path that runs parallel to the railway line was first of all a footpath – for feet not bikes or scooters. I am forever having to dive into the bushes or somehow get off the path because cyclists seem to think they own it. They don't slow down, stop, or give way, and many are abusive or ride directly at you – very few thank you if you step aside, and why should walkers have to be the ones who get off the path all the time. Even on footpaths each side of most roads there is the same problem with cyclists & scooters on footpaths. Many have disregard for pedestrians and are often quite rude and ignore lights also. • To shut down Chapel Street is mad. Ever since Mitre 10 went in, it is really crazy as a pedestrian and as a driver getting in and around this area – even just to walk across Matsons Ave / Harewood Road corner or Chapel Street Harewood Corner, let alone get across or around Langdon's Road / Chapel Street Corner. Getting to a bus is also difficult, because of traffic flow & Mitre 10 entrance/exit. • We no longer have a bus that goes down Harewood Road / Papanui Road and then directly into the city Why Not??? There used to be a very good Harewood to Cashmere bus service. Can we please have it back? So that we can access medical & other services via Papanui Road without having to get 2 different buses. Bring back our bus service. • There are streets where you step out of the bus into a cycleway, how very stupid is that!! • Garden beds at street corners – also very stupid. They narrow the street, reduce access & exit, and obscure good vision, and also make access very difficult for emergency services. • Rebuild the city – before thinking about cycleways • Resurface footpaths & roads properly don't keep digging them up all the time. • Many cyclists are ignorant, arrogant, and do not give way to or respect pedestrians (or car drivers). I walk everywhere but also have a licence. • We were taught to ride single file & as far to the left & close to the gutter as possible – we did not need thousands of dollars' worth of painted lines & raised curbs. Raised curbs are dangerous! • There are so many markings on the roads these days that in some areas it is difficult to see which lines you should be following	R	Riley

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	• Roads should be widened not narrowed – after the earthquakes was a perfect time with a clean slate to put this into effect – what the Council has done has made it dangerous, chaotic, messy, reduced access and is now bringing that same difficulty of that same difficulty of parking and getting around into the suburbs. • Curbs are yet another obstacle when trying to turn, get out of a driveway or get across a road. They prevent access & reduce or do away with parking which also prevents you having visitors. What is the point of attending a Hearings Panel meeting?? I tried to meet with people at Bishopdale only to be told the decision is already made.		
38045	absolutely pathetic!	Darryl	Strangman
38044	I strongly support building the Wheels to Wings cycleway as it will provide a necessary link in the Christchurch network of safe cycling infrastructure. Having a safe cycleway to the airport would be such a win! And there are so many shops that would be more accessible to cyclists too (because of course we do spend money in shops just like car drivers). Lots of schools on this route too which would benefit. Please build it!	Jenny	Adamson
38042	Cycleways are great but this design needs more work. It is not feasible to change traffic flow in Chapel Street & Sails Street without considering the traffic flow to and from Langdons Road. Traffic is already congested on these streets due to the increased traffic flow on Langdons Road. Consideration should be given to using the existing footpath and grass berm as the cycleway as this would enable all the parking to be kept along Harewood Road. There are inherent risks in putting the cycleway through the middle of the roundabout at Bishopdale as it will stop the flow around the roundabout. It would be better to keep it to one side of the road with lights controlling the flow there than in the middle of the roundabout. There is demand to have four lanes on Harewood Road, so to reduce this to two lanes will increase congestion and traffic will flow over into more suburban streets. There is demand for parking along Harewood Road and to reduce this would cause undue hardship to those living, working and visiting people living on Harewood Road. I understand the Christchurch North Parish, the Chapel Street Centre, consulted with the CCC regarding their entrance to the church. This plan would make it extremely difficult if not impossible for hearses and wedding cars to use the premises as they would not be able to exit into Chapel Street as it would be too tight a turn. This seems unfair and unreasonable considering the consultation with the CCC during their design process. The Chapel Street Centre serves the community with many different community organisations using the premises and this proposed change to the traffic flow would negatively impact the access and parking for the users of the building.	Carol	Barron
38018	It'll be good to have more cycle ways	Wei Ping	Chew
38012	I'm so happy to hear about the proposed change and in support of removing lanes and parking for cycleways. I'm very sad to hear that community groups of old change resistant people and specific business owners are trying to use their privilege and entitlement to unfairly influence the outcome of this proposal. I hope that this council has the ability to proceed with the future focussed progress of this city and is aware of the change resistance movement that is working against the ability of our city to progress and change in line with the need of the youth and diverse population that are typically under represented in the community using the traditional methods of consultation. Ie this feedback form suits wealthy retired middle to upper class white business and home owners and does not reach out to those who would benefit most from these proposed changes. I hope that council does not back down due to a skewed demographic representation opposing the changes	Sally	Mulligan
38008	I feel that Harewood Road needs to remain as is - certainly not narrowed in anyway!!! I certainly do not wish to see Chapel Street entrance narrowed and blocked off from traffic from Langdons Road. Please use the money to improve existing roads -- ie Port Hills Road Ferrymead.	Noelene	Hodder

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37999	This design does not reflect the needs or road use of the local community. Harewood road is one of the most direct and easiest routes to travel from Papanui to the airport and/or to head north or south on Greers road. The mix of one and two lane sections allows traffic to flow freely from Harewood road and to turn left or right into Greers road, or to proceed smoothly through Bishopdale towards the airport. The reduction of two lanes to one lane with a resulting loss of parking, plus the addition of multiple sets of traffic lights will make this route congested, much slower and increase commuter dissatisfaction with the CCC goal of creating multiple expensive cycleways that few people use. Why is the airport picked out as a cycle destination - this is illogical and can not be based on data related to the numbers of cyclists using this route. People do not bike to or from the airport as a destination. The roundabout at Bishopdale is one of the best free flowing roundabouts in Christchurch. Installing 5 sets of traffic lights at the roundabout for the minimal benefit of very low numbers of cyclists will create commuter frustration - especially the two traffic lights proposed for the actual roundabout. A set of lights at Gardiners/Harewood/Breens road makes sense as Gardiners road is a feeder road with moderate traffic volumes to the Papanui-airport route. The proposed one way traffic in Wilmot street will force larger traffic volumes onto Langdons road which is already overloaded from large volumes of traffic due to the new retail hubs. An alternative route for a cycle route would be to place power services underground on the Bishopdale/Casebrook side of Harewood road and to locate a cycle lane along the berm. The removal of any trees along this route is a travesty that defies logic.	Alan	Geraghty
37989	Concerns: 1. Lack of Benefits – What are the benefits? - What is the present cycle usage on Harewood Road? - Does the present use and likely future use justify a project of this scale and cost? (Evidence/Reports/Studies?). - What is the accident history for cyclist on Harewood Road and is this a significant factor compared to other roads in general? - What were the factors that were considered before this project was proposed? - What are the findings of studies (have there been studies?) into cycleways that have been commissioned already in Christchurch in terms of before/after usage and the effects on the communities involved? - How do we know cycle ways are required in general? 2. Safety – Reducing the width of the lanes will create a potential hazard when vehicles are turning into properties. This is due significantly less room for traffic to navigate around turning vehicles. Drivers turning into properties will be under more pressure to turn quickly because of the build up of traffic in their mirror. Such pressure may result in poor decisions being made with the potential to cause collisions with cyclists or pedestrians. The risk of nose to tail vehicle collisions will also be increased especially after traffic merges out of traffic lights. 3. Traffic Congestion – Reducing the width of lanes and reducing two lanes to one lane will create ‘bottle necks’ resulting in further traffic congestion in what is already a very busy road (especially at peak times). Recycling/refuse collections – Trucks may block traffic all the way along some single lane sections. (This would need to be checked in more detail to confirm). 4. Negative effect for local businesses – Loss of customer parking may have negative impact, in some cases resulting in business failures. 5. Loss of car parks – We will lose the car parks outside our house which will mean no parking for family and visitors and may also have a negative effect on property value.	Rhys	Blair

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37988	I think the proposal is a great one. It adds another dimension to the cycle trails around Christchurch. The city is becoming well known for its cycling friendliness. It is great as a cyclist to ride on the trails that are safe and away from the cars and trucks. I feel so much more confident riding in the designated lanes. Keep up the good work.	Owen	Hoddinott
37987	We don't need Harewood Road dug up. All we ask for is traffic lights at the corner of Harewood, Breens and Gardiners Road. Also the footpaths need resealing for the pedestrians. There are many more people out walking than biking. What you plan to do is quite unnecessary and a waste of ratepayers money.	Averill	Norman
37986	1. Harewood Road is a major arterial road to the airport. Reducing it to one lane each way is going to exacerbate congestion 2. The traffic which comes off Johns Road at Gardiners Road off ramp will need to cross Harewood Road or go down Sawyers Arms Road and into Highsted Road. In rush hours in the mornings and evenings Highsted Road is already clogged for periods. 3. Buses have to stop outside the cycleway and passengers when alighting the bus are not used to having cyclists coming in their path. I have seen a passenger almost step in front of a cyclist when alighting from the bus. If there is only one lane buses will impede traffic when letting passengers off. 4. On Colombo St Nth. The interrupted kerbing outside the cycle lane makes it very difficult for cars to turn into gateways without slowing right down to make a right angle turn. This will also slow traffic. 5. Wairakei Road already has a no right hand turn onto Johns Road as does Gardiners. This means a lot of traffic is already diverted to other roads. Whilst Harewood Road will still have a right turn with only one lane heading to it there will undoubtedly be more congestion. 6. Rubbish bins will be placed on cycleways for collection which makes it more dangerous for cyclists. 7. Lights at both ends of the Bishopdale roundabout will impede traffic progress considerably and as consequence a lot of people will not go to the Bishopdale mall which is already in trouble customer wise. 8. The Charity Hospital and Copenhagen Bakery both depend on on street parking for their survival, as do other businesses, Copenhagen bakery often has cars parked both sides of the road of about upwards to 30 cars. 9. A suggestion that the berm be cleared and turned into a cycleway beside the footpath 10. In case you are wondering I do ride a bike to get around locally	Neil	McNabb

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37980	I am opposed to some of the proposed changes to Harewood Road associated with the planned new Wheels to Wings Cycleway, especially the changes associated with the Bishopdale Roundabout. The removal of the well-established trees from the centre of the Bishopdale Roundabout would be an environmental and aesthetic loss to the area. An alternative, to avoid the necessity of the removal of the large and impressive Eucalyptus, is to confine the cycleway to the North -East side of Harewood Road from Papanui to the start of Nunweek Park. This plan would avoid the necessity for lights on the roundabout and thereby maintain a steadier flow of traffic. A combined footpath and grass berm on the North-East side would produce a path 3 to 4 metres wide. The combined footpath and berm on the other side of the road is seldom over 2 metres wide. Also, the North-East side of the road has fewer side roads to cross. I envisage that all side road crossing would have push button lights arrangement such as on the Blighs Road Northern-Line Cycleway crossing and as such would only operate when cyclists and pedestrians where present. Another advantage of this plan is that the southwest side of Harewood road could be left for car parks for the likes of the Charity Hospital and Copenhagen Bakery patrons. A problem for me with the proposed plan is the lack of car parking at the Copenhagen Bakery. I meet once a month for lunch with three other people two of whom are physical challenged and as a result can only travel by car to this venue. Typically, the lunch time clients are elderly and are generally not cyclists. 5 day a week cyclist along Harewood Road and the Northern-Line Cycleway.	Drummond	Thompson
37978	What a glossy presentation for the cycleway. As a resident and regular user of the roads affected by proposal for a cycleway and cyclist safety and the underlying results for us who live in the area. There are many concerns that will have consequences if the proposed plans proceed. Questions requiring answers: 1. How many of those who are responsible for this plan live I the area? How much of our rates are required? Why is this plan being introduced when other desperate areas in need are not being addressed? The number of cyclist usage? 2. The removal of trees which are an identity of Bishopdale, the aesthetic and mental health benefit from them and the spring bulbs. Certainly appreciated due to the earthquake and covid. The tree cycle enables the cleaning and absorbing airborne particles and gaseous particles through their leaves. Improves the air, a need with the number of traffic and shoppers. It is also habitat for birds. Is Ecan involved in this process? At this early stage evidence of wrong choice of planting on the new Cranford motorway roundabout grasses due to their height obscures views of vehicles approaching for the east side. What are the chances and guarantee that there will be no repeat of error replacement. 3. The picture and ideas for the shared walkway how much. How long a time and monies required. Road works we have experienced interminably long time and distracting. Due to water pipes, drainage etc. What is the overtime estimated for such work? 4. In your plans the useage of cycleways to commercial areas in Harewood detracts from our Bishopdale commercial businesses. The lack of parking lessens access to Copenhagen Bakery, shops at Trafford St. Green grocer, rest homes and very important identity Charity Hospital 5. Parking in Sawyers Arms Road near Northland and the cycleway and the parked vehicles there leaves a lot to be desired and will this be a pattern for Harewood Road, and idiotic event resulting in badly repaired road. The ending of two lanes in favour of cycle lane resulting in more banking up of traffic. Especially Harewood road over Greers. Omission of right hand turns access and exiting of mentioned streets and introduction of Cul de Sacs who benefits. No access to Langdon rds. Parking in Harewood and Breen's Road will be limited does the disruption to parking at the elephant park and the effect of parking for Harewood School not regarded. Concern of the long time required for such a big change in this area will result in a worrying concern, to the local people.	Rangi	Bootsma-Hey

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ID	Please provide any feedback you have on the proposed design	First name	Last name
	• What provision is made for right hand turns from Leacroft Street into Harewood Road? • What provision is made for right hand turns from Cotswold Avenue into Harewood Road? • Explain Chapel Street entry, the information sheet looks to have a new entry through the rest home to a roundabout, supposedly to the rear entry to Mitre 10. • Will there be right hand turns from mitre 10 car park into Harewood Road? • What happens to the turning bay in Harewood Road between Greers Road and the mall roundabout? • How does the north side of Harewood Road outside the Caltex Station suddenly become two lanes approaching Highsted Road? What about the bus stop at the corner?		
37977	Super excited that another cycle route is being developed! Absolutely LOVE all the new cycle ways that Christchurch has developed already and can't wait for more. It helps us to get out and see more of our city, my family has enjoyed getting out on our bikes more. It feels so much safer to ride a bike when there is a cycle lane. Thanks to all involved in planning these routes. This particular route out to the airport will make it so much safer for cyclists, and I'm really glad that there will be lights going in at the Breens Road intersection too. As a driver this is a frustrating intersection when trying to cross Harewood Road to Gardiners Road.	Kerryn	Christensen
37975	The proposal sounds good. My only concern would be the off-road parking for the Copenhagen backery and residents that park their cars on the road. There seems to be plenty of space to keep road parking and a cycle way....the grass verge is doing much these days...improvements shouldn't hinder local businesses either. Perhaps the cycle way should be on the east bound side after gardiners road, as that is the side the underpass is on. thank you	Ellise	Bennett
37972	I think adding the Wheels to Wings route to the existing network of cycle paths in the city is excellent. Not only will it provide safe cycling routes for people of all ages in the surrounding suburbs of Bishopdale and Casebrook, it will also offer a direct cycle route to/from the airport, an option which currently doesn't exist. Cycle paths future proof the city, encouraging cleaner, greener modes of transport to work and for leisure. Having a connected network linking all parts of the city ensures greater use, and better acceptability of cycling as a viable option. Personally I now use the cycle paths for leisure rides, a delight after battling with traffic on crowded roads when I did bike to work. It's a pleasure to see the cycle paths used by everyone, from young to old, and building the remaining parts of the proposed network will provide so many more cycle options. I recommend that you go ahead with the proposed path.	Eileen	Kerr
37970	This is a terrible design that will do nothing but add congestion. I live on Greers road and believe this design will just add more traffic to langdons rd. The sealing of the streets like sails and church will make accessing Hoani st problematic. Additionally with all the housing development there is sense in decreasing harewood rd down to 2 lanes. What is worse is the share amount of money being spent on less than 1 percent of people who use this road. Additionally putting lights on the bishopdale roundabout is the moronic thing i have seen. What is the current fascination with putting cycle ways along side busy roads, I think more creativity is required.	Aaron	Cumming
37968	I am really opposed to the cycleways which are proposed for Harewood Road. Cycleways as such if they are constructed away from the roads are safer but if they are part of the road they do not fulfill the purpose of safety. I have travelled up Harewood Road for a number of years on my way to work out by the airport and have not seen sufficient numbers to justify this expense when there are many streets around Christchurch which are a disgrace to our city - never mind the damage that is being done to our cars. Aside from that the Council has not given any consideration to the effect it would have on the residents of Harewood Road. It would take away parking so that family and friends could not visit them - this would have a profound effect on people's well-being and mental health. It is certainly not BEING KIND which is what our Prime Minister is promoting. I would also like to point out that there are many people out in the community who require in home assistance whether it be in the form of nursing, personal care or help with housework. HOW ARE THEY GOING TO BE ABLE TO SUPPORT THESE PEOPLE IF THE ON STREET PARKING IS TAKEN AWAY??!!!! PLEASE do not waste our rate-payers money on any more cycle lanes unless they can be constructed away from our present streets. Thank you.	Dawn	Rountree

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37962	I am very much against the proposed changes to Harewood Road to accommodate cycle lanes. Having in the past worked in the area, and regularly walked along Harewood Road, I do not consider the volume of cyclists using this area sufficient to compromise the needs of local businesses and residents. Also, as someone with mobility issues I am becoming increasingly frustrated about how difficult it is to find on-street parking when visiting both people I know and businesses because the sides of roads have been re-allocated to (barely used) cycle lanes. Cycleways may increase safety for some cyclists, but they also reduce independence for people with disabilities when they can't get parking close enough to where they need to go. Dedicated cycle lanes may have their purpose in some areas - but not this area - and not taking up such a large part of the road. The roads are for everyone to use - not just cyclists!! (I should add I have been an avid cyclist in the past - and I never had the need for a dedicated cycle lane when I was out and about on my bike). If you can create cycleways without reducing the traffic volume and without reducing parking for residents and other motorists, then that is a different story - but sadly, that is not the case on this occasion. How about the Council spend the money on fixing roads and parks that are genuinely broken (check out the eastern suburbs as an example)... that would benefit a greater population of rate payers.	Paula	Rountree
37961	Same mistakes different street.	[redacted]	[redacted]
37957	Is this fair to businesses and residence who live on this proposed cycle route. They will be denied reasonable access to their properties due to a narrower road creating tighter turning circles to access or exit driveways. Anyone wanting to visit home owners or businesses on Harewood road will likely not have access to roadside parking nearby. This will be particularly difficult for elderly or disabled people living or wanting to visit locations along the proposed cycle route. Narrowing Harewood road will make it difficult for emergency services needing to use this road when traveling to an incident. If the road is too narrow with kerbing motorists can't move out of the way to let an emergency vehicle past. I have witnessed this while using the Antigua St cycle lane. Perhaps an alternative would be to put in bus lanes on Harewood Rd. Off peak, visitors and residences can park on the street. Property and business access along the route may get easier. Motorists can easily move out of the way of emergency vehicles on route to an incident. As a cyclist I find riding in bus lanes good. There is plenty of width and even where cars are parked in the lanes I can stay further away from moving cars. I'm not constantly crossing kerbing or switching to the opposite side of the road. If I catch up to another cyclist, I can pass. I'm not against cycle paths, I ride a bike to work most days and use paths (and bus lanes) already in place every week. However consideration must be given to residences and businesses that will be disrupted by months of road works leading to reduced access to their properties. I can hardly afford my rates at the moment. Please use my money carefully.	Alastair	Christie

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

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37953	Have you actually canvased how many people cycle to work in & around the airport & you cannot predict into the future for what you may deem x amount of cyclists to be on the road, nobody can predict the future You are putting extra Kane's where needed on busy roads yet you want to take away 2 lanes on a busy road You go on about carbon emissions but you want to take away large mature trees just so you can justify your jobs, who on earth thinks up these hairbrained schemes, you can tell your not spending your own money just us ratepayers money which we the majority think it would be better spent elsewhere It's an aging population, are we all going to one day think - let's get a bike & go and do our shopping- not You want peoples businesses to thrive in the area well just go ahead and do your hairbrained scheme and see what happens We think you have spent more than enough on cycle ways, they are under populated but you still want more, for what reason, do please explain You say you want submissions but do you listen, really listen, I think not We will take note though of who is pushing for this & wasting ratepayers money & you will not be voted in again, I think that goes for most of you with the exception of a fee	Delwyn	Foley
37951	Fantastic news, I am all for the new design and single laning of Harewood road. Just hope the seal of the road will be replaced with a quiet one along the recently chip sealed Harewood road between Greer's road and crofton road. This seal is very noisy!	Elizabeth	Zou
37949	I am very concerned about the proposed changes as a resident of Bishopdale for the last 31 years. These do not seem like improvements but a way to make our traffic congestion worse and doesn't make the area any safer	Tracey	Horsham
37948	Do not cut down the 3 trees just outside our property and at the roundabout. The trees are beautiful. Leave them alone. It takes so long for the trees to grow that big. I support installation of traffic lights I oppose reducing Harewood Road to one lane in each direction.	Mui	Chin
37940	Hello May I suggest a roundabout at the Harewood Road, Breens Rd, Gardiners Road intersection, I would have thought that makes for a better traffic flow? Especially since after rush hour that intersection is relatively quiet. I'm a cyclist and prefer roundabouts, lights are too disruptive for bikes and cars Hope that can be considered	Lauren	Kavanagh

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37931	On the whole I support the proposed cycleway and changes to Harewood Road, it can't come soon enough! I use the road as a cyclist, motorist and pedestrian. Cyclists perspective: Until recently I cycled to and from work on Harewood road, however I have largely stopped cycling to work due to the increasing volume of traffic and dodgy intersections on the road. I have been cut off several times on the Gardiners/Breens intersection (including by busses) and need to frequently check behind when cycling on the dual carriageway part of harewood road it is barely wide enough for a parked vehicle and 2 lanes of traffic let alone trying to squeeze a bicycle in beside parked vehicles and traffic flow. Returning home from work the Wooddridge/Harewood is also troublesome. I have tried other routes but they all involve convoluted paths and crossing Harewood at some point. Motorists perspective: Particularly I welcome the wooldridge/harewood controlled intersection Pedestrian perspective: After wind there is often bark from the roundabout trees over the road and footpath, the trees are too big and need to be removed or topped Concerns: The primary area of concern is the roundabout, in a vehicle navigating frequently from Highstead around the round about and heading west on Harewood requires changing lanes whilst passing Farrington Ave and negotiating vehicles pulling out from Farrington, this new design doesn't fix this and potentially make it more dangerous and to go in the way described requires changing lanes then potentially needing to stop for the new crossing outside New World. Has consideration been made to remove the roundabout entirely and replace with a conventional controlled intersection? As a cyclist heading west up Harewood, the proposed method indicates I'd need to cross to the centre island east of the round about, then cross to the round about, then cross to the west end centre island then cross to the new world side in order to continue west. This is alot of lights and changes, which will add time and perception is that it would be a nuisance. I suspect people will just continue west on harewood and try to cross the end of highstead minimising the crossing points or jumping into the traffic flow at the roundabout. In summary change needs to be made with consideration to efficient flow of cycles/vehicles whilst making it safer. Thankyou for the opportunity to submit.	Craig	McLintock
37915	Harewood Rd, changes. My wife and I are very concerned with the way members of the Chch City Council have decided to make major changes to Harewood Road to facilitate Cycle Lanes. It appears to be a done deal, even though consultations with rate payers living in the area have given little hearing although there is a strong rejection of the upgrade. The brochure that we received at the last meeting we attended clearly states the following: “Safe Cycleway coming to your area, Wheels to Wings”, this alone suggests that the Cycleway will proceed – it appears that some CC Councillors think it should be carried out with little forward thought. Some of the major issues that we object to are: All that is required are traffic lights on Harewood/Gardiners Rd intersection, this has been requested for a long time by residents and Councillors. There have been a number of collisions at this intersection – fortunately none fatal to date, to the best of our knowledge. Apparently, the reason it has taken so long, (we are still waiting) is due to budgeting issues within the CCC, but how the Health and Safety laws have been ignored is quite worrying.	Richard	Huppert

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	Harewood Road is a major thoroughfare and traffic will increase over the next 25 years, so to reduce Harewood Road to 2 lanes only, for vehicular traffic is ridiculous. Christchurch is the second largest city in NZ and the population will continue to grow –The current 4 lanes will continue to future proof Harewood Rd for this growth. If we take Brougham St and Riccarton Rd, (at peak times) the delays and traffic build up that both roads experience currently is horrendous, we will see this with Harewood Road as time passes, so why are some City Councillors so desperate to push this plan, have they got no foresight? don't they think that Christchurch will grow in population? Are the CCC Councillors unaware of the housing developments in the areas close by, i.e. Gardiners Rd. We wonder what the CCC long term plan is for Brougham St – it is a problem that gets worse and worse, maybe the traffic that goes between Rolleston and Christchurch daily, maybe rail is the answer in the future, if the CC Councillors want to begin future proofing traffic between Rolleston and Christchurch, this option should be being reviewed. The majority of local residents are against this plan and the CCC are well aware of this, but it appears that CC Councillors have their own agenda at stake and don't really care what the local residents feel, or think, as said earlier, it seems to be a "Done Deal" We appreciate that the Labour Govt has dished out cash to Councils for cycle lanes, but we are pretty sure that rate payer funds will be required to fully facilitate the project – this is interesting as we are currently seeing Christchurch walkways/parks degrading – tracks not maintained, Blackberry and Convolvulus are taking over in many of the walkways. We understand that maintenance work in these reserves is kept to a minimum, due to budget restraints. We have been told that the walkways are now only fully maintained every 18 months, however, having visited a walkway that received maintenance services recently, (after we contacted our local CC Councillor, who took the time to look for himself) we are disappointed that the Blackberry and convolvulus were not sprayed with a hormonal spray so as to reduce/eradicate the growth of these troublesome weeds. CC Councillors are voted in, (we now understand Maori are soon to be "gifted" positions within the City Wards) which is racist, Councillors represent the rate payers, it is not on for them to push this major change to Harewood Rd, it is up to them to listen to the rate payer, especially the ones that live in the area/region concerned. Trees: We can understand that some trees need to be taken down on the Bishopdale Roundabout, however, all trees in the middle of Harewood Road are aesthetic to our area and should not be felled under any circumstance, unless dangerous. We would not like to see more grasses and flax. Lastly, some city planners we met in Bishopdale told us that in an area of Papanui where a cycleway had been implemented, the cyclists had increased by 20% - percentages are being used to create a false illusion, the Planners need to advise number of cyclists not percentages. Lets face it if there were 10 cyclists before, now there are 12……		
37914	In general I am supportive of the design. Harewood Road is 2 lane from Papanui to Greers and again from Crofton to Johns, and 4 lane for the section in between Greers to Crofton so if you are not going to 4 lane it the whole way then making better use of the available space seems like a good option. Mitigating the concerns of the Charity Hospital and business's like the Copenhagen Bakery should be a priority but I am in favour of advantaging cyclists by putting them on tracks separated from the roadway. The Bishopdale Roundabout has been an ongoing disaster for decades, lights their may well go a long way to making it a safer place. Personally I would like to see the right hand turn option from Crofton Road onto Harewood Road removed in order to stop Crofton Road being used as a rat run for morning traffic although traffic flows may change once you accomplish these proposed upgrades. It is debatable whether the proposed changes will cause more or less traffic to travel along Crofton road.	Alan	Harvey
37906	I wish to object to the project. It is excessive and I wonder what it could achieve. Excessive and not necessary.	David	Eddy
37903		BalvantKumar	Shivlal
37901	I have lived in Gardiners Road since 1976. Prior to recent surgery on both knees, I regularly cycled in the area. I have several concerns with regard to the proposed changes to Harewood Road in order to accommodate the Wheels to wings cycleway: 1. What traffic counts of cycle use along Harewood Road have been carried out? What are the numbers of people cycling along Harewood Road at different times of the day and on different days of the week? I would contend that the low numbers of cyclists currently using Harewood Road do not warrant the degree of accommodation for cyclists proposed for Harewood Road.	Des	Duffy

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	The proposed changes to accommodate cyclists appear to be based on an assumption that they will generate increased volumes of cycle use along the route. For this to be a justification for such radical and expensive changes to Harewood Road is unacceptable. Are the proposed changes based on the needs of the community, or do they represent a Utopian concept of how the movement of people in the future should/might proceed. 2. Traffic lights for the Harewood Road, Gardiners Road and Breens Road intersection are an absolute necessity and this project should be proceeded with immediately without being tied to the cycleway proposal. 3. The creation of one-way separated cycleways on each side of Harewood Road between Nunweek Boulevard and the Bishopdale Roundabout (on all other sections of Harewood Road there is to be a cycleway on one side of the road only) is hard to justify. Continuing any cycleway route only along the north side of this section of Harewood Road would be a logical and less disruptive and expensive option. This would preserve on-street parking spaces along the south side of this section of Harewood Road. Re-alignment of the cycle way route through the roundabout and re-positioning of the traffic controls on the west side of the roundabout would be necessary and could be implemented without difficulty. 4. The reduction of four-lane sections of Harewood Road to two lanes is fraught with potential congestion, conflict and safety issues. Current traffic count data will confirm the high volume of vehicles using Harewood Road, particularly between the hours of 7:00am and 9:00am and 4:00pm and 6:00pm.		
37899	A lot more traffic goes down Harewood road to Northlands now since Wairekei road is only one way and cannot go down it from the Airport. Four lanes should extended to Harewood/Johns road roundabout and not end at Trafford street. There is so much traffic on Harewood road now. A lot more housing and people coming and going from the Airport down Harewood road in the near future. It would be advisable to put a footpath and cycleway on each side of the four lane road The land has allready been put aside for the four lanes for Harewood Road. years ago. From Trafford Street to John's Road. We need the four lanes for any emergency in the near future for Police, Ambulance, Fire Brigade, for the Airport, for safety and speed, they need both roads Memorial Ave and Harewood Roads. There is still room for footpath and cycleways both side of Harewood Road.	Mervyn & Paulette	Graham
37898	Dangerous. No parking for Rest Home .... left with road close where the hell do love ones park. One lane you need your head read. All you want is bikes and no cars. The money of Rate Payers you are spending is not on, need to be sacked. Copenhagen need parking. Hospital do to. Traffic lights yes, well overdue. Board members need to get into the real world. This is ChCh look at over NZ the stuff ups and money spent undoing.	Chris	Straker

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37897	I don't agree with 1 lane and no parking outside houses, businesses & rest homes. The trees need to remain. The road will be more dangerous at peak times.	Lynda	Straker
37896	Sorry against cycleway for the time being.	Bev	Hooper
37895	I am fully in agreement with all of the proposals. As a cyclist, pedestrian, bus user and car driver in the Papanui-Bishopdale-Harewood area, the cycle route will enable me to safely use the full length of Harewood Rd if I wish. Previously I have avoided cycling there due to the high volume of traffic. The reduction to the 2 lanes of the portion west of Bishopdale Roundabout is highly desirable, as is the intersection traffic lights at Greers Rd. The new signalised pedestrian crossings at the roundabout are much needed for safety reasons, as also at Wooldridge Rd corner and Matsons Ave. It is absolutely necessary that the cycle way and all other proposals go ahead as per the plan in order to slow traffic and improve safety, in particular for pedestrians and cyclists. It will also be safer for me as a motorist driving along, or crossing Harewood Rd at various points.	Alan	Tunnicliffe
37894	1. Visually messy - visual bombardment - cf Sawyers Arms Road by mall carpark 2. Reduced maneuvering space into park zones 3. Significant loss of carparks - especially for Copenhagen Bakery 4. Harewood Road traffic already overload from 3pm - 6pm weekdays - reduction to 1 lane each way can only compound issue. 5. For a number of years more traffic increasing by using very narrow Crofton Road from Sawyers Arms Rd to turn north-west toward the airport area into Harewood Road. Cars frequently much in excess of 50 kp hour - and then delayed, due to heavy traffic on Harewood rd, from rt turn towards airport 6. The sketch shows introduction of cycle stands immediately outside Copenhagen Bakery in all the time I have been at the site I have not as a local who is frequently passing by seen any need of a cycle stand 7. As a local resident who gave firm support to Councillor Aaron Keown's plan for traffic lights at Breens Rd, Gardiners Rd Intersection I am firmly against this change to the plans.	Beverley	Goodall
37893	I object to the cycleway as Harewood Road is so busy since the traffic can't turn right on Wairakei Road. It has made Harewood Road so busy, sometimes there are 6 & 8 cars trying to get out of Bishopdale Shops. There will be no where for the cars to park for sport or for children to use the play ground. Some of the houses & flats don't have a lot of parking & Dr's, tradesmen, Nurses and caregivers won't be able to park outside of the houses they want to visit. I have yet to see many people on the cycleways that you have already done. Please don't go ahead with this project.	Mary	Cannon
37892	This submission is to register my firm opposition to the proposed Harewood Road “Wheels to Wings” cycle route plan 2020/2021 and the alterations that would seriously affect the safe, and free flowing use of this major arterial road by private and commercial vehicle, as well as by cyclists and pedestrians. The four laned section of Harewood Road, between Crofton Road and Greers Road must be retained I its present form. Reducing the number of lanes would severely compromise access to and from side streets and driveways. People would have to take more risks leaving their properties to try to merge with the single lane of moving traffic. The current two lanes on each side allow a ready ‘ebb and flow’ as vehicles move to allow slower traffic to enter and exit properties safely, without disrupting their own travel. An example is the past narrowing of Harewood Road to one lane on the south side outside ‘Bishopdale Mall’. The removal of the dividing centre lie, and the inclusion of a pain, (not coloured) cycle lane has made it more dangerous to turn onto Harewood Road from the mall / Bishopdale Court Lane. Traffic coming from the roundabout has sped up and now crosses to the left, over the cycle lane, as it comes past the mall lane, instead of staying in the right-hand lane, thus enabling traffic to exit left, safely, out of the mall lane. This is a continued annoyance and risk. The addition of a physical barrier for the cycle lane here, or anywhere along Harewood Road would be even more dangerous. You don’t leave lumps of concrete in a road.	J E	Orchard

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	In the four lane section, Harewood Road works very well and smoothly as a major arterial route in its current form, probably the only I the city that operates at its original design parameters. This was evident after the 2010 earthquakes, when major road disruptions, and now a large increase in vehicle traffic on Harewood Road occurred. Sheets 2 to 6 The original road reserve to turn the two lanes of traffic into four lanes from Crofton Road to State Highway one still exists and could be used to create a two-way cycle lane on the north side of Harewood Road, leaving the footpath on the south side. Outside 718 Harewood Road (north side), there is a 4.5 metre space from the fence line to the road edge, or 7 metres to the solid white line on that side. There is a similar width available all the way up to Crofton Road. There would be no need to move the power poles for a cycle way. And road side parking on both sides of the road could be maintained all the way up. Indeed on sports days, especially on children's sport training evenings, there are very large numbers of cars parked bumper to bumper, for a considerable distance on both sides of Harewood Road, past Nunweek Park, east and west, as well as all the carparks along Woolridge's Road. It's long past time that the northern edge of Harewood Road between Crofton Road and State Highway One was more professionally finished. Sheet One Whitchurch Place. What is the purpose of the low post and cable fence mentioned. The grass area here is laid in gobi blocks and turf for parking, and often has the overflow from the Asian Garden cooking school and others. There is not enough room for trees. Does the church want the mess? Sheets one to six. If the existing two way, shared cycle/pedestrian path of 2 metres at Whitchurch Place is adequate, why do we need 3 or 4 metre wide shared paths along other parts of Harewood Road? This would encourage cyclists to ride two or more abreast, a danger to any pedestrian, especially those children attending schools in the area. If a signalised cyclist/pedestrian crossing is installed at Harewood School, there is no need to narrow the road with another cycleway marking when you have a shared path already. Adult cyclists may use the (wider) road. Children under 12 years of age may use the footpath. I note you have proposed planting trees on the south side of Harewood Road, between number 705 and 639 opposite. Are you mad! The plan shows trees planted in the paved parking reserve, between the road and the footpath. There isn't room, any branches or trunk will immediately expand over the road and the footpath. The area is mostly paved, there is no room for roots, which need air. If, as is extremely unlikely the tree grows, the roots will lift the road and path surfaces. There is also a considerable drop from the height of the road to the lower footpath, roots grow sideways. And drainage would be compromised. The trees in the 4.3 wide median strip up in the four lanes are enough of a problem in this way, not to forget the copious quantities of slippery leaves produced and causing problems for residents. I should know, I live in this portion of Harewood Road, also I am Horticulturist and have been growing trees and shrubs professionally since 1978. Sheets 3 and 4 Regarding the no stopping on the grass area from outside numbers 639 to 607 (Woolridge's Road end) Harewood Road, Southside. The residents here cannot safely park on the road edge as there is a steep sided open drain here. This needs to be piped properly so this area is level. Not only is there no safe parking on the uneven road edge, but rubbish, recycling and green bins constantly fall over when placed out for collection, causing great aggravation to these residents. If there is to be no parking on grass areas, you need to correct the above problems here permanently. I do approve of a proper turning lane into Woolridge's Road, currently traffic "scoots" left around turning traffic. Traffic signals here, whilst an annoyance for straight through traffic (me), it would be a benefit to those in Woolridge's Road. It's just a matter of getting the signal timing right. Sheets 5 to 7 The footpath here is already a 2 metre wide, shared cycle/pedestrian path through the trees from Nunweek Boulevard to Nunweek Park. Yu do not need a separate cycleway here, especially as it would remove the carparks currently used by those playing sports at Nunweek Park. Children under 12 could continue to ride on the paths. Adults currently ride on the road.		

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	Sheets 7 to 13 The 2009/2010 scheme to remove a traffic lane in each direction, and install cycle lanes (1.8 metres wide, painted with separators), is redundant due to the changing traffic patterns due to the earthquakes, and transformation of State Highway One from a 2 lane road to a 4 laned expressway. The earthquakes changed Christchurch City forever and because of the length of time that has passed no pan made before them has any relevance now. In your current iteration of cycleways, according to your own diagram, both separators would take away 1.8 metres of road space, which was the width of one of your painted cycleways in your proposal for 2009. Two painted cycleways would therefore, have been a total of 3.6 metres of road space. Now you want to take a total of two times 2.2 metres for cycleways for a subtotal of 4.4 metres, PLUS 1.8 metres of separator for a total of 6.2 metres or road width taken away from the use of the ratepayers and people of Christchurch. This is completely unacceptable. Then you say that you have to reduce on street parking to provide adequate visibility for driver and rider etc. This lack of visibility is the result of taking away 6.2 metres of road width Sheets 7 to 17 Reduction of parking on Harewood Road, especially the time restricted parking near Copenhagen Bakery No 409 Harewood Road. When I travel along Harewood Road, just after 7.30 am, there is often twenty cars parked along this south section of road, between Breen's Road and Trafford Street. The carpark at Copenhagen bakery is often full too, as are the two lanes under the canopy. Many of the vehicles/ customers at the bakery are often trade vehicles with 1 or more occupants. There is no way that many people can be served in the 5 minutes your parking zone allocated, or the number of vehicles accommodated I the parking spaces shown in your plan. Copenhagen has a small café on site, people linger. As well as the 20 cars parked on the south side of Harewood Road, there is usually 10 cars parked on the north side of the road between Crofton and Gardiners Road. This pattern of parking space removals is repeated along the entire length of the proposed route. The built up areas where the need for on road parking is most needed are the worst affected. A rising number of properties along Harewood Road are changing from single dwelling to multiple dwellings. This loss of on street parking is becoming more of a problem for the resident ratepayer. The severe loss of on street parking, along the entire length of Harewood Road, as a result of road loss to proposed cycleways is appalling, especially in the four and two lane (eastern end to Papanui) ends. Are we supposed to drive into other people's private properties to park or turn around? Where do we park to access businesses or visit people? Where do people pull over to answer phones? You'd be amazed at the number of cars which do so outside my house (I have shade). Are we supposed to drive down narrow side roads, i.e. Hoani Street, annoying these residents, and around several blocks just to try to get to the other side of Harewood Road? Have you consulted other residents who are not directly on Harewood Road? Side roads should not be narrowed or turned into cul-de-sacs or one way roads your proposal to turn Chapel Street one way off Harewood Road, is going to see cars using Mitre 10 as a thorough road to access Harewood Road from Northlands. Nobody will come down the Main north Road, it's too congested, and Greer's Road from Langdon's Road is difficult to access at any time. Why must you make our city more inconvenient to its people?		

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	The new traffic lights for the Breen's / Gardiners Road intersection should be for the existing four, straight through lanes (2 on each side) on Harewood Road. This would enable the left turn lanes on Harewood Road to also function as straight through lanes as at present. There is no need to have raised safety platforms at any of the intersections. The speed limit is 50 km/h, not 40 km/h and it should stay at 50 km/h. It seems to me you are trying to reduce the cities by stealth, putting the extra cost of inconvenience, lost time and slower (longer) journeys on the public. You should be policing those drivers who travel faster than the legal limit or break the law. Sponsor the police. There is no need for separate cycleways on any part of Harewood Road. There is enough room for the few cyclists on the road now. If you are concerned about children's safety, they can continue to use the footpaths. There is no way west, past the airport from Harewood Road. It is a dead end, unless you travel north or south on State Highway One. Cyclists do not take the in direct south to State Highway One from the city but travel up the Main North Road or down the Main South Road, or west on Yaldhurst Road. Sheets 7 to 17 continued Regarding the part of Harewood Road consisting of 4 lanes. Your own pans acknowledge that you cannot make a U-turn without the extra width provided by the 2 lanes at each side hence the loss of a great number or carparks, because there is not enough room at the turnarounds for cycleways and carparks as well. Pedestrians and cyclists currently travelling down the alleyway between 386 and 382 Harewood Road have no safe way of crossing Harewood Road. There is no crossing point across the median strip that there is at other alleys. Cyclists heading west out of the alley, currently cycle down the drive access at 386 Harewood, and travel against the traffic, by the median strip to the turnaround opposite 396 Harewood Road. Cyclists going into the alley tend to cross the road at Leacroft Street, and cycle west against the traffic to the alleyway entrance. You appear to have allowed only enough room for a car to leave driveways, (even then only by travelling at 90 degrees to the road). There is no room for commercial vehicles with trailers or caravans to exit or enter properties from the road, or any room for them to park. It puzzles me how our rubbish, recycling and green waste is to be picked up. Do we leave it on the berm as presently, and the 3 collecting vehicles drive down the cycleway? Do we leave the bins in the cycleway, and the colleting vehicles drive step/start along the road? Or do we leave them on the road itself, with the collecting vehicles stop/starting in the line of traffic? Bus stops should deposit passengers directly onto the footpath not on a cycleway. Many passengers are not nimble enough to negotiate extra obstacles when accessing buses from the other side of the road, or even on the same side. Your plan assumes that no road crossing is required at some of the bus-stops. You state that on-street parking is being reduced to provide adequate visibility for drivers and riders at driveways and side roads. Visibility and safety is much better when there are unencumbered road surfaces and sight lines, as we have now. Drivers and riders (and pedestrians) in your proposal will be too busy looking at the new physical hazards on the roads, (i.e. separators, road humps narrow sections), to be looking at, and for each other as they do now. Bus stops should be nearly level (opposite) with their counterpart on the other side of the roads, not a hike of many metres away. In a number of your proposed shifts of bus stops, you have pushed passengers away from side roads they want to reach, or you have put the bus stop on the wrong side of a side road, making passengers walk a much longer distance and cross a road to get to their destination. The current bus stop outside 91-93 Wesley Care is a case in point, placed here for the benefit of elderly and frail residents, you propose a 90 metre shift west to outside 101-103 Harewood Road, and across a road, Marblewood Drive. The proposed bus stop outside 63 Harewood Road in the other direction is just as far and difficult.		

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	The current bus stop at Wesley Care (with a safe crossing point added) should remain and be directly opposite the relocated bus stop #17 outside the Golden Age retirement home. There are many more faults with the proposed plan, and the social engineering it tries to enforce against our wishes. I attended the February 3rd, 2021 information session at Bishopdale, and spoke to most the people answering questions. They were wearing shirts with the name of the Christchurch City Council and the NZ Transport Agency on one side and the name of engineering firm on the other. When I asked questions of one man regarding the intentions, and reasoning, behind the design plans of the Council, I was told that none of the people answering questions had any involvement or status with either the Christchurch City Council or the NZ Transport Agency, and they were, in fact, private contractors for the private engineering firm. He (the man from the engineers) was under the impression that all the necessary consultation had been done in 2009 (for a smaller different plan), and despite 11 years, massive earthquakes, traffic flow changes, and major road re-builds, that this new, greatly different plan was done and dusted. NOT!!! This is completely unacceptable. The Council is answerable to the people, and should not be hiding under the guise of consulting the people when they intended and did no such thing. I also asked for who's benefit these proposed road changes were being implemented, and was told that all the changes were designed for a 10 (ten) year old. He reaffirmed this statement when asked to. As no ten year old is a ratepayer, or owns and operates a business, or operates private or commercial vehicles, I am at a complete loss to understand why they are the focus of major infrastructure changes. This is where I found out the people there at the meeting, were not affiliated to either the Christchurch City Council, or the NZ Transport Agency, but private contractors with no power or ability to answer questions directed to these two entities, and that there were no representatives of the Council or Transport agency there to answer questions or give information. Totally un-acceptable. Harewood Road is a major arterial route and should be kept as open and un-encumbered as possible. There is always the option of finishing the 4 lanes to State Highway One. In conclusion, single lanes and separate (painted) cycleways weren't wanted in 2009. And we certainly don't want the extra unwieldy, confused, dangerous, unnecessary, and frankly useless changes you have proposed now. Post script, I went to the Tuesday 16th February information session at the Papanui RSA but was told it had been cancelled. Hence why I'm posting this submission. I expect it to be counted/accepted even if it arrives after the 22nd February 2021		
37891	I think this is a great initiative. Having tried to cycle along Harewood road several times and being quite overwhelmed/scared, and having witnessed a colleague being beeped at (as the car sped up to make a point that she was in it's way) whilst she was carefully crossing that very busy Bishopdale roundabout, I am all for the changes to that roundabout and making it safer to cross and bike down the centre. They cycleway along the middle of Linwood avenue is a great example of having an off-road area (between the large trees on the avenue) used as a safe cycleway. Hopefully the same can be done on Harewood road where possible. This would make it so easy to get to and from work at the airport.	ANITA	KERR

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37890	I live on Harewood Road close to the Copenhagen Bakery and have a disability that requires me to use a walker. My daughter uses crutches. I'd like to make the following comments in regard to the proposed cycle way: • This area has a lot of elderly people who use wheelchairs and walking aids. I don't think that their needs have been adequately addressed. • I use taxis for the majority of trips away from my home. The removal of parking spaces from the road would limit my access to taxis and so impact my access to services and my community. • Harewood Road is already difficult to cross. The proposed changes will only make this worse as there will be both the cycle way and the road to navigate. • I am concerned that the proposed changes will require me to put my rubbish bins out further away from my house. • I am disappointed that the proposed changes will negatively impact the Copenhagen Café. • The Breens / Gardiners intersection needs traffic lights. • I support a controlled crossing at Bishopdale roundabout.	Wendy	Gordon
37884	Any work to make cycling to/from the city to the airport is welcomed and appreciated	Dominic	Lallemant
37882	Please refer attached submission.	Paulus	Telfer
37880	I disagree with the proposed design as it stands. The effect on the Canterbury Charity Hospital and businesses along Harewood Road is too great. The elderly who wish to visit the likes of Copenhagen Bakery cannot always walk far and will not attend on a bicycle. There must be a design that allows for compromise. I work at the airport but this opinion is a private opinion	Rob	Logie
37875	I have recently retired and used to bike from Bishopdale to Johns rd and saw very few cyclists, I also do meals on wheels having several clients on Harewood Rd so need to stop often, also do another run involving Chapel St and Sails St, I agree with lights at Breens Rd, and removing large trees at Bishopdale roundabout but against removing parking spaces in Harewood Rd and closing off streets, I have lived in Bishopdale for over 50 years so see no need to spend all that money on a cycle way.	Ross	Stanton
37870	The new traffic lights at the Harewood-Breens-Gardiners intersection are very necessary, but reducing Harewood Road to one lane is going to cause an already busy road to become even more congested. Not only that, but it will send traffic over to Sawyers Arms Road where we live, and it's already busy enough! Removing parking spaces along Harewood Road is going to seriously inconvenience its residents. I understand and am often confronted by the traffic around the Copenhagen Bakery, but it would be resolved simply enough by just removing those parking spaces and encouraging that business to take a bit more responsibility for its crazy on-site parking scheme. You must also take into account the serious disruption the roadworks would cause. Harewood Road is a very busy main road in this area, with many people living on it. It's going to cause extreme hardship and major inconveniences, and when the project is finished, it will have made life harder for everyone who lives in this area. There are other not-so-busy road the cycleway could be developed on instead of a major thoroughfare like Harewood Road. Please don't put us all through this!	Kirsty	Quested
37868	I support the Spokes submission and all efforts to make Christchurch as safe and easy for biking as possible. I live in St Albans and thanks to the new cycleway to Northlands, I never drive my car there now. It is faster to bike and very safe. I would like to bike further afield but take my car if there aren't safe and proper cycle ways. This proposed cycleway will really open up cycling to many more people and make the city of Christchurch the cycling city we all asked for after the earthquake. Thank you.	Yolanda	Soryl

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37865	I do not see that cyclists will be willing to swap back and forth from 1 way to 2 way cycle lanes as they move down Harewood Road. They will instead ride on the narrowed street until the cycle way resumes, making it unsafe. Large vehicles will still need to travel down Harewood Road making it exceptionally unsafe if narrowed. The changes made to Milton Street are a prime example. It is ridiculous to take away on street parking in such a populated and busy road. It affects many businesses and home owners and is an unjust burden to force on them. Previous council members must have foreseen the necessity to make Harewood Road 4 lanes which is well utilised each and every day. The fact that the area from Crofton Road through to Russley Road has purposefully been developed well back off the road, so in future the 4 lanes could continue down is obvious. It is not common sense to ignore their vision now.	Jo-Anne	Boyd
37864	I'm a 16 year old girl and I've lived around this area for a long time now. Putting lights in at breens intersection is a great idea but they won't do it without the cycle lane which I think is dumb. And making Harewood road a 2 lane road is just going to make it really frustrating for people who have to use this road every day to get places and especially with sports that go on at the park parking is already bad. This will just make it worse. Honestly their intensions are good but this is just going to make life more painful for the Bishopdale area. Like I said. I'm only 16 and even I know these ideas won't be very good. Bishopdale is a great place to live. I'm under 18 and I have been using Harewood Road for over 6 years now and I do not approve of the new plans. Yes we have been trying to get lights at the breens/gardeners/Harewood intersection for years and yes it can be dangerous biking down Harewood road but honestly just think about it. Is it more dangerous cycling down Harewood rather than memorial Ave? No. Everywhere is just as dangerous. Its only dangerous because people don't know how to drive or cycle or they just don't know road rules in general. If they put cycle lanes down each side of Harewood Road then there will be NO PARKING for places like the elephant park and numweek Park. These two parks have sports every weekend and it's already hard to get parking because there is only the hockey carpark and limited parking around both parks. I used to live down Leacroft street (beside the elephant park) and every weekend our street would fill up just because of sport. Redicing Harewood down to 2 lanes will make it even harder to cross the road at the roundabout as some mornings I have waited 5 minutes just to cross one side of the road and I wasn't even on my bike! It will make it even harder for the elderly and people with disabilities to cross the road as well as you have to watch out for cyclists AND cars just to be able to cross. If the plans to turn the roundabout into lights go ahead then its going to be really confusing as to which set of lights your supposed to be looking at and it's going to be really hard and confusing for kids like me who are learning to drive and have been using the roundabout for YEARS. I can tell you now that none of the ideas will work as it will create chaos and probably more accidents because people will be so impaitient that they will ignore all road rules and put their foot down on the excellerator and an accident happens. Like I said. I'm under 18 years old and have been using Harewood Road for 6+ years. Not that many cyclists actually use Harewood Road. If they want to put cycle lanes in because of the airport they can put them down Memorial Ave as its a direct route to the airport but other than that there is actually no need for them to be down Harewood as there are barely enough cyclists to use them. I ha e made my thoughts very clear. I'm from a younger generation and I know how my generation thinks but I am also mature enough to decide what is best. Everyone says that "the younger generations will be our future" WELL LISTEN TO US!. We want to be heard but you won't let us speak we want you to listen but you think you know best. You Always Shut Us Down. So we stay quiet. Well not any more. I'm speaking on behalf of my generation and we don't want these plans to stay. We want them to GO!. I'm 16 by the way and this is my second submission. I feel very strongly about the council saying that they are going ahead weather the public likes it or not. I'm not sure if that was the intention or not but that's what everyone feels like.	[redacted] Name redacted due to age	[redacted]
37860	* Please don't remove so many mature trees... New trees are not equivalent. * As an occasional cyclist / walker that might use that route, I would still prefer my usual route as it is so much quieter. In fact, why not lay the cycle way along my usual back route...? ie. Condell Ave,Kilburn St, Isleworth rd, Hockey St, through the pedestrian gap to Skyedale st and across Nunweek Park. Much quieter, much safer and would benefit the Isleworth and Breens school kids too.	John	Carter

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37859	I live on Harewood Road and as a at home mum of two kids 3, and 1 I use Harewood Road frequently. There are some aspects to this plan that I agree with. The idea of a cycle way to Papanui and onwards, sounds great for when the kids are old enough to use the road and could bike to school. So in general I support cycle ways, as a cyclist myself I understand the need to have at least a thin white line between yourself and the traffic. I question it being on Harewood Road. This is a busy road, is there not another route through more quieter residential roads? It sure is nicer to bike off the busy roads. I STRONGLY OPPOSE the changes to the roundabout at Bishopdale. Whilst this section of road is busy and any changes to improve this is welcomed i.e. the additional turning lane is a great idea. I fail to see how multiple sets of pedestrain crossings with lights will help this situation. I suggest either looking elsewhere (nearby quieter residential route) or a under bridge/over bridge. It really is ridiculous when a single person can stop the follow of traffic up to 4 times to cross this road using the island. I think this will have real negative implications on the businesses that are on and around Harewood Road. I am concerned about access to Copenhagen Bakery. There isnt enough parking around there at the moment and this plan is to remove more, I know the cafe is concerned about the effects of this. If you cant find a park, you don't stop. I think its a good idea to improve the crossing near Mitre ten, and turn Sails street etc into cul-der-sacs. I am concerned about this cycle way, its such an expense and seems like there's no options just this one proposal. Quite drastic changes to such a busy road. The traffic is likely to move off to Sawyers Arm Rd. Do people really want to bike to the airport? IS this business folk travelling domestic? what with there suit in their backpack? Is there a need to create a wheels to wings? Cycle ways sure, but its not like its a scenic route to check out the airport. Im not convinced the whole 'bike to the airport' is a winner idea. I need to say again I think the proposed change to Bishopdale roundabout is absolutely crazy and going to have a real negative affect on the flow of traffic	Kate	Ladley
37858	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/Farington/Highstead, which is difficult enough to traverse in a car!	Hamish and Fiona	Chapman
37857	In general I support the goals of the proposal ie; safer routes for cyclists, increased utilisation of cycleways and easy access to other cycle routes. In this proposal though, the compromises made seem too great for the potential gains. These major compromises are 1. Reducing Harewood Road from 4 lanes to 2. We live in Kilmuir Lane and its obvious that with all the airport development traffic is increasing all the time. Reducing lanes just seems a major short sighted step backwards, that would no doubt have to be revisited in a decade or so. 2. Signalising the roundabout at Bishopdale. If the cycleway was on the south side of the road, it would only have to cross Farrington Ave and the roundabout could remain. This seems another backwards step in efficient traffic flow - as everyone intuitively understands, roundabouts work better than multiple sets of traffic lights. 3. Removal of parking spaces. I appreciate some of these have to go back it's not fair to severely compromise local businesses such as Copenhagen Bakery. It seems to me that the pendulum has swung just a little too much in the cycle lanes favour. For instance, a 4m wide cycle lane is clearly more than what is required. I would like to see another proposal where two way cycle lanes are used, seperate from traffic but wide enough for safety from other cyclists. There is an existing one for instance along Wooldridge Road which is adequate at about 2m wide but something like this could be easily expanded on. I do agree with the lights being added at the Breens Road intersection as all locals know this is a particularly dangerous one. Many thanks	Andrew	Meads
37856	We are experienced cyclists who lived in Marble Wood Drive for 20 years. We cycle regularly around Christchurch, have done 23 cycle tours in Europe (> 5000 km) and have cycled in London, Paris, Shanghai, Tokyo and Kyoto. With this experience we are completely against the proposed changes to Harewood Rd. What is the use of having a 'gold plated' system in Harewood Rd when the cited feeder trail along the railway line can barely take a single file cyclist and the section of it north of Harewood Rd is dangerous because the seal is broken by tree roots? The cited 1200 cycle users is claimed to come from modelling but since we don't know the information that has been fed in we are very sceptical of the output. However, the released data do not say how many cars will be using Harewood Rd then. The loss of parking means residents and businesses will suffer. We support the Charity Hospital which has major issues with the proposal. Should the proposal go ahead the current problems on Langdons Rd created by the NorthLink development will be made worse as cars shift from Harewood Rd to Langdons Rd. The changes to three streets, two one way streets and one becoming a cul-de-sac, will change traffic flows - we used them to get on Harewood Rd without making a right hand turn and that would no longer be possible. A solution would be to copy Linwood Ave which is very successful with the cycle lane down the middle of the road.	Robert and Margaret	Scott

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37855	We would like to voice our concern regarding the proposed cycleway for a few reasons: We bought our house (back section) over 9 years ago as it had room for us to park our large boat. We will not be able to back it up our driveway/property if the new cycle lane is installed. Plus there will be no street parking. Where are all the vehicles going to park for sports at Nunweek Park & also Bishopdale Park. It's great to see these parks getting so much use and as it is people struggle to get parking! Also concerned about the raised safety platforms as we already find the big trucks shake the house as they drive past now!	Phill & Robyn	Cohen
37853	Hello my submission follows:- we oppose a cycle way along Harewood Road, due to the; impact of taking away the parking for already struggling businesses, large heritage trees on the roundabout and along Harewood Rd (plus the daffodils) should not be removed, they add considerable value to the neighbourhood (any new trees should be evergreen to reduce road sweeper costs), Sails street exit will cause confusion, reducing Harewood rd to to lanes will create traffic buildup in peak times- 4 lanes reduced to 2, (have your roading engineers assessed the impacts of this?). Traffic lights at the Harewood, Gardiners intersection and at Wooldrige road will be welcomed. I don't believe the capital investment of the cycle way will be returned in increased useage. We recently went to a restaurant on Riccarton road and there is no on road parking due to the nature strip along one of the busiest roads in NZ, the businesses are suffering and it is challenging to find a car park at the back of premises. It also slows the traffic down considerably. Please reconsider this major expense of ratepayers money further to public feedback and from your councillors' ;- A Keown, L Chen and J Middlemiss etc. There is major remedial work to be done on the east side - revitalise New Brighton, and in the city - damaged footpaths etc which are a hazard to users. Thank you	T	Blake

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37852	Hello my submission follows:- we oppose a cycle way along Harewood Road, due to the; impact of taking away the parking for already struggling businesses, large heritage trees on the roundabout and along Harewood Rd (plus the daffodils) should not be removed, they add considerable value to the neighbourhood (any new trees should be evergreen to reduce road sweeper costs), Sails street exit will cause confusion, reducing Harewood rd to to lanes will create traffic buildup in peak times- 4 lanes reduced to 2, (have your roading engineers assessed the impacts of this?). Traffic lights at the Harewood, Gardiners intersection and at Wooldrige road will be welcomed. I don't believe the capital investment of the cycle way will be returned in increased useage. We recently went to a restaurant on Riccarton road and there is no on road parking due to the nature strip along one of the busiest roads in NZ, the businesses are suffering and it is challenging to find a car park at the back of premises. It also slows the traffic down considerably. Please reconsider this major expense of ratepayers money further to public feedback and from your councillors' ;- A Keown, L Chen and J Middlemiss etc. There is major remedial work to be done on the east side - revitalise New Brighton, and in the city - damaged footpaths etc which are a hazard to users. Thank you	P	Blake
37851	I am AGAINST all the proposed cycleway changes and making harewood road a one lane road. (especially the copenhagen bakery area) The only part of the proposal that I am in agreement with is the traffic lights for the Harewood-Breens-Gardiners rd intersections.	Daniel	Hurst
37848	Hello we have owned our property at [redacted] since 2004 & have the following concerns & comments about the proposed design. -The design doesn't take into account our access to our garages at the west end of our road boundary. We built a block of 4 garages which were consented in Jan 2005 with a 3m wide access off Harewood Rd consent no. [redacted] (code of compliance issued) & in 2007 we had another building consent issued ([redacted]) for the property which was issued a code of compliance in 2010 showing the same two accesses. We ask that you amend your plans to show our two accesses that have been approved in two previous consents. Obviously this must have been an oversite. - We agree with the addition of lights at the school crossing which should help slow down the traffic for the children & make it safer.	Paul	Joyce
37842	I object to the over engineered nature of the proposed cycle pathway and the reduction of on street parking along Harewood Road. Side streets at the Papanui end of Harewood Road already have a significant amount of non residential parking in them. Reducing parking along Harewood Road will further impact the residents of the side streets. Implementing time restrictions for parking on the side streets further impacts the residents and will increase traffic movement in the streets as non residents move their vehicles regularly to avoid infringements. Residents should also not be subjected to parking restrictions impacting them and their visitors outside their homes. Harewood Road has a smooth steady traffic flow. Reducing traffic lanes and building cycle lanes introduces more traffic hazards than it reduces. Impaired access to driveways and the inclusion of bus stops on the single lane impedes traffic flow on a high volume road and provides more obstacles for drivers and cyclists to negotiate. There is also the reduction in property values that should be considered for homeowners along Harewood Road. Properties on roads with obstacles such as cycle lanes and no parking zones will be less appealing to buyers. Painted cycle lanes work successfully on many roads. I think rate payers would be happier to see their money spent elsewhere.	Deborah	Peterson

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37841	I support this cycleway, for many reasons including: provides safe cycling for school children, commuters and recreation and grows the network and links to other parts of the city. Promotes well being by encouraging exercise in all ages and circumstances, addressing climate change, reducing vehicle traffic for those who must drive, and is a direct route which cycling comuters prefer rather than twisting and turning through backstreets. I am certain any issues such as the Charity Hospital situation can be resolved with design consultation and many cyclists such as myself will use shops along the route as I hate having to use a car in Christchurch if I can get there safely on a bike.	Jane	Batchelor
37840	I would like to support in general, the cycleway network being developed. This cycleway will add to that network to make the whole more useful. This is important for the safety of children as well as promoting active transport and less conjestion for motor vehicles. It also will help with the climate emergency with the reduction of carbon emissions.	Graham	Batchelor
37839	Having lived in this area for 6 years the greatest need is for traffic lights at the greers rd Harewood intersection. I am a cyclist myself and ride everyday to work over Harewood road. I cannot see the advantages of a single lane as this will contest the traffic more and be even more to cross.	Kevin	Roome
37838	Please fix the badly damaged roads in the east of Christchurch before digging up and restructuring perfectly good roads! Harewood Road is a busy road and it is madness to reduce the capacity from 2 lanes to 1 lane.	Jane	Hopkins
37832	Please refer attached submission	Chrys	Horn
37830	We fully support the proposal to construct a cycleway for the length of Harewood Road but we do have some suggested amendments for the planners to consider. We are regular cyclists along the full length of Harewood Road - several times a week. The dual carriageway portion (Trafford Street to Greers Road) is currently the most unsafe part of the road for cyclists, especially where there are parked cars, as that leaves no road shoulder for cyclists. The recent reduction of the speed limit to 50kph for the whole length of the road has greatly improved cycling safety. We fully support the removal of one of the two vehicle lanes on each side of the dual carriageway part of the road (Trafford St to Greers Rd) to make space for further other road users. Clearly there is concern by some local residents about the removal of some on street parking. As Christchurch grows and zero carbon becomes a reality, things like on street parking for cars will become less important. However in the interim, we wonder if a different configuration of the cycle lanes along the dual carriageway portion should be considered, which wouldn't disrupt the on street parking and should cost less. Could the cycle lanes be positioned immediately adjacent to the medium strip ie occupy the current lane closest to the medium strip? This would allow the current on street parking to remain. We realise that there may be some issues around leaving and joining the cycle way for cyclists but this has been resolved in areas like Linwood Ave. We also realise that there are some different issues in Harewood Road compared to Linwood Ave but we suggest that this idea needs serious consideration. Along the rest of Harewood Road (the current single lane each way portions) we support the proposed 2 lane separated cycleways.	Selwyn and Jan	Maister
37827	I write in support of the Wheels to Wings safe cycleway. As a user of the Northern Line cycleway, this will be a valuable addition to the network, enabling safe access to Bishopdale and areas west of Johns Road. As someone who regularly crosses Harewood Road on the Northern Line I particularly welcome the addition of lights at this intersection which is is frequently used by pedestrians and cyclists. I know from experience the value of dedicated cycleways over painted cycle lanes, and have observed that as connections with other cycleways have improved so has the popularity of cycleways like the Northern Line increased. The availability of e-bikes and e-scooters has led to an even greater upsurge in the cycleways' usage. Climate change is upon us and cycleways are to be applauded as an important component in the move away from a dependence on fossil fuels.	Margaret	Lovell-Smith

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37826	Why does the council want to spend millions of dollars on a cycleway which will be used by a very small minority of the population. There are more important items the council needs to either fix or rectify. Roads and footpaths gave been neglected. Only recently one of our daughters broke her ankle and only because I made a complaint to the council they were there in no time and fixed it. Unfortunately the trees around the place are breaking footpaths because the council does not maintain these. We do agree that traffic lights need to be put onto Breens, Harewood and Gardiners Road but putting a cycleway along Harewood Road will impact on businesses along that road. Also where will parents park when they want to drop of their children at Harewood school. Last week I attended my grandsons assembly and I heard that three councillors are visiting the school to talk about the cycleway. We are absolutely disgusted that the council are trying to brainwash our primary school children. So please council fix the roads, footpaths and all the other broken infrastructures before even contemplating another cycleway.	Josie & Graeme	Clyde
37825	I strongly oppose the Wheels to Wings Cycleway. It is an absolutely waste of Rate Payers money for a small minority of road users (cyclists). There are very few cyclists at present using Harewood Road. Cyclists are also 'abusers' of the cycleways already provided to them. Not so long ago I was driving along St Asaph Street where there is one of your fancy expensive cycle lanes and lycra clad cyclist was in the middle of the road, holding up traffic and not even using the lane specifically provided for them. Harewood Road is one of the few roads left in Christchurch that operates pretty good so I don't understand why you want to change it. YES, traffic lights are definitely needed at the Harewood Road, Breens Road Gardeners Road intersection. When this was last proposed your Council didn't want to do it as it was 'too expensive'. The other idea of putting traffic lights at a round about are simply Ludacris. I can't imagine the nightmare that would cause to traffic travelling through it, which I do twice a day at least. Given the amount of pedestrian and cycle traffic currently using the road perhaps you could allow these two groups to share the existing footpaths. LEAVE HAREWOOD ROAD ALONE EXCEPT FOR INSTALLING TRAFFIC LIGHTS AT THE INTERSECTION ABOVE.	Phil	McGregor
37823	I believe that changes to Harewood Road should be limited to the North side only, I am an avid cyclist living off Crofton Road and see no issue with two way cycle traffic on the North side only of Harewood Road, thus causing less disruption to businesses on the South side including around the Bishopdale Mall. The insertion of multiple traffic lights will be extremely disruptive to traffic flows in the area. With restricting the cycle lane to the North side only, this means the transition across the roundabout outside Bishopdale Mall could be handled in a completely less disruptive manner. The crossing could be limited to disruption only at the entrance to Highsted Road rather than the entire roundabout. It would considerably reduce the cost of the project at a time when resources need to be put where they are most urgently needed. It reduces the formation cost of the the pathways, lighting, landscaping and disruption to local residents and businesses both during the construction and after. Perhaps the money saved could be utilised if desired for an underpass from the Highsted Road cycleway under Harewood Road to feed into the Bishopdale Mall. While this may be an expense incurred now, in a fifty year view it may be the most safest effective solution to keep cycle and foot traffic away from vehicular. Reducing both the North and South lanes of Harewood Road to one lane appears to be a odd and contrary move to a very well used road that is a vital link between the city and the airport, again this seems to be a short term view and not what we would want for our growing city where vital links should be ample in carrying capacity both now and into the future.	John	Parish
37822	In principle good for cyclists, however, I think that not enough resurge has been done to warrant the proposed changes. Harewood road is a main road to the airport and SH1 and carries a large volume of traffic. I have gone and sat at Harewood road and I did not see enough cyclists passing by to warrant the proposed cycling lanes. I am of the opinion that the funds earmarked for this project should rather be used to make Harewood road a four lane road to the circle at SH1. Such a change will also assist cyclists travelling up and down Harewood road.	Johan	Redelinghuys

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37820	Im not supporting reducing the road to one lane in Harewood	Sanette	Redelinghuys
37818	I use Harewood road on a daily basis and note it is a busy road, more so since Wairakei Road is not accessible from Russley Road. To narrow Harewood Road to one lane each way would cause major traffic backup and delays. Especially at peak times, morning and late afternoon. At present at peak hour with 2 lanes going east traffic can be backed up to near the roundabout from Greers Road lights. With one lane and lights at roundabout would be worse. I can also see issues with lights at roundabout for traffic from Highstead and Farrington Ave. This also has the potential for more traffic accidents. Another major is removal of on Street parking. Businesses need this for survival. If people can't park close by they won't frequent that business. Another major issue for me is the amount of our ratepayers money being spent on this project. We were told that it was too expensive to put lights in at Harewood, Gardiners Road and Breens Road, which should have been done a few years ago. This project will be far more costly and affect retailers income. Our rates should be going on fixing infrastructure such as water pipes	Brenda	McGregor
37815	My thoughts regarding the Wheels to Wings cycleway. Firstly, I have been a recreational cyclist and have some understanding of the benefits in cycling. There is a need to reduce the number of vehicles on the road, both for air quality, traffic congestion and parking. Cycling has its perils in the city; from drivers opening doors or being 'squeezed' by drivers cutting in front of you, so I do see the need to provide a safer environment for cyclists. However, it has to be accepted that in wet, cold weather, cycling could hardly be thought as the most desirable form of transport, except by the hardy few of a younger age group, nor is it a form of transport that appeals to everyone no matter how much you improve safety and that as human nature goes we don't like to feel we are going backward. Private vehicle usage/ownership has been thought of as a right for at least the last three decades. There are always going to be vehicles, whether fossil fuel burning or electric in the foreseeable future because they are simply; a comfortable, quicker and more convenient form of transport. The city planning of NZ has always prioritised private vehicular transport and councils now have to work around this historic fact. Locally the council has continued to be pressured by developers of shopping complexes with little regard to the existing roading network or residents. The Northlink development in Langdons Rd would be a glaring example of this, a relatively minor residential/ light industrial road, now has to cope with much greater volumes of traffic as do the intersections it feeds. Were any priorities to alternative transport given to this development, other than the private motor vehicle? This leads me to the Harewood Rd cycle way proposal. I have personally cycled this road from peak hour traffic flow to early Sunday morning rides. There are key areas along this route that are potentially more hazardous for cyclists, these would be: 1. parking outside Bethseda Resthome 2. Bishopdale Park, especially during summer cricket season. 3. Community Hospital and lastly 4. Copenhagens. I may not be fully aware of council planning, but it does seem a little unfair to have allowed these businesses/organisations to have developed and then massively change their environment, especially in the case of the Copenhagen bakery. Having been to a number of the public information event for the cycleway the key benefits continually promoted are : 1. a safer cycling access for the 7,000 odd employees at the airport 2. cycling access to Macleans Island 3. safer route for school children 4. survey results showing 70 - 80% of people would use a separated cycleway. Respectfully to the cycleway planners: 1. a higher percentage of airport employees would have a closer link to Memorial Ave and it will be years before pre Covid normality returns. 2. cycling access to Macleans Island would be extremely dangerous (again I have ridden this route including old West Coast Rd) 3. There is only one school directly on Harewood Rd, that being a primary school and many parents still see the need to drive their children to school. 4. surveys never reflect true participation rates, whether gym membership, or dieting etc. The required physical effort often stops the desire.	Mark	Thomas

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	In conclusion, I feel at this stage the proposed Wheels to Wings cycleway is like using a sledgehammer to hang a picture. Whilst the opinions of the refuse collectors and emergency services have been sought, I definitely know there are going to be practical issues in removing lanes. I have lived in the immediate area for the last 20yrs and travel this road 6 - 8 + times daily, also 40 + yrs in the north west. Vocal cycling advocates are likely to receive backlash from some arguably upset, and quite possibly financially, affected residents on Harewood Rd for a major change to a feeder road to SH1, which in reality is unlikely to ever carry a high number of cyclist. The end of the journey offers nothing, it won't be catering to a high number of office workers like the cycleways closer to the city, or catering for a number of intermediate/ high schools in the immediate zone. My proposal is to take a more considered approach: 1. post parking time restrictions at Bethseda Resthome. The home has a dual access to both Harewood & Eastling Streets for staff parking. 2. council could realign kerbing at the Bishopdale Park for safer parallel parking. 3. volunteers and staff at the Community Hospital could make better use of nearby Leacroft St and their own off-street parking 4. encourage Copenhagens to utilise some of the space around the bakery for staff parking.5. some re-aligning around Bishopdale traffic island would help, but this can be accommodated within the shopping mall car-park. Finally a narrowing and re-kerbing of the centre island would give an additional 500 - 750mm of extra cycling space to the already wider left lanes. This, with the already often used cycling logo, will at least help to draw drivers attention to the increased presence of cyclists. I see this as a more progressive approach, less alienating to the local residents and far more cost effective. I am not a proponent off signalling the Breens/Harewood Rd intersection, however additional housing development around Styx Mill/ Highsted may change this position.		
37805	My issue with the cycle lane is two-fold. First: the intention to reduce Harewood Road, west of Greers Road, from four lanes to two. Secondly, the intention at Bishopdale roundabout to have cycle crossings across traffic in five, yes FIVE places. The current footpath west of Greers holds few pedestrians. And there is a 1.5m grass berm - little used. Yet these will be retained while a four metre, and (west of the roundabout, combined 4.4metre) cycle lane is added. At the expense of two lanes of traffic. This is unnecessary. A 2m lane is sufficient - one metre in each direction. Planners, who I suspect have a utopian vision of endless cyclists, might desire an endless stream. But I am certain that even in ten years the cycle numbers will struggle to exceed 60 an hour in each direction. After all, who would cycle to the airport to catch a flight? And beyond - the distances will always result in 99% using a vehicle. Just because cycling is currently seen a desirable does not mean there should be a 'war on cars'! All of which means: a cycle lane can be much narrower and less intrusive. Which leads to the issue of lanes. Four can be retained. A reduction to two is both unnecessary and would create considerable congestion, (resulting, by the way, in higher carbon emissions.) The plan to have FIVE cycle crossings near Bishopdale roundabout is problematic. Each means one cyclist, by triggering the light, can proceed to stop potentially sixty, seventy, eighty car occupants. (Why one person should be able to inconvenience maybe eighty others I don't understand!) Dozens of delayed cars, buses and trucks will back up. Result: the present situation where vehicles efficiently negotiate the roudabout, usually without stopping, will be replaced by congestion, frustration, the potential for accidents and difficulty for folks like me who live near the roundabout. Not to mention more carbon emissions. My suggestion: a 2 metre wide cycle lane should remain on one side of the road, bypassing the roundabout. One crossing, presumably on Highsted, would suffice. Addenda: I understand the lane across the roundabout will 'require' removal of huge and stately gum trees, 'in case falling limbs hit cyclists'. If true, this is truly ludicrous decision-making!	Peter	Fletcher
37803	Support all your efforts to increase cycleways in Christchurch. I use the Unicycle and east frame cycleways every day and am impressed with how cycle numbers increase over time. Good wide cycleways work best and I support your decision to reduce the number of car lanes to achieve this. My only comment is that sometimes some of the design solutions require knowledge of how each intersection works and I encourage you to adopt simple and predictable designs rather than complex designs as they will be easier for cyclists new to a path to negotiate and are probably cheaper. Full marks on your great progress on cycleways.	D	Robson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37799	Absolute terrible idea. Harewood Road has bugger all Cyclists as it is and Harewood road is always busy with traffic at all times of the day! Just another typical Council dumb idea to line someone on the councils pockets because they have a shared interest in who has the contract. How about instead of building cycle lanes you use the money to fix the roads in need 10years after the earthquakes! Noone in the Harewood area would support this proposed plan.	Hayden	Cox
37797	I live in Bryndwr and work in Burnside. I currently drive to work, but if this cycleway was built I would use it to cycle to work. It would start near my house and end near work. I do not currently cycle because I consider it unsafe - the two routes I could use are Wairakei Road or Harewood Road, and I consider those too dangerous without a separated cycleway. I suggest that the traffic light cycle crossing outside Tiggers Montesori school is moved to a traffic light intersection at Matsons Ave, as this intersection is also difficult to turn for cars. I suggest if possible a oneway cycle lane on each side of the street is designed from Matsons Ave to Bishopdale roundabout, with some carparking removed or the middle median/island reduced, or the size of the footpath and berm reduced. I suggest more street parking is provided outside Copenhagen Bakery by reducing the size of the footpath and berm or the middle median island.	Paul	Young
37792	I oppose the proposal, catering for a vocal minority such as the cyclist lobby Is a inappropriate use of public funds. Cycle ways that have been implemented in Christchurch in recent years result in over complex and confusing roading arrangements. I site the top end of Colombo street where the designers have gone overboard creating a urban mess of lanes and street furniture. Furthermore, cycling is not an inclusive and all weather solution to transportation as an alternative to the motor car, it discriminates against those unable to use a bicycle or those who do not wish to travel exposed to. The elements. More Money should be spend on all Weather and inclusive solutions such as improved public transport (bus, tram and rail). I also Object to mature trees being removed from the bishopdale roundabout, degrading the character of the suburb and all Due to an excessive assessment that they pose a risk to pedestrians. I suggest encouraging cyclist onto busy main road rather than quieter back streets will create a far greater risk To pedestrian and road user injury. Please withdraw this proposal and rethink harewood Road as being suitable for a cyclist route. I intend to be active in the opposition to This ridiculous proposal.	Stephen	Calvert
37790	Dear Councillors and Mayor Please find my submission attached as a PDF Thank you	Chris	O'Brien
37787		Kazuyo	Aitken

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37786	We are strongly opposed to having cycleways on Harewood Road.	craig	aitken
37784	I definitely support the traffic lights at the Harewood, Breens, Gardeners road intersection but do not support the rest of this plan. It seems a ridiculous waste of money. I go up and down Harewood Road every day and very seldom do I ever see a cyclist. One way traffic with eight sets of lights is going to be nightmare as traffic will build up so much between each one especially in the early morning and at 3pm for school pick up and after 4.30pm. Parking will be a huge problem for every business down Harewood Road especially Copenhagen Bakery, the Charity Hospital and several Rest Homes and Retirement places not to mention all the people who live on Harewood Road. Then you are going to remove a large number of our trees down at tge local shopping mall! The whole plan needs to be revised to suit the people who live in the area!!Not the imaginary cyclists!! These people should have been consulted well before any plans or decisions were made!!!	Bev	Sunderland
37775	To whom it may concern, I would like to make a submission on the proposed changes to Harewood Road. I am against the proposal of reducing the road from 2 lanes in each direction to 1 lane. I believe that this will make the traffic flow in both directions worse than it currently is, and it will make entering Harewood Road difficult, and turning right across Harewood Road even more difficult and more dangerous than it currently is. I am against the removal of car parking on the road as well. I believe that there needs to be car parking on Harewood Road, for both the small businesses around Harewood Road, including Copenhagen Bakery, and also for the residents and their visitors. I am totally opposed to the removal of any trees along Harewood Road. The trees do not impede any visiblity for drivers or cyclists. Any removal will also be detrimental to the environment. I also oppose the proposal to close any road or street that currently has access to Harewood Road. I do not see the need to spend any money on this type of alteration. I believe that Harewood Road is wide enough for both cyclists and two lanes in each direction in its current form, and any major change is a waste of Rate payers money and that there are better ways to invest in the cyclists safety and movement around this part of the city. Thank you.	John	Hastie

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37774	I fully support the cycleway, it could not come soon enough. I have cycle commuted to work down Harewood Rd for the last 20+ years. The current four lane section of the road between the roundabout and Nunweek Boulevard is not wide enough for 2 cars, a bicycle and a parked car. Large trucks have less than a metre clearance in their lane and frequently leave less than a metre between them and parked cars. Many times I have had to stop quickly behind a parked car to let a large truck slice through without enough room for me. The design from the Roundabout to Johns Rd is good. The roundabout design would benefit from the following improvements: 1. The most important improvement would be painting the lanes so cars entering from Highstead Rd and leaving the round about going west down Harewood do not have to change lanes in the short distance from Farrington Ave to the exit of the Roundabout. I have become an expert at this manoeuvre (in a car) and it requires achieving the speed of the merging traffic from both Farrington Ave and cars approaching from behind from Harewood Rd. There is a lot to look for and process in the short time and length of the manoeuvre. Addition of crossing lights at the exit of the roundabout will put an extra mental load on drivers who will attempt execute the lane change at speed with cars close behind, then have to immediately deal with a red crossing light (complete with slow person crossing the road). Someone will inevitably get bowled. The solution is to paint the lanes entering the roundabout on the east side so the left turning traffic has the left lane and the straight ahead and right turning traffic have the right lane. The right lane then becomes the default westward exit lane for Harewood Rd. Traffic turning into Highstead Rd or going round to go east on Harewood Rd can change into a turning lane (or 2 as the proposed design has) with ease. This will mean traffic meeting the crossing signals wont be concentrating on cars behind them and will be able to see and stop at the crossing signals. 2. The cycle path around the mall carpark, from the west exit of the roundabout to Farrington Ave, is long overdue. However, the exit planned onto Farrington Ave needs to be further south on Farrington Ave as the exit on the drawings is too close to the roundabout and will mix cyclists with cars concentrating on the roundabout. I tried the manoeuvre the other day to see what it was like and it did not feel safe, it was messy and was not a good solution. It would also mix cycles on a crossing with cars accelerating out of the roundabout, cars coming from multiple directions. 3. The cycleway through the centre of the roundabout is not necessary. Continuing the 2way cycleway from the east side of the roundabout to Highstead Rd, and putting a crossing on Highstead Rd would connect it up to the cycleway without interrupting the traffic on the east side of the roundabout. In the interim, before the cycleway is implemented, I propose the following cheap modification that would greatly increase safety for both cycles and people getting out of their cars. This is to paint the dotted lines at either end of the 4 lane section west of the roundabout to encourage the traffic into the right lane. Additionally, 'sharrow' markings could be painted on the left lane and signs erected to make the left lane for cycles and turning or parking cars only. This would have the additional benefit of trialling the single lane each way as proposed for the cycleway. People might discover that 4 lanes for that section of road are not so necessary after all.	Alan	Caughley
37772	We oppose the current design for changes to the Harewood Rd layout. Figures quoted for bicycle traffic are "20% more than the last survey." To quantify a cost/benefit analysis of the proposal, quoting percentages (which you have done) is meaningless, without detailing the actual numbers of cyclists currently using the cycle track. We trust that the planners use of percentages instead of facts, is not to deliberately fudge the issues! We oppose the spending of 20 million dollars on this "nice to have" project, for the benefit of hypothetical cyclists. We oppose reducing Harewood Rd to one lane in each direction.	William and Marie	Peirson

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37768	I totally support the improvements to Bishopdale roundabout corner with new signalised crossings and removal of the terrible eucalyptus trees; most definitely the Harewood Road/Breens Road/Gardiners Road and Wooldridge/Harewood Road intersection changes and traffic lights; Harewood School signalised crossing. These I use regularly and would welcome the improvements in safety. I am a senior citizen and am a keen recreational road cyclist, do a lot of walking, and drive a vehicle. As much as I use the cycleways in various parts of the city, I believe the cycleway planned for Harewood Road is totally over the top and such a costly exercise. I would much prefer shared pathways indicating one side for cyclists and the other for pedestrians, as is the case around Nunweek Park. It is an individual responsibility to be alert and aware of others using such pathways. With such a heavy traffic flow I find the two road lanes so much safer, particularly around busy areas such as Copenhagen Bakery where it is safer to use the right hand lane. I wouldn't like to see parking around the bakery removed. We are so lucky to have this Bakery/Cafe in our community which is so well supported by the Christchurch residents and business population. A big reduction in parking I'm sure would affect their business and may even result eventually in relocation out of the area. We certainly don't want that. Thank you for the opportunity to provide some feedback.	Marianne	Duncan
37766	Submission on Wheels to Wings Proposal The Wheels to Wings cycleway, which was not part of the Christchurch City Urban Cycleways June 2015 plan appears to be an additional “that’s a good idea” dreamed up by a cycling zealot with an unlimited budget. It completely ignores that fact that the Council already has a City to Papanui cycleway (The Papanui Parallel) that terminates in Sawyers Arms Road. There is no connection between this existing cycleway and this new proposal. It would be much cheaper and quicker to extend the Papanui Parallel down Sawyers Arms Road, then Waimakariri Road to the existing cycle tunnel under SH1. The cycleway should be bi-directional, so only one side of the road is affected. It only needs to be wide enough for two cyclists (one each way). There is already a painted cycle lane on Sawyers Arms road from Cotswold Avenue albeit intermittent. This could be easily and very cost effectively updated to be a bi-directional cycle lane. The major cost of this proposal would be the installation of a set of traffic lights at the intersection of the Greers, Northcote and Sawyers Arms roads. There is a roundabout at the junction of Highsted and Sawyers Arms Roads, which would require a pedestrian crossing on the cycle path side of the road. The only other junction, of Gardiners Road, already has traffic lights.	Colin	McGavin
37750	My husband Edwin and I Johanna, would like to submit our thoughts on the Wheels to Wings road change. We strongly disagree with the new layout proposed for Harewood Road. We are residents of Gardiners Road. We WOULD like to see traffic lights at the Harewood-Breens-Gardiners intersection, believing it to be and added safety measure to not only traffic, but also to all school children and pedestrians, who will be using the crossing. The idea of the proposed Wheels to Wings situation, in our opinion, is too "over the top" and ridiculous that the Council could even think about changing the lane setup, ridding Harewood Road of the trees not to mention loss of parking and all else that they propose. It's beggars belief, that they are willing to spend millions of dollars on this endeavour. Money that could actually be put to better use in other worthy causes e.g. the water debacle happening at the moment, in Akaroa. Shouldn't the Council be working FOR the people of Christchurch Instead of deciding what THEY want? We have lost trust in the Council and it's many members. Too many Chiefs and far too many Indians!	Johanna and Edwin	Spruyt

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37746	I strongly oppose the changes to Harewood road, This will cause major traffic flow disruption, the removal of lanes and extra traffic lights will cause major traffic build up and more greenhouse emissions resulting from cars sitting idle for longer periods. The removal of roadside parking will be devastating for local business. Families taking their kids to sports at Bishopdale & Nunweek parks as well as those playing or watching will be greatly effected with the loss of roadside parking. Harewood road is a major thoroughfare to the Airport along with Memorial Ave, even more so with closure of Wairakei Rd at Russley Rd now. Emergency services use Harewood Rd frequently, the changes to this road will result in longer times for them as traffic wont have the freedom and room to move out of the way as easy as they do now, possibly resulting in a death. The removal of long established trees is a crime, replanting trees will take decades to get back to the lovey trees and colours we enjoy so much. I do support the traffic lights at Harewood/Gardiners/Breens intersections, I think this is long overdue. As for Harewood/Wooldridge I think this could be done by partly singling one side, East bound towards Papanui could have a limited added lane for straight through traffic, no need for them to have a traffic light. A traffic light on west bound side to allow traffic from Wooldridge Rd to turn right into their own lane on Harewood, then meagre back to one lane.	Graham	Adams
37744	Have you actaully analised your current proposal and looked at how the roads are currently used? Do you live in this area and understand the current traffic issues?? It's like you've had someone in Auckland design this from only looking at a map and not knowing how the area is used. I am totally against the proposed Cycleway on Harewood Road. As a cyclist I'm all up for cycleways, but don't install these to the detriment of a main arterial road. Move the cycleway over a block to Wairakei Road or Sawyers Arms Road which connects to the current cycleway. Install the lane somewhere where the road is quiter and safter for cyclists and where there is currently room on the road to accommodate the lane. By cutting the main arterial road from four lanes down to two lanes and adding 8 sets of lights, it is only going to bottleneck and increase the traffic along Harewood Road and increase traffic along the other two alternative roads and surrounding side streets which are unequiped to handle an increase in traffic. The addition of 8 sets of lights on a 2 lane road is totally over the top and unrequired as well. As a 4 lane road, lights are required (and have always been required) at Breens/Gardiners intersection to be able to negotiate the traffic. Blocking entry and exit points from Harewood Road to the Northlink super center, Northlands Mall and Mitre10 Mega is also only going to increse current traffic congestion. The congestion at Langdons/Greers Roads is already dangerous and busy enough even with the current alternate entry/exit points. Listen to these submissions and go back to the drawing board to come up with something appropriate.	Fiona	MacLeod
37737	The design is brilliant and will see more people riding. Riding lowers carbon emission, improves health, lowers expense to individuals, and improves the feel public spaces (liveability, walkability etc). The more of this type of project around the city, the better.	Daniel	Ogden
37734	Area of concern; The changing of the entry to Chapel Street. having to cross a two way cycleway into the street, when turning right off Harewood Road. There will also be an increase of traffic on Sails Street which is narrow now. Traffic has changed with the opening of north link, with an increase of traffic on Langdons Road. This has made it impossible to turn right out of both Chapel and Sails Street. Crossing Langdons Road as a pedestrian is virtually impossible, a pedestrian refuge is needed now.	Sally	Martin
37731	As a resident who uses Harewood Road on a frequent basis I am concerned with the proposal to reduce the four lanes to two along Harewood Road and the installation of the additional sets of intersection lights. Harewood Road is a busy thoroughfare and traffic will continue to increase as our population grows. The proposed roading changes will severly impact traffic flow and potentially create bottlenecks at a number of intersections. However, lights are needed at the Breens / Gardiners / Harewood Roads intersection and are overdue (due to width of Harewood road and volume of traffic). I understand the proposed changes will also have a negative impact on the Christchurch Charity Hospital that my wife and I support and will also affect the business of Copenhagen Bakery with the loss of street carparking. Another negative is the overall cost of the project and better use could be made of this proposed expenditure. This, however, is secondly to other reasons outlined above.	John	Mercer

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37730	A recent letter to the editor had very sensible comments which also reflect my views. Safe paths o both sides of Harewood Road from the roundabout to Johns Road are largely in place. Some parts may need widening they would be suitable as shared paths, requiring painted symbols and errect notices. Standard lights - with turning arrows - at Breens / Harewood / Gardiners intersection (which has been long requested) could be installed. If lights are necessary at Farrington Ave - Highsted Road - a re-alignment of the roads through the roundabout would be necessary. The current roundabout if used correctly is not a problem if drivers follow the rules. No reduction of lanes is necessary - a backward step. I spent several hours watching traffic from Mid afternoon to late afternoon and saw very few cyclists.	F E	Cadman
37728	I would like to provide my support for the proposed design. I am a regular user of Harewood Road both as a cyclist and a driver, as I live in Redwood and work in Sir William Pickering Drive so use Harewood Road and the surrounding roads almost daily. In my opinion Harewood Road is long overdue for a redesign, for several reasons: 1) The volume of traffic using Harewood Road does not appear to justify a 4 lane road, and 2 lanes would be sufficient. 2) There is not sufficient space for 4 lanes plus parking, as Harewood Road currently has. At present, a parked car opening a door on the drivers side impedes one lane of traffic, which is dangerous enough in regular circumstances but is particularly dangerous if there is a cyclist present - as happened to me just yesterday! 3) Although this is no excuse, I believe the current design leads drivers to drive at faster than the 50km/h speed limit, as I have witnesses many instances of speeding in this area which I believe could be down to Harewood Road having the same appearance as other 60km/h zones around Christchurch i.e. 4 lanes with dividing median island with trees. 4) Harewood Road has many side streets and crossings, and with 4 lanes this makes crossing traffic (particularly as a cyclist) far more complex and dangerous than 2 lanes, especially given the lack of marked crossings or traffic lights available. 5) Other areas of Christchurch have been rejuvenated for cyclists, encouraging use of the cycle lanes and helping to reduce traffic flows, but this part of Christchurch has not seen any improvements made in this area at all. As a cyclist it is noticeable how many more people are willing to cycle when cycle-friendly infrastructure is made available and I am sure this would be the case for this part of the city as well.	Tim	Brazier
37726	NO!!!. Completely not the right way of doing this. Harewood Road has to remain 4 lanes way too much traffic for what is proposed. Figure out a better and more cost effective way. I do agree cyclists and peds need more protection but this is so over the top. Utilise the grass berms that are there.	Bruce	Lord
37725	I am sorry to say but I feel this cycleway is not a good idea. I am definitely not in favour of this going ahead. having a cycleway through a busy free-flowing roundabout I feel is a dangerous idea. I am also not in favour of some streets being blocked off either. This is a waste of money and I feel it will hardly be used. Who wants to cycle down to a busy roundabout on Russley Road and try to cross that on a little bike. It's hard enough in a car sometimes.	S	Hosking
37724	I believe that the cycle way that is proposed is not safe enough for families to utilise. There is real opportunity to put in place a cycleway that has a barrier in order to protect those on bicycles from cars that don't look and see the cyclist at intersections. I propose that the cycleway is introduced in the middle of the road, where the trees are, in order to maximise the space. At large intersections, such as gardiners and harewood road, there would be lights that would enable cyclists to cross safely across the traffic and for the traffic to be stopped in order for them cross. The road could still be adjusted, but this would impact the cyclists less as they are not at risk from cars turning into driveways or car parks of businesses. Many people who would choose to cycle would not because of the risks that cars bring. By removing cars and placing a barrier, the cyclists are safe from traffic and accidents. There is also possibility to therefore keep the existing parking that is on the sides of the roads, which businesses rely. Copenhagan bakery has very few car parks and business sales will be dramatically different if this proposal is gone ahead with and car parking reduced.	Ashleigh	Wright

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37723	The Harewood/Breens/Gardiners intersection lights, fully support, should be a priority. Apart from these lights I oppose the design presented. My personal concern, probably also that of most residents on Harewood Road is reversing from the driveway to the road careful watching for foot traffic, but then cyclists who likely will travel at speed having their own lane, and a kerb, then try to find a gap in one lane instead of two. I oppose the removal of parking by Bishopdale Park opposite my residence. There are large Gatherings there, regular sports ad also recreational picnics for groups and families. I oppose the reducing of parking in Chapel St Papanui. I am regularly in the Methodist Church when cars have to park on the street. Harewood Rd: Remove poles, kerbside trees, berms. Put in underground lighting.	Nancy	Gillespie
37722	I grew up on Stanleys Road in Harewood and my parents are still living there. Since the Canterbury Earthquakes the Christchurch City Council has made many changes without consultation which has resulted in greatly increased traffic on Stanleys Road. The most recent changes, not allowing people to turn off and on Johns Road has driven up traffic massively on a road that is not able to handle it. Changing Harewood Road from two lanes to one lane and adding a cycle lane is just ridiculous, there is nothing wrong with how the road operates at the moment. The change will result in more traffic turning off closer to Johns Road down Stanleys Road and Wooldridge Road. Road that already can't handle the amount of traffic travelling down it. Stanleys Road is a very narrow road. If two cars are passing by each other one car is required to move to the side of the road. The road itself is also in very bad repair and can barely cope with the existing heavy traffic it is. CCC sends teams to do patch up jobs on the road which never hold. Stanleys Road is also a family street with young Children not to mention the many walkers from the surrounding business parks who use this road very day. The consider these changes to Harewood Road would increase traffic and would be dangerous and negligent on the Christchurch City Councils behalf. Before adding more traffic to Stanleys Road the council would need to seriously upgrade the street to make it safe for the community that members of the council is to serve. On addition to the impact on the surrounding road the impact on business is huge. Removing carparks on Harewood Road is not supporting Canterbury business shows how out of touch the council is with the business community. There was also no consultation in regards to this. By removing parking customers will not be able to attend the bakery or dairy on the road and will force people to shop in other areas of the city. At a cost of $19mil this is a waste of money when the current road is absolutely perfect as it is. Council projections are that up to 7000 cyclists will use this cycle way a day. I doubt there are 7000 cyclists in the whole of Christchurch any given day. I strongly oppose the changes to Harewood Road and feel that it is an extremely shortsighted more by the council to fill an agenda which is being kept from the public. It is disappointing to think that the people representing the people of Christchurch could consciously vote in favor of this. Kind Regards,	Edward	Glubb
37721	That "The Wings to Wheels" - Papanui ki Waiwhetu Cycleway project be dumped and totally restarted again as the project as proposed does significant damage to businesses and Community Facilities along the entire length of Harewood Road and is therefore totally unacceptable. Reasons in support of the above proposal: A) This Project in this current design is totally anti-business and anti-community in the way that the project is to be built. Further, the Fendalton/Waimairi/Harewood Community Board rejected the proposed plan as unacceptable to them and therefore this project must be re-started from scratch (the absolute beginning). B) All comments provided will be in picture number order plus any associate pictures or diagrams related to that picture. a) Picture 1 - Copenhagen Bakery: It is absolutely appalling that a cycleway is proposed to be constructed in front of the bakery. This business transferred from the Inner-City to its current location as a result of the Christchurch Earthquake, 22nd February 2011. How can people get to the bakery when all of roadside car-parking on Harewood Road is removed? Just making the presumption that people can walk further to get to the Bakery does not show good design planning from the Christchurch City Council (hereinafter CCC) as no	Philip	Haythornthwaite

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ID	Please provide any feedback you have on the proposed design	First name	Last name
	consideration appears to have been taken of who their customers are, their age, can they walk the extra distance and what affect this will have on the Copenhagen Bakery. The proposed design is unacceptable. b) Picture 2 - Wilmot Street Cul-de-sac at Harewood Road: The proposal to close Wilmot Street at Harewood Road and convert Wilmot Street to a cul-de-sac is totally ridiculous. This proposal shows no consideration for the fact that Palmers Funeral Directors and Harewood Dental are on the corner of Harewood Road and Wilmot Street and that they will need access to extra roadside car-parking when necessary. The CCC must be aware of this as it must have granted the necessary resource consents for the businesses to operate and to install a cycleway here is not acceptable. Further, the CCC must also be aware that there are about 50 new houses being built on the corner of Wilmot Street/Hoani Street and that to close Wilmot Street would only add further pressure to traffic making use of Hoani Street, Ellery Street and Langdons Road. On these grounds alone the cycleway should not proceed. The CCC is not here to deliberately destroy businesses as this is what Picture 2 shows that the CCC ultimately will do. c) Picture 3 - Sails Street/Harewood Road Intersection (exit only): To turn Sails Street into a one-way exit only from Sails Street to Harewood Road needs changing. It should be a Left turn into Sails Street from Harewood Road and a Left turn out of Sails Street into Harewood Road. The reason is simple, having Sails Street as a one-way exit only will add extra pressure to other streets going from Harewood Road to Hoani Street. d) Picture 4 - Chapel Street/Harewood Road Intersection (entry only): The proposal to convert Chapel Street to an entry only is stupid. The CCC and presumably the cycleway planners know that the Chapel Street Methodist Church is located beside Papanui Mitre 10 and therefore requires easy access to the Church Car Parks for attendees. This plan deliberately removes roadside car parking and is totally unacceptable in design. The CCC needs to negotiate an agreement With Mitre 10 and fully funded by the CCC in perpetuity for The Chapel Street Methodist Church to use the Mitre 10 car-park at Weekends. e) Picture 5 - Harewood Road/Farrington Avenue/Highsted Road Roundabout Changes: The proposals to alter the Harewood Road/Farrington Avenue/Highsted Road Roundabout are unacceptable in the proposed format. Firstly, the proposed number of trees to be removed is excessive as there is only one tree that actually interferes with the operation of the proposed cycleway through the roundabout and therefore only that one tree should go in the project if the project was to proceed. f) Basic Works First Please: The CCC Mayor, Councillors and Staff must take notice of the fact that this proposal has been rejected by the Fendalton/Waimairi/Harewood Community Board and thought needs to be put into improving all basic facilities along Harewood Road. A very good example of this is the urgent need to have a right turning arrow installed at the Horner Street/Papanui Road/Main North Road/Harewood Road intersection so that vehicles travelling south desiring to turn right from the Main North Road into Harewood Road can do so with ease as it takes a long time to turn here in comparison to the Main North Road/Cranford Street intersection. The Orbiter Bus Route makes a right turn at both intersections, with ease at the Main North Road/Cranford Street intersection but with extreme difficulty at the Horner Street/Papanui Road/Main North Road/Harewood Road intersection, sometimes taking between 5-7 minutes to successfully turn right into Harewood Road. The Orbiter Bus Route Runs along Harewood Road until it turns left into Greers Road (Orbiter Anti-Clockwise) or runs along Harewood Road until it turns left into the Main North Road (Orbiter Clockwise). C) CONCLUSION This submission is by no means complete. It has been sent in now to ensure that it is submitted prior to the initial closure date of 22nd February 2021, ironically the 10th Anniversary of the Christchurch Earthquake. This cycleway proposal is as bad as that. Destructive to Harewood Road		
37720	I wish to ask a few questions as i have been a cyclist for 75+ years and have taken part in may such discussions, such as Papanui parallel (see letters 1 and 2). I am concerned about safety (mentioned in 1 above) and also in the St Albans Area transport letter (3). I am also concerned about the use of e-bike (4). My concerns have been repeated in questions (5) and especially the paragraphs on 3. Pavements, 4, helmets,5. e-bike. With regards to "wheels to wings" Cycle route from Harewood to the airport. 1. Has a traffic survey been done? a, When and at what times? b, What is the actual flow of cycles, to the airport, from the airport. C. Is reducing the road form 2 lanes to 1 lane justified? d, Sue once cycle lane is enough, cyclist should be able to avoid another coming form different directions. 2. Will the pavements be safe against cycles, e-bike etc.? a, if so, who will monitor/police this? 3. Is there adequate safe parking/locked storage facility etc. at the Airport? 4. a, What is the cost of this enquiry?. b, Is the CCC or Government paying for this? 5. a, What is the cost of the road works? b, Is the CCC or Government paying for this?	Peter	Tillman

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37715	I am against the proposed design. The cycleways make the roads narrower, more dangerous and impede traffic. This is trying to retrofit an idea onto roads that are too narrow. More traffic lights add to congestion. The cycleways are a failure!	Damon	Birch
37710	Really pleased to see this expansion of healthy transport. Right now this area does not feel very safe to bike in. Cycle lanes will feel like an invitation to spend more time in this part of town. Grateful to see more of this kind of high-quality, healthy public infrastructure.	Sara	Epperson
37700	I think this is brilliant and fully support the new cycle way.	Ana	Connor
37698	I use my cycle to get to work and back, visiting other CHCH rate payers & to do shopping more than I use my motorcar...ie it is my main mode of transport. However, I have no issues with sharing the existing road with other forms of transport the CHCH ratepayers use and have done so for 30 years in Christchurch. 2 of the 3 accidents I've had(none deem my fault) where due to cycle lane issues NOT shared road scenarios & the 3rd was on one of the South Island's busiest main highways at John's rd (now fixed with a tunnel). I am entirely opposed to "degrading" Harewood road for the majority of other people in the neighbourhood & those that use it just for the sake of some flimsy fanciful "Wheels to Wings" project theme somebody/ies have come up with to make themselves feel important & successful. No, hang on, more to the point for just a handful of cyclist who have learnt to know what they're doing and are happily riding down the invigorating journey of Harewood Rd in all its usefulness to transport. I'd hate to have to share a cycle lane with fair weather leisure cyclist doing 10 km/hr gazing at the sun with virtually no cycling skills for the probably 2 times a year "they feel" it's a lovely time to cycle…say… to the Airport. No doubt a lovely idea twice a year. But let's stay focused on what roads are for – effect transport! We 'the' cyclists could do with some more painted areas here & there on this Rd but no way the monstrous mountain of plans presented here. I require "a way" that is useful not fanciful. Numbers matter! Who's going to benefit from this huge cost? A handful of leisure cyclist and some learners (plenty of other options for both classes). Who's going to suffer lost of transportation options...me, thousands of Christchurch rate payers & more…all those currently using Harewood Rd. This group of plans is clearly showing the rumoured "need" for more practical spending in CCC projects is sadly indeed growing . I am personally not happy my money is being well spent here (…and I'm sure it will be coming from at least one of the coffers I am obliged to pay into). But particularly I do not support the messing around with the iconic Bishopdale "oval-about" and those lovely old huge trees. No definitely NO. They take a lifetime to grow. Again, this is a total misappropriation of funds for whom it will benefit, and besides its anti the CCC's policy…they do not supporting tree reductions...I tried to get some hideous silver birches opposite my place reduce in size (not even removed...which would be better!) for obvious reasons and was "opposed" & quoted the CCC policy on trees...piff, well if it works for them. The shared cycle path and all the 'waste of time' (literally) traffic lights in the proposed layout #5. is a disaster waiting to happen to the Bishopdale community and those users of the gloriously & racy Bishopdale oval -about. There is no way I'm going to fluff around waiting at no less than x4 sets of lights just to go east when on most days I don't even have to slow down from my comfortable 25 km/hr ...going straight down a perfectly good road! Does anyone on the planning team actually use a cycle for getting to & from work & doing errands in an efficient manner?? Very hard to imagine looking at figure 5. details for Plan number 11. So to wrap it up: Absolutely opposed to the Bishpodale roundabout traffic lights /share cycle way & will be speaking on this. So opposed to almost every aspect of Plan number 11. Opposed to the two way cycle way further east on Harewood road. Astounded at how all the hook turns and ramps and traffic lights and detours are going to do anything for me as a	Gerrit	Venema

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	cyclist except impede/reduce my cycling options…let alone messing up everyone else's motoring experiences & private living conditions all the way along Harewood road. Opposed to plan number 13, 16 I am also opposed to a 2.2m size of the one way cycle lane…they are an overstated impediment on other transport forms. There is no need for a one way cycle lane to be more than 1.5m wide. Also opposed to the size-able road impediments they are garnished with. Opposed to this content of Plan numbers 6, 7, 8, 9, 10, 16, 17 I hate the use of & the confusion/inconvenience of which side of road is in use of 2 way cycle lanes. Therefore opposed to 2 way cycle lanes on an important road way like Harewood Rd. Hence opposed to this aspect of Plan numbers 12, 13, 14, 16 I am total opposed to any form of cycle way for transportation (ie where cyclist has no other option) that will mix pedestrians & cycles (Shared path) with no option of using the road. This is ludicrous…4km/hr meandering 3-4 abreast humans with 30km/hr straight line pumping cyclist??? Keep this for recreational pathways only please. Safety caps on please planning people. Hence oppose these parts of Plan numbers 2, 3, 4, 5, 6 I am specially against the two way cycle lanes & the utter time wasting traffic lights controlling them. If they waste my time or interfere with my 20-30 km/hr progress (dependant on wind direction). I will find alternative options…I won't be using them. It would be very sad for the CCC to 'discover' their failure to provide practical options for transportation on Harewood Rd…after having spent up huge. Particular to Plan numbers 7 thru 16: This has to be approaching thousands of people you are "planning" to reduce their enjoyment of living at their homes & businesses in CHCH, not just a small group. Harewood Rd is a long road. This is not "progress" in any form whatsoever.		
37693	I do not support the current proposal of works as noted in the consultation. The proposed design appears to be a separated layout with no consideration for a green way design at all. While a cycleway in principle is nice what proposed is rather bias towards a separated layout costing million, while reducing the width of an arterial route that is rather busy. There is an alternate route that can incorporate a green way (speed humps) design like that used on Worcester Street and costing less while achieving the same results as the cycleway program is trying to achieve. An alternate route would be (shown on map attached): To turn right onto Chapel street with some form of separation, Left onto Hoani street (start of greenway: speed humps, full road width with no bypass build out due to ongoing issue caused by implementation on Worcester St which haven't been resolved), Cross Sails St (similar style layout as what crosses Hereford St), Minor adjustment to Wilmont intersection, Cross Greers Rd onto Bainton St (similar style layout as what crosses Hereford St),	Dominic	Mckeown

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	At the end of Bainton St turn right on Highsted Rd (with some form of separation), Turn right onto Cardome St (carry on with green way layout), Turn right onto Cotswold Ave (with some form of separation), Turn left onto Fairford St (carry on with green way layout), Turn left onto Gardiners Rd (with some form of separation), Turn Right onto St Ives St and connect to Pasadna place (carry on with green way layout), Turn right onto Crofton Rd (with some form of separation), Turn right onto Harewood wood and continue as planned. In doing this route in takes in quieter suburban streets therefore making it safer for all users and limiting the impact on Harewood road as it's an arterial road. Reducing the lanes from 4 to 2 shows how out of touch design and the cycleway program is with the area. This alternate layout aligns with the plan and intention to encourage those who don't normally cycle and with a safer environment. By not looking at this alternate shows the cycleway program is fundamentally flawed in that it gives separated routes to part of the city while being bias to other parts. The alternate design route allows for safer traveling for users while only crossing busy roads and being parallel to Harewood Rd. There is significant cost savings in this alternate route due to the lower impact on roads and intersections. It also sets a mandate that routes should be separated given there is no inclusion of any greenway in any part of this design, therefore there is a need to redesign other routes based on this principal (Rapanui shag Rock Stage 1). This also contradicts council's stance that more greenways will be used across the city. The cost saving in doing the alternate route will benefit the program while saving $5-10 million. It doesn't require such major intersection upgrades as what is proposed. One should question the designers, design team and the council cycle way team as to whether they have travelled the proposed route by bike or have they only done drive overs and stopped to take pictures. It would be beneficial if they have ridden the route and were familiar with the area from a cyclist's perspective and they are the end user. Designing from a road designers skill shows they don't understand a cyclist's behavior or how new users will act. Credit for this alternate route should be acknowledged by the cycleways team and the designers, also with financial compensation failure shows council and designers will steal ideas for their own without giving credit. Given that they have wasted ratepayer's money so far on a flawed design it would be beneficial for further funds to be withheld as they have shown to only waste funds. By going with the alternate design, it shouldn't hold up any roading upgrades to the Harewood Rd and Greers Rd intersection. The design can be put on hold since funding was pulled forward from the financial year 2026 as this will impact other potential works by the council that's currently planned or being delayed as a result.		
37689	In relation to the reducing existing lanes in Harewood Rd to one lane each way - I strongly dispute this. Reasons for my disagreeing with this as follows: Emergency Services will have no room to continue along the one lane should there be traffic in front ie: Bus - pulling over will be an issue. The traffic on Harewood Rd in the proposed area is very heavy at peak hours so would clog up the flow as this is a main arterial into the city. Nunweek Park creates parking issues at the moment with summer and winter sport - the Boulevard experiences heavy requirement for parking during these times and at times cars park across driveways causing issues.	Sandy	Stewart

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	The Bishopdale Mall is very busy and a destination shopping area due to the various shops available ie: Chemist, Butchery, Supermarket and Harewood tavern - the car park is full at busy times As Harewood Rd is a main arterial to the city it would be interesting to know if anywhere else in the world there is a one lane each way main arterial to a city - I would doubt this. Suggestions and alternatives: On speaking to various cycling people their first choice would be to make Sawyers Arms Rd the one way each way and develop the cycling lane that is already there. The existing cycle lane actually makes its way to the city as it is. If this change is made to Harewood Rd, I suggest that the grass berm be made into a cycle way that is only on the one side of the street like all the countries in Europe that I have seen, so that people can park with ease and not have their car doors ripped off by passing traffic. I agree that there should be lights at the Breens/Gardners Rd intersection - however if there are lights at Wooldridge/Harewood then these will have to be timed correctly so that there isn't a huge back up as there would be at least 5 sets of lights through from the airport to Greers Rd - an overkill I would have thought. I would like to think that this be re visited because the money spent here could be used for more urgent needs for example - Hospital car parking, New Brighton. Having been through Riccarton Road during rush hour I think that this project would be a disaster and should be assessed again.		
37684	An amazing idea. I ride down Harewood to work several times per week and would definitely use this bike path. I would also feel a lot safer.	Samantha	Chapman
37683	Buses will hold up traffic at every stop - told it happens down Colombo Street - which is a 30 kph zone and Harewood Road is a main arterial road at 50 kph. All emergency service vehicles use Harewood Road continually not necessarily at 50 kph. Drivers have to pull aside - but where to with suggested plan. Many living along Harewood Road are elderly - there are at least 8 over 60's sets of 3-4 dwellings (& more to come) plus 3 large rest homes one side and 2 the other. I suggest that bike riding would be beyond 99% of these residents, but they are still living their lives. Buses are to infrequent & inconvenient to use loaded with groceries. Public transport works in UK owing to the population mass, can never see NZ nearing UK rate for at least 50 years - if ever! When hips, knees & shoulders are causing stress & pain I think most take the line of least resistance i.e. a car. Rubbish trucks meander down the road one side then the other stop starting - again the car would have to do the same. Saturday and Sundays Nunweek Park is used extensively for sport/s during the winter both sides of the road are 100% parked up. Families coming and going from all over Christchurch. With reduced parking - where are they going to go? Please don't say they can bike or bus, after a game of rugby wet and covered in mud? - I think not. So may I suggest to you that before you put some lycra clad twenty something graduate in charge of planning that you take the entire makeup of the city into consideration - and maybe consult with the people living in the area.	Rhonda	Upton
37679	1. Difficulty with crossing 2 cycle lanes & road traffic on Harewood Road if you are a pedestrian & quite elderly. 2. Needless tree cutting proposed for Bishopdale roundabout trees which are a lovely feature of Bishopdale, please leave them alone!! 3. Making Chapel St one way only exiting onto Langdons Rd will only make that corner eve more dangerous than it is at present. It is impossible to turn right there now as it is. it needs lights.	Alison	Grubb
37676	I feel that by reducing the lanes from four to two you are increasing congestion and pushing motorists to take alternative routes which will include more residential streets to try to beat the congestion. This will make those streets more at risk of accidents as the surrounding routes are generally all residential.	Sue	Carson
37675	I have lived on Harewood Road for seven years and fid the road to be excellent as it is. The proposal to spend so much on an un needed and un wanted project is an utter waste which could be used more effectively in other parts of the city. Slowing traffic down would cause cars to be bunched up with fewer gaps. This would make it less safe for pedestrians crossing the road. Harewood Rd is a major artery for emergency vehicles. Reducing from 4 to 2 lanes would cause major problems for such vehicles and other motorists. The cycling action group lobbyists have proposed a much bigger proportion of road use for them to the detriment of all other road users and residents. Traffic lights at the Gardiners Rd intersection would give improvements that would benefit everyone.	James	Foster-Lynam

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37674	Our main concern is Chapel and Sails Streets becoming one way streets, funerals held at the church and Sunday worship could be a big problem. The membership is fairly elderly and crossing Chapel Street could cause a fatality. The church also has lots of community groups there, both young and old. Traffic lights are a "must" for Chapel Street/Langdons Road Rd corner, especially for P.H.S students and the elderly from the retirement village.	David & Yvonne	Mardon
37673	This will create more traffic jams at the lights (Harewood/Greers). From Harewood to turn right to Greers we need the green arrow light 24/7 otherwise it will have more accidents. We still need to be able to park on the street, it's our way of life we have flat mates, friends, family who need to park on the street. The only way is to take out the trees & the island for the cycleway. I know Harewood Rd is dangerous for cyclists at the moment. I ride myself and I hate it, I am sure there is other ways to fix this. Copenhagen Bakery is very dangerous as people always open car doors without looking on traffic it is shocking. Gardiner/Harewood/Breens is long overdue for much needed traffic lights, it is so dangerous for everyone. Please make the right decision on this.	Sarah	Varnakomala
37671	Reduced parking on Harewood Road is unacceptable. There is not enough now. Access to Langdons Road from Chapel Street is a nightmare. Pedestrian safety to cross Harewood Rd, and Langdons Rd will be worse than it is already. There are very few cyclists on Harewood Road. Who has dreamt this scenario up???	Noelene	Niederer
37670	There is no provision for traffic control, parking - or lack of - in the small side streets adjacent to Harewood Road. At present in Hoani Street between Chapel & Sails Streets there is unlimited parking for the school pupils during term. Visitors to the Golden Age Village many very old cannot find a carpark on the street when the village carparks are full. Also what about Hampdons Road? The Council has allowed the huge Northlink development to go ahead with no thought given to the subsequent traffic. You try to cross Hampdons Road on foot. Does there have to be a serious accident before the traffic engineers begin to look at the whole area. And as for turning right out of Chapel Street well that's a laugh!!	Ann	Masters
37669	Looks great! Promoting better and safer cycle routes encourages more sustainable transport, increased community health, and often increased community vibrancy.	Mitchell	Anderson
37668	I do not support this proposal. Harewood Rd is one of two remaining arterial routes to and from the Airport, now that Wairakei Rd is no longer an option. Traffic volumes have increased significantly on Harewood Rd and it can and does become congested in the 4 lane sections in peak hours already. Reducing available lanes will make this situation worse. The budget for this over-engineered proposal is eye watering and as a rate payer infuriates me given the number of more urgent reading projects around the city that “need” to be done. Even within the immediate project area there are significant traffic and roading issues that need urgent attention. Have the Planners actually been to this part of the city in peak hours or on a Saturday?? Had they done so they will have noticed a large new retail development on Langdons Road. Combine this with Mitre10 and you have major issues that need to be addressed on Langdons Rd. Langdons Rd needs a full dig out and resurfacing and the intersection with Greers requires signals. Access to this area from Harewood Rd needs to be enhanced but instead this proposal will only make the current situation worse. There has already been millions spent on the cycle way from the city to Sawyers Arms Rd. Leave the cyclists on Sawyers Arms and leave Harewood as it is for public transport, heavy vehicles and general traffic. There are specific areas of the design that are so ridiculous (cycle way in the middle of a roundabout) when there is an existing safe kerbside option. It almost gives the impression the budget was set before the design took place. Too many main arterial routes around this city have been ruined by the addition of separated cycleways. In all cases some road marking and simple intersection safety provisions would have sufficed. There is an existing cycle way on a parallel arterial. This Harewood Rd proposal should not go ahead in its current form. It is an unnecessary waste of money and will create traffic issues to a far greater extent than exist already.	Sam	Wilkes

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37666	I am 70 years old. Both for my health and for the health of the planet, I do a lot of biking in Christchurch and have done so for the 25 years I have lived here. I deliberately seek out the cycle ways for all riding even if this means a longer ride. I feel much safer. I can enjoy the ride and be very much part of the global cycling revival. I am delighted with the cycle ways and have clearly seen a growth in numbers of riders. So whether it is to the supermarket, the doctor, the hospital, the movies, the pub, the airport, the swimming pool I ride. The more cycle ways the better.	Mary	cavanagh
37664	I like the plan at the top end of Harewood Road, the narrow path north of Nunweek park should've been widened a long time ago, and the crossing near Harewood School will make crossing a lot safer for the children that go there. The lights at the Gardiners Rd-Harewood Rd have been long awaited so good to see those finally going in. There are 2 aspects of the plan I really do not like - I don't like to see you carving up the Bishopdale roundabout and putting the cycleway through the middle of it and there are way too many lights on the roundabout! It is already horrendously slow to get out of Highsted Road in the morning, the last thing we need is lights at almost every corner of it, especially if the lights are not timed correctly. Why can't the cycleway go around the roundabout instead of going through it? The second thing I don't like is the closure of Chapel Street, this street has become very popular since the opening of Northlink and if often used as an alternative entry/exit to Langdons road because the Greers Rd/Langdons Rd intersection is now so congested. What is actually needed now is traffic lights on the Chapel St/Langdons Road end to help people exit this street at Langdons Road.	Cathy	M
37662	As a resident of Harewood road that would be impacted by the design and someone who cycles to work along the route on a regular basis, I would like to say I am very much in favour of the proposed design. I just have a few comments I would like to be considered: 1. Will the surface of the road between Greer's road and croften road be resurfaced? I ask this because the was a new layer of chip seal on the road about 18 months ago and the result has been terrible for cycling on. I could not bike on it for months after it was out down and had to cycle on the footpath and I still worry about getting punctures on it now. While I know it's an expensive option I would hope the council consider a quiet seal for the road. The reason is that even having smooth seal on the bike lane, chip seal on the road gets washed from the road into the bike path (even with the kerbing) and makes it less pleasant to bike on. It also makes cycling more pleasant when you have less noise from the tyres on the road. 2. I know there has been a lot of people comment on the Harewood/Farmington/highstead roundabout proposed changes. While I like the idea of having a path through the middle of the roundabout, from a cycling point of view I would find this inconvenient. For me biking down Harewood road into town I would have to stop at lights to cross to the middle. Then cross again to the roundabout and the cross again twice to get back onto the road. As you can imagine this would take considerable time compared to the 20 odd seconds it would take me to cycle on the road as I usually would. In fact, I would expect that even with the proposed design I would still cycle on the road lanes around this roundabout as I would be much quicker. When designing cycle lanes I believe one of the biggest considerations should be what involves the least amount of stopping. This is because when you stop it adds time to the trip (one of the best things about cycling is consistency of time compared to driving as you are not dependant on traffic flows) and each time you stop involves extra energy to start again. I see the aesthetic appeal of the roundabout design and I don't dislike it, it's just I don't think it is practical for commuter cyclists. While I hope you go ahead with the design, I hope you consider these comments from a regular cyclist of this route	Richard	Gray
37661	It's great to see a cycleway being developed along this route. I support the plan in principle. We don't need a four-lane road down this corridor but urgently need to change the way we travel in the city to improve the city, reduce emissions and foster a more healthy city. Crossings: I get frustrated when I'm on my bike at complicated intersections where I have to dismount a couple of times to negotiate a road. The Harewood-Gardiners-Breens intersection looks a bit of work to navigate. I hope that the plan is to do something similar to the cycle/pedestrian crossing on Clyde Rd by the university that changes quickly and automatically. Otherwise that intersection will be a barrier to cycling. Parking: I've heard lots of complaints in the media about Copenhagen Bakery and the charity hospital missing out on parking. I hope those things can be resolved without damaging the plan. The whole city is set up for roadside parking and people take it for granted that they can park anywhere. In order to make progress on shared use of roadways we need to move away from that assumption.	Donald	Matheson
37660	I support changes that make it easier for people to travel by bike and so I support this design on the whole.	Yvonne	Christensen

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37658	This cycleway is over engineered and is far too expensive. It needs to be simplified and made more cost effective for the number of cyclists that will actually use it. The prediction that some 1200 cyclists per day will use this route would seem wildly optimistic, as the number of cyclists that we see in our daily walk down a section of Harewood Road is almost zero, three in the last four weeks. Please supply statistics to support the 1200 per day. The cycleway can readily be accommodated on one side of Harewood Road (North side) and ideally it should be consistent from the start to the end. Berms can be removed (and widened if necessary) and shared footpath and cycle lane created, as has been created in other parts of the city. To say that it is a danger with cars backing out of drives is a red herring, as there are already unattended children (and adults) either cycling or scootering on the footpaths, we have them past our house to avoid the traffic lights, ignoring the cycle lanes!! If deemed necessary parking can be removed to provide extra width. Alternatively you could revert to using both sides of Harewood Road. This proposal leaves Harewood Road as a four lane road, there is absolutely no point in destroying the existing format of the road. With all the major car manufacturers now fully committed to electric car production it is obvious that the motor car is not going to go away and be replaced by bicycles. There are too many traffic lights proposed also, the ones at the Harewood/Breens/Gardiners Road intersection are essential, reduce some of the others in number. Ideally the Bishopdale roundabout should be removed and Farrington Ave better aligned with Highsted Road so that traffic lights can be installed. The alterations to Sails Street, Wilmot Street and Chapel Street just add unnecessary complexity and cost to the project. The most disconcerting aspect of this whole process is that our local community board does not agree at all with this design being imposed on our community. They want to be (and surely should be) the ones leading the process and then reporting back to the full Christchurch City Council. It currently is a case of the tail wagging the dog! See attached letter from Brian Ward, he clearly points out the correct process to be followed when dealing with the community from 30 years experience as a council roading engineer. Take the problem to the community for consultation (not a solution) following up with options to solve the problem. The community knows it has been heard and they genuinely participated in the process. Look to the simplicity of Rutland Street, no concrete jungle and room for pedestrians, cyclists and car parking, what could be simpler.	Stewart	Shadbolt
37656	Currently the Harewood Road between Crofton Road and Greers Road is very congested at peak traffic times, with traffic often backed up 500-600 metres in both lanes at a time. This causes vehicles to be sitting idling, and pumping car fumes into the atmosphere. And with the proposal to reduce the number of lanes from 4 to 2, is only going to greatly increase the congestion and pollution on this stretch of the community. This is unacceptable and as a proposal, currently makes no sense. It's highly unlikely that the majority of car drivers that regularly use this route are going to be getting out of their vehicles and using bicycles. If the thought is to create a safe cycle route for cyclists, why not narrow the median strip, narrow the grass berm and create a safe cycle lane on each side by doing that. This would create a safe uncongested passage for all road users and not interfere with rubbish collection or any emergency vehicles trying to get through. Emergency vehicles would struggle to get by with only one lane each way during an emergency.	Murray	Falconer
37653	I am in support of the proposed Wheels to Wings major cycleway. The Government has declared a climate emergency and infrastructure like this is extremely important to enable more people to cycle to work, school, sports, shopping. Even though I live on the other side of town I regularly need to go to the airport and nearby locations on my bike. I can travel all the way to Harewood Rd using some of the existing infrastructure in a safe and enjoyable manner, however once reaching Harewood Rd the journey becomes a lot more stressful due to the dangers of sharing the carriageway with some drivers who don't appreciate my presence. There is no alternative safe cycling route to the airport and I look forward to this being rectified with the completion of this project.	Steve	Arker

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37652	After seeing plans for HAREWOOD ROAD CYCLE WAYS my friends and clients are upset on the loss of parking and 2 lanes. In my employment i drive around every day at all different times of the day and evenings and in this time i may have seen three to eight(and not at the same time) cycles using these large invasions of roading. Yes we are desperate for lights and or round about at Breens Road as with all the children who now get taken by car to school. I'm sure these lanes will not change this. The only thing i can think of is perhaps we are soon going to be banned from using cars. I also want to know if these lanes are for scooters, disability scooters, and oldies and walkers as the footpaths are not safe and no one else uses them. Everywhere I go the roading looks expensive and effective to narrow and slow traffic. If I witnessed these being used I wouldn't feel so cross but there not	SANDRA	BISHOP
37650	I fully support the intent and the layout of the new design	Celyn	Fenwick
37648	I fully support having a separated cycleway along Harewood Road. I tried cycling along the road a few times but didn't feel safe. This is an area with many primary schools and it would be good for the children to be able to cycle to school safely instead of having lots of cars dropping them off. I am sure cyclists would support the businesses that are so worried about car parking, cyclists do shop as well. I am sure the issues with access to the charity hospital can be resolved. I am in favour of the Harewood Road roundabout being upgraded this is a difficult roundabout to negotiate in its current form. It is also difficult for pedestrians trying to cross from the bus stop outside the petrol station to Bishopdale mall. I would strongly recommend changing the position of the cycle crossing of Waimakariri Road so it is not so close to a corner, it is very hard to see the traffic coming at the position of the current crossing. I lived for twenty years on Harewood road opposite the Harewood primary school.	Faye	Thompson
37647	I do not approve of this new plan. I live very close to Harewood rd and walk Harewood road daily. I would be lucky to see one cyclist on Harewood road on my morning walk. I think changing from two lanes to one is unsafe. I do however support the new lights at Breens /Harewood as this is very dangerous intersection.	emily	malcolm
37645	I oppose the overall proposed design. I support lights at Harewood-Breens-Gardiners Rd Intersection. I oppose making Harewood Rd a single lane each way (this will cause unnecessary congestion making coming out and turning into driveways unsafe, specially with a trailer/truck due to the cycleway barriers and having to also negotiate pedestrians, a cycleway and congested traffic, as this is a Main road). In Harewood Roads present form you have the two lanes, so traffic can pass safely when you're turning into a driveway and also an option to pull over to the side of the road in busy times. I oppose the cycleway in its proposed form. I support a cycleway option on the centre island on Harewood Rd as a preference or use part of the grass verge by the footpath as a shared cycle/pedestrian area, as is done further up Harewood Rd.	Graeme	Jack

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37644	I travel down this road every day. I am also a local resident and have lived here for 17 years. I wish to stongly oppose the plan as it stands. Some aspects are sensible and safe, while other portions are not. Aspects that I know will be problematic are A. There will be greater congestion on Harewood Rd because 1. -By changing 4 lane traffic to 2 lane traffic means that line of cars will be twice as long in length. The lane of traffic will be down as far as the johns rd roundabout. This will cause huge disruption to the motorway traffic. 2. Cars in the past travelled down Wairakei Rd but recently this was shut off when the motorway was formed at Johns Rd. So there has been a big increase in the number of cars using the roundabout in Johns Rd turning into Harewood Rd. 3. When vehicles travel down from Bishopdale roundabout at present they can make a small u turn in several places. At present traffic behind the vehicle in the particular lane comes to a halt in that lane only. If there is only one lane (not 2 as present) this will mean that all the traffic heading North or South will not be moving at all. 4. Wilmot St and Chapel and Sails Sts now exit out Nth to Harewood Rd. But in the proposed plan, traffic can not turn right out of Sail and Chapel Sts, onto Harewood Rd. This means that traffic will have to exit out via Langdons Rd. They will need to turn left onto Northcote Rd which is a main arterial route. Then they will have to turn right onto Harewood Rd. This will cause further congestion at both of the intersections. This will greatly affect those residents who want to eg. shop at Bishopdale Mall shops etc. B. Cycle way is taking away too much space- 1.Residential school and business parking, parking from homes, Harewood School, shops, business and Charity Hospital are always needed. A solution could be that both cycleway and motorists are catered for. Possible Solution This could possibly include a plan that would shift the painted line by 30-50 cm into the road way. Then we could have 2 lanes on each way for motorists-4 lanes in total, as well as a cycleway. C. Bishopdale roundabout has 6! signaled pedestrian crossings in the new plan. Further congestion will occur. This is already a very busy roundabout. Are 6 needed? Positive aspects that have been addressed include- Traffic lights at Breens Rd and Gardiners Rd are overdue and are urgent -very needed! Traffic lights and Wooldrige are needed too. Visually So many beautiful trees and the daffodil beds are all being taken out that provide shade and are visually pleasant. Cost of the project This seems VERY costly. Can it be completed with cost in mind to rate payers. Design This design as it is will decimate on of our city's best 4 lane carriage ways and free flowing airport routes. Painted line for cycle way is all that is needed- as seen in other streets	Peter	Nicoll

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

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	in ChCh.eg Papanui Rd that has more traffic. We do NOT like the concrete dividers. It feels like there will be a constant stop start, stop start for drivers and this could mean more tailgate minor accidents. These will cause more congjestion as ALL traffic will have to come to a stop - as there will NOT be another lane for traffic to keep the traffic flowing. Change the plan! Change the plan to get a WIN WIN for motorists and cyclists.		
37642	Submitted Date: 17/02/2021 13:18:57 Please provide any feedback you have on the proposed design: When vehicles travel down Harewood Rd from Bishopdale roundabout at present they can make a small u turn in several places. At present traffic behind the vehicle in the particular lane comes to a halt in that lane only. If there is only one lan I am a local resident and have lived here for 17 years. I wish to oppose the new plan as it stands. Some aspects are sensible and safe, while other portions are not. Aspects that I know will be problematic are A. There will be greater congestion on Harewood Rd because 1. -By changing 4 lane traffic to 2 lane traffic, means that the line of cars will be twice as long in length. The lane of traffic will be down as far as the Johns rd roundabout. This will cause huge disruption to the motorway traffic. 2. Cars in the past travelled down Wairakei Rd but recently this was shut off when the motorway was formed at Johns Rd. So there has been a big increase in the number of cars using the roundabout in Johns Rd turning into Harewood Rd. 3. We (not 2 as present) this will mean that all the traffic heading North or South will not be moving at all. 4. Wilmot St and Chapel and Sails Sts now exit out Nth to Harewood Rd. But in the proposed plan, traffic can not turn right out of Sail and Chapel Sts, onto Harewood Rd. A. This means that traffic will have to exit out via Langdons Rd. They will need to turn left onto Northcote Rd which is a main arterial route. Then they will have to turn right onto Harewood Rd. This will cause further congestion at both of the intersections. This will greatly affect those residents who want to eg. shop at Bishopdale Mall shops etc. B. Cycle way is taking away too much parking space from residents parking, school and business parking also. Closeby Parking are needed for Harewood School, shops, business and Charity Hospital. A solution could be that both cycleway and motorists are catered for. Solution This could possibly include a plan that would shift the painted line by 30-50 cm into the present road way. Then we could have 2 lanes on each side for motorists-4 lanes in total, as well as a cycleway. C. Bishopdale roundabout has 6! signaled pedestrian crossings in the new plan. Further congestion will occur. This is already a very busy roundabout. Are 6 needed?	Christine	Nicoll

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	Positive aspects that have been addressed include- Traffic lights at Breens Rd and Gardiners Rd are overdue and are urgent -very needed! Traffic lights and Wooldrige are needed too. Visually So many beautiful trees and the daffodil beds are all being taken out that provide shade and are visually pleasant. Cost of the project This seems VERY costly. Can it be completed with cost in mind to rate payers. Design This design as it is will decimate one of our city's best 4 lane carriage ways and free flowing airport routes. A painted line for the cycle ways is all that is needed- as seen in other streets in ChCh. eg Papanui Rd that has more traffic. We do NOT like the concrete dividers. It feels like there will be a constant stop start, stop start for drivers and this could mean more tailgate minor accidents. These will cause more conjestion as ALL traffic will have to come to a stop - as there will NOT be another lane for traffic to keep the traffic flowing- if there is ONLY one lane. MODIFY the NEW plan to get a WIN WIN for motorists and cyclists too!!		
37641	Proposal offers limited benefit to cyclists from the south west, south and south east of the city. It requires going additional distance and then back to the airport which most cyclists will not do. Reconsider the use of Memorial Road even if it is only from Greers road onwards towards the airport. The existing Uni cycle way could be extended out towards Memorial via either Waimairi Rd or Avonhead Road. Another option could be extending along to avon head road and doing a crossing under Russley linking to Ron Guthrey Road	Jason	Marshall
37640	I disagree with this proposed cycleway. I disagree with taking the on street parking away from both sides of the road, I think this could de-valuate the properties on Harewood Road.	Robert	Scobie
37639	I strongly oppose turning Harewood Rd from 4 lanes to 2 lanes. Getting out of my property into the flow of traffic with 4 lanes during peak hour traffic is hard enough at the best of times, 2 lanes will be terrible. Parking for users of Bishopdale Park will become even less scarce under your proposal, and I believe more dangerous. Please think beyond the square. We want practicality. I strongly support lights at Breens / Gardiners & Harewood Rd, long overdue. Traffic lights at Harewood / Woolridge would be very favourable. Far too many accidents & near misses have happened there.	Lynn	Williams
37635	I am totally against this proposal, I do not understand why you would destroy something good to create something good. The best solutions are usually the simple solutions. This proposal could not be more complicated if you tried! I suggest using existing open spaces such as St James Park, Bishopdale Shopping Centre carpark, Bishopdale Park, Elephant Park, Nunweek Park etc. You could link these spaces using quieter back streets such as Marblewood Drive, Moreland Avenue, Ardmore Place, Eastling Street, Murmont Street, Veronica Place, Breens Intermediate, le Roi Place etc. Beyond that is farmland and the front of Harewood School. There are also of course alleyways between properties. In doing this you can create something special without vandalising what we have. If this really is consultation, you have a chance to stop this.	Alastair	McKenzie
37634	Overall I support the plan for the cycleway. I am however concerned about the section of Harewood Road eastbound, west of the Greers Road intersection. There is a long build up of cars waiting to turn left here every evening (back towards the bishopdale roundabout), which will be made worse with the reduction of the road from 2 lanes to 1 and addition of red turning arrow. This will mean traffic trying to go straight ahead or turn right will also be caught up in this jam. Need to carefully consider how this intersection will function.	Karissa	Hyde
37633	This is such a phenomenal idea! I commute daily on my bike from St Albans to the Airport via Harewood Road and have had some very close calls on many occasions where I've nearly been hit. Busses are the worst offenders, purely due to their width. Overtaking parked cars on the side of the road pushes cyclists out into traffic and is quite nerve racking at times. My organisation and colleagues have really embraced the Aotearoa Bike Challenge so there will be many more people commuting from city to Airport. I'd love to see this go ahead and would be a very valuable use of city funds.	Matt	Jordan

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37632	I support the cycleway; I do not feel Copenhagen Bakery have any grounds for opposing this cycleway, the Bakery has plenty of car parking, they just waste half of it by using it as a drive through, lots of people will have to make adjustments to the cycleway, Copenhagen reconfiguring their carpark will be one of them, they need to remember they are running a medium sized business in a residential area. Sydenham bakery on Wairakei road and Couplands on Main North road both have very few car parks and you do not hear of them complaining. Maybe it's time for Copenhagen bakery to only use their Harewood Road facility as a factory and move the retail outlet to Bishopdale Mall, (a Mall desperate for more retail outlets, more foot traffic and redevelopment) Copenhagen's food is delicious, I am likely to go there more often, If I can get there more easily on my bike. I do not like the multiple traffic lights at the Bishopdale round about. My experience cycling to work in London was that when pedestrians and cyclist meet vehicle traffic, they are kept apart from each other using tunnels and bridges, this keeps the cyclist moving as well as not interrupting the flow of vehicle traffic, looks to me like the Bishopdale roundabout is big enough to support bridges instead of traffic lights. I am concerned with the cost, think of how many electric bikes could be purchased for households in the Papanui/Harewood/Bishopdale area for that kind of money, that would really ensure an increase in cycling in the area, and driver behavior would have to change as there would be bikes everywhere! this would also have a much greater effect on climate change than installing congestion causing traffic lights.	Dean	Hamilton
37631	I absolutely object to this proposal & know without a doubt that it's designers do not regularly use Harewood Rd, or they would never have come up with this ridiculous proposal. I use this road every day, now much busier after the closure at the end of Wairakei Road. There is a sturdy stream of traffic in both lanes for most of the day, in both directions. Forcing all that traffic into one lane each way is ludicrous. In my daily commute on Harewood Rd, I very rarely see a cyclist, even at 3pm!! Where on earth all are all these thousands of cyclists coming from? it reminds me of that ridiculous part of Sawyers Arms Road, also a busy road & so narrow past the softball grounds. I travel down here often also & also very rarely see a cyclist!! Does anyone even monitor what is happening after these ridiculous changes are made? I doubt they do because you just keep coming up with them & this time on a major busy road!! I do totally agree with traffic lights at Breens / Gardiners intersection.	Kay	McKenzie
37629	I consider the expenditure to be unnecessary and would be better diverted to other purposes, for example - upgrading drinking water supply pipelines which are leaking or are in need of replacement. I doubt that the proposed cycle way would see much use for other than for weekend recreation. There is also concern about inconvenience caused to businesses in the area and the restriction of street side car parking. Officials who are planning the proposed cycleway should be required to provide reliable evidence of its expected use. A rather extreme number (10,000/day) has been given - we need better than this optimism before spending many millions of dollars on some planning group's particular obsession.	Robin	Palmer

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37628	Let me say I'm both a keen cyclist, a car driver & I use Harewood Rd almost every day. I strongly object to the Harewood Rd plan for one main reason and several lesser reasons. Main reason: It will seriously choke up/constrain the free flow of traffic in Harewood Rd. This is diametrically opposed to the NZTA policy of providing infrastructure for the free flow (& therefore cost saving) of road traffic. Surely the same policy must apply to the main motorway access routes? Other reasons: There are simply not enough cyclists to justify the negative traffic impact and cost investment. What consideration is there that for half the year the weather (cold, wind & rain) keeps cyclists off their bikes and travelling by alternate means? The Bishopdale roundabout with its lofty trees is a cultural feature of Bishopdale – do not destroy them. I agree traffic lights are needed urgently on the Gardiners Rd/Breens Rd intersection. My strongly preferred alternative is to put the cycleway onto Sawyers Arms Rd. It is only one lane in each direction now so the cycle way will not reduce the traffic capacity. There is plenty of width at its western end. And it will connect better to Northcote Rd and QE2 cycleways and it connects with the Northern Line cycleway. Waimakariri Rd is a low traffic road for access to the motorway underpass.	Dennis	Wilkes
37627	My worries are: 1. My unit faces Harewood Rd. very few cyclists on this road. Some young ones ride on footpath alongside the sports ground. 2. Where will people park when you take away the lane- when there are football and cricket? At sports ground 3. What will happen when the fire brigade and ambulance come screaming along the road at speed? This could be disastrous! 4. My neighbour and I suggested you take the grass verge Council strip and use the space for cyclists or parking? The lass we spoke to said – where would you put your rubbish bins? Fair enough – but that is once a week! 5. Traffic lights – yes OK but a single lane will cause build-up of traffic. We have a lot of trucks, buses and service vehicles down here. 6. Access from our driveway will be almost hopeless at busy times, especially early morning. 7. Pedestrian crossings seem to be non existant. There are a lot of elderly people in this area who do not drive – as well as young ones. I hope you will re-think some or all of these ideas. I believe I am not the only person I our area who is not happy with these intended changes.	Barbara	O'Donnell
37626	As a Council you have obviously not done due diligence regarding this design as the volume of traffic along this road most certainly demands the 4 car highway. In forcing this proposal on us you are going to put so many businesses in strife plus our many rest homes and of course all the existing residents. This is not in our best interests. Also would like to remind you all that when cycleways were introduced it was stated that it would not impede residents. So once again the Council totally ignores the consequences of this extremely over-priced major debacle to go ahead. Has one of your team stood at the corner of Harewood Road and Papanui Road probably not? I am very sad to realise that we are now live in a "dictatorial city". Why are you not using Sawyers Arms Road or another road as I am sure if you are so keen on the cyclists this plan would mean they are riding on a road with any cars and breathing in the fumes?	Karalee	Samuels

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37625	As a resident of the area all my life, I am horrified to hear of this plan. To just design a pathway with-out residents input for the few cyclists that pass my property is just preposterous! It would seem that the average motorist and resident like me, is being punnished for having a motor-vehicle. My greatest concern is the difficulty in getting in and out of my property. There is no way, without the grass berm to turn around on, that I could back my vehicle up the drive. Stopping on Harewood road and backing in is not an option, I have tried this on numerous occasions and other motorists behind me do not like it. Even to enter my driveway, I have to turn from the middle of the road, as last year, It was decided by the council to deepen the open stormwater culvert in front of my property. If you try taking a shorter path and accidentally cross the culvert, you will damage your vehicle and not be able to get out. Backing out is not an option, I would probably back over someone cycling along at great speed, then there is the difficulty of getting across the traffic in reverse. Even at the moment with being able to back my vehicle in, it takes a long wait until there is a gap in the traffic, to enable me to get out. I agree with one aspect, that is, putting lights at Breens intersection, this has been a problem for years Why doesn't the cycleway go down Sawyers Arms road and Waimakariri road? then the cycles would be on the correct side to go through the tunnel at the roundabout? It doesn't need to be down a main arterial route. Other parts of the world would not allow such a plan on a main road Since Wairakei road has been cut off at the motorway, the traffic on Harewood road has increased about 50%, to cut down to one lane each way at Bishopdale will cause congestion and make it worse for us to get to and from our driveways. The whole cycleway concept on this scale doesn't work. The cycleway in Sawyers Arms road by main north Road is a Joke! I'll bet the businesses, had they known what it was going to be like, would have had great opposition to it being built. Having to have elderly pedestrians cross a cycleway to get their prescription at the chemist affected, is just stupid. If someone does actually get injured in this process, I'm sure the Council will be put under the spotlight	Kerry	Houston
37624	Why does the bus stop have to be moved outside resident's properties? Some of it will overlap to 334 Harewood Road. No on street parking is a disaster for elderly people being picked up dropped off and o where for visitors to park, taxis, cleaners, Nurse Maude etc. I don't believe traffic flow can be safely condensed to one lane especially in morning/evening peak flow Exiting my drive in peak flow is currently difficult and I believe it will be almost impossible if this plan goes ahead. As super annuitants many of us get picked up by family/friends. On street parking is major plus in the area as we can safely enter / exit friends vehicles, taxis etc. Additionally, on street parking is a major connector to our community, many of the units have no non-resident parking, shared driveways etc. We rely on on-street parking for visitors as well as overnight guests, if visitors are discouraged, this has a huge negative community impact on the older residents. Can you publish traffic counts and current bicycle use? The effects on the residents in our area is significant far more than minor and appear destined to cause major upheaval, loss of amenity and loss of enjoyment. We are in fact having many of the things we chase this area for taken away from us.	Val	Norton
37623	I am concerned about Harewood Rd being narrowed. Parking for the Leacroft St Park, the Charity Hospital and Copenhagen Café will be limited. I'm not sure that the new cycleway will encourage people to ride their bikes more regularly. I do believe that we need traffic lights at the Harewood / Breens / Gardiners intersection. Having been involved in a minor accident at that intersection I feel that traffic lights are a must.	Sandra	Nichols

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37622	This proposal has no merit whatsoever. Don't even try to fix it as it ain't broke. As a motorist of 70 plus years, a pedestrian, retired cyclist and casual bus user, the current lay-out of Harewood Road is still fit for purpose. Splashing out many millions of $$$$ for no gain is a huge insult to your ratepayers, taxpayers and road-user charge payers. Has there been a cost/benefit assessment for this proposal? By reducing the usable carriage-way to single lanes each way will obstruct emergency vehicle priority big time. I.e. Fire, Police, Ambulance etc. All you will achieve with this proposal will be to divert currently free-flowing Harewood Rd traffic to clogging up alternative roads such as Wairakei Road or Sawyers Arms Road West!!! When was the last time cyclists contributed (financially) to road construction or maintenance?? As a regular user of eastern Sawyer's Arms Road I note that a cyclist is a rare sight on that cycleway between 1-30 and 4-30pm. Installation of traffic lights at the Breens – Gardiners – Harewood intersection has my full support for the safety of all School Children who have to use that intersection twice a day rain, hail or shine.	Bruce	Adams
37621	I strongly support the addition of traffic lights at the Harewood/Greens/Gardeners intersection. I do not support the cycleway and lane reduction of Harewood Rd. My suggestion is to extend the cycleway on Sawyer's Arms Rd to go through the Northcote Rd intersection. Redesign this intersection as is it an absolute mess so it is safe for vehicles and cyclists alike. Continue the cycleway song Sawyer's Arms Rd to John's rd. Harewood Rd is already busy and needs 2 lanes.	Tess	Abbott

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37617	I live in Becmead Dr off Harewood road. This plans seems total overkill. There is need for work in Harewood Rd esp near Breens Rd (lights). There is also need for the right turning arrows on Greers Road at the intersection with Harewood Rd to be permanently in effect during the day. Over the last few years we have seen several accidents and near misses at this intersection. I also think you need to control traffic at Wooldridge road (lights?). I think adding a cycle way on Harewood Rd would be a good idea but would favor a single cycle way on same side of the road as the underpass/Tunnel at Johns road. My feeling this this could be done by using the grass verges that line much of Harewood Road and maybe reducing the wide foot paths. I totally oppose reducing the road to one lane each way. You have blocked off Wairakei Rd at Johns St, pushing traffic to Harewood and Memorial Ave, now your gunna reduce Harewood to single lane. This must flood Harewood Rd and push traffic towards other routes into the city - Memorial Ave, or God forbid Langdons Rd (which is already a disaster). If you keep going this way people will be in Belfast before they have access to a route across the adequate. I think this is totally unthought thru. Reducing parking will create chaos. 1. Nunweek Park experiences large parking volumes that flow over into Harewood Road on Tuesdays due to kids sport. This already flows into the streets behind the part (Nunweek Blvd and Skydale). How will this work if you reduce the traffic flow? 2. Shops like Copenhagen will have reduced parking where its already marginal. This must affect their business. 3. The Charity Hospital needs to be adequately catered for and in the plan I saw it isnt. My attitude is that I will not be supporting any major or councilor who approves/supports the plan in anything like its current form at the next council election. I also think our town planners need to plan our city for it's people not theoretical agenda.	Dave	Beeston
37616	I would like to support the proposed cycle way in the Harewood area. I support the wheels to wings initiative. I find cycling on Christchurch's big streets daunting. I have discovered since moving to Christchurch 3 years ago that drivers usually drive over the speed limit. Any separation and safe cycle corridor is very important to ensure safety and to encourage a greener city for the future. I know businesses are worried about customers- maybe putting a bike stand outside a business will help. Also updating online ordering and services. I also hope Memorial Ave and Fendalton Rd between Harley Park and the airport get better cycle access as this is a direct route.	Rebecca	Power

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37615	I have concerns about the proposed plan for the Bishopdale roundabout and the traffic lights/crossing lights for the cycle lane/s, (turning right from Harewood road to Highstead road, and turning right from Harewood road to Farmington avenue) adding these in will remove the purpose of the roundabout, which i assume is to keep traffic moving, in the current design i believe there is potentially a risk that a vehicle entering the roundabout may then be stopped mid roundabout (by the crossing lights)and then additional cars coming around the roundabout shall not be able to see these stopped vehicles depending on which direction they are coming, this will cause confusion, congestion and potentially accident/s, I don't believe this is safe. I believe for the two sets of lights in the middle of the roundabouts flow (turning right from harewood road to highstead road, and turning right from Harewood road to Farmington avenue) would be better for both the vehicles and bikes if there was an underpass (under the road) for the cycle lane in these two locations, or relocate the cycle lane around the side of the roundabout instead of through it. Also has any consideration been made for the current 5-6pm daily traffic coming down Farrington avenue heading north entering this roundabout, almost every day this is backed up from Harewood road, all the way back to the Farrington/Kilburn street intersection adding these additional traffic lights for the cycleway will stop the flow of traffic and make an existing problem worse. The proposed design will cause more problems by adding the cycle lanes and additional traffic lights to this area.	Ben	Anderson
37608	AGREE WITH THE FOLLOWING PLANS: Signalising the Harewood/Wooldridge and Harewood/Gardiners/Breens intersections, partially signalising the Bishopdale roundabout and upgrading the Greers/Harewood intersection as well as the signalised crossing outside Harewood Primary School in order for these points of interest to be safer for all users. STRONGLY DISAGREE WITH THE PROPOSAL OF: Harewood Road being reduced to two lanes to make space for cycling and on-street parking. As a regular walker, cyclist and road user of the points of interest, I question how many people currently cycle on Harewood road? And how many would in the future if a cycle lane created on this proposed route?	Kate	Brand
37605	Stupidest idea I have ever heard in my life. There is already so much traffic backed up down Harewood road every single day! This is not okay at all! People should be able to get to work on time. If anything you should be expanding Harewood road not making it smaller!!!	Jayda	Roberts
37603	Dropping the busy four lane road down to a two lane stretch to accomodate a barely used cycle way is absolutely ridiculous. I live in Bishopdale and Every day I travel to and from work down harewood road at various times morning and evening. At these times there is always the need for four lanes to accommodate the large amount of vehicle traffic at safe distances from each other. To consider cutting down a highly busy road to two lanes is mind boggling. The cycle way system that has been introduced may be helpful for cyclists (I'm a cyclist myself) but it has been the biggest botch job the Christchurch city council has tried to PUSH on to the people of this beautiful city.	Tyler	Hetariki
37602	This is the stupidest idea the Christchurch Council has ever come up with. What a way to create more traffic and increase the flow of traffic.	Shania	Trimby
37601	In my 18 years living down Cotswold ave/bishopdale an having to drive down Harwood road, I think making it 2 lanes is just silly and will just double in traffic and more accidents will happen there's no reason for this change to happen.	Josh	King

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37600	I am strongly against the proposed plans. The huge expense of purchasing the land to enlarge Harewood Rd to multi lane in the first instance in the late 1980's was to improve the flow of traffic. Changing this back to single lanes would disrupt the flow and would be a gross waste of rate payers money and irresponsible. A better proposition would be to use the wide grass berms as cycleways as this would avoid the need to reduce parking along Harewood Rd, would be less disruptive to traffic flow while construction was underway and still achieve a safe cycle way incorporated with walking track. I agree with lights at Breens/ Gardners Rd as very difficult intersection to turn right from or for through traffic. Adding lights around the Bishopdale roundabout and at other multiple sights would add to more congestion not reduce it and slow traffic flow further. Why can't we use funds for more underpasses or overpasses rather than more lights?	David	Jack
37597	I do not agree with the proposed changes to Harewood Rd. Harewood rd as a multi lane road is ideal for moving greater volumes of traffic. This should have been used instead of diverting traffic down Sawyers Arms Rd which is single lane. Decreasing Harewood Rd to single lanes is a backwood step. The introduction of traffic lights in multiple locations would disrupt the flow of traffic particularly at the Bishopdale roundabout. I agree with the introduction of traffic Lights at the Breens/ Gardners Rd intersection would improve safety. As turning right across a double lane busy intersection is very risky. The expense involved with the proposed plan is not a good use of rate payers money as the addition of a cycle lane from Papanui to the Airport would likely only increase the number of cyclists on the road by a small number but cause much greater disruption for all other road users.	Kathryn	Jack
37595	This is a waste of money and resources, mostly because the only sections that need to be addressed are Harewood rd, Gardiners rd, Breens rd intersection as it is dangerous for both traffic, pedestrians and cyclist cross at all times of the day, and should be looking at sorting out Russelly/Harewood rd round-about.	Damien	Young
37593	Has a traffic count been done on the number of cyclists that use various parts of this proposed area. When travelling along Harewood Road I seldom if ever see a cyclist either going west or going east. I am against the current plan. Surely there are more pressing well deserved projects that need attention. This cycleway would be surely at the bottom end in priority. Why not use a portion of the berm on either side of the road, plus possibly a portion of the footpath to create a cycle way if there is such a demand. Pretty simple obvious solution if it really has to happen!!!	Alan	Bryce
37590	The disruption this cycle way will cause for businesses and residents is out of proportion to the number of cyclists likely to use the proposed cycle way. There is definitely a need for traffic lights at the Harewood Road/Gardiners Road intersection but that can be implemented without a cycle way. The grass berms on Harewood Road are wide so instead of reducing the on street parking why not use these to make a cycle path.	Winsome	Bryce

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37589	I walk in several areas of Chch where there are shared and non shared cycle/walkways. On average there are a greater number of walkers than cyclists yet so much is done for cyclists and so little expected from them. 1 in 14 approx cyclists give notice that they're approaching you from behind. Most don't have bells on their bikes. I walk on the left of the left side of the footpath or shared ways, yet several times I've had my elbow hit by the handle bar of a passing cyclist. They ride 2 and 3 abreast and I'm told to move over! Unless the traffic is heavy many of them ride crossings on red lights. During the hours of sunrise or twilight very few have lights on or are wearing reflective vests. Everyone needs to be safe I'd appreciate some expectation on cyclists that they'd saw some respect towards walkers. The Breens, Gardiners, Harewood Road intersection is a far greater concern than a cycle lane. As soon as a cycle lane is installed it'll be like other lanes, shared or not, the cyclists have three choices, footpath, cycle lane and road. I've had enough of cyclist riding at speed on the footpath instead of their cycle lane. The Harewood under pass isn't always used by cyclists many just ride on the roundabout, a night mare if your travelling in vehicle. I'm also interested to know why cyclists don't seem to think they aren't required to stop at red lights. Electric scooters on shared ways is also becoming a concern, no helmets and the speed they travel at. I don't believe there are enough cyclists in this area to justify should a huge investment and change in infrastructure. In many areas where there is limited parking due to cycle ways I no longer support those businesses based there, it just becomes too hard to secure a park.	Sally	Miller
37588	We reside at [redacted]. Our main concern is the proposed raised safety platform at the pedestrian crossing, as detailed on sheet 6, number 3. Reasons for this are cars, trucks, trailers etc, making unnecessary road noise every time a vehicle drives over this platform. This seems very unfair in a residential area, and 50kms zone or lower, and totally unnecessary to have it raised for the amount of pedestrians or cyclists who would ever use this crossing compared to the huge number of vehicles driving over a hump. We believe that lights would be sufficient. The road noise that would be created every time a vehicle hits the platform would be extremely annoying to all residents living near it and this especially affects us. Even without raised platforms the vehicle noise is excessive even at 50 kms. We feel these pedestrian crossing lights should be placed closer to Nunweek Park near Kilmuir Lane. Reasons being the cycle lane should be on the north side of the road between Kilmuir Lane and Nunweek Boulevard. As a Health and Safety issue, parking should be retained on the south side (photos attached in support of this) as so many young children and families use this parking to access Nunweek Park for sport. You have them crossing this very busy road! There are many pushchairs, prams and young ones throughout the year for all sports that the park accommodates. On the south side, they can safely step out of the car onto the footpath. Another scenario would be regarding the southern footpath between Nunweek Boulevard and Kilmuir Lane, as attached photos and measurements show, the footpath is already 2.400metres wide. 2.900 metres to 3.000 metres would be easily achievable all the way down without affecting any of the tree roots and parking could be retained on the southern side giving safety to young children and pedestrians. PLEASE NO RAISED PEDESTRIAN PLATFORM AT NUNWEEK BOULEVARD SHEET 6 NUMBER 3.	Roger	Dunn
37587	I bike Harewood Rd from Crofton to Papanui where i pick up the Railway Line Cycleway most days. I believe reducing Harewood Rd down to 2 lanes is a good move, this section of road is particularly dangerous for cyclists, this will also make the section outside the bakery safer while keeping the car parks. Harewood Rd flows well but increasing the number of lights will turn Harewood Rd into a Car Park. The lights for the cycleway at the roundabout are a waste of time, will slow flow and slow down my commute to the extent that I won't use them and will continue to follow the road through. Simple is best as seen through the disaster at High St /Tuam Rd intersection, which used to work well with a Give way sign. I believe by reducing down to 2 lanes , putting lights at the Cavendish/Breens intersection and still keeping a cycle lane without losing car parks at the bakery you will make this route much safer for me and my family cycling down Harewood Rd	Tony	Mcewan
37586	Please read the attached document. I have gone through each map and commented. I'd like to be there at the hearings but I don't want to speak.... Please read the entire document it may be long, but you do need to read it all. Thanks.	Sheryl	Croft

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37584	Firmly against the proposed design for Harewood Road except for lights at Gardiners/ Breens Rd corner which are necessary. Against dropping four lanes down to two lanes and losing so many car parks especially in front of the business [Copenhagen Bakery, Charity Hospital and the Retirement Homes). Your plan is crazy on such a busy road with so many lights especially at peak times. It makes more sense to continue the cycleway along Sawyers Arms Rd up to Waimakariri Rd which runs straight into the underpass under Russley Rd.	Robert and Ayleen	Coppard
37583	Dear CCC Thank you for opening this proposal to submissions. I wish to express my support for the proposal, particularly as it relates to the traffic speed and manner in which motorists drive in the Harewood Rd / Chapel St/ Sails St area. I have to cross Harewood Road at least once a day three days a week to get to my office. Even with the pedestrian islands, it is a daunting task. Because the road is so wide, traffic goes faster than the speed limit. Vehicles fail to turn carefully or at a moderate speed into Chapel St, Matsons Ave and Sails St and in to and out of Mitre 10. It makes crossing these roads and the entrance to Mitre 10 on foot dangerous and I have on several occasions come close to being hit. I therefore urge you to do anything possible to slow the traffic down in this area.	Sandra	Cox
37581	The proposed cycleway is unrealistic, has anyone considered the negative impacts, projected usage and not insignificant cost. I support promotion of cycling however more pressing areas require attention before we embark on expensive unrealistic projects that will benefit only a few. We have the Sawyers Arms Road cycle route that could be extended at a lesser cost and just as useful. Get some local input and reassess please.	Dennis	Robertson
37578	We agree with traffic lights at Gardiners and Harewood intersection, but not with overall design of bike track. Would prefer a design with less impact on property and business in the local area.	Chris	Castle
37577	Great to have traffic lights at Breens / Gardiners, Woolridge and Harewood School. Please keep cycleway on east side (Omarina Wine Side) of Harewood Road. Not both sides of road. Too disruptive to Charity Hospital, Trafford St shops and Copenhagen, to have it that side of road as well. This is complete overkill of cycleways. Be aware of all the over 60 townhouses built on Harewood Road with three houses per section an no outside street parking. Please remove the grass berm to make more room. In fact if berm removed and converted over immediate cycleway sharing with pedestrians.	Dawn	Steel
37576	As a cyclist, and someone who lives on Harewood Road, I believe the design is a complete overkill, and not practical. There is a very low percentage of cyclists using Harewood Road compared to motorists, and I do not believe this will change significantly if the proposal goes ahead, certainly not enough to justify the large spend of our rates. I agree with traffic lights at the Breens Road intersection but all other suggested lights are completely bonkers. I'd love to know how many locals the council consulted before committing to such an elaborate plan!	Jon	Robertson
37575	This feedback relates to [redacted] and shared driveway. Under present road layout access to these properties is already tight and often feels unsafe. Speeding cars coming from behind often fail to recognise we ae turning: - The proposed design of the road to accommodate the cycleway will have a significant impact on our ability to enter and exit. - The separators for the proposed cycleway will make this near impossible, especially for the owner of [redacted] who uses a van. We are not arguing against the cycleway but for a re-look at the design to ensure we can enter and leave our homes safely. These properties were built as over 60's residencies and we, and any future owners, are likely to have ongoing access issues. As someone in my 80th year I am aware that the lack of parking will prevent friends visiting. We enjoy the council planting in front of the property and have always tried to assist in keeping weeds down. We are appreciative that the panting is retained in the plan as this contributes greatly to our well being.	Nona	Milburn

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37573	I'm opposed to this road layout change, because: 1. I drive Harewood road quite often. Very seldom do I see cylists, and when I do they have plenty of space to safely ride on the roads. The drivers are courteous of them. 2. The parking along Harewood Rd. is already quite annoying. Inserting this cycleway would make an already difficult situation even more frustrating. I don't live along there, but I can see how this would irritate residents. 3. I frequent the Copenhagen Cafe on Harewood, parking and access is already a nightmare, inserting this cycleway would have a seriously negative impact on their business. At a time where our governing bodies should be considering financial impacts from other global and local situations, these bodies should not be undertaking actions that would further stress small business. 4. This is an unacceptable use of tax payer money. The CCC should not be committing to an expensive and futile road change of such magnitude. It is a negligent waste of money. Especially in light of other more pressing works that need to be done in and around Christchurch. Please do not approve this damaging and incredibly asinine cycleway.	Jeanette	Hancock
37571	As residents of Bishopdale we strongly oppose this plan for Harewood Road. As it is now the traffic flows well. The need to remove parking and making it one lane each way is stupidity. The only need is for traffic lights at Breens Rd Harewood Rd intersection. One report predicted 1200 cyclists per day in the future which is surely pipe dreams and will never happen. As for all the sets of traffic lights at the Bishopdale roundabout this is unbelievable. The Council previously stated they couldn't afford lights at Breens Road but now want to put all these lights at Bishopdale roundabout. We do not agree with this plan.	Joan and John	Dell

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37570	I am astounded that such a plan of change to Harewood Road should ever be considered. 1. Harewood Road is already a very busy thoroughfare with four lanes. Reducing it to two lanes is madness. This will become another "bottle neck" for traffic in Christchurch. 2. The impact this is going to have on places such as the Charity Hospital and Copenhagen bakery is substantial. Why ever would you want to jeopardise access to these essential institutions is beyond comprehension. 3. Removing the trees and digging up the road is ridiculous. The trees provide an aesthetic environment and the road is one that is is sound order, unlike many in Christchurch. 4. I do not like the way the council has gone about this process. It is sneaky and lacks collaboration. The impact on the residents and businesses is unnecessary. 5. How many people would use the cycle way.? I use Harewood Road most days. Cyclists are rare. Shame on the Christchurch City Council.	Marg	Wright
37568	My Husband and I cycle everyday either into to town or to work and fully support the construction of cycleways throughout the city. Cycleways improve our safety markedly. At present we regularly do not feel safe on our bikes and have frequent 'near misses' with vehicles who either don't see us or have disregard for our presence o the road. Harewood Road is simply too dangerous at present and we avoid it if possible. It was interesting to note that at the recent info evening at the Bishopdale Library the public who attended and who were vocally 'anti' the cycleway were all old people who probably all have a car each and want to drive everywhere, get a park right outside & couldn't care less about anyone else. Cycleways are the future and the future belongs to the young people who should be getting on bikes. - Better for Christchurch - Better for New Zealand - Better for the Planet	Wendy	Frew
37567	Totally opposed to the changes and design. NO !!	R	Sefton

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37566	I oppose the Cycleway design as presented and would like to see changes. As a regular cyclist up this route (From St Albans out to McLeans Island and back) this design will make my journey slower, more disjointed and less useful as a training ride (With stops and starts - 4x sets of lights to cross at Bishopdale Roundabout each way alone). It will also mean If there are any other cyclists on the route (There aren't normally) it will be difficult to overtake and mean cyclists will be stuck at the speed of the lowest speed rider until either it's safe to pass in one of the wider sections, or you make an unsafe maneuver at an intersection or you leave the cycle lane altogether and ride out amongst the pent up cars to overtake before re entering the cycleway. I have no objections to a cycleway on this route, although I'd rather you connected up the excellent cycleway that runs along the northern corridor to Johns Rd/McLeans Island Rd via Northcote Rd and Sawyers Arms Rd. However if you do proceed with the route under submission I'd like to see it as a less intrusive, more free flowing cycleway (More like Papanui to Hagley Park alongside the railway, The Northern corridor cycleway or Selwyn St) rather than the proposed design which looks as intrusive and detrimental to the local residents as the monstrosity that clogs up Edgeware Village and is so maligned and hated by the majority of locals. Also as someone who cycles this route regularly I can say I have never felt unsafe riding this route using the existing road and would be perfectly happy with a painted cycleway alongside existing traffic rather than a "Seperated" cycleway, perhaps with a shared and widened footpath section to divert off and around the Bishopdale Roundabout. Which I'm sure could be created without having to reduce the four lane section of this road. Lastly I think the design is flawed in that the lights proposed for cyclists to cross Bishopdale Roundabout would be ignored by cyclists on a regular basis due to their complexity and proximity to each other leading to more unsafe behaviour and potential incidents. I also regularly use this route in my car to get to the airport for the early flights to Wellington and Auckland (Pre Covid) , I would not use cycling as a mode of transport to get to the airport even with this proposed cycleway as I need to be dressed in formal business wear and need to carry work equipment which I could not carry on a bike, I use this route to avoid the congestion and delay that has been built into the much shorter route via Fendalton Rd by the ever increasing number of traffic lights and over engineered traffic solutions, so please don't do the same to this route.	Aaron	Tunnicliff
37565	Totally unnecessary & a waste of rate payers money! Having been acquainted almost 80 years with this area, never have I seen seen many bikes using the Harewood Road. I feel tis is a pipe dream of someone's or groups. To spend so much of people's hard earned money on such foolishness is wicked. When there is so many more needy causes. What idiot or idiot's dreamt up this scheme? I believe I am not by far the only person to hold this opinion. Get someone with some sense to scrap this ridiculous scheme. I agree whole heartedly with traffic lights at Breen's and Harewood!	Oriel	Sare
37563	The removal of the Bishopsdale roundabout and especially the established trees is most certainly misguided. I support cycle lanes passionately but fail to see how the disruptive design along Harewood road is necessary. It goes well beyond needs. I respectfully suggest the council remain ambitious but work with a “minimum viable design” principle aiming for speed, safety and mileage. The (stalled) establishment of a cycle path through Rutland reserve to Cranford is a good example of inefficiency and waste for the council to consider. The Harewood plan is at risk of repeating this on a massive scale.	Martijn	Jagee

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37561	I live on Harewood on the double traffic lane part. If you sat here for just one day you would not be taking one of the lanes away, the backlog of traffic from way before the Bishopdale Roundabout to the Greers Road traffic lights at times is horrendous. That you would even be considering taking one lane away just blows my mind. As no access down Wairakei Road from the airport anymore all the traffic comes down Harewood. The plan to originally make it a main arterial into the city is what it has become. Please do your homework a lot more before you make a move you can't undo Would like to know about cyclists coming from Farrington Ave that are going to have to cross over the road and onto the footpath to get to the lights so they can cross over Harewood Rd, what is going to happen to the loads of elderly with Zimmer frames and wheelchairs going to the shops from Bethesda Nursing Home. The pedestrians are going to be in danger of bikes coming around that corner. Please rethink this Please reconsider the traffic lights placement by Farrington Ave , it would mean cyclists would have to cross over Farrington onto the footpath and bike around the corner to get to the traffic lights crossing . That footpath is on a bend and is used hugely by pedestrians and elderly with wheelchairs and Zimmer frames As an addition to my above comment on the bend on right hand side of Farrington Ave is a six foot fence so cyclists and pedestrians or elderly with frames or wheelchairs won't see each other until too late , but that's where the cyclists have to go on the footpath on wrong side of road to get to the traffic lights . We don't have that issue now as cyclists are on the left hand side of Farrington Why can't the berms be taken out so parking can be kept , cyclists then will have the existing park markings on the road . Surely that is a heck of a lot more cost effective.	Erin	Andrew
37560	My view on the proposed decision is by narrowing the width of harewood it will be more dangerous and impinge on safety of all personnel using the road. It also will impinge on delivery personnel going to charity hospital and personnel servicing business on harewood road Rd. If people are cycling to airport people use memorial ave not harewood Rd. Has there been a risk analysis carried out? Has there been a survey undertaken of people that cycle to airport? No one has contacted workers that work at the airport, the people that work at airport has declined significantly since Covid 19.	Shane	Waldron

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37558	This proposal is absolutely ludicrous, and appears to have been designed by a summer intern who has never set foot in Christchurch. I emphatically disagree with the entire proposal, and cannot understand how anyone in their right mind could even make such a ridiculous suggestion. Harewood road is a major artery for motor vehicles entering and exiting the city from the North-West, and any attempt to reduce speed or capacity is idiotic. Regardless of how wonderful the dream is to have the entire city cycling to work, it will simply never be the case. A great minority of workers remain under the same central city roof for their work week as most council office workers probably do. The majority of professionals in the city need their vehicles for meetings - often outside the CBD. All trades people obviously need their vehicles, and we can't forget the parents who drop their kids to preschool or school on the way to work. What about the rainy days? - will everyone still cycle in the rain? Similarly, I disagree with the addition of any of the proposed lights. As noted above, Harewood Road conveys a large volume of traffic, and the addition of any lights will further congest the already busy road. A suggestion would be to push the east-bound Harewood Rd traffic lane at Wooldridge Rd slightly to the North and install a central merging lane to allow right-turning traffic (from Wooldridge Rd) to turn onto Harewood Rd when the west-bound lane is clear. I further disagree with the removal of carparking as this will devalue the adjacent properties. The parking is clearly required as it is very well utilised. Furthermore, this will be detrimental for all of the Harewood Road businesses who accounted for the adjacent carparking when analysing their business cases prior to settling in their current locations. I do not want to see the demise of the iconic Bishopdale round-about trees. This stand of large trees is a precious historical relic for the residents of Harewood and Bishopdale, and it is unbelievable that their removal is even considered - particularly for such a ridiculous scheme. The point is, Harewood Road is a very busy arterial for the city and will not benefit from any restriction to capacity. If anything, we should be extending the 4-lane section both east and west. The small fraction of this proposal that I do agree with is to widen the shared cycle/pedestrian path between Whitchurch Pl and Nunweek Boulevard, as there is sufficient space to do this without removing any carparks or traffic lanes. I do not agree with adding any traffic lights for this section however. I suggest the cycle/pedestrian lane should also extend along the West boundary of Nunweek Park to direct cyclists towards Wairakei Road.	Lewis	Webster
37557	We are totally opposed to the provision of the Wheels to Wings cycleway along Harewood Road as proposed, and specifically to the reduction of Harewood Road to one lane in each direction, the compromise to parking spaces along the proposed track, the removal of tress from the Bishopdale roundabout, and the consequential closing off of certain streets along its route. We are not opposed to the provision of lights at the Breens-Harewood-Gardiners Road intersection.	John and Robyn	Campbell

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37556	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. I know she shouldn't be on that pathway and there is always a risk of cars coming out of driveways but I think the current road format is more dangerous and risky (same done for Condel Ave on a near daily basis for school cycle to Bryndwr). I'm surprised by the lack of awareness that motorists have along that Harewood stretch of road. Even when they can change to another lane! I often look back and give way myself if I'm going to pass a parked car because I can't trust cars behind me. Great to see lights being installed in key spots like Breens intersection and near railway trail near St James. Two dangerous spots especially when you are cycling with kids. I feel that if you build it - they will come. It will promote kids and adults to cycle and walk to schools nearby. Too many critics in the community suggesting it will only be used by a few cyclists. How do we promote a better culture/promote cycling to all? It's really sad how polarising this is in the community. Tough one I know. Everyone is too comfortable in their cars and I feel they will only change if it hits them in the wallet. I feel Copenhagen bakery will struggle with removal of on street parking too. Perhaps also residents that need it (older suburb that may need parking for family or carers). I can't comment as I live off Harewood Rd. Can we maximise space on the current pathway somehow to save some parking? I'd also be sad to see the mature trees go on the roundabout. It will take a long time to have the benefits of those trees and green foliage if replanted. Is there anyway to save them or minimise? Acknowledge they aren't natives but make for an important part of Bishopdale. I also use Harewood road to cycle to the airport when possible. The underpass is great. I can only see it being used more but many people don't know it's there!. More secure bike parking at airport needed as I'm currently nervous to leave my bike there beyond a day/night. Also not clear where that parking is (not signed well) and best entry/exit points to it. I always muddle myself through. Please don't forgo the cycle lanes! Understand others may be against it but we do need it! Greer's road should be next! Another dangerous stretch of road for cyclists.	Lucia	Rivas
37555	Hi there, I do not feel neccessity of cycle track on harewood road as it is a busy road and reducing it to two lanes is not a good idea, plus it will reduce the parking space on the road. I work at copenhagen bakery, I park my car on the road, so I would not have any space to park my car. I believe that you would cosider my opinion. Thank you	Kulwinder	Singh
37554	Once the good citizens of Harewood and Bishopdale asked Council for one set of traffic lights. No! said Council, and preceded to prove the poor decision with costs, statistics, and consultants. The one million dollar price tag was far too great. Council then took the one million dollars and spent it on a surprise concept. To create a safer byway, by closing streets, making the residents route to and from home more difficult, and potentially ruining good businesses. Council then gleefully told the put upon citizens that the bill would be 20 million dollars. How could this be? Forget the disaster that is Durnham Street, and the open sore of St Asaph Street, Council is going to forge ahead with another unasked for train wreck. Having seen businesses close and leave St Asaph Street, Council seem quite oblivious to the possibilities of the cycle way already established in Sawyers Arms Road, and the virtually closed Wairakei Road. Surely, if excess speed by motor vehicles on Harewood Road is an issue, then we do have an existing Police Force that is stridently 'Stopping speeding all year long'. Equally possible is the introduction of speed cameras to help replenish the coffers (and increase safety). Also for a more sustainable cost. I fear that our erstwhile Council staffers are becoming irreversibly tone deaf to the cries of the citizens whose lives they claim to enrich with a 'vibrant cityscape'. Council's own traffic dashboard for 2020 indicates that for every 15,000 vehicles using Harewood Road/Greers Road, there are 150 cyclists. It begs the question of where Council conjured up the thousands of future bikes from.	Chris	Gilbert

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ID	Please provide any feedback you have on the proposed design	First name	Last name
	The proposed Wings To Wheels scheme is ill conceived and ill advised. Possibly the cycleway funds would be better apportioned on resurfacing our existing sub-par roads and foot paths, poorly administered water take consents, and maybe, having some consideration to the idea that ratepayers are not a source of unlimited funds to which they have no choice but to pay to both Central and local government, spending those hard won funds responsibly.		
37553	We as long term Bishopdale residents are totally AGAINST this cycleway. The area has been like it for many years and is working well so there is no need to change it. For motorists not use to the changed area there will be more accidents. We all have been waiting for the traffic lights at Gardiners/Harewood/Breens Roads. We didn't agree to this design so for once why is the community not having the final say. We are meant to be The Garden City so why get rid of some trees. Once again all I can see is more traffic conjestion. I could say more but it won't do any good!!!	Kevin	Miles
37549	Fantastic idea! I commute occasionally from Waimairi Beach to the airport and this section is where I feel most vulnerable. From Nunweek to the turn off for the underpass is particularly dangerous for me.	Neil	Coleman
37548	there in NO need to remove so many trees - you remove the cooling shade in climate crisis times from the road, foot -paths and bike paths let along the broader community - we can not loose so many mature trees from this community let along the street scape value keep 4 lanes by in places dual use of the footpaths keep the speed limits as they are	Jane	Cartwright
37546	I feel this design will create unnecessary congestion on Harewood Rd and Farrington with traffic lights around the round about. Traffic already banks up tail to tail past Bishopdale Mall Entry/Exit (Farrington Ave). Limited and reduced parking near parks and business will have a huge impact to their daily running, as well as making the entry and exit to Bishopdale Mall (Harewood Rd) difficult with bike lanes crossing it. In addition it will hinder entrance and exit to Cotswold Avenue affecting both the local community and residents. Although there are many flaws in the design, I do feel strongly about the urgent need for traffic lights at Gardiners and Harewood Rd. This is because it is like taking your life into your own hands crossing through and school kids need to cross this road daily. This number will increase with proposed school zones changes in the near future and greater students will be required to attend Breens. In addition cycle lanes could be alternatively places like down Sawyers Arms Rd or St Asaph St with them running down one lane (shared lane) or extending the path like outside the hospital.	Ashleigh	Macdonald
37545	I am appalled at the design of this proposal. Firstly, who has thought about the local businesses? Copenhagen - I am a frequent customer and find it difficult to get parking now! What a fight it will be when there are only 5 or 7 street parks. I thought the country was supporting our local businesses, not driving them away! Shame on you CCC. My Aunty lives in Harewood road. She lives down a long narrow drive. She cannot have tradesmen taking their trucks up the drive, as there is no turn around and not enough width 9 she is on a shared driveway and has tradesmen often. They need to park on the road. She has no other option. Harewood road is a main thoroughfare. We should be increasing the traffic flow - not restricting it to one lane. And have you (CCC) counted the cyclists on Harewood Road at peak hour! I have!!! The only thing broken on Harewood road, is the Breens Rd/Harewood Rd intersection. Why don't you spend our money on upgrading, not fantasising - Ashamed with our local council for splashing out Willy billy on unnecessary things.	Sandra	Brown
37544	This Cycleway is so very badly needed, as at the moment there is no safe cycle route to the Airport.	Davinia	Bruce

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37543	We would be very unhappy for Harewood Road to reduce to one lane in each direction, this road is a very busy road and that change would just cause more congestion. We definitely do not agree with the removal of any trees from the Bishopdale roundabout, these are old trees which are iconic landmarks. If traffic lights are being suggested here, instead of the roundabout we definitely disagree with that, this roundabout moves traffic very well. We support traffic lights at Harewood/Breens/Gardiners Roads. Creating a cycle lane is a good idea, but this should NOT be the dominating factor of this road, as I do not believe that the volume of cycle traffic warrants the amount of money being proposed to create this cycle lane. We totally disagree if because of proposed plans, Copenhagen Bakery would leave from their site, due to the reduction in car parking. Also it would effect the Community Hospital, and this service is vital to a large number of Christchurch Residents. We definitely do not agree with closing off some streets to Harewood Road, all that would achieve is to cause congestion on the 2 lane Sawyers Arms Road. Do any of the people proposing these changes live in the Bishopdale/Harewood area?	Juliet	Haines
37541	The new proposed cycleway within this design is my main concern. I would like to make it perfectly clear that I oppose this type of cycle way that is proposed in this design. The cycleways with the concrete kerb unfortunately eliminates normal car parking from peoples residences would be a breach of their rights I would imagine and a real blow to them. My concern is also for Copenhagen Bakery a favourite café in our area, removing their on street parking may ruin their business, very bad news for them. Also you have stated removing some car parks close to Bishopdale Park and Nunweek Park that does not help the sports people using these facilities. I believe that the cycleway should be designed as existing in many streets in Christchurch for example Papanui Road, Idris Road etc. that is with painted lines with the green patched areas clearly marked. I am an occasional cyclist myself at times and use Harewood Road. I have noted that there are few cyclists on the road. A lot of cycling is carried out in warm weather, so in Christchurch with cold weather for a good part of the year I would imagine that the cycle lanes would hardly get used. Cycleways with the proposed concrete kerbs or plinths should not go ahead, it is too much of a price to pay losing car parks.	David	Millar
37538	I have lived in the Bishopdale area for over 40 years, many of them on Farrington Ave so have regularly used the Harewood/Bishopdale roads. I am a recreational cyclist married to a cyclist who has daily travelled by bike to work and would like to see more cycle ways in CHCH but DO NOT SEE the proposed Harewood route as well thought out. Prior to the changes to Johns Road if I was driving north I would exit up Wairakei Road. This is no longer an option so like many others head along Farrington, Woodbridge, or Breens to access Harewood to get on to Johns Rd. It seems to me this has substantially increased the traffic along those roads to access Harewood to go north. Wairakei Rd already has a rather unsatisfactory cycle lane which I would not allow a child to use as it is not continuous. It stops and starts. I think a cycle route from the city towards the airport is a good idea in principle and wonder why Wairakei Rd has not been considered when it now has less traffic flow because of the changes to Johns RD and already has the inadequate beginnings of a cycle route that just peters out in places. I think the trees in the Bishopdale roundabout are beautiful as are the trees along the Harewood Rd divider both east and west of the roundabout and would hate to see them removed. I suspect there would be an outcry if there were plans to remove the trees in Memorial Ave and I think the Harewood ones are equally deserving of protection. I am pleased to see lights proposed for the Breens/Harewood intersection. I have observed many near misses as well as accidents at that corner and the increase in traffic from Wairakei Rd to Harewood Rd must be adding pressure to this corner. I wonder how much measurement of traffic flows has been undertaken before this proposal was developed. My other concern is Harewood school beginning and end of day parking. I am in favour of encouraging children to walk to school but do see this as a school that is less accessible to its pupils walking given its location. I already find it difficult to get a park at the end of the day when picking up pupils and usually have to park along the first section of Waimakariri road. Where is it proposed parents will park if the cycle way goes ahead. I can see a lot of planning and money has already been invested in this design and I am concerned that so little consultation was undertaken before this money was spent.	Geraldine	jellyman

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37534	Kao ora Tara Thank you for the opportunity to provide feedback on the Papanui ki Waiwhetū Wheels to Wings Major Cycleway. I fully support the development of this route BUT NOT THE DESIGN currently circulated for community feedback. After 50 years of traffic engineering specialising in Road Safety Management I retired 7 years ago as a Principal Engineer Planning and Policy with the NZTA. Significate community concerns regarding the Cycleway plan circulated has brought me out of retirement. A significantly lower environmental and funding cost design incorporating appropriate width cycle-lanes (AustRoads Part 6A) and road carriageways (NZS 4404) is doable. Such a “One Network” design would better share the road environment between the needs of cyclists, motorist, businesses and rate payers. Along with a similarly experiences Traffic Engineer and Urban Designer (Brian Neill) a robust investigation has been undertaken of the draft consultation proposal. We do appreciate the time and support provide by Council staff and consultants to do this. There is considerable technical justification and community support to include the following FIVE SIGNIFICANT IMPROVEMENTS to the draft circulated for feedback: 1/ Develop portion of Harewood Rd from Whitchurch Place to four lane section in accordance with more robust New Zealand Standards. This has the following benefits: • The raised platform is a significant safety hazard in this location when school or cycle traffic is absent and should be deleted • Shared use Cycle lane widths along Harewood Road can be reduced in places and still comply with the AustRoads guidelines (AustRoads Part 6A 11 Feb 2021) • Recent research show Traffic signals will create a significant safety hazard in this isolated location especially due to low use in off peak periods. • 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 people’s access to the adjacent church. • The existing ‘swale’ drainage on the south side of Harewood Road is environmentally preferable to the proposed expensive provision of kerb and channel drainage. • Improved environmental sustainability (Less traffic control devices and concrete construction) • 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 warranted 60 km/h was very likely to have a lower and safer variation in these 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 with a 2m flush median and recessed parking bays behind cutdown kerbs. A west bound local road with separate 3m dual cycle lane on southside adjacent to median. This has the following benefits:	Bill	Greenwood

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	• Provides traffics signals with three lane approaches on all legs at; Harwood road intersections with Breens/Gardeners, Greers Roads. Refer Urbis design. • Removes the need for cycle route to cross Harewood Road and for cycle signals at Nunweek Blvd • Retain significantly more carparks • Road type matched to use with motor vehicle operating speeds reduced and capacity increased • Dual cycle lane removed from service station frontage • Cycleway clear of driveways on both sides of road. • Southern properties frontages become a local road with existing parking retained. • Improved environmental sustainability (Less traffic control devices and construction) • 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/ Provide traffic signals at the Bishopdale Court intersection with Harewood Road linked to the signalised roundabout. Refer Urbis design. This has the following benefits: • Retains existing roundabout with the proposed traffic signals • Removes a significant cyclist/vehicle conflict point on Bishopdale Mall Harewood Road frontage • Provides a simplified access to carparking retained along Elephant Park 'local road' frontage. • Improved environmental sustainability (Increased safety and accessibility especially for freight and pedestrians). 4/ Redevelop Harewood/Greers Intersection as signalised (three lane approaches all legs) intersection incorporating a dual lane cycle facility continued on the south side. This has the following benefits: • Reduction in intersection widths increases safety and reduce delays to all users • Road layout better matched to user experience • Improved environmental sustainability (Less delays to traffic including cyclists) • Lower financial and transport energy costs		

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	ADJACENT ISSUE: Intersection capacity improvements (Greers/Langdons and Condell/Greers) required to further reduce 'rat running' on adjacent local roads. 5/ Develop Harewood/Greers Intersection to Railway Corridor as a standard 2 lane Minor Arterial layout with a dual lane cycle facility continued on the southside. As per circulated Cross Section AB. Business and childcare on southside provided with an angle parking on side roads in conjunction with standard offset threshold treatment. This has the following benefits: • Provides continuity for dual cycleway route • Reduces 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 business at north side intersections • Road layout better matched to user experience • Improved environmental sustainability (Considerably Less delays to traffic including cyclists) • Lower financial and transport energy costs ADJACENT ISSUE: Langdons/Greers, Condell/Greers and Sawyers Arms/Greers Intersections require signalising to assist west bound Mall users and reduce 'rat running' on adjacent local roads. The need for restrictive local road thresholds treatments will be eliminated. In conclusion our Technical and Community review has identified continuing the cycleway on the south side of Harewood Road for its full length is both desirable and achievable. The consultant (Urbis) for the Charity Hospital, Copenhagen Café and Caltex Services station has produced a workable traffic signalised solution for the Breens Harewood Intersection to provide separate left turn lanes with RED arrows to protect cyclists. Both Harewood Road approaches on the north side of the existing raised median shall feature a flush median. Urbis has also produced a workable traffic signalised solution providing access for Bishopdale Mall to/from Harewood Road. Once it has been "modelled' by your consultants I'm certain it will be included in the changes resulting 'from community feedback'. A further advantage will be that minimal changes to the circulated 'roundabout solution' will be needed to accommodate it. The Bishopdale Centre Business Association support this solution to address concerns regarding access to their Mall. Brian and I have had considerable discussions with Council and consultant staff around the preferred 'typical' cross section for the north side of the existing median potions of Harewood Road. All agreed it must have; two traffic lanes, a flush median min width 2m and on-street parking. To provide this, especially parking bays, an issue of significant services in the norther berm was identified. The use of 'dropdown kerbing' and recessed parking can however achieve this clear of existing services and trees.		

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	Thank you for the opportunity to full participate in our Council's consultation on the W2W Cycleway. It has been enjoyable applying a "One Network" approach to find the best environmental and community solutions. I wish to attend and present at the Council hearing on this important regional cycle route. I fully support the development PROVIDED the above Significant Improvement and Adjacent Issues are addressed using the cost savings identified or included in future Council budgets. I look forward to our community committing to development of this important facility.		
37532	Because I live in the area I see how it works, and it all works fine that I can see, if you take away 2 lanes then their will be a build up of cars that we don't experience now. So traffic jams we never had. There does not seem to be a big amount of cycles in this area either. Also in the future cycles may be replaced with something else, and all this money will have been spent for nothing. I travel around the city a lot and hardly ever see any cyclists. Why not one good sized cycle lane on one side of the road that they can share. Taking away car parks kills businesses, people cant be bothered so go to the malls instead. Cycle lanes were put on colombo st near Edgeware village, on both sides of the road, and now people that live in flats etc in the area have no where to park, also no where to park when visiting friends there. the car is here to stay whether it be electric or petrol driven, it is quick and easy. I could never have biked to work as I would be expected to dress well once there and riding a bike certainly is not good for the hair or clothes. I think this is being done too quickly think about it again 19 million is a lot of money!!!!!	suzanne	roberts
37531	I am against proposed changes to Harewood Road. It should remain a main thoroughfare which provides emergency access i.e. Police and ambulances to airport and other parts of city. The plan should provide direct access to Gardiners Rd with no impediments.	Patricia	Peterson
37530	Why change something that works well spending millions of dollars which could be spent elsewhere e.g. housing. if a cycleway is absolutely necessary, use the grass verge (which has trees planted on it). Or why not use Sawyers Arms Road, which would work just as well, without disrupting traffic that is flowing well. Sawyers Arms Road would also have good access for those going to the airport and would connect easily with the cycle underpass at Harewood Road	Barbara	Brailsford

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37529	My name is Graeme Reid. I have lived at [redacted] for 13 years. I want to make it clear that while I fully support the traffic lights being installed on the Breens Rd, Harewood Rd intersection. I do not agree with the Harewood Road changes put forward and have been disappointed with the absence of consultation. I attended the CCC meeting held Friday 5th December only to find it an exercise by the CCC to present their plans and objectives adding to the suspicion this project has been underway for some time. My deep concerns are as follows; 1. The increasing volume of traffic e.g. Buses, Trucks, emergency services, motor bikes and cars. This does not equate with this increase. 2. As indicated in an article recently in the Press the expected increase in cyclists has not eventuated, cyclists using Harewood Road are minimal to say the least 3. I have Parkinsons and cross the road daily due to the median strip in the centre I have had no problems. 4. I agree with the Charity Hospital and share the same disappointment and concerns as Dr Bagshaw put forward in the Press. 5. Residents trying to gain access on the 1 lane with the volume of traffic 6. The current layout has shown insight into the future requirements 4 lanes how come this Council wants to step backwards it just doesn't make sense. The evidence supports their decision. 7. The cost of changes for such a small number when other pressing needs need attending to is hard to understand. I have always been a CCC supporter and have appreciated the contribution to Christchurch but this is the wrong move.	Graeme	Reid
37526	As a regular cyclist using a bike for travel to work in summer & for some exercise - I ask what is the point of this proposal? This is clearly a decision taken - with a very late attempt of public buy in. To me this makes cycling very much less safe. Cirtainly improve pedestrian crossing (left turns to Greers Rd) Add cycle lanes to existing wide carriageways. You are putting two way cycleways across filling station vehicle crossing - really? Does that action really improve cyclist safety? or are you looking to phase these businesses out & into bankruptcy? I do not support the two way 2.5 m wide cycle lane. Have you not noticed, cycling only really blossomed in lock down. The proposed cycleway is out of touch & an urban planners ego.	Nick	Adams
37525	I have been a resident of Bishopdale for 56 years. I recall the improvement to traffic flows that followed when the 4 lanes were installed in place of 2 lanes. Any change would be a backward step. A Council spokesperson stated a lane reduction would reduce speed in the area. This has already been done with the speed limit being reduced from 70k to 50k at the top end of Harewood Road. Removing parking from the two businesses in the area would result in me no longer shopping there. I don't own a bike. I use sawyers Arms Road 3 or 4 times a week and have yet to see more than 2 cyclists using the cycle lanes. I am opposed to the cycle lane. Rubbish trucks will also restrict traffic flow.	Robert	Ewing

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37524	I consider reducing Harewood Road to one lane in each direction is incredibly short-sighted and a very unthought through proposal. This busy road will become traffic logged with vehicles queued, all pumping out carbon monoxide into an already polluted atmosphere. What happened to clean/green? I live in Leacroft Street which runs along Bishopdale Park, well used by sports groups and families. With reduced or non existent parking on Harewood Road Leacroft Street will be overloaded with parked cars. At present to do a right hand turn into Harewood Road is extremely difficult because of a steady traffic stream. With only two lanes, it will become impossible. The proposed layout of the cycleway will make access for emergency vehicles very difficult. There will be nowhere for cars to move to to allow police and ambulances through or to get past a fire engine. Businesses such as the Copenhagen Cafe and the Charity Hospital will be adversely affected by lack of street parking. As an elderly disabled citizen I for one will not have access to Coperhagen Cafe if the parking options are further reduced. Given cyclists have existing access down Memorial Avenue and the safe underpass - why is there a need to have this additional access only two blocks away? Why oh why is it necesssary to incur the cost of three new sets of traffic lights in such a short stretch? The only one that is essential is the Harewood/Breens/Gardiners Road intersection which has been a very unsafe intersection for many years. The proposed signals at Bishopdale Roundabout [which has functioned very effectively to date]are an expensive overkill as is the Wooldridge/Harewood Road set. Presumably only incurred because of the reduction of the four lanes to two. All in all this is a great deal of money by an already cash-strapped Council. The proposal will serve a very small number of citizens and inconvenience/disrupt the lives of many. I urge the Council to rethink. Reuse the funding for much needed core council roles such as upgrading existing infrastructure, eg., replacing aged wells/pipes so we can get our wonderful chlorine free water back.	Libby	Durey
37523	Reduction in parking on-street. A god number of properties on Harewood Road are multi-unit. Lack of on-street parking will exacerbate tension between neighbours when shared driveways are blocked. It will also make socialising difficult which will impact on mental health. Loss of second lane. At times I already have to wait several minutes for a break in the traffic before I can exit my property. With all the traffic being funnelled down one lane this will be even more difficult. What will happen now when maintenance is required to the trees or lights in the median or to the surface of the road or waste-water connections? With two lanes traffic can easily be diverted. What about traffic hold ups on rubbish collection day? I also foresee problems with u-turns which are necessary because of the median. Currently these manoeuvres are risky with only 1 lane it will be impossible. Yes, cyclists will be safer but residents will not! I hardly ever see a cyclist but hundreds of residents will have their lives (and property values) affected. And then there is many months of disruption to look forward too!! Not everyone can ride a cycle. There is a large elderly population on Harewood Road.	Patricia	Van Pomeren
37522	My wife and I attended the “Have your say” meeting on Wednesday last and found it to be a total waste of time and effort! It was very overcrowded even prior to the start time and there was no seating provided. We are both in our 80’s and I suffer from an acute balance/stability problem. We did eventually find someone to speak with us nothing we either of us said was noted or recorded and we were advised to write in with our comments. Hence this letter. So why attend the meeting? Listening to our immediate neighbours, friends and “pub chat” it would appear that most of us agree that the whole scheme is an unnecessary and expensive project dreamed up by a desk-bond, pen pushing administrator who hopes to solve a basically non-existent problem. We drive the entire length of Harewood Road on a regular, almost daily basis at all times of day and do not recognise many of the difficulties raised I the handout. The number of proposed additional traffic signals can only cause an erratic traffic flow in Harewood Road with a possible build up at each set. Whilst it is possible that a control at Breens/Gardiners crossing could produce a safer junction, it is the ill-mannered/unskilled or thoughtless driver who causes the occasional problems here. This brings another point to my mind – ought not cyclists to have to undergo some form of road safety training and certification if their proportion in general road traffic is so likely to increase? I believe some	Roger and Ann	Tindley

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	schools offer cycle proficiency training and testing to their pupils – this could possibly be extended on a voluntary basis to adults, some of whom clearly have had no road safety sense or awareness whatsoever. On a purely personal issue I am concerned by the suggested installation of traffic signals at Woolridge Road junction. This will make it nigh on impossible for us and our immediate neighbours to exit from our drives onto Harewood Road and to turn right towards Bishopdale. We shall be faced with either two lanes of standing traffic or a traffic flow into which it will be difficult to merge from a standstill, whereas at present we have the natural breaks in traffic flow which enable easy exit and return. There is possibly also an increased risk on returning of being "rear-ended" whilst turning slowly into a narrow and currently restricted driveway. Enough from me. All good wishes and good luck with the unenviable task of trying to please everyone I this complex matter!		
37521	This gets a no vote from me. Although I support and regularly use cycle lanes, this proposal is absurd with the lack of parking spaces along the busy road	amy	jurac
37518	I strongly support the design for the Wheels to Wings Major Cycleway. Its support is based on the following principles and observations: 1) After the 2010-2011 Canterbury Earthquakes CCC ran several consultations under the "Share an Idea" moniker whereby Christchurch citizens expressed strong support for more active transport options throughout Christchurch. Spokes is delighted to see the CCC continue support for active transport by implementing a network of 13 major cycle routes.as outlined on https://ccc.govt.nz/transport/cycling/cycle-routes 2) Initiatives that lead to more active transport help address the obesity epidemic, New Zealand's silent (and very expensive) killer. On 16 November 2019, Stuff reported "Health minister David Clark said on Saturday obesity costs the taxpayer at least $624 million a year ("probably much more"), which would equate to a little under $500 per obese adult". 3) On 23 May 2019, Christchurch City Council declared a climate emergency. Provision of MCRs and encouragement of active transport is required to comply with this declaration. 4) On 31 Jan 2021, He Pou a Rangi / Climate Change Commission released its Draft Advice for Consultation, available at https://haveyoursay.climatecommission.govt.nz/.../future.../. On page 14, there is a summary relating to transport. It includes: " … In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths …". The provision of the Wheels to Wings MCR is consistent with the Climate Change Commission's recommendations. 5) Christchurch Airport already encourages cycling with free cycle parking (also available for motorcycles) and cycle assembly areas with tools. There are also two ebike charging points. 6) I support the Spokes motto, "More people cycling everyday" - inspired by a mix of: a. The direct health benefits of cycling to cyclists; b. The direct economic benefits to society as cycling is non-polluting and requires much less infrastructure than the twentieth century norm (and twenty-first century norm to date) of individuals relying on the Internal Combustion Engine usually for single-occupancy polluting vehicles; and	Abdallah	Richards

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	c. The observation that in many cases the presence of a cyclist means the absence of a motorist (most adult bike riders are also car drivers).		
37517	I object strongly to the proposed changes to Harewood Road. The number of cycles using the road daily range from 6 to 15, I count them! All that is needed to make to road safe for all uses is lights at Breens & Gardiners roads & green arrows working at all times at Harewood & Greers roads. If the road is reduced to one lane emergency vehicles won't be able to access the 3 rest homes & four hospitals. The traffic is very heavy that is the reason for the four lanes being installed. By reducing lanes traffic will use Bainton & Eastling Streets which will create bedlam. I'm disgusted with this Council the way the city is a no go for anyone trying to park & now it's moved to the suburbs. What a sinful waste of money on something that doesn't need fixing. Shame on you. I've lived here for 62 years.	Josie	Venis
37515	I cannot believe that you are going to spend 19 million dollars on Harewood Road, a road which no one has any concerns about, over in the eastern suburbs the roads are like river beds with plenty of complaints from everyone who uses them, including the cyclists who only have to drop into one of the pot holes and they are over the handle bars. It will be the end of businesses who rely on the on road parking. I consider the scheme is urban vandalism! The community at large is happy with the way the road is, no complaints, you will not make any friends out of this scheme, no wonder people don't trust the Council.	Ross	McLellan
37514	The parking outside Copenhagen Bakery is dangerous enough now! Reduced parking will be very difficult for more of the elderly patrons who use this shop. Getting out of Nunweek Boulevard - turning right is very hard now!! The white median is not safe to sit in waiting for a clear route to move east- from several scares I have had. Very scary. I am against proposed changes.	Jennie	Williams
37513	INTRODUCTION I have resided I the area for 53 years, and in Harewood Road at No [redacted] for 28 years so I am familiar with Harewood Road traffic etc. and consider I am an “informed person” on that subject. I understand the Council has responsibilities on traffic management and safety and comment being a resident for that 28 year period I understand the traffic patterns and use over a full 24 hr daily cycle. Following the 2010 and 2011 earthquakes there has been a noticeable increase in traffic volumes. Presently cycling traffic is virtually non-existent compared to vehicle volumes. I state the above as Consultants and / or Council Officers would not have local knowledge compared to a resident. Consequently the present published criticisms regarding “over engineered” from other residents or businesses are completely valid in my opinion. While the Council wishes to implement changes the lack of community consultation (NOT initially chosen) generates a reaction which was avoidable. Projections of use are theory that need data as evidence. IMPLEMENTATION The tabled proposal is an extreme over design. Presently cyclists manage as in all similar city streets in use, but the Council is making safety a primary reason for justification. With safety you should control the present influence of vehicles, and speed is the obvious issue. I am very critical of the cycleways in Rutland Street with over generous cycle lanes and heavy concrete kerbs leaving a very narrow passageway for vehicle traffic forcing lower speeds. I suspect the proposals to Harewood Road will duplicate the dangerous solution. I consider there should also be a speed limit of 15km/hr on cycleways as a percentage of cyclists want to “sprint”, similar to car drivers. In urban areas speed is a problem but if electronic speed indicators were installed with cameras habits would change and safety would improve. More relevant is we are t using our footpaths to convey cyclists. Presently young children do on scooters and sometimes bikes. But pedestrian traffic is extremely light and visible to other users. We have grassed berms that remain unused when green asphalt would allow cyclists use – this is a very simple solution and a low cost solution. It requires some re-	Brian	Le Fevre

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	education of the public but works in Rolleston Avenue at the Museum to the Avon Footbridge, and is common in Melbourne where traffic volumes are very high. When Harewood Road traffic is compared to Melbourne or Sydney and pedestrian foot traffic volumes those cities have “adjusted” to safety. The present Council proposal is over reacting to safety which is not supported by statistics. SUMMARY The above critique is a starting point in the total redesign of many aspects of the Council proposal. I am certain there is considerable opposition to what is presently proposed but I have been constructive where possible in this submission. The Council will be well aware considerable opposition exists but have chosen a bulldozer approach to real community consultation. I wish to remain objective but cannot avoid considerable rejection of the present proposals. I await with interest for further developments, and can be contacted as below.		
37512	There is absolutely no need to reduce the 4 traffic lanes to 2. The traffic build up and lack of parking will be enormous, unnecessary and dangerous. There is enough room to narrow the existing traffic lanes and simply paint a cycle lane on the existing road similar to Papanui Road and Wairakei/Strowan Road etc. Surely this common sense solution will save millions of dollars whilst satisfying the current fascination with cycle lanes. The traffic lights are a good idea but please do us all a favour and can the current plan to reduce the traffic lanes.	Mark	Webster
37511	Please do not go ahead with the changes, Im a home owner on Crofton Road and making harewood into single lanes each way will cause a lot of traffic issues. I’m strongly against the changes.	Daniel	Roome
37507	Shit idea. Waste of money. Not enough cyclists for this to make any sense. Traffic flow will be awful. Was not going to comment as we all know he council doesn’t listen anyway	Eloise	Butler
37506	Hi Guys, I cycle to work along Harewood road everyday and this would be, a very poor idea, and here are a few reasons why; 1. Wilmot street cut off so traffic from Langdons road - so now I can`t drive to Harris Crescent without either turning back on myself on Sails, (even more dangerous but i`ll do it if you force me) or going to the even more congested gardiners Road left turn..... 2. Turning two lanes into one, guys are you serious??? I can`t even begin to tell how daft this is. Good luck getting an emergency vehicle through there during rush hour, even less fun for the people stuck in traffic.  3. I manage to go around the bishopdale roundabout without a problem, you don`t need to change this!!! 4. We don`t need yet more lights on Breens/ Harewood crossroads.  5. As a cyclist two way cycle lanes are a joke, are you serious? Just paint the near side of the road green on each side and leave the concrete & cycle lights off and it will be fine, and it`s way cheaper than all that concrete. 6. Judging by the mess you`ve made of the city you now want to make the suburbs a horror show as well, please just stop. I lost count of the number of times I`ve had to ride/drive	Peter	Robinson

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	over your poorly placed concrete kerbs in CHCH town and gone through red lights accidentally (because they were apparently for cars not bikes...) VERY DANGEROUS. 7. I dread to see the ratepayers bill for this mess..... If you need assistance let me know.		
37505	I am happy with the proposed design. I live in the area concerned and use the current cycleway network on a regular basis. Bishopdale roundabout is too dangerous to negotiate and requires a little planning to avoid depending on where I am going. The Harewood/ Greers Road intersection is also very dangerous as I often need to turn right there but there turning arrow only operates in red mode. This means I have to try and turn across two lanes of oncoming traffic, and hope that they see me, and even if they do bother to slow down rather than run the orange light. Keep up the good work. A different cycleway matter - I have always wondered why the rail corridor cycleway does not continue along Monavale Ave to Riccarton Road. There is plenty of room, and cycle/ pedestrian lights are already in place at the end on Riccarton Road for the section on the other side to Brockworth place	Mervyn	Wilson
37504	Agree we need a cycle way but opposed to any unnecessary cost for over engineering - at most a single concrete curb the width of a concrete block to separate from cars should be constructed, and as a regular cyclist down that road I would be happy with clear painted lines with green paint. What has always been needed for motorists at the intersection of Greers and Harewood is FUNCTIONING green arrows - at the moment there is an arrow facility but I have never seen it go green and have often been in a line of banked up cars there - if it is ever used it is not when I'm travelling, it should be functional all the time.	Helen	Wilson
37502	1. Can the CCC please release traffic /road user design numbers current and for the design period end, together with area wide modelling to show what effects the proposed works will have, with and without the proposed works, similarly on surrounding streets over the same period. 2. In addition to the proposed works, can CCC please release what other options were considered, and what effects those options would have had on the surrounding area road network over the design period. As a long-term resident in Wairakei Rd I expect that the proposed works will result in a relative drop in traffic volume and speed on Harewood Rd, but increase the volume on Wairakei Rd without any corresponding improvements / modifications to Wairakei Rd, to mitigate the consequences and maintain safety for Wairakei Rd residents and road users. Wairakei Rd already suffers from excessive speed and the associated noise and dust generation, at very least in the section between Grahams Rd and the State Highway, the section with which I am most familiar. 3. I request that CCC advise what works they intend to do to mitigate the negative effects that the proposed works will have on the wider area network, and when they will be implemented.	Graeme	Wells

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37501	I have lived in the Harewood area for the last 45 years, I have never seen the need or have had any concerns about the safety for people who have use Harewood Road to bike on. The Road is wide enough for footpath, car parking, biking and cars to all coincide perfectly together. Even though the use of bicycles have become more popular over time, the times I use Harewood Road, which is probably equivalent to at least once a day, I have never seen a vast amount of people biking on this road at the same time. I think it is an absolute waste of time and money to invest in something that isnt needed. If money is to be spend on this road, I would like you to think of placing some traffic light on the corner of Harewood and Breens Road, as this is an absolute horrific place for people to cross, for both bikes and cars.	WIllem	Freeke
37500	As a regular bike user in this area I support the proposed design	Gerry	Rodgers
37497	We agree with lights being installed at Breens & Gardiners Roads The eucalyptus trees in the roundabout are past their use-by date They create a huge amount of shredding into the surrounding areas and a bit of an eyesore. We as cyclists think the amount predicted for the new cycleway to be extreme and that the funds be put to a more pressing issue such as repairing the roads in and around Christchurch.	Bernard & Yvonne	Quinn
37496	I support the Wheels to Wings development as it will contribute toward enabling better climate, health, and safety outcomes for citizens.	Tim	Phillips
37493	For people travelling down Harewood Road the traffic is already congested without reducing the lanes	Kerry	Walters
37490	Whoever came up with this scheme can't possibly live or work in the area. I can't believe that this is seriously being considered. The traffic is very busy for most of every day and 4 lanes are absolutely necessary. There surely has to be a better way and give the community a chance to be involved in planning. I am all for lights at the Breens Road intersection and have been waiting for years for this to happen...Before somebody is killed. I am also open to perhaps closing access to some of the smaller Streets. Harewood Rd is busier now since Northlink opened on Langton's Rd And drivers are detouring off there through to Harewood Rd. No thought has been given to residents in the street the bakery and most importantly the charity hospital. I travel to the airport regularly though of course not so much in the last year. I always use Harewood Road and I drive in the other direction to Papanui every day. Over the 20+ years I have lived in Bishopdale the traffic has got so much busier why would anyone in their right mind want to cut down for lanes to only two. There will be no parking anywhere. Perhaps the clown that designed this did it during lockdown where he could freely drive up the road. Why would it be necessary to remove more trees from the roundabout many were removed a few years ago. There must be another area where a cycle lane can be put in and I believe the community should be allowed to have their say.	Mary-Ann.	Windle
37489	As a resident of the Harewood community, I am making a submission today to state my opposition to a number of changes relating to the proposed Wheels to Wings cycleway. Firstly, the proposal reduces the number of on-street parking spaces around Copenhagen Bakery. This is a very popular business in our area and often all of their off-street and on-street parking spaces are full. I believe reducing the number of on-street parking spaces available to this business will reduce their number of customers, having a detrimental affect on their business. The Council's response that the business has more than enough off-street spaces has clearly been stated by someone who is not familiar with the success of this business. Given that few businesses will be directly affected by this proposal, I suggest that we priorities this business' needs in the design and retain all current parking spaces. This Bakery is an important part of the Harewood community and has become a destination for people across Christchurch. Doing anything that may hinder this success, would be negligent of the Council.	Sarah	Young

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	Secondly, the proposed removal of the trees in the Bishopdale roundabout needs to be reconsidered. At a time where we must priortise the environment, removing these well-established trees does not align with the Climate goals of the Council, nor the Government. I note the reasoning for this was stated as cyclist safety, so I propose that this aspect of the cycleway is covered to protect cyclists from any falling branches. While I understand this may cost more, it would save on having to purchase replacement trees and would be a better outcome for the Environment. These trees have become a focal point of our community and should be saved. While I understand the need to make our city more cycle-friendly, the above two proposed changes are unnecessary to the overall design of the cycleway and would have a negative impact on our community. I urge you to reconsider these proposals and instead look to adopt the options I have stated. I would like to note in this submission that the proposed traffic lights for the Harewood-Breens-Gardiners intersection must occur and should be fast-tracked. I use this intersection daily and it is a disaster waiting to happen. I have witnessed multiple accidents at this intersection since moving into the community in the last two years. Please prioritise this change before a serious accident occurs. I also support the introduction of traffic lights at the Harewood-Woolridge intersection. Turning right at this intersection is very difficult during rush-hour traffic and results in motorists taking unnecessary risks. Additionally, when sport is being played at Nunweek Park, children and families try and cross Harewood road without a safe crossing. I truly believe it is only a matter of time until a child is hurt. Thank you for your time in considering my submission.		
37487	With the focus being all on Harewood road, Sawyers Arms Road is completely ignored. I live at western end of Sawyers Arms road and see many cyclists and pedestrians trying to cross at the Johns road roundabout, risking their lives. The only other crossing point is at Harewood road about a kilometre away. This is especially bad in summer with many teenagers and young people going to Roto Kohatu reserve to swim and to Burger King. It is also worth noting that there are not even any foot paths on the western end Sawyers Arms road for cyclists or pedestrians to safely navigate Sawyers Arms road. I feel that these issues on Sawyers Arms Road are much more urgent than cycle ways on Harewood Road.	Janette	Shipley
37486	I support the Wheels to Wings cycleway. I work for Christchurch City Libraries and will use this route to go to Bishopdale Library (and New World, and yoga at the YMCA). In the past I have actively avoided cycling Harewood Rd due to safety concerns. I support the removal of the eucalyptus trees at Bishopdale roundabout and the planting of appropriate for the area natives instead. I will use the businesses further up Harewood Rd by bike when it is safe to do so - including Copenhagen Bakery. I have biked to and from the Johns Rd underpass however the Harewood Rd section is too dangerous for me to do so again until the cycleway is built.	Keiran	McNabb
37485	I disagree with the proposed changes to Papanui Road to accomodate the Wheels to Wings project. I believe its a waste of public money which could be better spent on resurfacing other roads in the area. Very few cyclists use Harewood road and I cannot why the council would want to stuff up a good arterial route for a few cyclists and loose domestic parking spaces for which many people rely upon. Not only would you restrict travel through this area but you would also remove many wonderful old trees in the process. My vote is NO	Les	Taylor
37484	I'm not a fan of changing the roundabout. I would prefer Harewood Rd stays as is.	Charlotte	Benfield

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37483	As a Bishopdale resident and frequent user of Harewood Road, I can't see any sense in the creation of this cycle lane, particularly if it will be used as infrequently as other cycleways that have encroached on other city streets. I see very few cyclists using Harewood Road, certainly not enough to warrant this development. The cycleways already put in place have been developed at the expense of every other road user and are mostly underutilised. I have been a ratepayer in Christchurch for 50 years, and to spend this amount of money to appease a minority of Christchurch people that would use it whilst inconveniencing mthe majority of road users is just ridiculous, and a waste of my money. Why not spend this money on roads that need it such as Langdons Road where traffic controls are required to accommodate the increased traffic flow created by the development of Northfield? In fact, the development of this cycleway takes no account whatsoever of the increased traffic flow in this part of Christchurch. I agree that some redevelopment of the Bishopdale Roundabout is needed, as are traffic lights on the Harewood/Breens/Gardiners Roads, but leave it at that. The last thing needed in this area is less facilities for vehicular traffic given the recent increase in this traffic.	Stuart	Fuller
37482	Hello. I would like to put forward a submission on the proposed cycleway and roading changes for Harewood Road. I feel that reducing Harewood Road to 2 lanes will only condense the traffic and back it up more than it does now. We already have long lines of cars at the traffic lights. Introducing 2 new sets of lights at the roundabout at Bishopdale Mall will only add to more traffic backing up. Perhaps having one set of lights for pedestrians at this crossing point would be better? If you reduce the lanes it is only going to get worse. We already have an increased flow since the completion of the new shopping precinct off Langdons Road. People are already cutting through the side streets to get off the main roads. This also will increase. Making some of the streets off Harewood road into only one direction will increase the already congested Langdons Road. It has become crazy since the new shopping precinct opened. We live in Blossomdale Place. To get out of Reynolds Ave and onto Greers Road to go onto Langdons is like playing Russian Roulette. Utter mayhem! Especially at school times. Adding even more traffic to Langdons will only increase the chances of someone being killed at the Langdons/Greers Rd intersection. I agree the need for a cycle way is there for Harewood Road. Wouldnt it make more sense to turn the grass berms into a cycleway? It would be safer for the cyclists as the parked cars would offer some protection from the traffic flow. It would certainly cost a lot less to develop this area. I also agree that lights at Breens Rd intersection are sorely needed.	Lexy	Cowlin

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	Could you also consider putting in Right turning arrows for ALL right turning traffic at the Harewood/ Greers Rd intersection and lights at the Langdons/ Greers intersection. These changes would increase safety for all of us. Thank you for your time		
37481	Too many traffic signals! Neither cars nor cyclists will want to use this route with so many interruptions on it - main North Rd near Northlands takes ages to get through - this will be even worse with this many traffic lights to wait for. Changing the cycle lane from one way on both sides, to two way on one side, then back again is INSANE- it makes the whole thing unusable. My boys, who bike to school, are already saying they won't use it as there is too much chopping and changing and waiting; it will make the trip so much longer and more hazardous. Upgrade Greers Rd intersection - YES!! MAKE SURE THERE IS A PERMANENT, LONG LASTING TURNING ARROW IN ALL DIRECTIONS! It is currently appalling, and turning traffic backs up - at many times of the day, not just rush hour - it infringes on the straight ahead lanes and turns through red lights. Without this change, the intersection remains congested and unsafe for everyone, including pedestrians. Removing all the parking on both sides of the road after Greers Rd is unworkable - there are multiple aged care homes and two childcare facilities in close proximity to each other, as well as the church and the funeral home. They all need parking nearby: the surrounding streets are already full of the workers' cars from all the businesses in the area as well as from those facilities - there just isn't anywhere else to park nearby. Preventing traffic from using Chapel Street and Sails Street merely funnels more onto Langdon Road, which is already a disaster, particularly at school drop-off and pick-up times. The intersection with Greers and Langdon Rd is often very congested; this will increase the pressure, and make it more dangerous for the school students who use it to get to Papanui, and the ones from Bishopdale School who have to cross it without help. There is also nowhere for users of the Methodist Church to park - it is a well-used community facility. Crossing outside Harewood School - EXCELLENT idea! Works also for cyclists trying to access the underpass as it is currently very risky to get to (and poorly signposted). Cutting down the trees on the roundabout and elsewhere - SAD idea. They are part of the identity of Bishopdale, and a joy to behold. Why can't the cycleway continue around the sides of the roundabout as normal - more direct, fewer traffic light stops and faster. This plan requires cyclists to negotiate at least 4 sets of lights to get thorough the roundabout, and has very high potential to frustrate motorists to extreme levels. Traffic is not going to magically disappear at busy times - parents still have to collect and drop off children or stop at the shops on the way home - few of us can transport ourselves and children and groceries on a bike!! And trying to do all that by bus is impossible, expensive AND slow. Making the roadway so narrow is crazy - how will it be on rubbish collection days, or for delivery / moving trucks? Already we all hate Sawyers Arms Rd and Ilam Road - they feel very unsafe for cars, and difficult for cyclists to cross to their destination with the concrete barriers in the way. Please rethink this - it is a high volume, main traffic route, with businesses and private homes (often subdivided, so no room to park on the section). The whole area is congested, so there is no other way to travel except along Harewood Road. We have been anticipating the cycle track, but overall this is not a good plan at all. : (	Sarah	Dunning
37480	I was just wanting to express my opposition to the proposed works, I do agree with the Harewood, Gardiners, Breens Road intersection however do not agree with removing the on street parking around this area. I also do not think adding traffic lights to the round about is going to be beneficial	Lester	Walters

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37479	I totally disagree with reducing Harewood Rd from 4 lanes to 2 as traffic buildup will be horrendous during peak hour. It already gets soo busy with the 4 lanes let alone reducing them. Totally agree with the lights at the Breens Rd/Harewood Rd intersection as it is soo dangerous trying to cross over	Steve	Mackenzie
37478	I do not agree with the new proposed design, i am a cyclist, do not own a car and a resident on Harewood Road,, Why should the Council change things,, i love the street with the beautiful trees,, please,,,,,leave Harewood Road as it is,.	Winnifred	Govaars
37473	Good design to narrow the road East of the Bishopdale roundabout and slow down traffic on that stretch. Would like to see more tress than 50 added to boost the ones being removed further	Lance	Knyvett
37472	I OPPOSE the reduction of road lanes on Harewood Road to one lane. I OPPOSE the cycle ways on Harewood Road due to compromised residential homes and businesses e.g. Harewood Medical Centre, Copenhagen Bakery, the charity hospital.	Debora	Mora
37470	I am against most changes to this proposed change of the cycleway. I am not against putting some traffic lights at key intersections such as the breens gardners road intersection. This is one of the few roads that connect up to state highway 1 and the double lane 80km transport link to go north or south of Christchurch or to travel on the west of Christchurch. If this road was reduced down to a single lane where buses travel and emergency services travel down it can cause congestion on the roads. This congestion of vehicles increases travel times for people travelling in vehicles and thus creates more pollution. Also if there is space removed from the road when emergency services are needing to travel to save someones life it can cause issues as there are no places to pull over in a timely manner example is Antigua street where when a bus pulls over to pick someone up it stops all the traffic behind them as there is no way to pass. If we are concerned with increasing trying to increase cyclists by putting in cycleways that are safe, we should look at having areas that are cycle friendly. Cars and cyclists don't always need to be using the same roading network to get where they want to go. You could make wairakei road the main cycle way until it gets to wool Ridge or Stanley's road then put back onto Harewood road to use the underpass to get to the airport, this uses existing infrastructure and doesn't create more congestion. Putting the cycle lane in then removes the chance of having a strong public transport network using Harewood road. If the council is wanting more cyclists in the city why do they keep building the city out when we should be keeping the infrastructure close together so you can build it correctly and efficiently. If we keep growing at 9% it will grow out to rangiora in the north and Rolleston in the south, which is unsustainable financially and economically. The cyeway shouldn't go in for only 1200 cyclists a day in 2031, what is the expected growth of vehicles coming in Harewood road for the same year? Has it all been modelled correctly to see what the roads would look like. Yes I would like to see my city be easier to access with cleaner transport but this is not a compact European city like Florence or Antwerp. Need to create a compact city to increase population density to maximise the potential of a green city with the land around it being used to feed the people. We have all seen the issues in Auckland which they can't stop. Please don't go ahead and restrict another road in Christchurch for minimal gain. Look at making things safer by diverting cars and bikes to different areas and put lights in to increase safety for people in vehicles and on bikes	Curtis	Young

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37469	I oppose the plan to scrap car parks along Harewood Road. I can see the need to add a cycle lane and reduce the 2 lanes of traffic. I live in Crofton Road which is right on the edge of town and sometimes I like to bike and "Yes" its crazy biking down Harewood Road!!!! BUT as the CCC is the only council in NZ to have a hold on the land close to the airport and wont allow it to be developed....WHO IS LIVING UP PAST HAREWOOD ROAD TO VALIDATE A CYCLEWAY????? WHEN HAS ANYONE ARRIVED ON A PLANE AND PLANNED TO BIKE TO TOWN? WHATS MORE WHO IN THEIR RIGHT MIND TRAVELS TO THE AIRPORT ON A BIKE TO FLY OUT OF CHRISTCHURCH...UNLESS YOU WORK AT THE AIRPORT???? All we originally wanted was some practical means of making Harewood/Gairdners Road safer!!!! Leave the trees, make it one lane and add a cycle way! Not rocket science! Stop wasting our money!	Sarah	Corkery
37468	As an Educator at Tigger's Montessori Preschool situated on the corner of Harewood Rd and Matsons Ave I am very concerned that there will be no parking available. Restrictions already exist on both of these roads which limit available parking for those working in the area.	Francie	Clark
37466	I find it incomprehensible that the proposed changes include reducing Harewood Road to one lane in each direction and removing the majority of parking spaces on Harewood Road. Here we go again - no consideration for the incomes of local businesses and their employees and the convenience of motorists (for example, when visiting Bishopdale Park for leisure and sport). The number of cyclists using Harewood Road is minimal compared to the number of motor vehicles and the volume is most unlikely to increase in favour of cyclists in the future. Why can't the strip in the centre of Harewood Road be converted for the use of cyclists? There is an unhelpful and insane agenda being promoted by several members of the Council / Community Board to get rid of motor vehicles and car parks from the streets of Christchurch. Get real! I would like to see a list of the Council / Community Board members who are promoting these changes so I can be more selective in my voting at the next elections. I wish it to be recorded that I am totally against these proposed changes and I trust that they are only being proposed and a decision behind closed doors has not already been made.	Gary	Townsend
37464	I support the cycleway plans as currently I don't bike along this route when cycling around the city as it is too dangerous in many parts	Teresa	Whiteside
37462	I absolutely oppose the reduction from four lanes to two lanes on Harewood road including the significantly reduced carparking on the side of the road. These proposed changes will I believe create greater risk with significant traffic flow issues and delays. Harewood Road is a significantly utilised route for airport traffic and those connection with the John's road bypass. Apart from Memorial Avenue, it is the only four lane road connecting the City/Papanui to the surrounding suburbs and Airport, thus I believe creating significant traffic volumes on an already extremely busy road. I am all for people being able to ride safely, however it seems now cyclists are being catered for over those who need to drive. I believe a compromise must be reached WITHOUT reducing to two lanes. I can see a 5 minute drive to work now taking 15 minutes with these proposed changes that is unacceptable and creates stress on the community. I am not opposed to traffic lights at the Harewood-Breens-Gardiners intersection as this is currently a hazard. This needs to be a design consultation with the community who live in this area, not with those that don't or may "cycle through" on the odd occasion. Step up council and listen to the voices of all not just those that want to create cycle ways everywhere which when you talk to most people feel are a waste of money, cause stress for drivers and create significant hazards! I would be interested to know the predicted usage of the cycleway including peak days and times of the week compared to vehicle usage. I can just see this turning into someones great idea so that an extra 50 people over the space of 7 days ride there bike for 30 minutes causing the people who use this for vehicle traffic being significantly impacted. Not to mention the parking. There are two main sporting fields on Harewood road used year round, where do you expect these people to park? I believe you are not looking at the impact and wellbeing here for the majority and looking at the wellbeing for a small number of people who want to cycle and who probably do not live in this area. In closing to be clear, I am absolutely opposed to Harewood Road being reduced to two lanes and the carparking to be significantly reduced. I am not opposed to the lights indicated on Harewood-Breens-Gardiners intersection	Leanne	Marechal

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37461	As a teenage cyclist who lives and cycles around Bishopdale a lot, I am kindly asking you to take your plan and burn it. If this goes through, Harewood road is going to become a hellhole to get through, and people will start using side streets and other smaller roads, which don't have cycle lanes and that I use because they're quicker than going straight down Harewood. I still won't use the area around the roundabout because of how many traffic lights there are and how much it will slow down traffic. Harewood Road is a major route to the airport, and far more people drive down it than bike. Making it bike safe might seem like a good idea, but your current plan means that you'll be pissing off the drivers who use Harewood, furthering the resentment towards cyclists. Having the bike lane change from one side to two is dumb too. Keep it on one side and just add in a couple more crossing points like the ones already installed. We don't need more traffic lights slowly traffic down, we can cross without them. Even when there are lights for crossing, like the ones at the Anzac/Forest/Travis road roundabout, I don't. I can get across the road quicker by waiting for a gap than waiting for the lights. It's also the fact that the lights stop traffic for so much longer than necessary that makes me avoid them. It just pisses off drivers to have to wait when there are no bikes crossing. If you do go through with this plan, don't add traffic lights. Leave the crossings manual as they already are. They work fine, and the disruption to the flow of traffic wouldn't be worth it. I agree with putting them in at the Breens/Gardners intersection, because that is dangerous to cross there, but the others just don't need them. They are fine as they are.	[redacted] Name provided	[redacted]
37460	Thank you for the opportunity to comment on this proposal. I live in the area and cycle down Harewood Road. I do agree that it is uncomfortable cycling due to lack of room for cyclists and on occasions use the footpath. I also agree lights at Harewood/Beens, Gardners Road is essential. However the design proposed is totally unsuitable for the users and neighborhood. To change a 4-lane highway with parking a grass verge and footpath to a 2 lane road and the need to reduce parking seems ridiculous. The Road has a nice grassed centre island so a grass verge is not necessary. The grass verge could easily be used to incorporate a cycle way and move the parked cars partly into the removed traffic lane and have a wide main traffic lane. Cars seem to manage driving with controls by only white painted lines you do not need the ugly and at times dangerous kerbs proposed to section off the cycle way from other traffic. These kerbs also cause huge problems for the waste bin collection and increase the time for bin collection due to the bins needing moving. With minimal spare traffic room when the bin truck stop so does all the traffic. Trees do not need to be removed. When a road narrows or when there is a single bridge on a highway a simple sign controls traffic. Surely cyclists could be warned by a sign of a narrowing path. The Bishopdale Roundabout existing cycle lane marking work fine. Do not chop down trees to put the cycle way through the middle. Going from Farrington to Highsted and visa versa I agree has no markings but there is a pedestrian crossing which can be used at present and traffic lights could easily resolve this problem. Summing up. Do not cut down trees. Do not reduce the parking. Do not put huge concrete kerbs in just for a cycle way. Thank you for the opportunity to comment on this proposal. I live in the area and cycle down Harewood Road. I do agree that it is uncomfortable cycling due to lack of room for cyclists and on occasions use the footpath. I also agree lights at Harewood/Beens, Gardners Road is essential. However the design proposed is totally unsuitable for the users and neighborhood. To change a 4-lane highway with parking a grass verge and footpath to a 2 lane road and the need to reduce parking seems ridiculous. The Road has a nice grassed centre island so a grass verge is not necessary. The grass verge could easily be used to incorporate a cycle way and move the parked cars partly into the removed traffic lane and have a wide main traffic lane. Cars seem to manage driving with controls by only white painted lines you do not need the ugly and at times dangerous kerbs proposed to section off the cycle way from other traffic. These kerbs also cause huge problems for the waste bin collection and increase the time for bin collection due to the bins needing moving. With minimal spare traffic room when the bin truck stop so does all the traffic. Trees do not need to be removed. When a road narrows or when there is a single bridge on a highway a simple sign	Dave	Bastin

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	controls traffic. Surely cyclists could be warned by a sign of a narrowing path. The Bishopdale Roundabout existing cycle lane marking work fine. Do not chop down trees to put the cycle way through the middle. Going from Farrington to Highsted and visa versa I agree has no markings but there is a pedestrian crossing which can be used at present and traffic lights could easily resolve this problem. Summing up. Do not cut down trees. Do not reduce the parking. Do not put huge concrete kerbs in just for a cycle way. Crofton Road needs a left turning lane as during peak hours it is very difficult to turn right into Harewood Road and with the changes will be even more difficult. There is no pint to the proposed speed bump at the start of Crofton Road at the Harewood Road end. Cars are slowing down to stop any way or have just turned into Crofton Road so are slow any way.		
37459	Christchurch has some great cycle infrastructure, extending the bike network to the airport is a good idea!	Fraser	Shields
37458	The nicest thing about this neighborhood is the roundabouts big trees. I oppose taking these down. Putting lights at the roundabout defeats it's purpose. An area that's little troubled by traffic will then be congested.	Mally	Goldberg
37456	Terrible idea. Takes away all parking down harewood and destroys an awesome bishopdale landmark - the trees in the roundabout. We used to live in Hoon Hay, and watched the cycle lane go in there. Big waste of money.	James	Leigh
37455	Harewood Road is a main arterial road to and from not only the airport but also for motorists wishing to connect with the motorway to head north or south. Since Wairakei Road has been partially closed off the traffic volume using Harewood Road has increased significantly. The proposal to reduce the current 4 lanes on Harewood Road to 2 lanes will cause a huge backlog of traffic using Harewood Road especially at peak times. The lack of on street parking that is proposed will cause problems for parking outside local businesses, couriers doing deliveries, visitors to private dwellings and rest homes/ hospitals etc. This proposal needs alot more community consultation and discussion to allow the local residents a chance to have their say on what will affect them for many years to come. Such alot of money is going to be spent so it needs to be spent wisely and we do need to remember there are many local streets that need urgent maintenance and repair. Ratepayers cannot be burdened further with unnecessary expenses.	Rob	Green

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37449	The plan overall appears to be an improvement for cycling and can comment from personally cycling this road that the current state is very dangerous and I have had near misses despite being cautious when on Harewood road. However, the increased use of multiple traffic lights, especially at the Bishopdale roundabout, will only slow down all traffic unnecessarily and cause other problems. Using give way signs for the cycle lane road crossings at the roundabout should be considered instead. This would be more useful as cyclists could use the crossings on demand rather than stop and wait for lights to change, also it would reduce the disruption to general traffic flow as this would reduce stop times for road traffic too. Give way signs will improve the traffic flow by allowing quicker turnaround the same way pedestrian crossings operate. The layout shown in plan 11 will only encourage cyclists to use the road instead of the cycle lane, as it will be significantly quicker for them, resulting in an outcome that will not reduce risks to cyclists due to poorly planned design. Additionally, installing more traffic lights will result in increased energy use, increased disruption and higher costs during installation, increased maintenance costs, and adding light pollution to this area - none of which are positive or support sustainability, which should be the primary goal of this development.	Dylan	Marsh
37448	Please don't cut down the trees. The cyclists are fine using it as is. I'm currently in rolleston but was raised in bishopdale. This would be such a shame as I'd love to move back.	Hayley	McClure
37446	Two lanes down Harewood road has to be one of the dumbest ideas I've ever seen. Making a cycle way isn't gonna make people cycle.. they'll cycle even if there wasn't a cycle way and the people that cycle anyway couldn't care less. Stop paying people to come up with dumb shit like this and focus on stuff that matters	Caleb	Jordan
37444	I know the Bishopdale/Papanui/Harewood area very well as I was a Telegram boy in the 1960s and grew up in the area. I know that cyclists can avoid busy traffic on the major roads such as Harewood Road. There are a number of safe corridors that cyclists can chose travelling from Papanui central to the Airport or to link with Johns Road rather than going along Harewood Road. If Harewood Road was changed in the manner proposed motorists would become frustrated and would then chose alternative routes and clog other roads in the area. This could make family orientated streets unsafe and cause quiet neighbourhoods to become less attractive to families. To leave Harewood Road as is would save $19M and have traffic streams consistent. I have observed on one morning between 8-8.30am in a 15 minute window 10 cyclists travelling towards Papanui central along Harewood Road, one being a high school pupil. Of the motor vehicles travelling in the same direction 80% consisted of only the driver in the vehicle, 10% of these were commercial vehicles. During the time of 2.30-3pm on a Friday 10 high school cyclists travelled in the opposite direction and 3 other cyclist did the same. Not a high demand for a dedicated cycle lane!!! This is plan A Plan B If a cycle lane is to be put on Harewood Road there is a way to keep everybody happy, cyclists, walkers, motorists, homeowners and retailers. The section Matsons to Greers can be constructed with cycle lanes on both sides of the road and without the intrusive cycle curbing. The parking lane can act as the barrier between cyclists and moving vehicles. My suggestion is that a 3.5m shared pedestrian/cyclist lane be formed, then 2m parking, 3.3m vehicle lane and a mirror on the other side of the road separated by a medium strip of 2.5m totalling 20.1m for the section Matsons to Greers. For the section Greers to Nunweek Blvd the current four lanes should be retained. A lot of traffic use Greers Road to connect with QE2 Drive either turning left from Bishopdale Central or right from Papanui Central. Traffic from Greers Road connecting to Harewood Road turning left and from turning right towards Bishopdale demand smooth traffic flows. The traffic from the Bishopdale area is heavy in the Greers to Nunweek Blvd section and does not warrant a reduction in lanes. This would cause traffic bottlenecks and frustrated drivers. In the section from Greers to Nunweek Blvd I suggest again a shared pedestrian/cyclist lane of 3.5m, parking 2m, 2 vehicle lanes totalling 5,75m and mirrored on the opposite side, with the medium strip 1.5m,total 24m.	Phil	Brady

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ID	Please provide any feedback you have on the proposed design	First name	Last name
	The section from Nunweek Blvd to Johns Road is OK as the traffic/pedestrians/cyclists is lighter. The use of the cycleway separator would be unnecessary and the grass booms would also be redundant.		
37443	I would like to support the proposal for the cycle way. I gave up cycling to work after being knocked off my bike 3 times, twice with cars passing to close to me and a third time from a customer parked outside Copenhagen opening their car door on me. I travel down Harewood Road for work every weekday and would like to feel safe enough to bike. Traffic on Harewood rd is flows well even in peak times where it is just 1 lane, I see no reason for any of this road to be two lanes. It is my belief that a well designed cycle lane will improve congestion as more people, like me will bike more often. The cycle lane will improve safety for children going to Harewood School and the crossing lights are needed outside the school as crossing can be dangerous even with the school patrol as cars often don't follow the 40k speed limit.	Joanna	Woods
37442	I love the plan, safe cycleways give you confidence to get on your bike and explore the city on your own and with your children. It would be lovely to enrich the experience with beautiful planting to give a calm park like feel.	Sonia	Marshall
37439	Firstly let me say that I am not opposed to the general idea of the changes proposed to Harewood Rd. Lights are badly needed at the Gardiners/Breens intersection as well as Woolridge Rd. The biggest issue I see with the current proposal is the Bishopdale roundabout. The current plan shows a very expensive traffic jam that is not ideal for either cyclists or motorists. The second biggest issue is the reasoning behind having two cycle lanes on Harewood Rd between the Bishopdale roundabout and Nunweek Blvd (as opposed to a single 2-way cycle-way). During the morning rush hour cars travelling from Highstead Rd to Farrington Ave (or South-East bound on Harewood Rd turning right into Farrington Ave) will get stopped mid roundabout. Traffic carrying on down Harewood Rd (South-east bound) should still keep moving (lights permitting). All it will take is for one car to enter from Highstead Rd and not clear this South-East bound lane due to stopped traffic and the Harewood Rd through traffic will be stopped as well. In the afternoon the same will happen in the other direction. This WILL happen on a regular basis through either ignorance or error. As for the cyclists. They will have multiple sets of lights to negotiate (wait at) to get through this intersection. Cyclists South-East bound on Harewood Rd will avoid this and not go through here at all. They will stay on the footpath turning left into Highstead Rd and then cross at the pedestrian crossing. They will then continue down the footpath until they can re-enter the cycle lane South of the roundabout. They may even do this in the other direction and then cross Harwood Rd once clear of the roundabout also saving a couple of sets of lights. This is the route the cycle lane should actually take in BOTH directions (with an enhanced safety zone in the island in the middle of Highstead Rd). The cycle lane North-West of the roundabout should stay 2-way and continue up Harewood Rd on the North-East side of the road (as it does between the roundabout and Greers Rd) finally crossing Harewood Rd to the other side past Nunweek Bvld as planned. Access to Bishopdale mall from the cycle-way would be via the current pedestrian crossing with an enhanced safe zone in the island in the middle of Harewood Rd.	Darin	Eder

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	This would mean lights would NOT be required at the Bishopdale roundabout, allowing the roundabout to flow as it is designed to. Cyclists will have far less delay getting through this complicated intersection and a bundle of money will be saved at the same time.		
37438	This is great news and I totally support the proposal. I have cycled this route many times and generally feel unsafe because there is no cycle lane, motorists ignore the speed limit and are unaware of the 1 metre clearance required from cyclists. Separated cycleways are really the only safe option. Too many times I have cycled in so called dedicated cycle lanes marked only by painted white lines only to have vehicle doors opened causing me to swerve out into the traffic lane, pedestrians fail to look and step into my path, cars swerving into the lane, cars stopping in the green marked areas at intersections blocking my path and even if they don't then turning into my path. Dedicated separated cycle lanes are much safer and will encourage even more people to cycle. My observation is that the existing separated cycle lanes seem to be getting great use. Also a great positive is the linking of cycle paths. Often traversing the city requires part of a cycle journey on unsafe roads and streets and a linked network would improve safety significantly. Christchurch is an ideal city for a cycleway network being largely flat and with the proliferation of E bikes the numbers cycling will likely increase. I just can't understand the vitriol I see from motorists and business owners bemoaning the implementation of cycleways. They seem not to have noticed the massive increase in vehicular traffic in our city and refuse to accept that change is required. As a cyclist one gets extremely frustrated at near misses that could result in serious injury or death caused by speeding inattentive motorists. Traffic enforcement by Police in Christchurch now seems non existent. Speeding and red light running is proliferating as driver's know the chances of getting caught are virtually zero. Hence any safety enhancements that will save lives, encourage healthy pursuits, reduce carbon emissions and traffic congestion must be encouraged.	John	Halkett
37436	We use this road every day and the vehicle volume is consistent all day with both lanes in use. To remove a lane would be horrendous for people trying to catch planes on time and commute to work or park etc.... Why not remove the grass berm to give room for a smaller cycle way or keep cyclists to one a breast and not change a thing.	Bryce	Hardy
37434	Having lived in Gardiners Road near Harewood Rd for 26 years, I am sad to see a cycle way being put in to the detriment of the two lanes each side of the road. The lights are urgently needed at Breens/Harewood/Gardiners Road before a fatality happens there. The traffic has increased hugely since the lights were put in on Sawyers Arms Rd/Gardiners Rd and now vast numbers of cars travelling into town use this road off the motorway as a bypass. I have seen so many near misses at this intersection it is unbelievable. If a cycle way needs to be put in then run it down Sawyers Arms road to Jones Road as this would not affect so many people and there are large grass verges there already which can be used. While I understand that emissions are part of this process, the cyclists using Harewood Road are minimal and I don’t believe putting in cycle lanes will increase this by more than a percent or two - I certainly don’t believe thousands will be using this even in ten years as by nature humans are a lazy lot. I don’t see why lights are needed at the Roundabout as having used this several times a day over many years have never even seen a near miss. My husband was a firefighter for a lengthy time and never once attended an accident there. However he attended many at Gardiners/Harewood Roads. In this climate I feel more money needs to be spent on roads on the other side of town than changing what we have and putting in cycle lanes. Just do the lights at Harewood/Gardiners!	Adrienne	Russell
37433	I am supporting the cycle-way but would prefer it to be wider than 2.2	raviv	carasuk

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37432	Firstly thank you for this opportunity to put my thoughts forward. I can understand why you are looking to the future and the concept of cycle lanes are necessary, I'm certainly for keeping people safe while reducing pollution. However, I feel in doing this the current concept is way to over the top. I see the grass verges on the foot paths as a more sensible option. Let me explain, this area is underutilized and in my mind a waste of limited resources. My thoughts are, lets use this area as space for car parking, buses etc. This in turn, will free up the current cycle lanes, eliminating the congestion and unsafe cycling conditions parked cars are creating in these existing cycle ways. To me this is a more sensible cost affective alternative. I do agree more lights are required though to many intersections are far to dangerous for everyone using them. Anyway, those are my thoughts hopefully they are read and considered. Thank you again for this opportunity	Scott	Sherwin
37431	For 29 years I have driven to & from my workplace at the airport down Harewood Road from Breens Road. This is a busy road and at the most have only ever encountered 1 or 2 cyclists (and they work at the airport as I know them). Absolutely ridiculous idea to single lane it. Be a big loss of income as there is regularly Ministry of Transport cameras turning over good dollars the way it is.	pauline	george
37430	This is a silly proposal. The number of cyclist that use this road is minimal and while it might increase it will only be marginal The road operates well and in heavy traffic flows. I will vote to ensure local councillors who represent the area do not receive my vote if it goes ahead in any form.	mark	callaghgan
37429	As a cyclist I believe harewood rd should be single lane with a bike lane. It is very dangerous to bike currently. As a driver the bishopdale round about looks unbelievably complicated and pretty over the top which isn't unusual considering some other complicated designs involving lights and cycle lanes in the city.	Tom	Elliott
37428	I think its unnecessary. I have lived off Harewood all of my life, I am only 27 years of age. I lived on Wooldridge Road for 17 years and have been on a Crofton Road ever since then, so i am quite aware of the traffic on Harewood Road. I think the only changes needed are to put lights at the intersection of Breens/Gardeners/Harewood road with a cleary labeled cycle lane at the intersection like most intersections with lights have. This will reduce the speed going down Harewood road between the round about and Trafford St. As these are the three issues that I have read about, 1. Speed on Harewood Road, 2. That notorious Breens intersection & 3. Cyclist that are worried - they are only worried because of the speed and if the lights are put in here it will reduce the speed & fear. Please take all submissions into consideration. The changes you want to do to my community are ridiculous! Look at Sawyers road with one lane at peak hour, its crazy! But the lights at the intersection of Sawyers Arms & Gardeners have been amazing, have helped reduce speed etc etc. Thank you.	Rochaan	Walker-Johnstone

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37427	Kia ora, I am a resident of Bishopdale. I do not support the current Wheels to Wings proposal. I am very concerned about the proposal to cut Harewood road down to one lane as I think it would promote congestion. I am also concerned about the proposal to remove parking, this seems wasteful of space and harmful to residents and the business community. I do support the lights at Breens/Gardiners/Harewood road. I support a cycle lane in theory but not as currently planned. My suggestion is to run a cycle lane down the grass berm in the centre of Harewood Road, with appropriate fencing. Nga mihi nui	Rachael	Harris
37426	The Harewood rd proposal is totally absurd and as a local to the area and a rates payer I am deeply opposed to it going ahead	Nik	Robinson
37424	I am excited by the proposed cycleway. I do not currently feel it is safe for my child to walk to school unsupervised due to the large volume of traffic on this road. In honesty, I often have difficulty crossing myself as my depth perception is not great! I can't imagine how those with limited mobility manage the crossings in their current form. There are a lot of elderly community members who frequent the Bishopdale mall who would fit into this category. Additionally, it takes a LONG time to cross safely and this long wait can encourage people to make risky crossing choices. In some cases there are a lot of places cars can be coming from and this can be confusing for pedestrians. It is great to see the infrastructure plans that put safety first and help residents to use sustainable transport choices. Thank You.	Rebecca	Adams
37423	I support the construction of cycleways, lights and speed controls along the corridor as proposed. Harewood road between Breens and Greers roads, and the Harewood/Highsted road roundabout are both unsafe for cyclists in the current layout. Children have no safe way to cross, despite schools in near proximity. A dedicated cycle lane and lights are critical to this area, even if it means reducing traffic to two lanes and/or reducing the median strip and verge to make room.	Nicholas	Adams
37422	This is an excellent addition to Christchurch's cycle network. It will make a huge difference to anyone living in, or passing through, the northeast of the city. Whether they cycle for transport or recreation, this will materially increase the safety and enjoyment of their journey.	Patrick	Kearney
37421	Hello. My name is Maria and I have lived in Bishopdale for 30 years. The mature trees that are proposed to be removed must not come down. They are an icon of Bishopdale and are special to the area. It is not right to make plans that destroy these beautiful trees, especially when alternative solutions can exist. Please reconsider. We are facing a climate crisis and those trees are required now.	Marita	Lowe

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37420	I approve of the proposed design. I ride to work most days at the airport and find some aspects of the ride very hazardous, particularly from Woolridge Rd intersection heading west. The tunnel under sh1 and cycleway west of this is appreciated (although somewhat inconsistent in its application and comprehension with drivers). I also have three children that will be riding bikes to Papanui High School. This equates to potentially 5700 trips along the route over the course of their time at school if they continue to year 13. 5700 trips with the current design would almost surely result in some form of conflict involving a car and bike. Although having some time working for the roading section of the Southland District Council I do not proclaim to have any expertise in design of footpaths, cycleways and current policies. I can not imagine that most other ratepayers do either and will have to assume the council will use all reasonable resources to ensure the design is sound. I would be disappointed to see this project delayed by politics, committee and lack of foresight. The world needs more people self propelling, less resources been consumed and less fear of injury or death to help encourage this.	Glenn	Armstrong
37419	After looking at the road plans where the bus stops are to be made closer to the footpath why couldn't the road on the North side be made closer the same as the bus stops so we won't lose parking on that side. It will be a major inconvenience! I would like to object to the proposed changes to reducing Harewood Road traffic to one lane it will be a disruption to the Copenhagen Bakery and the parking spaces available , this Bakery has moved from town after the earthquakes should not have this sort of aggravation by the Council . Why can't you just put in the lights at the Harewood / Gardeners Rd intersection that people have been trying to get done for years without making all these other changes that are not needed. The traffic lines up outside my place to cross at the Greers Road lights from about 3-30 pm some days is right back to the roundabout . We need to keep the 4 lanes due to the housing developments all around this area. Also how will the people who live in the new housing areas be able to get to the shops as they're so far away and need a car to get there need to carry the weeks shopping home and won't have a bike . Also cycle lanes are only for summer use as during winter months cold wet windy days people will be in cars including the cyclists!	June	Hendry
37418	Roundabouts are built to keep traffic flowing, without prescriptive intervension. Introducing multiple sets of traffic lights within a roundabout, leaving vehicles stranded at exists, and therefore queued, is in complete contradiction to the principle of the initial design. Alongside the hospital and bakery is a hazard-area already, given the nature of client and hours of the day frequented. Reducing this area to a single lane will increase the hazardous component - accidents will happen. There are very few cyclists on that road as it is. By adding dedicated cycleways, Harewood Road will become another lower-Swayers Arms Road. When cyclists chose to ride the main road, traffic stops. And as an example of complete injustice to motorists, the recently completed Hansons Lane reconstruction is a case in point. Traffic jams with single cars turning into a side street, and not a cyclist to be seen. We are not a European city, so why the hell are we trying to model ourselves on these? All that needs to happen on Harewood Road is lights to be introduced at the Breens / Gardiners Road intersection - thats it. Given the current hatchet job's currently in process (staff), I suspect 19 Million would be better spent supporting current infrastructure, rather than distancing the council from the city's citizens. YOU are meant to work for US. Proceeding with this ridiculous proposal will prove the inability of the council to see "reason", and conserve rate payer funds. Yes "rate payer" funds.	Chris	Stevens

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37417	Disclaimer. I commute to the city on my bike from the wider area on daily basis, and make usage of many of the cycleways. Reducing the lanes and on Harewood road seems incredibly short sighted. This does not seem to take into account the unintended consequences of traffic flow in the area. If this was to go ahead as proposed, I predict traffic will be diverted to Sawyers arms road and Wairakei road, neither of which in my view can cater for more traffic. Rethink this plan, adding a cycle lane to Wairakei road that connects at Nunweek park to the underpass etc would seem to be a better solution if road engineering solutions cannot be found to keep both carriageways on Harewood road. Frustrated drivers who have been held up in traffic, make rash decisions at intersections and it is the cyclists like me who suffer the consequences.	Matthew	Williams
37416	I think it looks good. I've read some very aggressive and downright dangerous social media posts directed towards cyclists lately. The need for them to have a safe space is critical. There are bonkers claims such as bikers use the road for free! Bikes scrape up cars! I'll run them over myself if they get in my way... most of these people seem to just be afraid of change. Please make our neighborhood safe for cyclists as soon as possible.	Mindi	Spenner
37412	Generally I support this proposed design. But I would ask you to consider the following: 1. Give cycles priority when crossing minor side streets (e.g. Sails and Chapel); make vehicles give way. 2. Please ensure the lights on the Bishopdale round-about are well coordinated (most cyclists will need to go through 4 of these!) to minimize delays and frustration. Poorly designed cycle crossing lights (of which there are a few in Christchurch; e.g. Little River cycleway crossing Lincoln Rd) lead to cyclists running the lights and will inevitably result more harm than good.	Bruce	James
37410	Widen the footpath, pedestrian and cycle share!! Then 4 lane Harewood rd all the way down to Johns rd.. So No to cycle lanes on the rd!! Leave Bishopdale roundabout as is there nothing wrong with it .. let traffic flow not slow it down..bigger better roads are safer than narrow an dogging cycle that move out into traffic..	Craig	Meynell
37409	- I disagree with reducing the number of lanes on harewood road from 4 to 2. I believe harewood should remain with 4 lanes. - the parking spaces on Harewood road next to Copenhagen bakery should be widened or removed as it is difficult to exit the bakery safely and car doors are often opened on to oncoming traffic along harewood. - I agree with adding traffic lights on the harewood/gardiners/breens intersection.	Steve	Hall
37408	I disagree with the planned modification to Harewood Road, I consider the road proposals a total waste of rate payers money, there is nothing wrong with the layout of Harewood Road the way it is. I've biked along Harewood Road over the last 20 years from Cotswold Road to the cycleway at the railway crossing on Harewood Road and occasionally out to Johns Road and have never had any problem with traffic. But I do agree with traffic lights at the Breens/Gardeners Road and Harewood Road intersection.	Maurice	Gaskell

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37405	I live on harewood road with my husband, and it takes us a while sometimes to get out of our driveway onto the road with its two existing car lanes. It will make our life a nightmare to be able to exit our driveway if you were to proceed with your proposed plan, which we completely oppose. We can't understand why do you want to make the business owners' life harder to earn their living??? Have you considered the Charity Hospital and their patients? How would they manage to park their car and where? Nothing wrong with the Copenhagen Bakery clients parking on the street in order to meet a Friend and catch up over a cup of coffee and a sandwich. We've been living in our house since 1994 and no one complained about the traffic or the cars parking on the streets. We've never had any major or even minor accidents (touch wood). Just leave Harewood road and its residents alone to live our life as it is.. Enough with making other spaces difficult to reach. We don't want your proposal we object to it.	Sonia	Bejjani
37403	I approve of the design. It will make it safer for adults and children commuting, whether by car, bicycle or walking. It will also create a more relaxing living environment with a focus on people rather than cars for the people living in the areas affected. maybe swap the direction of the traffic on plan16 (sails st) to help stop people rat racing through to Langdons road?	dave	gardner
37402	I support the idea of putting traffic lights at the Harewood/Gardiners/Breens intersection. However, I wonder if the 60 minute parking limit I see in map 1 would negatively impact on Copenhagen bakery. A lot of older people frequent this place. There ust doesn't seem to be enough close parking for them. People catch up and lunch here; they don't just run in to grab a pie and leave. 90 minutes parking limits are more realistic than 60. I also support the idea of making Wilmott and Sails Streets cul-de-sacs. The changes to the Bishopdale roundabout look great for cyclists, but a massive pain in the butt for vehicles as the traffic flow will be much slower. Overall, I'm frustrated that my already long commute to Madras Street every morning looks like it's going to take even longer, with more traffic lights and more backed up traffic due to fewer lanes. As it is, a family member can travel to Rolleston for work faster than I can get to Madras Street and we leave at the same time.	Katrina	Pfahlert
37400	I am in support of the Harewood cycleway. I use the cycleways frequently and enjoy the accessability and safety they provide for cyclists. I think local businesses and cafes actually benefit from cyclists calling in. Thank you	Jude	Marshall
37399	What are the bullet shaped green areas in the middle of the Harewood, Breens, Gardiners Road Intersection...they appear to be bike areas, but I certainly hope that they aren't as it would be so dangerous.	Meredyth	Anderson
37398	This is crazy. Why would you make an already very busy road with busses & cars even more dangerous than it already is. I just cannot understand it. Why would anyone want to ride their bike to the airport anyway?	L	Underwood
37397	Carparking needs to be kept for the Charity Hospital at Bishopdale. Also parking needs to be kept all the way along Harewood Road by the Bishopdale park as their is lots and lots of cars parked for sports days and events etc.	Russell	Saunders

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37396	Good afternoon Having read and seen visuals of the proposed "Wheels to Wings" cycleway I strongly oppose this. I have been a resident on Harewood Road for the past two years and my reasons are as follows: - Harewood Road is one of the two main roads from the Airport into the city (the other being Memorial Ave). Upon arriving at an airport and heading into a new city, visitors should be treated with a nice, smooth flowing road that represents the city. Removing a lane each way for vehicles and cutting down established trees in what is known as the "Garden City" will not help to enhance the image of the city and will frustrate guests immediately on arrival into the city. - The Bishopdale roundabout currently flows and works well, as a roundabout should. The intention of roundabouts is to ensure flow of traffic and roundabouts therefore should never be coupled with traffic lights. Adding traffic lights to the roundabout will make this both "stop/start" and dangerous in that it is overengineered. - Adding lights to the roundabout will also mean traffic builds up on Harewood Road heading into the city in the morning and out of the city in the afternoon. As someone who has to back out into traffic in the afternoon, cars backing up from the roundabout will make this more difficult especially once it is down to one lane. - The parking on both sides of the road is currently where cyclists bike and is safer than a dedicated lane as they are closer to the side of the road. A cycle lane will push cyclists closer to the main traffic which will also have double the number of cars once dropped down to one lane. - The removal of trees at Bishopdale roundabout is very upsetting for Bishopdale residents. The trees are synonymous with Bishopdale and can be seen from all parts of Bishopdale as a landmark. If a cycle lane must be added, it should be in the form of a very basic, green painted strip on the side of the road next to the parking bay. Regards	David	Logan
37395	Strongly believe the proposed lights at Breens and Harewood is a great idea. Cutting Harewood Rd (very busy road) down to one lane doesn't make a whole lot of sense. Traffic will be backed up especially with all the proposed (unnecessary) lights e.g. Nunweek Boulevard and all lights around the Harewood roundabout. Love the idea of the cycle lane however I think it needs to be thought out more - logistically for every day traffic.	George	Hubbard
37394	The design looks fantastic I have recently started biking and the cycle lanes are making me feel very safe and I now bike where I would usually drive. I think of my grand children being able to bike to school instead of being driven. This business is very popular and people may have to park further away but if it is so good they will. The medical centre may need some changes to their entry if this is a problem. We need more cycleway, I hope you don't buckle to pressure from car drivers. My Husband also bikes.	Nancy	McGoverne
37393	I love this project and I have to say it's very needed. I avoid cycling on Harewood Road because it is neither safe nor enjoyable and I think I'll be more likely to further East on Harewood on my bike. I especially like the bulb-outs proposed for crossing streets like Matsons Ave and James Rd, because crossing them is extremely frustrating as a pedestrian. However, I do wish that there were more features to encourage people to safely walk along and across Harewood Road. I applaud the proposed new signalised crossings at Matsons Ave and Greers Rd, among others, but having a half-kilometer without any sort of pedestrian crossing (178 to Sails St), especially a half-kilometer that includes a bus stop, means that pedestrians will continue to risk their lives to cross heavy traffic. In all, keep up the good work, but I think a few tweaks could make it better for people walking and riding bikes. You have my full support.	Ben	Schumacher

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37391	Absolutely no to proposed changes parking? Tell me where my family and friends can park? rubbish bins where to put them? Charity Hospital how can patients and medical needs be delivered? what bright person though this up? Fire engines, ambulances and police if there is an emergency park? There are going to be a lot lonely elderly people if this so called parking system goes ahead. "Heaven help us"	Margaret	Algar
37390	I think this is yet another pathetic, embarrassing case of the council doing what they want, wasting money and not listening to the people of the city. No one wants or asked for this cycle lane, it's a huge waste of time and money for everyone involved and it certainly won't encourage more people to cycle at all. The only way to do that is to encourage more cycle programs and education in schools. A majority of the houses on Harewood Road between Greers and Papanui Rd's are multiple house properties and they have no off street parking, including my house. If the cycle lane was put in, many people, including myself will have to park on off streets and around the corner/blocks because there will simply not be enough room on the other side of the road, there isn't even any room on the other side of the road as it is now, imagine how impossible that would be when the cycle lane is done?! Plus all that petrol and diesel and concrete that will have to be used to make the bloody thing will be terrible for the environment. If a cycle lane is needed so badly, stop with the ostentatious "plans" and take out the berms, turn them into a cycle lane next to the footpath and use the on street parking as a buffer, like down by the University. No one likes or can be bothered with the berms anyway, it's just another hassle. But this "cycle lane" is not needed in this area of the city at all. As I said, this is just another case among countless others in which the council does what they want to do, with no thought on how it would affect people actually living in this city or what they want for their city. Pathetic and appalling.	Jennifer	Christall-McRae
37389	I think it is going backwards taking away lanes, this road is getting a lot more traffic since the new motorway went in. I think that maybe the cycleway should remove grass berms and leave the two way lanes for emergency vehicles buses cars etc. and parks. I like the idea of lights at Breens, and Bishopdale roundabout which will help those on foot. I feel narrow road would not be safe for everyone. I feel the narrow road will make it a lot harder for the older people who live along Harewood Road in flats to come and go from their homes. Are you going to make cycles stay in their lanes at lights, they don't at the moment.	Janet	Frost
37388	Wheels to Wings 1. Opposed to the proposed changes, who is going to ride a bike to catch a pane, what do you do with your luggage & where do you park your bike, who would do it in the winter. It just doesn't seem practical and has there been an analysis done to see if the cycleway reduces traffic. 2. We live at [redacted], and observe the traffic frequently, and by installing lights & reducing the lanes, will only make the traffic ore congested, especially at peak times, & has anyone looked at population growth in the north west city area. It is a real concern, reducing the on street parking spaces, as the affect this will have on the elderly population. There will also be a huge affect on businesses located in the area, and what about service vehicles	Ian Bowan & Helen Spillane	None
37387	Closing the double lanes in Harewood Road will make it with cycleway added considerably more difficult to enter the road which is one of the major accessways to the North / South bypass. It will cause more stop start with lights adding to that with less traffic through in a sequence (extra pollution). Vehicle entry and exit to properties on the road will cause further disruption. Heavy goods vehicles and particularly rubbish collection vehicles could create considerable disruption even blocking traffic as they go about their service. Resident & visitor parking would be at a premium and be a further problem. To me with traffic volumes increasing it seems brainless to allow cycleways to dominate traffic movement. A simple alternative would be to put a dual cycleway through the centre island and medium strip and replace trees to the verge with evergreens not Autumn leaf dropping varieties. I can't see why some crossing lights require interchanges as shown of the cycleway to the detriment of others.	I F	Higgs
37386	1. I own a villa at Golden Age which encloses a complete block (Sails, Hoani, Chapel, Harewood Rd) I drive up Harewood Rd. Very, very seldom encounter a cyclist. 2. No necessity to provide extra traffic lights, Harewood roundabout. Exit from New World to a roundabout entrance no trouble but lights badly required Chapel, Langdons Rd intersection a death wish to try to turn right from Chapel St. With exit from Mitre 10 restricted to only right turn and Chapel St one way only it will take a very stupid driver to attempt the turn. I drive several times a week up and down Harewood Rd and it is too busy to be completely re-aligned for the very odd cyclist. Traffic lights will not deter drivers running the red as can be seen frequently Greers Rd/Harewood Rd intersection. You need to live in the area and drive in the environs as I do to observe.	Ethne	Turnball

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37384	I have lived in Bishopdale for the last 35years, I am totally gob smacked at the plan for the new cycle way along Harewood Road, what an absolute waste of ratepayers money. I agree with the Harewood /Breen's Road traffic signal installation, this is well overdue. As for reducing Harewood road to single lanes, that is the most stupid thing I have heard, has anyone gauged the vehicles that daily use Harewood and the other side roads that lead onto it during the day (Gardiners, Cotswold, Highsted Rd's, Farrington Ave etc). The traffic flow at peak times during the day has increased significantly since the new motor way was completed, what happens to all that traffic when they get to the round about, 3 sets of traffic lights to contend with, its bad enough now, traffic backed up to Gardiners Road, Sawyers Arms Road, imagine what it will be like once we have our 50 daily cyclists using the lights at the round about. I don't know where the 1500 cyclists will be coming from, this will be another disaster like all the other cycle ways, they slow the flow of traffic, they ride 2 abreast, yes they have a right to the road just like drivers of cars and trucks, but it is our money that is looking after just a few. This proposal will not work, pls rethink the whole thing, Breens/Harewood Rd traffic lights, yes, the rest, definitely "NO" Three sets of traffic lights and a roundabout will not work, the current setup has worked for years, why change it for a handful of cyclists, shame on you CCC, there are far better things to do with our ratepayers money, I could sit hear and ramble on, but I wont, I have said what needs to be said.	Robert	Smith
37383	The only part of this plan that I agree with is the installation of the traffic lights at the Harewood/Gardiners/Breens roads intersection. Harewood Road is so busy that I am appalled with the idea of losing 2 lanes. Also I live in a back section with a drive way that is quite narrow. Large vehicles need to park on the road and according to your plan the road side parking where I live will also go. When Harewood road was observed for 4 hours and only 3 cyclists were seen what is the point of spending millions when other roads in ChCh need repair. Please do not go ahead with this plan.	Kathleen	Rowley
37381	Yesterday, I cycled down Wairakei Rd. Nice wide cycle lane, painted whit line continuous, & parking inside that. I am 76 & only cycling because I am taking part in "Love to ride" this month, & I felt very safe, returned home on Harewood Rd - what a poor example of cycle lanes - most had cars parked in them, necessitating a move out into the road to pass parked cars, & I felt quite unsafe. So, I agree that Harewood Rd needs some attention but strongly disagree that it needs overengineering at great cost, like Rutland Street. Harewood Rd has become very busy since Wairakei Rd was closed at the top. Please - just do Harewood Rd the same as Wairakei Rd - less invasive, less expensive & quite safe & yes to the lights @ Greers / Harewood need attention.	Jan	Bethell
37380	Do not agree with the removal of the four lane section of Harewood Road. Hardly even see cyclists - waste of money proposing cycleways. Removal of the car parking between Nunweek Boulevard to Bishopdale roundabout would be very disadvantageous to Copenhagen Bakery and The Charity Hospital. Those living along the Harewood Road - disadvantage of even more when backing out from their houses. Traffic lights good and signaled crossing.	Patricia	King
37379	We live at [redacted]. We have been here for 60 years. We have seen some changes in that time. We are very disappointed when we were told of the plan you have made. The road is a very busy road we are always hearing fire engines, ambulances or traffic police cars rushing past. A Main road to the airport also there are businesses that rely on the traffic. The road is not wide enough as it is so I am surprised at this decision. We don't see many bikes on the road so I don't see any need to change things.	Elizabeth	Ferkatovich

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37378	Submission by Janice Antill, Susanne Antill and John Antill, ratepayers for [redacted], Christchurch and [redacted], Christchurch. We strongly object to the proposed Wheels to Wings cycleway on Harewood Road, Christchurch. • We support the proposed traffic lights being placed at various intersections on Harewood Road. • We like the reduced speed and think it could be reduced further. (speed bumps?) • However the cost of this project is huge and as ratepayers we object. • This money would be better going towards providing council housing for the homeless and low paid, and free public transport. • We have experienced the difficulties of getting parking on Grassmere Street in Papanui where there is a cycleway. It's impossible to get parking and there are very few cyclists who use it. We haven't seen on it yet! • We already find it difficult getting parking outside our properties and this would make it impossible. • We object to beautiful mature oak and other trees being chopped down for this cycleway. • Harewood Road is a major route to the airport and it is ridiculous to reduce it to two lanes. It will compromise safety. There will be head on crashes. • It will make access impossible to local businesses and charities and very popular social meeting places e.g. Nunweek Park and Bishopdale Park (not sufficient parking already when there are sporting events at the park), the Copenhagen Bakery and the Canterbury Charity Hospital. • It will also make it very difficult to access to Mitre 10 and Bishopdale Shopping Centre. • We would much prefer a rates reduction (to this green Party ill thought out fantasy?). • Cyclists should be encouraged at very little cost (by reduced speeds and speed bumps) There are not many cyclists along Harewood Road.	Janice, Susanne and John	Antill
37377	I do not agree with the council about cycleways being built, especially when the basics, like roads, still have unrepaired earthquake damage. The cycleway money should be going into getting the basics right first - fixing damaged roads, footpaths, drainage etc. Cycleways are a "nice to have", not a "must have".	Lara	Flavell
37375	I object	John	Fluitsma
37374	I object. I am a resident of Harewood Road. I do not agree with the plans and disruption that this would cause. I walk and cycle in the area and have no concerns with present road layout.	Catherine	Fluitsma
37372	As I cyclist I see the design as excellent and I encourages me to cycle more in the area. I find that the seperated cycle lanes, protected by the curb are a great feature, the design for the roundabout looks very safe and the intersections look very safe on paper. I understand that the changes might be difficult for some businesses along the path, but I hope that they can see the benefits that such a cycle lane will bring in increased traffic along the road! I am excited for the cycle way to go ahead as is.	Jonathan	Davidson
37371	I fully support the design. I work at the airport and currently don't have a safe choice to cycle, so I drive. This would 100% get me out of my car and on the bike! Thank you for a great design. I may stop on my bike at the bakery along my way to work, but it is sad to hear they are opposing the design, so I may decide to stop elsewhere on my way.	James	Stevens

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37370	Good morning, I'm 200% in favour of this new cycleway. As a regular bicycle commuter, I really enjoy the network of cycleways being developed across Christchurch. It makes it safer for people to bike to wherever they are going, and it's so great to see that those cycleways are being used and get more people cycling. In my view, the proposed Wheels to Wings cycleway represents an important part of the network. It will give people who work near or at the airport the choice to cycle there safely. It will provide cycle tourists flying into Christchurch a great route into the city. I've cycled to and from the airport from the central city a few times myself, and it definitely doesn't feel safe (and I'm a confident rider). It will be safer for kids who go to one of the many schools in the area to bike, scooter or walk to school. I'm hopeful it will encourage more kids to use active transport and improve their health and wellbeing. My partner and I have a business at the Tannery and it's been great to see people coming on their bike via the Heathcote Expressway. We can't wait for the last section to be completed! Thank you.	Alice	Terrien
37369	I support the support the new cycleways 100%. Love this initiative for an accessible city and promoting cycleways is a great way to do this. Transitioning to green transport is important and I'm proud of the CCC for heading in this direction.	James	Stent
37368	I support the plan. I support new cycleways 100%. Love this initiative for an accessible city and promoting cycleways is a great way to do this. Promoting green transport is important and I'm proud of the CCC for heading in this direction.	Sophie	Young
37367	As a cyclist of over 6 years in the hardwood/papanui areas, I fully support this plan. I'm confident that better cycleways makes cycling even easier, and will take pressure off the main roads and improve public health. I'm sad at the number of trees removed for the works, and encourage that greenery be replaced around the cycleways once they are complete. Having just moved to Wellington, I miss using the new cycleways in Christchurch, and think they are an excellent development of my home town.	James	Rice
37366	On Harewood Road the traffic flows and it is in large part due to its duel lanes. Harewood Road is currently wide enough for cyclists. Putting in a cycle lane would come at great expense of parking and is unnecessary and costly. This is particularly true for the many elderly who are living in the area. It is also environmentally damaging as the additional drive times caused by an now slowed traffic flow results in an increased drive times and of carbon emissions. Other than the Breens road intersection, no other traffic lights are needed. Additional traffic lights would severely impeded the flow of traffic. Having a city center number of traffic lights in a semi-rural suburb, what a joke.	James	Woodlock
37365	A cycle way is needed to safely cycle down Harewood Rd, especially for kids biking to Harewood school as that end of Harewood Rd is extremely dangerous for cyclists.	James	Tamblyn

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37364	1. Reducing Harewood Road from four lanes to two lanes will cause more congestion = more danger for drivers, cyclists & pedestrians 2. New traffic signals at Harewood/Gardiners/Breens intersection and Wooldridge/HarewoodRoad intersection are needed as presently people take risks to negotiate them. 3. Traffic signals at each end of the Bishopdale roundabout. I find the present roundabout confusing to negotiate especially if I need to change lanes. I'm not sure how the proposed changes will work. 4. New signalised crossings at Harewood Primary School, Nunweek Boulevard, and Harewood Road near Matsons Avenue. This is overkill, Harewood school presently operates its own patrolled crossing at the beginning and end of school. All thats needed are zebra crossings.	Martin	Loveday
37363	As a long term resident of Leacroft Street of 50 years using Harewood Road all the time, I am STRONGLY against the proposed cycleway plan. Reducing Harewood Road on both sides from two lanes to one and reducing street parking outside businesses and residences is ABSOLUTELY LUDICROUS and a gross waste of ratepayers money. However, I am in full agreement of the much needed traffic lights at the Breens/Gardiners Roads intersection ONLY	Rosalie	Seddon
37362	AS a resident of Leacroft St I am very much against the plan to reduce Harewood Road to a one lane and spending 19 Million $ on a cycle lane as I cannot work out where it leads to ____perhaps to the airport, or to pick up passengers ? because they cannot cycle on the motorway way can they? I am in favour of the Breens / Harewood roads lights	Pamela	Ryan
37361	As someone who cycles daily down Harewood Rd I like the idea of making it safer for cyclists along Harewood Rd, but have a few concerns regarding the proposal. Firstly - having the cycleway change from being single laned to double laned through part of it: This means that cyclists are having to cross the road across traffic to remain on the cycle way heading to the airport. This is going to require additional traffic lights which would surely increase congestion and reduce traffic flow. Secondly - The removal of the trees. While it would be disappointing to have the trees in the roundabout removed, they should be replaced with natives exclusively. CCC should be trying to increase native biodiversity within the city, and encourage the return of native birds. Imagine how much nicer it would be in that roundabout if native birds would come to live in there. Thirdly - removal of carparking outside Copenhagen bakery. This is a concern as there are already issues regarding insufficient parking outside the bakery, and the removal of parks may encourage people to park illegally and unsafely which is worrying when you have people cycling past. Fourthly - the intersection of Harewood and Greers. I currently bike East down Harewood then turn right onto Greers to head south. This intersection, particularly along Greers Rd on either side of Harewood Rd, can be scary and dangerous to cycle through. There are no cycle lanes on Greers so cyclists are forced into the double laned section where drivers are often trying to get past each other while merging. I have had a number of near misses along this section of the road. As the cycleway will be increasing the cyclist volume along Harewood Rd, it would be prudent to explore how it can be made safer for them on sections of Greers Rd that are adjacent to Harewood Rd. Overall I support making it safer to cycle down Harewood Rd as I have experienced a number of near misses from cars passing me too closely and from people opening car doors. But I do believe that there are some issues that need to be addressed before a final decision is made.	Michelle	Ryan
37360	Why create a new cycle system when there is an existing one using Rutland and Grassmere Streets. This could be extended around corner to Sawyers Arms Road which is a less busy road and connects out to McLeans Island Road and the motorway	John	Sutton

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37357	I'd suggest something far simpler ... 1) remove a lane of traffic in each direction as proposed 2) retain as much parking as possible by moving parking to the outside of the remaining traffic lane in each direction 3) place a raised cycle lane between footpath and parking spaces (separated cycle lanes on each side of the road only for cycle traffic moving in the direction for that side of the road) 4) redesign bishopdale roundabout; perhaps simply replace with 2x sets of traffic lights (at highstead and farrington streets)	Lyndon	Baty
37356	Please see attached Word document of my submission.	Chris	Drayton
37355	The graphics (route maps) of the changes don't have a 'key' or any guidance to the colour coding. This makes them difficult for citizens to interpret. Please don't proceed until you have done consultation that includes graphics the public can understand, so give a further extension until you have remedied this problem. Your approach to consultation suggests you are obfuscating the changes in the hope that you don't get feedback.	Lisa	Begg
37354	I am totally opposed to the proposed cycleway under any/all circumstances. I believe there are very many vastly more important /serious issues/projects the council should be addressing before any further Rate Payers monies are expended on any cycleways. I also object to the proposal to the removal of the long established and healthy trees at the Bishopdale roundabout.	LANCE	DONALD
37351	Recently we supported an upgrade of the Harewood-Breens-Gardiners Rd intersection for improved control and safety. However we strongly object to the Wheels to Wings plan. Some of our concerns are... It is detrimental to local residents and businesses. Harewood Rd is a busy arterial route, also frequently used by emergency services....police, ambulances, fire engines, which need to be given road space when travelling at their higher speeds. This will not be possible. The proposed scheme will have a negative impact on the character of our village neighbourhood. Reduced access to houses, businesses, and recreational parks which are very frequently used for family/community sporting events. Removal of magnificent mature trees, especially in the roundabout. These are a treasured feature of our neighbourhood and it would be heartbreaking if they were destroyed. Elimination of access for east travelling vehicles on Harewood Rd turning into the Bishopdale Mall (opposite Caltex Petrol Station) This will result in extra travelling and increased traffic density in the roundabout. Eight new sets of traffic lights between Main North Rd and Johns Rd, creating traffic delays and increased carbon emissions. At the Chapel St entrance do left turning vehicles give way to cyclists on the cycleway? If so, east travelling vehicles will be turning from the busy single lane on Harewood Rd . Where is the space for them to stop when necessary to give way to cyclists, especially when more than one vehicle is doing the same manoeuvre? We fear the resulting impact of this proposal on the local environment in our community will be great. Please reconsider!!! Re the proposed Wheels to Wings Cycleway Plan...	Marie	Todd

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ID	Please provide any feedback you have on the proposed design	First name	Last name
	I have already sent you a submission, but the more we travel around our neighbourhood the more apparent its negative impact becomes. Here are some more concerns... On rubbish collection days where will residents and businesses be able to safely position their rubbish bins along Harewood Rd? How can a single traffic lane on this road cope with the large, frequently stopping collection trucks without interfering with other vehicles, including emergency services eg: police, ambulances, fire engines? There are at least three bus routes using Harewood Rd, going to different destinations and frequently stopping at the designated bus stops. Both these community services will affect the efficient and safe flow of other traffic along a single lane for vehicles. How does a busy one lane arterial road cope with all that? There seem to be many situations where left turning traffic will have to give way to cyclists. eg: turning into the Bishopdale Mall carpark, Hells Pizzas, Subway, Caltex Petrol Station, as well as the side streets not controlled by traffic lights. Will there be the extra road space available for these vehicles to wait when necessary? As happily settled residents in this neighbourhood, we greatly value all the amenities of the community, with the ease of accessing them all. Unfortunately we feel threatened by your proposed changes to the existing infrastructure. Their negative impact on our current lifestyle seems greater than any foreseen advantages in the future. Surely there must be another less drastic solution providing a good outcome for everyone.		
37350	My husband and I are totally against this proposal. We have lived in the suburb of Harewood for over 40 years and don't believe the addition of the cycleway will certainly not be advantageous to the area. When coming out of either Trafford Street or Nunweek Boulevard (as we live in Becmead Drive), especially during work hours, when there is sport being played at Nunweek Park and people travelling to the airport, it is very difficult with two lanes of traffic and will be even more so when the traffic is down to one lane. When travelling around Christchurch where cycleways have been an addition in some suburbs, I have hardly seen any cyclists using these cycleways. In fact, the only time I've seen a cyclists using the cycleway on St Asaph Street has been when the cyclists have come off their bikes after hitting the kerb!! I believe the money can be well spent on other necessities in the city e.g. the new stadium which is well overdue. It is also going to be very difficult for people attending the Charity Hospital, visiting the aged care facilities, and businesses dotted along Harewood Road not to mention the people who live on Harewood Road. The GVs of their properties will reduce quite considerably. Who would want to buy a house when friends and family have difficulty visiting!! I'm sure the planners of this proposal could be put to better use improving other parts of the city which are badly needed.	Allison	Doell
37346	My feedback is that this major expenditure project should be stopped now & reconsidered with a lot more public consultation. What improvements do the majority of Christchurch rate payers want this sort of money spent on. I'm not sure it is cycle lanes. Cycle lane designs in the central city seem like a mess to me and aren't being utilized. To many staff at CCC trying to justify there existence.	Alan	Collins

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37344	To Whom it may concern * one lane is fine * occasional parking for residences, like on Sawyers Arms , option of remove grass verge NO NO removal of trees unless dead or dying Closing of some streets is fine Lights would benefit and control traffic at Harewood-Breens-Gardiners I understand that progress is inevitable, reshaping and new 2021 designs , but also take in to account the these trees have been there for hundreds of years, that are irreplaceable work around them.	ann	morkane
37343	I am in full support of the project. Having safer cycling lanes is the only way to encourage more people to cycle.	Kirsten	Clements
37341	First of all-I like to ride a bike - this looks a great plan for cyclists BUT we are residents in Harewood Road. Have you really studied the traffic at our busy times with a two lane road???? You must be kidding!!!!!! Imagine backing out into one lane traffic with cycles going two ways who can travel at great speeds and pedestrians. Imagine how one would feel knocking anybody over and maiming or killing them!!!! Would you pay the resident compensation??? Turning into driveway would be a nightmare - holding up the one way lane while we stop and wait for pedestrians and cyclists travelling both ways. One would see them on the right but the left????? I see accidents waiting to happen!!!! The build up of traffic on Greers Road turning into Harewood Road is hopeless now!!! and to avoid the lights we duck down side streets. Imagine it in 10 years time???? Is this a practical plan for businesses and residents? ABSOLUTELY NOT!!!! with Camelot etc Hospital, Bethesda Hospital and the Charity Hospital that need parking for staff and visitors and no parking on the North side???? Businesses such as Mitre 10 and Copenhagen, The Greens fruit and Vegie opposite Nunweek park and Raeward - this will affect these businesses which is totally unfair and all these businesses plus Bishopdale Shopping centre bring a lot of traffic to these places. What about the sports grounds Bishopdale park and especially Nunweek Park and the childrens Elephant Park. We have Fire engines, Police cars and more importantly Ambulances - how will they get through a one lane road in an emergency? Residents on the North side - where do visitors or tradesmen park - totally unreasonable. If this goes ahead these residents should be compensated with rates etc as we are being bullied into accepting this plan without consultation prior!!!! Agree to the Eucalyptus trees at the Bishopdale roundabout to be removed as their shards make a terrible mess for nearby residents and the shopping centre. Agree to lights proposed if this will improve safety for motorists and pedestrians. Do not agree to one lane on Harewood Road or taking street parking away. Cyclists are a small majority - this plan is unbelievable for the majority -	Ann, Peter, Mel and Richard	North
37340	The design is over engineered and I am apposed to the changes proposed. The council needs to go back to the drawing board, properly consult with all residents and business to come up with a plan that is suitable for all not just a small minority. Extremely undemocratic process so far.	Peter	Bartley
37339	I think it is stupid removing the carparks and trees along Harewood road as well as only allowing some roads to go straight across. I understand that the council is wanting to minimize cars and maximize bikes but realistically we are kiwis and everyone has a car and so trying to make driving more awkward for drivers is actually just going to pass more people off. To make the road safer if you must take it down to one lane either way as long as there is plenty of space for traffic to go around a parked bus but don't reduce the car parks and trees. Christchurch is very quickly cutting down lots of their big trees and really if it wants to remain a garden city and not raise the hot house effect it is not going the right way about it taking out all the nice big old shade trees.	Nicky	Adams

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37337	Please do not remove the trees at the roundabout on harewood road and farrington ave highsted these trees are an iconic part bishopdale and are a big part of what makes this community a special place to live in and have grown up in.	Sapphire	Nieper
37336	Yes we are in favour, bikes over cars any time! The cycleway opposite is in a much more narrow street than Harewood Road and has worked well. There has been a big increase in cycle traffic and cyclists are safer. Ignore all the serial NIMBY moaners! The need to plan for the future with single electric car families supplemented by E Bikes. Fixing up that intersection at Breens / Harewood roads will be a big plus.	Brendan	Ross
37335	I'm a cyclist, walker and car driver. Do NOT remove the vehicle lanes from Harewood. Do you know how busy that road can get. DO NOT remove the parking on Harewood Road between Bishopdale Shops & Greers Road - YES to lights @ Breens / Harewood / Gardiners Road intersections. If you must remove something take away the grass verges outside the houses - grass v tress in the middle of the road. What about extending the cycleway on Wairakei Road past the school much safer	Patricia	Veronese
37334	Harewood Road from Bishopdale shops to Trafford Street. The present lay out with a parking lane and two vehicle lanes is very wide. There is no need to spend a lot of money n new cycleways, trees etc. Leave the parking lane as is, turn the inside vehicle lane into a cycle lane and leave the outside lane for traffic. We use and pass Copenhagen Bakery everyday and without on street parking the business will fail. There is no need for this if the above plan is used. Also we need larger speed signs on Harewood Road as most people drive at 60 - 65 kmph	Evan	Owens
37333	I oppose CCC plans for change to to Harewood Road as part of their "Wheels to Wings" project. I do support the need for traffic signals at the Bishopdale roundabout provided Harewood Road remains 2 lanes.	Rob	Birch
37332	Excited about the lights and pedestrian option through Bishopdale round about as there are currently no safe walking routes around there for the children and elderly (who often have to wait forever to cross and then almost get hit) but reducing Harewood Rd to one lane is ridiculous- anyone who lives in our neighbourhood knows how busy it is during peak hour traffic. It's also not a cycle road - and won't become one just because it gets called one. I'm all for cycle ways but surely a wider cycle path can be placed along Harewood instead - maybe reducing berm sizes along the road? We live in Cotswold Ave and with the introduction of lights at the Gardners Rd intersection we are dreading the right turn into our street from Harewood (which many more people will use as a cut-through to Gardners)... One lane will only increase back ups and disrupt traffic flow.	Lisa	Burdes
37331	I am opposed to the proposed cycleway mainly for safety reasons, if you are reducing the busy road (Harewood Road) to one lane, what happens when an emergency arises the need for fire appliances, ambulances etc require to go eastwards its a mess now with heavy traffic volume no turning arrow o Greers Road intersection, traffic will back up - are the grass verges removed to accommodate parking? I have managed to avoid accidents outside Copenhagen bakery this proposal will endanger lives accidents will happen if you reduce the road to one lane I think this proposal should be re-visited and many changes made.	Claudis	Veronese
37330	Heading towards the city from before Crofton road to the Bishopdale mall round about, I would get rid of the medium strip (with the trees) and retain the two lanes. Place the cycle way in the medium strip area for both ways. It's an extension of what you have created at the Bishopdale mall round about. This will retain ample parking and provide better flow for vehicles, Cyclist and buses. If anything widen the parking areas so its not so hazardous when trying to get into your vehicle from the oncoming traffic. Reduction to one lane with less parking will create bottlenecks given the volume of traffic that runs through this portion of Harewood Rd. For example, crossing from Cotswold Ave to Harewood is hazardous now with two lanes, a single lane will make accessing especially in peak times a lot more difficult and this would be experienced from all side streets off Harewood. There are no extension of merging bays that could make this easier for vehicles to sit until a gap is available. Any queries please get back to me. Kind Regards	Vai	Papali'i

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37328	I am supportive of the project and believe it will provide a number of benefits to the community, including affordable and safe ways to commute through the provision of separated cycleways through high traffic areas of the city. I am supportive of the removal of carparks as a necessary step in providing well designed cycleways that protect cyclists from cars and other hazards. I have no other comments on the design. My comments are related to the project in its entirely. I believe this cycleway will provide a number of benefits including allowing cyclists the ability to safely travel to commercial areas near the airport. It also provides important linkages to other major cycle ways and connects directly to the Northern Line cycle route and the future Nor'West Arc cycleway. Aside from benefits to residents, a commitment to building well designed separated cycleways allows us to fulfil our commitment to reducing our carbon footprint by focusing on reducing our transport emissions. The provision of good cycle infrastructure has a number of health and economic benefits from increased opportunities to exercise safely and a reduction in pollution and other environmental hazards. Providing well designed cycle infrastructure also gives Christchurch an opportunity to promote itself as a safe and attractive 'cycling destination'. In addition recreational cyclists and tourists who travel these routes are more likely to spend more time in suburban areas supporting local businesses, instead of visiting the usual tourist attractions in the main centres. I think this consultation process is thorough and there is no need to "start again" as suggested by some Councillors who appear to have a political agenda.	Celeste	Donovan
37327	I think the proposed Cycleway to the airport is a great idea. Cycleways make it safer for cyclists, and encourages more people to travel by bike instead of by car. Having more people biking, reduces traffic congestion who do travel by car, and also reduces carbon emissions. The Harewood, Gardeners, Breens Rd intersession changes will make it allot safer as currently going straight or turning right from Breens Rd is very dangerous trying to cross 2 lanes of traffic.	David	Smyth
37325	What - I strongly oppose reducing Harewood Rd to one lane in each direction. Why - reduction in parking space on south side Harewood Rd restricting access to hospital and bakery, also unsafe access to Bishopdale and Nunweek parks for weekend sport and recreation, children involved in sport will need to cross Harewood Rd to gain access to parks. How - Maintain two lane cycleway along complete length on north side Harewood Road. Utilizing and including existing green berms. Advantages: 1. Free up parking space along south side of road, 2. Eliminate need to cross road at roundabout and at Harewood School. 3. Increase safety in accessing Bishopdale & Nunweek parks. 4. Better ability of 2 lanes to handle and accommodate safely increased volume of heavy vehicles (truck trailer units, tradesman's vehicles). 5. Provide safe access for service vehicles to Charity hospital, also provide visitor parking. 6. This proposal will result in a lower cost option for this project: Note I am a regular cyclist along Harewood Road. I support the project but not the design.	Russell	Hignett
37323	I think we need to keep both lanes and the money could be much better spent on repairing roads damaged from the earthquake. It is also confusing and hard to navigate.	Evelyn	Slape
37322	I think making Harewood Road into 2 lanes is very thoughtless. It is already busy. I use the road several times a day and seldom see a cyclist. Think of people living on Harewood Road who have to back out of their properties. Very unsafe. Charity hospital needs the space. Business owners are very concerned for their viability. I think traffic lights will be a help with the road lay out as it is. Also 20 million dollars is a huge amount of money - where is that coming from?	Brenda	Ferguson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37321	This is the first time as a ratepayer since moving to CHCH in 1989, I have felt compelled to make a submission. My submission is against the proposed redevelopment of Harewood Road. Whilst I agree with the proposed traffic lights installations as being long overdue, the reducing of Harewood Road to one lane, the resulting conjestion and the reduction of available parking is mad. Let me make the point, I do not live on Harewood Road but do use it. The free hospital, Copenhagen Bakery and private citizens, with the proliferation of small over 60s town houses, require parking for visitors etc. My first instinct when using Harewood Road is to keep to the outer lane as Copenhagen Bakery traffic currently conjests the first lane with cars arriving, parking and or leaving the premises. Furthermore, my experience of using St Asaph street tells me I am right. Many times I have sat in the front window of Valentino's and observed the cycle lane is hardly used. Currently Harewood Road has a verge/paved area which provides for cyclists and what i would like to know is how many cyclists have been hurt in the last 10 years while using Harewood Road? I suggest you contrinute to an overpass at Harewood Road and Johns Road where I have witnessed plenty of accidents over the last 26 years at a roundabout that is akin to playing daily Russian roulette. With changes now allowing in fill housing and developments not requiring to provide off street parking or garaging, it seems inconceivable what the council are proposing.	Terry	Hampton
37320	Concern with emergency vehicles access at a peak times or in cases where there has been an accident on single lane part of road (Harewood Road). Trucks stopping and starting from a set of lights on Harewood (at present only 2 sets of lights). Widen footpaths (get rid of grass) from private properties to road and keep road 2 lanes each way. Narrowing up side roads limits access and getting out onto Harewood Rd only one car can turn at a time due to narrow neck of road. Put underpasses at roundabout, otherwise there will be no traffic flow. Remember rate payers are forking out not cyclists. (Bishopdale resident 50 years)	Brenton	Faulkner
37319	As a frequent visitor to Christchurch for work, family and leisure, I support this safe, fast, direct transport route between the growing Airport area and Papanui, linking to the cycleways to help create a usable network. The residents of Bishopdale will no doubt be very pleased they are being offered good transport choice rather than largely being forced into cars until now I support the reduction in general lanes along Harewood Rd; the space has to come from somewhere and this road is not currently efficiently utilised. Freedom of choice in travel mode is important Please ensure the design remains safe, fast and efficient such that is a useful contribution to christchurches transport network.	Sam	Hood
37318	Reducing Harewood Road too two lanes is a silly idea. There would be way to much congestion. it is already always busy even with four lanes. Traffic lights is a good idea, with a clear pedestrian crossing at the corner of Harewood and Breen's Road. I have been concerned about the safety of the kids crossing there going to Breens Rd Intermediate.	Keith	Cunningham
37317	Any cycle way should be paid for by cyclists. Motorists have to pay for the roads so why not cyclists. It also takes up room on the roads. It will make it harder for other vehicles around bigger vehicles. Especially when vehicles are getting bigger	Shaun	Miller
37316	This plan is fantastic! It will make the road safer not only for cyclist but also for pedestrians. Currently the road is not very "friendly" and thinking in the future it will be even worse. Reducing the lanes is the only way to make it safer and liveable. Hope to see this realised soon!	Nadia	Sbordone
37314	I think this Is a great opportunity to improve Harewood Road and finally make it safer for cyclists. Everything looks great. People that complain about it don't understand the great value that this can be. Reducing the lanes is also a benefit for those who are constantly increasing car speeding. Can't wait to see this happen as it would also a benefit for people to walk around and not only for cyclists. This road is becoming more and more a raceway and this has to stop. Totally approved it!	Sergio	Caiazzo

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37313	I disagree with the proposal for the following reasons: A massive expense to construct the separated cycle lane when other Christchurch roads need upgrading. It will take away essential parking spaces on Harewood road which are needed for sports and events at Bishopdale park as well as nunweek park. Also parking for small local businesses like Copenhagen bakery and greens, not to mention visitor parking for people that live on Harewood road. Will there be a plan for the current leaf sweeping service on Harewood road which would not possibly have access if there is a cycle way there? Would a shared foot/cycle path utilising the berms not be a better idea which would not take away the car parks? The proposed traffic lights at the intersection of Harewood/gardiners/Breens and also Harewood/woodridge would be welcome as these intersections are very busy and quite dangerous.	Julia	Ricketts
37312	This is a great concept!! Super supportive. Looking at the design the one concern I have is about the roundabout at Harewood Road and Highsted Road (New World intersection). It looks like a cyclist would need to go through 4 sets of lights to get from one end of the intersection to the other? This seems like a lot and I think would probably encourage cyclists to not wait for the lights but to cross whenever they think its safe. If cyclists push the "call" button then cross when its safe, then the lights go red and cars have to wait for no cyclists to cross, I think cars would find that SUPER annoying and hugely resent the infrastructure and time delay, even if it was very small. Its the kind of thing that I think can make drivers actively resist future bike infrastructure deployment. Not sure how you plan to mitigate for this problem. It's quite a tough intersection so I have faith that you will find a good way to resolve cyclists getting through it but in my very uneducated view I would love if there was a way for a cyclist to get from one end of the intersection to the other in a simpler fashion that involved less crossings.	Ewan	Wymer
37311	I support the proposed design and implementation of the segregated cycleway. Harewood Rd is not currently an accommodating road for cyclists as it is dominated by two lanes of traffic. Implementation of this cycle way will increase the ability of people to cycle, and increase the connectivity of this part of Christchurch to the rest of the city. It is very clear from the usage of other cycleways throughout the city that the provision of them has related to a direct increase in cyclist numbers.	Georgia	Brown
37309	Scrap it	Patrick	Lawrence
37308	Offer another solution that doesn’t cut the trees down.	Lawrence	Walker
37307	This is a great plan. Do it. Do it now. Don't re-start the process. Even if it isn't the perfect plan, what it will be is far better than what we currently have. There are so many people on that side of town that will appreciate a nice path to ride on to work in town, and out at the airport.	James	Gardner
37305	Reducing Harewood road would be a sin, Parking for all the workers, people who live on Harewood Rd, some off street road access to go, one lane is nuts, cutting trees down, Some Council members need to be sacked Our B..... Rate payers money, i use Harewood Road every day lucky to see 3 bikers Enough is enough. try spending some of your own money and see how that feels	Mary	Sefton

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37304	The proposed changes outside Harewood School are excellent and also the entrance to the underpass under the Harewood Rd/Johns Rd roundabout. The lights at the corner of GardinersnRd and Harewood Rd are a top priority. Unfortunately I am not happy with the huge reduction of car parks in Harewood Rd, particularly outside medical facilities such as the Canterbury Charity Hospital and also the Residential Facilities between the Bishopdale Roundabout and Papanui. Would it not be possible to use Sawyers Arms Rd for a least part of the cycleway? This would solve the problem of too few carparks if the cycleway went along Waimakariri Rd and then down Sawyers Arms Rd. Or if this is not possible, maybe have the cycleway in place from the underpass down Harewood Rd to Gardiners Rd, then along Gardiners Rd to the lights at the intersection with Sawyers Arms Rd, down Sawyers Arms Rd to the Northcote Rd/Greers Rd junction, and along Northcote Rd to meet up with the cycleway along the railway.	Fiona	Johns
37303	Please do go ahead with this planned cycle way. Safe cycling routes allow people of all ages, but especially children, to safely make daily journeys by bicycle rather than by motor vehicle. The benefits are multiple: reduced congestion due to fewer cars on the road, reduced local pollution, lower carbon emissions and improved health. The cycle ways that have already been built are fantastic but a more complete network will leverage what has already been built.	Digby	Symons
37302	More consideration must be given to parking for Copenhagen Bakery and cafe, as otherwise customers will stay away. Also car park width is too narrow in Christchurch in many places. A swift check will demonstrate that many medium sized vehicles park on or over the white side markings as parking inside the line damages the vehicle wheels against the kerbing. Taking too much of Harewood Road for cycles will repeat the debacle that occured in St Asaph Street where the narrow road caused vehicle mirrors to clash.	Stan	Price
37301	I firmly oppose the current proposed design as it shows no respect to local residents	Frank	Prendeville
37300	I am strongly in favour of this cycleway. It needs to be completed ASAP through the usual process of public submissions with alterations, leaving a safe cycling option for local kids to get to and from school. The recent video on Councillor Templeton's Facebook of a cyclist almost 'squeezed' by a truck on Harewood Road accurately highlights the dangers of cycling on these roads. 'Share an Idea' was the basis for an increasingly cycle and pedestrian orientated city.	Vince	Eichholtz
37297	Hi there, I've seen a lot of press recently about how residents are very angry about the Wheels to Wings Cycleway. Just one of many articles: https://www.stuff.co.nz/the-press/news/124173723/calls-for-christchurch-city-council-to-ditch-19-million-cycleway-design Yes, this is outside of my community (I live in Parklands...previously Avondale), but all this complaining highlights the fact that the north-east of Christchurch is completely neglected by the Major Cycleways Program!!!! Have a look at the attached screen capture of the map of planned / completed Major Cycleway Routes. While there is the Avon Otakaro Route, this is more likely to be a leisure route not a commuter route and at the pace of Red Zone work, my young children may see it in their lifetime. Therefore, I would like to propose the "Business to Bottle Lake" cycleway (blue arrow in the screen capture). This could even incorporate the Avon Otakaro Route. The Business to Bottle Lake Cycleway would connect a lot of communities to the CBD (Richmond, Shirley, Dallington, Burwood, Prestons and Parklands). So, back to the Wheels to Wings Cycleway, while people are complaining about this cycleway, and the Fendalton-Waimairi-Harewood Community want to scap their $19M project, let's take this opportunity to shift that funding to somewhere more useful like my proposed Business to Bottle Lake Cycleway!!! Would love to hear your feedback. Kindest Regards	Jeff	Ray

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37296	Absolute waste of taxpayer money and not necessary..mostly used by motorists..doing this is not going to change peoples travel choices..most people travel by car..face reality@ ..spend the $ on bettering dangerous intersections..what idiot in council thought of this!@	Vicki	Andrews
37295	Sorry dont want the bike lane and please leave the trees alone it would of taken years for those trees to get like they are, as a rate payer I would not want my money going towards a bike lane, not to mention the traffic jams it would cause at the bishopdale round about.	Daron	Weekes
37294	The proposed removal of one lane on each side of Harewood Road slow down traffic too much and would cause more accidents from all the cars coming in and out of driveways. The residents have nowhere to park if they need to swap cars for different users at the same property. There is nowhere to park for visitors on Harewood road. There is nowhere to park for Courier drivers which would force them to use driveways and in turn could cause accidents with cyclists. Why can't the cycle lane be in the middle island?	The	Tran
37293	Absolutely unnecessary for the few bikes you ever see going along the road! Lights on breens road is the only change needed!! Leave the beautiful trees alone and the daffodils in spring.	Leanne	Mora
37292	This road is so busy! That doing this is just ridiculous and there will be alot more crashes from people being impatient and the road will get backed up causing more issues. The only thing this road needs is traffic lights at Gardiners/harewood. Also any business along here will suffer due to the bike / parking area it does not make sense to do this at all. I dont think there is enough people that bike for this to even be justified for the amount of money thats going to be spent, it could be used to improve other parts of christchurch that are actually in need of it !	Rachael	Cattermole
37290	Totally opposed to cycle lanes on Harewood Road. Totally opposed to reducing Harewood road to one lane each way. Harewood Road should be 4 lanes from Greers Road through to Johns Road. Proper car parking spaces should be installed around Harewood School. This is a main arterial road from urban area to an International airport, not a back road. Object in strongest terms with CCC going ahead with this project, even if some of the funds are coming from Land Transport. CCC town planners should use their "brains" and "expertise" elsewhere.	Stuart	Beswick

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37289	I am unhappy about loosening the parking on Harewood road especially around Copenhagen bakery. I often go and get my lunch there and have trouble getting a close park now so it will be even worse when this parking is reduced.	Della	Dunnill
37288	I would like to submit in favour of the proposed cycleways. The designs show a carefully thought-through plan to make cycling in Otautahi safe, to incentivise the necessary change in our transport habits. I live on Aorangi Road – we here the proposed Wheels to Wings section will connect up with the Nor-West Arc (via Matsons Ave). I am excited about improved cycle access for me to get to the Bishopdale amenities and to the airport (Raeward fresh, Bunnings, and the airport itself).	Sophie	Meares
37287	Hi This plan is wrong on so many levels, the only part I agree with relates to intersection Breens/Gardniers road which needs lights to prevent any further accidents or deaths. Harewood road is a main route to reduce lanes to single lane in each direction is stupid, not well thought out or planning for the future. Instead of reducing road for cycle lanes that are only used by a small percentage of population why don't you invest in better public transport options if you want to get people out of cars then onto a bike is not the answer. Also making side streets one way entry is also a stupid idea having lived along that road when traffic is heavy having alternative route option available by using side streets to cut across traffic is required so your plan to take this option away is also dumb and short sighted (I used to live on Chapel street and cars do this all the time as quicker link to Northlands) . Likewise removing on street parking for shops and houses is a dumb move. People need to be able to park on the road for places like Bakery on Harewood road which is busy and doesn't have enough car parks - if you remove on street parking this wonderful business will loose business as people don't visit anymore due to not being able to get a park. This isn't fair to these businesses nor residents guests where do you propose they park if side street is one way and there is no street parking in front of the house?? Have you actually considered how this will work? I'd support light rail or trams or electric buses that are eco friendly and are fitted along main roads like Harewood as bus only lane- but not by reducing lanes so drastically and on both sides of the road. Why not have a tram line down middle with stops that runs from Airport along Harewood Road down Main north road, Papanui road into city with other routes joined up to connect to places like uni and other spots such as Riccarton mall. The amount of cyclists in the city doesn't warrant these cycle lanes money would be far better spent on public transport that is fast, reliable, runs past 11pm (granny bed time no wonder no one uses as doesn't run late enough) is eco friendly (electric) and affordable without need for changing buses 2 or 3 times to reach parts of the city (this is big reason why people drive as you don't provide above who wants to take a bus for over 1hr when you can drive in 20mins) Please don't pass this and build something 95% of population don't want (read comments on social media such as Chris Lynch site as well) you would have to be blind to see that the people don't want this - if you go ahead then prepare for major black lash and none of existing council members being voted in at next election for ignoring wishes of the people and wasting huge amounts of money that could be spent on other projects! Fix the intersection at Breens road with lights but don't ruin Harewood road with your cycle lanes no one will use or wants!	rachel	armon
37285	I do not agree with this design. This road should not be reduced to two lanes and parking spaces should not be reduced.	Marise	Ledger
37284	I do not agree with the proposed new road plan for Harewood Road. As a cyclist I appreciate a safe and secure path on the road however as a car driver I appreciate a good flow in the traffic especially on Harewood Road and I appreciate a parking space on the road when stopping on this road. I do not consider that there is a sufficient number of cyclists using Harewood Road for the traffic flow to be broken up with only one lane and 6 sets of traffic lights as well as a lack of parking when accessing businesses on this road. I would suggest only one new set of traffic lights at Gardiners Road is necessary along with a single cycle lane on the North side of Harewood Road. the Council already have examples where a single cycle lane for both directions is safe and sufficiently efficient.	Simon	Hubble
37282	This is a terrible idea putting in cycle lanes, if you take the time to view how many cyclists actually use this road there is very little, I say there on 3 different days between gardiner's road and bishopdale park and over the space of 2 hours on each occasion there were less than 10 cyclists, 1 day there were 3! Why would we want a purpose built lane for an average of 5 cyclists every 2 hours!! Definitely dont want to see several lights at the Bishopdale round about, it's a roundabout not a traffic intersection or several as proposed.	Bradley	Burney

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37281	The plan to spend $19m of ratepayer's money removing two of the existing four lanes so as to provide dedicated cycle lanes when there are vertually no cyclists, is waste and beuracraticic nonsense. I omitted to say that I regularly cycle on Harewood Road and find it no more hazardous than other streets. I would say though that the Harewood Road/ Greers Road intersection is dangerous for Greers Road cyclists as when heading south, the road (adjacent to the dentist rooms) is too narrow for two lanes and cyclists. Motorists, particularly in large vehicles / trucks etc, are extremely intimidating. The simple solution would be widening the road by removing the grassed strip outside the dentist rooms.	Roger	Norman
37279	I live in the Bishopdale area close to the intersection of Breens Rd and Harewood Rd and have 3 children who regularly use Harewood Rd to travel to school. My eldest child attends Papanui High School and bikes most days. However she avoids the Bishopdale Roundabout whenever possible (diverts down Cotswold Ave and up Bainton St) due to how dangerous that intersection is. She also has issues with cars passing close to her when she has to go around parked cars. Therefore we need this road to be safer for our children and fellow road users (excluding cars). Therefore I am in full support of the proposal going ahead. The parts of the proposal that I support 100% include: 1. Installation of traffic signals at intersection of Breens/Harewood. 1a. Makes crossing the road safer for kids who travel to Cotswold Primary School (and Breens Intermediate) 1b. Makes it easier to transverse for cars especially those still on their learners/restricted licenses 2. Reduction of lanes from 2 lanes to 1 lane from Greers Rd to Crofton St. 2a. Cars currently speed down that section of road well above the 50kmh posted limits 2b. The one lane will make it easier for cars coming out of driveways to access the road Part of the proposal that might need tweaking: 1. The cycle path through the roundabout - surely there is an alternative solution as I can see this might annoy experienced adult cyclists having to stop twice to get across 2. The removal of parking at popular businesses. I understand the need for safety but I think there has been too many removed and there could be an easier compromise. Lastly is there an alternative way like doing something similar to Linwood Ave where the cycleway runs in the middle of the traffic island. Just a thought ...	Mike	Bayliss
37278	I provide full support for the proposed design. I think a more cycling safe city is the future of Christchurch.	James	McKie

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37275	The set of lights at the Harewood road and Woolridge road intersection are unnecessary and the amount of lights planned for Harewood road are going to slow the flow of traffic. Having pedestrian lights at Harewood primary school and near Nunweek boulevard will break up traffic making it easier for cars to turn right out of Woolridge road. Also the lights at the Breens, Gardiners and Harewood road intersection should decrease the amount of right turning traffic out of Woolridge road giving them the opportunity to use the traffic lights there. I live at [redacted] I currently have no issues turning out of my driveway and feel lights at the Woolrigde road intersection will make it difficult to turn out of my driveway and more dangerous to turn into or out of my driveway. The pedestrian crossing out side of [redacted] Harewood road will be barely used as there is no footpath on the north side of the road apart from the proposed 10m foot path between [redacted] driveways. I do not understand the point of putting in a 10m footpath. The plans show no road side parking between from 598 Harewood road to 588 because of a proposed cycle lane, however the cycle lane on the opposite side of the road is a two way cycle lane making the short cycle lane on the northside of the road unnescessery.	Lauren	Jones
37274	I am against the design of brining Harewood Road down to single lane and eliminating car parks along the route for the following reasons - A. We live up a private row that services 8 houses, many of the occupants (most being elderly) rely on having on street parking for visitors due to not having car parking spaces available up the lane. B. We own a large caravan that we require to access our driveway. In making Harewood Road a single lane, installing cycleway, we would not have the space in order to turn into our driveway safety. C. We also own a car transport trailer in order for us to transport our rally car to and from our property. At this moment in time, we are able to load and unload on the road safety by using the carparking on the road. We live opposite the Copenhagen Bakery, and the 6 days they are open, there is a lack of carparks available on the road. These are generally taken up by customers using the bakery. Removing said carparking, would have a detrimental effect on the bakery.	Jessica	Foster
37273	1. It is accepted that cyclist's safety must be considered! 2. Statistically, there is no evidence, however that a minority of cycling by commuters is increasing in spite of the considerable expenditure by Council of ratepayers' funds on cycle ways in other parts of the city. 3. Under Human Rights legislation, minority groups have rights to be considered, but so too, does the vast majority who are not cyclists, and who will suffer so many negative consequences as outlined below. A group action by the latter, through litigation, could well prove a case of discrimination in a Court of Law. Our submissions are: a. The single laned sections from Matson's Ave to Greers Rd in their present unrestricted form, provide options for motorists to keep left to permit Fire Services, St John Ambulance and Police to overtake during the extensive use that these emergency services make of Harewood Rd. With single, physically separated cycle lanes motorists will be prevented from keeping left to permit overtaking by emergency vehicles. b. The removal of parking on the northern side of Harewood Rd has the potential to double the parking on the southern side which is already a problem in the vicinity of the Harewood Medical Centre.	Graham & Anne	Mee

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	c. The double laned sections of Harewood Rd reflect the wisdom and foresight of roading engineers of last century. How logical is it to reverse their wise planning, and revert to single laning where the proposed physical barriers will prevent motorists from keeping left when slowing to make left turns into their residences? The same obstacle to following traffic and the potential for "tailenders" will result for those wishing to make right turns into their properties. d. Where three bus routes use Harewood Rd east of Greers Rd, are the bus stops to be overlaid on these proposed cycleways, or if not, thus forcing passengers to board or alight buses across two-way cycleways? e. What is the rationale, and cost per metre of shifting Bus Stop #13 four metres eastward? f. In the area with a predominance of elderly residents, what consideration has been given to parking restrictions for so many who depend on home help, medical and/or social and family support? g. Since the recent restrictions on Wairakei Rd access to the airport, there has been a significant increase in heavy commercial traffic using Harewood Rd. Was any consideration given to this factor? h. Where airport area employees may be future users of the proposed cycleway, how likely is it to be used by tourists and passengers with their luggage? i. Parking restrictions forcing motorists to exit their vehicles into active traffic lanes, or their passengers having to exit into two way cycle lanes, as in the Main North Rd/lower Sawyers Arms area is a recipe for disaster! j. How much consultation did the Council make with businesses or social services, retirement homes etc, likely to be adversely affected by these proposals? In seeking feedback from ratepayers, what guarantee can be given that the views of the affected sections of the community will be seriously considered when consultation before producing this impractical and expensive scheme has been so minimal? Could there be an addition to the Harewood Road Cycleway plan, to include a 5 minute parking space at the entrance pathway of 171 Harewood Road, the Harewood Road Medical Centre. This would allow for taxi drop off/pick up, and courier delivery stops. Hopefully, this would lessen parking across our driveway, [redacted].		
37271	What a waste of money for a few bikes. Inconvenience for residents & businesses etc etc. Lights at Gardiners Rd OK maybe but the rest No No No.	M L	Reid
37270	Once again a terrible design which will give ChCh rate payers stress & anger. The impact on local residents, business's & anyone who uses this route to get to the airport will be very detrimental. Cycle ways should be through parks & off main roads where green lanes are adequate. I am totally against this cycle way & it should be scrapped 100%	Jenny	Scott

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37269	I fully support cycle ways--as a user, taxpayer, and community member. I also am committed to engaging with local people who will bear the impact. I am deeply concerned at the impact of the proposed cycle way on the Charity Hospital on Harewood Rd. This service is urgently needed and has been developed thanks to commitment of volunteers, particularly the Bagfords, to whom many of us are deeply thankful. The hospital's needs as listed by Drs Bagshaw must be provided for in the cycleway plan The Copenhagen Bakery also needs full consideration, but Hospital is my primary concern. Thank you. The site was carefully chosen to serve the need. The proposed cycle way would completely disable this site for this use.	Betty	Shore
37267	Hello, I would like to voice my support for the proposed cycleway being a keen cyclist myself and having benefited from other cycleways built around the city, particularly Quarrymans Trail which I take daily to and from work. There are also other cycleways I have been using to get around the city. I have had friends and visitors from Wellington and Auckland commenting on Christchurch as an attractive city to live due to its cycleway facilities and inclusion of cyclists in its road network. I also to want to make important notes and oppose against some councilors thinking and suggesting that cycleways should be designed by school kids or businesses. Please keep your uninformed and politically driven opinions and suggestions to yourself, or even better, get informed.	Kha	Pham Nguyen
37265	We do not need more expensive cycleways until all earthquake damaged roads are repaired. #1 priority should be repaving Salisbury Street as it is a complete mess. Even unsafe. I would prefer to see a moratorium on any more cycleways until all existing earthquake repairs to streets and arterials needing attention are completed. Also, the council needs to come up with a fair user pays scheme for cyclists to contribute to the expense of cycleways and not just rely on the rate payers to subsidize those who don't contribute to the rate base. I find the cycleway planning is highly flawed as to the negative impact it has had on residences and commercial business. Case in point: St Asaph Street. Please, stop and fix the basics first.	Kent	Deitemeyer
37263	I am so impressed with the forward thinking of our council in terms of putting in great cycleways. I am so happy this will (hopefully) be done.	Anna	Chesney

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

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37261	There are not that many people that cycle down Harewood Road to start with, so this would be a total waste of rate payer's money. Council cannot maintain the roads and cycle lanes that they currently own. As a cyclist I find that these cycle ways are dangerous and that you are not in the follow of traffic, hence having to risk life just to use these. As a motorist more congestion on very busy road, as for the roundabout there is nothing wrong with this layout and it works. What are the statistics on the accidents in the past 10 years to warrant change E.g motorists v's cyclist, motorist v's pedestrian, motorist v's truck etc. Reducing parking along the road is not necessary as there are Aged Care facilities along Harewood Road, that staff and visitors attend to everyday, some maybe your family or friends have Council considered where these people are going to park to care for these people who helped raise New Zealand? Reducing to one lane is also ridiculous, emergency vehicles will be unable to get through more congested traffic, (hope it is not one of Council members that need this service) as vehicle will have no where to go with no parking and cycle lanes/island, blocking any chance of pulling over to let emergency vehicles through. As a rate payer, motorist and cyclists, this is not a solution to a problem, this is creating a problem and the old saying 'why fix something that is not broken' or is it Council trying to justify there job?	YK	Stephens
37260	I STRONGLY OBJECT to anymore of my hard earned rates being spend on cycleways, considering the fact that cyclist numbers are declining and I have very rarely seen a cyclist on any of the cycle lanes in Christchurch. It is totally and utterly unacceptable that the council refuses to listen to its citizens who largely strongly object to the cycleways but instead go ahead spending millions of dollars that would so better be spent in other areas!!!!	margaret	whittaker
37257	I think it's great and should go ahead as planned!	Nathaniel	Herz-Edinger
37256	What are the council thinking? 19M could be spent on the substandard roads on Banks Peninsula, a new development for mental health which is sadly lacking or even just fixing up the madness on Manchester Street, help with free parking to get people back to the City Centre (which is very off putting due to the parking and roading) Have you seen the footpath on Hereford street? its dangerous. Please think this through, your decisions effect all of us and this is a ridiculous option to spend so much money on one venture that will help few and hinder so many.	Janette	West
37255	First of all I think this is a terrible waste of tax payers money and could be better spent. The population of new Zealanders are getting older, and most of us are not going to buy a bicycle and cycle all around the city. I agree with others that the dedicated on street cycle lanes is all that is needed. It is not fair on businesses who will loose the street parking for their customers. I went for a walk around that area this morning and it will be so sad that all those beautiful trees are to be ripped out. Please leave the four lanes for cars, widen the cycle lane and put traffic lights at tose difficult intersections. Simple	J	Flower
37253	Firstly Thank You for the fine "Brochure" which made your intentions abundantly clear by reducing lanes from 4 to 2 imagine the chaos when service vehicles arrive to unload their wares the congestion will be unbelievable and intolerable. You imply that cyclists will use the proffered lanes. How many people intend flying make there way to the terminal with a bike laden with luggage (granted school children will use it twice a day - maybe) Recently I watched 3 school girls riding 3 a breast beside a designated lane all with their helmets tied to their handle bars. Further education may offer better results eh? As for foot traffic, well the mind fair boggles. Nearby streets will carry the burden. We live in one of those streets and to get out onto Harewood Road is a nightmare now with two lanes. Heaven forbid. All in all your scheme has the prosperity to cause more harm than good. I might suggest you all apply your grey matter & a better plan.	Hamish & Culhane	Petrie

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37252	Before I comment on the proposed cycleway on Harewood Road. I would like to ask a question - why has the Council not considered using the footpaths as a shared walking - cycling path by removing the berms & replacing them with ashphalt? a centre line could keep walkers & cyclists apart & on bin days cyclists would have to manoeuver slightly to pass them. I would appreciate an answer to this question. As to Harewood Road, a cycleway would affect businesses, making 4 lanes into 2 lanes would mean traffic would back up & cause gridlock, any alterations to Wilmot St & Sails Sts could make access to residencies more difficult (there are alot of houses being built on Wilmot St & Hoani St) no to mention access to the Funeral Chapel on the corner of Wilmot St. Please do not proceed with this cycleway.	Keren	Pickering
37250	I do not agree with this roading plan. I think it is a gross waste of money. We do not want or need a cycleway, who is going to use it? Cycleways have ruined the central city plan. Harewood Road is a major road to the airport so it is important to keep traffic lowing. Reducing the traffic to one lane each way is ridiculous as this will cause more hassled drivers. Taking away street parking will ruin businesses cause problems for the Charity Hospital & how owners access to their properties. Removing mature established trees is just wrong too, as this will increase carbon emissions we will have to wait years for new tress to grow. The only thing I agree with it the traffic lights at the Harewood, Breens - Gardiners Road corners. This will slow traffic & make this intersection safer for all users, these lights were promised 2 Council elections ago, you are going to ruin the character of our neighbourhood, for a few bike riders.	Bev	Jones
37248	I live in St Albans but use this road at least once and sometimes twice or ore a week to go to Christchurch Cotswold Avenue. Visit rest home before roundabout difficult parking there especially if one lane only. Going to airport sometimes. Enjoy present two lanes easy to get on and off this road and to progress up it. Did not see any cycles on this road between Greers Road and Copenhagen Bakery yesterday. Like the trees too. There are many more roads that need fixing over our way and further east. Why not use Wairakei Road? Prefer painted lines not concrete kerbs. Cannot back into parking on single lanes easily on busy one lane roads. p.s. like my electric car	Bernard	Wilkins
37247	ITS A RIDICULOUS IDEA! I live on Crofton Rd and it just doesn’t make sense to reduce Harewood Rd to one lane on each side of road. It is a very busy road and this change would slow traffic when we need to reduce congestion on our roads. It would increase the chances of accidents when traffic from the side streets want to turn onto Harewood Rd at a busy time. Imagine, on rubbish days the queues of traffic building up behind the pick-up trucks. Surely a cycle lane on a busy road adds more danger to cyclists with impatient drivers taking risks to get to their destination. Please reconsider this idea and for once listen to the community.	Dianne	Dando
37244	Love the lights at Harewood/ Breens/ Gardeners Rd YES YES YES YES Way over due.. The rest of your ideas NO NO NO NO NO NO	Ema	Harnett
37242	I am FOR cyclists lanes on Harewood Rd. My teenage son rides to school every day (Bishopdale to Main Nth Road) and avoids Harewood Rd due to having to go out into the traffic lane everytime he passes a parked car. He otherwise bikes on the footpath which isn't much better.	Cath	Mulligan

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37241	Seriously, who packs their bags on to their bicycle and tootles off to the airport?! Please abandon this over engineered design. As a some time cyclist I support my rates/tax dollars being spent on cycle ways such as those beside our motorways. I do not support cycle ways, such as this one, that have such a negative impact on other road users, businesses and residents. I mourn the loss of our once beautiful city that is being ruined for the sake of a minority special interest group. *Sigh*	Wayne	Boyd
37240	Firstly I completely agree with the reduction of 2 lanes each way on Harewood road to 1 lane each way. The road is simply not wide enough for 2 lanes parked cars and cyclists. I currently avoid cycling this area myself as cars have to change lanes to go around a cyclist and it does not feel safe. On a different note I believe would be safer and probably more practical to not end the two way cycleway just before Mitre10 on plan 16. Instead it should cross to the south side of Harewood road at the proposed lights in the same plan. The 2 way cycleway could then end on the southside of Harewood at the railway crossing. Many cyclists turn to towards the CBD at the crossing today and will likely just cut the road or cross at the proposed lights anyway. Also the traffic heading into Mitre10 can be busy and the proposed single cycleway could then be used as a left turning lane to access Mitre10. I noticed that much of Harewood road has been proposed to have the two way cycleway on the Northside of Harewood. It has also been proposed to remove the parking on this side which I accept needs to happen to have the cycleway but this will effect the traffic flow. Vehicles trying to access driveways on the Northside will block traffic as will buses stopping on this side of the road, forcing cars from the direction of the airport into the middle of the road. I wonder if this could be better thought out. The physical separation between the cycleway and the road seems very wide 0.8m and I'm sure it could be made much thinner or even removed in some sections. Perhaps the separations could be placed at the road intersections allowing cars some space to pull out of flowing traffic. I think it would be wise to let residence have the option to back into driveways even if the cycleway is needed to do this as this means the vehicle will then drive forward out of there driveway rather than backing out and crossing the footpath, cyclist coming from both directions and onto the road. That seems a lot for a person to be aware of. I also notice the grass verges to separate the footpath from the cyclists has been kept or added this seems impractical. Also I find it strange that in the plans the bus stops are all placed well back on the footpath but it must be more practical to have the bus stop closer to the stopped bus and have the cycleway go behind the bus stop. Lastly I want to point out as a cyclist that I have found using this two way cycleways to not always be that safe. Often people seem to forget to look both left and right and when walking or driving through them. Also I have noticed that the separations can become a hazard to a cyclist. Often a wider road can be safer as you have options if there is an unexpected obstruction. Papanui road is a good example of this.	Cameron	Duncan

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37239	I support the proposed design for the following reasons: 1) It will allow those who are not able to drive to have safe mobility. This includes children, people with disabilities, people who don't know how to drive, and people who can't afford a car. 2) It will provide an option for mobility that doesn't contribute to carbon emissions or air pollution. 3) It will reduce traffic and parking congestion by allowing people who currently travel by car to cycle instead. Businesses do not own the kerbside parking in front of their building and shouldn't have a disproportionate say in what happens to it.	Kieran	Williamson
37238	Reducing Harewood Rd from 4 lanes to 2 is madness. How about instead of taking a top down approach, try engaging with your community and see if there is a way to build a cycle way that doesn't come at a cost to car traffic. It feels like council are hell bent on discouraging car based travellers. Do so at your peril. It's election year.	Andrew	Rusbatch
37237	I wholeheartedly support the route and the high level concept which will - Give people greater and safer travel choices in reaching the employment centres - Help moderate traffic and therefore make communities better connected where large roads such as Harewood Road are significant barriers to lower speed pedestrian environments. Lower speed pedestrian environments are where communities can better connect with each other.	Ekin	Sakin
37236	Why are we encouraging road crossing through a roundabout- how many other roundabouts have paths to allow for crossing in the middle of it. That is not safe. Why are you proposing to remove well established trees to enable this. Those trees are amazing and long been apart of the suburb, they should not be removed for a footpath when perfectly good footpaths already exist. What will the disruption be to the residents along the proposed route if it takes place. I live on the roundabout corner and already access to our property is sometimes difficult- if this plan goes ahead it could be made worse. Is there a fine if cyclists choose to not use the cycleway- many cycleways already in chch are nkt being used by cyclists so it makes them a waste of money and also even more unsafe as cyclists choose to then cycle down a narrowed road.	Katie	Race
37235	Terrible whoever thinks reducing two lanes down to 1 for a cycle lane is half retarded and doesn't live near bishopdale, the lights at breens road and harewood gardener is reasonable but reducing 2 to 1 lanes is talk of retards that clearly live no where near bishopdale	Michael	Read

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37234	I grew up in Christchurch and cycled every day to school from the age of 5. As did all my brothers and sisters. I want to congratulate you all for pushing forward with the major cycle ways planned for Christchurch. Many trips made around cities are short and on these trips cars should be replaced by walking or cycling by those who can. Then those who have to travel further will be competing with fewer local cars for space on the roads. Many people including store owners complain about the removal of car parks but the truth is as a car driver I find on road parking in front of stores the most stressful place to park when dealing with traffic on through roads. Behind store parking or on a side street with just a short walk are my preference. Such as the last time I visited the shops on Rutland Street I parked on Malvern Street as there were very few cars going past compared to if I had tried to park directly outside my destination store. I have looked at articles on many cities about resistance to change and the introduction of safer cycling and walking paths. Residents are happier with safer options for getting around their cities and with reduced noise and air pollution. Have courage you are doing what is right for our grandchildren. Then all we will need is passenger trains and I will bring my bike into town and cycle to my destinations around town just like I did growing up.	Catherine	Kilgour
37233	How are you idiotic cretins this dense!? The traffic lights are needed at the intersection of BRENS ROAD, GARDINERS ROAD and HAREWOOD ROAD. No, do NOT take out two lanes just for cycling lanes, that will just bottleneck the road, like every other road with your poorly implemented road management. Stop destroying our city with your personal agendas and mismanagement.	Matt	Eade-Miller
37232	I grew up in Burnside and love the leafy surrounds of Bishopdale Park. Please don't chop down the Oak and Eucalyptus trees and replace them with lights and cycle curbs. It's hard enough to travel into town at times as it is without cutting out more lanes (which could be used by electric vehicles). Ditch the cycle lane and please start listening to your rate payers!!	Craig	Buchan
37231	I think that a lot of space has been given for the cycle lanes, but realistically bikes do not need so much space. For example, the artist impression by Copenhagen bakery shows a really wide path along with a separate footpath. If the designers spent any time walking/cycling in this part of the city they would see that next to nobody uses the footpath. Also, there are very few cyclists. So there needs to be compromise regarding the width for the footpath/cycling area. Further to this, e-bikes are the only viable mode of traveling between home and work over a longer distance for anyone over 30 years old (read most of the working population) . At least half of the people commuting to work appear to be on e-bikes. With this in mind, the cycle paths are not designed with ebikes in mind, but rather standard bicycles. Ebikes travel at around 30km per hour, and require longer stretches of straight uninterrupted road. Having special crossing areas and switching lanes all the time, as per the existing bike paths, is not ideally suited for regular commutes over 5km in distance, especially at 30km/hr. I've been biking and ebiking within Christchurch since 1997. I know what the roads were like and what the bike paths are like right now. It is clear the bike paths are not designed by people who bike all the time, or understand what it is like to commute on a bike/ebike. In short, am all for this new bike path, but it needs to look at input from cyclists first and not just members of the general public.	Michal	Zlotkowski
37230	I support the design	Craig	Oliver

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37229	I commute every day by bicycle from Bishopdale to Sydenham. I appreciate the cycleways that are available to me on that route and have modified my route to make the best use of them because cycling feels safer and easier when I have separated cycle ways. With this in mind I am very happy to hear that cycle ways are going to be added along Harewood Road. I have looked through the plans and feel that it is generally very well put together with a real focus on both being and feeling safe. One concern I have is the shared path past Nunweek Park. When I cycle past Christ College and the hospital each day, I often see near misses from cyclists trying to pass walkers. Cyclists often choose to use the road instead of the shared path because it is easier and faster than trying to squeeze past. I would like to see the separated cycleway continue to the other side of Nunweek park. My second concern is cyclists weaving though traffic as the cycleways transition from 1 way to 2 way cycleways (to avoid having to stop at the lights). I see this where cyclists going north up Antigua Street will often cut across traffic before the shared pathway starts. A raised median for a period either side of the crossing points may discourage cyclists from abruptly cutting across Harewood Road.	James	Varley
37228	The planed cycleways is poorly designed. Perhaps a narrower cycleways on one side with less barriers to the cars - much better.	Phil	Forde
37227	The most stupid bloody thing I have heard of. A complete and utter waste of rate payers money. Try and listen to your people for a change, before wasting money on this project. You have this small place called the EAST side of Christchurch. Spend 19 million fixing up this side of town. Instead of erecting cycle paths for a tiny minority. I would recommend listening to the people, if you intend to stay in your jobs. Because this is a guarantee for me to never elect any of you again into Council. Are the cyclists going to be charged or taxed for all these facilities being made available to them, like vehicle are in rego???? Through constant pushing of cycle paths in this city, you have footpaths (which should be primarily for pedestrians) now a permanent dodge ball court from self entitled cyclists who do not cycle in a safe and slow manner. Instead hooning around at break neck speeds on foot paths. My child has been knocked over on numerous occasions. As such, I do not and never will endorse cycle paths anymore. Enough is enough. But you ask for these submissions. You never take on board what is said - just continue to spend rate payers money on stupid things.	Giselle	Duarte
37226	I fully support the proposal to remove traffic lanes and car parks to provide a safe and separated cycle way along this route. This is highly likely to increase the available patrons to the affected businesses beyond the removal of the onroad carparking	Karl	Laird
37225	This is a complete waste of time. As a cyclist that uses this road a lot, just sweep it. The existing cycle lanes are not maintained so this is just a pure waste of funds.	Steve	Amatad
37224	Even the proposed working drawings are crude. What is this use of money being used for? Who is benefiting from all these pointless cycle-ways? They must be post-modernist designs as they actually serve no use. We the public will have our backlash. Rate-payers deserve an impact on the way their rates are used, and if it is used to profit interest groups or benefit the few at the regardless spending of rate payers money, we will get down to the bottom of it and take it as far as it needs to go for change. This is totally illogical from any point of view other than of someone who is using it for ulterior motives. Where has the moral compass gone? What has gone wrong with our society for this sort of rubbish to be self approved outside of the public's view.	a	asd

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
37223	Great to see cycle and pedestrian safety prioritised through cycle lanes and numerous signalled crossings. Very pleased with the proposal overall. I often cycle along Harewood Rd from the Greers Rd intersection towards Papanui with my 18 month old in her bike seat, but I have always avoided the four lane sections of Harewood Rd due to the lack of space for cyclists. Good also to see lights by Harewood School/Playcentre. Please could the council consider the Greers Rd/Harewood Rd intersection. Cyclists heading south along Greers Rd have a cycle lane as they arrive at the traffic lights, but there is no accommodation for them on the far side of the lights. With two lanes of straight traffic, there is insufficient space for cyclists as they go through the intersection. This problem does not occur so much for cyclists travelling in the opposite north direction along Greers Rsld, as with only one lane of straight traffic, the road is wide enough to accommodate both cars and cyclists. Additionally I am concerned with the shared pathway outside Nunweek park. Pedestrians and commuting cyclists who would like to travel at speed do not mix well. There are numerous sports events at Nunweek park, which means that the shared pathway is likely to become blocked with pedestrians. It would be better for cyclists to continue to have their own separate pathway past this park.	Carolyn	Varley
37222	The Wheels to Wing plan is the most ridiculous plan in roading I have seen in a long time. The only good thing about it is the much needed lights at the corners of Gardiners/Breen's/Harewood Roads. Think how damaging this plan is going to be to Copenhagen Bakery, The Charitable Trust Hospital and not to mention all residents. We're the locals consider when this plan was made ... NO! There are bigger issues around the city than putting a wheels to wings plan in Harewood!	Zara	Roberts
37221	I personally see no benefit to the Christchurch ratepayer in the CCC investing in this plan. Harewood road at the moment if currently not a at risk roadway form a cycling point of view. (there are worst around, to be honest more risk on the St Asaph cycle way than Harewood road) before you invest this take a look at what 19mill would do else where and look and the benefits, currently people who bike to the airport bike there for work. very limited travelers will bike there as you can only carry so much on a bike. if you need a one liner - WASTE OF MONEY!	stu	bryce
37220	I love the cycleway (as a cyclist) but do not think it is necessary to go through the middle of the bishopdale roundabout. I would like to see a design where the cycleway goes along the north or south side of the roundabout, and then cyclists could use the greers/harewood intersection to link back in to two separate one-way cycle lanes. Having those 2 sets of traffic lights there will really butcher the flow of traffic (as a motorist). Do the cycle/pedestrian crossings need to be raised? It is a major traffic corridor and that really will stop the flow. A red light is enough of an incentive for cars to stop, they don't need a hump as well. Definitely a lot of things to like about this design, but some tweaks needed.	Matthew	Vannoort
37219	As both a driver and a cyclist, I'm in full support of the proposed design for the Wheels to Wings cycleway. The current dual-lane setup is frightening to drive due to the required lane changes and narrowness, and riding it on a bicycle is even more fraught. While I don't live in the immediate vicinity, I'd appreciate the infrastructure to support & encourage me to cycle to the airport, Willowbank and other activities in the north-west of the city.	Alice	Ronald
37218	Looking at the bigger picture it will be well used. All ages will seek the benefit. The issue I can see is the length of time it will take to develop. Christchurch folk have been thru and awful lot of road works and I'm guessing it's not what the end project will look like it's getting to it that is disruptive. It's a very busy road. Traffic lights on one corner is not going to help. A restructure is what is needed. Good luck.	Bridget	Hooper

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37217	We would like to object the proposed Wings to Papanui cycle way. Although the idealistic idea is to get everyone out of cars and on bikes this is not realistic. Has staff just recently counted the number of cyclists using Harewood Road recently. I travel that route many times and at different times of the day and would not count more than 5 per day. Has Council recently seen the traffic flow at all times down Harewood Road. It is just not realistic to reduce from 4 lines to 2. The Council has allowed infill housing round this area, meaning where one property was 2 or 3 properties replace it, mainly 3 from my observations, these properties usually occupied by over 60s and therefore they will not be using cycles as their main form of transport. Unfortunately cycle ways are not used as they are designed to be used. Cycleways should be through back streets not through main highways. As far as taking trees down, how sad that will be. It makes the area such a beautiful place to pass through. Trees take so long to grow and they are a beautiful feature of the area.	Dawn	Havk
37215	I do not support this plan as it is Over engineered and is to the detriment of other road users, buisinesses and residents on harewood rd	Liz	Van montfort
37214	Object to this, I live in the area and this would cause chaos. Who needs to cycle to the airport? Really!	Melissa	Gray
37213	I don't think you should look at the cycleway before uve fixed the pipes to give people proper water supply. christchurch people are sick of having to buy water because the clorine is gross in drinking water. also the rds need to be fixed on the eastside unless the council only cares about the rich. which seems they do.	Jenna	Hayward
37212	I am concerned that Mike Davidson can't see over his own handlebars, he's so pro cycling. This proposed cycleway down Harewood road is 'social engineering' at its worst. The so called experts which Davidson refers to, also designed the disaster down St Asaph Street. With only one lane each way the whole road has to be shut down if any works involving a road opening needs to occur. The Council spent large sums of money widening Fendalton Road to 4 lanes and now it want to spend $19 million closing down Harewood Road to 2 lanes. Not to mention the effect on established busineses etc. The whole proposal defies common sense.	Mel	Pedersen
37211	Fantastic that we are looking to invest in better cycling access for our community! My wife and I both cycle to work every day and currently avoid Harewood Rd by using back streets (we would both use a cycle way if it existed from Bishopdale park to Mitre 10). We have 2 kids (5 and 7) that we are actively encouraging to become confident cyclists, as we know that sustainable transport will be a necessity for them in 20 years' time. An attractive and walkable neighbourhood is important to us and we know there are huge benefits to reducing our reliance on cars and choosing to walk and cycle more. We are generally in support of the proposed changes. The design appears well thought out and we think it will provide a really nice experience for cycling for work or outings, walking and running. It imagine it will encourage locals to get out and enjoy our neighbourhood more, and I look forward to seeing the new shared paths full of people. We own two cars which we happily park off-street. We offer feedback on the 6 main proposed changes as follows: 1. The underpass is brilliant but currently difficult to get to. The shared path on the south here makes sense, and the crossing points seem sensible. I'd encourage the retention of the existing trees at the east corner of Nunweek park, even at the expense of path width. 2. Great - cycling in the same direction as vehicle traffic makes sense for users and should be efficient to construct. Lights at Breens Rd have been a long time coming. The one-laning of Harewood Rd from Nunweek to the roundabout is brilliant - the current situation doesn't work well for drivers (especially past Bishopdale Park on a weekend), let alone cyclists. Losing some on-street parking is a shame - I have spoken with a few neighbours about this and understand this is a point of contention. I understand that the kerb-separated design means that driveway access requires more space (i.e. less parks), presumably for line-of-sight. However it appears that in most cases we go from 2 or 3 parks between driveways to only one. If we could balance this, I think it would go a long way to getting more community agreement. I think that Copenhagen bakery should retain more parks than the current design - its client base is predominantly drivers, not bus users or cyclists. That said, we would take the kids and friends there more often if it was easy to cycle. 3. While I love the idea of the riders experience and actually utilising the amazing space in the centre of the roundabout, I'm not sure about the practicality of it all. For my journey to	Andrew	Sinclair

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	work there would be 4 controlled crossings - personally I'd prefer to mingle with vehicle traffic around the roundabout. However for our kids, the roundabout option would be awesome. Again I'd rather not see so many trees come down unless there is good reason. 4. Here I actually disagree with the 2-way cycleway on the north side. I believe a more sensible solution is to have a cycle way each side of the road - this is conventional so avoids confusion and accidents. The parking on the south side of the median seems dangerous. Better to use that space for traffic and allow a cycle way on the south side between parking and footpath. 5. Same as 4. above. 6. Love it. Again if 4. and 5. were one lane each side, this connection would become simpler.		
37210	Love it, would make me and my family bike more. Should be throughout the whole city!	Sam	x
37209	All of these cycleways are a waste of money you as a council don't have!! Please stop!!!	chris	cheveau
37208	I think money could be better spent supporting lower socioeconomic families and children. I bike this road now and I do not see the need to implement a separate cycling lane. The entire flow of this road would be disrupted with the lights suggested. Traffic is manageable as a cyclist to maneuver through as it is.	Stacey	Geddes
37207	This is a great plan, that bishopdale roundabout is very awkward so the signals are a great idea regardless. Also there is no need for 4 lanes there now so it makes sense to reallocate that road space.	Kieran	S
37206	Why would you do this on harewood road and then have people ride through industrial area on orchard road passing Bunnings when memorial ave makes much more sense as a direct route. This plan is a ridiculous waste of money and will only make harewood road a congestion zone and another dead road forcing traffic along side roads.	Ben	wishmen

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37204	I have lived in the Bishopdale area for over 30 years. I only heard about this proposal for the first time 2 weeks ago when I read about it in the news. This came as a surprise to myself as well as many neighbors. The previously proposed lights at Breens Road Harewood Road intersection was communicated to those in the area by way of a proposal document delivered to households that we could vote on our preference. Their has been no such communication with the latest proposal. Every person that I have spoken to think that this latest proposal is a bad idea (including those who want to get people onto bikes), and we don't want it. I am sure that this proposal is being rushed through. A proposal of such magnitude should be consulted upon and I wish for this to occur. I feel aggrieved that I have been put in this position and will consider this when I vote at the next elections.	Philip	Lester
37202	Looking at this design, thank God I moved out of the area!!!	Ryan	Coey
37201	I commute to and around Harewood by bike and I want to be able to travel without feeling like my life is in danger. I support the current design of the wheels to wings cycleway and really look forward to cycling down it.	Zane	Jackson
37200	We think it is a huge waste of rate and tax payer funds. All we were asking for was lights at the Gardeners Breens rd intersection and think it's appalling that the Council is only doing it because they get funding to do the cycle ways that will hardly ever get used. We are an ageing population that won't be on cycles. Why not use footpaths as multi use walking and cycling. This option you are planning will make it dangerous for the rest homes in the area and reduce parking for local businesses let alone the Charity Hospital. Please listen to your rate payers. We pay your wages!!	Kathy	Barrett
37199	Don't change anything the cycles don't use the cycle ways and it is a waste of money. The speed change around the school is a good idear.	Stefan	Ford
37198	Looks ok, but will probably be terrible once a few 5 min car parks are added. Either dont bother, and use the money to build a better cycleway in another part of town (eg along bottom of port hills -happy if you remove parking outside my house.) - or just go ahead with design.	Mark	Penrice
37197	This is an absolutely terrible idea!! Traffic is free flowing but busy currently so I can only imagine the delays if the lanes are reduced. This is a major route in Christchurch which needs to remain 4 lanes. Not only will this slow traffic, it will reduce access to properties such as rest homes and the charity hospital. Please rethink this idea and do not proceed with reducing lanes!	Lauren	Sheat
37196	Terrible waste, unnecessary work on a road which works well. Losing the trees will tirn the area into a barren road. Far less cyclist than cars on that particular road and parking is always at a premium due to heavy use of charity hospital, bakery and sport facilities at Nunweek park.	Johanna	De Beer

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37195	I dont feel like making harewood road like St Asaph Street is going to fix anything to be honest. I still almost hit cyclists coming out of businesses in peak times as you can hardly see them. Could you not just take the grass verge off and make the footpath huge to accommodate the cyclists. It'd be cheaper and take less time. Im not opposed to the cycle lane, I honestly think this proposal is trash however. Cutting down parking and lanes on an already busy road to save 20 cyclists is not worth the money - either make the grass berm a cycleway (shared path) or create something like the train tracks cycleway that goes through from papanui to hagley park. Safe, out of site, not a hinderance on motorists, not a huge cost	Stacey	Shadbolt
37194	Honestly can we please attend to the basics before wasting even more money on luxuries? You have not honoured your promise to get the chlorine out of the water. The roads out east are a disgrace ten years after the earthquakes Parking around the hospital is just a mess. Can we please get back to traffic lights, flood control and clean water.	Carlton	Duston
37191	I feel as though this plan is great, I would be able to feel safer when biking that direction as would my family. It would increase the number of cyclists as it has done around hoon hay. While New Zealand is becoming more sustainable we need to be putting these facilities in place to ensure our country is prepared.	Abi	van der Voort
37190	To Whom It May Concern, I agree that there should be a controlled intersection at Harewood-Breens-Gardiners Road, however, removing significant parking is not a good idea. Finding parking outside and around Copenhagen bakery is difficult enough as it is, it would turn dangerous if these plans go ahead. I do not agree with taking out the middle island where there are trees that are older than all of us. Can we not put the cycle lane were the currant parking is and then move the parking into the left lane. So it would be the current middle lane that would be used but the island would stay and we would still have significant parking on Harewood Road. As someone that uses that road multiple times daily, the restrictions are fairly significant for daily motorists. I agree that there should be a cycleway, however, the majority of roading changes that take effect in the city only benefit cyclists/pedestrians, not tax-paying motorists. It would be fairer to have a compromise. I believe my idea would work out significantly cheaper. What happens to the value of people's properties on that road if your plans were to proceed and their street parking has been removed? If we put the cycle lane where the currant parking is and then moved the parking into the current left lane. So it would be the current middle lane that would be used for moving traffic, the island would stay and we would still have significant parking on Harewood Road. When it comes to the roundabout if we could make the cycle lane merge with the current ecosystem that's there that would be perfect. We could make the cycle lane move and flow around the current trees, or build a small platform just above the current tree roots so they are not damaged. Personally, I'm against the majority of changes proposed by the council. This will benefit cyclists and be a detriment to motorists and the environment. There needs to be compromise as this is very one-sided. The images provided on the designs clearly remove significant parking and very old trees throughout the entirety of the road. I hope you take my idea into consideration.	Jessie	Morkane

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37189	I love the designs. Getting better cycle infrastructure for our city is fantastic and I support any improvement on it or any other public transport options. As a regular cyclist, I am glad to see that the city is building new and safe infrastructure for cyclists. We already have the most commuting by cycling in the country and I believe that making it easier and safer will increase that number further. This will make our city more environmentally friendly, please keep up with the good work!!	Benjamin	Gilling
37187	i accept and would be keen to see a cycleway extended from Papanui roundabout to the airport. i would also lie to retain the current roading of 2 lanes each way. in my view this could be achieved by having a combined footpath/cycleway on one side of the road only. For this to occur it would be necessary to widen the current footpath on one side and to take in some of the berm on that side. in my view it is essential to have cyclists protected from vehicles that may veer onto the path by providing a kerb. i accept that the current roundabout at the Bishipdale mall needs updating and the gum trees removed but i would like to see the current trees in the island barriers to be retained. in my view they are part of the character of the suburb. many of us have watched them mature for some 30 years prior to moving to another house in Bishpodale we lived on Harewood Road. we have witnessed the road get busier and busier and we can see no justification for restricting the flow to one lane each way	Bryan	Wright
37185	As someone who often cycles in this area I am supportive of the proposed design and look forward to it going ahead	Byron	Clark
37184	Please stop spending ratepayers money on messing up our roads. I believe the cycle way on Harewood Rd will cause major disruption to small businesses in the area. Driving through Papanui has become an absolute nightmare, bus lanes, cycle lanes etc etc. Sensory overload! why do cyclists need to go to the airport if they work there then there's already subsidised buses. I advocate for the elderly and there are many rest homes and retirement villages in the area, crossing cycle ways and shared paths is dangerous both for hard of hearing and low vision persons as well as limited Mobility- cyclists show no respect. Parking for carers, volunteers delivering meals on wheels etc and those visiting the charity hospital already have a hard enough job finding parking. There is already a cycle way on Sawyers Arms Rd that links to the city. No more disruption to roads and businesses PLEASE!! I do not support the plan to alter Harewood Rd	Glenda	Duffell
37183	I am very strongly opposed to the whole design of the cycleway. The expense and design is completely unnecessary. A slightly wider than usual painted cycleway is all that is necessary on this route without interferring with traffic flow and parking disruptions for residents and businesses. Other similar cycle designs already completed in this city I have witnessed cause confusion and enormous congestion. The cost of these designs, especially in this area is totally unjustified when a much cheaper alternate design can be made. Lack of public consultation has been sadly lacking.	Anne	Kelland
37182	I'm a cyclist and think most of your cycle ways are disjointed there is totally no standard design . Remove half the footpath/ grass verge issue solved if it's to expensive to do because of power poles then postpone to a later date. Look at what a dumb thing you did to sawyers arm's road now too narrow for cars when I turn into nyoli street I often can't go into the turning lane or I will have a head on with on coming traffic I'm an engineer and have a brain for design narrow the footpath would have worked here not a lesson at all learnt. So leave things alone until you get a design that does not take a lot of width out of the road and leave the centre tree alone	Stephen	Tubb

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37181	I cycle every day for exercise and for commuting. I love all the cycleways in Christchurch, we are very lucky to have a council thinking ahead so much. I live just off Gardiners Rd and have some strong feelings on on the Wheels to Wings Cycle Way. * Make the cycleway on one side only. One side is perfectly adequate as on many streets already. Even the very narrow Wroxton Tce piece of the Northern Rail track (which also includes pedestrians) is absolutely fine. I have never found anyone any less than courteous and patient. The grass verge on Harewood Rd would be much better purposed for the cycleway rather than one lane of the road. As a very good access to the airport, I believe having 2 lanes is important here * I support the traffic lights at Breens/Harewood/Gardiners. * I support the Charity Hospital in their objection to one lane outside their premises. Any support to Sue and Philip Bagshaw is vital. *I support the signalised crossing outside Harewood School. * The bus stop outside the Caltex Petrol Station in Harewood Rd, entering the roundabout going south east, is in an extremely dangerous place for cyclists, but this is the only place I feel unsafe. Thank you for the opportunity to comment.	Joanna	Dodgshun
37180	The proposed removal of multiple lanes from a major Christchurch thoroughfare is poorly conceived and ill considered. I am an active cyclist but do NOT support this proposal. The impact on existing road users is too significant. Please do not proceed with this proposed design.	Peter	Dwan
37179	I support the traffic lights a Harewood/Breens/Gardiners Rd but do not support the remainder of the proposals in particular the removal of the trees at the roundabout.	Karen	Rouse
37178	Why does this new cycleway just randomly start at Matesons Road. Surely it makes sense to connect it to the cycle way that runs through St James Park and continues into the City in one direction and heads north through Belfast and further areas proposed beyond. This will be safer with the cycle way and a pedstrian crossing at the rail crossing controlled by lights, surely all parties in this stalled part of the cycleways can reach agreement before someone is killed here.	Margaret	Howley

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37177	looking at the design I will ask why the grass verge can't be removed and create a shared pathway along nearly the full length of harewood road this way you could keep most parks and also creates a buffer zone of parked cars between traffic and cyclists . Cyclists will be safer as drivers doors won't be a problem and they won't only need to be carefull when passengers are in cars. this would still leave enough room for evasive action when cars come out of driveways. you could still have 4 lanes for vehicles retain parks and even have room for parking meters combined with chargers for the electric cars we will all be driving in the future . As you are well aware of the earthquake history we also need to keep even the minor arterial roads moving and try to remove congestion as much as possible this will help in the event of a tsunami for example, I'm sure the council and designers do not want to be held to account for causing 1000s of deaths through constricting roads in the event of a major disaster. as for the environment you will not remove people from cars as public transport is not up to the task and never will be unless you can run busses down most streets and at 15 min intervals 24/7 christchurch population is to sparsely spread out . creating congestion will create larger volumes of green house gases as cars stuck in traffic idling are very inefficient they need to be kept moving at a decent speed to reduce emissions and when we are all in electric vehicles you still need to keep them moving as it is the start moving part of accelertion the uses the most power. then of course there is the businesses that will be affected with no street parking .	Andy	Dickens
37175	I think it's a positive design. I stopped cycling to work for awhile due to safety reasons and not having a clear path on some roads. I know a lot of my colleagues would also cycle if there were more cycle lanes. There are too many distracted drivers, at least with a cycle lane it provided cyclists with more room and therfore a smaller increase in safety. Big YES	Sam	Davies
37174	I agree that there should be a controlled intersection at Harewood-Breen-Gardiners road, however, reducing to a single lane each way and removing significant parking is not a good idea. Finding parking outside and around Copenhagen bakery is difficult enough as it is, it would be worse if these plans go ahead. Changes like this purely accommodate cyclists, why not repurpose the centre island all the way through harewood road for cyclists. You can keep the entry/exit locations or even put lights there to control traffic (so cyclists can safely enter/exit the cycleway), but removing two lanes and taking parking away from the residents down Harewood road will be a bigger detriment than the convenience of a cycleway. As someone that uses that road multiple times daily, the restrictions are fairly significant for daily motorists. I agree that there should be a cycleway, however, the majority of roading changes that take effect in the city only benefit cyclists/pedestrians, not tax-paying motorists. It would be fairer to have a compromise. Repurpose the centre island as a cycleway, and keep the parking on hardwood road. What happens to the value of people's properties on that road if this were to proceed and their street parking has been removed? Personally, I'm against the majority of changes proposed by the council. This will benefit cyclists and be a detriment to motorists. There needs to be a compromise as this is very one-sided. The images provided on the designs clearly remove significant parking throughout the entirety of the road, perhaps ask the opinion of the homeowners that will be affected first?	Brandon	Morkane

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37173	Do not put in anymore of these cycle lanes with traffic lights. I know from daily use of antigua street that all they do is create congestion and neither motorists OR especially cyclists follow the road rules. Harewood road is a main thoroughfare for motorists and reducing this road to two lanes is going to create more issues than the cycle way and traffic lights will fix. First of all 2.2 metre wide cycle ways on both sides is absolutely crazy. If the cycle ways are 1 way then why is 2.2m required on both sides. Cutting the width of the cycle ways in half is enough to keep dedicated turning lanes where required for motorists or parking spaces for one whole side of Harewood road. Cutting the dedicated lanes completely and providing safer shared lanes for cyclists to use whilst keeping only essential proposed traffic signals (ie. At breens road) and four lanes would actually solve all problems and keep motorists, homeowners, businesses and cyclists happy. Simply narrowing the median would provide enough room to install cycleways to the side of the road. I see this page says that cycleways reduce congestion (hah!) Have there been any studies done on congestion on the roads where cycleways are present? I would love to see the data for the stretch of road between St Asaph street and Brougham street. This is the perfect example of where the cycle ways and motorist lanes DO NOT work together. Putting a cycle way into Harewood road is going to have the same effect and is likely to increase the commute times for both motorist and cyclists. I am truly disappointed to see these plans and I'm sure that would be the consensus on christchurch resident's if they were actually consulted prior to all this work and money being put into terrible plans. I'm all for reducing emissions and safety for all road users but this is just simply a terrible location to try and shove a cycleway into and it truly shows how disconnected the council is from its residents. Disappointing.	Katelyn	Brook
37172	Go for it!	Nicholls	Iain
37171	Dear Sirs/Mesdames, I am a consulting engineer who has lived on Harewood Road for over 7 years. I travel on this road at various times during the work day and weekends - not just the morning and evening commute. While I support cycle lanes in general - one can go too far in modifying the city for bicycles etc which carry a very small proportion of daily traffic. Harewood Rd roundabout is somewhat unique and unusual - but functions well in connecting the 4 roads - largely due to its size - modifying to include traffic lights will certainly not improve traffic flow - in fact it will impede it - I should like to see the rationale for putting lights there. My submission is that there should be no traffic lights installed on the Harewood Rd roundabout. I am opposed to reducing the lanes in Harewood Rd - it functions very well as it is - and allows parking for the few businesses located more towards the airport end - with two lanes each way one can always drive around a car trying to park - very sensible, and around a car wishing to turn left or more importantly right - again - sensible and useful. Respectfully - there is already a cycle way down Harewood Rd - it is called the road - would it not be enough to paint half of the left hand lane a special colour and/or texture to designate that space as a cycle lane - there is then generally plenty of room for cars to overtake cycles on the remaining lane, and use the left hand lane when no cycles are present. The complete failure that is the new Manchester St demonstrates fully the folly of removing car parking spaces and removing ease of traffic flow - retail sales suffer and people cannot quickly and conveniently go about their shopping.	Colin	Tuck

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	In this way council is not promoting the economic health of the city - and appears to be spending quite a bit of money actively doing the opposite. I am opposed to the removal of any parking spaces. I am opposed to the removal of trees from Harewood Roundabout - they give it a pleasant aspect - and of course convert CO2 to wood/leaves and oxygen. I am opposed to closing off of streets that currently have access to Harewood Rd. Why make navigation of the city harder? In summary, my submissions and oppositions are listed above, It appears incongruous to upset the reasonable flow of traffic on Harewood Rd to the majority of road users (which will be largely electric cars over the coming years) to accommodate a very much smaller percentage of cycle users - who already have a perfectly good road to use - and to do so at great cost to the ratepayer - when more common sense - and cheaper - alternatives are available.		
37170	I think harewood road for the future needs to be 6 lanes not 4 especially from the airport. There's traffic jams on harewood / sawyers arms and onto greers daily.!!! And bishopdale roundabout is a nightmare with 1 lane to go straight traffic always backs up. Who bikes when it's freezing windy and so far to get to the central city. I enjoy biking but shutting lanes to make a path is ludicrous. Make foot paths narrower with no parking and reduce island sizes to make more lanes. !! I completely oppose the new plan. I think it's backwards and will have to be ripped up & replaced in a years time to make more lanes for growing population growth and lack of timely flexible infrastructure. I'm a healthcare worker and refuse to cycle even on bike lanes as I feel chch drivers have no respect for the safety of cyclists and or near death experiences they put them through. I also do shift work and can't bus home because of poor bus routes times and the fact they don't run and or infrequently .and certainly for safety would never bike in the dark 12+km down dark bike tracks in alleys it's asking to be attacked with no one to come to your rescue. I personally am fit but 1/2 of chch doesn't own a bike and or have one kids won't bike that far to school if you have 3 different location drop offs! It's too far - time consuming.	Louise	Kett
37169	No i dont want a cycle way on harewood . You should spend the money on doing up the streets andbuild a multy car park so when we come to the hospital we can get parking Dont stuff up a good street and reduce the selling price of our houses and stop out side parking. Hi i would like to see the trees up the middle of Harewood road removed and put the cycle way up the middle of the road Because in winter when all the leaves drop ,Do the council sweep them up No thay DON'T thay all come up my drive and its me that has to do the councils Job cleaning them up And do we get a reduction in our Ratses for keeping our places clean and tidy ,If a cycle way goes ahead its going to cause more crashers with bikes to close to the houses ,The Council would be better spending that money on fixing up the shocking roads ,Why not just widden the cycle parth thats there now the foot parth would still be wide enough for people to walk on Buses would still have room to park Ps I think we need a change of Council .	William Graeme	Johnston
37168	I completely disagree with this proposal and think the proposed spend won't provide a proportionally beneficial outcome. That Breens/Harewood intersection just highlights the ineptitude of current NZ driving skills. Harewood Rd is an excellent road and to lose to 4 lanes would be a travesty.	Mark	McGoldrick

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37167	I support any route that makes the ride to the airport less of a deathtrap for cyclists, which I guess in this case, is all of them.	Louise	Landess
37165	I am truly concerned about harewood road becoming one lane. The only reason I have not witnessed or been part of major accidents is because it is two lanes. The amount of cars turning in and out, pulling over and pulling out, doing u turns etc etc is incredibly high for a one lane street. A major problem is the bakery down harewood road. They have such a huge amount of people pulling over to park on the street then blindly pulling out. Ive been meaning to make a complaint for a while about this. I now always travel on the far lane. No business that busy should be relying on parking on such a busy road, it causes issues every day. I go down harewood road about 4 times every day and can't imagine the chaos of only one lane. I can only beg you not to make this mistake. I'm fine with cycle ways, but not a one lane street that is this busy.	Penny	Ball
37164	Cycle lanes should not created if they result in reducing the efficient flow of traffic. The reduction of Hardwood Rd from four to two lanes will do just that. Whilst your statistics may show a 20 percent increase in cycle ways since 2020, what does that mean? It increased from give people to six? I travel across the city each day and observe two things... 1) hardly any cyclists using the expensive Cycle lanes and 2) significant traffic congestion trying to get to and from the City center. You are focusing on a problem that doesn't exist and making an existing problem worse. I know you will argue that by creating cycleways you think that more people will cycle rather than use a car, that may be the case for a few however this would be the equivalent of using a sledgehammer to crack a nut then calling the residual mess 'success'. Please cease choking the veins and arteries to and from the heart of our City now. If you need evidence that our main arteries are choking already travel along Wairakei Rd during a weekday, unfortunately while your plan may be well intended, it will just add to the congestion.	Iain	O'Rourke
37162	This should be on Memorial Ave. You are cutting off a large section of Christchurch in the cycleways. This is the wrong way to design a cycle network.	Maree	Stewart
37161	this design will negatively impact the many businesses including palmers funeral chapel (where we meet as church on Sunday's) and charity hospital etc. our elderly / young family / etc visitors in the whole area need accessible easy parking ... bikes are often not suitable for them.. they cannot easily cross busy roads. plenty of accessible parking for residents and their visitors is key for the wellbeing of our people ... I've seen the negative impact on other streets converted in the same way .... this change should not proceed as planned	Hillary	Carley
37160	I support it since the road is congested as it is. People that complain that there business wont have as many customers are wrong since I cant even find a park due to the congestion. Its better to park at the northlands mall and be able to walk to the different shops on the road, right now there no point due the excessive cars.	Kieran	Abelen
37159	Thanks very much for this plan. It is great. People will push back on anything they think will inconvenience them, but eventually their children will thank you for it. We need safe cycle ways connecting every destination in Christchuch. Kia kaha.	Nikki	Berry
37158	I support this, and generally support all of the cycleways that CCC have and continue to do. Christchurch will grind to a halt unless we get more people on bikes as we continue to build and spread outwards, with more and more people still needing to get into the CBD.	James	Graham
37157	This design is crap. Roads are getting narrow and even more dangerous for motor vehicles. Use this money for fixing roads. The ratepayers have had enough of the council.	Jamile	whyte
37155	Not in favour of removing traffic lanes down Harewood rd. Why not widen the foot path loosing the grass verges and make them for both foot and bike. More cars use those lanes than bikes ever will.	Kieran	Thompson
37154	Kia ora Any change which encourages people of Christ church out of their vehicles and into a bike in the fresh air, getting exercise has to be good for everyone. I am in complete support of this and am making plans for our family of four to use safer cycling routes around our city. This has to be good for us all. Well done Council.	Thomas	Parata
37153	Doing away with one lane each side of Harewood Road is absolutely ridiculous! It will be like Sawyers Arms Rd (by the mall) where 12 cyclists were counted using the lane for 8 hours in one day. This lane caused a huge disruption to residents living in the street. I went down Harewood Road from Gardiners Road to the Bishopdale Mall 3 times on Thursday and did not see one cyclist. How about doing something sensible and counting the number of cyclists that would use this lane rather than once again pandering to the minority and punishing motorists being the majority.	Judy	Liddy

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37152	I believe if this cycle goes ahead you should all be fired. Destroy an already busy road for little purpose forget cycleways theres no way near enough user focus on better more efficient green public transport dont wreck the roads anymore and think about the maintenance aspect especially with the heavy hand health and safety and traffic management requirements. Ridiculous	John	Smith
37151	I think this cycle lane is completely unnecessary and can see it will only be another reason to increase rates, which are already absolutely rediculous. This is not an improvement and the cost isn't justified one bit. It is in my opinion simply another proposal to keep an overstaffed council workforce employed	Dan	Hayes
37150	Do not cut roads or parking. Create bike lanes on grass verge or have a shared pedestrian way and cycle way. Ease congestion, not create it. Those who want to cycle would already have cycled. Not everyone wants to cycle for a variety of reasons and creating cycle lanes and cutting car lanes and parking will not change their mind.	Hana	Saemon-Beck
37148	Stop wasting money on cycleways for goodness sake and finish fixing the roads that have been damaged since the damn earthquakes and remove the disgusting chlorine from our water supplies it's ridiculous and clean up the damn river's it's atrocious. Theres the money better spent!!!!	Aubrey	Walker
37147	What a ludicrous proposal. We have no northbound access into or out of Wairakei Rd at the Russley road intersection, so Harewood becomes one of the alternative routes to get there! Now you want to reduce the two lane part to one lane each way. Since when does 'Progress' involve reducing a four lane road to a two lane road in a growing city!? Also, one of the main features of Bishopdale is the trees at the roundabout..... One thing I have noticed over the years is, for a council who represents the 'Garden city' you guys have an unhealthy obsession with cutting down mature trees which provide great character to the areas they inhabit, often for no good reason other than it's the easiest way! You may claim to 'plant more trees than you take' but your cutting down trees which have matured over many many years and replacing them with trees which are most likely going to be smaller and take many more years to mature! Your destroying the soul and identity of the community! Iv got nothing against cycleways but this proposal is dumb! Find another way, and extend the four lane carriageway all the way to Russley Road!	Lee	Purves
37146	How about instead of taking all of the residents parking and access away, put the cycle way down the middle of the road. There is a great area all the way down from greers to Trafford st, make it nice and green and it won't need to change much for the current situation of residents/businesses. Win / win. I'm all for safe cycle lanes. Think outside (well inside in this case) the side of road cycle lanes ☺	Katrina	Craw
37145	The design and concept is excellent and gives an even balance to those who will still require a larger vehicle in years to come and the large number of people who will be switching to more sustainable transport. Although I do not live in this area, I am using public transport more for travel to and from the airport.	Laurence	Renwick
37144	This is a terrible idea - If you want to have a bike lane/cycleway out to airport, link it with memorial road, where the road is direct, where traffic flows straight and isn't an issue for cyclists during peak traffic hours. Secondly, putting traffic control around the Bishopdale Roundabout is silly, there is no need, the traffic flow there is perfect. In all my time living/driving around that area, I cannot recall having seen a cyclist going through the roundabout.	Matthew	Hartstonge
37143	NO. How about you fix the roads that need fixing that people PAY to use. That people use every day. Stop making stupid cycle ways and fix roadways that are dangerous. The public does not want this so DONT DO IT. It is pointless and a waste of money like the one around spreydon domain. No one uses it and now that road is a major danger and there will be a crash some day and it will be your fault for ruining the road. Don't do this and fix the many roads around the city that needs fixing!	Liam	White

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37142	I support the proposed plan. The City Council has declared a climate emergency. To reduce our carbon emissions we must change, we cannot continue with our current behaviour. Cycleways allow people to move more safely, they encourage people to travel by bicycle. We need to build a cycle way network that links key destinations together.	Peter	Dobbs
37139	Cycleways absolutely dangerous, I work in a shop where there is one just outside and the elderly really struggle with them - one lady fell over the curb of the cycle way and broke her knee, another parked in a car park bedside cycle way and the road is now so narrow because of cycleways opened her car door on a bus that had to be cramped right next to her due to the road so narrow - the lady was very upset. Another elderly lady fell over a cycleway curb and broke her nose. Just a case of a minority leading the majority over it and over the council. We don't want changes to the plans we want them not to happen at all and the money going to fixing roads around chch and maybe weeding the side. Of the roads that look absolutely dreadful. Council not listening as usual.	Lisa	Adamson
37138	I do not live in the area so will not be personally affected. I support cycleways in general, but I understand there are very serious defects with this plan particularly when it comes to the Charity Hospital. This must not be allowed to happen. So many Christchurch citizens benefit from the wonderful work the Charity Hospital does and anything that can be done to enable the work they do to continue needs to be done. Blocking off vital entrances because of an ill-considered cycleway must not be allowed to happen. The cycleway should be re-routed if need be, but the Charity Hospital's work must not be impeded. Please reconsider, and re-route the cycleway.	Di	Trower
37135	How many crashes have occurred on Harewood Road involving cyclists and of these crashes, how many were deemed cyclist as fault? I drive this road multiple times daily at different times and see maybe 2 or 3 bikes at a time, this simply cannot justify the disruption caused to traffic nor businesses. The shambles you have created through town and along Riccarton Road has caused massive hassles for emergency services, me being one of them, which slows down the response to people in need, isn't your role as councillors to help residents of your city? The cycle right away on Main North Road opposite Countdown had caused significant delays in traffic regularly being backed up to Harewood Road, prior to this cycle way being put in, traffic flowed well, now it can take 15 minutes plus to travel 500 meters. It's ridiculous. There are much more pressing issues around infrastructure than a cycle lane, prioritise majority of your residents welfare rather than the minority.	Kieran	Palmer
37134	The blocking off of Wilmot, Sails and Chapel streets will put a higher load on Langdons road which is struggling as it is with the new shopping centre.	Christopher	Ward
37133	Love the idea, cycle ways are a really positive thing	Callum	Snell
37132	I travel this road daily and turning out of cotswold ave to a single lane would mean it will be near impossible to turn onto Harewood Road. A dedicated cycle lane is not needed as there is not enough cyclists who use this road in my opinion, and at 5pm hardly any cars are parked so cyclists have more than enough room to safely cycle(I am a cyclist myself) Lastly why waste money on new projects, fix the other road surfaces in chch that are in a very poor condition	Gary	Phillips
37131	Please don't jeopardise local business for the sake of a cycle way. The Copenhagen bakery is a well established business in Christchurch that is always busy and a cycle way taking away their car parking would ruin them. Please don't do it.	Jo	Kirwan
37130	I strongly support the wheels to wings cycle way. As a local resident I would frequently use it as I often travel out of chch for work and a safe cycle route to and from the airport would really help me.	Mark	Hornby

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37129	I am supportive of this proposal and think it's a fantastic initiative by the CCC. Well done! As a cyclist who travels from my home (Nunweek Park) into Addington most days of the week (during spring/summer) this will make my journey a lot safer and will encourage me to cycle more often and leave the car at home. Reducing Harewood Road from four to two lanes is a great idea, vehicles travel too fast along this road and traffic volumes are light to medium, the current capacity of four lanes is unnecessary in my opinion. The Copenhagen Bakery has been a huge danger problem for a number of years now due to parked vehicles outside the exit/entrance and large numbers of inconsiderate drivers exiting without paying attention to oncoming vehicles/cyclists. I'd prefer there to be even less parking spaces near the entrance/exit as to what is proposed to give exiting vehicles greater visibility of oncoming traffic.	James	Brook
37127	HI There seems to be a lot of contention in this neck of the woods about the planned upgrade. I live on [redacted] so it affects me directly. I am also a cyclist who tries to commute when I can. This stretch of road is one of the most dangerous cycle roads in the city at commuter time! It is a serious death trap and the car intersection on Gardiners Rd is also, both for cyclists and vehicles. That set of lights is an absolute no-brainer. It will also slow down the race track that this road becomes at night. I am totally in favour if this going ahead. As a cyclist I have seen the rest of the city where it has been invested in and this is one of the last pieces of the puzzle to tie it all together. I am also a part of a small business so I can view it with that hat too. I think Donna at Copenhagen is looking at the worst and I don't see it affecting her business at all. She is a destination for people and deservingly so. She would be better off embracing it and utilizing her north facing forecourt as an outdoor garden area for clients and cyclists alike.? The on street parking around the bakery has been terrible and dangerous both for cyclists, drivers and pedestrians. My concerns are, the Bishopdale roundabout... This is my major concern. Can we not make a safer shoulder for that few hundred meters so we dont need to go through the island? Not only are we adding yet more lights but cyclist will probably choose to carry on around the shoulder because of the delay in the lights kicking in etc. I think that bit is unnecessarily complicated and expensive. Im also not a huge fan of blocking off side streets, my concern based around this is possibly the businesses that run from old houses in the section between Greers and the railway line that have lost a lot of there parking. I hear a funeral service place will lose most of it? Other then this I think its great and looks to the future of having choices in safely moving around this city. Fantastic news. As a cycling commuter the section from my home near Nunweek park to joining the cycle lane at the railway line is one of the scariest bits of road in work time traffic. This needs to happen to complete the network. Further Harewood rd needs to be slowed down. At night cars use it as a racetrack.	Andy	Fussell
37126	I think that the council are out of their mind by submitting this plan. They aren't thinking straight. For example the Copenhagen Bakery now has two carparks. How are they supposed have only two people at a time being able to park. If people are bad at biking on the road that the council need to put a concrete barrier between them and cars they shouldn't be allowed to bike on the road or in a cycle way. I get that people need to help climate change but you are completely ruling out electric cars. I really hope you see how bad this idea is and stop trying to put it ahead.	Holly	Dickinson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37125	Dear Sir/Madam. I am a Harewood/Bishopdale resident with three children who bike to School, and to friends at weekends. I also ride at weekends on occasions. I object to many aspects of the proposed design, in particular the loss of 4 lanes, loss of carparks and the introduction of signalised cycle crossings and the introduction of lights at the Bishopdale roundabout and the Wooldridge Road intersection. It was only a few weeks prior to knowledge of the cycle way and associated plans when I thought to myself how effective the roundabout was, and why are there not more of them like this within our city(left lane straight, right lane turn right). There are also islands available to assist pedestrians across the road. So why change what is working so effectively now? Why do you propose two way cycle lanes, then single (two way) cycle ways that merge/separate? These don't make sense. Cyclist will still cycle on the left hand side of the road with the vehicles, as they know they will be crossing at some point. Why cross the road to only cross the road a few hundred metres down the track. Why not just have marked single cycle lanes on either side of the road (possibly shared with cars), particularly between Bishopdale roundabout and the Harewood School where there are only ever a very few cyclists. This would remove the need for signalised crossings of which 50% of cyclists will not use, as they won't wait, but this will hold up traffic flow. I do actually wonder if this is the CCC's intention/motive to clog up our roads so to encourage cycling? The Wooldridge intersection probably warrants lights for 15 minute period during weekdays (circa 5.30pm), so don't see the need for this, particularly when the CCC has not seen the need over the last 15 - 20 years for lights at the Harewood / Gardiners /Breens Road intersection where there seems to be crashes every other week, and a need for lights for extended periods throughout the day and weekends. I am also not in favour for the removal of trees unless deemed necessary by a qualified arborist. Why "possibly" relocate a young Totara tree when you could just move the cycle lane. If the gum trees are removed I do hope they are replaced with natives! Regards	Carl	Graham
37120	My major objections are: Reducing the current 2 lane roadways to a single lane. This will impact on traffic flow especially as each time a bus stops the traffic behind will grind to a halt. The same applies when the rubbish trucks are operating. How will this affect the movement of emergency service vehicles that use this road very frequently. The removal of beautiful established trees. I note that it is intended to replace many of them but we are not told by what type- some horrible native tree/flax?? A major purpose for this change is to increase cycle safety as more of our citizens cycle. Recent NZ Stats figures for ChCh would indicate a reduced percentage of people cycling since 2013 despite millions of dollars being spent on 'gold plated' cycle lanes. At the meeting on 3 Feb at Bishopdale none of the staff could explain how the 1200 cyclist prediction by 2031 had been 'calculated'. Further, when was the last time a cyclist was injured on Harewood Road while using the current cycleways/share footpaths? The reduction of parking spaces on either one side or both sides of the road in the vicinity of Nunweek Park will be a disaster. There is never enough parking spots now when sport is being played on the Park. From a cost perspective kerbed separated cycleways can not be justified. Where possible widen the current footpaths so we have shared cycle and walking ways. I do fully support: The installation of traffic light on the Harewood/Breens intersection and Harewood/Wooldridge intersection.	Robert	Upton

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37119	Getting cyclists lanes on Harewood road is a wrong move. It will affect our residents who lived here for a long long time, what I mean by that, they have no car parking, reversing problems because cyclists just zooming pass fast. Our local businesses have no customers and car parking too. We want to keep our children and anyone on bikes safe as well, but there should be a better route for them on side streets. Harewood road is the best main road in Christchurch, even in traffic peak the 4x lanes road just keep flowing with traffic. It means, we can keep our fully grown trees, residents, schools and businesses in good competitive safe area. Why change them? We can only need traffic lights to cross Breens road over harewood road, towards Gardiners Road, that's where our children and cyclists should be crossing over safely, when they want to change directions of where they should go. I lived in Bishopdale since 2000, all my children went to Breens Road by bikes and never have problems, or worry about their safety. We teach them to stay a little away from the roads, and always give way to cars, because cars are bigger than them.	Daisy	Seu
37118	I think the Wheels to Wings Cycleway project is a fantastic idea. I've been commuting by bike for over 8 years now and have had so many people in this time say they would like to cycle but think it's too dangerous. Shared paths and segregated bike lanes make cycling safe - this project will see more people on bikes, meaning an improvement for the environment, a reduction in traffic, not to mention the mental and physical health benefits for the people who take up cycling due to the safe cycle option that would be created. I'm excited to see further projects like this take place around Christchurch. If only the people who like to complain about cycle lanes would put less energy into complaining about them and more energy into getting on a bike and using them!	Emma	Parker
37117	Support the design. Especially traffic lights which are much needed for breens/harewood road. Great to have safe space for cyclists.	Claire	Sherwood
37116	Kia Ora Koutou, I am very much in favour of this cycleway. The one concern I have is having a bike lane and a pedestrian lane right next to one another with no separation. This is shown in the Bishopdale Roundabout diagram in the "Changes to road layouts" section. I find this concerning, as a regular cyclist, because I often find that many pedestrians and cyclists don't stay on the correct side of the divide when there is no divide. This is an issue for me as it either slows down the movement of cyclists or increases the danger to pedestrians if people still choose to cycle at full speed. I would like to see something like a curb or a few small trees to make it very clear that they are for different modes of transport.	Matthew	Ladbrook
37115	I cycle from Jeffreys Road to langdons Road every week. The proposed changes look very good to me.. crossing Harewood road is currently very tricky..	Marilyn	Wells
37112	I support the proposal to make it safer for cyclists to bike along Harewood Road. I really like the connection across Johns Road so people will be able to safely ride out to McLeans Island. Connecting up the cycleways is critical and having Papanui ki Waiwhetu connect at the eastern end to the Northern Line and Nor'West Arc will enable cyclists to traverse the city safely. I had stopped cycling in town as it had become too dangerous - these new cycle trails have encouraged me back on my bike and I'm really enjoying biking around our city in a way that is separate from motorised vehicles and supports low-carbon travel. This is the future. I know I'm not alone in this as I have ridden some of the newer cycle trails recently and have been amazed how many people are using them. I've read the concerns in the media that the loss of parking spaces will destroy businesses as fewer customers will stop to buy. I am a motorist and a cyclist - I do take my wallet with me when I go cycling; bakeries are a speciality! I appreciate the work you're doing to support more cycling in the city.	Maureen	McCloy
37111	It’s a main artery for cars you have to find a better path for bikes and scooters,a bit more thought needs to go into this I think.	Brent	Kiely
37110	I find this proposed cycle way one of the most stupid ideas I have heard of for a long time as there is already a seldom used cycle way running parallel I like the idea of a cycleway network but closing down a two lane road to accommodate a couple of dozen cycle trips a day is idiotic. It would be a much better idea to have it going down Waimakariri rd and along the unpaved part of Sawyers arms rd to link up with the existing network. By adding traffic lights at the Northcote rd intersection or utilizing or upgrading one of the existing school or rail crossings would be much better	Paul	Osgood

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37108	Awful idea- waste of time. Not enough people use cycle ways	Madison	Richards
37106	I don't think removing a car lane each way to make room for a bike lane would be a good idea. Traffic is already always backed up trying to get onto the greers road and Harewood road intersection, this would just make it worse. Can you not remove some of the lawn and make a bike way there? That way traffic can still flow, and businesses can still have people parked out front.	Bridget	Ryan
37100	Dear Sir /Madam, Noting the decisions to be made i am very concerned regarding the blocking of Wilmot St. and others as it will affect the parking for the funeral parlor and the meetings of All Saints Church on Harewood Rd. This will close the business and cause the church to find another venue. Please think seriously of this.	Valerie	Lather
37098	Please don't close any Lanes on Harewood Road as this would be extremely inconvenient and make it busy and dangerous. The amount of cycle traffic would be no where near needing dedicated cycle ways. Also this is an expense that the council really doesn't need (speaking as a council worker who is being constantly made aware of the council s financial situation and instructed to pare back according - even having tea and coffee removed from staff room). Spending millions on a cycleway seems to be something the council shouldn't do in its current financial situation.	Helen	Jackson
37094	I am a resident of Nelson City, but lived in Christchurch (most recently Redwood) for many decades. I have been moved to submit on this proposal (in support of the establishment of this cycleway) because I've read a lot of emotional misinformation in the letters section of the Press, and online comments on Stuff. There is a very similar design for a cycleway on St Vincent Street in Nelson. Before it was established, and when it was initially established, there were claims in the media that it was never going to be used, and that it would make businesses nonviable. Fortunately the Nelson City Council had the courage of their beliefs and installed it. The result was that after a month or two people got used to the cycleway being present. Most businesses have operated as they had before. Some new businesses even established on lots that had been empty before. But best of all, the cycleway has thrived. I'm a believer that the measure of the effectiveness of cycleways is whether parents will let their children (under 10) use them. The cheaper cycleways (just a painted strip with no physical separation from the vehicles) tend to only be used by adults. I see children using the St Vincent Street cycle facility all the time. A difference between St Vincent Street, and this cycleway is that Harewood Road is currently two lanes wide, but will become one. Many public comments I've read seem to indicate that this will halve the capacity of Harewood Road. I doubt that reality. There can't be many times when both lanes are completely full, and even when they are that will be caused by the backup of vehicles at busy intersections (such as that with SH1). Whether two lanes or one, the pinch point will be the same. Surely the option is to discourage use of the road at the peak times, and this cycleway will provide a viable alternative route to the airport. Harewood Road is the most suitable route to establish this cycleway. Memorial Avenue is already two lanes and less suitable to narrow to one lane because of the number of traffic lights. Wairakei Road is predominantly a commercial environment towards the northern end so has more heavy traffic. Sawyers Arms Road links into SH1 at a location that is too far from the airport. All in all, this cycleway will encourage people to cycle, and that must help reduce the over-reliance on single vehicle use. Since I left Christchurch the traffic has become markedly slower, despite a number of roads being two laned. It is plainly unsustainable as the city population grows to have cars as the only means of travel. Auckland is the prime example of a city that focussed on building more roads, and ignoring public transport and cycling. Now it is close to gridlock, and huge amounts of money are being spent on public transport and cycling because they are by far the best alternatives to the single use car. I support the concept of giving workers in and around the airport a safe alternative to driving (which logically must reduce the number of cars using Harewood Road). Even some	Robert	Cant

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ID	Please provide any feedback you have on the proposed design	First name	Last name
	travellers taking only carry on luggage may choose to cycle - I know I would. If the alternative to an expensive taxi fare or expensive parking is to take a backpack on my bike, I'd be more than happy to save the money. I also suspect my travel time won't be any longer (assuming I lived in Redwood again). To get meaningful change in the unsustainable transportation patterns of a city, I can't stress enough my belief that it must be safe for children to cycle. If cycle facilities are only suitable for adults, as time marches on, the children don't replace the adults as cyclists. They will only be familiar with cars as a means of transport. Providing children with safe cycling options has long term payoffs by getting them used to cycling before they learn to drive, but also has immediate benefits if they don't need to be dropped off in a car. We lived in Christchurch and were fortunate that the Railway Cycleway from Papanui had recently been established. That enabled us to encourage our children to cycle to school. As adults they both cycle to work (one now lives in Christchurch). That would not have been viable, if they'd not had some safe option to cycle to school. I encourage the CCC to establish this cycleway and many more like it.		
37085	I support the design as it currently stands.	Finn	Jackson
37084	Why don't you take out the centre Islands and put a cycleway/walkway down the middle of Harewood Road as they do in many areas of Europe? It would fix the issue of parking for the Charity Hospital and Copenhagen Bakery and be much safer for cyclists and pedestrians avoiding being knocked over or anticipating the same where people back out driveways! A win win situation! The proposed plan is ridiculous not only for the businesses but for residents of Harewood Rd - they will have no on street parking! The Armagh St developments are a perfect example where residents have no on street parking because their townhouses have not made allowances for people owning cars!! I visit a friend there frequently and have no where to park often having to go onto Fitzgerald Ave. I am a keen cyclist & love the idea of cycleways but some of the decisions that have been made around the city have not been very user friendly!	Janet	Reeves
37083	I do not support this proposal.	Jane	Pittaway
37082	I don't agree with the proposed design and don't support it going ahead	Suzy	Rogerson
37081	I am submitting in support of the plans for improved cycling facilities as part of the Wheels to Wings. As a resident of Christchurch and daily cycle commuter, the new cycleways have made my moving around the city more pleasurable and significantly safer. As far as possible I now plan my trips for commuting and private rides along the cycleways. As a father of a six year old, investment into future alternative transport options like this is very important to me. We need to leave future generations a safe travel option they currently do not have. My son thoroughly enjoys our outings to the CBD and beyond on the cycleways, currently in his trailer, but very soon on his own bike. I would be very reluctant to do these excursions with him without the new separated infrastructure, in particular since I have been run over by cars several times while traveling by bike on the roads in Christchurch. We regularly spend in shops and cafes along the cycleways, which should be something advertised as a positive effect to affected businesses. The slower travel speed on a bike makes one a lot more likely to casually stop and use local shops. As part of my work I also do travel a lot domestically. While I can't entirely avoid the use of airtravel for this, it would be a significant improvement if I could at least cycle safely to the airport. Living in Hoon Hay, there is currently no safe way for me to cycle to the airport, meaning I have to drive my car there or bus. The Wheels to Wings would close a major safe travel gap for me and others, who would like to travel by bike to the airport. Based on my experience with the cycleways realized so far, please do take into account people traveling with bike trailers. These are very convenient with small children and to transport shopping, so will hopefully become more prevalent. Several sections of, for example the Quarryman's Trail, are dual way on the same side and almost too narrow in those sections to navigate with a trailer when there are oncoming bikes. This is also the case with some of the tight turns on the Little River Link around Addington. Thank you for your continued support to create a better city. Future generations will thank you for the safe alternative travel options created despite the constant opposition by motorist.	Volker	Nock

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37080	idiots	ren	essa
37079	Come on. fix the pot holes and Pages rd in the east before the bike lanes.	Tania	Milligan
37078	I totally disagree with the Harewood road wings to wheels concept. Harewood is a major feed road from the airport to the city and should remain so. I travel On Harewood Road every day to work. I am yet to see more than 10 cyclists per day each way. The single lane will put additional pressure outside the several charity hospital buildings. Patients will be affected. The Copenhagen cafe will also be affected. They certainly had to go through hoops to get approval for moving to this site. A lot of their and the charity hospital clients are elderly and with the road as a single lane will cause them issues of getting out of the car and avoiding the traffic. Where as now I see cars actively moving lanes where they can in these areas. Also if parking was to be lost against these 2 businesses again the elderly and infirm will have to walk further. Not everyone has the confidence to bike and I doubt this cycle way will attract the numbers you think will use it. Lastly, what about the huge cost? As a ratepayer I find this spending terrible even if the Transport agency provides some funding. I thought the council was strapped for cash. Fix the water first. I do agree though with some sort of signalling at the Bishopdale roundabout.	Vivienne	Wishart
37077	The cycleway is too wide and infringes on parking businesses and industry transport, Christchurch has a lot more important investments to make before any thought of more investment killing cycleways are constructed, community groups have completely rejected this plan.	Greg	Hughey
37076	It's about time the northwest was better connected. We looked at houses in Bryndwyr and Bishopdale a few years ago but bought elsewhere (south Chch) due to the poor cycle connections to schools. This area of the city is a great e-bike distance from town but uptake will be limited to brave souls until better infrastructure is in place.	Justin	Rogers
37075	No more cycle ways!!! And focus on helping business we have rather than harming. Fix the roads we have currently.	Dana	Hendtlass
37074	I support all new bike lanes to reduce traffic and increase safety. This one looks well thought through with fantastic improvements to some difficult intersection. Especially the bishopdale roundabout	Cath	O'Neill
37073	hi i think its all fantastic, great job its long overdue, hope you keep it up, ignore the moaners, it will be great as are the new moterways its all worth the pain and sometimes it is better to be about peoples health and biking is a great way to achieve goals thank you for your hard work. We need to think of the future and not just ourselves. Bring on the cycleway for all the health benefits that are brilliant.	Shirley	Yates
37071	I support the development of this cycleway as outlined in the proposed design. Harewood Road currently functions as a racetrack: the four lanes seem excessive for the amount of vehicles the street carries. Several of the intersections, including the roundabout, aren't particularly safe for cyclists and pedestrians in their current form. If the proposal reduces average traffic speeds to 50km/h or even a bit less, that will be a good thing. I'm a Burnside resident, a driver and an occasional cyclist. I support the provision of greater choice of transport mode around our city. I want cycling to be a safer option for my children, who both attend high schools in the western half of the city.	Christopher Stewart	Hay
37070	No Against, run the cycle lanes through middle part the road	Zin	Pac
37069	against it is crazy reducing the number of lanes	Colin	Moore

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37068	I wish to protest against the proposed cycleway down Harewood Road. Harewood Road is a road packed with homes and townhouses, and containing Mall, cafes and a rest home. I visit an elderly aunt who has lived for over 50 years on Harewood Road. We can only park on the street as she lives in a back section, not far from the Greers Road/Harewood Road intersection. This road is subject to heavy traffic at any time of the day, 7 days a week. This proposal would destroy carparking for far too many houses and businesses on this road, in particular, homes with elderly residents - creating an issue for those who have daily medical assistance eg. Nurse Maude, Meals on wheels, home help, and visiting families/friends such as myself. These people live for that daily interaction, as do businesses whose patrons require parking on the street. This plan also proposes to cut down over 50 trees - trees that were planted on purpose originally to create a gardenlike community and are an integral part of Bishopdale! It also proposes to shut streets off, thereby dividing this lovely community into disconnected segments, cutting off these streets from their flow to the central Mall, library and community centre and park. By removing trees and street access, and street parking - you will be dismantling the community hub itself - it would be an enormous disadvantage to those living there, not to mention having the dual carriage way reduced to one lane each way (at any point) which will be the final nail in the coffin for the destruction of the living conditions for these residents - and they don't deserve that.	Lisa	Hubrick
37067	I disagree strongly to the proposed bike lane on Harewood Road. This is already a very busy road, and prone to many accidents, due to congestion and substandard traffic lights at the Harewood/Greers intersection. I believe what would save many accidents at this intersection, would be the inclusion of a constant use of a green arrow for motorists to actually have an opportunity to turn. A bike lane in this tight intersection would make it intolerable. It is a hugely busy road with many flats/townhouses with limited off road parking available. A bike lane would seriously affect a large population of elderly who live on Harewood road, including a retirement rest home, and charity hospital. A bike lane eliminates all their off road parking and this is a huge disservice to these residents who live on the support of visitors and medical assistance coming to their home! The proposed lights at Gardiners Road will be an asset for the travel to flow, provided they supply green arrows, full time for right turning traffic. The bike lane proposal includes reducing parts the dual lanes each way, on Harewood Road to one lane each way, which would be horrendous given the traffic use. Overall the plan is to cut off streets and cut down trees, dividing a perfectly functioning community, and limiting access for its current residents to their shops, library, community clubs and sports areas. This proposal has the capacity to create an enormous upheaval for so many people who live on this congested road, and rely on the off street parking for their daily needs to be met. A bike lane is not worth the sacrifice it is asking from these residents. 'Wheels to Wings' would be better off spending their money on bike trails further out of the city.	Rosemary	Martini
37066	What a crazy idea. Are there no councillors who think rationally!!! You will ruin the Copenhagen which has thousands of dedicated patrons. Numerous oldies travel and they are not going to bike to the airport. What nonsense. Airport workers should find a park like workers everywhere have to.	ANNE	FOGARTY
37064	unacceptable totally underhanded No consolation with the residents, they are the ones living in the area and most of the bikers don't live in the area.so no we don't agree with the way you doing this.	Graeme	Beveridge

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37063	I love it. I use Harewood Road numerous times a day and have often wondered why it is 2 laned - the volume of traffic does not justify it. It is currently too dangerous to bike down Harewood road, due to cars having to serve around cyclists if cars are parked on the road. I would love the opportunity for my children to be able to bike safety to Harewood and Breens school. And traffic lights - a no brainer there. I never attempt crossing fully over the Harewood/Breens intersection. I instead do U turns (and generally blocking traffic behind me) and drive down other suburban streets unnecessarily to get where I need to go.	Katrina	Hurford
37061	I am concerned re. parking, because Harewood Road is essentially a residential road, not only a commuting road. Further: turning into a gateway across a two-way cycle track as well as watching on-coming traffic is fraught with danger. At the same time impatient traffic could be mounting up behind the turning car. Also the road is frequently used by emergency cars/trucks. Anything which might disrupt their flow is to be avoided.	David	Pickering
37060	I wish to add my general support for the programme, however I acknowledge the concern of businesses fronting areas affected by removal of parking, or restrictions to parking. I believe ever effort should be made to avoid or minimise these restrictions.	John	Noble
37057	Do not do this you will destroy a community that is already with its layout. We don't need another cycle way. This will have a detrimental effect on local businesses. I stop at Copenhagen bakery in my work vehicle. If you take away parking and change the road I won't be able to do this anymore. You haven't followed a proper diplomatic process with this plan. Your a disgrace of a council	Matt	Aked
37056	I am a cyclist. I appreciate safe cycle ways or areas. However, this particular cycleway is completely unnecessary. So many businesses would be affected, let alone Harewood school, where my children attend, where would parents park safely to drop off and pick up? Where would the children safely get to their parents? This cycleway would cause a lot of problems for the school. As a school that requires a lot of out of zone enrolments, they can't expect all the children to cycle to school and at that age it's unreasonable as parents have younger children being dropped off elsewhere and jobs, they require parking access. Also to mention - this is a cycle way to the airport. For whom? Business people Won't cycle as they are in suits and don't want to then have to change/where will the suit go when they cycle? Also holiday makers have suitcases so they require a car of some form. It's just a waste of money and I have no doubt it won't be used for it's correct purpose. This cycle way is an non essential, expensive exercise that will not be used and will cause far more problems and a waste of rate payers money.	Harriet	Hrynkewycz
37055	Pathetic, Rubbish, Spend money on other roads in Christchurch that require attention. A person did a count of cyclists 6:30 am - 9 am on Harewood Road Total = 17	Norm	Elstob
37054	With all the cycleways I personally feel: need a "law" to go with all the increased traffic. Cyclists need to either - 1. Ring a bell or 2. yell out when passing other cyclists as the pro riders go past & when passing other bikers feel it is very dangerous. Love your plans - notice greenery between road & cycle lane sounds good a bit of protection for the cyclists but need to have the road space for this plan.	L	Richards
37053	I would like to make a submission in support of the "missing link" cycle path down Harewood Rd (Wings to Wheels. The tax payers spent a considerable amount of money putting a shared use underpass under State Highway 1 at the Harewood Rd roundabout. This currently links to nothing on the town side (links to a short cycleway around Pound Rd). There is also a section of shared path from town out along the Northern Rail Line. The new proposal would link it altogether and provide a safe cycleway all the way into town. Please proceed.	James	Ballard
37051	Very pleased to see a new cycle way. I try to do my shopping by bike, but fir safety only go on cycle ways, so this helps me get around town.	Maureen	Thompson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37049	Dear CCC, As a resident of Bishopdale living off Gardiners Road. I use the Gardiners/Breens/Harewood road intersection everyday both in my vehicle and when walking with my young daughter in the neighbourhood particularly down to Bishopdale Park. I have personally whittnessed numerous accidents and near misses at this intersection. I believe the installation of traffic lights to this intersection is paramount to the safety of both vehicle and side walk users. I 100% support this decision. I do not however support the other changes planned to the Bishopdale roadways. Reducing the main thoroughfare Of Harewood Road to one lane is counterintuitive. With increasing numbers of vehicles using this Road to reach the inner city from the motorway we only set to increase traffic congestion on this road, frustrating drivers and residents who will struggle to exit this driveways. I believe if a cycle way must be installed. Then the current power lines should be placed underground and the substantial grassy verge be converted into a cycle way, allowing Harewood Road to remain two lanes. Thank you for taking the time to read my submission both in support and against the proposed changes to the Bishopdale area.	Sian	Smalley
37047	I think it's fantastic and support it fully	Andre	Hopping
37045	Overall I believe This is a poor outcome! It is not the best route for the cycleway and is probably the worst outcome for vehicles. The money/investment would be better spent upgrading either a new route or another road rather than taking away one of the few roads that allows traffic to flow freely. The current design lacks logic. Basically it will further congest all traffic! Which then will hinder other road networks resulting in more accidents! Poorer safety and general disruption. There will also be added cost to the environment and local community (via construction, displacement and increased congestion). Overall I support improving cycle ways but this is not the answer. In fact I believe it is the worst route and total solution council could have chosen. This proposed design seems more based on reducing traffic flow and increasing disruption rather than trying to improve cycleways.	Isaac	Walker
37043	Kia ora, I have recently moved to Bishopdale, Christchurch and have noticed how difficult it is to turn from Gardiners Road onto Harewood Road however, the two lanes provide more room and make this maneuver a little easier. I am majorly opposed to the suggestion to reduce Harewood Road to one lane as this would cause disruption to the neighborhood and increase traffic on an already busy Harewood Road. We would love for a cycle way to come in without changing the road layout and reducing our already limited parking (especially for Copenhagen- a local favorite). Traffic lights at Harewood-Breens-Gardiners Road however, is a brilliant idea! It takes a very long time to cross Harewood Road, let alone turning right from Gardiners Road. I have also witnessed many close calls at this intersection and believe traffic lights would solve this dangerous problem, reducing traffic and accidents. Thank you for the consideration and I hope you can come up with a solution for the cycle way without impacting the Bishopdale neighborhood :)	Gemma	Moore
37042	I like it and support it	Abhi	S
37041	Totally support the design and plan in its entirity. The need to have connected, safe cycle ways is a model that will future proof our city for generations. The health benefits of increased cycling is realised both in a human and environmental area. Can I ask we learn from NZTA about how not to construct a cycle way, ie the unsafe cycle lane on SHWY 1 between airport and Russley where the barrier seems to serve the purpose of protecting grass and not the cyclist. I cycle extensively through our city and in places there is truly some poor design elements but hey a work in progress. Don't forget about linked cycle ways for the East into the city.	Kirk	Blumers
37040	You have the full support of the residents at our address. We believe this proposed change will bring tremendous amounts of safety for road cyclists and pedestrians in Christchurch. It's great to see Christchurch City Council making changes which will encourage the use of bikes, scooters, and walking. Ultimately, this will assist New Zealand meeting the goals of The Paris Agreement in the future. We as a community should be continuously looking for ways to encourage and support environmentally friendlier modes of transport.	Mikael	Ewans

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37039	Good! Don't listen to the businesses that don't understand how cyclists spend more than drivers. Just build it! Safety of kids > profit of business	Greg	Vodok
37038	Please accept this as my submission to the proposed reconstruction of Harewood Rd plan. I am totally opposed to closing lanes and replacing them with a cycle route. The only items on this plan I agree to are:- 1/ Upgrading the Harewood and Greers Roads intersection traffic lights so as to operate turning arrows on a permanent basis. 2/Installing traffic lights at Harewood- Breens- Gardeners Roads intersection. Reasons for my objection to the rest of the cycle plan are:- 1/ Congestion of traffic making Harewood Road with all the extra traffic lights, new curbing for cycle lanes and traffic islands etc too busy and restricting. 2/ Loss of parking and access to some businesses (especially the Charity Hospital) and also to residents homes. From a safety point of view this plan would involve people reversing from their driveway over footpaths then bike lanes and out onto the busy Harewood one lane road It would be like Russian Roulette. I am somewhat amused that not long ago the council stated that to install traffic lights at the very busy dangerous Harewood- Breens- Gardiners Rd intersection would cost in the vicinity of $1 million which the Council didn't have, now in this plan there are going be 8 new sets of traffic lights installed and the whole plan will cost $19 million This money could go to something which the whole of Christchurch would benefit from not just one suburb sorry it appears to me that there is no justification for this plan. If a minority of constituents, certain elected members of council and staff want to ride a bike to the airport and this money is burning a hole in the coffers maybe plan the route from Hagley Park down Fendalton Rd to the end of Memorial Ave a more direct route and would better service these people. Maybe the money could be better utilized being spent on upgrading Orangetheory Stadium so as to host the Fifa Womens world cup in 2023. This would also bring in a return on investment more than cycleways.	Graham & Maree	Beswick
37036	I support the new Wings to Wheels cycle path with some comments on plan numbers 1a Shared path on Whitchurch and Waimak too narrow for two way, suggest widen to fence and install fence less likely to cause injury. Cycle Design Guidelines (CDG) 2.1.1 refers Vic Roads which recommends 1.5m each way so 3m total width. b, Access ramp onto cycleway on the east side of Waimak rd for southbound cyclist so they don’t have to turn onto cycleway where road narrows. c, Good lighting at underpass, good signage for destinations and distances. 2a, Green paint over drive way access, some plans have it others don’t, some MCR’s have it, need a consistent standard so drivers know what to expect. b, Shared path center line to indicate where people should ride/walk, not suggesting a line as found on a road but something much thinner and shorter. The shared path in South	Martin	Fraser

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	Hagley has lots of signage painted on the path but it is hard to detect it having much effect. 3a, T intersections i.e. Stanleys Rd, green paint through intersection and stop sign prior to cycle path CDG 2.5.4 4a, Safer with lights here, confident cyclists can make their own call. 6a, Turn Harewood/Nunweek into signalized intersection with light triggers built into cycleway b, 2.2m and 2m too narrow, CDG 2.4.1 recommends 2.4m, if the path is too narrow faster cyclists will cycle on the road or have to leave and rejoin the path to overtake slower cyclists 7a, signals warning vehicles turning into Copenhagen Bakery of approaching cyclists, visibility of cyclists seems poor especially for right turning traffic 8a, Harewood/Gardiners intersection doesn't look anything like the intersection in CDG 2.5.3, don't see any reason it wouldn't conform to the guidelines. No mention made of how light phasing would be used to protect/prioritize cyclists. If it is normal phasing will be a bit grim for 8 and 80 year olds. b, Further shrinkage of cyclepath, now 0.6m narrower than CDG recommendation. 9a, Why do some driveways get green paint and others not, on quarrymans trail everyone gets green paint. 10a, Bishopdale Court doesn't look particularly safe but at least conforms to CDG, would be better for us if we could cross into the center at 1/336 then we only have to deal with right turning traffic into Bishopdale as per Linwood Ave cycle path 11a, Accept this is the best solution although not very elegant, highlights the problem of retrofitting cyclepaths where there are no good options. 13a, I assume there will be an in ground trigger for the cycle crossing light? CDG 2.5.3 16a, If the crossing point was between Matsons and Mitre 10 that would remove the conflict point of Matsons. (info with the plans puts the crossing point East of Matsons, which ones right?) b, Crossing Mitre 10 doesn't look fantastic but does conform to CDG apart from path width and there is good visability, could there be in ground triggers for give way signs for cars leaving/entering Mitre 10? 17a, If on road cycle lanes are needed could they be protected with flexable marker posts where possible? b, Looks like there would be room on the South side without a cycle lane on the north side, confident cyclists east bound would probably stay on the north side as its only about 80m until the on road cycle lane but the 8 and 80 year old would appreciate it. Final thoughts: Generally well done, I would like it if plans conformed to the Cycle Design Guidelines and if they had to vary a note explaining why as it is important users have consistent infrastructure so that when they have to use an unfamiliar cycle path they can understand the intersections quickly. A few more points on finish Surface to be machine laid (not rolled by hand) seal for a smooth finish Adequate cross fall and drainage Easily cleaned		

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	Transitions to be smooth, no raised steps to ride over Good signage Consider a wings to wheels artwork with a seat/bikestand nearby		
37032	I don't support changing to one lane on Harewood road for a bike lane. Traffic lights are a good idea but I think there is room for a cycle lane without cutting down to one lane.	Laura	Winter
37031	No Against	Lyn	Moore
37030	I think the current configuration for harewood road is very workable. Controlled crossings near schools and parks makes sense. A painted cycle way on harewood road should provide sufficient safety and room for both cyclists and motorists alike. I am a regular cyclist in the city and some responsibilities for my safety fall squarely on my shoulders.	Peter	Curnow
37029	Against	Carl	Moore
37028	No Totally against	Chris	Moore
37024	I support the proposed cycleway. I cycle regularly within Christchurch and I do appreciate the cycling infrastructure that has been constructed in the city over the past few years. I live in Beckenham so I don't regularly cycle in the Harewood area, but when I do go to Harewood Road I opt to cycle along a labyrinth of backstreets to get to my destination. I would not cycle any distance along Harewood Road in its present format as I consider it too dangerous. Inevitably there has been some objection from establishments in Harewood Road. The objection that does concern me is from the Charity Hospital. I have a lot of admiration for its founder, Phil Bagshaw, and I regularly donate to the Hospital. His concerns about access for ambulances and trucks delivering medical gases are probably well founded, but I'm sure that the design of the cycleway outside the hospital can modified to overcome these issues. As a cyclist I would be prepared to accept any compromise in the design of the cycleway to ensure the viability of this institution.	John	Easton
37023	The most ridiculous idea re: Harewood Road or for any street or road in Christchurch. Get rid of the grass berms and make them the cycleways, very simple cost wise. Use all the money spent on cycleways for the roads and other damage done with the earthquakes. Sick of having my rates wasted and the increases every year for your so called grand designs, the design looks nice but not practical for motorists.	June	Campbell
37022	Firstly how come outside my property at [redacted] & most of Harewood Road was chip sealed 12 months ago (what a waste of rate payers money & especially if this proposal was being considered over 12 months ago. There is no need for 2 x cycle lanes on my side & opposite side of Harewood Road, the trees in Bishopdale Park are "dangerous" & limbs keep coming down in high winds. So would it not be more logical to remove those "dangerous" trees beside the footpath beside the park & and use the extra width to put in a shared cycle & walking lane? If I end up with a cycleway outside my property, due to the height of the centre island in Harewood Road it will be near impossible to reverse into my property with a trailer on, I challenge yo9u to do a mocked up cycle lane & then revere in / considering there being only 1 lane the traffic will back up and will increase due to only 1 lane. As for the pedestrian crossing opposite the alleyway to Pimlico Place, it would be far more logical to move it eastwards as most people that cross there are going to the shops in the mall or shops in the Tavern Harewood carpark, which brings up another problem if you move the crossing westwards as proposed people still have to negotiate the exit from the Tavern & Liquor shop the drivers of the cars coming out of that exit are always looking right & I can tell you from experience they do not see people to the left, due to the boundary fence for the Bishopdale park. Note - a lot of the people using the crossing are either Mums with kids or the elderly. The next issue is that once people are across the pedestrian crossing, they either have to negotiate the Liquorland & tavern carpark to get to the Bishopdale Mall, as there is no footpath. The other option people have is to attempt to cross at the end of the footpath & cross over the entrance to Bishopdale Mall beside Harewood Road (see diagram below)	Peter	Small

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	As you can see from the diagram there is no footpath after the entrance to Bishopdale Mall on Harewood Road what is needed & should have been done along time ago is putting a footpath along the RHS of the entrance to Bishopdale Mall so people don't have to negotiate the carpark or cross where traffic turns into the mall access road (see diagram below) Further to my comment regarding Harewood Road being down to one lane outside my property. The centre island is very high if the road was put to a single lane it would mean the lane would hug the centre island. So reversing in there will be a chance that people will contact the island with the front of their vehicle. Also holding up traffic in the process causing frustration for other motorists. Kind regards Peter Small. I look forward to your response. I am totally opposed to this, I have lived in Harewood Road opposite Bishopdale park for 58 years and am third generation living In Harewood Road as my Grandmother the my mother also lived here, I will lose ample parking in front of my property, it will become very difficult to reverse into my property, as I have lived within 4 houses from each other I am well aware of the traffic volumes on Harewood Road, by making it one lane in each direction I know how much the traffic backs up at peak times, so imagine I have to back a trailer or even just backing into my property with any vehicle, how difficult it is going to be, one shared cycle lane on the opposite side of Harewood Road beside Bishopdale Park would be sufficient for the amount of cycles that commute along Harewood Road. Thanks in Advance I look forward to your response to my opinion.		
37021	I have been a Bishopdale resident/owner for over 39 years living at my current address in Kamahi Place for over 33 years so am very familar in particular with the Harewood, Breens, Gardiners Roads intersection. I drive through this intersection in my car on a daily basis and also cross the intersection several times each week as I am a keen recreational cyclist. I do not support the proposed cycle way for the following reasons: 1. Loss of parking for residents on Harewood Road, as well as businesses, including Doctor surgery, Charity Hospital and Copenhagen Cafe. 2. Reduction of traffic lanes on Harewood Road given traffic flow numbers. 3. Danger to those using the cycle lane by cars exiting and entering private driveways. 4. Total cost of proposal seems excessive and cannot be justified given very small number of cyclists using Harewood Road. 5. The section of pedestrian footpath from Woolridge Road to Harewood School was only recently redone, why was not a cycle way put in at least for this section at this time.. 6. CCC was very reluctant based on cost to install traffic lights at the dangerous intersection on Harewood, Breens, Gardiners Roads, yet cost does not now seem to be a factor with 2 other intersections having traffic lights installed. 7. Removal of established trees. I am all for more people to use cycles, but this proposal is such an overkill for what is required to make the road safer for all road users and for the very low number of cyclists that use the road. The CCC needs to listen and to take note of the views of the majority of residents and their rate payers and also refer to the objections raised following earlier proposals particularly in regard to the Harewood, Breens, Gardiners Road intersection.	Peter	Strong

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ID	Please provide any feedback you have on the proposed design	First name	Last name
37019	Hi, Don't agree with changing the road layout on Harewood road as it is a main road from airport. I drive it everyday last 16 years. I agree with the traffic lights for Breens road as I said in my previous submission on that. The cycle lane will have too big a negative impact on the on street parking for residents as well as business. The cost is too high for the council even with funding from the govt. We need to focus on more important things, such as the underground pipe work for water which will cost $500million and should be a priority of the council.	Gavin	Blackwell
37018	I am totally against this plan. you had no money for lights at breens road but now have a heap for this stupid plan. saying roads board is paying a percentage is a red herring, it is still going to cost council millions. you cant even mow the grass in the area. do what we pay our rates for. ESSENTIALS FIRST	Larry	Farrelly
37017	Kia ora. We are residents of Harewood Road. Traffic lights at Breens/Gardiners roads are a great idea. However we strongly oppose reducing Harewood Road to a single lane in each direction; we believe this will severely hamper traffic-flow. Aspects of this proposal will also greatly reduce parking along Harewood Road and detrimentally impact businesses in the area, as well as family and community events at Bishopdale and Nunweek parks. We also oppose the removal of trees at the Bishopdale roundabout. Ngā mihi	Rachel and Peter	Fernando
37015	Can't understand why the cycle lane can't go down the centre of Harewood road. Eliminates all the issues of danger to cyclists from cars getting in and out of driveways, buses and rubbish trucks stopping traffic whilst operating. No on road parking lost. Road can still remain as 4 lanes. Common sense and I'm sure it would be cheaper. Bus lanes and bike lanes on Papanui Road and Riccarton Road are solely responsible for many many businesses closing. Look at the empty shops along Riccarton Road. St Asaph St is an absolute shambles. Listen to the ratepayers.	Angela	Bachop
37014	I am in full support of the Wings to Wheels cycleway including the reducing of Harewood Road to 2 lane.	Ben	Scott
37013	I reside @ [redacted]. The new cycleway concept for Chapel St, Sails St, Harewood Rd gets the big tick. The area encompassing Chapel St, Sails St and Hoani St are a high pedestrian area with many elderly persons residing around those three streets. To make area safer for the elderly a speed reduction to 30 or 40 kph and double stop signs at Hoani St and Sails Street would limit street racer activities.	Norm	Cumming
37011	I am a resident of Harewood Road and have been for many years. The traffic has been getting heavier every year. Not only cars but trucks, buses, fire engines, ambulances and police cars, they are often banked up down past my place from Greers Road lights. It is only a two lane road from Greers Road to Papanui, I have a gardener that cuts my lawn which I am unable to do, he parks his car and trailer outside on the road. There is a lot of businesses in the area including a funeral parlor. The cars park down both sides of the little street beside them and down Harewood Road past our place, which makes it very hard getting in and out of my driveway. There are far to many lights down Harewood Road. The bikes going through the roundabout will cause a lot of problems with lights on it. Why not put the cycle lane down memorial Ave it is a lot wider and goes straight to the Airport. On Saturday I spent the day in the garden and I saw 5 cyclists go past	Mrs Clark	None

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37010	THE W-W CYCLE WAY SHOULD NOT GO AHEAD IN ITS PRESENT FORM. I have been a resident, driver and cyclist in the Harewood-Bishopdale area for over 40 years. The insights of members of the local community such as myself must be considered (and should have been sought before work on this flawed design even began).The Council has a duty to ensure traffic plans take into consideration the present users of Harewood Rd, not just those in an imagined distant future where everyone, including the very elderly, the disabled and those with young families, will supposedly cycle everywhere. The proposed plan is fundamentally flawed in the way it proposes to reduce parking to minimal levels along Harewood Rd. This is especially evident in the section from Greers Road to Kilmuir Lane. The Council has reported earlier that the road here is "too wide". It is illogical then that, with two lanes of traffic proposed to be removed, there will supposedly be no space for parking on both sides. This off road parking is vital to local residents and businesses, do not remove it. Turning out of Crofton Rd onto Harewood Rd will become extremely dangerous with this new plan and must be addressed (or else there will be accidents at Cullahill St because traffic will use this route via Gardiners Rd instead). Traffic signals at the Breens/Harewood Rd intersection are definitely needed, and proposed ones at Woolridge Rd would be helpful. Traffic signals near Nunweek Boulevard are not necessary, there is no reason the 'island' in current use by cyclists such as myself would not continue to function well in the future. The shared pathway from Kilmuir Lane to Harewood School also functions well at the moment, and has just been resealed within the last 6 months) but if the Council is determined to change things, then painted arrows like there are on the Woolridge Rd pathway should suffice.	Shirley	Bastin
37009	Stupid leave it alone	vince	thompson
37008	As a regular cyclist down Harewood Road, I think the plan looks great. I can't wait to use the new cycle ways. It is currently very dangerous for me. It is also extremely difficult to turn right from Cotswold Ave onto Harewood Road through two lanes of traffic.	David	Barr
37007	Please save the beautiful maters trees on the Bishopdale roundabout as they are our local landmark! As all of us living in christchurch have lost so much of our city since the earthquakes, we need to retain what we have left. It would take much to design a new cycle way around the trees. I would like to see an independent trial of the effect this idea will have on traffic. This could be achieved through a period of reduced traffic to only one lane with one lane in each direction coned off to traffic use. This would prove to us that what the council is telling us is true. This seems like a dictatorship council and I will urge all concerned residents to rise up to stop this idiotic idea! It's time to ditch this council and especially the traffic people who don't have a clue of what they are doing.	Peter	Lowe
37006	This proposed plan of Hareward Road is going to be a nightmare for every road user, not to mention I can see more traffic accidents, this wont be good. Lights great idea Breens/Gardiners/Harewood Road Yes . A big no to the rest. I use Harewood road daily and all runs smoothly daily now. no need to change what runs well.	Wendy	Sparks
37005	As a resident of Breens Road I completely support the proposal to improve road safety on Harewood Road by reducing traffic to one lane and introducing a cycle lane. I currently avoid cycling via that route as it is dangerous. Additionally the traffic tends to be faster with two lanes (speeding) and it is difficult for pedestrians to cross. I believe reduced parking is not an issue, there is not a particularly large number of cars parked on the roadside at any one time.	Bronson	Tallentire
37003	I've been a resident of Bishopdale for 41 years, I attended Cotswold Primary School, Breens Intermediate School and Papanui High School. My Father biked everywhere, his main road in and out of home was Harewood Road and did so for 60 odd years, myself and my 5 brothers, my children have all bike the same road for years without any problems or need for a bicycle lane. The main problem and only big problem with Harewood Road is the Breens and Gardiner's Road intersection. If the council go ahead with this plan it will create so much kaos and congestion including road rage, the elderly people who live in Harewood Road will have so much trouble getting in and out of their homes and the home help support workers will have limited to no space to park their cars. Harewood Road is a main carriageway for so many vehicle users and to cut it down to one on each side and limit parking spaces is absolutely outrageous, myself as a Bishopdale resident absolutely and undoubtedly do not support these changes.	Jane	Lines

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37002	I'm all for the cycle way but I do have some concerns for the businesses. Maybe could put drop off sections outside the charity hospital and having a one-side cycle lane on the opposite side of Copenhagen bakery. On Colombo Street, there's breaks in the cycle lane for bus stops. Maybe they can put one outside the Charity hospital for them to get gas and other deliveries (I.e the 10 min park limit). And on both Colombo street and Rutland street, the cycle lane starts off on one side of the street and then splits to both side. Maybe you can do that outside the bakery, so there's still car park for the bakery. Maybe utilise the Gardners Road traffic light to make it easy for cyclists to merge into 1 lane on the opposite side of the bakery	Maisarah	Rondel
37001	Great work, Looking forward to the cycleway. Unfortunately some drivers don't observe the speed limit & majority never give 1.5m when passing a cyclist.	Lyndal	Donnelly
37000	I am AGAINST the proposed changes. By changing Harewood from four lanes to two lanes just to include a cycle lane is ridiculous, please take on and reflect the negative feedback from the city centre. If it hasn't worked there, why would it further out. By removing street parking will disadvantage the community as these business will most likely up and go that will be affected. I thought COVID lockdown was a big blow and would only be short duration. However this is permanent.	Tessa	Muir
36999	The reduction of 4 lanes to 2 lanes is ludicrous. Your prediction of cyclists using the cycleway use is only a fabricated number. The design creates issues with parking and access for property owners. The whole design is an absolute nightmare and hindering of vehicles on the roadway by this cycleway that is not WANTED or NEEDED. do not try to fix something that is not broken!!!!!!!!!	christine	fitzgerald
36998	Harewood road is a main though fair from the motor way on John's road. Harewood road is busy and having 2 lanes as it currently is makes complete sence. What you should be focusing on is making it more safe for people to cross like traffic lights. Making a cycle way makes absolutly no sense.	Renee	Davi
36997	Dear Council, Please reconsider some elements of the proposed design for Harewood Rd. I understand that certain things like cycle lanes need to be included to secure government funding. However, the current design lacks in a few areas. Parking outside key businesses like the Copenhagen Bakery is important for this successful local business to survive and to minimise risk of harm from people parking further away and crossing the road etc unsafely. The cycle lane through the centre of the Bishopdale Mall roundabout is a great idea. Surely this can be achieved without damaging the amazing old trees there. Maybe pop a couple of bends in. The trees on the mall side have already been destroyed and we need more trees in the world, not less. Safe crossings at this roundabout are a fantastic idea. Single lanes on Harewood Rd may be able to handle the traffic volume (doubtful but not a major concern), provided the dual lanes remain at the Harewood/Greers intersection, which is always a bottle neck as it is around rush hour.	Abbie	Reid
36996	I think it's a terrible idea. We need more lanes not less. It is only getting busier out this way so we need the lanes for the increase in traffic. There has been a local survey the cycle traffic and she found between 7am-2pm only 2 cycles went by this past week. Cycling is not an option for most people as a main form of traffic, people like myself need to drive as part of our job and be able to pick up and drop off children on our commute to and from work. I am horrified at the prospect of our gorgeous neighbourhood trees being torn down to make way for this cycle way. They are a part of what draws people to this neighbourhood and makes it so desirable. With climate change we need to keep as many of these well established trees as possible. Chch has most enough if it's icons, you can't take these away. I'm still not in favour of lights going in at corner Gardiners and Harewood either, it's only going to encourage more traffic and trucks to drive down our road as a main thoroughfare. I also believe that everyone should have the right to parking out the front of their house for visitors, especially with sub-developments, these days not everyone has ample parking on their property.	Angela	Davies

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	To add to that, the businesses on Harewood road will be detrimentally affected for the point where I believe they will suffer a substantial decline in customers and go under. Copenhagen Bakery for example already struggles with parking availability, if their customers can't park there then they'll lose clientele. They have a high level of elderly clientele and they certainly can't cycle to the cafe and bakery, nor can they park blocks away and walk. It is an amazing business to have so local to us, as we don't have many cafes in this area, so it would be heartbreaking for our community to lose a business like that. I believe this would also make school pick up and drop off far more dangerous too, and far more congested. Yes we need a safer cycle way and crossing to school, but if we are to install a cycle way why can't we put the services underground (which is better for health and safety overall), reduce the huge berms and footpath along Harewood road, and utilise that area for cycle ways? That makes far more sense and less impact on us all here in the community. I am so deeply disappointed in the Council over this plan, the community really hasn't been considered in this plan.		
36995	I approve of all plans for the Wheels to Wings cycle way to the airport. I would like this to go ahead	Rachel	Richards
36994	Design looks excellent. The more people on bikes, the better for health and carbon emissions.	Alison	Downes
36993	Would love some lights at the roundabout at sawyers arms and high stead, or a zebra crossing. It's very hard getting my children on their bikes across on the way to school	Anna	Hayes
36992	Please read to the end to hear some alternative ideas. I find the idea of this cycle path to be a ridiculous idea. Why do main roads get changed when cyclists can easily cycle side streets or side streets be changed to include cycleways? There is already so much traffic driving through Bishopdale and Casebrook. Wairakei Rd already does not allow for right-hand turns onto Johns Rd so one main through roads has already been taken away causing increased traffic flow on Harewood Rd. Now by changing Harewood Road you are going to push all traffic along Sawyers Arms Road which is smaller and not designed for heavy traffic flow. This will make Sawyers Arms Rd even more dangerous than it currently is. The roundabout at Sawyers Arms/Highsted Rd is incredibly dangerous at times and the amount of large trucks that fly through there is completely unsafe not to mention the many cars that hardly slow down. This traffic should always have been pushed to go down the four lanes of Harewood Rd. The only way that the proposal made would be a good idea is if Sawyers Arms was widened to four lanes linking QEII drive through to Johns Rd. Lights would need to go in at the Sawyers Arm/Highsted Roundabout and the intersections at Greers/Northcote Rd would need changing. The ideal proposal would be to narrow and slow traffic along Sawyers Arms Rd from the Greer's Road Corner to Johns Rd and put bike paths along Sawyers Arms Rd. The Cycle Way could then go down Waimakariri Rd and link up with the Cycle tunnel to go through to the airport. This would allow traffic to still use the four lanes already in place on Harewood Rd (lights still to go in at the Breens/Gardiners corner) and would make heavy vehicles travel where there is more space. Fewer businesses would be effected along Sawyers Arms Rd as BP, Papanui Club, Little Big Tree Company all have plenty of off-street parking. The shops on Highsted/Sawyers Arms would have parking on Highsted Rd and the Berry Shop is seasonal so only operates during a third of the year and has room to expand parking if required. I am happy to share my ideas if someone is prepared and willing to listen. I currently do not support the proposed changes to Harewood Rd.	Cameron	Anderson
36991	What is the impact on the greater community? Has this been fully investigated? The 2 laning will have severe impacts on : Sports at parks because of lack of parking, Charity Hospital access, Nursing home access and parking, businesses that will lose parking, access fof homeowners, streets being narrowed to enter/exit Harewood will create huge conjestion, u-turns that are currently takung 2 lanes to turn will make drivers do 'risky' turns, waste of money for lights at Bishopdale roundabout, right turn from Harewood in and exiting so that you can access Harewood Tavern, New World, YMCA other shops gets very congested. The lights at Harewood, Gardiners, Breens is a definite must and greatly reduce the risks taken to get through this intersection. Traffic issues from this proposal will move the issues to other roads eg Wairakei Rd and Sawyers Arms Rd. Driving to work is heavily congested now and traffic is backed up at times to between Sails and Chapel Streets. This will get worse with the proposal in its current form.	Debra	August-Jordan

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
36990	Went to information night at Bishopdale Library. Do not agree at all with reducing lanes from 4 down to 2 lanes with the volume of traffic that uses Harewood Road and it also will cause a lot more accidents for people turning onto Harewood Road. Also the narrowing of the entrance roads onto Harewood Road, such as Leacroft Street and Cotswold Ave, is ridiculous. It will cause so many more accidents. You are destroying a perfectly good road and wasting the ratepayers money. If you want a cycleway widen the footpath and use that and the grass verge for a cycleway or alternatively take out the trees and put it down the middle of the road.	Pauline and Mark	Searle
36989	I am writing in to give my submission re the Harwood road cycle way and single lane change. This cannot go ahead. There are so many things wrong with this below is just a few. Please use your common sense and do not allow this to happen!!! There are so many issues with this proposal. No parking outside the Charity Hospital, No parking outside Copenhagen Bakery. People living on Harewood Road will have great difficulty getting out of their properties onto Harewood Road People taking children to Cotswold School will have great difficulty turning right into Cotswold Avenue. People picking children up from Cotswold School and turning right from Cotswold Avenue into Harewood Road will be almost impossible.	Kieran	P
36988	We are residents living on Harewood Road and disagree with the proposal to make Harewood Road one way each way. The traffic build up would be huge and would make the road very congested. The removal of parking spaces outside Charity Hospital, Copenhagen Bakery and other properties will create even more congestion in the area. We agree lights are required at Wooldridge/Harewood Road intersection and also Breens/Gardiners /Harewood Road intersection with provision for right - turning vehicles. The existing berm could be re constructed to allow for a wider shared foot/ cycle path and retain the current vehicle lanes. Removal of trees from round a bout if they are obstructing views or are at risk of dropping branches or toppling over in high winds is a good idea. Gum trees are prone to erratic branch dropping jn certain weather conditions.	Alison	Green
36986	I don’t agree about this plan. The only thing that I want is stop lights on Harewood, Gardiners intersection. Cycleway is unnecessary. There’s not much cyclist in Harewood.	bianca	gonzales

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
36985	3.2.21 I attended the session tonight about this proposal. Leaving Cotswold Avenue onto Harewood Road and Entering Cotswold Avenue has been narrowed. Currently two cards can be side by side coming from Cotswold Avenue into Harewood Road, one turning left, one turning right. This proposal does not allow for this. Cars turning right on Harewood Road into Cotswold Avenue will be extremely difficult Turing right form Cotswold Avenue into Harewood Road will be extremely difficult. There is a lot of traffic turning these ways taking children to Cotswold School and also Emmanuel Christian School. Also there is a lot of traffic going to St Gregory's Church as well as all the residents of the streets surrounding. No parking outside Charity Hospital- ridiculous No parking outside Copenhagen Bakery, I was informed tonight that Copenhagen have 12 car parks off street and the councillor there tonight said that they will have to be on a time limit- there are no words for this ridiculous situation and I really feel for the owners of Copenhagen Bakery. People living on Harewood Road will have great difficulty getting out of their properties. I was told by a City Council person there tonight that they want to encourage more people to get out on their bikes. There are a lot of elderly residents in the area and this comment is offensive!! All in all there has been no consideration given to the people who live and work in the Bishopdale area. We as ratepayers	Carolyn	Luck
36984	I do not support the proposed changes to Harewood Rd. They will impede access to the Charity hospital and Copenhagen bakery. It will be very inconvenient for residents of the streets having access to Harewood Rd closed. The number of people adversely affected by the proposed changes will be significantly more than the number of cyclists who will use the cycleway.	Judith	Goodchild
36983	Absolutely bloody not. The road needs to stay 2 lanes and be put up to 60km not 50km and it would make any right turns impossible.	Hannah	Leah

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
36982	I have just being to Bishopdale Community Centre to look at submissions to Wheels to Wings. We live in Langdons Road across from K Mart. The driveway across from us should be entry only and not exit. We have Waste Management drive up the drive at about 3.30am to empty their container. I cannot understand cutting Harewood Road down to one lane from 2. Why can't a cycleway go down the middle and get rid of the trees. Harewood Road is home to 3 retirement homes and a lot of elderley live in the area. What about businesses such as copenhagan Bakery the Charity Hospital the service stations and Mitre 10. In regard to Wilmont Street being blocked off what is the reasoning. Yes it is a cut through but this is because of the high volume of traffic on Langdons Road. I do not agree with Sails Street only turning into Harewood or Chapel Street entry turning in. All you are doing is diverting traffic into Langdons Road. Regarding Chapel Street motorist will just cut through Mitre 10 to get through to Langdons Road. We live in Langdons have had to put up with a 1000 cars going down to Northlink a day. Trucks now use it as a cut through. We have no predrestian crossing for people to get across the road. The parking is taken up for businesses from the area. Mainly Work and Income as they are not allowed to park where there building is. The blood lab have no choice but to park in Langdons Road as their parks are used for people to blood tests. When consents are given for these buildings why are they not enforced. To get out of our driveway half the time you need to drive along the footpath and you can not see what the cars are coming. I have spoken to the council about 3 times last year about a time limit on the parks but were told it was not necessary. I know lights are going to go at the corner of Greers Road and langdons Road I do not know when but I can not see this changing the amount of traffic only clog it more. What is wrong with putting speed bumps down here.	Carol	White
36981	We are very opposed to the new cycleway on Harewood Road. We think this will lead to many accidents with traffic turning left. Also taking all the parking spaces on Harewood Road is a terrible idea, especially for the hospital and Copenhagen Bakery.	Ursula	Gooby
36980	I support all the traffic lights proposed, especially the Gardiners Road intersection, but I cannot see the value of making Harewood Road one lane each way, as at the moment 2 lanes each way seem to be needed to cope with the amount of traffic using Harewood Road, especially for people travelling to and from work.	Laurene	Bailey
36976	I am FOR the much supported traffic lights at Harewood-Breens-Gardiners Rds because this intersection has been proved to be very dangerous, particularly in rush hour. I am AGAINST the proposed reduction of 4 lanes to 2 lanes on Harewood Road and reduction of parking on some of the road because of the following: - The traffic will not flow easily making it hard for those living on adjoining roads to turn into Harewood Road. Also I believe there will be obvious traffic jams as clearly seen in rush hour on Papanui Road. - Several subdivisions are being built on Gardiners road which will significantly increase the traffic flow. I believe not all cars will turn onto Stix Mill Road or Sawyers Arms road, but many will also head over to Harewood Road - hence increased traffic flow in the near future. - Copenhagen Bakery is a much loved cafe and community hub of Bishopdale/Harewood area. If parking is taken away from this cafe, then there is no way it can survive. Many of the patrons are older and come from many areas of Christchurch, but if there is extremely limited parking available onsite, then they will simply not be able to visit. As so many other cafes who struggle with lack of patrons because lack of parking available now, Copenhagen Bakery will fall to the same fate and close (adding to the unemployment figures around Christchurch and community enjoyment). - There has not been a survey sent around to ascertain approximately how many people actually use the road for cycling or may use the road for cycling if these changes were to take place. Surely this is something that should have been done before any overhaul ideas take place and are forced on the community? I am wondering if the minority are being catered for at the expense of the majority? - Unfortunately not everyone is young or able to ride bikes/buses (especially as Christchurch has a significant amount of population over a certain age). Making life difficult to drive your car, should not be a plausible option.	Hilary	Rose
36973	I very much am against the narrowing of Harewood Road and cycleway. We don't have many cyclist. Lights at Gardners Road I agree with. The Charity Hospital and Copenhagen will also be greatly affected. Please DONT do it. It's bad enough with two lanes. We also have to contend with a bus stop right at our gate. We don't need more adversity	Juliette	Lawry

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36972	I am deeply opposed to the cycleway and changes to Harewood Road as I live there. cycleways do not inspire me to use my bike as my work requires my car with products. the copenhagen bakery is a critical location for us locals and would lose business. I cannot believe that changing a easy flowing two lane road to one is an advantage to this city. providing parking is an important focus. current cycleways are not being used now. I agree with the traffic lights on gardners road	lynn	bray
36971	Being residents of [redacted], we oppose the whole design, we do agree to traffic lights at Breens/Gardiners Road intersection. Other than that, it is a waste of money and will cause more congestion and difficulties accessing our driveways, especially towing a trailer/caravan. This design will not increase cyclists, it will only create headaches for residents. Bet the people who designed it, don't live on any of the affected streets.	Ray & Leanne	Groeneweg
36970	i do not support the removal of trees, i do not support making Harewood Road one lane both ways, i do not support making it harder to get access to Harewood Road from certain streets. removing parking will hurt businesses in the area. I do however support the upgrading of street lights and traffic lights. This is something that should be designed with the community and not just something to go ahead and announce you're going to do out of nowhere.	Tim	G
36969	I don't support the idea	William	Steel
36965	good morning. [redacted]. You are planning on turning sails st into a one way street. First question upon exiting from Sails onto Harewood road, is this going to be one lane only? In other words people turning left are going to have to wait behind those turning right?? If so It will be harder for us to get out of our drive. Can we still exit from our place to go down to Hoani St? Or do will we have to go round the block? Sails st is already quite busy as seen from my kitchen window!	Karen	Couch
36961	I don’t support removing traffic lanes on the four lane section of Harewood Road, reducing it to two lanes. This is nonsensical, and will increase congestion.	Max	Wilkins
36960	Why not reconsider the design to save time, money, and current traffic thresholds. It would seem more cost effective to simply cut into the middle section of the road (harewood) equal to that of two bike lane widths. The addition of a simple green-coloured bike lane on each side of the current road, between parked cars and traffic, would provide enough room to accommodate for cycle traffic whilst not impeding the current motor vehicle flow. This design seems cluttered and it sacrifices a large portion of practicality when the ultimate goal of "a safe cycle way" could be achieved with a much simpler and less invasive design	Zacc	Dwan
36959	I think it’s utterly ridiculous to change a busy main route from 4 lanes to 2 to create a cycle lane. Particularly when the real reason the cycle lane has been proposed is to fund a set of lights. To cut through a round about and create three sets of lights let alone cutting down well established, historic trees is appalling. I am incredibly disappointed with the undemocratic manner in which this process has followed. We are giving our feedback but will it make any difference? All I see this doing is creating more traffic and discouraging locals from utilising the shops and parks along hardwood road which is unfair to the business owners. Poor, poor planning and no one I’ve spoken to can even explain the rationale for why we need a direct route for bikes to the airport...?	Ali	Damsteegt
36957	I am particularly concerned at the plan for Wooldridge road. Traffic turning right from Wooldridge into Harewood is terrible as it is. There is frequent accidents at this corner. There is a huge risk for the cyclists going east on harewood road as no change has really been made here from what I can see. There is a small cycle lane. There really desperately needs to be a right turning lane from harewood road into Wooldridge road to allow the through traffic to continue without veering into the cycle lane. The cars currently cut off the cycle lane to get around the right turning traffic - I see this happen every single day. This has not been considered well at all. All other aspects of this plan seem quite well considered except for this corner and Stanley’s road corner. Also would like more information on access into Stanley’s road. Turning right from Harewood road into Stanley’s I see cars cut off the cycle lane frequently to get around. I travel both of these routes daily and this plan puts cyclists at a significant risk if there is an increased cycle usage of this area. Mark my words you will have accidents at those two intersections based on your current plan. This end from Wooldridge to Harewood School is very narrow and the plan feels squashed into the available space rather than being planned to suit the needs and vision of the cycle lane. I am truly concerned at the risk here.	Hilary	Pheloung
36955	Why isnt the speed lowered, save money and time which could be put into areas needed. Getting in and out of vehicle is dangerous with traffic. Lack of parking as it is without removing more. Cyclists use the footpaths more than cycle lanes. Think about the drivers too. All for lights at Harewood/Breens/Gardiners intersection. Please dont put plants on roudabouts that obstruct vision. As a home support person I use these roads and park on these roads reguarly.	Alana	Neame
36952	Firstly I would like to say that from what I have heard in the media, on social group pages and in discussions, this proposal appears to be going against what the Bishopdale Community wants and has discussed with the Council. I worry that asking for submissions is just an exercise and that the proposal is already a plan set in motion. I sincerely hope that these submissions will be taken under advisement.	Amanda	Ward

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

ID	Please provide any feedback you have on the proposed design	First name	Last name
	I have previously made a submission regarding the safety concerns at the Harewood Road - Breens Road - Gardiners Road intersection. I was in full support of having lights put in there for many reasons. I was told that this had been approved, however funding was being raised for it. I do not know what it is taking so long to fund. I now see that it has become a main feature of your new Wheels to Wings proposal and branded as "new", which is untrue as the lights there had already been decided on and planned. I would also like to know if there has been any data/research/surveys taken on how many users this new cycleway would have? Is this cycleway link between the airport and Papanui really essential? There is an astronomical cost associated with this proposal which may be better spent on other essential needs in Christchurch such as fixing water systems to dechlorinate our water supply, fixing roads, building a parking garage for the Christchurch Public Hospital etc. I would like to know if this cycleway is what the community of Bishopdale and the greater Christchurch area is what its residents want. I have several concerns regarding this Wheels to Wings proposal. Firstly the trees. You say you are removing 21 trees in total and 12 of these are in the Bishopdale roundabout. Where are the other 9 trees located? Are any of these the mature trees in the median of Harewood Road? I am opposed to removing these heritage trees as well as the ones in the roundabout. The Bishopdale roundabout is iconic. Everyone in Christchurch knows it and the gum and oak trees are stunning. I cannot understand why you would remove them to put in a walkway through the roundabout. No one wants to walk through it as a destination. You state removing the trees is for the safety of pedestrians, however you plan to replant some exotic trees. Won't these trees eventually pose a risk and need to be chopped down as well? Also the trees would take several decades to be as spectacular as the current heritage trees. The roundabout also flows well currently, even during peak traffic times, so I cannot understand why you would want to put lights on it. This would cause confusion and poor flow. I am sure there is another route which could make it safer for cyclists and pedestrians, than through the roundabout. Removing car lanes from an already main and busy thoroughfare would greatly affect the flow of traffic around our city. We should also be future proofing for population growth instead of reducing main roads. Harewood Road is one that requires two lanes both ways and by making it one lane, it would have a huge impact on traffic. By reducing lanes it would also pose risks to safety to others such as children walking to school. This also would have a huge impact on local businesses. One example is the Copenhagen Bakery which has already had to shift out of the CBD post earthquakes and is very popular. A variety of customers visit this bakery in mass. These include young families such as mothers with young children and babies and also elderly driving to park along Harewood Road as they cannot walk the longer distances from the side streets. By removing this on street parking, the customers will no longer be able to safely visit the bakery and the bakery's business will suffer from it. In a world with COVID, our economy is important, especially supporting local businesses. Another negative is by removing the car parks along Bishopdale Park, people will not be able to park there when attending sports, community fete/events or having their children play at the playground and skate park. I know there is parking on Leacroft Street, however on the weekends this is full as well as the Harewood Road on street parking. This would also have the same negative impact on parking at Nunweek Park which is heavily used for sports, events and has a playground. I live on Leacroft Street and want to know what your plans are for access onto Harewood Road? It can already be difficult at times to turn right from Leacroft Street onto Harewood Road and I think having two one way cycleways would make this more difficult and more dangerous. What would be the access onto Cotswold Ave? We will be sending our son to Cotswold Primary School in a few years and would need to turn right from Leacroft Street onto Harewood Road and then left onto Cotswold Ave. And after picking him up, we would be turning right from Costwold Ave onto Harewood Road. I worry that these two cycleways will make this daily travel very dangerous. I also think that by making the proposed changes to vehicle access on Wilmot Street, Sails Street and Chapel Street at Harewood Road, this will negatively impact on people attending two churches, visiting the Golden Age Retirement Village and shopping at Mitre 10. I am against this proposed cycleway. However, I propose that if you find this cycleway is essential and the community wants it, that a two-way separated cycleway on the northern side of Harewood Road the entire length of Harewood Road instead of having the small portion from Nunweek Park to Bishopdale roundabout as two one-way separated cycleways on each side of the road. By only having it on one side of the road, I am sure this would be much more cost effective. It would have less impact on the local businesses, parking at Bishopdale Park and Nunweek Park, likely affect the Bishopdale roundabout flow less, avoid requiring a walkway through the roundabout and therefore save the heritage trees. This simpler plan would have less confusion for car traffic, pedestrians, mobility scooter users, electric scooter users and cyclists. This simpler plan would hopefully make it safer for all.		

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36949	This project is solving a problem which doesn't exist, and never will. Apart from the Harewood and Breens/Gardeners Road needing traffic lights the rest of the scheme is just make believe and unnecessary.	Nick	Carvel
36948	I vehemently oppose The Wings to Wheels cycle plan. I am a regular cyclist however this is the dumbest idea yet by a council not unfamiliar with stupid ideas.	Phil	Ambler
36947	I love this proposed route. Creating a safe route along Harewood Road completes the cycle route that comes from Colombo St / Bealey Ave, through Edgeware, St Albans, Grassmere St, and effectivly ends safe cycle travel to the Airport complex at Papanui Domain. This proposed route will create the link to the cycle tunnel that allows safe crossing of Russley Road for both cyclists and walkers. A safe, separated cycle lane is sorely needed in this area as the road is narrow and with parked cars along the route, there is currently no truely safe space for cyclists. Biking up Sawyers Arms Road beyond Greers Road is not a safe prospect due to the narrowness of the roads and the number of trucks using this route, Harewood Road is currently little better, so a safe cycle space will increase interest in cycling for all ages and abilities	Helen	Howland
36943	With the number of jobs now created in the vicinity of the airport a cycleway to encourage workers to cycle to work is to be encouraged. From Memorial Ave would seem more logical however if Harewood Road is a good secondary option.	Malcolm	Barker
36942	Narrowing down Harewood Road to one lane in certain areas is going to caused bottleneck traffic. Otherwise all plans look good. You hardly ever see anyone on a bike, so this expensive is for a few and not the greater good? The best you can do for Harewood/Bishopdale area is have proper working traffic lights, and right turning arrows that work all the time. Increase in housing is pushing more traffic onto Highstead, Harewood, Northcote, Sawyers Arms Roads, let alone the new super centre in Langdons Road, totally insane. Narrowing down small street entrances to stop "short cutters" would help i.e Bainton Street, Drysdale Street, Reynold Ave. Right turning cars into Reynolds Ave from Northcote Road is an accident wating to happen. So many issues with roads in Harewood/Bishopdale, yet bikes get more concern! Believe me school children are delivered to school and don't ride a bike these days. And a CHCH winter, all back in cars.	Susan	Whitaker
36941	I am responding for my elderly father who has a house at [redacted]. We can't fathom why the council can't use the existing grass verge if this MUST be done to allow more parking and allow more space so you don't get wiped out trying to back out of the drive onto a busy road....also raised curbs in the middle of the road are totally dangerous and wreak wheels as one has to back out right into oncoming traffic instead of at a slight angle. Why does there have to be a raised curb and not just a line on the road... Why can't we have parking outside dads house, backing out is too dangerous? We are totally against this proposal as it stands!	Gina	Beer
36940	I strongly support the proposed design. I recently moved to Christchurch and will be biking from Huntsbury to the Airport each day. Getting across town on a bike can be a mission so more cycleways would be great! Having a safer cycleways will prevent accidents, encourage more people to bike and reduce our impact on the climate. Please move ahead as fast as possible! :)	Jane	McMecking

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36938	I oppose this plan. Your own proposal says reducing lanes doesn't affect congestion and that the number of intersections does, yet you want to create more intersections ie stoppages by putting in more traffic lights? This will cause more congestion, create more resentment and hostility towards cyclists 'bikelash'. Why is the Council spending money on this when budgets are tight> This project isn't necessary. Why can't the lane be put down the middle of the island dividing Harewood Road? That way parking and lanes can remain in place. It must surely be cheaper too.	Michael	Taylor
36937	Hi I believe the proposed changes are far too much especially because there are not many bikers in Bishopdale. I go out with my son sometimes on our e-scooters or bikes and hardly see anyone biking in Bishopdale. Why reduce the Harewood Road lanes to 2 from 4 when will that money was spent on building the new motorway? Closing off Wairakei road etc is meant to help stop traffic congestion. If you reduce Harewood Road to 2 lanes it's going to create more traffic congestion than there already is. I agree with an intersection at Gardiner's Road/Breens Road however there are far too many proposed intersections for Harewood Road! It would be crazy to put an intersection/lights right before and after the big Harewood Road roundabout by the mall! I cross there quite often on bike or scooter and we never have to wait long at all. Please don't restrict movement of traffic even more when we don't need heaps of bike lanes etc in Bishopdale. There's already enough space and it's safe enough for bikers.	Kylie	Flanagan
36936	This is NOT a good idea. As a loyal, respected bishopdale resident /home owner of over 18years .. please do not make a cycle lane down Harewood road. And most definitely DO not cut down our beautiful trees!! Do not do this CCC.	Beanie	Paints
36934	This proposal does not take into consideration the future of businesses operating in Harewood Road. My employment at the Palmer Funeral home at 150 Harewood Road would cease. Without access for mourners to use the consented 100 car parks either side of Harewood Road to attend services the funeral home would not be able to operate. No funerals no employment.	Beverly	Rhodes
36931	Love it, get it done	Jono	Burch
36930	I'm totally in agreement with all plans	Sam	Garmonsway
36928	I object to the creation of cycleways along Harewood Rd. This two lane road is a significant route from the airport and cutting it from four lanes down to two will inhibit vehicle traffic. I question the use of this location and the modelled results of this route. Predominantly people travelling to the airport are using cars or public transport not cycling. Decreasing on street parking has a negative impact on the business that rely on this. I object to cutting down established trees in the median for these changes. The concrete used to separate the vehicles from the bikes has been a significant hazard in other sites and creates issues with street sweeping. Why is the cycleway not limited to one side of the street and or combined with the footpath. Whilst cycleways are being established across the city I ask if any work has been done to determine how well utilized they are as compared to the negative impact on traffic flow.	Rachel	Tompkins

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36926	This proposed design is unacceptable purely in the process of consultation within the community, (it has not been discussed within the community since 2010 when the CCC suggest it was already proposed and signed off.). This is my Neighbourhood, my Street, my neighbors, my local services which includes my favourite bakery. I am now very concerned about increased danger and safety on this carriage way. I totally disagree with putting a cycle way on both sides of the street which will take so many Car parks away from me and my neighbors (unit of 3). My property valuation will remarkably be affected. I am a senior citizen (78) and like to walk to the local bakery but I generally take my car everywhere. The presumption that these cycle ways will encourage me to get my groceries or fruit at raeward fresh, and utilise this proposed cycle way is idiotic. Why do the CCC not connect a cycle way with the northern line and from sawyers arm road ???? Or consider at least a shared (like Matai Street West) cycle lane completely on the northside of the road which doesn't take up as much room. Even so a total of 6.7m from my property boundary to the roadside is very dangerous for me to negotiate, not including my visiting elderly friends and family or other parked cars outside my property loosing their car doors in getting side swiped by a massive truck or utility vehicle...reducing to one lane is ridiculous...two lanes at moment is continuous... Too many car parks are to be taken from Harewood Road and I am very much opposed to this "wheels to wings" which is excessive and unnecessary...	Mary	Hamley
36922	I feel very strongly that removing two lanes from what is currently a four lane road will be a terrible mistake. It's bad enough as it is during peak hours, and it will become obviously much worse when two lanes are removed. The negative consequences will include reduced safety for cyclists (yes!), more pollution for the environment because of increased car idling in traffic jams, increased loss of time because of more time sitting in traffic jams, increased frustration and stupid things people do when they are frustrated. As a general observation, there are many more cyclists on ChCh roads when it does not rain. On rainy days you see many more cars. My point is that a lot of people who bike also drive cars, just not at the same time. And they will be suffering if Harewood Rd becomes an even worse bottleneck than it is today. Thank you.	Andrei	Link
36921	I am both a cyclist and a car driver and I believe we need to protect cyclist but also keep roads moving well for drivers. I have often supported the building of new cycle ways but this one seems to be taking the concept too far. I live around this area. Harewood Road is often busy with the 2 lanes on each side well used at peak times. Too reduce this major thoroughfare down to 1 lane each way simply does not make sense to me. I am also concerned about accessibility for the hospital that is on that road and businesses that lease or have purchased properties on the basis of having good parking available on the roadside. Surely there is another option to provide for the safety of cyclists without impacting on the functionality of Harewood Road. I also disagree with the changes proposed for the large round about at Bishopdale. Currently traffic moves smoothly and quickly through this space. Traffic lights will not add to this, in fact I believe it will slow the movement of traffic down.	JOANNE	DUFFY
36919	Hi CCC, I strongly protest against - Harewood Road reduced from four lanes to two lanes. Who came up with these ideas of narrowing the roads when we already face huge traffic problems!!??	Sheema	Khan

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	First I would like to say that I find it extremely frustrating and disappointing over your work ethics and looking at your employees - who uses city council equipment for home use - it is beyond my words. Secondly no one is being held accountable for all the mistakes you have done around the city and rate payers money wasted, i.e. broken roads, broken equipment etc., meanwhile living the high life of yours in a big, fancy building. It seems like majority of the rate payers goes down to the drain while you pour a lot of money to destroy businesses and make majority of the people struggle. Do you have no shame at all?!!?? Do you not see how many businesses have closed down because of your so "smart" plan to make already narrowed Riccarton road even narrower? Do you not see the current state of Riccarton road where any emergency vehicle is not able to pass through because there is literally no where for other cars to give way!? How can you sleep at night knowing the damage you have done? I can see that you have a political motive to get everyone on bikes, so you can get away with spend as little as possible on maintaining roads and also at the same time to look good politically, but clearly you do not have the interests of the majority of the population in your mind, and clearly you are willing to make the lives of young families/elderlies/sick families who cannot bike to work as difficult as possible! DO YOU NOT UNDERSTAND the majority of the population cannot bike or is unsuitable to choose biking as their transport option? PLEASE PLEASE PLEASE keep your hands OFF Harewood/Bishopdale area! You have already done enough damage already! LEAVE the last few roads in Christchurch that does not have a traffic problem alone!!!!! STOP acting on your own interest and political gain and actually do some real work on repairing earth quake damages! It has been 10 years now and look at the city central - still construction everywhere!		
36918	I am strongly in favour of this proposal, Harewood Road is currently a horribly dangerous road to cycle on. I live in Bishopdale and cycle only about 300m along Harewood Rd 2-3 times a week and usually at non-peak times, 10-11am. Despite the short distance and low-traffic time of day, I've had a close call at least once a week. This is almost always a motor vehicle passing me extremely close, in the same lane. I would say that 75% of the time these incidents happen the outer lane is also empty and they could easily move across. There is absolutely no reason for this behaviour. If drivers can't share the road like adults then they'll just have to make do with a single lane. At non-peak times there's no need for 2 lanes on Harewood Road either. I'm sure it'll have some impact at rush hour but that just means it'll take you a few more minutes to get stuck in the Papanui Road traffic.	Hamish	Forbes
36916	I totally disagree with the proposed cycleway on Hardwood Road. Christchurch is lucky to have some of these wide four lane roads. Why on earth would you want to wreck a perfectly good road. I am in my 60's and my biking days are over. Not everyone wants or is able to bike. You are going to ruin businesses along the road. If there is an issue with speed put some cameras in. I am a regular customer of the Copenhagen Bakery and have never felt unsafe pulling out into traffic. This is our city too, it's not just your city to do as you please.	Robyn	Coleman

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36915	The intersection at Sailwood Road - The setback allowing a vehicle to wait , can this be repeated at all other intersections that do not have signals? it would give the driver space to avoid holding up traffic when turning off the main road and possibly give better viability of the main road when exiting? Can pedestrian crossings be added, the road speed is quite fast, and is hard to cross at peak times for people with young children (and i assume for other groups) . Design looks good though!	Tim	Allan
36914	This is a ridiculous idea. Reducing Harewood road from four lanes to two is completely impractical. It is a major thoroughfare, if anything you should extent the four lanes all the way to Russley Road. Backwoods thinking from the council. The cycle ways that you have ruined town with (St Asaph street is a disaster!!) are not used to any great extent as it is. You need to get into the real world and actually listen to the rate payers, its extremely disheartening to see what my/our money is spent on.	Paul	Swanson
36911	Single lane on Harewood Road is going to cause major issues. 1. The road is already buzzy with two lanes, that's not even peak hour traffic. 2. No allowance for the shops with parking on Harewood Road. 3. I live on Trafford Street just down from the dairy and fish and chip shop. I have child and we already have people turn around to park at the shops using my driveway. 4. Wairakei Road has been closed on Russley Road (SH1) end opening that up would divert traffic off Harewood. 5. I propose a mixed pedestrian / cycleway utilizing the current footpath and green zone. Keeping two lanes for traffic as well and making the parking a little bit wider for larger vehicles.	Mike	O'Regan
36910	Harewood Road is currently congested (at times) due to it being a feeder for Northern Motorway and arterial route for the city, notably airport access. Currently the congestion occurs morning and evening rush hours, lunch time and 2:30 - 3:30 pm. Traffic backs up from Main North Road to Sails Street at these times. Bishopdale Roundabout to Greers Road also experiences congestion. Putting 8 sets of traffic light obviously slows traffic flow adding to congestion - anti the fical to "safety". Increased stress etc. Reducing down to 2 lanes adds to congestion & slows traffic movement too several other areas likely to be problematic. Matsons Ave intersection currently traffic turns left into Harewood at the same time as right turning traffic. Numbers doing a left turn are heavy. Thus reducing to one car width will cause congestion. This intersection is already problematic because of exit traffic from Mitre 10. Very dangerous. Chapel Street - traffic will shortcut through Mitre 10 carpark (they already do) to access Harewood Road, already problematic as above. Sails Street a narrow street already experiences more traffic due to new Northink Centre. Parking increased in whole area, generally I am opposed to this scheme. Issues: reduction street parking / traffic light overkill ad congestion. I don't believe we need another fiasco of a cycleway.	Val Upton & John Strange	None
36907	I am writing to support the proposed cycleway. It is important that the city completes a network of safe cycle routes connecting all parts of the city. Cycling needs to feel safer. As a mum I feel much happier encouraging my children to cycle when they can use separated cycle lanes. Unfortunately too many drivers drive too close and too fast, even around children on bikes. Cycling is good for their fitness, the planet, and reduces congestion and parking problems and should be supported.	Vicky	Southworth
36902	Sorely needed, please install this cycle way. It's so dangerous as it is! We should continue to support segregated cycle lanes as much as possible, they're good for businesses in the local areas and align without emissions and climate goals. Please, please, please build it. There are so many dangers along that road, a cycle way would make it safer for everyone! Not to mention all of the additional benefits of cycle ways including public health. The only thing I would say is keep the bike paths smooth, free of elevation changes, and with the same or fewer stops or traffic signals as cars. To encourage cycling it needs to be less obstructive, not more obstructive, than driving your car. And example would be the Harewood roundabout being changed to prioritise the cyclists while the turning cars give way. It's telling that most of the concerns are vague and imprecisely economic. What about the safety of the kids around the schools, and the freedom of riding a bike that they enjoyed as children but are denying to the next generation?	Hamish	Forbes
36898	This design is ridiculous putting lives at risk. The layout is stupid. Cyclists shouldn't be travelling in both directions as cars don't allow for this. As a cyclist i will not use road ways like this. What about rubbish bins? Harewood road needs it's Bishopdale roundabout upgraded. Then stop wasting tax payees money on unwanted stilly ideas.	Louise	Newmarch

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36892	Plans are take over the needs of Buses, Car Parks, Footpaths, Rubish Bins Days, Walking, etc... is need and Malls, Schools need the money more than Cycle lanes and Bus lanes this is not safe options, it is make People Angry not came back to the City as we have not change the bus Service to be Better with all buses going to the city from North to South and Some People uses Taxi, Walking, Buses, etc not Cycling and we are been bully for the Bus and Bike lanes and We can't plan our own way to uses the Road, Street, Cres, etc.. We have No Freedom for Churches, CCC Libraries, etc... of waste of money need for like Bishopdale Village Mall upgrade, Bus Meters, traffic Lights, better Crossings, Better Bus Service and Timetables, Fixing the Roads, etc.. Reboot of Canterbury region with free Bus service and Pay Bus Service and Free Event transport is need for Japan Day where it cames back, Late Night buses and buses for the one who have night School, etc to came home Safe from the City, Papanui, RSA, Harewood, Hornby, etc.....	Craig	Gordon
36891	I'm in support of this proposal	Tessa	Peach
36888	I agree that safe cycleways are important but I understand that the current plans impact the charity hospitals access for medical supplies and ambulances. Please re visit this as this is a critical component of our community Many thanks	Michelle	Snape
36887	As a recreational cyclist who sometimes also bikes to work, I am frustrated defending oversized and over engineered cycleways that appear to those who don't cycle to be unused. Certainly if you compare Christchurch with a cycling city like Amsterdam we would be lucky to have 1 cyclist to every 1000 there. From memory their cycle ways are narrower and without median barriers and you learn pretty quickly to keep out of the way of the cyclists. In the case of Harewood Road I object to the plan outside the bakery firstly because every time you go past there are lots of vehicles parked in the vicinity - on both sides of the road between Trafford St and Breens Rd. It is one of the few good cafes/ bakeries in our neighbourhood and also I do not believe the council should be actively making it difficult for existing businesses to survive and provide employment. Look at the issues businesses had at the Bealey Ave / Edgeware end of Colombo St. And perfect example of over engineered and under utilised. So I urge you to reconsider the design and look after all Road users and property/ business owners fairly. Thank you A widened footpath with shared cycleway and some people education(car drivers can slow down, cyclists can take care around pedestrians, and pedestrians can keep left- they just need to be encouraged to do so)	Jane	Caset
36882	No no no no no No. Please leave Harewood Rd alone ... This cycle way is a stupid plan. Everywhere CCC has put these silly lanes has killed local busisness and made local shopping impossible. PLEASE LEAVE HAREWOOD ROAD ALONE AND NO lights at the Harewood roundabout and please don't get rid of the beautiful trees they are a Bishopdale icon. Please don't get rid of my back way home from dropping kids at school Greers rd is impossible to get back home in morning and afternoon and having back ways / alternative ways is easyer and more convenient.	Ema	Harnett-Moore
36875	I am in support of this plan. I support investing in safer cycling options, and in particular in areas like this that don't yet have cycle routes I feel safe on. Thanks for taking action on this! I support building a safe cycle way to the airport. I'm so keen to see this happen, and have one more safe route I and my loved ones can travel without risking our lives for drivers' convenience. Cheers!	Wellner	Ahluwalia
36873	The design is a joke. Reducing the road to two lanes is only going to bottle neck traffic and make the road busier. Removing on street parking will affect a number of businesses as well as accessibility to a busy park/sports ground. If cycleways are a must (which they aren't, they are rarely used) then use back streets, parks, reserves. To make a road that works well, a complete mess and to take it from a quick easy route to a bottle neck of congested traffic for the minimal amount of cyclist compared to cars on the road each day is out of touch and ridiculous	Keanu	Te Mete

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36872	Why does the Council want to use my hard earned Rates money on a totally unnecessary project like this? I have lived in this area for sixty two years, and this would have to be the biggest waste of money I have ever seen. And what is with this Council preoccupation with cycle lanes? For the number of people I see cycling, they are just a waste of money. And with Harewood Road being two lane, any cyclist is perfectly safe anyway. It would be nice to have traffic lights at the Breens - Harewood intersection, but otherwise just leave Harewood Road alone, it is perfectly OK as it is.	Pat	Davison
36868	Not the answer Christchurch has just put in awesome motorways Do not reduce traffic flow around a major city Bikes are important so add bikeways DO NOT take from other forms of transport for another Start again.....come on you young innovated engineers	Lynda	Jelley
36867	It is ridiculous to have traffic lights at the many places suggested on Harewood road. I agree we need them at Breens Road and a dedicated crossing with lights at Harewood school. This road is very busy and to bring it down to one lane each way will make this road very blocked up. Part of this foothpath is a shared bike/foot path, make the whole foot path a shared zone. Either stop cars parking inside Copenhagen Bakery or in front it as it is extremely dangerous to have cars come out of there when they can't see past the cars parked on the side of the road. Do a study to see how many cycles actually ride on the proposed route. I walk around this neighbourhood a lot and there aren't that many bikes on the road.	Nic9le	Parker
36866	As a parent of a 10 year old who lives on Harewood Road, as it currently stands I would not have my son bike to school or home from. This is a step in the right direction	Steven	Adams
36865	Absolutely ridiculous! This is a very busy road reducing it down to just 2 lanes will make it so congested and dangerous. It will also impact on Copenhagen bakery as they have a lot of customers who park on the road they will not be able to park so they will loose business.	Michelle	Rutherford
36861	Submission: I welcome the idea of a cycleway down Harewood Road – once built it would be a much more attractive route to use by bike, especially considering how green the streets is. This will be a vital connection for many people. I can foresee people using this cycleway not just to access the airport, but to access the recreational opportunities at the Groynes and Lake Rua too. I hope the Council sign-posts local destinations like these well to attract greater use of the cycleway. Overall, the proposed design of the cycleway is well-designed and thoughtful of all road users. It is clear that the safety of all road users is a priority of this project. Some points of interest: 1. The insertion of trees along Harewood Road (especially in Plans 1-3) is great but I would like to see, in some areas, if the proposed removal of trees can be minimised further. 2. The design of space around the bus stop outside 543 Harewood Road is quite awkward for cyclists. Could it be better if the bus-stop was located before the crossing (similar to the crossing at 291 Lincoln Road, Addington) to avoid such a large bend in the cycleway? Removal of the trees could be possible in this case as well. 3. The Bishopdale roundabout is simply ridiculous. I've read the media, and this is the only thing that is over-engineered. There is no need to route the cycleway through the centre. The removal of trees is unnecessary here, and cyclists do not need to cross the road 4 times (especially heading east). Surely the simple solution is to extend the north side shared path up to the line of the current cycle lane to allow additional space (that cycle lane is dangerous anyway). Cyclist travelling east would cross once at Highsted Road, while cyclists travelling west would cross three times at Highsted and Harewood Roads (on the west side of the roundabout). Traffic lights can still be installed on the east side for the safety of pedestrians. The main issue here is the route through the centre. 4. The intersection of Harewood and Greers Roads does not look to be as safe for pedestrians as the intersection of Harewoord, Breens, and Gardiners Roads.	Andrew	Fairclough

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	5. The Copenhagen Bakery has plenty of on and off-street parking. The cycleway will benefit the business. The cycleway will not “annihilate” the business. 6. Bishopdale roundabout – there is no good location for pedestrians to cross Farringdon Avenue. Despite changes being made to the centre median, the proposed design only considers cyclists crossing at this location. The next available crossing (which is also dangerous) is 80m south on Farrington Avenue, which is inconvenient for many directions of travel on foot. 7. There is opportunity to continue the uni-directional cycleway between Waimakariri Road and Croftwood Lane. This will prevent the unnecessary need to cross the road twice when travelling East. This will also provide additional space to resolve the awkward spatial design issue around the bus stop at 543 Harewood Road. 8. There should be raised pedestrian platforms at the bottom of more T-junctions to reduce the speed of approaching vehicles. 9. The width of the road outside 537 Harewood Road could be reduced further. I.e. – why is there unused space between the solid and dashed lines on the side of the road? This space could be used to provide an additional 1m of cycleway or landscaping. 10. Cyclists should not give way to vehicles turning left from Harewood Road, yet intersection designs at several side streets (such as Chepel Street) enforce this. This rule does not even apply to standard cycle lanes where left-turning traffic must give way to cyclists, let alone a cycleway that is meant to make travel by bike more convenient and safer. Priority must be given to the cyclist at intersections. 11. There appears to be a lack of protection for cyclists at many intersections. The design will vary depending on the context of certain intersections, but the design of intersections should seek to force modes (particularly cars and cyclists) to meet at a 90-degree angle to increase safety and visibility. 12. The Mitre 10 driveway is a total mess. The design of the cycleway is an extreme hazard for cyclists and makes it very difficult for traffic turning right from Mitre 10. Right-turning traffic out of Mitre 10 is likely to block the path of pedestrians and cyclists as well. I would like to see the Council explore alternative ways of addressing this section of the cycleway. The safety and movement of cyclists must be prioritised across the full cycleway, and this is a significant weak point in this regard. Perhaps Matsons Avenue and the Mitre 10 driveway could only allow left turns (with the exception of right turns into Mitre 10), and the cycleway should curve (if possible) to allow space for left-turning traffic. I would like to add that the improvements proposed for Barrington Mall is a good example of my suggestion in point 12. https://ccc.govt.nz/assets/Images/Consultation/2019/09-September/Barrington.jpg?fbclid=IwAR0pYmfdM3ssVU1QywbwDafzsuoXpzOIlj5nGkOqd28AouxI5YNtIlq1WFY		

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36859	Happy, that is, Apart from the area of parking on Harewood Road being removed from the Danish Bakery which is totally unreasonable. The Investment in the Danish Bakery must have been a huge and very brave decision by the Thompsons when they built these very large premises, moved from Armagh Street out to Bishopdale, and made a huge investment in the Danish Bakery site which also meant taking high business Risks. Christchurch needed, and still needs, people to take risks, invest in our fabulous City of Christchurch and to support brave investors still. When investors are penalised unfairly and that is what has been proposed for the area outside the Danish Bakery, It Just is so unfair and unreasonable. There are no real winners as the Bakery, the Family and the supporters (and there are Many) lose and Cyclists also lose as Motorists become unhappy with both the Cycleway and cyclists. Please note that I am a keen cyclist, love my coffee and cafes, am a motorist and I do support the Danish Bakery from time to time. What I propose is that for the small area of street parking by the Danish Bakery, that the cycleway reverts back to normal roading and allow for the Danish Bakery and its clients to continue as usual. There is a precedent on the cycleway just past Edgewere Road where the cycleway is interrupted and then continues uninterrupted again. To summarise, Neither Cyclists nor cyclists don't really benefit when injustice unfairly damage a good business and rendered unviable and can no longer operate as a business. What we all need to do is to search and find a "Double Win" or a "Win - Win" in these situations.	Don	McCormack
36854	I support the new design. The extension of the cycling network is important for the growth of cycling and the safety of cyclists. The extension of the cycling network is a vital practical step for confronting global warming. The infrastructure needs to be in place so that it can and will be used. The extension of the separated cycleway network is essential for inclusivity. As a result of the existing investment, the number of women cyclists has grown over the last 2 years and now likely outnumbers male cyclists. As a business owner in Bishopdale, I commute by cycle, and have frequently used Harewood Road to both go to work and visit clients. These clients are both in the CBD and at the Airport. The most dangerous leg of my entire journey was the cycling north from Greers Road to the roundabout. I totally support the removal of the second lane along this stretch. I also totally support the redesign of the roundabout - entering the roundabout on a bike is always an interesting prospect. I disagree with recent public comments made in the media by actors such as Copenhagen bakery. I find them to be analogous to the knee-jerk responses by the hospitality industry to the proposed anti-smoking legislation. Hindsight shows that the hospitality industry benefitted from that change. There are cafe businesses on cycle routes where huge number of cycles can be seen parked outside. Businesses along cycle routes need to be encouraged to support cycling and provide cycle parking facilities. I am grateful for the cycleways that the CCC has developed, particularly quarrymans, strickland st, norwest arc, northern line, and unicycle all of which I use on a daily or weekly basis. They make a huge difference for me. Thank you.	Bryan	Clarke
36851	Having lived on harewood road for many years till a recent move I’m concerned that the design may not be practical. Harewood road has many elderly lonely who have visits from friends who drive and park on street as shared drives. the rest homes are located on that road where also are fill with peoples parking on street , it is a main thouroghfare for police ambulance to rest homes and straight thru to airport for fire police emergency to . I also not impressed by the trees being removed and also had been told the trees at the roundabout could not be removed so what had changed this is going to cause back up of traffic and more inpatient drivers I am not impressed by any of it	Tracey	neithe

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36850	Please consider those who cannot ride a bike due to confidence, age or disability, and need to have parking available at their house or business. I feel very sorry for the Copenhagen Bakery owner who must be feeling very stressed about potential loss of parking and customers - no amount of cyclists can make up for several people driving to the cafe to meet. It's a busy cafe. Having seen what happened to businesses and homes in Rutland St, I would be very annoyed if it happened on the street where I live - no parking! Where do your visitors park? What about the people who may need to come to look after you? eg Home help, or personal care etc Do you really need to have cycle lanes on both sides of a road?	Brenda	Turner
36848	Fantastic route plan - I like the passage through the Bishopdale roundabout. Cycling to the airport/Otukaikino track via Sawyers Arms rd feels dangerous with heavy trucks on that road. This route will provide a much-needed cycle link to Roto Kahutu, the Groynes, Otukaikino track and on to the Waimak trails - a great recreational asset for the north-west of the city that until now has been difficult to reach safely. Opportunity here to create full “north loop” recreational cycle trail from Roto Kahutu to Bottle Lake/New Brighton, which could attract local and tourist riders and custom for local businesses. There are plenty of other access roads in the area if drivers wish to avoid the cycleway.	Eric	Ackroyd
36847	I support the proposed design - I think it's important that Christchurch's cycle network services this area, and I'd make use of it whenever travelling out this way.	Jack	van Beynen
36846	The more cycleways the better. One thing I notice on cycleways (I sometimes bike on Strickland St) is that there is a huge difference in speeds that cyclists like to travel at that. With this in mind, in combination with the likelihood of higher cycling traffic volumes as e-bikes become more affordable, I think the cycleways should be made as wide as is practicable to accommodate frequent safe overtaking.	Conor	Keena
36845	I strongly support the introduction of this cycleway and view as an excellent initiative to encourage people to cycle to the airport (where cycle lanes are already in place). However, it would be even better if cycle lanes were installed along the whole length of Memorial Avenue, as Memorial Avenue joins onto the cycle lanes at the airport. Is there any intention to undertake this change?	Neil	Thomas
36840	With all these great ideas to make cycling easier, will that include policing cyclists by ensuring they STOP at RED traffic lights, STOP signs, and abide by road rules that vehicle drivers pay to be on these same roads? I don’t think so, cyclists think they all above rules and regulations, also pay NOTHING to be on these roads, but expect courtesy. Poor decision again by this dumb council roll on next election Disgusted ratepayer	Malcolm	Waitt

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36839	Hi, as a long term resident of Bishopdale and a daily cyclist I would welcome a cycleway but having seen the conflict some cycleways cause to business and traffic some aspects of cycleways are simply not justified. In this case the need for six sets of traffic lights at the roundabout seems downright dopey when there are simple alternatives. Traffic at the roundabout, especially Farrington, Highstead and Harewood is heavily congested at times and at peak times is extreme. Having several controlled stops mid way through the roundabout while the odd cyclists trundles by will cause an awful lot of angst and impatience at these times. A simple and less costly option may be to divert the cycleway coming from Papanui north onto Greers, left into Bainton, across Highstead via controlled lights, continue the cycleway south on the west side of Highstead then right into Harewood. This would effectively negate the need for 5 sets of lights and save an awful lot of work at the roundabout. It would save the odd dollar, make the cycleway flow better and not piss off several dozen motorists each day. Another alternative would be to use Eastling street from Greers and take the cycleway around the back of Bishopdale shops to connect with Harewood again. Thanks	Lindsay	Dell

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36838	What are you going to do to protect small businesses affected by limited access. Think again. Protect our economy. Honour existing use. Expand the centre trees space and put the cyclists there in the middle or put the cycle way in a street that doesn't have businesses dependant on public access. Are there more people that will prioritise cycling over being able to easily access businesses. Don't make it too hard for everyone. Cycling is not an option for me as for most people I know we live out of the city but try to support it. It's getting hard	Dorothy	Stewart
36837	This is the stupidest thing the council has come up with in suburban roading. Harewood road is one of the main feeders into John's Rd. Especially since there is now no right turn out of Wairaki Rd. As such Harewood road is a busy road for truck, bus and car traffic. The Bishopdale roundabout does not need mature trees removed. It has been suggested that cyclists will make up for loss of business in the Copenhagen Bakery. I very much doubt it. The road changes could also affect the Charity Hospital detrimentally. The whole scheme needs to be scrapped. Traffic lights put in at the Breens road intersection for safety is all that is required.	Keith	Mobbs
36831	Reducing Harewood Rd to 2 lanes is a BAD idea. I drive along that section of road often and see very few cyclists, and very few pedestrians. Why not widen the footpath a little bit and make it a combined footpath / cycleway as per Nunwick park? That works well for both cyclists and pedestrians.	Don	Morgan
36829	I regularly cycle, and support the fact that cycleways are being developed around Christchurch. But I don't agree with the approach taken around the T-intersection designs. I disagree with the idea that the bikes must give way to the side street traffic. The approach is not consistent with the general idea that straight-through traffic has right of way over side street traffic. The proposed design creates a more complicated arrangement which is contrary to the sort of common understanding about how give way rules work. It also conveys a sense that the cycleway traffic is somehow not as important as the road traffic. I think the design would be better if the side street traffic was made to give way to both the cycleway as well as the straight through road.	Robert	Helps
36824	I object	Ross	Groves
36823	I object	Jude	Groves
36821	This is the most hairbrained idea the Canterbury Roading designers have come up with to date. To reduce Harewood Road to just one lane either way will only see the rush hour traffic back up all the way from the Bishopdale Mall to the Nunweek Park. All the parking along this stretch of road will also be taken away, thus being detrimental to the businesses on Harewood Road. My vote is for a big fat NO, NO, NO. Why don't you consider widening the footpaths and using them as foot and cycle ways? This is a much more sensible idea, which also keeps the cycles off the roads, that can then be used, safely, by motor vehicles. Having cycles on a dedicated foot and cycle way will also stop things like the death of Graham Condon, who was tragically hit from behind when he was cycling on the road.	Deidre	Morgan
36820	For goodness sake could the CCC please give it a rest with the proliferation of cycle ways and spend the millions on repairing roads that were stuffed during the quakes. Cycle ways have been developed to the detriment of shop keepers and other road users by narrowing car lanes to accommodate the cycles. There is a game in Christchurch, spot the cyclist using a lane. The priorities of the Council are all wrong, look after the basics and stop the feel good momentum you probably got when you initiated the first cycle ways, it's complete madness to spend so much, narrow car lanes and do away with some parking areas.	Ross	Williamson
36819	I think the public would be interested to know what 'council modelling' is and how it is worked out. I suggest it might be justification that will never need to be justified on 2030 because the money will be wasted (sorry spent) by then.	peter	cook

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36815	I already made a submission regarding my annoyance with the Council wanting to cut parking spaces in Harewood Road and changing the street from 2 lanes to 1 on each side. It seems like the Council is under the impression that by adding cycle ways and ensuring that less people use cars, they are doing something about the Climate crises. But they don't see things in a holistic way. Forcing people on bicycles is not the answer. The older people get the more they are inclined to get badly injured when falling off the bicycle - it would be interesting to see how many people over 50 had to claim for ACC because of falls from a bicycle or bicycle accidents The Council cut down trees (eg at Bishopdale mall) but trees are s very important in producing oxygen. Many of those trees are not replaced and the consequence is that there is going to be less oxygen and more emissions The Council consent to greedy developers wanting to build houses t on smaller and smaller plots / sections of land. Christchurch is no longer the Garden City as some of the new developments (eg Williams Corporation and WOlfbrook and those houses in which 3 houses are build on one section (like a recent development in Staveley Street) and the so called "over 60 units" have no gardens. Instead the tiny amount of soil / land left is thrown over with cement. Don't you guys realise how important soil is? By throwing cement slabs over soil the worms in the soil can't move, the birds is unable to catch worms and people can't grown and produce their own food. And without trees and plants we won't have enough oxygen. Instead it seems you are in a war against car owners and removing and reducing parking spaces. Why? Electric cars are getting more prominent and many of those cars are zero emission cars We bought an electric Leaf recently and our car is emission free. Christchurch is a city in which electric cars are getting very popular. But instead of embracing it the council is cutting parking spaces and punishing people for using cars. At some Council owned libraries there are charging stations for the Council owned electric cars (Zilch?) - but it is not possible for us normal citizens to use those charging stations for their electric cars. My husband works in the city and use his car to get to work but paid parking in the city is very expensive. FOr a cheap parking close to his work, he can expect to pay $150 a month which is too much. Therefore he parks his car on the fringe of the city where it is free to park and walks quite a distance to get to work but it seems it is getting harder. He tried public transport (the bus) but it seems people who makes the decisions on bus routes don't use buses themselves as so much of the basic bus routes were cancelled. We don't live that far from the city but the previously called Purple Line - our closest bus stop to the city - is like 1.7km from home and is quite far. Please don't think that by creating bicycle lanes and cutting cars from roads, is the answer to Climate Change - rather look at it in a holistic way. Plant more trees (edible trees would be great) and encourage permaculture (an approach to land management that adopts arrangements observed in flourishing natural ecosystems) Consenting to more houses and apartments and not leaving space for gardens you are doing much more harm in the process . Please do not do it - Harewood Road needs 2 x 2 - 4 lanes and parking spaces. It is silly to change a good road and it does not make sense that you want to remove 2 lanes just to add a bus lane as there are not that many buses in Harewood Road. The 125 is the only bus service that service the whole of Harewood Road but there is only 1 bus every 30 minutes. The bus service used to be good between Bishopdale and the city with a service via Cranford Rd as well as Main North Road / Merivale prior the earthquakes but the service is not great for many people I use the 125 mostly once a week and the bus runs from Redwood / Northlands/ Bishopdale Mall / Airport / Avonhead / Russley / Hornby / Westlake	Marietjie	Swart

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	The 28 runs from Lyttleton to Northwood and turns from Harewood Road into Gardiners Road. Removing on street parking stops from Copenhagen Bakery for instance is insane - the only bus that goes past there is the 125 bus. Apparently their staff who starts work at 3 is meant to use the street parking and we used the street parking too in the past. Please let common sense win this time.		
36813	I don't agree or support the proposed changes to Harewood Road. The road is busy more so at certain times of the day and this has increased since you made the changes to Wairakei Road as you have pushed a lot of traffic from there onto Harewood Road. To go from 4 lanes to 2 is stupid as it is going to create congestion - it won't encourage people to take a bus or to cycle. With the stress/anger that these changes will create it will only encourage people to go to other areas which is going to have a negative impact on the businesses in that area. These businesses are struggling already thanks to Covid so don't add extra stress as all you are going to do is drive these businesses into closure. The only thing I like about the plan is the extra traffic lights going in as it will make it a lot safer crossing Harewood Road Please re-think how you design our cycleways - thanks to what you have put in St Asaph Street and also the way Colombo street is I am one of the many people who no longer go into the City centre. I know you want to encourage cycling but please have a look at the roads/infrastructure that needs repairing in the eastern suburbs and this should be done first as it benefits everyone not just the people who cycle. The other thing the council needs to look at and implement is a by law making it illegal for cyclists to ride on the ride alongside a cycle lane - very frustrating seeing so many people ignore the cycleway and still ride on the road.	Katrina	Baxter
36808	As a commuter who works in Sawyers Arms Road and regularly uses Harewood road and the Bishopdale roundabout these plans are a significant concern and feel like a huge waste of a limited resource. I commute by cycle about 3 days per week and by car on the other days so see these roads in different ways. HArewood road, while requiring some care is already reasonably wide and not difficult for a cyclist. Some further control at the roundabout and the intersections would support this and be a good addition, however, the proposed cycle lanes, reduction in road lanes are not required and will push an already heavy traffic flow onto other parts of the local roading network that are already under stress at peak times. The cost of this and the disruption to parking and traffic flow (with an impact on the local businesses, simply do not have a sufficient benefit. HArd to make sensible suggestions for change as in reality this plan needs a restart to ensure that it meets the needs of thr local community, provides safe transport options and is at a reasonable cost. The current plan is poor.	Alistair	McKinnon
36805	This whole design is an appallingly bad idea. There is a good, steady flow of traffic on Harewood Road & all four lanes are needed constantly. Access to properties will be severely restricted with a cycleway, & this will cause constant problems & irritation. The one & only good idea in the whole plan is to put traffic lights at Harewood/Gardiners/Breens road intersection. This is long overdue. Please do not put cycleways in, they are a complete waste of time & money and are hardly used. I can count on one hand the amount of people I have seen using them.	Helen	Hessey
36803	We live off Harewood Road and if the lanes change to one lane, this will create a big bottleneck and extremely hard to turn into Harewood Road. The main reason we live this side of town is cause traffic is better than rest of the city. By creating all this plus all the money being spent will change the way the traffic works here. I totally disagree with these changes and really hope this doesn't get approved	Hennie	Murray
36794	Object to another cycleway at a time when our underground infrastructure repair should be a priority. Cycleways should be placed on hold until more pressing matters are sorted ie: sewer water and stormwater our ageing underground infrastructure badly in need of repair	Mike	Blair
36789	I disagree with the changes to Harewood Road to reduce it from a 4 lane road to a 2 lane road. To me this is a continuation of the CCC's anti-car crusade and another example of them taking away from motorists without giving them viable alternatives. The anti-car lobby seems to live in a fictionalised world where everyone can and will cycle everywhere all of the time. I don't understand a concept of Wheels To Wings, do the CCC genuinely expect people to ride bikes to the airport? The CCC approach seems to be to punish motorists rather than encourage cycling.	Justin	Mansfield
36783	Looks good, I think you should consider linking the airport directly through burnside to burnside high school and the university as well.	Mattias	Wieland

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36778	I support the cycle way proposal and have no further comments.	Tom	Williams
36761	Condensing Harewood Road into one lane to accommodate cyclists is extremely foolish as in the proposed plan: 1/. Parking is to be done away with outside essential businesses, resthomes and residential addresses causing disruption to short term visitations. Visits will be cancelled causing financial distress to businesses and lonelyness and distress to residents or accidents will happen as any vistors cars back out of driveways into the one lane traffic. 2/. Traffic will be re routed onto ancillary roads causing stress to road surfaces and unnessary noise polution to residents. 3/. Traffic passing stopped buses on bus stops will further restrict the one lane traffic and place bus passengers at further risk. 4/. The reported estimated 3100 cyclist using this cycleway by 2031 will have cost business failures, car driver frustration and additional fuel costs, costly accidents and possibly loss of life in traffic accidents.	Kevin	McGuigan
36759	Harewood Road is a busy road, two lanes each way is a minimum requirement, not being reduced to one lane each way. The number of cyclists on the road is minimal compared to motorists and regardless of council members obsessed with cycleways this will not change. Removing on street parking removes people's access to properties for visiting or gatherings. It also destroys businesses reducing their customers access. The worst thing about it all is you regularly call for submissions then completely ignore the input of everyone except cycle fanatics. You are destroying our city and wasting rate payers money that could benefit so many people rather than just a few.	Joy	Priest
36758	There is a large percentage of residential housing along Harewood Road and a lot of subdivided sections resulting in shared driveways, if you remove the on street parking how is anyone ment to have visitors? What happens with the usless grass berm? You would be better removing them to put parking in as done on Sawyers Arms Road (close to Gardiners Rd intesection) over kill with the amount of lights, you will be stopping all the time. Put in a crossing with lights as by The Papanui, breens intersection and again at bishopdale roundabout and be done with it.	Lisa	Durney
36754	I wish to register my support for this plan - I don't live in the area, but we hugely appreciate the cycle ways near us and I think everyone should have access to them. In particular I am so pleased to see the plans for putting in signals at the Breens/Gardiners/Harewood intersection which has been terrifying - on a bike or in a car - for years. I also think that people having options for biking to the airport is a really great thing, although it would be even better if the airport started providing better secure parking for bikes.	Angela	Brett
36727	This would completely change my cycle route to work everyday for the BETTER - I fully support this! Thank you	Sarah	Garza
36715	Let's do it. We need more cycle lanes. There is a climate emergency. We need to get people out of their cars and stop burning fossil fuels. The irony of Copenhagen Bakery complaining about a cycle-way when Copenhagen has some of the best infrastructure in the world and a shining example of why we need more bike lanes	Peter	Galbraith
36709	I object to the current design of the cycleway, the loss of parking spaces, putting a cycleway straight past the very busy Mega Mitre 10 is an accident waiting to happen. Why can the cycleway not utilize the centre island more and have the cycleway go straight up the middle as far as possible, that way you could retain the two lanes either way and parking on the roadside for businesses and residents. I believe Bishopdale shopping area is also used by a large older population in which negotiating a cycleway as per the design would be a disaster.	Sally	Bruce
36701	I oppose this design. I think Harewood Road would become more congested if decreased to 1 lane each way. This is a major thoroughfare/road and I do not believe there is enough regular cyclists to benefit from this. You cannot cycle to the airport with bags! I would think it is wide enough and safe enough for cyclists. I think council and rate payers dollars would be best spent elsewhere.	Heather	Lovatt
36674	I am in favour of the proposed cycleway as we are a family of four who live in Casebrook and use bikes for the following commuting journeys: - I work at the Airport and currently ride down Sawyers Arms Road and Waimakairi Road as I find the Bishopdale roundabout and four traffic lanes, plus parking on the side of Harewood Road, too congested and scary at the times I am commuting (peak times). I currently ride on the footpath down Waimakairi Road as a number of cars use this road to avoid	Helen	Shand

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	the peak time congestion that occurs on the section of Johns Road between Harewood and Sawyers Arms Roads. These cars are often speeding, and I think do not expect to see a cyclist on a "country road". The preschool on the corner of Sawyers Arms and Gardiners roads is another hazard on my route as parents entering or exiting from the preschool are often not looking for a bike. I have had a number of near misses and one accident caused by parents not seeing me on my bike because they were focusing on cars and failed to see me on my bike or misjudged both their speed and mine. The proposed cycle way would provide me with a safer route than the one I currently use. - My husband works in the central city and the proposed route would provide him with a safer way to connect with the current cycleways he uses to ride into and out of the central city. - My two children attend Burnside High School and the proposed route would enable them to safely navigate the Bishopdale round about. Currently they use the pedestrian refuge in the middle of the road at the intersection of Greers, Northcote and Sawyers Arms roads to get onto Greers to go to school. A high number of cars use this intersection and I am concerned about their safety at this intersection however they find this route easier and safer to use as they only have to navigate one lane of traffic going in each direction whereas they would have to navigate two lanes of traffic at the Bishopdale roundabout. - One of my children and I play tennis at the 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 propsed 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 the traffic. - My husband is a recreational cyclist and each Saturday joins a group of friends to go for a ride (3-4 hours). They meet at various points around the city and the cycleway would enable him to safely navigate the Bishopdale round about and provide him with a safe way to connect with other cycleways he uses to reach the meet up point.		
36669	Excellent addition to the cycleway network, I fully support it providing the tress on Bishopdale roundabout remain in place. Council is doing a great service to the City by providing more safe cycle options, there will be a big push to cycling especially with the advent of e-bikes… Keep up the excellent work!!	Jason	Diaper
36665	Yes please	Mike	Greene
36664	I love the idea! I've recently moved back from London and loved using the cycleways to get where I needed to go. When I first moved back to Christchurch I was living in Merivale and would take the quiet back streets to Hagley park, then use the cycleways through town. I felt really safe using them. I've since moved to Bishopdale where there are no cycleways and I haven't used my bike since. Drivers in Christchurch are generally pretty terrible, and don't leave enough space for cyclists and are sometimes not even aware of their presence. If the cycleway was put in, I'd use it a lot. I'd feel safe and confident to cycle in the area and take myself into the city - instead of having to use my car.	Ashleigh	Muir
36662	An excellent idea. These separated cycle ways cyclists safer and more keen to bike. The opposition from some business owners on overstated grounds of negative effects to their business is selfish and short-sighted; in fact, they may well get more business by funnelling more cyclists past their doors. Please weigh their concerns against the overall good these lanes will do for the community.	Robert	Cole

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36661	Should not reduce lanes from four to two Do not remove existing car parking Do not agree with these cycle lanes as not required cyclists can easily cycle around these roads in their current state	Emma	Taurua
36660	As a cyclist I think this is a great plan. I bike on Harewood road every day and find it fast, busy and a very rough surface to bike on. The reshingle of the road around Bishopdale mall did not make things better from a cycling perspective. I also admire that the plan retains most of the trees within the median strip. I think there is still a missed opportunity with the wide cuts through the median strip and lines which might guide motorists to using the space better. This happens in a number of locations along Harewood Road so is a general comment. Where ever a motorist has to turn right onto Harewood road, there is a challenge to assess when this is safe to go. It is compounded by the fact that there are 4 lanes to cross and this is now far simpler having to deal with single lanes each way, however the bike lane pushes the stopping point back reducing viewing angles more so than currently. If the right turn onto Harewood road provided space within the median for one car, this would alleviate this issue immensely and alert other drivers that there might able a vehicle trying to merge into the lane. I have a few comments which I believe still present risks to the design from working out as planned. Numbers refer to plans: PLAN 17 - RAIL CROSSING AND PAPANUI ROAD The junction between the road surface and rail lines are not flush meaning this can puncture a bike tyre easily, there needs to be a very good flush surface over the rails. The cycle lane connection with the current bike Turing lane needs to be connected, there is a similar situation on Papanui Road and Bealy Ave. The green cycle lane is continuous so motorists know to give way to cyclists and not speed over pushing cyclists out of the way. The turn from Papanui Road onto Harewood Road should also be extended to meet the pedestrian crossing. I often find people looking for car parks at this intersection and dart in after turning the corner often cutting me off, similarly busses forget that their front pushes out into the cycle way when turning into the cyclists lane. PLAN 16 - EXIT FROM MITRE 10 The exit from Mitre 10 will still present issues as the motorists exiting will want to be as forward as possible to make the turn easier and to do this quickly. It is likely that the cycle lane will be blocked by motorists. I often have this problem driving and take risks getting across. A painted turning bay within the median strip would resolve some of these issues and allow people to turn right out of Mitre 10 easier. PLAN 13 - GREERS ROAD INTERSECTION Greers road intersection is a great improvement. Dedicated turning bays for traffic is essential. PLAN 12 - HAREWOOD RD The dedicated lane for the U turn location though the median strip is good, however this turn is tight and the bike lane may make this turn tighter. Previously a motorist had to turn in tight to be within the median strip width to avoid being rear ended, however the slip lane might give the motorist more time to turn and control how this is navigated. PLAN 11 - BISHOPDALE ROUNDABOUT	Jamie	Irvine

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	The intersection from Farrington Ave onto the bishopdale roundabout (marked 2 on the plan) could be two lanes to separate traffic before the intersection. Often this area is backed up because motorists are trying to cross a lane to get to the centre lane to go around the roundabout rather than up Harewood Road. The bike crossing lights will make this situation worse. There is more than enough space here to have two lanes especially if the island in the middle is reduced slightly. A green bike crossing marking across the exit of the Caltex onto Highsted road would be good. Traffic often swings in and out of here presenting a hazard mostly to cyclists. Is seems like the eucalyptus trees are being removed from the roundabout. Although these drop a lot of leaves and bark they have become synonymous with Bishopdale, they are also planted in the mall and the park. It would be a shame to lose this suburban identifier. PLAN 10 - TURN OUT OF COTSWOLD AVE The right turn exit from Cotswold ave remains an issue and appears to be limited change here. There are a number of things to consider here: - If the southbound bus is at the stop it significantly blocks views down the road for turning motorists. This is further impacted by the cycle lane which pushes the motorist back further. - A slip lane onto Harewood Road would allow a 2 stage turning manoeuvre which would be safer for merging. - The crossing at the bus stop on elephant park side has never worked and appears to remain unchanged. Currently one needs to be almost on the road to see past parked vehicles. - The crossing at this location also needs to consider the right turning traffic from Cotswold Ave as motorist need to turn quickly to make it work. - Perhaps the existing crossing is an ideal location for pedestrian lights to cross Harewood Road. This crossing is also mid distance between the new Gardiners Road lights and the roundabout so not too close to cause a congestion issue. It would also slow traffic around here allowing opportunities for turning Cotswold traffic to get onto Harewood Road. - If this crossing was combined with a raised side median to avoid having to stand on the road behind the bus stop then this would be ideal. - Parking alongside elephant park blocks visibility down the road when trying to cross on the pedestrian crossing, however pedestrian lights would eliminate this risk. If this is not possible, could the first 5 bays be time limited during weekdays to avoid visibility issues? Understand there are weekend sports events which need parking. It is a miracle that there has not been a fatal accident at this location given the number of school children who use this park and bus service. I'm not convinced that a cycle lane across the entrance to Bishopdale Court would be safe. Motorists turning right on both sides of the road are often rushing here and trying to monitor a number of streams of traffic to safely cross the road. There would need to be a stop here for cyclists at least. PLAN 8 - GARDINERS ROAD This intersection is amazing and long awaited. PLAN 7 - COPENHAGEN BAKERY Very limited parking around Copenhagen, unsure why the parking needs to be reduced here given there is simply an addition of a cycle lane. Turn into Trafford Street needs to have painted turning bay with markings. Otherwise this is just an open road leaving stopping locations open to interpretation.		

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36659	Good to see that the council is working hard to proceed with the proposed cycleways. Harewood road is very dangerous to cycle on at present, even for confident cyclists. Please do not modify the plans to find a compromise with complaining business owners.	Geertrui	Van de Voorde
36658	It will be my son's first year at Breens Intermediate and we are already worried about him crossing over Harewood Road to get to school and from school in the afternoon. Harewood road is a very busy road and there should be traffic lights between Cotswold Road and Breens Road. I also support the cycle lanes.	Chester	Bryan
36657	The proposed design is absolutely fantastic. The design will not only make cycling safer but pedestrians will be better off too. Our family and friends love all the cycle ways. Great job CCC.	Corrine	Early
36656	The proposed design is absolutely fantastic. The design will not only make cycling safer but pedestrians will be better off too. Our family and friends love all the cycle ways. Great job CCC.	Johno	Tunnell
36655	Just would like to have my say: my wife and I strongly object to the proposed cycle lane on Harewood Road. Putting lights on Bishopdale Roundabout is absolutely daft - it completely defeats the idea of getting traffic to flow. Why don't you spend the money on fixing Salisbury Street - the road is absolutely munted. Alternatively any damaged roads on the eastern side of Christchurch. I really think your priorities are not focused on work that really needs to be done.	Craig and Karen	Morganty
36651	Very extravagant - money saved would be better spent on traffic lights on the existing Northern rail trail intersection with Harewood Road and intersection with Langdons Road. Both crossings at present very dangerous. Cycleway should be on one side of Harewood Road only, e.g. Grassmere Street.	Allan	Jones
36648	It reached 38 degrees today. Please continue to the great work on the cycleways so we can save the planet for future generations.	Jordan	Brizzell
36647	Thanks for the opportunity to submit feedback on the proposed change, which as a local resident I fully support	Kate	Lopez
36646	Excellent. We need more proper, safe cycling infrastructure.	Jacob	Fulton
36645	I was wondering how many bikes use Harewood Road and Langdons Roads. From what I have seen there are not so many. Not enough to warrant so much money spent to make the changes. Traffic along Langdons Road has increased so much since the new shopping centre has been opened. This makes turning right into traffic so much harder. Even with care someone can drive a car and have a close call. . By taking away Wilmot St and Sails street more traffic will be turning into Greers Road. Traffic is built up a long way. Over the holiday, like Christmas It was bedlam. I chose to stay home. And when school starts up again, traffic is equally hard to move due to the volume. I have been living in this street, Oakland Street almost 26 years. I am not keen to ride a bike due to the traffic.	Diane	Wilson
36644	Looks like a great design that will make cycling significantly better, not concerned about traffic lane reductions as don't seem to add significant capacity. Roundabout design looks great especially if they have fast frequency.	Mitchell	Davies

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36643	We are very excited about the Wheels to wings plans. It addresses a number of issues along Harewood Road. 1. My husband that used to cycle to work stopped when we moved on to Harewood Road as he felt unsafe when cycling along Harewood road. This would give him confidence to cycle to work once again. We may even start to cycle to the Bishopdale mall and back. 2. I will also feel more comfortable with my kids cycling to school when this is completed as it is not an option at the moment. I feel sorry for the children that must cross Harewood road to get to school. I have witness so close calls. 3. Copenhagen Bakery is very popular but I travel slower when passing this section of road as the cars exiting have limited view and a number of times I have had to emergency stop to prevent a collision but always conscious of being rear ended. 4. The flow of traffic will improve. There are a number of drivers that lack the confidence to cross 2 roads when turning right and will travel left with the flow only to stop and do a u turn. This is another issue as I need to keep an eye out for traffic that just stops before making a u-turn. 5. Reduce traffic speed. I have never been issued a ticket but I have seen many who have, about once a week I see somebody getting a ticket. This seems to be a hot spot for traffic control as hoons love speeding down Harewood road. I really hope this goes ahead as it will be a great asset for our community.	Megan	Brook
36641	Thanks for the proposal on the wheels to wings cycleway and the invitation to provide feedback. I've been cycling this specific section of Harewood Road daily for the last 20 years and welcome the opportunity to improve usage and safety. Personally I don't have any issues using the Bishopdale roundabout, though the main issues I have with cycling this section of Harewood road are: 1. When the existing two lanes of traffic in the same direction are occupied, and the on-street parking is in use, there is insufficient safe room for cycling between the parked vehicle and the traffic in the two lanes. Particularly with larger vehicles, and considering the need to cycle past parked cars with sufficient distance to avoid the inevitable car door opening. Or the other common occurrence of a large/wide vehicle parked well away from the curb, that ventures into one of the traffic lanes; in which case cycling past such an obstruction requires occupying one of the traffic lanes, which is problematic and dangerous in peak traffic times. 2. Parts of Harewood Road have a good on-road cycling section, such as some entries to the Bishopdale roundabout. When travelling from east to west through the Bishopdale roundabout, the cycle lane just kind of vanishes after the Bishopdale Mall. 3. After sections of Harewood Road were re-surfaced back in 2019(?), the surface quality of the road is much poorer than it was prior to the re-surfacing. There were large patches of lose/deep stone chip (which have gradually dissipated), and particularly along the south side of Harewood Road between Greers Road and Farrington Ave, there are a number of large square man hole covers that are now significantly deeper than the surface of the road. The large stepped sides of these pose a hazard for cycling. I welcome the idea of reducing Harewood Road to one lane in each direction to include an on-street one-way cycle lane on each side of the road. Or leave it at two lanes and remove the on-street parking; isn't that the reason people have garages and driveways for anyway? I'm opposed to the proposed cycleway through the centre of the Bishopdale roundabout due to: 1. It appears to be unnecessarily complex. 2. The construction costs are likely to be very high due to the signalling being added. 3. The signalling is likely to impede traffic through the roundabout for both motorists and cyclists. In the proposal, cycling through the roundabout from east/west requires crossing	Anthony	Hoffman

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	four sets of signals, which I'd expect would take several minutes. At present it's generally easy to navigate through the roundabout in seconds. 4. It would involve removing the nice well-established trees that are currently in the roundabout, I'd like to see them left alone. In summary I'd prefer a simpler version of the wheels to wings cycleway that includes well defined one-way cycle lanes (either on-street or separated) on each side of Harewood Road, for the entire length of Harewood Road. This would require a reduction from two to one lane of traffic in each direction, and/or the removal of on-street parking. This would include potential enhancement of the existing cycle lanes in the Bishopdale roundabout, and not using the proposed complex cycle lane and signalling that goes through the centre of the roundabout.		
36640	I think this is a ridiculous plan for residential and businesses along that stretch of road. To half the amount of traffic will slow travel to a point where people will look for alternative routes, taking people away from businesses. I completely oppose this plan.	Sandie	Taege
36634	Yes, I fully support the wheels to wings initiative. Harewood road supports is a main trunk for all northern, central and eastern city suburbs. As a motorist and a keen cyclist this is a positive step forward in safety management and traffic management. (In addition it is a good environmental action) I also lived on the corner of Harewood Road and Breens Road for a number of years, this intersection has a long history of being inefficient due to the stop signs halting across city traffic in the absence of traffic lights	Angus	Johnston
36633	Think the idea of improved safety on Harewood Road is a great idea, especially if it means lights for Gardiners/Harewood intersection, which has been a high risk intersection for our tamariki for a number of years. I would ask that consideration be made to allow for parking outside businesses such as Copenhagen Bakery.	Justin	Perriam
36631	yes agree	Briar	Nash
36629	Very pleased to see the changes being made to Harewood Road. As a resident of [redacted], since the opening of Copenhagen Bakery we have had endless safety issues with access to and from our property. Any street parking for visitors is almost non existent between the hours of 0900 - 1500 due to many inconsiderate bakery parkers. Pleased to note that finally road safety will take president over the operational concerns of this business. I believe that when Copenhagen Bakery was first granted its license to operate it was only made with a special waver of the City Plan. Happy that road safety for vehicles, cycles and pedestrians will take priority. Kind regards	Chris	Sloss
36628	Waste of tax payers money spend it on filling in the pot holes this is dumb If Harewood road was 2 lanes it would be way more cars on it more chance of crashes.. if I could have my way I would make it so I don't pay tax so there for u can't do dumb shit like this.	Mitch	Croft
36627	Any measure that reduces car dependency in this time of climate emergency is a valuable opportunity. Please make this project prioritise people over dangerous polluting heavy private motorised vehicles as much as possible. People riding bicycles deserve to have a safe and comfortable experience wherever they go. While I have only briefly viewed these designs, I am encouraged by the physical separation from general traffic lanes. While I live in Wellington, my grandparents used to live in Papanui, on Sawyers Arms Road, so I am a little familiar with the car centric nature of this area. It appeared to me there is still a lot of space for motorists. I think, as a country, New Zealand needs to start strategising how to dramatically reduce car dependency and measure this. Please read my attached article on the problem of too many cars. Ngā mihi,	Alex	Dyer

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36626	Please do not tear down old trees. We need to protect what we have. I'm not interested in knowing that they will be replaces. These trees have been here for such a long time and are an asset to our community. I would be so ashamed of our council if they go ahead with this. Please do not call yourself environmentally friendly when you have plans like this. I urge you to reconsider and come up with another solution.	Lisa	Lowe
36625	My family are avid cyclists however we strongly, strongly object to the proposed Wheels to Wings Cycleway. Firstly, the loss of the eucalyptus trees in the roundabout - what a sad, sad loss. These beautiful giants have been part of the landscape for a good part of a century and provide shade, a haven for huge amounts of bird, as well as combatting the effects of climate change. Secondly, the reducing of Harewood Road down to one lane. We are baffled, that again, after nearly a century of being two-laned, after much population growth all around the area, it is being reduced to a single lane all in the name of wokeness and a desire to socially engineer change by forcing behavioural change of a population by ruling elites in the council. This is disgusting behaviour. I drive a trade vehicle like many other working families, and we need to be able to efficiently move around the city. WE CANNOT DO THIS ON BIKES. Yes, recreational biking is beautiful in this city, but it should not be at the expense of efficient moving of goods, people and products. Reducing Harewood road to a single lane will increase driver frustration, increase travel times, and it is not necessarily going to make it any safer. When will people in power stop talking down to us citizens by enforcing these draconian social engineering principles? Finally, safety. Surely it wouldn't take a brain surgeon to come up with a successful design of traffic lights at Harewood/Gardiners. This is the least safe part of Harewood road, even a roundabout would do the trick. Yet instead of simply doing this at a fraction of a cost, the council would like to be woke, and appease a vocal minority of cyclists using countless millions of taxpayers money, of whom most cannot/will not be using the cycle lanes. Then there's the loss to businesses like Copenhagen who are a buzzing local establishment employing a good amount of locals, who will suffer a substantial loss of business with next to no on street parking. One other thing I would add. Personally, I have given up voting in local body elections. Our voices are never heard. We never have a say, and voters have lost interest in the democratic process. Look at the ridiculous mess that Manchester St is in after bizarre city planning designers have ran roughshod over it and spat it out with hundreds more lights than it will ever need and yet traffic still takes 15 mins to get from one end to the other!!! Please, folks! Please! What about Cranford Street! A beautiful new motorway ends in a giant wide road with no markings, no clearway or two-laning, and just a bunch of exhaust puffing vehicles gridlocked in a traffic jam. Such a joke, but sad. We would also request that Axel Wilke is no longer aloud anywhere city planning, we don't need a cyclist to plan the city, we need a vehicle driver who can be pragmatic and see the situation from the vast majority of road users. We strongly request that the 'Wheels to Wings' cycleway plan is abandoned in favour of a simple roundabout at Gardiners/Harewood.	Gerard	Watt
36624	I strongly support the proposed design. I live in Northcote near the south-eastern end of the proposed cycleway. Cycling is my primary mode of transport, but I currently feel unsafe when cycling on Harewood Road. This proposal would make Bishopdale and Harewood significantly more accessible to me. I've seen concerns about this project raised by the Copenhagen Bakery via the media. So I'd like to specifically note that I enjoy this bakery, but frequently avoid visiting it due to the cycling conditions on Harewood Road. I would shop there (and at Bishopdale Mall) significantly more often if the cycleway were built as currently designed.	James	Dent

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36622	I can't believe Memorial Ave is off the cards. It's the direct route. It makes the entire cycle network cover the city. Memorial Ave is currently a cycling death trap with near misses every day. Cyclists are forced onto the footpaths all the way down the road. This design leaves a massive obvious hole on the west of Christchurch. I presume this is out of design because of the value of the properties and the owners down Memorial Ave.	Jonathan	Stewart
36621	With respect to the cycleway, sounds like a fabulous development. The more dedicated cycleways the better and there is a distinct absence of clear cycleways to the airport. I would love to see one all the way to the airport on memorial av too.	Martin	Crockford
36620	Great idea. It would be good to have more on the western side of Christchurch running into the city.	Caroline	Burt
36618	I support the proposed Wheels to Wings cycleway, as someone who would be an active user. I currently commute on my bike, between Sumner and the Airport, and would love there to be a separated safe cycleway that I could follow from the central city side through to the airport. At present Memorial Ave can be a really scary place to bike - with no cycleways, two lanes of fast moving traffic, and lines of parked cars, I regularly avoid accidents, either with car doors, or cars passing too closely and turning corners without indicating. I would be more than happy to cycle slightly further to ensure a safe journey, and would welcome the installation of this new cycle pathway as soon as possible.	Claire	Waghorn-Lees
36616	As a local resident I support in part this proposal for the same reasons expressed by the Council Officers. The part I oppose is the proposed plan for the Harewood, Breens, Gardiners Road intersection. Lights should not be installed at this site, and the intersection should be left turn only onto and off Harewood Road.	Robert	Love
36614	Congratulations. A positive step for people and community and environment. The affected business would be smart to consider how they can embrace the change, cyclists have money and they will spend if the right product and convenience is offered. Set up some bike parking, adjust the menu..... a table and chairs, sheltered as needed.	Bruce	Thompson
36610	I welcome the proposal. The existing improved biking infrastructure is a integral part of coming Christchurch a modern, safe and pleasant city to live in.	David	Grogan
36606	Creation of cycle lanes along Harewood Rd is completely unnecessary. I travel that section of road almost every day and I seldom see a cyclist. Reducing the road from 4 lanes to 2 will cause inevitable congestion around Bishopdale Mall and increase the risk of accidents. In addition there are always a lot of vehicles parked on the side of the road so the loss of parking will cause further problems for locals. However, I would support traffic lights at the Breens Rd intersection.	Leigh	Marston

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36605	Query- This is a design and then consult process - how much has the design cost to this-before the consultation Where is the consideration to the businesses & their customers - I just passed Copenhagen (27/1 at 10.50 am) and there were 20 cars parked on the road carparks. The businesses are important local economic actors- employers etc.. BUT given no consideration pre-design! I am interested to see to see the socio-economc justificaton for this investment and what net public benefits there are. This submission is about the: (i) Process; (ii) Justification for the proposed cycleway; and (iii) Queries over the CCC website story data 25 Janury 2021 PROCESS The process to date lacks any real community consultation. The event of 3 February at the Bishopdale Community Centre was at best an Awareness meeting -presenting what is proposed. Where is the actual community consultation? I asked the Trafford Street Dairy owner if there had been any consultation with the Council - he said he had one visit by a council employee to tell him the carparks will be removed due to the cycleway. Where businesses are highly likely to suffer loss of income due to the loss of carparks surely there must be a better consultation process than this? DATA TO JUSTIFY THE CYCLEWAY Where is the data to jusfiy the investment. The data should include: (i) demand by the Harewood, Bishopdale and Papanui community for a cycle way - what are the numbers that want to cycle - has a survey of the Harewood, Bishopdale and Papanui community been done? (ii) what are the socio-economic benefits to justify the investment of up to $ 19 million. Some of the benefits outlined in the 25 January CCC site story (See comments below) have no evidence to support them, and justify the investment. QUERIES OVER CCC SITE 25 JANUARY 2021 STORY The CCC Newlines has a story on the propose cycle dated 25 January 2021 Queries over selected parts of this story “On Harewood Road, for example, we are proposing to reduce the four-lane section of the road to two lanes to make space for the cycleway while retaining on-street parking. This will encourage lower speeds and make the road safer for turning drivers and pedestrians to cross.” From Bishopdale to SH 1 there will be reduced parking on the southern side – so how is “on-street parking retained?” By reducing it down from two lanes to one lane it may make it harder for pedestrians to cross with more vehicles concentrated into one lane– especially older people. Will this be safer? “We have tried to minimize the removal of on-street parking, however, the competing demands for road space means that some on-street parking will be removed along the route,’’ Mr Osborne says. “Some on-street parking will be removed”. This is understated. Key points are: Bishopdale Park – in both the summer (for cricket) and winter (league) on Saturday the carparks alongside part are all used. In the winter season the parking demand is higher – this is in both the morning and afternoon. Commercial businesses: there is a high daily demand for carparks on the road for Copenhagen Bakery, and periodic short-term park demand for the Dairy on the Trafford street corner.	Stewart	Pittaway

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	Nunweek Park – in the winter on Saturday mornings the demand for parking along Harewood road is high, and is usually on both sides of the road -from about Woolridge Road to about Nunweek Blvd. The roadside parking from Kilmuir Lane to Nunweek Blvd will be no longer be available with the cycle way – much reducing the available parking options for parents that takes their kids to rugby, and soccer. If the Council wants to encourage people to cycle to these venues where are the plans for bike parks – at Nunweek Park and Bishopdale Park? “In those areas where there is high parking demand we are proposing to put in time-restricted parking to help ensure that convenient parking is available for people.’’ Where is this plan? If there are no carparks as along Harewood road from the Bishopdale shopping centre to Kilmuir Lane. How will time-restricted parking be provided in high demand areas -eg Copenhagen Bakery (Monday to Saturday), and Bishopdale Park on Saturdays? The article also says: “It will provide a connection for local cycling trips in the Harewood, Bishopdale, and Papanui suburbs to destinations including schools, shops, businesses and recreational facilities.” Where is the survey data that shows the demand for local cycling trips by the Harewood, Bishopdale and Papanui community? “This will be a good connection route for the roughly 7000 people who work in the airport area.” Has a survey been done of the 7,000 people working in the airport area to assess: 1. How many of these 7,000 people use Harewood Road to travel to and from work? 2. How many of the 7,000 people will use the proposed cycleway to cycle to work if the Harewood Road cycleway is constructed? “Our monitoring of cycling numbers across the city show that more people are opting to travel by bike…” What data is there about cycling number on Harewood Road? Moreover, has any survey been done of cycling intentions by the Harewood, Bishopdale and Papanui community? The Council will consider the submissions and finalise the route later this year, ahead of construction starting in the middle of the year. Please clarify this statement – the “route is finalized later this year”, and “construction starting in the middle of the year”.		
36601	Loosing parking down Harewood road and turing it to 1 lane is not going to work. I love going to the Copenhagen bakery and crossing the road is already unsafe. You should be looking after those business that bring foot traffic to the area not try loose them there business for some stupid cycle lane. These plans are ridiculous	Lars	Thomsen
36599	Love it! I've biked to/from the airport many times along Memorial Ave. I've always found it bizarre that the airport has such wonderful cycling facilities but cycling there is so dangerous. At the moment in order for drivers to pass safely they often have to move partially into the adjacent lane, which they can be reluctant or unable to do in heavy traffic. This is made more difficult by people parking too far away from the kerb. An alternative safe route would be very welcome. Further, cycle touring is more popular than ever, and having a good way for tourists to get into town will serve the city well. Having worked in the airport in the past I imagine the cycle lane will be used by a number of airport staff too.	Rory	Sweeney
36595	Thank you for looking at ways to improve the safety for all road users on Harewood Rd. Whilst I am excited that the long called for improvements to the Breens Rd/Gardiners Rd/Harewood Rd are in this plan I am extremely disappointed to see some other changes. Given the lack of public consultation (or none that I am aware of in any case) to the ideas in this plan there is a strong feeling amongst the community, myself included, that this is a done deal and that this consultation is merely a process that needs to be seen to be done but	Michelle	Bennett

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	will have little impact. I really hope that I am wrong! I grew up in Cotswold Ave and brought my first home in Crofton Rd. Due to the cost of a family home I was disappointingly unable to move my family into the area and we now live in Belfast. However I travel down Harewood Rd numerous times a week to visit my family, frequent local shops and services and to attend kids activities. Therefore I feel that given the impact these changes will have in me travelling this road, I felt compelled to make a submission to note my concerns but also to support the ideas which I feel will help improve safety. * 1 Thank you for listening to the ongoing concerns regarding the Breens/Harewood/Gardiners Rd intersection. I detour to other roads to avoid crossing Harewood Rd at this intersection. Traffic is so heavy people often make silly decisions resulting in near misses and accidents. I think the only reason there have been less accidents is down to people avoiding using this intersection. Given the proximity to schools and in particular Breens Intermediate, (I avoided this intersection as a student 30 years ago!) these traffic lights MUST remain in the plan. More parents will feel comfortable to allow kids to bike to school with a controlled intersection that has bike lanes. Biking to school for older children is definitely something I would like to see more of! The flowing points are in no particular order. * 2 Reducing Harewood Rd to one lane from two. AGAINST Traffic volume is increasing in our city as our population grows. Whilst I am keen to see more people on bikes and on buses this is not a viable option for I would guess the majority of people. For me, the distances I travel with children to a tight time schedule make biking or taking the bus as a transportation method out of the question. This road needs to be able to accommodate the load. I am sure that traffic flow numbers have been used in considering this plan. I am unsure why reducing this main road/thoroughfare to one lane is a good idea for any other reason apart from to make room for bikes? Whilst I appreciate a bike lane would increase use the vehicle traffic would far exceed this. Changes such as proposed, will likely result in drivers shifting to other roads which will add to the congestion at other intersections and create more dangerous T and X Intersections. Off peak time I can see one lane would suffice but I almost get an instant headache thinking about the bottlenecks, delays and queues of traffic that will result if Harewood Road is reduced to one lane. *4 Bike Lanes - a great idea BUT adjustments needed. I am in agreement of a cycle lane to encourage more people to cycle but the volume of cyclists, in my opinion does not warrant the reduction of parking and vehicle lanes. Could some compromise be made to reduce the space needed (ie a two lane cycle way on one side of the road with a narrowing of the median area {although i am a huge fan of the green area and particularly the daffodils} to provide the space needed to accommodate this? Is there an allowance with the new traffic signals for bikes? If so PLEASE could this be done on a timer/demand system? The lights for cycles in the central city and even Sawyers Arms Rd cater for the most part empty cycle ways. I encourage these lights when there are cyclists there to use them but the majority of time they cater for empty cycle lanes. *3 Against the removal of parking spaces outside Copenhagen Bakery. This business has become a part of the Bishopdale Community, one that is much enjoyed by locals and non locals alike who travel to eat the delicious food. Have the planners spent any time watching the patronage and parking habits of visitors to the bakery? I agree that this bakery creates congestion BUT this bakery is bring people to the suburb, it is bringing the community together, it is providing jobs. I acknowledge that these benefits are possibly not something road planners look at but they provide happiness to our community and should not be dismissed. This business has moved to Bishopdale, I understand that the resource consent they had to go through to utilize the old Shell Petrol Station was considerable in both a time and financial aspect. The 12 onsite carparks are usually totally full with traffic stretching both sides of Harewood Rd. In listening to the owner speak I heard that early morning staff need to park on the street (to follow resource consent) and that the majority of their clients (which I can attest to from my frequent visits) are older. Many of who would go elsewhere if they had to walk from their car parked well up the street or around the corner. This business has worked hard to grow their client base and they do not deserve to have this wiped away with a plan that appears to have not considered the role this business plays in the community. *5 Loss of parks for resident/visitor use and Bishopdale Park. Unsure how many on road carparks will go that service these areas. Could parking be retained perhaps at a minimum off peak travel times to allow for parking outside of these times as a compromise? Ie. Could there be a cycle lane that functions like a bus lane for periods of peak demand (school days/Mon-Fri)		

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	*6 Bishopdale Roundabout. AGAINST current designs. Having not yet attended a meeting so having difficulty following how this will work? (Particuly during peak times) Yes this roundabout is confusing for non locals but for the majority of users we know how it works. The changes a few years back have certainly helped make things clearer and safer. Again all I can see with this plan are delays and queues of traffic and I am wondering how many light phases it will take to get through this section when traffic is queued? Bottlenecks of traffic and long delays could cause people from outside the closest area to go elsewhere to shop. We need to support those that support our community. * 7 Chapel Street changes. UNSURE - with the church on the corner, how will this work. Is it one lane into Chapel Street? How do people get out? *8 Matsons Ave crossing. Unsure why this particular spot has been chosen? Perhaps a shared cycle/bike crossing at the railway line would be better (similar to the Blighs Rd crossing) it is only a little further to walk, retained existing pedestrian islands for those who wish to cross closer to the rest home. To summarize, I urge the Christchurch City Council to consider the ideas of the public who use this road every day and throughout the week. The plan in its current format seems to have cycle use and safety and to a lesser extent pedestrian use at the forefront. Vehicle transport is by far the biggest user of this road, please find a compromise! Please consider the businesses and services who will be impacted by the changes. The changes are a considerable cost, please ensure time is spent to consider all affected stakeholders to ensure the final plan and outcome is of the best mutual benefit to everyone. Pedestrians, cyclists, motorists (of all types), residents, visitors, business owners and rate/tax payers. Thank you for your time to read my submission, I look forward to attending a public meeting to hear more and understand better and I look forward to seeing a revised plan following this consultation process.		
36591	I think it is a very silly idea, if your going to spend millions on bike lanes everywhere then cyclists need to be charged registration like any other road user, Christchurch roads are stuffed so maybe spending money where its needed not just to chop very old trees down and put another barely used cycle lane is pointless.	Mike	Proctor
36590	I think it's a great idea. I've biked along the road as it is numerous time and a cycleway would make it a much more pleasant experience. Cities are for everyone - not just people who have cars and they cycleways are going a long way to making the city more accessible and useable for all of its residents.	Kiera	Tauro
36589	While I support the idea of a cycleway in principle, I am concerned about this plan for several reasons. 1. I am worried about what reducing significant portions of Harewood Road down to one lane will mean for traffic congestion. At the moment traffic flows very well, even at peak times, and I am worried that one lane will cause bottlenecks at the Bishopdale Roundabout. I can foresee this reduction making Harewood Road become like Papanui Road which is only one lane and congested almost all the time, and I think that would be the worst possible outcome. 2. I am concerned about what the reduction in unrestricted on-street parking will do for businesses like the Copenhagen Bakery. There is only a very limited amount of off-street parking there, and I don't think we should be penalising a successful business that brings jobs and visitors to Bishopdale. I'm also worried that reducing parking around Bishopdale and Nunweek parks will mean for sports - parking when sports matches are on is extremely busy already and reducing parking will make it even more difficult. 3. I absolutely do not support the removal of the trees in the Bishopdale Roundabout. The 56 replacement trees are only proposed and may not even be planted if new infrastructure does not permit. I would rather see no pathway through the roundabout than to cut down those trees.	Sarah	Pride
36588	Not enough cyclists to justify the spend and to sacrifice making an already congested road more congested by removing lanes and reducing speed. Look at strickland street as an example of a complete waste of money for the odd cyclist, a logistical nightmare for rubbish collections and heavily reduced parking	Cameron	Doublet

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36587	What a waste of money. There are so many roads that need fixing before spending money on more cycleways. Time to priortise ratepayers money ☹☹☹	Paula	McKendry
36586	This project is both poorly planned and showing little to no respect for the residents that use this road every day. This project has no support from me as a resident in the area. Harewood road is one of a few roads in the area that operates well in heavy traffic flows, since the double landing of John's road and the limited exists off the road to the eastern suburbs Harewood road is a main access road. The danger of people getting hurt or killed with the chocking of this road will increase. Finally as a frequent flyer I do not believe or see may people riding a bike to the airport for travel, if this was the case (and it isn't) the Airport bike racks would be full. You can't pick up anyone from the airport on a bike. This is a pointless waste of our tax/ rate payer money.	Chris	Gauci
36585	Whilst I agree with some of the changes like traffic lights at the Breens/Harewood intersection, changing Harewood Road to 1 lane and therefore creating a bottle neck is ridiculous. Harewood road is busy enough without reducing to 1 lane. This will particularly effect the area turning out of Bishopdale mall next to the park where the two lanes begins. Removal of the trees from the roundabout is disgusting. Those trees are an historic part of Christchurch and have been around for much longer than I have lived.	Emily	Cooper
36584	I do not think Harewood road should have its lanes reduced to 2! This is a busy road and this would only cause backlog. There does not need to be traffic signals at the round-about as this will affect the flow of traffic although there should be lights at the Gardiners/breens road intersection as this is a dangerous intersection with many accidents due to the high traffic flow and people taking risks because of this. It would also be good to have the addition of a cycle lane would be good.	Amelia	Harris
36583	I've been a resident in the Papanui/Bishopdale/Harewood area for 20 years now. The plan for the cycleway seems like a good concept in theory but the practicalities of it have not been thought through hard enough. Firstly the businesses in the area are going to be very adversely affected including Featherstone Dairy which will no longer have parking outside, Copenhagen bakery which has at least 30 cars parks on the road from about 10am to 1pm every day with their carpark full. I can see these businesses closing up and moving on if the cycleway goes ahead. I also think that this area is actually too dangerous for cyclists anyway with cars pulling in and out from the carpark across a cycleway. This seems to me a recipe for disaster and will not make it any safer for cyclists. My children have gone to Harewood school. About 95% of the children there are dropped off with cars due to the distance to school. My son currently bikes or scooters every day with a friend so it doesn't affect us, but the other 95% of parents will be very adversely affected with no parking available down one side of the road. Many of these children can not bike or scooter to school because they live in Northwood or areas well away from the school. Our family are lucky that we live on Trafford Street which is in close proximity, but the catchment for most of the parents at Harewood School is a large one. I agree with the slower speeds and the lights as it is always a very dangerous area for children. Harewood Road has always been a busy road but it is getting busier, especially since the end of Wairakei road was shut off to right turning traffic with the building of the new motorway. About 20 years ago I used to live near Featherstone dairy in a cross lease property, which most of them are down there. I had no way to turn on my driveway so that I could come out of the driveway nose first. Instead my only way out was to back out. It used to take me at least three minutes some days to safely back onto the road and take off. I am glad I no longer own that property as I can't see how anyone will be able to back out anymore with the large cycleway bang up against the footpath. It will be so hard to get enough turning space and literally the person living there will be up on the bollard trying to right themselves. They will need to be stuck out in the cycle lane whilst trying to back. Again - this is dangerous for both motorists and cyclists and extremely frustrating for the residents who have to navigate them every day. It is such a busy road at certain times of the day. Where are the buses now going to pick up people? Have you even thought about that? I live on Trafford Street. I hate to think how I will be able to turn right anymore with the traffic channeled into one lane outside our house now. Have two lanes seems to spread the traffic quite a lot. But I don't think anyone has thought about that either. Our road is a cul de sac, so you need to preserve the way out of it - otherwise - how do I get out? St Asaph street is one example of a cycleway being an epic failure. I avoid that road now as it is so hard to drive along. Is this what you want, for people in cars to avoid the road	Belinda	Lansley

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	completely? Couldn't you have run the cycle track along Condell Ave, had a crossing to Kilburn (so only affecting a tiny piece of road, Isleworth, Hockey Street, Skyedale, across Nunweek park, Wooldridge and then park of Harewood where the footpath is - widen that area a bit whilst still allowing parking near the school. This would make more sense to me, whilst leaving Harewood Road for drivers. The University cycle track goes down less busy roads and through parks. Thanks for taking the time to read my submission.		
36582	Hi totally opposed to this very expensive option. Do the people think the hard working people in Christchurch are time rich. We are a low wage economy. People are working longtime hours, more jobs. Trying to raise families. Pay rates. Yet these decisions are based on best guess, rather than logic.	Anton	Griffiths
36580	Absolutely support the need for a crossing light at the railway line cycle way across harewood road. I use that cycle lane every day to get to work and can sit for 10+ minutes trying to cross harewood road depending on the time of day.	Nicole	Erickson
36579	Please PLEASE don't take out the beautiful trees at the harewood bishopdale mall intersection. Those trees are so old and beautiful and shouldn't be destroyed to put a path through and to make things look aesthetically symmetrical and "new". You can put a path through the trees as they are, don't disturb what little nature there is and waste crucial money!	Kate	Ogilvie
36577	Harewood road is far to busy to cut down to single lane , it would make it congested I am totally opposed to the cycle way	Talia	Cheyne
36576	Reducing the 4 lanes to one lane each direction is madness, in a city that is growing we will need those 4 lanes for velchiles. Not to mention it will clogg up the breens/Harewood road intersection from velchiles turning and velchiles going straight ahead. Residents shouldn't have to give up their carpark spaces along Harewood road, others parts of town you guys have done this in are a absolute cluster f***. There is and never will be enough cyclists to justify wasting our tax payers money on cycle ways. Don't even think about getting rid of the big beautiful trees at the Bishopdale/Harewood road round about! Those trees should be protected and make Bishopdale what it is. No lights are required at the Bishopdale round about.	Sarah	van Rens
36575	This is a bad idea. The removal If the Bishopdale roundabout for the benefit of the small number of cyclists that frequent this roundabout to the detriment of drivers who pay to use this road by cutting it down to one lane makes no sense at all. Wheels to wings? How many cyclists travel that road going to catch a plane? This is obviously a idea created by someone who has zero local knowledge.	Tim	Andrew
36574	I completely disagree with this. I feel that business will lose out as they have with chch central for example. The main reason is parking and cost. I work in central city and luckily get my parking reimbursed with the company but if I didn't i would not be anywhere near the city. I try to avoid the city now due to parking and the bike lanes. I leave and start multiple days and times in chch and these lanes are hardly used. Waste of time and money. Another significant waste of time and money. The existing cycle lanes in chch central are hardly being used let alone ones like this going further out the city. this takes up to much space making it tighter for cars etc on the road. this also gets rid of crucial car parks on roadside essential for some businesses. I try to avoid the city and now roads with big cycle lanes as much as I can now due to risk and wanting at cycle traffic lights as its red when no cyclists are around.	Will	Maynard
36573	I love it!!! Such a well designed plan that will give businesses along this route a lot of foot and cycle traffic. Having lived around the area for most of my life, I know that hare wood road can be frightening for children and adults alike. This will give more options in the area for locals to visit their local businesses. I like along the route and am excited to have more options to get to work.	Tip	Varnakomala

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36572	The more cycle ways the better. I cycle to work at the main hospital every day irrespective of the weather. If more people cycle there because they feel safe to from Papanui then there will be fewer cars battling for parking spaces. On my way home one afternoon I cycled past 48 cars that were in a queue at traffic lights. My journey home would have been far slower had I driven. We own a bike trailer which we use for shopping. We can comfortably get over 20kg of groceries in that when we need to use it. More people are cycling since lockdown. Work should be done to keep them safe and keep them cycling. Having more cyclists is known to effectively increase foot traffic outside shops. Increased foot traffic means increased business. Having more people commuting on bicycles will reduce congestion, reduce demand on parking spaces, reduce greenhouse gas emissions and have a positive effect on the economy through local businesses. Those who are cycling are also likely to get fitter. Christchurch is mostly flat so is the ideal city to have an extensive cycleway network. Most of Denmark and the Netherlands are like that. Cambridge in the UK massively increased cycleways without businesses disappearing. Even London now has a lot of cycle ways. If all those who cycle to work in Christchurch had a drive to work day it would be interesting. Can you imagine what it would be like trying to park an extra 400+ cars near the hospital? Never mind the rest of the CBD.	Colin	Woodhouse
36571	I am vehemently opposed to any removal of trees on Bishopdale roundabout! Your plans for this are unnecessary, and unwanted! Bishopdale isn't exactly falling over mature trees right left and centre, which you'd know if you'd ever been there, and the fact you're considering removing any trees at all makes me think you are tone deaf and incompetent! By all means plant more trees, but don't you dare remove any!	Jennifer	Isle
36569	We have make cycling more viable option	Fiona	Turner
36568	Reducing car parks in front of vital businesses down Harewood road will add a significant negative impact on their revenue and considering the likes of Copenhagen Bakery has a large population of elderly people, taking away their on street parking is basically telling those customers that they aren't welcome!! Reducing the Bishopdale roundabout and removing landmark trees will: A) be an eyesore! B) creating significant congestion and a double bottleneck at each side. Reducing the four lane portion of Harewood road to single lanes each way as well as putting in all of the new traffic lights will drastically increase the time cars spend on that section of road, sky rocketing CO2 emissions which voids the entire point of the cycle lane! If you want to know what the community wants, come down to the community and talk to them!	Nathan	Macgregor
36567	Cycle ways make economic, enviromental and social sense. The most successful countries in the world in these domains promote their adoption. I support this initiative.	Mark	Ottley
36565	Do NOT mess with the bishopdale roundabout. The traffic flows perfectly	Amanda	Aitken
36564	[redacted]you, there is no need for a cycle way along this road. If you take away street parking then that is [redacted]	Lewis	Voisin
36563	This is a terrible idea, cyclists are fine in the area already with no need to make any changes, a cycle way would course issues for traffic that doesn’t have any problems with cyclists currently. If the council is wanting to spend money in bishopdale I would suggest traffic lights at the breans road and herewood intersection.	Max	Osgood
36562	Ridiculous, catering again for minority of the population	Trevor	Inwood

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36561	The Bishopdale round about has worked perfectly fine from the start of Time until now. I have lived here in Bishopdale all my life and never seen a problem there's and hardly ever have to stop. Much like how the marshlands roundabout was far faster, now every time I come to that intersection I have to stop and wait and accetalate which makes more pollution. So now you want to put in lights in the Bishopdale round about which without even knowing anything about how you will make them work, I already know I will be stopping and waiting there for no good reason. Please don't change something that's not broken. And please let me know what it would take to stop you doing this as I'm only more than keen to do so.	Mark	Ewington
36559	Harewood Road is a very busy road. By decreasing the lanes, you are causing more traffic congestion. Why would people traffic to the airport via bike, other than those who work in the area - I don’t believe you should make such significant changes for a few, when the amount of changes to the road will effect so many negatively. I am so disappointed that much a project is even being considered.	Katie	Luckman
36558	No to this plan as it is presented. I understand the need for 1 cycle lane being used for both ways on Harewood Rd and the lights at Breens/Gardiners/Harewood Roads. But can not see the logic with anything else being proposed. I have lived in the area for over 40 years and struggle to understand why all of the proposal is required. All it is going to do is divert people to use other roads that won't be congested as this plan is going to create huge congestion in the morning and late afternoon. I don't feel like this has been designed by a person with knowledge of our area and it appears as other agendas are at play.....	Rebecca	Macpherson

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36557	I support the overhaul of the Breens Road intersection as I have been witness to several close calls. The rest of the proposal I OPPOSE. I drive along Harewood Road from Matsons Ave to Orchard Road to/from work 5 days a week. Even at 0610 hours traffic is starting to pick up. At that point it is not a major problem. However when I go in the opposite direction between 1500-1530, vehicle traffic is heavy. Part of your problem is because Wairakei Road does not cross Russley Road any more, all of the traffic wanting to cross Russley Road now has to go across on Memorial Ave or Orchard Road. Harewood Road vehicular traffic is too heavy for that kind of layout. It would only lead to congestion, a higher rate of low and medium level traffic accidents and require unnecessary and potentially dangerous vehicular gymnastics. Colombo Street at its northern end now has similar problems following the decision to ram a cycle way through its northern end. In the case of Colombo Street, a far easier solution would have been to install it on Springfield Road. However, with no appropriate road nearby to install such a lane, I suggest you drop it altogether. The solution is improving the bus services along Harewood Road, including a Harewood specific bus such as what ran in the early 2000's. This will involve working with Environment Canterbury to change the frequency of services and may require modifications to foot paths to provide better stops. But this proposal is not feasible and I strongly recommend you drop it.	Robert	Glennie
36556	You can’t be serious to remove 41% of car parking and leave only 2 spaces for Copenhagen Bakery. This is totally unacceptable to treat a local business this way. I submit that you consider Aaron Keown’s advice and consult with the community; then incorporate the communities feedback into the design	Chris	Andis
36555	Support the proposal, the more investment made in cycle infrastructure the more people will feel safe enough to use it. It should however be separated cycle lanes on each side of the road rather than two way on one side. I've been doored off my bike cycling down Harewood road before as someone threw their door open without looking so this will make it a lot safer for myself and others As much as possible, trees should be left undisturbed. Climate change requires we all take immediate action to reduce our travel emission footprint, which means investing in more cycle ways.	Kyle	Sutherland

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36554	Forget about the cycle lanes but like the turning lane at Bishopdale roundabout and definately lights at Greers and also Harewood School.	Martin	Gowans
36553	While I support the construction of safe cycle zones, I completely and vehemently disagree with reducing Harewood Rd from 4 lanes to 2 lanes, the installation of any traffic lights for the scheme, and the closing off of Wilmot, Sails and Chapel Streets. You will turn a free freeing road that services the very north-west of Chch into a disjointed, stop start affair, affecting businesses and impacting resident access to their streets, all to service supposedly 1200 cyclists per day which I believe is wholly unlikely. As such, I have little faith in the modelling projections. Instead, how about redesigning the current footpath, berm and road shoulder to create a shared walking/cyclist zone that is wide, safe, and doesn't impact the current 4 lanes. I do however support the addition of pedestrian traffic lights outside Harewood School.	Matt	Waghorn
36552	I support the cycleway and design. Let's get it built. Great to have a link to the airport, considering the amount of people employed there.	john	carter
36551	The only good thing about this plan is the lights at the breens road harewood road gardiners road intersection otherwise this is a really dumb idea. Taking away valued carparks outside of businesses is unacceptable especially after COVID-19. If the council is really for our city they would be for our small businesses and the community. I'd like to know just how many cyclists (backed up with data)go up and down harewood road before this goes ahead. Also on a humorous note who's going to put there suitcase on a push bike? I'm very concerned about how many on road carparks will be lost near bishopdale Park. With the sporting events that go on there its already a nightmare trying to get a park. You'll be forcing people to park down narrow side streets endangering the elderly and children who are hard to spot even on a good wide road. Thank you for listening.	Rebekah	Walker
36550	I think the removal of the double lanes on Harewood Road is a great step forward for the safety of cyclists on this road. This is the road I felt unsafe to cycle on as cars past too close on one side and the dangers of doors opening on the other side. Breens Rd/Gardner's Road / Harewood Road intersection is well overdue traffic lights. Another cycleway improves the usefulness of the whole network and I fully support this development.	Richard	Malloch
36548	For continuity why do you require part of the cycle way on the Northern side only then another part you have cycle ways on both sides of the road. Doesn't make sense. At the present time Copenhagen Bakery has customers parked on both sides of the road as well as the small off street parking. If you only have a cycleway on the northern side (as suggested above) you would still accommodate cyclists as well as Copenhagen Bakery. You will effectively drive them out of business. As a Corporate Taxi Driver we currently experience difficulties on picking up passengers where cycleways exist. We basically have to wait for passenger with the car across the cycleway which is not ideal	David	Robb
36547	I understand the council is trying to make Christchurch more environmentally friendly by encouraging bike riding, however this decision does raise questions as to whether council actually listens to the small voices of the community. Taking these on board and spending tax payer money where it is essentially needed more would be a wiser idea.	Tara	Bennett

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36544	I am against the proposal. The reduction of Harewood Road to one lane and controlled access to side streets is unacceptable and is unsafe. Any bike/vehicle attempting to turn right onto Harewood Road (in either direction) will be using significantly smaller gaps and this will result in more accidents, and harm (potential fatalities). The proposal appears to include 10 sets of traffic lights, and is reminiscent of the High St, St Asaph Street intersection. Even with NZTA's 50% funding, this seems significantly more expensive than the communities request for traffic lights on Breens/Gardiners Intersections with Harewood rd. There are few cycleways in Christchurch that have the support of the local community. This will continue to develop resentment and resistance against it. It is a radical and unwarranted proposal. One that is likely to stir significant resistance.	Murray	Dickinson
36543	I fully support the plans for safe, separated cycle ways. This will allow much safer commuting along this key transport corridor, and also increase the safety for non- commuting cyclists of all ages. Any loss to businesses of on street parking (which of course is on public land, for the use of all and does not belong to the business) is likely to be offset by the number of cyclists heading past who are ALSO customers	Irene	Whyte
36541	Please stop wasting money on these so called cycleways, as a father of two primary school age daughters who cycle, as a delivery truck driver, as a property owner in cashmere/Barrington who has been stunned by the stupidity of the cycle way design in my area. The design of these cycleways is downright dangerous for delivery truck drivers, cyclists approaching from behind cannot be seen as left turns are made. The seemingly pointless placement of numerous concrete traffic islands are pushing traffic, in particular impatient buses over to the left, forcing cyclists into/onto the curb/footpath. The recent work by centennial park has created intersections that cannot be negotiated without crossing the centreline and now, on what is now a blind corner, approaching traffic cannot pass. How do these designs get signed off?	Brett	Cooper
36540	I object to the proposed Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. However, I do approve of traffic lights being installed at the intersection of Harewood, Gardiners, and Breens Road.	Connor	Brown
36538	I'd like to pledge my support for the proposed cycleway and changes to road layout. Other cycleways around Chch have proved to be a great success and are often busy with cycles. I recently rode the Northern Corridor along the motorway and on the Rangiora. People of all ages were using the cycleway for most of the length. Personally, due to this cycleway, I was able to safely travel from Chch to Rangiora by cycle, leaving my car at home. Changes to roads are a necessary part of cycleway upgrades. Crossings provide safe travel for all ages, so really great for families, young riders and the increasing number of older riders. Personally, I would use this cycleway as a means of traveling around Chch and feel confident to travel by cycle in this area.	Chris	Neame

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36534	I love riding but I am not a fan of the new trend towards separated cycle ways particularly one that put cyclist going the wrong way on the wrong side of the road. Taking cyclists out of the normal traffic flow removes them from the day to day of drivers which in my opinion is perpetuating the drivers notion that bike don't belong on the road. Regardless anything that overall improves cycling in Christchurch is a good thing and I support this proposal	Dylan	Owen
36530	I support this cycle way plan. I live on Harewood Road and think cycling this road should be safer than it is.	Marshall	Robins
36529	This has to be one of the dumbest things I've read. Make it sawyers arms road or wairakei road. Harwood needs the 4 lanes, why else do you think it's like this in the first place	Sarah	Brostow
36528	If we are to achieve a modal shift in transport choices in this city to deliver environmental and health benefits, such high quality cycle facilities (with upgraded public transport) are essential. This will encourage more people out of their cars and onto bikes - when they previously would have considered arterials like Harewood Rd too daunting to attempt by bicycle. Personally - as a confidence cyclist, using a bike both for recreation (road cycling) and utility (commuting and shopping), I would prefer an on-road cycle lane, so that I can move safely with the traffic, and easily transition between side roads and major roads like Harewood. Nevertheless, many are not as confident being close to traffic, even if in a separated lane, and so the separated bike path will be of particular benefit to them. What will be CRITICAL for more confident and faster cyclists such as myself will be the transitions between on-road and cycleways, and between the one-way cycleways and two-way cycleways, including light phasing. For example - if it takes 3 light phases to traverse the Bishopdale round-about, then the more confident cyclist will just stay in the traffic lane. This would kind-of work for cyclists heading SE: a cyclist could come off the cycleway at Highsted (near the Caltex), travel around the roundabout in the traffic lane, and re-enter the cycleway just east of the round-about. It would be more problematic for cyclists heading NE - to the degree that some confident cyclists using this route regularly (e.g. commuters) may cycle the whole length of Harewood from the railway to the roundabout in the traffic lane, in order to avoid delays getting across the round-about. Which would negate the benefit of the cycleway. (one reason why the on-road cycle-lane can be preferred by such cyclists). It is critical that the phasing of the cycleway lights across the round-about are such that cyclists can traverse it efficiently, and not have to wait 3 times. Similarly - it is important that it is convenient and safe to get on and off the 2-way cycleway on the northern side of Harewood Rd (from around Matsons Ave to the Bishopdale roundabout), particularly from the side-roads to the south. Details such as light phasing and gutter crossings will be critical. Small mistakes in design and operation of these aspects could, again, result in more confident cyclists eschewing the cycleway in favour of remaining on the road. Linking with the railway cycleway is also important. It appears the crossing lights adjacent the railway are still marked for future work. Crossing in this vicinity is already difficult, hazardous and heavily used by cyclists. This crossing should be implemented as part of this project, if not before.	Graeme	Woodward
36527	I strongly support the proposed cycleway. I believe that the opposition from Copenhagen Bakery to this will prove unfounded, and they may well score a whole new set of customers out of the cycleway. I live on the other side of the city but have cycled down Harewood Rd quite often. I find it one of the most dangerous stretches of road, with a high risk of being car-doomed, especially in the vicinity of the cafe. My son had a near miss right in that location last year, from a cafe customer not checking before turning. A cycle way akin to that	Sarah	Wylie

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	developed on Sparks Rd would be a massive asset to the community of Bishopdale and the surrounding area. We have seen a huge increase in numbers of children cycling to school since the Sparks Rd cycleway went in, and the same would happen for this one, with many children and young people in the area. It will also present a fabulous commuter route for workers, and an asset to support wellbeing for all. And it will no doubt reduce injuries. As I said, my son was very lucky not to be killed riding Harewood Rd. Kudos to the planners.		
36525	Looks good. Happy to have more Cycleways to connect various routes in Chch.	Sheralee	MacDonald
36518	I do not agree with this new design. It will impact business owners too much with reduced to no parking on the road. The road is too busy to support it being one lane each way.	Sarah	James
36517	Shit idea. Absolutely horrible idea	Josh	Thompson
36508	I think this is an excellent proposal and fully support it. It is a much needed link in the cycleway network in Christchurch	steven	muir
36507	I do not agree with removing road capacity for cycle lanes, with a growing city we need to increase the ammount of cycle ways but not reduce road capacity. Also post covid whether the money is coming from rates or taxes I don't believe it should be spent on this project especially if it will go over time and over budget like the other cycle lane projects in the city.	Maciej	Ratka
36505	I strongly support this cycleway and improvements to intersections.	Catherine	Warren
36504	I support the proposal. I would also like to see something similar done with Memorial Ave, as people in the West, or coming from the University still won't have a safe bike route to the airport.	Olly	Powell
36503	I'm against it.	Murray	Easter
36495	Very unhappy about aspects in this proposal. It’s great that you are adding traffic lights to the Harewood Road and Breens/Gardiners Road intersection. This is a tricky intersection to cross at times. However, what I am upset to hear is that you plan to take Harewood road from 4 lanes down to 2 for cycleways. This is a main throughfare that can be very busy in peak times so it’s ridiculous to thinking of moving this down to 2. This will impact traffic in the area hugely. Surely you can take from the grass verge or find another way to add in safe cycling that won’t impact the flow of traffic. Vehicles are the main means of transport in the area, not bikes. I am not the only one with these thoughts so it would be great if you can find an alternative action to this part of the proposal. Thanks,	Jess	McCoy

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36494	Looks great. Please ensure that there continues to be a consistency in signage, line paint across the cycle path networks. Excited to see this extension to the network. Keep up the excellent work.	Simon	Kong
36493	In regards to Chapel Street /Langdons Road corner. Please remove the two marked on-street car parks on the west side of Chapel Street near Mitre 10 entrance and make a left turn lane. Traffic build up is already bad enough. Congestion will be eased by left turn lane option to go down to K mart etc.	Dave	Hall
36492	I do not agree with the proposal , it will create chaos for residents , businesses and commuters.	Gerald	Ryan
36489	Looks awesome	James	Zwaagman
36487	I used Christchurch Cycleways all the time - and look forward to this extension to the airport. I have done 4200kms since March and basically replaced our car use with an electric bike. Having roads made safe for cycling makes a big difference for me and my family.	Rosemary	Neave
36486	As a long term cycle commuter, who commuted to school in this area of Christchurch 40 years ago, I am very much in favour of cycleways as a key part of incentivising people to cycle. Cycling has health benefits, environmental benefits and community benefits - the more people cycling the better off the whole city and country will be. The increases in numbers of people cycling as the numbers of Christchurch cycleways rise is evidence that cycle routes are a way to get people regularly on their bikes. Further, increases will continue over time - peoples' behaviours don't change overnight so we can't expect to see all the benefits instantly.	Jane	Shearer
36485	Whilst as a cyclist I really approve of additional cycleways segregated from traffic, I am not sure how much demand there will be for people to cycle to the airport. That said I do think this is a good upgrade to Harewood Road and as I use that route daily to commute to work I really appreciate the improvements to junctions on the route, particularly thae junction of Gardiners/ Breens Rd and Harewood Road. That junction is particularly difficult to turn right out of Gardiners onto Harewood, so the introduction of lights will certainly improve that and make it considerably safer for all road users. On the whole a good plan submitted here, just not sure how much it will get used which may lead to criticism of CCC over the investment of money in this scheme	chris	caselton
36484	There is No way that Harewood Road should be changed to a single lane for a cycleway.	Raymond	O'Rourke
36482	The only way in which we're going to make changes is through making it easier to walk, cycle, and take public transport while making it less attractive to take a motor vehicle. Love the design.	Keri	Hodgman
36481	As a person who bikes as their main form of transport, I support all aspects of this proposal. Cycling in Christchurch can be dangerous and unappealing to many due to safety concerns, primarily due to driver behaviour. This much needed piece of infrastructure will provide a safe corridor for cyclists and encourage uptake of the transport mode - something which is much needed for health and environmental reasons, and is in line with City Council commitments to reducing emissions.	Oliver	Lewis
36480	Once again Christchurch Council tries to impose an ideological agenda on residents. One would have thought Christchurch Council would have learnt from Wellingtons Council's Island Bay cycleway debacle. But no.	Adam	Taylor

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36478	I am fully in support of these proposals, we need more cycling infrastructure to address traffic congestion, air quality and population health. There are thousands that work at the airport and on the way to the airport and an end to end route helps serve those people while providing tourism opportunities that offer an alternative to car domminance.	William	Stewart
36477	I believe the proposed changes will be valuable to the cyclist using Harewood Rd. I support the plans. Further, in regard to the Harewood School proposed crossing, this is needed asap. The Children controlling the road crossing at 3.00pm have no regard to the amount of traffic that gets banked up. From my office window we have seen cars not being able to turn into Harewood Rd from Russley Rd due to the back log of traffic held up by the school crossing.	Paul	Hoogervorst
36476	This design has a number of issues that I can see: - The removal of so many on street car parks. The discussion documents try and downplay this by stating "some on-street parking will be removed along the route" but I have counted and the loss is HUGE. This will be particularly problematic around Mitre10 Mega, Wesley Health, Chapel St Church and Bishopdale Mall. Where does the council expect people to park when they visit eledery relatives, residents of Harewood Rd, churches and businesses along Harewood Road? Why are there P5 and P60 signs on the south side of Harewood near Sails? - The one way exit off Sails St will become an issue just like Norman's Road onto Papanui is right now. The same looks like it's proposed for St James onto Harewood. One car trying to turn right will now hold up a whole line of traffic, whereas today there is space for a second left turn lane onto Harewood Road in each scenario. Really poor design, just as Norman's road has proven to be. - There has been no thought given to the increased flow onto what is already a massively under strain Langdons Road. In the last 18 months the traffic onto and off Langdons Road has increased drastically (e.g. at the Langdons/Greers corner, and Landgons Sissons corner) and this new design (particularly the Chapel and Sails streets) will make the traffic load worse. - The plan for Bishopdale roundabout beggars belief. The amount of traffic heading north from Farrington Ave trying to get onto Highsted Road is at times enormous - backed up well past Raleigh St. And now they are coming off no traffic lights at Farrington/Harewood and onto a space which will hold around 7-8 cars at a red light half way around? The same issue will occur with cars heading East on Harewood and trying to get into Bishopdale Mall (Farrington Ave). The right turning cars will fill the lane and stop the straight through traffic. This entire design needs to be scrapped and left as what it is today - a reasonably free flowing roundabout which actually works well.	Jesse	Tritschler
36475	I am opposed to the removal of street-parking. A few weeks ago we had an in-car emergency on the portion of Sparks road where parking has been removed for a cycle lane. We were unable to pull over. We couldn’t even pull into the empty cycle lane because of the barriers. It was quite a distressing situation. This brought to mind something that had never occurred to me before. The removal of street-parking might actually be dangerous.	Brent	Silby
36474	I am opposed to the design. CCC needs to throw out this design and start again by working alongside the community to design what they want. The current CCC approach is dictatorial!	Jan	Edwards

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36473	Im not happy about the lights being at the Bishopdale roundabout at all..... 2 sets of lights there will cause so much congestion and time delays and there is not enough space between them to make it flow correctly.... we have all seen what the 2 extra sets of lights in front of Northlands mall have done... its an absolute bottleneck nightmare and I avoid Northlands mall now because of it, its absolutely awful. Please do NOT PUT LIGHTS HERE..... the Bishopdale roundabout works better without them. Not happy about this waste of money at all.	Rebecca	Farmer
36471	I object to the proposed design of this cycle way. Not only do I think it will cause huge traffic disruptions, that could possibly cause accidents, it will limit parking to properties and is an absolute waste of my rate payer dollars. Using this street on a daily basis I feel this should NOT continue	Mike	Hrynkewycz
36470	I support the proposed design. I think that it is important to build a network of cycleways throughout Christchurch in order to help reduce congestion and pollution and to decrease carbon emissions. Cycleways such as this will encourage more people to cycle by providing a safe space on the roads.	Jessica	Gunby
36469	I think this is a great initiative and long over due. I am fully supportive of the proposed plan. 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.	Peter	Floris
36468	I object, where will we park for winter sports and summer sports for Bishopdale park and Nunweek park, Harewood Rd is an important and accessible place to park, how are you going to manage this safely? I am a cyclist, I have a commuter bike and a mountain bike, I use both during the week and see no need for Harewood Rd to be changed, I bike on the streets I want to bike on which is very often not the streets with cycle lanes.	Mike	Morrison
36467	Dont agree with this cycleway. Stop this cycleway!!! Not appropriate and safe to decrease lanes and on road parking. Bad for business and private property owners and road safety. Look only for traffic lights improvements at intersections. Poor overall general consultation from ccc over matters in chch.	Barb	Wick
36466	I object. We are still waiting for Port Hills Road, (Maugers Dr to Martindales Rd) to be fixed, despite annual promises for the last 10 years.	John	Kay
36465	I do not agree with the proposed changes, they will have a disastrous affect on businesses and residents in the area. The process to bring this policy in to action is questionable at the least without any input prior by several key councilllors, eg aaron keown and james gough who were not in a position to discuss and represent their community.	sally	Ryan
36464	I object	Neil	Eades
36463	I strongly object to this and don't want my rates and taxes used to pay for something that the majority of people don't want.	Mike	Hansen
36462	I object	Emma	Smith

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36457	To whom it may concern, I am strongly against the proposed design for cycleways down Harewood road. The reasons are outlined below 1) reduced parking This will massively impact the local business. Eg Copenhagen bakery I am resident and homeowner at [redacted] We will lose all our streetwise car parking which is useful. Also people parking for sports games at.Bishopdale Park, park on our street. The proposed designs will make it really congested. 2) reduction of Harewood road to two lanes This will cause massive congestion, negatively impact the residents quality of life - and increase our carbon output as more time will be spent in cars . 3) removal of trees One of the things I really love about Bishopdale is the large trees on Harewood road. . The removal of these trees impacts the character of the neighbourhood. One suggestion, why don't you remove the berm and put the cycleway on that. ? Also I am VERY supportive of traffic lights at breens/Gardiner's and Harewood RD intersection .This intersection is very dangerous.	Martin	Cudd
36456	Where's the evidence that this is needed. Cutting fully grown trees down is disgusting waste. Rather the money goes to Woodend bypass that has plenty of evidence that it's needed.	Ryan	Wood

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36454	This design is such a stupid idea and waste of money. There is nothing wrong with the way the road is. It's a busy road and reducing the lanes in half is the worst idea. How about the council support small local business instead of making things harder for them by reducing their carparks. Christchurch city council is the worst council ever. You increase rates in a pandemic to spend money on cycle lanes. Where are the stats that all these cycle lanes are in demand. How about you use tax payers money on something useful for the community. Like for example fixing bad roads, fixing our water. Maybe invest money in the east side as it has clearly been neglected by the council. It's outrageous to think this design was completed in the first place! Who is making this decisions. Half of christchurch could make better decisions in there sleep.	Melissa	Cullen
36453	This is a great plan. Fully agree with it in all aspects. This will make Harewood Rd a much safer and nicer place to walk, cycle, and even drive.	John	Ascroft
36452	Harewood Road should not be reduced to 2 lanes, this will clog up roads and cause delays in traffic, this is going backwards. Also the on street parking should not be removed.	Matthew	Smith
36449	The design looks great for me biking to work and around the schools. It is so unsafe for me and my family to bike, while the cars have the road for themselves in their big safe boxes. It's great seeing the safety improvements and being able to still drive but also now being to bike. I support the design because everyone should be able to choose and have the option to get around our communities safely, not just in our cars.	Thomas	Blakie
36447	This is a stupid idea and the community is against it. Taking away carparks hurts local businesses. Reducing a road from 4 lanes to 2 lanes means a lot more congestion and cars will be on the road much longer so our carbon footprint will go up	Alan	Parsons
36442	keep four lanes in Harewood Road..... I am a resident in living in Lime Tree Lane, just off Crofton Road and use Harewood Road all the time. I have been here for 12 years and I honestly can hardly remember seeing a cyclist on this road in all these years.. To reduce this major route into the city into just two lanes is beyond comprehension..... Copenhagen bakery is on this road and would be one of the most successful bakeries in Christchurch. Cars are parked on both sides of the road from early morning to late afternoon. Why destroy a successful business loved by everyone in this area! The people that recommend this proposal, how old are they!!! (30 year olds!) where do they live!! in Sumner perhaps. They certainly do not live in Harewood, Papanui or Bishopdale.	valerie	hobbs
36441	Like most of the design but you also need to look at putting some crossing and or lights along lagdons rd. Very busy there now with Kmart and the new shops and all the kids from pap high need to cross the road twice a day.	Scott	Wasley

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36440	I think this is great. I often cycle the full length of Harewood road - from the airport to Papanui - at the moment the surface is terrible for cyclists and traffic can be a problem. I imagine you've done your homework on the volume of vehicle traffic in relation to the reduction of Harewood Road from 4 lanes to 2. If there is confidence that traffic flow vs volume will be fine then awesome!	Dan	Spragg
36439	This is a TERRIBLE IDEA!! Do not do this!!	Bruce	Menzies
36437	I support the proposed changes to construct the Wheels to Wings cycleway.	Tom	Brennan
36436	I'm very against this new plan. The council seems to be pushing for a whole tonne of cycleways that the public haven't asked for? Making Harewood road one lane and losing its parking is a terrible idea. Who is seriously going to be cycling to the airport? If you are getting on a plane, you most likely have a whole tonne of luggage with you. Also I think of the Canterbury Chsroty Hospital who operate along there and the side of street parking is frequently used by patients for there. I have used it multiple times being there so by removing parking, you are making people walk further from location. It also needs 2 lanes to run smoother. It's a main road to the airport. Don't change that by adding in unnecessary large and obnoxious cycle lanes	Chelsea	Skinner
36435	Reducing Harewood road from 4 lanes to 2 should not be done and should be seriously re considered. For traffic flow and how beneficial the road is now would be massively hampered by the reduction in lanes. Also having traffic lights at each end of Bishopdale roundabout- is this not eliminating the idea of having the roundabout in place? Will this not cause more traffic congestion? Held up at the light and at the roundabout.	Brian	Giltinan
36434	As much as I support the idea of a cycle way down Harewood Road, I do not agree with reducing this main thoroughfare from four to two lanes. With ever increasing road numbers, and increasing populations traveling into town this way from suburbs such as Rangiroa and Ohoka. Perhaps it would be a better use of tax payers money to reroute the power lines under ground and convert the grassy verge on the side of the footpath to a bike lane. I am a daily (often several times a day) user of this road, and will be very disappointed if my tax payer money is used to reduce Harewood Road to one lane. Thank you	Sian	Asher

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36432	This cycle lane madness has to end. It is a complete waste of the rate payers money. The one you put in from Halswell to town is hardly used. It has caused major delays to install, has taken needed parking space and does little except cause traffic delays at the lights. Obstructing another commuter route for the benefit of a few cyclists is crazy. If you have money to spend on a cycle route put it over Dyers Pass Road which is heavily used by cyclists as great risk to themselves and inconvenience to all the other people trying to get over the hill. Better still spend it on fixing the roads, putting fibre broadband into the communities that still don't have it and free car parking in the CBD so we can go in there and shop. As you have already decided and are going to do it no matter how many negative submissions you get this was probably a waste of time. And you wonder why the rate payers have no confidence or respect for you.	Andrew	Flitton
36431	I believe adding traffic lights at woolridges road abs turning Harewood road into two lanes will hinder traffic flow in a major way. In no time you will see traffic banked right back to the John's road round about. I drive both these roads every day and think this is unnecessary and a waste of taxpayer money. The only thing I agree with is some lights at Gardeners/harewood/Breens intersection and that's more for the kids crossing to school than anything.	Natalie	Craig
36430	Harewood road is an main arterial route now that you can't get on motorway on Waimairi rd. it's extremely busy but has room for cyclists and car parking for the park and residents so this is just silly to reduce to one lane and add extra lights which will cause congestion . Please don't ruin another road it's not needed	Anita	Buckmaster
36429	Really pleased to see this. This side of town is currently quite dangerous to navigate by foot and by bike. These improvements would make me much more inclined to travel out that way. My only concern is public perception of the partially signalised round about. People may complain about it being confusing and taint the project as a whole? Looks great though from my perspective.	Blake	Quartly
36428	Fantastic idea! Harewood road is an absolute nightmare for people on cycles and people driving past people on cycles!	Niki	Franklin
36426	Great ideas, thanks for keeping us safe	Jennifer	Rouse
36425	I do not understand why a very busy main road us to reduced to one lane each way. Surely this will cause huge congestion and create issues when emergency vehicles are trying to get ti where they need to be. Also with reduced parking this will cause issues for people using the park albeit for sports or just family entertainment not to mention the bakery between breens and trafford street- where are the customers supposed to park? The only good thing in this proposal is the full lights at breens and gardiners roads - well overdue. Can't the grass verge be used for cyclists as this would be so much cheaper and work just as well if not better. The money saved could go towards repairing our roads which are disgusting	Jo	Nation

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36424	Put the cycle way down the centre of the road where the traffic islands are. Removing a lane is crazy, this area is getting more and more busy and the lane removal is going to make things a lot worse. The two lane areas clear a lot of traffic either way up until Bishopdale and removing these is straight up stupid.	Ben	Walker
36423	Oh i will be making a submission all right. This is the most ridiculous thing I've ever heard. You will NOT be doing this on Harewood Road. I will protest, i will smash it, i will stop paying my rates, i will picket, i will get a petition. You will NOT do this to my road. You will hear from me big time. This will not be happening on my road. Ever. Once again, someone employed by our City Council is sitting at their desk, spending $20 million of rate payer money on a complete waste of time and something that will not only 'not' be utilised, but something that will inconvenience 100% of the residents on Harewood Road and every subsidiary street that leads onto Harewood Road, one of the main northern routes in the city!. I am referring to the RIDICULOUS proposal called "Wheels to Wings". What on earth are they thinking?? The person who is proposing this ridiculous waste of money has obviously NEVER lived on Harewood Road. I have lived on Harewood Road for over two years, so I know first-hand how busy that road is. I haven't enough fingers and toes to count the amount of police, ambulance, fire-vehicles that scream past on a daily basis, sometimes eight in a row. If you reduce lanes it will create more difficulty for emergency vehicles (police, fire, ambulance) also because if a cycle lane is there, cars CANNOT pull over to let emergency vehicles pass safely and quickly, hence endangering lives. Some mornings it takes me up to ten minutes to even be able to back out onto Harewood Road, due to the line of traffic and reducing to one lane will make the line of traffic longer and more continuous creating an even longer wait for residents to move out onto the road. If this ridiculous cycle lane goes ahead, there will be traffic jams, backed up half way and down the entire road, not to mention accidents because frustrated people take risks. Harewood Road is one of the busiest roads in town, a main road to the airport and to the northern motorway, and yet you plan to reduce it to one lane each way! There are no words to explain how totally ridiculous and impractical this idea is. Harewood Road is far too busy to include dedicated cycle lanes. In addition, I am sure this plan will greatly devalue our property values as there will be no parking for owners and visitors as stated above, a lot more traffic congestion. There are also four old people's rest home facilities on Harewood Road, and a lot of the visitors to these facilities have to park on the road because of inadequate off road parking in these facilities. We are talking about all age groups, but often elderly visitors. Do you want them to have to walk miles to visit their friends/family members?? Let alone have to pay for parking!!!!! Has the person/s who 'designed' this complete waste of time and money, ever tried to park on Strickland Street? I have twice recently, accidently driven over those stupid judders that separate the road from the cycle lanes. There is nowhere to park when visiting friends or businesses on Strickland Street. And Strickland Street is nowhere near as busy as Harewood Road. The whole idea is ABSOLUTELY RIDICULUOS! And must be stopped. The council must rethink this nonsense and remember that the rate payers and citizens of Christchurch are their employers!	Linda	Mcmeeking

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	I have read and re-read the plan, complete with all the diagrams etc. and am completely baffled to think that they are planning on completely destroying one of the main thoroughfares in northern Christchurch with these cycleways and judders that are going to completely inconvenience every single resident of Harewood Road and all the side streets, plus cause unlimited amounts of damage to cars bouncing over the judders! Not to mention the total waste of money by ripping up trees and replacing them with more trees! For God's sake, councillors, mayor etc. don't waste money making a mess of something that is not even broken. Put money into things that ARE broken, like roads in other areas that are still a shambles, since the earthquakes e.g. the east side. The council obviously consented to and built the Langdon Road strip mall, which has increased traffic tenfold to that area. That traffic also uses Sails Street and Chapel Street to get back onto Harewood Road. With these proposed changes to the entrances to those streets, they will no longer be able to do this, hence creating more bottle necks at the Greers Road end. I believe it to be true that the Bishopdale Community Board have NOT cleared this plan. Were they even consulted I the early 'birth' stages of whoever's idea this was? I agree one hundred percent with the letter from Roger Mathieson in the Press dated 28 January 2021. THIS MUST BE STOPPED BEFORE IT STARTS! The following is copied from a message from the board member for Bishopdale Community: "The Cycleway consultation is now open for Harewood Rd. Just to be clear our community board did not support this design even though we all support getting people on bikes and cycle safety. We wanted to have our community on board with this plan and asked if could co-design workshops, temporary works etc. Instead this has gone straight out for consultation without board approval."		
36421	Brilliant design! Love it. So glad to see more cycleways planned for our city, especially separated ones. Thank you. Only comment is that the lights at the Bishopdale roundabout need to be coordinated to some degree e.g. the closest pairs of lights should go green at the same time for cyclists, so cyclists don't need to wait four times to make their way right through the roundabout - this would be far too time consuming and frustrating. Pairing the four sets of lights, with quick changeovers, would be a good compromise to ensure that the traffic through the whole roundabout is not stopped either. The roundabout is very complicated - could Harewood Road not go straight through it, with greenspace created on the edges, and Highstead Rd and Farrington St being side streets that can only make left turns when exiting onto Harewood Rd	Daniel	Parkinson

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36420	I'm just submitting to express my support for this - I can't wait to see it in. All the roads out to the airport are really busy, high speed and hostile places to bike down, even for someone experienced and confident biking, so it will be great to have a safe way to bike to the airport, and to access the other amenities through that part of town. There are already usually lots of bikes parked at the airport (COVID times excluded perhaps...) so it'll be great to create a way for more people to bike there, and also for the people who work at the airport and at the many other businesses around that area to be able to bike safely to work. I work for Council, but this submission is purely in my personal capacity.	Anne	Heins
36419	I am unsure why the council has put forward the original plan when the community board have seen many flaws in the plan. If whoever came up with this plan spent any amount of time near the Copenhagen Bakery you would see it isn't feasible for them to lose the street parking. For the most part their clientele are older less mobile people or workers in a rush. Losing those parks would mean a loss of business and I would imagine it wouldn't be sustainable for them to operate. Another issue is putting lights at the round about, this makes no sense at all. Either change the whole intersection to lights or divert cyclists to cross further down Farrington Ave and Highstead Road. The community board should have had the opportunity first to go out to the community for suggestions of ideas and then taken the ideas to the council and we are the ones that live and breath these streets not some planner who has driven the road a couple of times and think they know what works. Please reconsider this route, I am not opposed to cycle ways at all but it needs to work for all road users and businesses!	Khloe	Peck
36418	It looks good. Is it possible to create a small median area for the traffic turning right onto Harewood Road from Cotswold Avenue, so that you can cross halfway across the road and wait for a gap to move into the other lane? It is always trickier turning into traffic when you have to wait for cars and bikes. Also, I have seen a lot of e bikes going super fast. What provision is there for cyclists to pass each other? Or are the ebikes supposed to just go on the road? Or slow down? I hope there is planning and guidance for these issues. And are e scooters allowed to or supposed to use the cycleways? I hope the cycleway planning considers these issues.	Christine	Cooney
36417	Why can't the cycle way use residential side streets instead of disrupting traffic flow and business parking on main traffic roads?	Willie	Nation
36416	I used to live a few houses down from the Harewood/Breens intersection in Bishopdale. I totally agree to make the Harewood/Breens intersection to have lights and 4 lanes into 2 lanes, however the bishopdale roundabout having multiple lights is not going to reduce the accidents there as there are many careless driver or someone people not knowing where the lane is going to take from Papanui rd going towards the airport (straight). They use the right lane and move into the left lane quickly whislt in the roundabout to go straight and it is very dangerous there. Also making entry only into Chapel rd from the Harewood road (to miter10 way) is going to cause accidents or big traffic exiting out to Langdons road by the train track. It is 30km/h just before you get to Chapel/Langdon but many people speed there that you dont see the cars coming before the rail. It is already bad traffic there as it is that it is going to cause a lot of frustration for communities. Thank you.	Yuika	Inoue

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36414	Originally I put in a submission against putting a cycleway down Harewood Road - despite being a cyclist. Now I absolutely support it. The speed down Harewood has increased, and cycling is dangerous. Breens, Gardiners, and Harewood road intersection is downright dangerous. Anything that means more people cycle, and can cycle safely is forward thinking on many levels - less pollution, exercise, health, safety, less cars, less speed - what's not to support. And to the nay sayers, I say - wait. Build the cycleway and they will come.	Marg	O'Connell
36413	Absolutely thrilled to have this coming! Biked to work at the airport from Bishopdale for a few years and too often are there close calls. Especially by Copenhagen Bakery. Look forward to seeing this progress thank you!	Josh	Saville
36411	What's up with all these cycle lanes? It's hard enough to drive around the city with road works that taken long time, pipes leaking water, roads that need fixed and speed limits changing in different areas. Having lights at Gardners Road.....go for it but changing what's going good is insane	Glen	Ladkin
36410	I live in bryndwr and we use matsons ave, harewood, chapel to langdons to get my daughter to and from school whether it be by bike or by car. I am all for making the roads safer for cyclists to get around but my thoughts are: *Keep sails and chapel streets the same but reduce speed. *put in a traffic light pedestrian crossing at the railway line like nearly all other railway intersections to make it safer for the school children to cross langdons road as it's very dangerous during before and after school with nowhere for the kids to safely cross! *you're idiots thinking to cut harewood road down to 2 lanes as it's already backed up between greers and cotswold ave during rush hours. It will just make things worse through there. Not better! *a traffic light intersection at greers/langdons roads would also be a safe option for the multiple schools all using that intersection now its busier with northlink being added into the neighborhood. *I can see how the cycle lane down harewood would look as you have just done the same thing down Hansen's lane which has left NO on street parking for people around there! I hope to god it doesn't get like that down harewood road. Something more like what has just been put in down st asaph st would be better as there are still some options for on street parking. I love this harewood/bishopdale area and have lived in the area for quite some time and plan on living here for a very long time to come so I hope it's done with a lot of thought and consideration. That's my thoughts about safety and where I see the money would be better spent.	Penny	Carter

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ID	Please provide any feedback you have on the proposed design	First name	Last name
36409	I think this is a good design that will greatly improve safety for cyclists and pedestrians. By connecting up different parts of the cycle network it should increase usage across the network.	Ian	Chesterman
36407	I approve any measures that make cycling safe and encourage more people to cycle for the sake of the environment.	Joy	McLeod
36406	As a resident of Bishopdale for 19 years, I must admit it will be a welcome relieve to know that the racetrack called Harewood Rd will finally become slightly more speed controlled by reducing the lanes to 2. My cconcern is that with the closure of Wairakei as a right in, alot more cars now use this rd. Will congestion now become an issue for those of us that live between Harewood and Wairakei? Is the intention of Grahams rd/harewood intersection to have fully utilized arrow lights for turning at all times and in both directions from Grahans rd into Harewood?(currently this is extremely intermittent). With the closure of some side streets down by Mitre 10, the traffic onto Langdons and turning onto harewood from Grahams will become a nightmare, to put simply, alot of people use those side streets to avoid the lack of arrow utilising for turning. I am not a fan of cycleways myself and not a cyclist. My daughter however will now be able to bike safely to school (st Jospehs Papanui). That's 1 less car on the rds for school pick up and drop off. Hopefully more parents in the area follow suit. To be honest, I have always been anti what has been proposed and done around many of our rds with cycleways everywhere, but they do make the rds safer and actually keep the traffic doing the speed limit, not 70k which is common along Harewood. The design seems okay to our Household.	Liz	Blair
36405	Absolutely ridiculous plan to reduce Harewood Rd one one lane each way. It needs to be left how it is. Current cycle ways around Chch are not used that well so why keep wasting money on them.	Linda	Te Kaat
36404	this is crazy reducing 4 lanes to 2, like cranford it'll be a disaster, trying being a courier driver and delivering to those houses, our lifes are in danger everytime we have to stop. why not reduce the center median strip which currently take up 1/4 or the road or get rid of it all together	Chris	mcmeekan
36403	I live around the corner from Breens Rd and Harewood Rd intersection. I travel to work at the airport and if you were to reduce the lanes down to one each side Harewood Rd would be a lot busier. The road has become busier since the motorway was completed on Russley and Johns Rd due to closing Waikarei Rd from the airport. I also don't understand why you would spend hundreds and thousands of dollars on cycle lanes on Harewood Rd when each morning I only see the same 2 people biking, really not worth the money. We have cycle lanes in our city which don't get used as much as you thought and you as a council don't seem to think twice about spending the money on the cycle lanes when the money would be spent better elsewhere. You are just going to make Harewood Rd more dangerous.	Gail	Burt
36402	I'm all in support of the construction of the separated cycle lane....as my commute from Cracroft to the Airport location is virtually all on separated lanes except the Harewood Rd portion. To reduce car parking in favour of a safe route for all cyclists is desperately needed. I'm sure the uptake in cycling numbers will increase significantly once construction is completed.	Helene	Arker

Submissions received on Wheels to Wings Major Cycle Route – February - March 2021

ID	Please provide any feedback you have on the proposed design	First name	Last name
36401	I object to the proposed cycle path down Harewood Rd. This is absolutely crazy cutting down road lanes with the amount of traffic that uses Harewood Rd it would cause major congestion and take parking away from residents. This plan has not been thought through and is not what the people want!!!	Annemarie	Prendeville
36399	This is absolutely ridiculous!!! Christchurch is growing and congestion is increasing and you remove traffic lanes! Such backwards thinking. Get real people are not going to get out of their cars!!	Steve	Donaldson
36396	I do not believe removing on street parking from the Bishopdale roundabout to Nunweek blvd is a well thought out decision as many of the house holds along this stretch of road rely on the on street parking as a day to day means of parking. There are always cars parked on the street and compared to the amount using the stretch of road for cycling purposes is little to none. Secondly The Copenhagen bakery is one of the only thriving business' Bishopdale has to offer on any day of the week pulling a large amount of costumers in where the street parking is used religiously! I would like to see this on street parking kept on both sides of Harewood road and the plan of removal for cycle lanes rethought over. On the contrary the suggest lights at breens road would be a life saver and I applaud you all for taking the time to address the issue and put a plan into place to fix it. Thank you.	Jack	Bryant
36395	I feel like no amount of feedback is going to change the councils mind so pretty pointless. But what a stupid design and waste of money! There's not near enough cyclists over that side to implement this. What is the point in having a round about with 6 sets of lights? I think this is going to be far to confusing for anyone using it. The roundabout is an icon and just fine how it is without added chaos. If a cycle lane were to be implemented then the whole land in the middle should go and it should just be an intersection. You can't have both!	Auroara	Dale
36392	While you are updating this area can Watsons Rd be changed to residents only or upgraded. This road is a very narrow lane and a lot of traffic cuts thru to miss the 2 round abouts on John's Rd which is a bottle neck at peak times.	Carolle	Exeter
36391	What a grossly irresponsible waste of money. Cycle lanes are not being used the councils own statistics show there has been virtually no increase in cycling in the last ten years despite the money wasted on cycle lanes. Please, please stop being silly with our money, use it instead to repair the roads and water infrastructure.	Brian	Hill
36390	As a regular cyclist I think this is a great idea. We often use the John's Rd Cycleway but it is difficult to find a safe way back into the city. Last week we rode up Harewood Rd and I felt very unsafe squeezing between two lanes of traffic and the parked cars. I have previously sustained a serious injury resulting from a motorist opening their car door directly in front of me so am very aware of this danger. There currently doesn't seem to be a safe cycling route to the airport area and this will be a great addition to the infrastructure.	Lynne	Medland

Submissions received on Wheels to Wings Major Cycle Route – February - March 2021

ID	Please provide any feedback you have on the proposed design	First name	Last name
36388	I'm not opposed to the bike lanes, but I think there are some areas that may need re-thinking. The bits I do like is the traffic lights at the Breens Rd/Gardiners Rd intersection and at the roundabout. I like that the bike lane goes through the roundabout too. My concerns are the reduction in carparks. I feel for Copenhagen Bakery who get alot of visitors, especially in the weekend. Where will their customers park? It will have to be a distance away and they may end up parking on the side streets making those areas busier. The same concern is for the Church that is on the corner of Chapel & Harewood Road.	Joanne	Reed
36387	Silly idea. Please leave it how it is More people drive than bike please think about it before doing it	Haylee	Wilcock
36386	Looks awesome team. Different approach to Bishopdale roundabout but makes good use of existing space and infrastructure.	Ryan	Cooney
36384	Support all parts of this, looks awesome!	Will	Miller
36380	My say is that this plan is great as it is - please get on with this ASAP, this cycleway is a great idea. There is a vocal minority who seem to think that cars are the only viable means of transport. Our local community board opposed the cycle way, with the excuse that the money should be spent on the Harewood/Breens/Gardiners intersection. Well that's going to happen alongside the cycleway so they no longer have any reason to oppose it. Thank you for going ahead with this. Hopefully Harewood Road gets resurfaced as part of this, the rough chipseal that was put down recently in the 4 lane area creates excessive tire noise - not nice for those of us who live along that stretch of the road.	Stephen	Williams
36379	I want to know by constructing these cycleways and removal of parking, how you will compensate homeowners who can no longer receive gas because the trucks have nowhere to park? How will you negotiate this factor? All you think of is yourself and cyclists but nothing at all for the homeowners who dont have garages or offstreet parking. By putting in a cycle lane my power company have already said they will not deliver gas, so how will we cook and have hot water?	Gareth	W
36378	Put traffic lights in at the intersection of Breens and gardeners road. Don’t make it 1 lane keep the road lay out as is. If you must put a cycle lane in because we all know you will why don’t you remove the front verge and put the cycle lane there joint with the foot path and signal the lane closer to the road is for bikes. Therefore if a car is backing out it gives extra room for cyclist to slow down and stop or a car to stop. How many cyclists get hit on that stretch of road a year? Do the math don’t destroy the city because it’s just about too late.	Sam	Apps
36377	Harewood road should remain four lanes. Traffic lights will slow down the flow of traffic already so there will be congestion. There is already congestion at the round about at peak times and one lane will mean the petrol station entrance will be blocked frequently for those coming out and for those turning right onto harewood road coming from Bishopdale shops car park.	K	Miller
36374	This looks fantastic. Harewood road is currently not at all safe for cycling, but this should make a huge difference. Is there any plan to link it up to the unicycle route? There are several thousand school students in the area, many of whom get driven to school every day. They then continue to drive when they go to uni at UC. Developing a culture of cycling for these people would future proof our transportation issues.	Mikaere	Greenslade
36371	I totally oppose the proposal. In particular I object to the removal of traffic lanes on Harewood Road. Harewoood Road is a very busy road and requires both lanes in both directions to cope with the current traffic flows, let alone any future increases. As an avid cyclist I have made extensive use of Harewood Road over many years at all times of the day and days of the week and I have never experienced any problems whatsoever with the current layout. Further, I object to the removal of any carparks on Harewood Road - these are a necessary provision for any occupant and so should not be removed. So I can see no justification for the cost, disruption and impeding of vehicle access being proposed.	Craig	Hastie