

After going to the open forum about the wheels to wings cycleway, I still have concerns.

1 Is the traffic still going to be held up behind the buses between Greers road to Papanui. At the forum I was told it would be looked into, so if it is to be looked at when and where will a decision be made.

2 Looking at Chapel street to Harewood Road it is too narrow to have turning cars both left and right on to Harewood road so will cause congestion along Chapel street and force cars along the narrow Hoani street. Another to be looked at but when and how to solve a problem.

3 The video of how the roundabout will work doesn't take into the amount of traffic using Harewood Road and Farrington Ave, and Highstead Roads at the moment. Cars will be backed up along Farrington Ave and will block the exit from the car park for New World.

4The lights at Wooldriges Road will add to the congestion along Harewood road as well the corner is to narrow, also another will be looked at.

5 Removal of approximately 180 roadside car parks, will adversely motorists, as well as Copenhagen Bakery. The clientele of this Bakery are mainly retired people who stay for a chat and coffee and limited time as well as removal of on road parking will affect their lifestyle. Also Golden Rest home uses parking on Harewood Road this will go and when bought up was told they will have to find alternative parking. Where is a problem as all streets around this rest home have limited space and narrow roads.

6 The long term plan looks wonderful, but we have all heard of pies in the sky. Just maybe it will aid the cycleway but should be built first.

A little note Democracy is about governing with the consent of the people.

Dictatorship is about governing for a few by a few.

Thanks Paul Amtman.

Have your say

Wheels to Wings - Papanui ki Waiwhetū further engagement

Open until 17 | November | 2021



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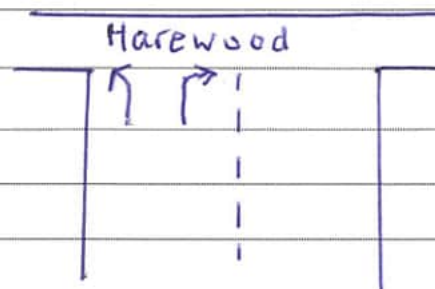
We'd like to hear your thoughts on the design changes we've made following consultation, the design options we've looked at and any other comments you may have.

Have you previously submitted on this project? ☐ Yes ☒ No

Would you like to speak at a hearing? ☐ Yes ☒ No

Junction Cotswold Avenue - Harewood Road.

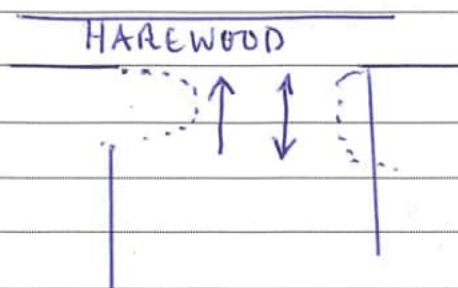
Present



Cars at present can turn right and left at the same time.

By proposing to narrow the entrance a car turning right will hold up the 90% of the traffic turning left. The car turning right is often held up for a considerable time any time of the day.

Proposed



Wheels to Wings second submission

With regards to Chapel Street being exit only from Harewood Rd) I believe that this road (and sails St) should be left the way they currently are (exit and entry at both ends of the street) the reasoning behind this is, I don't believe it is in anyone's best interest to have this as exit only (Chapel) to Harewood Rd. It will move all existing traffic from Langdons onto Hoani, with the new "villages" (at least 2 large ones) there it will create a problem in navigating the streets with all the cars parked on the road and with so many extra infill housing in Hoani, Wilmot and Sails street (building now) what you are proposing is not practical at all.

In restricting dual access to Chapel and Sails streets from Harewood Rd that means that there will be **even more** traffic on Langdon's road which is quite frankly a dogs breakfast now and with these changes it will make it so much worse.

Even though Mitre 10 has an entry/exit onto Chapel St, for all the people who have trailers and the like and want to go down Harewood Rd (Bishopdale Mall way) it's going to be extremely frustrating for them to try and get out of the narrowed streets.

When I asked why you are narrowing ALL the streets entrances that feed onto Harewood Rd I was told "so people don't have to walk too far to cross the road" !!! Really? Stupid answer to a sensible question if this is the thinking at the council then there is something seriously wrong.

Once again I am opposed narrowing any of the streets that feed onto Harewood Rd (and bringing the curbing out – dumb idea) – you haven't thought of the tradies who are trying to get their trailers into the side streets (also when asked this was told you have talked to mitre 10 and the "big" companies) so, what about the tradies and what about joe bloggs who's trying to turn in and out of these narrow streets? Have you thought about the vehicles that are towing boats, caravans, and cars and how they are going to manoeuvre?

There is absolutely no valid reason to narrow any of the streets that feed onto Harewood Road that is absolute madness and you are not looking the big picture and how everyone will be affected (and not just the "big" businesses).

It's also a really stupid and dangerous idea to have car parking in the middle of Harewood Rd near Bethesda rest home. That is so dangerous and ill thought out and should not be happening.

How do you expect people to navigate their way across the (now single lane road) without getting hit and not being able to walk fast enough to get across or, how do they get their wheelchairs/walkers, etc out of the car and set up and get across the road? How?

And people will be opening their car doors on the single lane without causing an accident? Yes, most people look beforehand but if you have people who don't and those who are driving and don't take note, well what a mess that will be.

No need for planter boxes further down Harewood Rd either, council will not maintain them so who will? And putting those ugly grasses into them (and anywhere else for that matter) is just stupid they get overgrown, collect rubbish, and look terrible. Definitely not a good look for a supposed garden city!

And as highlighted in first submission, there is absolutely no need to remove any trees – especially from Kilmuir Lane when asked why they are removing some from this area I was told it blocks people's views of Harewood Rd.

Nonsense! It does not! There is absolutely no need to remove any trees around this area as someone who uses this road many times a day I find it astonishing that the council is removing trees for a "perceived" problem which doesn't exist!

Leave them as they are. They are well established and add value to the park area. I would also like to point out that those trees in that area were there LONG BEFORE it got subdivided and houses were put in. All of those people who live down Kilmuir Lane brought their property with the knowledge that the tree(s) were there – they should NOT be removed! Garden city? Not! **You do not cut down healthy trees** on the whims of a few (or because the council has no backbone)

I still believe that shared footpath/cycleways are the better option and cheaper!

There would still be 2 lanes and parking for everyone and so much less disruption to all the residents and people who live in this area while the "proposed" changes get done. Which I guesstimate will take at **least** 3 years going by the council's ability to do things once and do it right... not (Manchester St is a great example of the council's stupidity and lack of foresight)

Keeps cyclists separated, no stupid, dangerous, and downright ugly concrete dividers. Which **will** cause major issues with people no matter what you think. Cars, trucks with trailers trying to get in or out of a driveway, whether or not they drive in (or god forbid) try to reverse in. Pretty sure you haven't thought that one through.

They are dangerous as well. As I pointed out, this is an area with a lot of older people, and it will be on the council's head when someone gets injured or dies due to these concrete curbing/dividers. It will happen and the council will be responsible.

There has to be a better way to do this – one size doesn't fit all (refer to the 3 waters fiasco) and you should not be catering for a minority (and will **always** be a minority) group. I do cycle and drive and I can see the big picture here.

You have had negative feedback from so many people with this mess and you are pretty much ignoring them it's no wonder that people are fed up with this council.

The amount of money that is being spent on "fixing" something that doesn't need fixing (tweaking only at the very most) that could and should be used elsewhere is astounding and unacceptable.

Moving bus stops when they don't need to be moved and contrary to what I was told by your staff, (they apparently block people's views??) the said bus stops down Harewood Rd **do not block** people's views or access.

Having the bus stops (and shelters) where they are **especially outside the rest homes** works really well and it should not be a case of changing things because you can it should be "*do we really need to do this*" and "*is it working now?*" and "*why are we doing this?*". **It should not be** "*what the heck let's just change things to spend money, upset and frustrate people*", and generally make it so much worse.

I really do not think that even half of these changes (definitely not improvements) are necessary, and this should be re-done from the beginning. (I know that won't happen) this is such a mess, and I am opposed to this in so many ways, but you won't listen and 5 years down the track you will still be either building or "fixing" things. The big picture is not good.

By the way, what about the new townhouses that are going in near the railway line on Harewood Rd (where the Dove Bookshop used to be) how are people going to get in and out of there? Is there only going to be the one entrance off Harewood Rd for 31 townhouses – that is going to create so much congestion with the construction and the people who eventually live there and the drivers on Harewood Rd.

Oh, and the "proposed" cycle lanes are way too wide! Good god how much room do people need? I cycle and I sure as heck wouldn't need all that room (even if there was another cyclist coming the other way) this sure smacks of a vanity project and ignoring the majority for a minority group (and let's be realistic, will always be a minority group) this is pitting people against each other and is not in the best interest of the majority and that is and always has been the problem with this council.

Also, you should be looking at the plans for Langdons Rd their plan has them keeping the parking where you are proposing on removing it on sheet 18 of your plans! Chapel near the give way and over the other side of Langdons road. Typical, 2 lots of plans which are not consistent... do you talk to each other at all?

And, as for removing the parking on Langdons Rd outside the blood testing place is just plain stupid and thoughtless, when there is absolutely no allocated parking available for blood tests most normal people would look for a park on Langdons Rd and if none there then go into the side streets assuming they can get parking closeish to the blood service, (Chapel, Hoani, and Sails) but, removing all of the current parking is just plain stupid. There is never any parking at winz so therefore people will have to park on side streets, the said streets that you are restricting to entry or exit only (Harewood Rd end) and limiting the parking on? Boy, is that going to turn to custard!!!!

Much more work is needed on this "proposal". I highlighted to your staff that Papanui is a great area for crime especially removal of people's bikes so that's another thing that will be on the councils head when the bikes get stolen, and people assaulted when they sit on the seats. (really? these seats are not needed and a stupid waste of money) And, if you think that people will put their cycles in the bike rack and go shopping and then cycle home with their purchase you are dreaming!

To reiterate, **NO trees** should be removed, there should be a shared footpath/cycleway (and if other countries can do what why can't we?) absolutely **no grasses** should be planted anywhere (cheap, nasty, and horrible things), no to narrowing streets onto Harewood Rd, no to restricting access to Chapel, Sails and Wilmot Streets, no to bike racks and **a definite no** to the dangerous curbing.

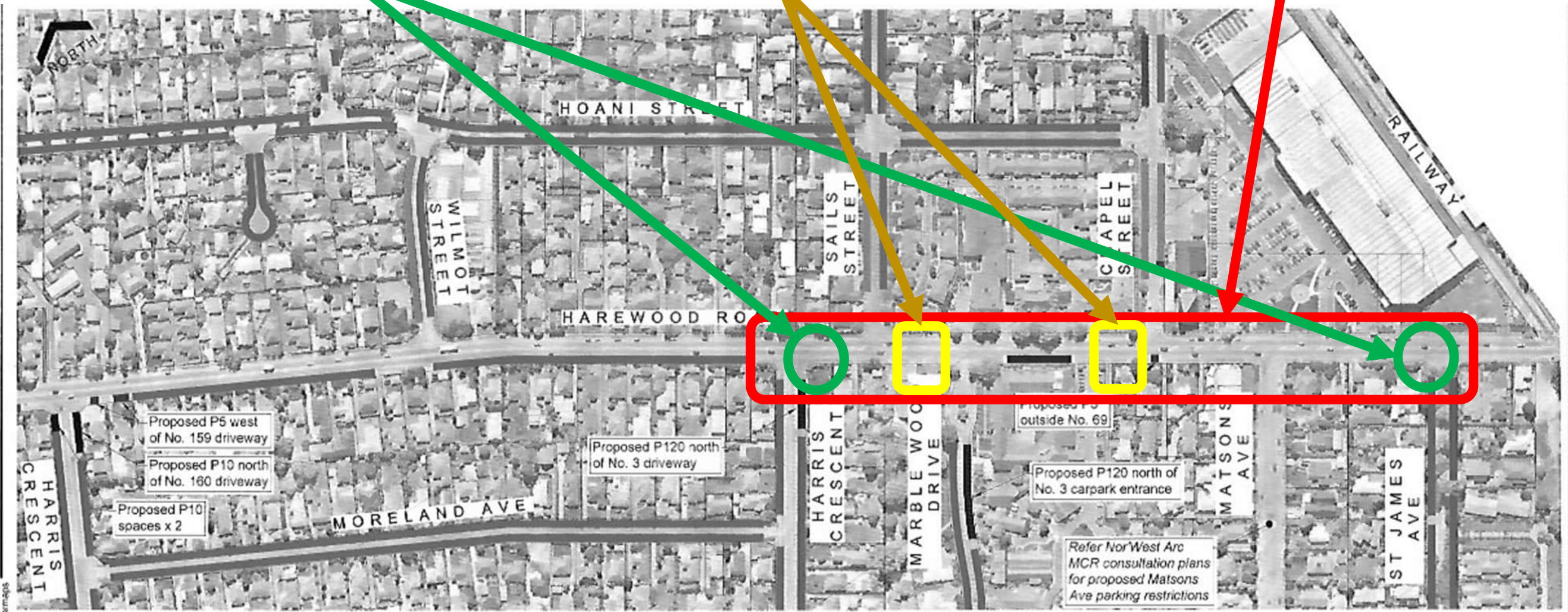
Tell me why should vehicles have to go over these concrete barriers to do what they need to do? Why? Has the council plenty of money to keep fixing them? I also asked this question, and they couldn't answer...

So many questions and so very few answers.....

Landscaped entrance 'gateways'
with raised roadway or hump

Pedestrian Crossings
Refer next page

Reduced speed limit zone to 30km/h
With red road markings



KEY

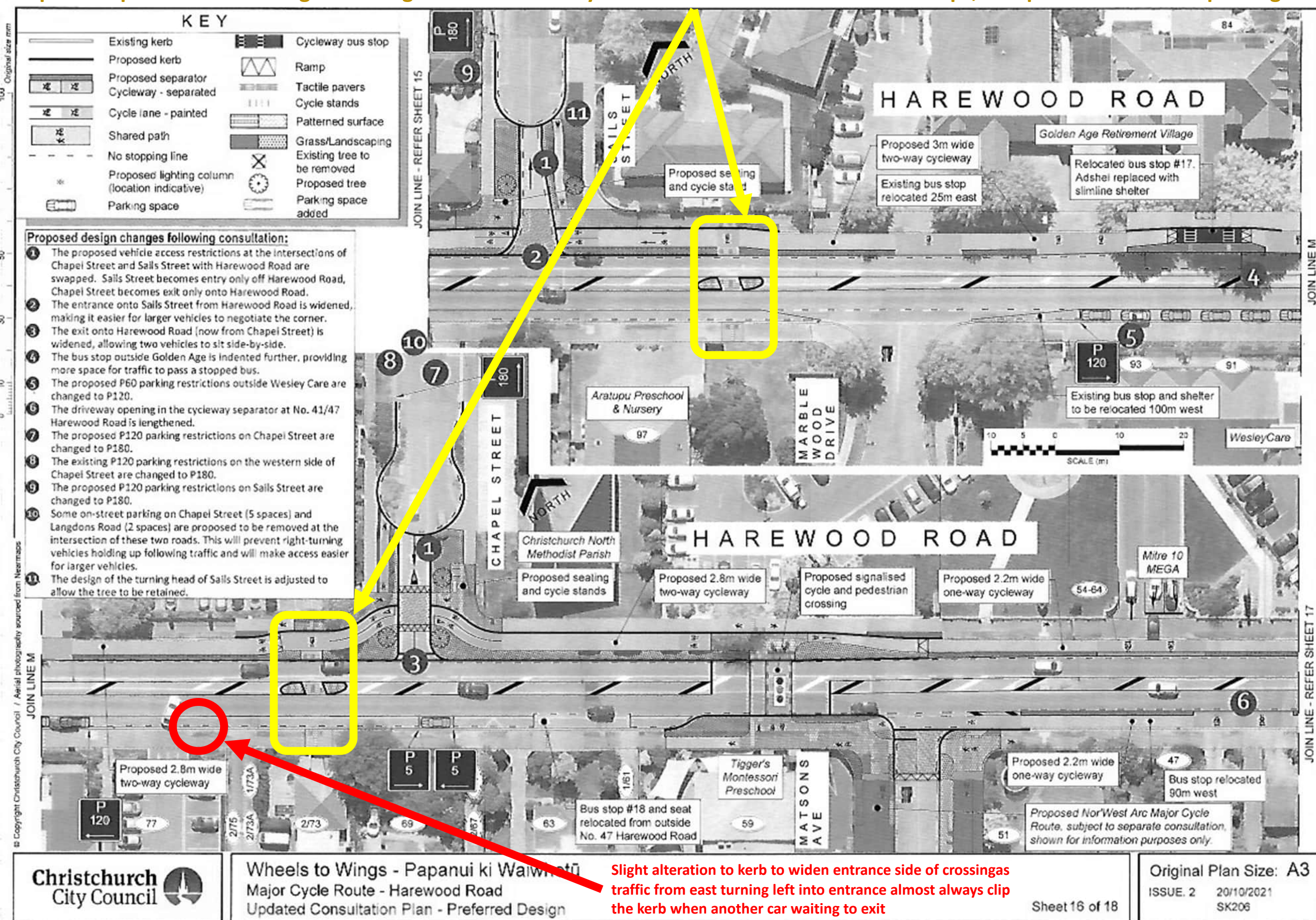
- Proposed P5 parking restriction
- Proposed P10 parking restriction
- Proposed P120 parking restriction
- Proposed P180 parking restriction
- Existing mobility park to remain
- Existing P120 parking restriction to remain
- Existing P120 (Mon-Fri) parking restriction to remain
- Existing unrestricted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

50 0 50 100m

**REDUCED SPEED LIMIT ZONE FOR
HIGHER-LEVEL AT-RISK PEDESTRIAN COMMUNITY AREA
WITH 2 (4) REST HOMES & VILLAGES, 2 KINDERGARTENS AND A CHURCH.**

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

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





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

17th November 2021

Wheels to Wings - Papanui ki Waiwhetū cycleway
Second submission

also refer: First Submission dated 14th March 2021

Ann Tomlinson
Senior Engagement Officer

Dear Ann and Team,

Firstly, thank you for all your hard work and the time that you have taken on several occasions to explain the proposals in the public forum and in making individual meetings with those who have made significant submissions.

This is a personal submission but as with my previous submission it has been done in consultation with my father and some of his neighbours who reside Wesleycare village on Harewood Road. I personally spend a reasonable amount of time at Wesleycare often staying with my father, so am well experienced in entering and leaving the property both by vehicle and on foot to access Northlands Mall, Northfield commercial facilities, Northlink shopping, and Mitre10 Mega & Columbus Coffee, all places my father and his neighbours visit frequently.

We had already been contemplating a personal submission for Harewood Road, just prior to the cycleway development proposal being made public for feedback, to make it a safer community area for the elderly, kindergarten children and church goers.

The purpose of the current submissions, we realize, are for the review of the proposed cycleway but we believe the bigger picture of enhancing communities should be considered at the same time, as with all such developments. I feel that the current community environment has not been enhanced but further degraded by the addition of another obstacle to be dealt with by already at-risk pedestrians.

At the same time, I also believe that cycleways are an attribute but that cyclists should also be required to respect the needs of a more vulnerable community as they pass through.

The top priorities of the Council's own Residents survey 2020 for a "Greater Christchurch 2025" seem to have been ignored, especially the three main priorities in that

- It is not easy to get around
- Streets and public spaces have not been designed for the people
- The community cannot access their everyday needs close to their homes easily.

I would strongly recommend that the following minimum requirements be added to the proposal.

1. A 30km/h speed zone from St James Avenue to the east end of Harris Crescent which is emphasised with landscaped gateways and raised road seal or humps as well as red colour demarcation of the speed restriction on the road surface.

2. Current central median safety barriers for pedestrians at Chapel Street and Sails Street be upgraded to full pedestrian crossings. The proposed signal at Matsons Avenue is acknowledged as a great provision for pedestrians but is a long walk for the elderly and small children to access parking and bus facilities on the opposite sides of the Harewood Road.
3. That as part of this development a pedestrian crossing be added to Langdons Road, which has now become extremely busy with the addition of Northlink shopping facilities, to assist elderly residents to access the Canterbury Southern Community Laboratories for frequent blood and other tests and the Northlink shopping precinct. We realise this could be a temporary proposal as we are aware that further future developments for Langdons Road are envisaged.

Please find attached 3 diagram sheets that help outline these points on plan.

I have highlighted what is more of a maintenance issue in that the entry crossing into Wesleycare needs to be widened on the eastern side as when west travelling traffic turn left into the property when another vehicle is exiting, they almost always clip the kerb.

I look forward to addressing the hearing on these issues when the time comes.

Yours Sincerely

Philip Clarke



General Comments

- Directness of Route is appreciated – as per route selection which was already decided
- Speed Limits – is there any plan to review the speed limit on side streets in Harewood, Bishopdale, and Papanui (noting the 40 km/h speed reduction on Matsons Ave proposed in the Nor'west Arc Cycleway)? Most streets need to have the speed limit reduced to make all streets a safe space to move around
- The changes made to the preferred design are excellent. Thank you for taking on people's feedback and incorporating changes

Western segment: Whitchurch Place to Nunweek Boulevard

- I prefer Design Concept 3 for Waimakariri Road to Wooldridge Road: two-way cycleway on the northern side of Harewood Road
- I prefer Design Concept 2 for Wooldridge Road to Nunweek Boulevard: two-way cycleway on the northern side of Harewood Road
- Keep pedestrians on the recently re-sealed footpath between Harewood School and Wooldridge Rd. Shared use paths are not favourable for Major Cycle Routes, as the volumes and speed differences between users creates hazards, especially for visually- or audibly-impaired footpath users.
 - Thus, Cycleway users should be separated from both general traffic and pedestrians on a bi-directional separated cycleway, preferably on the north side of Harewood Road to avoid having to stop at Wooldridge Road, but also as the intersection at Watsons Rd is safer due to better visibility than the intersection at Stanleys Rd
 - It is acknowledged that this will increase costs due to the need to underground overhead lines, and that the stormwater drainage/swale will need to be dealt with too
 - Anecdotal evidence from my personal observations as a regular cyclist along Harewood Road, suggests parking demand is highest outside #s 607-639 Harewood Road, as opposed to anywhere along the northern side of the road, with the exception of busy times at the Jehovah's Witness Hall at #724-726 Harewood Road (with both JW and school/preschool parking)
 - A bi-direction cycleway on the north side of Harewood Road removes one more stopping point for cyclists, which increases the attractiveness of the route. Full traffic signals are still required at Wooldridge Rd to improve the safety of this intersection for all users, but cyclists who are not turning at Wooldridge could ride straight through if the cycleway is technically outside of the intersection (on the shoulder, instead of vehicle parking)
 - A bi-directional cycleway on the northern side of Harewood road from Whitchurch Place to Nunweek Boulevard means the trees can be retained at Kilmuir Lane.
 - A bi-directional cycleway on the northern side of Harewood Road reduces conflict with school pick-up and drop-off (for those who still drive). The signalled raised crossing should still be installed for Harewood School and Playcentre
 - Connection to Nunweek Park is still available through the crossing points at Nunweek Boulevard and Wooldridge Road, and the existing shared path between those two streets along Harewood Road. Having a cycleway alongside sports field could cause conflict between sports teams and cyclists

- The commercial driveway for the green grocer at #586 Harewood Road will be fine as there will be no on-street parking obscuring sightlines. The bus stop outside #588 Harewood Road would need to be dealt with safely, however
- The commercial driveway at Omarino Wine Park (#638 Harewood Road) is not busy and has good visibility splays, so not a big hazard
- A bi-directional cycleway narrows the road to encourage drivers to adhere to the speed limit (many try to go the old speed limit of 70 km/h – a sign telling drivers how fast they are travelling is needed here, and a permanent speed camera (police don't sting here enough))
- Parking on Harewood Road between Nunweek Boulevard and Kilmuir Lane (which can be very busy) can be retained with a bi-directional cycleway on the northern side of Harewood road (where people hardly ever park)
- The Bus stop outside #524 Harewood Road needs to have sealed footpath access (extension from #520 Harewood Road), as the current island is not good for those with mobility requirements

Central segment: Nunweek Boulevard to Bishopdale Roundabout

If I had to choose an alternative to the preferred design, it would be design concept 3 (road swap), as it still encourages slower speeds for motor vehicles, and keeps cyclists well clear of pedestrians, driveways, and car doors.

Revised preferred design Sheets 1-18

1. Waimakariri Rd, Whitchurch Place
 - a. Like change from fence to posts that can be cycled through if necessary
 - b. Like onramp to shared path on east side of Waimakariri Rd
 - c. Ask for Waimakariri Rd speed limit to be reduced to 50 km/h for the full length of the road, please
2. Waimakariri Rd, Harewood Rd
 - a. Like the raised platform and signals outside Harewood School, as this creates a slower and safer place for children and adults alike
 - b. Expect high use by school children and parents/caregivers
3. Harewood Rd around Stanleys Rd, Watsons Rd
 - a. Concern regarding visibility between cyclists and other vehicles when there is a vehicle stopped at the Stanleys Rd intersection blocking line of sight
 - b. Prefer that the shared path is straight and that motorists must stop south of shared path.
 - c. There will be an issue when there is a long truck approaching the intersection from the south on Stanleys Rd. Current design blocks cyclists on the Harewood Rd cycle path
 - d. Thank you for including the option for confident cyclists to slip onto the road (west-bound) to avoid stopping at the Stanleys Road intersection
4. Harewood Rd around Wooldridge Rd
 - a. Ask that the shared path down the eastern side of Wooldridge Rd be widened, at least alongside the sports field if not all the way down past the hockey turfs

- b. Ask that clear signage, like in Hagley Park, is printed on the shared path to remind users it is a shared space and to be courteous to other users
- 5. Harewood Rd around Kilmuir Lane
 - a. Like the better visibility
 - b. Thank you for the two sets of cycle stands
- 6. Harewood Rd Around Nunweek Boulevard
 - a. Ask that footpath be extended to the bus stop outside #524 Harewood Road
 - b. Ask that speed humps be added to Nunweek Boulevard near intersection with Harewood Rd to slow drivers
- 7. Harewood Rd Around Crofton Rd (includes Copenhagen Bakery)
 - a. Ask that cycleway be painted green outside Copenhagen Bakery to remind people it is a cycleway and not a footpath, despite being at footpath height
 - b. Ask that cycleway NOT be narrowed outside Copenhagen Bakery as doing so will increase the odds of conflict and reduce space to manoeuvre
 - c. Ask that roadside car parking spaces be moved closer to road to reduce risk of car dooring and passenger-cyclist conflict (points b & c are complementary actions)
 - d. Ask that given busy-ness of this area reduce speed limit to 40 km/h
 - e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
 - f. Ask that entry and exit to Copenhagen Bakery be made one-way to simplify intersections for all users
 - g. Currently some customers reverse out – this is dangerous!
 - h. Suggest entry at east end
 - i. Suggest exit at west end (importantly, no entry from east-bound lane of Harewood Road)
 - j. Less places to look for other vehicles should mean less and ideally no conflict
 - k. Ask that flashing signage be installed to remind drivers exiting Copenhagen to give way to cyclists
 - l. Agree with the levelling of cycle lane and footpath as safer for pedestrians.
- 8. Harewood Rd Around Gardiners Rd
 - a. Like the widened cycleway approaches to the intersection
 - b. Ask that U-turns be banned on Harewood Road
 - c. Ask that all cycle lanes be painted green for at least 50m from the Harewood / Breens / Gardiners intersection along both Breens Road and Gardiners Road to ensure drivers do not drive in the cycle lanes, which will be used by young children getting to and from school
 - d. Ask that flexi-posts be added on Breens Rd approach to Harewood Rd for a distance of at least 50m
 - e. Ask that flexi-posts be added on Gardiners Rd approach to Harewood Rd for a distance of at least 50m
 - f. Ask that an advanced stop box be added for cyclists southbound on Gardiners turning right into Harewood Road, so the hook turn isn't the only option
 - g. Ask that an advanced stop box be added for cyclists northbound on Breens turning right into Harewood Road, so the hook turn isn't the only option

9. Harewood Rd Around Leacroft Street (includes Canterbury Charity Hospital)
 - a. Ask for more green paint rather than indicated very short patches. There are many properties that have been redeveloped to contain 3 units in this area. Better marking of the cycleway will make it safer for all
 - b. Ask that CCC do not narrow the cycleway as doing so will increase the odds of conflict and reduce space to manoeuvre
 - c. Ask that CCC move roadside car parking spaces closer to road to reduce risk of car dooring and passenger-cyclist conflict (points b & c are complementary actions)
 - d. Ask that given busy-ness of this area reduce speed limit to 40 km/h around the Charity Hospital
 - e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
 - f. Please install signage to remind drivers exiting the hospital to give way to cyclists
 - g. Agree with the levelling of cycle lane and footpath as safer for pedestrians.
10. Harewood Rd Around Cotswold Ave, Bishopdale Mall and Bishopdale Court
 - a. Ask for reduction – or removal – of oversized shrubbery between the carpark entry and exit near Liquorland Bishopdale as this prevents line of sight between drivers and footpath as well as cycleway users
 - b. Ask for dedicated right and left turn exits from Bishopdale Court
 - c. Ask for sharpened entry angle to Bishopdale Court
 - d. Ask for pedestrian refuge in middle of Bishopdale Court at intersection with Harewood Rd
 - e. Ask for signage to remind drivers exiting Bishopdale Court to give way to cyclists
11. Harewood Rd Around Bishopdale Roundabout
 - a. We love the simulation model on <https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/> in the section headed Bishopdale roundabout. This helped people who struggled to visualise this new layout
 - b. Ask for the existing cycle lane around roundabout to be painted in green to remind drivers that cyclists are allowed to use the road. This is a potential conflict area and appropriate “signalling” needs to be given to all users of the roundabout
 - c. Ask that Caltex/Subway have designated entry and exit from/to Harewood Road to reduce conflict between motorists and cyclists
12. Harewood Rd East of Bishopdale Roundabout, West of Greers Rd
 - a. Appreciate the two new pedestrian crossings indicated “1” and “2” for improved access to the parking on the south side of the median as well as the southern side of Harewood Road. Please ensure these can be manoeuvred by mobility scooters and cargo bikes, not just people on foot.
13. Harewood Rd Around Greers Rd
 - a. Ask that access to Z Petrol Station be changed so that there are separate entry-only and exit-only access routes from Harewood Rd to reduce conflict
 - b. Ask that the footpaths on Greers Rd north of Harewood Rd be designated shared pathways up to Hoani/Bainton – they will certainly be used as such by school children!

- c. Ask that the traffic signals be optimised for the many cars turning right from Greers Rd into Harewood Rd and vice versa. This is a known bottleneck which induces rat running

14. Harewood Rd Around Harris Crescent

- a. What is being done to ensure that Harris Crescent does not continue to be a rat run?

15. Harewood Rd Around Wilmot St

- a. Ask that CCC consider re(re)locating the bus stop from outside #101 Harewood Rd to outside #97 Harewood Rd, where it will not interfere with the sight lines of vehicles exiting from Harris Crescent (eastern intersection with Harewood Road)
- b. Thank you for including an additional pedestrian refuge island near Wilmot Street
- c. I support moving the cul-de-sac treatment of Wilmot Street to the intersection with Hoani Street, however it creates yet another intersection where cyclists have to yield to motor vehicles. Is there another treatment option where cyclists could have priority? Please ensure there are hand rails if not.

16. Harewood Rd Sails & Chapel Streets

- a. The Wheels to Wings and Nor'west Arc MCRs intersect at the end of Matsons Ave, and careful planning needs to happen to understand different patterns of using the cycleways and roads in this area to ensure this is safe and intuitive
- b. Ask for the addition of no-stopping hatching on Harewood Rd in front of Matsons Ave, to allow a gap in traffic on Harewood road in which vehicles waiting to turn right out of Matsons can move safely
- c. Note the need for flashing signage outside Mitre 10 to ensure that there are no driver-cyclist incidents
- d. Ask that flashing signage be installed at Golden Age Retirement Village to remind motorists to give way to cyclists
- e. Would still prefer a fully-signalised intersection at Matsons/Harewood, although I do not want to encourage greater usage of this road, only to make it safer for all road users (please watch my video: <https://youtu.be/klKQrZOSaQA>)

17. Harewood Rd Around St. James Ave / Railway Crossing / Papanui Rd

- a. This is where the Wheels to Wings and Northern Line MCRs intersect, so movement patterns need to be understood to ensure this safe and intuitive
- b. Ask that CCC look again and try to widen Northern Line MCR alongside 27 Harewood Rd (and behind Papanui High School and Papanui Domain too, for that matter) – it is very narrow
- c. Please install a cut-down kerb on the west-bound approach to the railway for cyclists to mount the kerb and head south on the Northern Line Cycleway or use the crossing to head north

18. Hoani St & Langdons Rd

- a. From a cyclist's viewpoint, Langdons Rd (west of the railway) has no provision for cyclists
- b. Ask that all of Langdons Rd has a speed limit of 30kph (i.e. extend current 30km/h speed limit at the Northlands Mall end all the way to Greers Road)

- c. Ask that Hoani, Langdons and the surrounding local roads have a speed limit of 30 km/h to allow students to safely access schools in this area and create a safer neighbourhood streetscape
- d. Please review the access into/out of Wilmot Street at Hoani Street for cyclists. If the “turning bays” have no parking (good luck enforcing that), why can’t cyclists take a path straight through to the road, rather than having a small section of narrow shared path? Compare with Suva Street/Ballantyne Ave?

Spokes Submission to CCC on Wheels to Wings - Papanui ki Waiwhetū Cycleway

<https://ccc.govt.nz/the-council/haveyoursay/show/465>

<https://ccc.govt.nz/wheelstowings>

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor (and Secretary), Chris Abbott in the first instance. His contact details are:

Address:

Phone:

Email: secretary@spokes.org.nz

Spokes is delighted to see continued progress with Christchurch's network of Major Cycle Routes.

As the following articles from CCC's own Newsline demonstrate:

- The amount of cycling and number of cyclists in Christchurch is on the increase and has been so since the adoption of the new MCR (Major Cycleway Route of 13 major routes) network way back in December 2014 – see <http://resources.ccc.govt.nz/files/TheCouncil/policiesreportsstrategies/lccp/LTP2015/activitymanagementplans/ActivityManagementPlanMajorCycleways.pdf>
- The number of elderly who cycle is also on the increase, helped by the introduction of the MCRs (including one of my personal favourites, the safe path from the CBD to Kaiapoi over the Waimakariri River – this includes the CCC Papanui Parallel MCR and the NZTA-funded motorway-side bike path)
- Those who cycle are not a small minority

On 9 Jun 2020 CCC's weekly Newsline email reported:

"Biking is booming in Christchurch with the number of people pedalling around the city this year racing well ahead of last year's total.

"Christchurch City Council figures show when a morning peak count was carried out in March at seven locations this year there were 2234 cycle trips recorded, compared to 1869 in 2019.

"This is an increase of nearly 20 per cent, and follows a pattern of yearly increases since the Council began building a network of major cycle routes around the city".

See <https://newsline.ccc.govt.nz/news/story/christchurch-cyclists-change-up-a-gear>

Another CCC Newline story features "Ronnie gets back on the bike at age 72". Other relevant quotes from the article include:

Spokes Submission to CCC on Wheels to Wings - Papanui ki Waiwhetū Cycleway

<https://ccc.govt.nz/the-council/haveyoursay/show/465>

<https://ccc.govt.nz/wheelstowings>

- “Results from the Council’s Life in Christchurch 2020 survey show that 27 per cent of respondents aged between 65 and 79 are now travelling by bike at least once a month – up from 5 per cent in 2019.
- “Fifty-one per cent of the survey respondents aged over 65 say they find it easy or very easy to travel by bike in Christchurch.
- “The network of major cycleways that we are building is changing how people move around the city. I particularly love it when I see young kids, or people who haven’t been on a bike for years, riding on the cycleways because it shows the investment is making a difference,” Ms Ellis says.

See <https://newsline.ccc.govt.nz/news/story/ronnie-gets-back-on-the-bike-at-age-72>

This is particularly apposite given the projections for an aging population in New Zealand.

Stats NZ reports on <https://www.stats.govt.nz/information-releases/national-population-projections-2020base2073> that:

- the population aged 65+ (0.79 million in 2020) has a 90 percent probability of increasing to 1.36–1.51 million in 2048 and to 1.61–2.22 million in 2073
- the proportion of the population aged 65+ (16 percent in 2020) has a 90 percent probability of increasing to 21–26 percent in 2048 and 24–34 percent in 2073
- the population aged 85+ (88,000 in 2020) has a 90 percent probability of increasing to 266,000–318,000 in 2048 and to 348,000–513,000 in 2073
- population growth will slow as New Zealand’s population ages and the gap between the number of births and deaths narrows
- New Zealand’s population (5.09 million in 2020) has a 90 percent probability of being between 5.34–7.13 million in 2048 and 5.27–8.48 million in 2073.

The ongoing provision of MCRs is beneficial to both:

- Those who cycle recreationally. Cycling on a MCR should be relaxing for this group.
- Time-pressed commuters and lycra-clad sporting cyclists. The MCRs, especially the longer more open MCRs, often seem much safer due to the absence of cars, especially during less busy times. Anecdotally many cyclists who have more recently taken up commuting have done so because of the extra amenity and safety offered by the MCRs. (Personally, I prefer the Christchurch Coastal Pathway across the Estuary to the on-road cycle lanes).

Those who use current MCRs and will use future MCRs include children, mothers, fathers, grandparents, people of all ages including the elderly, shoppers, those who study, ... ie everyone

Googling “percentage of New Zealanders who have cycled in last year” the first result (unreferenced) is:

“The Ministry of Transport Household Travel Survey shows 31% of New Zealanders aged over 15 have biked in the last year. Female 26%, male 36%. Around half of NZ households have a bike in working order. 73 million cycling trips are made per year”.

Spokes realises that this MCR has not been unanimously accepted by all of Christchurch’s citizens, nor would we expect it to, as there is never consensus about whether any specific expenditure is top of the list, and in a democratic system we expect that those opposed will be more vocal than the group often described as the “silent majority”.

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As a specific example of concerns, see <https://www.stuff.co.nz/the-press/news/124054616/new-19m-cycleway-plan-will-annihilate-bakery-business-owner-says> for reporting of concerns by Copenhagen Bakery owner, Donna Thomsen, reported on Jan 26 2021.

For a more current list of reasons for and against this MCR, see <https://ccc.govt.nz/assets/Documents/Transport/Projects/Wheels-to-wings/What-we-heard-from-you.pdf>. The summary states:

QUOTE

Key topics

Key benefits noted by submitters:

- New traffic signals at Harewood/Gardiners/Breens intersection
- Improved safety for people biking
- A safe route for children to get to school
- Improved reduction in carbon emissions
- Physical and mental wellbeing
- Connection to other cycleways

Key concerns noted by submitters:

- Loss of parking – business and residential (visitors and deliveries)
- Increased traffic congestion and carbon emissions as a result of reducing four lanes to two and additional signals
- Cost of the project – other priorities, waste of money, will it get used?

Other concerns raised:

- Safety – property access, driver behaviour, cycleway design, vulnerable users (pedestrians, children, elderly)
- Safety concerns at Harewood/Greens intersection
- Bishopdale roundabout – new traffic signals and trees
- How the wider travel network will function (including Langdons Road)
- Alternative route suggestions and design options
- Impact on parking around Bishopdale Park and Nunweek Park
- Chapel and Sails streets access restrictions, and Wilmot Street cul-de-sac

UNQUOTE

These benefits and concerns must be assessed in the light of:

- The improved safety for adults and children is our standout. Making cycling – and walking - safer means less traffic congestion, healthier lifestyles (that in the case of children are likely to pay dividends for decades and generations)
- The current COVID-19 global pandemic. MCRs help with mental wellbeing and the money spent on building assists our local economy through CCC and Government expenditure.
- Climate emergency as acknowledged by both CCC and the government. MCRs mean that more people cycle and less fossil fuels are burnt, This is an enduring benefit.
- Significant government contribution to the costs of MCRs, mostly under the banner of “shovel-ready projects”. See <https://www.otakaroltd.co.nz/shovel-ready-projects/>. For each dollar spent by CCC, Christchurch citizens receive considerably more value
- The silent national health crisis. On <https://www.health.govt.nz/our-work/diseases-and-conditions/obesity> the Ministry of Health reports that “New Zealand has the third highest adult obesity rate in the OECD, and our rates continue to increase. One in three adult New Zealanders (over 15 years) is classified as obese, and one in ten children.” MCRs mean more people exercising sustainably and better health outcomes.

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- Every cyclist means less car congestion and also an extra car park left for those still in vehicles! Generally an adult on a cycle replaces an adult in a car.
- Currently every Christchurch household averages 9.3 car trips per day¹. It is not the holiday travel that contributes most to greenhouse gas emissions but the thousands of short trips made by most of us!

General Principles

1. As cargo bikes can be up to 1.1m wide, Spokes ask that all 2-way paths be at least 2.4m wide (preferably 3m) and all 1-way paths be at least 1.5m wide (preferably 2m)
2. Please use machine-laid seal rather than hand-laid seal on all new cycle paths as it is smoother and a more pleasant cycling experience
3. Ensure that changes of level do not cause issues for minority groups on recumbents, children's bikes, cargo bikes, and bikes for special needs riders (including tricycles)
4. Ensure plenty of seats along all MCRs, preferably sited at least 1-2m from cycle path
5. Ensure adequate bike parking along all MCRs
6. Ensure that all cycle crossings are served by both automatic cycle sensors (ones that work for ALL bike types) and by manually operated buttons accessible to standing adults, adults on long cargo bikes with cargo hold forward of the rider, and to special needs riders on recumbent cycles
7. For all requests please note that we are saying "please"

Specific Feedback

Of course Spokes has concerns about some of the proposed designs. These are listed below in some depth. By raising them we seek to improve even further what is a vast improvement on the current situation, where a large part of the city is isolated from safe access to cycle routes. This includes many schools, the airport employment cluster, Bishopdale Mall, and our major domestic and international airport which is effectively "walled off" from all but very confident cyclists by Johns Rd, a major arterial route.

Spokes appreciates the directness of this new route. Direct routes ie those not requiring significant detours in terms of time and/or distance get more users as they follow the lines of desire.

Spokes' biggest concern relates to speed Limits – is there any plan to review the speed limit on side streets in Harewood, Bishopdale, and Papanui (noting the 40 km/h speed reduction on Matsons Ave proposed in the Nor'west Arc Cycleway)?

Our detailed comments are listed by the map sheet numbers (west to east, 1 18), all Issue 21 found on <https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/>. Note that the map sheet numbers are not in numeric order on the web page but in the order 6-13 of 18, 13-18 of 18 plus 1 of 1, and then 1-6.

¹ Need to find source.

Note this is a significant reduction on the 12.78 daily person trips per household reported on page 20 of <https://www.nzta.govt.nz/assets/resources/research/reports/183/183-Personal-travel-characteristics-of-New-Zealanders-analysis-of-home-interview-survey-data.pdf>

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Spokes Canterbury has performed a detailed analysis of the revised plans (Issue 2, 20.10.2021) and comments as below

Map 1. Waimakariri Rd, Whitchurch Place

- a. Like change from fence to posts that can be cycled through
- b. Like onramp to shared path on east side of Waimakariri Rd
- c. Ask for Waimakariri Rd speed limit to be reduced to 50kph max for the full length of the road
- d. Ask for the very short Whitchurch Place speed limit to be reduced to 50kph max, although 30kph seems more appropriate (I think this is implied by the proposed speed limit signs, having moved the change from 50 on Harewood to further down Waimakariri Road)

Map 2. Waimakariri Rd, Harewood Rd

- a. Like the raised platform and signals outside Harewood School
- b. Expect high use by school children
- c. Ask for Waimakariri Rd and this section of Harewood Rd speed limit to be reduced to 50kph max (Harewood is already limited to 50kph, and the proposal (as per the original) moves the change to 60 on Waimakariri to past Whitchurch Place)

Map 3. Harewood Rd around Stanleys Rd, Watsons Rd

- a. Concern re visibility between motorists on Stanleys Rd and cyclists to the east of the intersection on Harewood Rd, and between cyclists and other vehicles when there is a vehicle stopped at the Stanleys Rd intersection blocking line of sight
- b. Prefer that bike lane is straight and that motorists must stop south of cycle path.
- c. Issue when there is a long truck entering intersection from south on Stanleys Rd. Current design blocks cyclists on the Harewood Rd cycle path
- d. Why is car parking width on N side only 1.5m wide? This seems too narrow (and is much less than shown on many of the other maps)
- e. Thank you for including the option for cyclists to slip onto the road (west-bound) to avoid stopping at the Stanleys Road intersection

Map 4. Harewood Rd around Wooldridge Rd

- a. Ask that the shared path down the eastern side of Wooldridge Rd be widened

Map 5. Harewood Rd around Kilmuir Lane

- a. Like the better visibility
- b. Like the cycle stands

Map 6. Harewood Rd Around Nunweek Boulevard

- a. Ask that footpath be extended to the bus stop outside #524 Harewood Road
- b. Ask that speed humps be added to Nunweek Boulevard near intersection with Harewood Rd to slow drivers

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<https://ccc.govt.nz/wheelstowings>

Map 7. Harewood Rd Around Crofton Rd (includes Copenhagen Bakery)

- a. Ask that cycleway be painted green outside Copenhagen Bakery to remind people it is a cycleway and not a footpath, despite being at footpath height
- b. Ask that cycleway NOT be narrowed outside Copenhagen Bakery as doing so will increase the odds of conflict and reduce space to manoeuvre
- c. Ask that roadside car parking spaces be moved closer to road to reduce risk of car dooring and passenger-cyclist conflict (b&c are complementary actions)
- d. Ask that given busy-ness of this area reduce speed limit to 30kph or 40kph
- e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
- f. Ask that entry and exit to Copenhagen Bakery be made one-way to simplify intersections for all users
- i. Currently some customers reverse out – this is dangerous!
- ii. Suggest entry at east end
- iii. Suggest exit at west end (importantly, no entry from east-bound lane of Harewood Road)
- iv. Less places to look for other vehicles should mean less and ideally no conflict
- g. Ask that flashing signage be installed to remind drivers exiting Copenhagen Bakery to look out for and give way to cyclists
- h. Agree with the levelling of cycle lane and footpath as safer for pedestrians.

Map 8. Harewood Rd Around Gardiners Rd

- a. Like the widened cycleway approaches to the intersection
- b. Ask that U-turns be banned on Harewood Road
- c. Ask that all cycle lanes be painted green for at least 50m from the Harewood / Breens / Gardiners intersection along both Breens Road and Gardiners Road to ensure drivers do not drive in the cycle lanes which will also be used by young children getting to and from school
- d. Ask that flexi-posts be added on Breens Rd approach to Harewood Rd for a distance of at least 50m
- e. Ask that flexi-posts be added on Gardiners Rd approach to Harewood Rd for a distance of at least 50m
- f. Ask that an advanced stop box be added for cyclists southbound on Gardiners turning right into Harewood Road, so the hook turn isn't the only option
- g. Ask that an advanced stop box be added for cyclists northbound on Breens turning right into Harewood Road, so the hook turn isn't the only option
- h. Agree with the levelling of cycle lane and footpath as safer for pedestrians.

Map 9. Harewood Rd Around Leacroft Street (includes Canterbury Charity Hospital)

- a. Ask for more green paint rather than indicated very short patches. There are many multi-occupancy dwellings in this area. Better marking of the cycle lanes will make it safer for all
- b. Ask that CCC do not narrow the cycle paths as doing so will increase the odds of conflict and reduce space to manoeuvre
- c. Ask that CCC move roadside car parking spaces closer to road to reduce risk of car dooring and passenger-cyclist conflict (b&c are complementary actions)

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- d. Ask that given busy-ness of this area reduce speed limit to 30kph or 40kph around the Charity Hospital
- e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
- f. Ask that entry and exit to Canterbury Charity Hospital remain one-way to simplify intersections for all users
- h. Suggest entry at east end (and mark on map)
 - i. Suggest exit at west end (and mark on map)
 - ii. Less places to look for other vehicles should mean less ideally no conflict
 - iii. Please install signage to remind drivers exiting the hospital to give way to cyclists

Map 10. Harewood Rd Around Cotswold Ave, Bishopdale Mall and Bishopdale Court

- a. Ask for reduction – or removal – of oversize shrubbery between the carpark entry and exit near Liquorland Bishopdale as this prevents line of sight between drivers and footpath as well as cycleway users
- b. Ask for dedicated right and left turn exits from Bishopdale Court
- c. Ask for sharpened entry angle to Bishopdale Court
- d. Ask for pedestrian refuge in middle of Bishopdale Court at intersection with Harewood Rd
- e. Ask for signage to remind drivers exiting Bishopdale Court to give way to cyclists

Map 11. Harewood Rd Around Bishopdale Roundabout

- a. We love the simulation model on <https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/> in the section headed Bishopdale roundabout. It would be even better if the public could play with input parameters such as no. of vehicle types by source and destination so as to see how the roundabout design copes with changes in traffic volumes (and accidents).
- b. Ask for the existing complete cycle lane around roundabout to be painted in green to remind drivers that cyclists are allowed to use the road. This is a potential conflict area and appropriate “signalling” needs to be given to all users of the roundabout
- c. Ask that Caltex/Subway have designated entry and exit from/to Harewood Road to reduce conflict between motorists and cyclists

Map 12. Harewood Rd East of Bishopdale Roundabout, West of Greers Rd

- a. Appreciate the two new pedestrian crossings marked 1 and 2 (white text on blue circle) for improved access to the parking on the south side of the median as well as the southern side of Harewood Road. Please ensure these can be travelled over safely by people on mobility scooters, cargo bikes and children’s bikes, not just people on foot.

Map 13. Harewood Rd Around Greers Rd

- a. Ask that access to Z Petrol Station be changed so that there are separate entry-only and exit-only access routes from Harewood Rd to reduce conflict, especially between cars and bikes
- b. Ask that the footpaths on Greers Rd north of Harewood Rd be designated shared pathways up to Hoani/Bainton – they will certainly be used as such by school children!

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c. Ask that the traffic signals be optimised for the many cars turning right from Greers Rd into Harewood Rd and vice versa. This is a known bottleneck which induces “rat running”

Map 14. Harewood Rd Around Harris Crescent

a. What is being done to ensure that Harris Crescent does not continue to be a rat run?

Map 15. Harewood Rd Around Wilmot St

a. The proposed recession of the bike lane implies car priority. Please consider removing the recession so as to imply bike priority

b. Why are the turns into Harris Cres to/from Harewood Rd rounded off so as to encourage greater speed, and by being wider make it more dangerous for pedestrians to cross. Spokes asks that the intersection be kept “normal” ie with a tight radius. (While these are existing kerbs, Spokes asks that they be narrowed to make it slower for cars and safer for pedestrians)

c. Ask that CCC consider re(re)locating the bus stop from outside 101 Harewood Rd to outside 109 Harewood Rd where it will not interfere with the sight lines of vehicles exiting right from Harris Crescent (east). Spokes notes that this is a significant move from the current location outside Wesley Care. Spokes suggests that maybe #97 Harewood (preschool) would be better, or #99.

Map 16. Harewood Rd Sails & Chapel Streets

a. The Wheels to Wings and Nor’west Arc MCRs intersect at the end of Matsons Ave

b. Ask for the addition of no-stopping hatching on Harewood Rd in front of Matsons Ave

c. Note the need for flashing signage (and possibly more) outside Mitre 10 to try to ensure that there are no driver-cyclist incidents²

d. Ask that flashing signage be installed at Golden Age Retirement Village to remind motorists to give way to cyclists

e. Would still prefer a fully-signalised intersection at Matsons/Harewood

² This occasioned a strong discussion among Spokes members. Even though signage and warnings are incredibly obvious to many, they are not sufficient warning to some drivers!!

Quote from one of our members: “Agree re Mitre10 - needs to be a flashing sign, not just a reflective sign. Have people seen the sign in the solid median opposite BP at the top of Harewood Road? I bike past here (after using the tunnel) to get to work but can't trust drivers entering/exiting BP to give way to me, even though it is marked that they should. I'll take a photo one day when I'm not in a rush.)”

And from another member: “Note the need for great signage outside Mitre 10 to ensure that there are no driver-cyclist incidents. I'd like to see this signage not just great , but greatly illuminated please. It's been done before, around schools to slow traffic.”

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<https://ccc.govt.nz/wheelstowings>

Map 17. Harewood Rd Around St. James Ave / Railway Crossing / Papanui Rd

- a. There is a “pressure point” (ie heavy anticipated movement in a confined space) just east of the railway line which will be eased in the future with the installation of a gated crossing
- b. This is where the Wheels to Wings and Northern Line MCRs intersect
- c. Ask that CCC look again and try to widen Northern Line MCR by 27 Harewood Rd – it looks very narrow and as an intersection there is likely to be complex traffic interaction
- d. Ask that CCC install a cut-down kerb on the west-bound approach to the railway for cyclists to mount the kerb and head south on the Northern Line Cycleway

Map 18. Hoani St & Langdons Rd

- a. From a cyclist’s viewpoint Langdons Rd has no provision for cyclists
- b. Ask that all of Langdons Rd has a speed limit of 30kph (i.e. extend current 30km/h speed limit at the Northlands Mall end all the way to Greers Road)
- c. There appears to be no provision for cyclists on Hoani St
- d. This means that cyclists on the shared path along Wilmot St must fend for themselves when they exit onto Hoani St
- e. Ask that Hoani, Langdons and the surrounding non-major-arterial roads have a speed limit of 30kph
- f. Ask that cyclists can use the ramps at the end of Wilmot St where it intersects Hoani St, preferably removing access to shared paths

Map 1 of 1 Papanui Area Parking time restrictions

- a. No comment, other than it seems a reasonable apportionment of time-restricted parking

Spokes General Recommendations

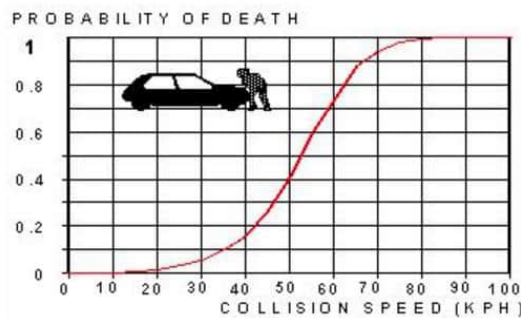
Spokes also asks that CCC implement the following:

- 1) Smooth transitions across changes in direction and surfaces. Bikes often have small-diameter and/or narrow tyres (which are not always pumped to optimal pressures). Bike paths must also cater for
 - a. Cargo bikes (with children aboard)
 - b. Low-slung bikes **and trikes** as used by special-needs riders – see Aphasia Biking Group at <https://www.facebook.com/groups/837980902989731>
 - c. Children on bikes, often with small wheels
 - d. Scooters – electric and manual. Whether such vehicles should be on bike paths is moot – they do and will continue to use the bike paths
- 2) CCC address the safety of all driveways along the route. In many cases properties have high (ie over 1m high and often the old 6-foot / 1.83m paling) side fences which makes it impossible for drivers exiting driveways to see footpath users.
- 3) Set a 30kph speed limit along the whole MCR.
https://ec.europa.eu/transport/road_safety/specialist/knowledge/speed/speed_is_a_central_issue_in_road_safety/speed_and_the_injury_risk_for_different_speed_levels_en summarises the risk between pedestrian and vehicle as a function of speed as:

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<https://ccc.govt.nz/wheelstowings>



Note that in the event of a collision between vehicle and cyclist the probability of death at

- 30kph is c.5%
- 40kph is c.15% - or **THREE** times greater than the risk at 30kph
- 50kph is c.40% - or **EIGHT** times greater than the risk at 30kph

I assume the same order-of-magnitude risks for car vs. cycle.

NB The streets in Lower Cashmere at the other end of the Nor'west Arc have had speeds set at 30kph – see <https://ccc.govt.nz/the-council/haveyoursay/show/421>

Spokes asks: is a few seconds a trip worth the risk?

A similar shaped graph of risk vs impact speed for pedestrians can be seen in the Crash severity section at <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/cycle-network-and-route-planning-guide/principles/safety-issues-for-people-who-cycle/>

- Machine-rolled seal is used throughout – as it is much smoother than hand-laid seal (and presumably less likely to break up and require further maintenance)
- Cycle sensors at controlled intersections THAT WORK ie they detect an approaching cyclist and feed that knowledge into the signal algorithm (that gives cyclists a fair go). Not being sensed and waiting minutes – or arguably worse running a red light - does not seem fair!
- Placement of buttons for cyclists to press to gain passage at controlled intersections are set back from the road crossing. This is specifically relevant to those who have special needs and may be sitting low on their bikes/trikes or behind a long cargo hold on cargo bikes. Spokes can provide further details on request
- Minimise the vehicle parking immediately adjacent to bike paths
 - “Dooring” has historically been an issue and the risk is worse if passenger doors open into the cycle lane as anecdotally passengers are even less aware of cyclists than drivers!
 - “I didn’t see the cyclist” is the traditional defence of a vehicle driver after being involved in a collision with a cyclist.
 - There have been several incidents of bike vs car incidents along St. Asaph Street within the CBD and where there is a MCR on the left-hand side as you travel west. Working from the centre of the road there are two (sometimes four) traffic lanes, parking interspersed with entrances to premises, footpath and business premises
- To increase the sense of community please install bike stands and seating along this MCR

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- 9) Way marking that is clear and visible both day and night. (I recently rode the Rapanui Shag Rock Cycleway at night and the signage around Worcester St through England St, Wellington St, Clive St, and Marlborough St was near impossible to pick out as a first-time night user, despite having used it many times during daylight)
- 10) Consider the use of a unifying logo / artwork / signage for each of the individual MCR

Notes

1. Spokes generally prefers that cycle paths immediately adjacent to roads be one-way as there appears to be greater safety in that by far most cycle traffic will come from the one direction, and while car drivers SHOULD look both ways when crossing cycle lanes anecdote and commonsense suggest that when crossing cycle lanes drivers concentrate much more on the expected direction of travel. This is of real import as many such crossings will be from drivers exiting and entering private properties both forwards and in reverse.

One of the counter-arguments is that as a cyclist, a single wider two-way cycle path gives greater visibility for all cyclists and gives better room for passing other cyclists in either direction. Also the speed for non-commuter cyclists can also vary greatly – from young children at c.5-10kph to an adult “norm” of 20 – 30kph. Actual speed depends on perceived risk, volume of traffic, type of cyclist and cycle (and the weather!!). Spokes hopes that the number of cyclists riding at greater than 30kph on a cycle path would be very small (preferably zero!) but we are unaware of any research that demonstrates the distribution of speeds. Riders wanting to travel at greater speeds should be encouraged to use the general traffic lanes rather than the cycleway. (My personal observation of cyclist behaviour is that if speed is top priority the use of on-road cycle lanes is much more the norm eg fast commuter cyclists tend to prefer the cycle lanes to the Christchurch Coastal Pathway when travelling between Sumner and the city).

2. As a general principle, consistent design and implementation are preferred to switches in design – ie one two-way path everywhere or two one-way paths everywhere. This helps ensure that drivers know where to look, reducing the risks of accidents, but it does compromise where (preferably large) sections are safer with a specific non-standard implementation.

Kind Regards, Chris Abbott

Secretary & Submissions Convenor, Spokes Canterbury

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www.spokes.org.nz

Wheels to Wings Papanui ki Waiwhetū Major Cycleway

Submission on changes

17th November 2021

Thank you Lynette Ellis and the Christchurch City Council Team for all the work to date in designing the plan for the Wheels to Wings Papanui ki Waiwhetū Major Cycleway. I have read many of the submissions, and without a doubt there was a substantial amount of feedback to assess alongside the reports, standards, and other analysis. What I really appreciate is consideration given to the variety of people and transport modes within this area. Inclusiveness has been seen as important.

Examining the proposed changes, I feel most of them make sense. This shows the value of the consultation process.

However, there are few points I believe could be further improved.

1. Waimakariri Road speed limit:

Between Whitchurch Place and Sawyers Arms Road, could this be reduced to 50 km/h.

2. Stanleys Road intersection (sheet 3, item 4)

Concerned setting the shared path back will make it dangerous for people using the shared path. If people are crossing behind a stopped vehicle, then they will be obscured from anyone turning into Stanleys Road. Especially applicable if the vehicle stopped is large and the person using the shared path is small (e.g., a school child).

The shared path should be set forward and people should be crossing in front of the vehicle. Similar to the intersection at Chapter Street and Rutland Street in Papanui.

Stanleys Road should have a Stop sign. Drivers should be checking it is safe before crossing the shared path.

3. Nunweek Boulevard intersection (sheet 6)

Paint yellow crosshatches on road to prevent people blocking the intersection for people exiting Nunweek Boulevard.

Suggest treatment on the road (e.g., pavers) to give pedestrians a curtesy crossing.

4. Entry and Exit at 409 Harewood Road (Copenhagen Bakery) (sheet 7, item 5)

Simplify this to designate one driveway as an exit and one driveway as an entry. The concern is drivers will not properly look when crossing from the lane on the north side of Harewood Road into Copenhagen Bakery. Drivers are likely to focus on motor vehicles on the road.

Add yellow and black humps on the driveway to help remind drivers to look for people using the cycleway.

5. Cycleway width at 409 Harewood Road (Copenhagen Bakery) (sheet 7, item 4)

Reinstate the standard cycleway width of approximately 2.1m. Parked vehicles could be moved

toward the road which would be consistent with other parking.

Provide green treatment (say bands) on the cycleway as a reminder to distinguish the cycleway from the footpath.

6. Cycleway width at 353 & 355 Harewood Road (Charity Hospital) (sheet 9, item 3)

Widen the cycleway slightly. Appreciate there is not too much room to work with in this location.

Provide green treatment (say bands) on the cycleway as a reminder to distinguish the cycleway from the footpath.

7. Exiting Bishopdale Court (sheet 19)

Change give way to a stop sign.

8. Entry and Exit at 318 Harewood Road (Caltex and Subway) (sheet 11)

Simplify this to designate one driveway as an exit and one driveway as an entry. The concern is drivers will be focused on other drivers and will not properly look for users of the cycleway.

Add yellow and black humps on the driveway to help remind drivers to look for people using the cycleway.

9. Harewood Road turning left onto Farrington Avenue

Monitor corner cutting into the cycle lane from drivers turning left. Consider flexi-posts.

10. Harris Crescent and Harwood Road intersection (sheet 14)

Add another pedestrian crossing point on the east side of the intersection on Harewood Road for people that want to cross directly over to the dairy.

11. Wilmot Street (sheet 15)

Concerned with the set back of the shared path and people crossing behind a stopped vehicle, those people could be obscured from drivers turning into Wilmot Street. Note this is only a problem where the street or road is two-way (i.e., not a problem for Chapel Street).

Potentially there are some busier driveways that could have a green treatment. Maybe some monitoring to identify these.

In general, the design is pretty good though, so once again thank you very much.