

Community Views and Preferences

1.0 OVERVIEW

Consultation on the proposed Northern Line cycleway route was undertaken from Monday 17 October to Thursday 17 November 2016.

Two consultation booklets were hand delivered to properties adjacent to the proposed route – one outlining the rail corridor option and one outlining the alternative on-road option. In total, 800 consultation booklets were hand delivered to properties along the rail corridor route and 560 delivered to properties that were affected by the alternative route. In addition, 143 booklets were posted to absentee property owners. Booklets were also delivered to key stakeholders, Council service centres and libraries. Approximately 2200 flyers were hand delivered to the wider community in the vicinity of the route.

Two drop-in sessions were held for the proposed cycleway. The first was held at Christchurch Girls High School Library, Matai Street and the second at Redwood Primary School, Prestons Road. The drop-in sessions attracted a total of 62 people. The project team presented a 30-minute PowerPoint presentation which provided details of the proposed cycleway scheme. This was followed by group discussions centered around large plans.

An interactive online engagement tool called social pinpoint was also used during the Northern line public consultation period. The following feedback was received:

- Issues = 9
- Comments = 13
- Questions = 5
- Ideas = 8

13 people commented on the existing route and noted that it was too narrow and was not well maintained. A further 4 responses noted that they favoured the preferred rail corridor route. Questions mainly related to functionality of the proposed route i.e. alignment of crossing points and access for school children.

At the close of consultation, 156 submissions were received by Council. These were analysed as a whole and also according to specific sections of the route. A detailed analysis is contained in the following section.

In addition to the submissions, CCC received two petitions opposing the alternative routes. The first petition was from the Regents Park/Styx Residents Group who opposed the alternative (on-road) option through Regents Park, from Barnes Road to Styx Mill Road. 79 Residents signed this petition, representing 62 individual residential properties. The second petition was received from Farnswood Ave, Thornwood Place and Thicket Close residents. This petition noted concerns with safety, the narrowing of sections of Farnswood Place, the location shared path across the front of redwood park clubrooms, removal of street parking and lack of consultation on the alternative route. This petition was signed by 104 residents, representing 67 properties.

2.0 DETAILED ANALYSIS

Of the total number of respondents, 108 supported the proposal, 3 opposed the project and 42 support the proposal but had concerns. 3 submissions did not provide a response.

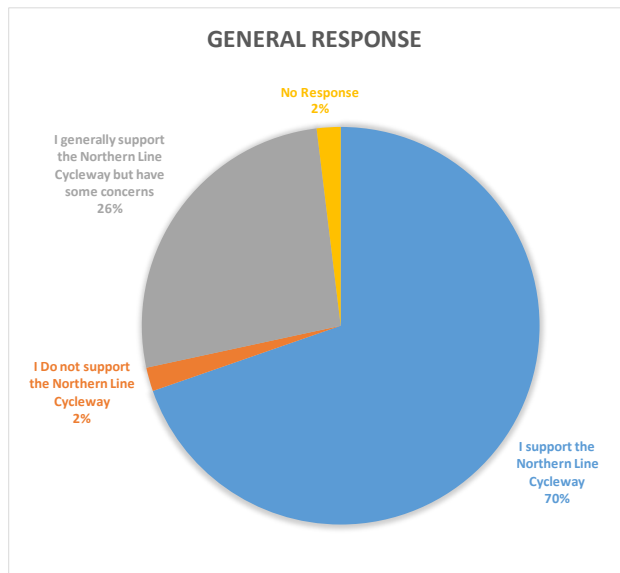


Figure 1

The following submissions reflected much of the positive feedback:

“A great project, upgrading and increasing the reach and usability of the existing railway cycleway. To be able to safely cycle off road all the way between Northwood and Blenheim Road is a pretty significant thing. And it is really good adding signalised crossings at Harewood Road and Langdons Road, especially as they are busy roads and difficult to cross. Once the other connecting routes are constructed, it will be even better. Well done to all involved in making these cycleways happen and making Christchurch a better place to live and get around”

“The Northern Line cycleway has been a fantastic through route for people travelling between Riccarton/ Papanui and Redwood. It will be nice to finish off the northern and southern ends to provide better connections to other cycleways and allow more cyclists and pedestrians to use the cycleway”

Key concerns identified by submitters are shown in Figure 2 below. Concerns about the width of the existing path, safety of alternative (on-road) route, layout of the Restell Street cycle path, and narrowing of the path to 1.7 m at the southern end, are evident.

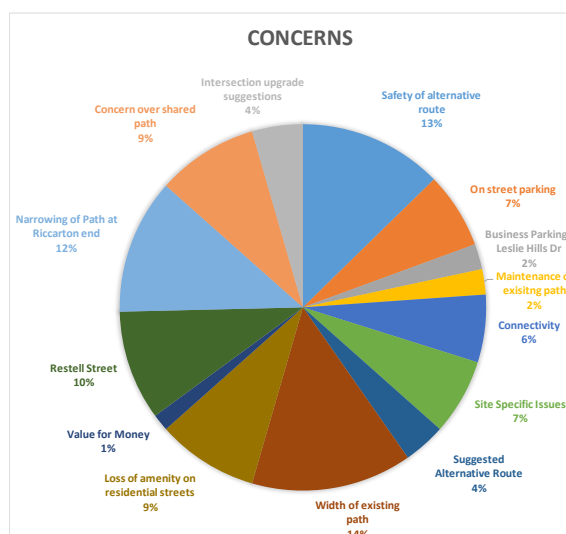
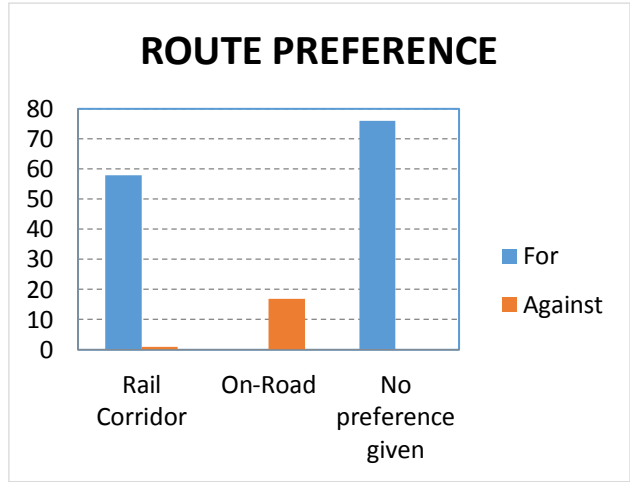


Figure 2

In terms of route preference, the extension of the rail corridor was the preferred option for those who specified a preference. No submitters preferred the on-road option.

A discussion on KiwiRail approval to use the rail corridor is provided in Section 4.



The preferred alternative (on-road) option runs through the suburbs of Redwood and Casebrook and approximately 37 submissions and two petitions (totally 183 individual signatures) were received from residents living in these areas. Affected residents generally supported the Northern Line cycleway but had concerns with the safety of the alternative route, on street parking loss and reduction of amenity values on residential streets. A full breakdown of concerns from Redwood and Casebrook residents is provided in the pie graph below.

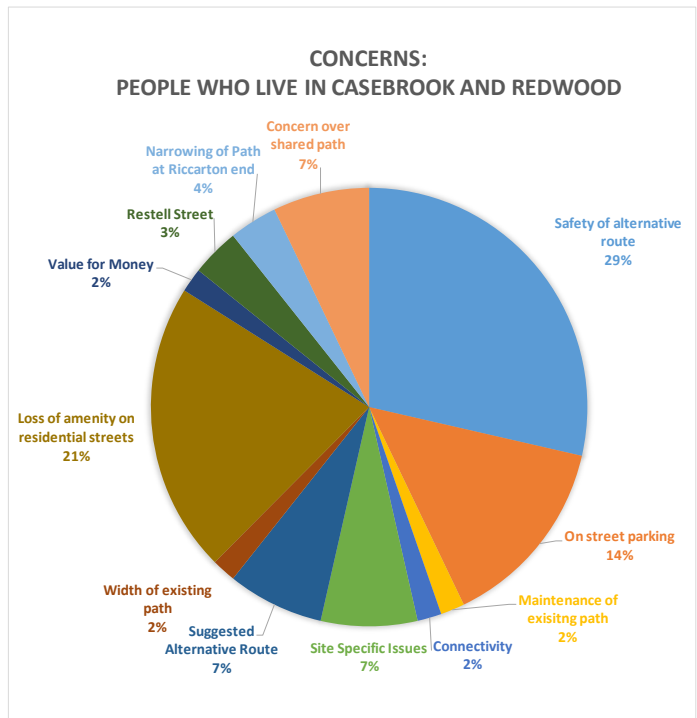


Figure 3

3.0 SITE SPECIFIC CONCERNS

21/25 Leslie Hills Drive

At the south end of the rail corridor, the proposed cycle path narrows to a width of 1.7 m for approximately 100 m, adjacent to the leased car parks at 21 and 25 Leslie Hill Drive. During the consultation period, meetings were held with the owners of these properties to discuss the potential to widen the proposed cycle path. The owner of 21 Leslie Hills Drive is happy to work with the design team to find a solution acceptable to both parties. Similarly, the property owner of 25 Leslie Hills Drive would like to retain the current extent of car parking, but was open to further investigation of options. This work is ongoing by Council.

During the public consultation period, 16 submissions were received that expressed concern with the proposed narrowing of the path to 1.7 metres.

Restell Street

The existing shared path between Harewood Road and Langdons Road is discontinuous. Heading north, the present arrangement requires path users from St James Park to cross Harewood Road and travel into Restell Street. Pedestrians and cyclists then utilize an approximate 100 m section of Restell Street, past The Station restaurant, before resumption of the shared path to Langdons Road.

Councils objective is to safely and efficiently link the discontinuous shared path between St James Park and Noel Leeming while minimising impacts on affected parties. Council are currently investigating two options for this section of the cycleway – one along Restell Street and one along the western side of the rail corridor. Discussions with the landowner and KiwiRail are ongoing.

During the public consultation period, 13 submissions were received expressing concern with the proposed layout of Restell Street.

4.0 KEY STAKEHOLDERS

Community Boards

Prior to the formal consultation starting, information sessions were held with Riccarton/Wigram and the Shirley/Papanui Community Board governance teams. An overview of the proposed project was presented to the governance team followed by a discussion on key dates and potential key stakeholders.

The Northern Line Project was presented to the Shirley/Papanui Community Board on 6 July, 2016 and to the Riccarton/Wigram Community Board on 30 July, 2016. CCC and Peloton representatives provided a PowerPoint presentation of the proposed route and answered questions from elected and board members.

NZ Police

Two meetings were held with a representative from Canterbury Police. Discussions focused on the potential for rail corridors to become high crime areas and the potential mitigations measures to increase safety along the proposed route. These include increased lighting and passive surveillance, vegetation maintenance and well positioned entry and exit points. Feedback from NZ Police has been

incorporated into the design of the Northern Line Cycleway and a Crime Prevention Through Environmental Design (CPTED) assessment has been undertaken.

KiwiRail

Discussions with KiwiRail regarding the proposed use of the rail corridor have been ongoing since March 2016, and an agreement in principal to use the rail corridor was granted on 5 May, 2016.

Since May, Council have continued to investigate the proposed use of the corridor to ascertain it can be built to an acceptable standard of safety and functionality that satisfies the requirements of all parties. In addition, a risk assessment was completed and provided to KiwiRail for independent review.

On 24 November, 2016, KiwiRail confirmed that they considered the rail corridor proposal to be feasible and are happy for the project to proceed to detailed design. KiwiRail have indicated that Council can expect a formal letter including matters to consider in detailed design, within the next few business days.

Other Key Stakeholders

In addition to the above specific feedback, submissions were received from the following key Stakeholders:

- Automobile Association
- Canterbury District Health Board
- GoCycle Christchurch
- Generation Zero
- Spokes
- Action Bicycle Club
- Lincoln University
- Deans Ave Precinct Society Inc.
- Living Street Otautahi/Christchurch
- The commuting Book

Commenting on the Northern Line consultation plans, cycling advocacy group Spokes said that the proposed Northern Line fills in the missing pieces on the existing, well-used cycle path and provides better endings terminals at both ends. The trail has been designed on the premise that further railway land will be available and whilst viable options have been presented, they certainly compromise some of the objectives of the path. We encourage the Council to pursue the use of the railway land as far as possible before carrying out any work on the alternatives presented. Spokes also noted that that they had some concerns with the shared paths being proposed.

The Canterbury District Health Board (CDHB) noted that they strongly support the development of good quality active transport infrastructure for cyclists of all levels, which is known to encourage physical activity and be beneficial to population health. The CDHB supports the preferred route along the rail corridor but notes that shared pathways must be wide enough to accommodate both pedestrians and cyclists and have clear pedestrian priority signage to ensure pedestrian safety and reduce the likelihood of accidents. CDHB supports the reconfiguration of the cycle path around Papanui Station and made recommendations regarding signage and crime prevention through environmental design. CDHB had concerns regarding the narrowing of the path adjacent to Leslie Hills Drive.

5.0 FEEDBACK

Responses to common concerns raised through the public consultation process are as follows:

1. **Widening of the existing cycle path:** The widening of the existing path is outside the scope of this project, however safety improvements will be further investigated by Council.
2. **Alignment of crossings:** The alignment of the crossings will remain offset from the path of the cycleways. This is to ensure cyclists slow down and look for pedestrians who have right of way in shared zones.
3. **Narrow section, 21/25 Leslie Hills Drive:** Investigations into widening of the path adjacent to 21 and 25 Leslie Hills Drive are ongoing. Path width is likely to be increased to 2.7 metres if additional width is able to be obtained.
4. **Connection path widening:** The widening of the path alongside Barnes Road Pond, the associated crossing of Barnes Road and the O'Neill Avenue connection is outside the scope of this project however, safety improvements will be investigated further by Council.
5. **Maintenance of the existing cycleway:** All maintenance concerns will be referred to Councils maintenance team for action.
6. **Northcote Road:** The design of the Northcote Road widening project has been finalised and is in the current LTP. The proposed design includes on-road cycle paths which will connect to QEII Drive.
7. **Styx Bridge:** A connection under the Styx Bridge from Main North Road will be investigated when development areas to the north are further progressed.

6.0 DESIGN CHANGES

As a result of feedback, the project team has reviewed the scheme and recommends the following changes:

1. **Restell Street:** A second option on the west side of the railway corridor has been included for consideration.
2. **Northcote Road:** The proposed cycle and pedestrian signalised crossing will be widened to accommodate more users.
3. **Cutdowns:** Additional cutdowns will be included at the intersections, Restell Street and towards Radcliffe Road to facilitate easier access on and off the existing on-road cycleways.

7.0 INFORMATION FOR SUBMITTERS.

Prior to the Infrastructure, Transport and Environment Committee meeting, all submitters will be sent a letter summarising feedback on the project, details of the meeting, and how to apply for speaking rights. The letter also included links to responses to submissions and the proposed plans for Council approval. Hard copies will be sent on request.