

Wheels to Wings cycleway Council briefing

14 February 2023

Purpose of the briefing

Brief Council on the Wheels to Wings MCR project;

- The project background and the process undertaken to date

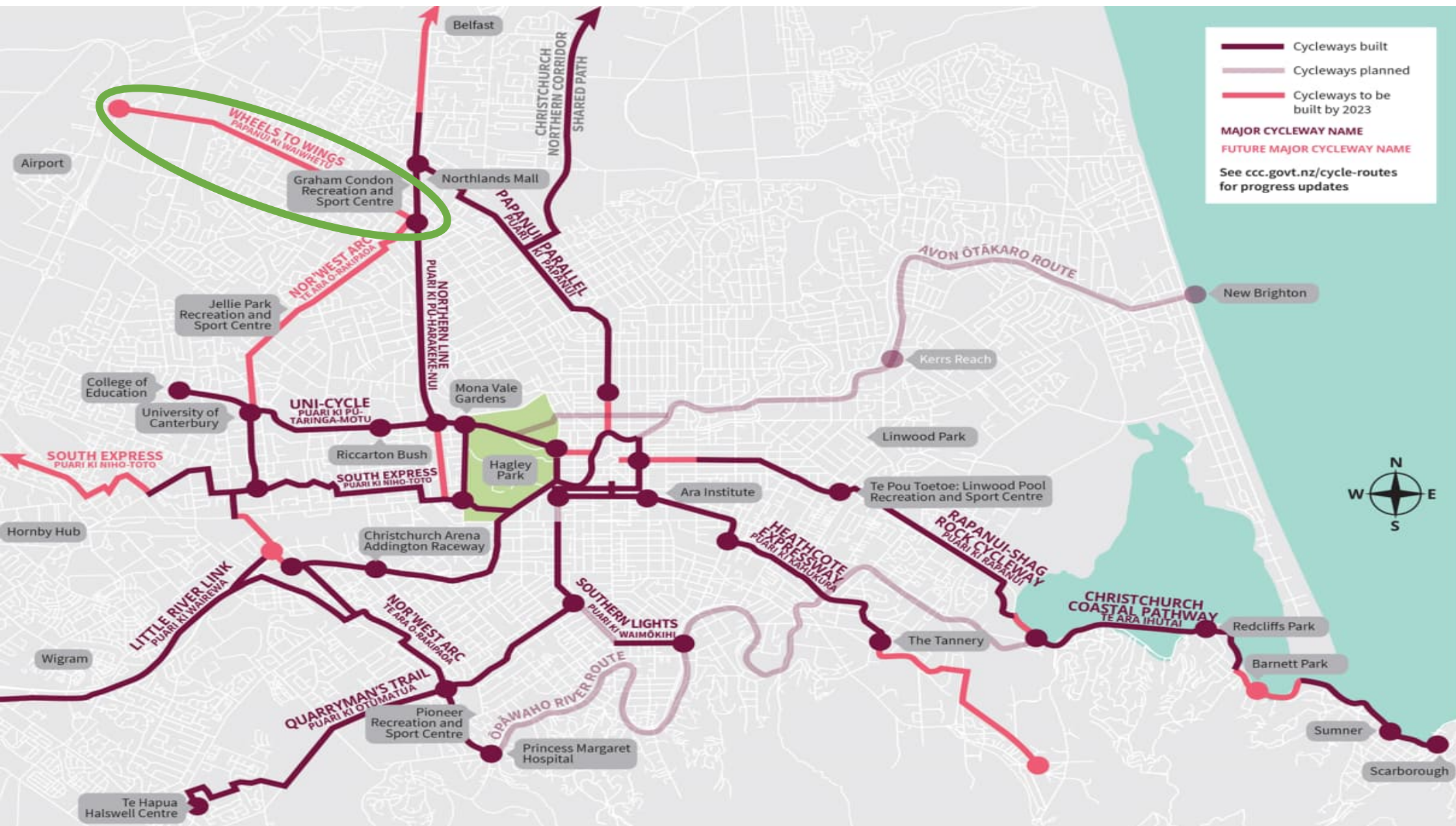
We will cover the following in this briefing:

- Video of the route
- Route and options proposed
- The community proposal and the safety feedback
- An overview of the engagement process and community feedback
- The decision-making process to date
- Harewood/Gardiners/Breens intersection
- Options moving forward

Project objective

- Our cycleways are designed to make it safer and easier for people to bike – 8 to 80 year olds
- Cycleways are a proven way to reduce emissions, reduce congestion and improve the health of communities
- There are over 40km of completed cycleways with four further routes currently in construction





Project Background

Project background and funding

2018

- Harewood Road endorsed by Infrastructure, Transport and Environment Committee as the preferred Wheels to Wings route

2019

- Community consultation undertaken on the intersection signalisation scheme for Harewood/Gardiners/Breens
- Council approved the intersection signalisation scheme for Harewood/Gardiners/Breens, and asked staff to investigate funding options

2020

- Funding options for Harewood/Gardiners/Breens intersection signalisation were reported to the Finance and Performance Committee, who decided to include Harewood/Gardiners/Breens intersection signalisation in Wheels to Wings MCR

2020

- At the FY21 Annual Plan decision meeting, decided to bring forward \$500,000 (capex) from FY26 to FY21 for the design and consultation of the Wheels to Wings MCR, with the intention of enabling the commencement of construction on the Harewood/Gardiners/Breens intersection in FY22 as part of the MCR

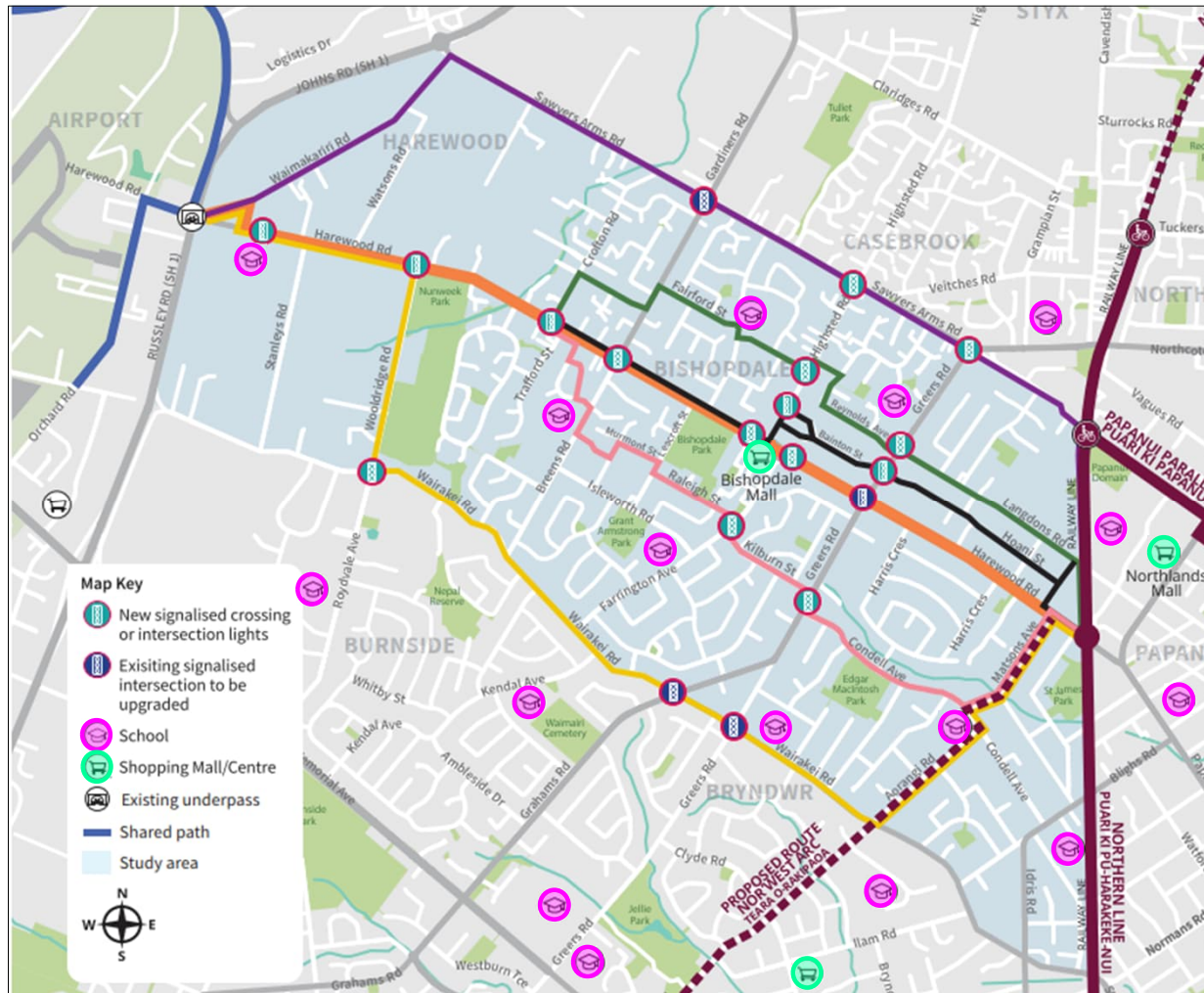
2021

- Two rounds of community consultation
- Approximately 70 design changes made resulting from consultation feedback

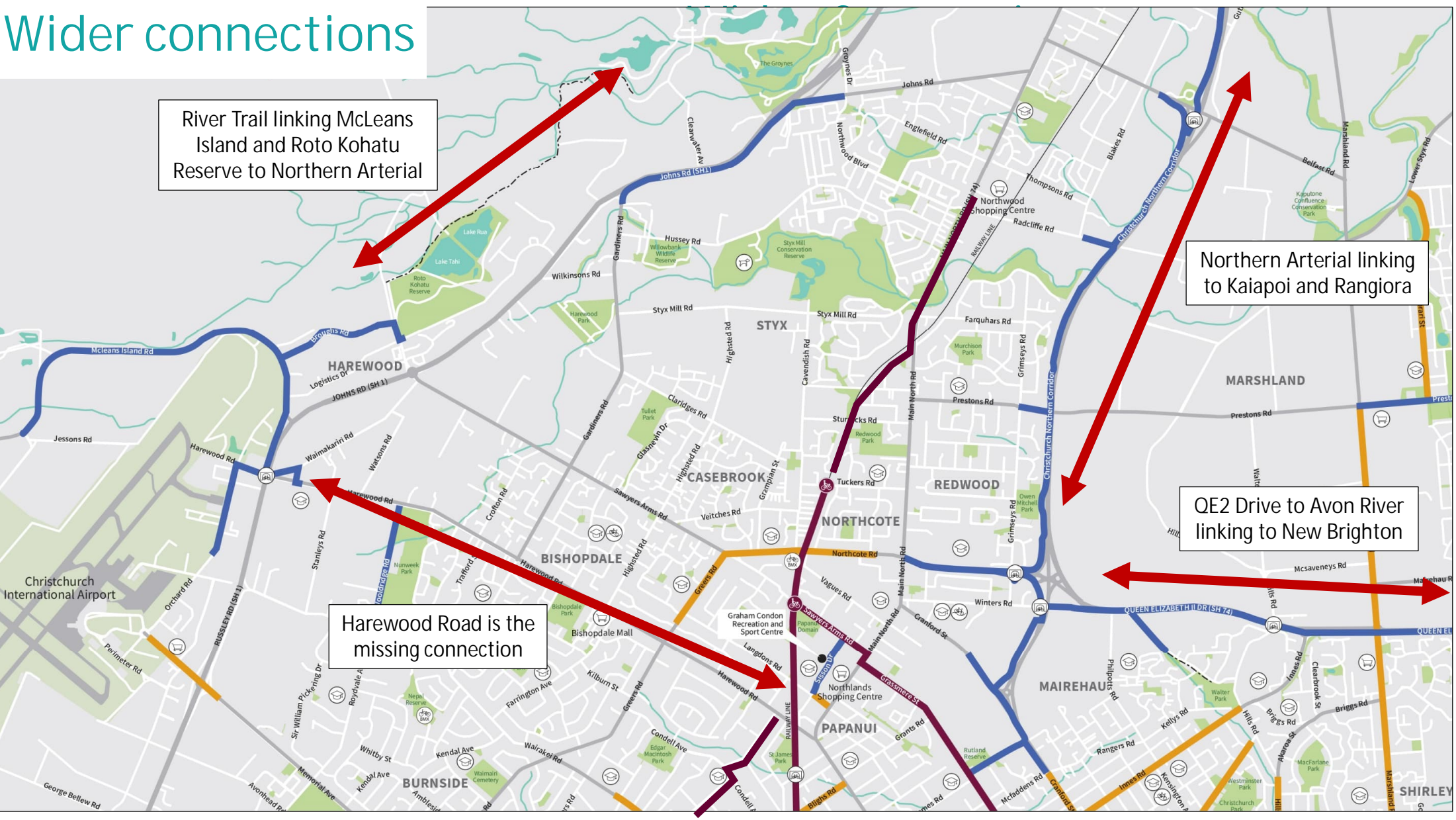
2022

- Hearing from February – April
- Council decision to approve and resolve the Hearings Panel recommendation for the preferred design in July 2022

Route selection map



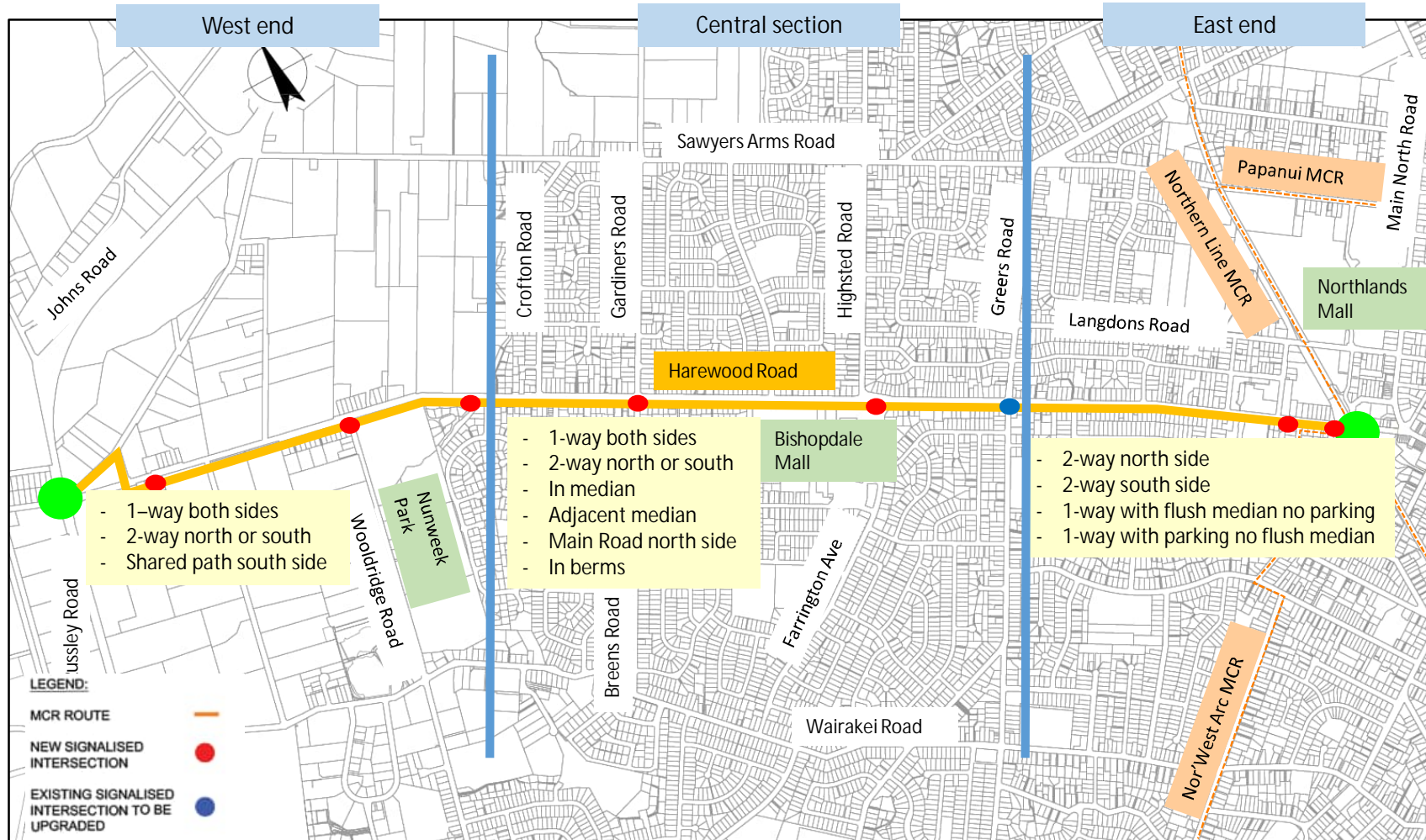
Wider connections



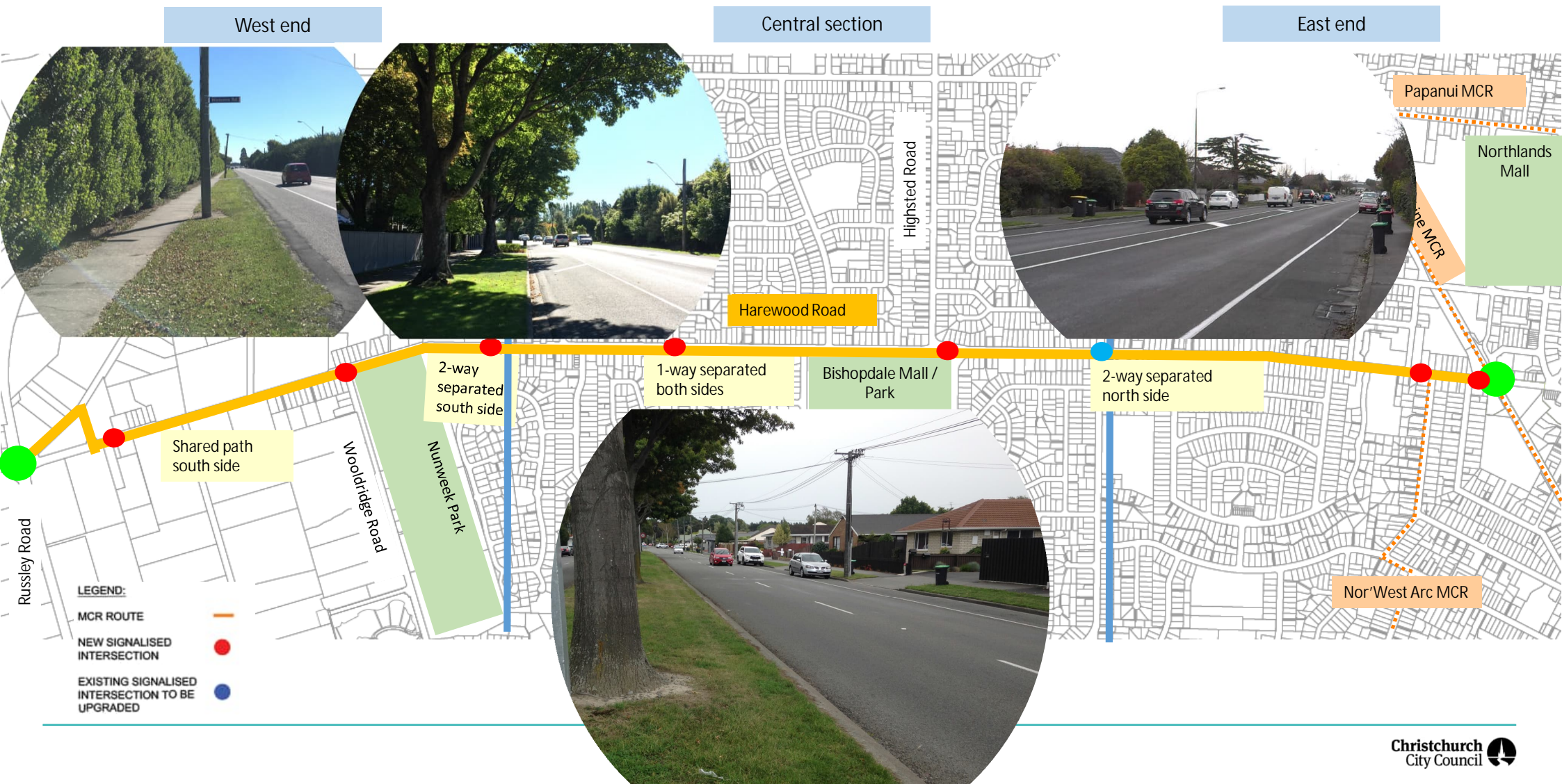


Options considered and the approved route

Options considered



Approved route summary



Wider network considerations



The community proposal and the safety feedback

Community proposal

- An option developed by members of the community with traffic engineering background
- Staff worked with them to draw the option, and arranged an independent safety review by Abley Transportation.
- Abley initially said - 'we thought the community had nailed it with their design.'
- The safety review findings - 'while both options have pros and cons, we support the CCC design. We believe the community design has negative safety impacts which means the design is not feasible from a safety perspective.'



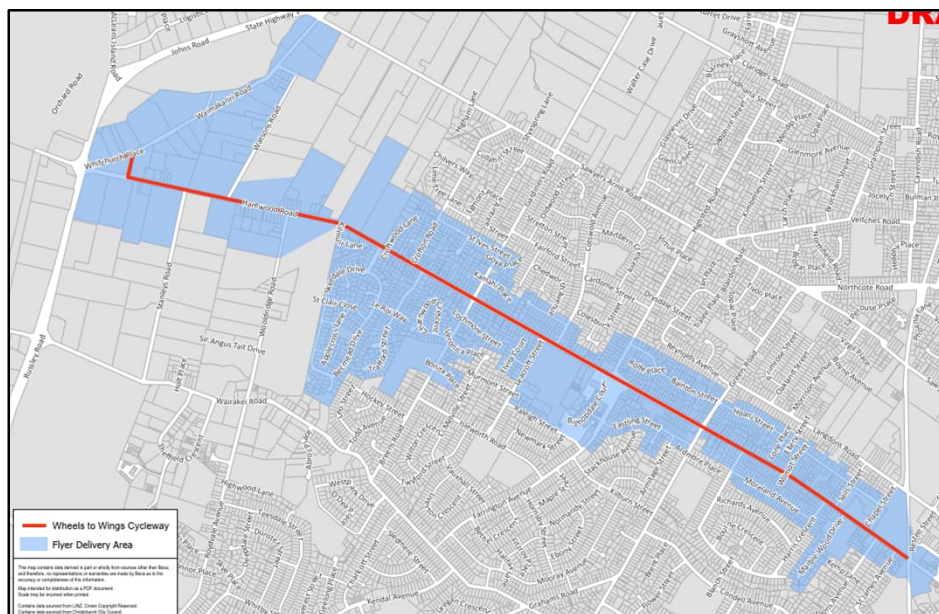
- Abley also said 'the residents on the north side in the central section will be negatively impacted by the road space allocation.'

Overview of engagement process and community feedback

Consultation overview

- Consultation 25 January 2021 – 15 March 2021, second round of consultation with updated plans 27 October 2021 – 17 November 2021
- Met with businesses and groups just prior to consultation and during early stages with meetings ongoing
- Emailed stakeholders, Newsline articles, social media posts, Have Your Say
- Set up staffed project drop-in in Bishopdale Mall for three full days for second consultation (approx. 150 people visited)
- Approximately 2,000 documents delivered on the route and adjacent side streets, with 650 properties on Harewood Road (for both rounds)
- 1,348 submissions received including businesses, organisations and residents for the first round, and 86 submissions in the second consultation (22 new submitters)

Consultation overview



Where did the submissions come from?

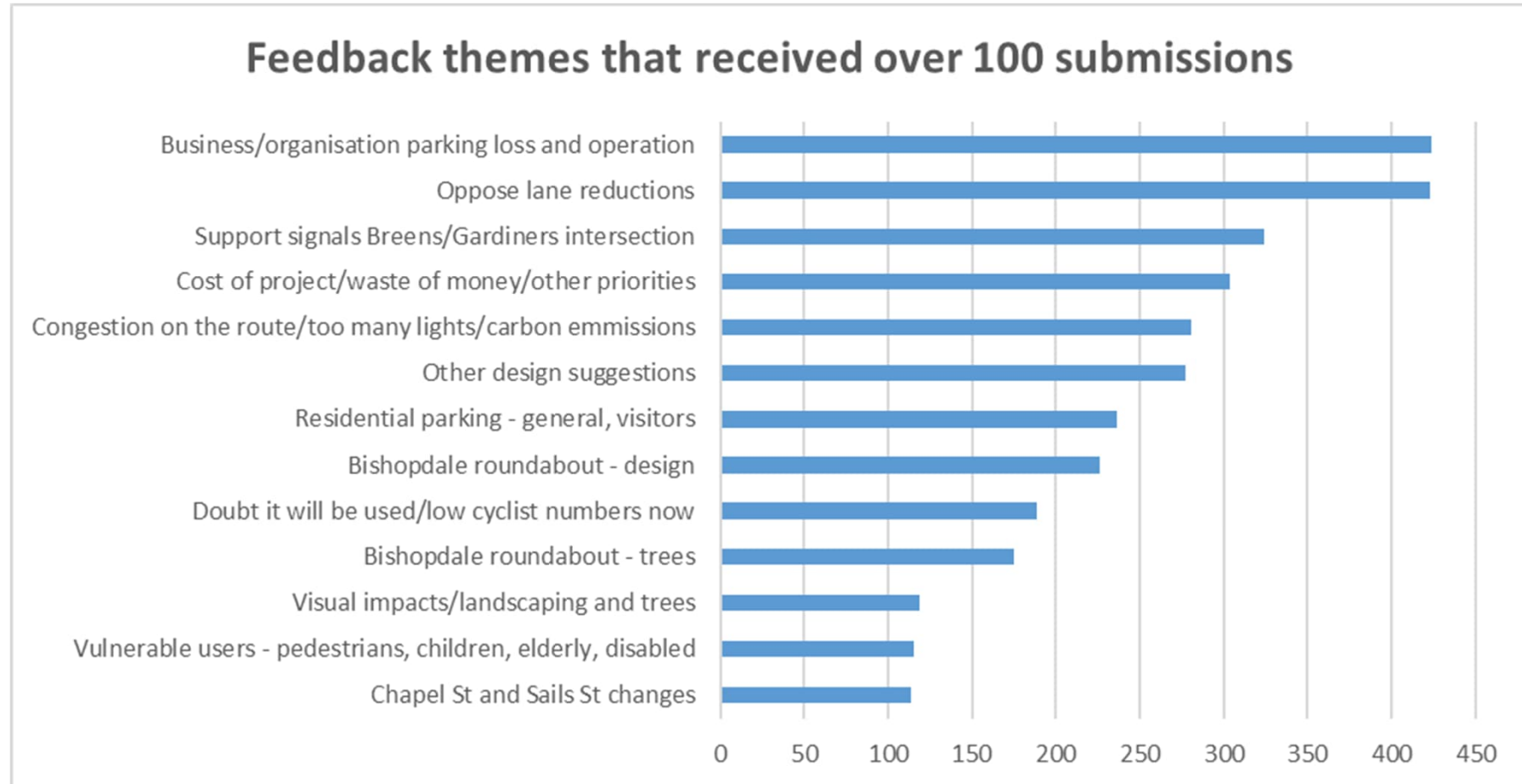
First consultation

	Bishopdale	Harewood	Northcote	Papanui	Other	Total	%
Clearly support	55	31	6	14	305	411	30%
Clearly oppose	147	187	5	22	204	565	42%
No clear indication for or against	110	115	2	26	119	372	28%
Total	312	333	13	62	628	1348	100%

Second consultation

	Harewood	Bishopdale	Papanui	Other	Total	%
Clearly support	3	8	1	16	28	32%
Clearly oppose	6	10	5	13	34	40%
No clear indication for or against	6	5	5	8	24	28%
Total	15	23	11	37	86	100%

Feedback themes



Areas of interest



Why the signalisation of Harewood/Gardiners/Breens is included

Harewood/Gardiners/Breens intersection

2019

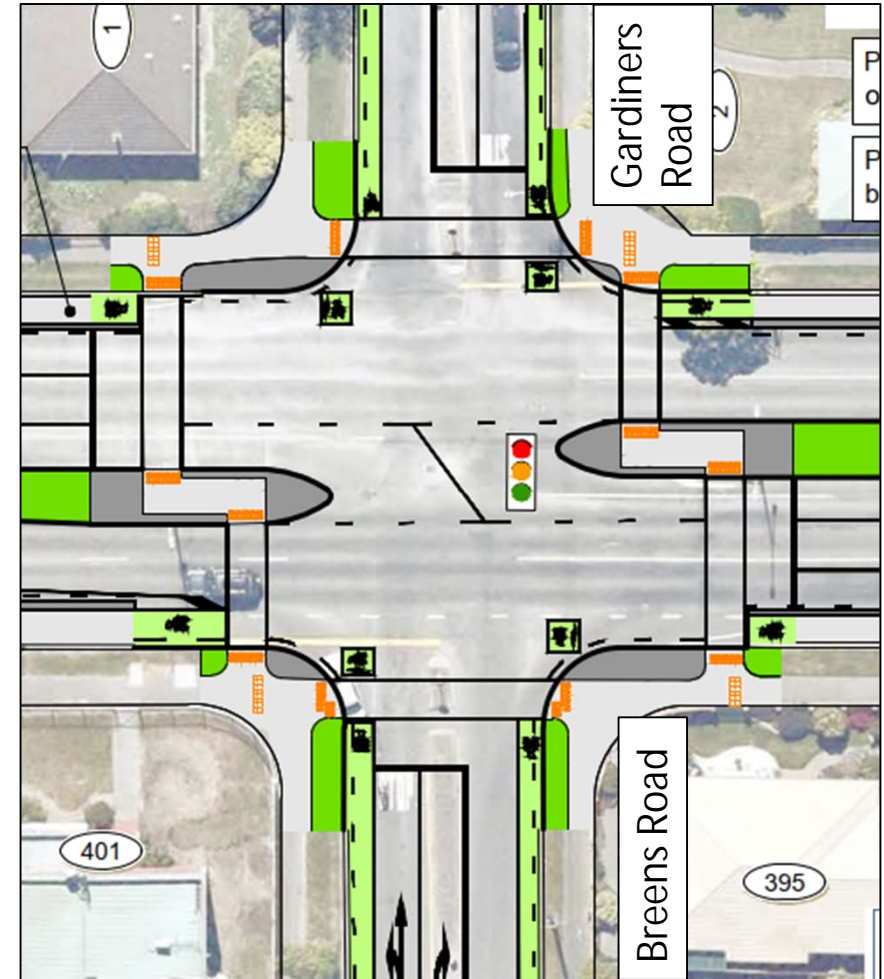
- Community consultation undertaken on the Harewood/Gardiners/Breens intersection signalisation scheme
- Council approved the H/G/B intersection signalisation scheme, and asked staff to investigate funding options

2020

- Funding options for the intersection signalisation were reported to the Finance and Performance Committee, who decided to include the intersection signalisation in the Wheels to Wings MCR
- At the FY21 Annual Plan decision meeting, Council decided to bring forward \$500,000 (capex) from FY26 to FY21 for the design and consultation of the Wheels to Wings MCR, with the intention of enabling the commencement of construction on the H/G/B intersection in FY22 as part of Wheels to Wings

2022

- Council decision to approve and resolve the Hearings Panel recommendation for the preferred Wheels to Wings design in July 2022, which included H/G/B
- The Harewood/Gardiners/Breens intersection is currently ranked 369th on the list of unsafe intersections in Christchurch, it has a low/medium risk
- The Harewood/Greens intersection is currently ranked 19th. The MCR will address the significant crash risks at this intersection



Harewood/Gardiners/Breens intersection implications

Implications of constructing the intersection on it's own

Pros

- Allows the intersection to be constructed if the cycleway is delayed, and improves north-south crossing movement
- Support from the community for the intersection to be built
- MCR intersection design can be incorporated into intersection, with interim changes to the intersection design

Cons

- No Waka Kotahi funding contribution
- Rework, with additional cost and disruption, to add the MCR later
- Changes on the adjacent sections of road for safety in the interim, i.e. reducing the adjacent sections to two lanes or removing on-street parking, including around Copenhagen
- Delays to implementing cycle safety improvements on Harewood Road
- Road network impacts would be greater due to the signals being installed ahead of other network improvements (Wairakei/Breens, Sawyers Arms/Northcote/Greers)

Looking forward

Options moving forward

1. Continue with the implementation of the approved route (the current Council resolution)
 - Has a less impact on the community as engagement has been completed. Construction will be an impact.
 - Safety concerns along the route will be addressed and 3Waters scheduled works completed.
2. Changing the design (including separating H/G/B & investigating an alternative design)
 - Increase in project cost
 - Would require further engagement, community has 'engagement fatigue'
 - Limited resources available to do the work
 - 13 design options over the three sections have already been considered – what else should be done?
3. Delaying or pausing the project by 12 months
 - Would require communication with the community
 - The section of MCR from Matsons Ave to, and including the rail crossing needs to be designed and ready for construction in line with the Nor'West Arc MCR, to provide a safe connection to the Northern Line MCR
 - 3Waters have works scheduled to be done in conjunction with Wheels to Wings that would need to be delayed
 - Would impact on the delivery of Harewood/Gardiners/Breens
 - May be limited resources available when the project is started again
 - The timeframe for the pause needs to be defined
4. Delaying or pausing the project by 3+ years
 - All the same impacts as (3).
 - Needs to have a clear and defined timeline.
 - Will be a significant engagement with the community as part of the LTP process.
5. Stopping the project
 - Would require engagement with the community as it is a named LTP line item
 - Sunk project spend to date
 - Level of support for the cycleway in the community
 - Wheels to Wings is part of the Christchurch MCR network

Options moving forward

	Cost	Deliverability	Community Impact	Additional Engagement	Project Dependencies	Comments
Continue implementing the approved scheme				none needed		Part of the community disagree with continuing
Delay the project by 12 months				inform community		This would allow re-deployment of design resource to CRAF/CERF
Delay the project by 3+ years				LTP engagement		This would require extensive engagement via the LTP process
Change the design						This would require extensive re-engagement with the community
Stop the project				LTP engagement		Feedback shows that there is demand for a cycleway in this part of the city

Key	Low impact	Medium impact	High impact
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Questions?

