

## **Northern Line Major Cycle Route Consultation feedback and analysis**

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

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.

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

In addition to the submissions, Council received two petitions opposing the alternative route. 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.

Key concerns identified by submitters are shown in Figure 1 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.

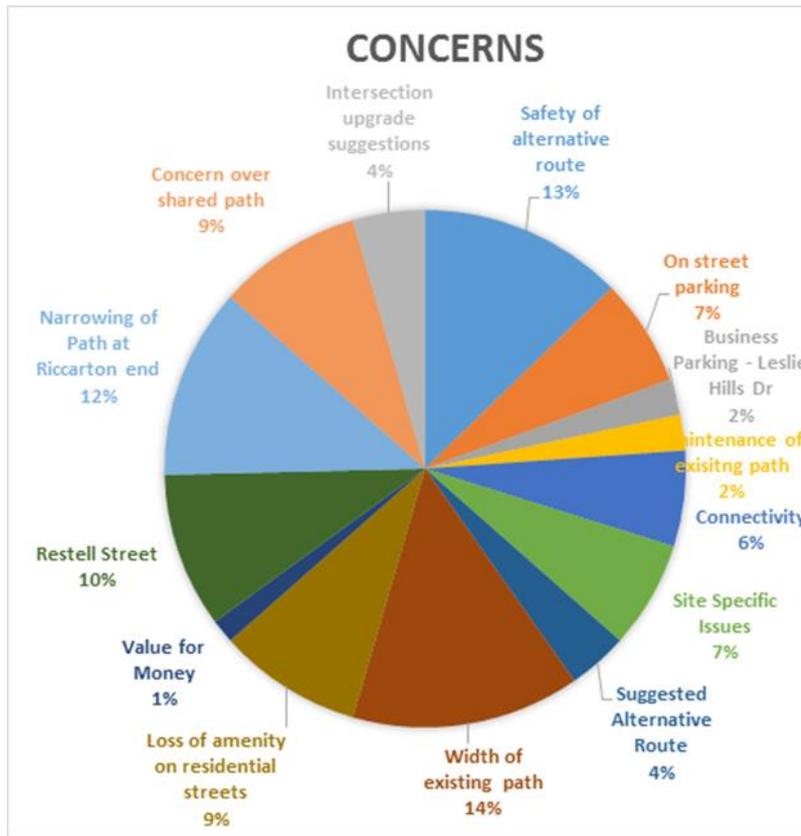


Figure 1

In terms of route preference, the extension of the rail corridor was the preferred option for those who specified a preference in their submission. No submitters preferred the on-road option. Route preferences are shown below in Figure 2.

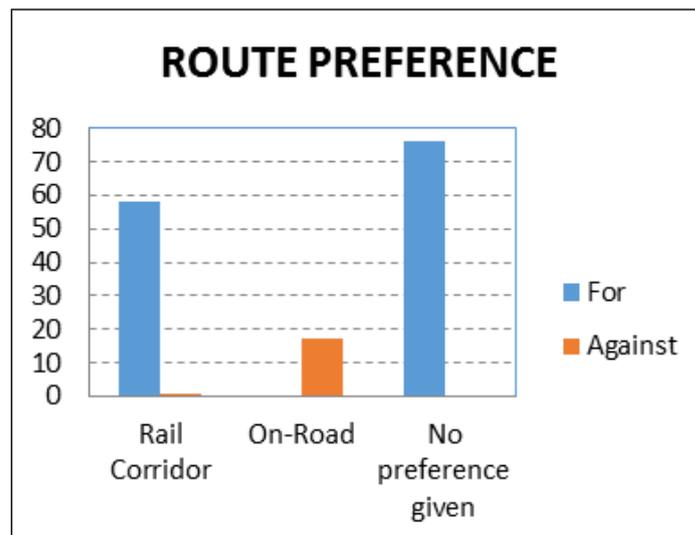


Figure 2

The alternative (on-road) option runs through a number of residential suburbs 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.

### **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 100m section of Restell Street, past The Station restaurant, before resumption of the shared path to Langdons Road.

Council's 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.

### **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 cycleway. 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.

## **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.