

## 6. BRIDLE PATH ROAD PATH

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### PURPOSE OF REPORT

1. The purpose of this report is to seek approval for the Bridle Path Road path to proceed to final design, tender and construction.

### EXECUTIVE SUMMARY

2. Pedestrian access along Bridle Path Road is discontinuous between Ferrymead Park Drive and the Historic Reserve (opposite Cannon Hill Crescent). Pedestrians currently walk on an informal path on the inside of a bend with no shoulder for a safety buffer. Heathcote residents have raised the absence of a formal path as a safety issue.
3. The primary aim of this project is to provide a path from Ferrymead Park Drive to the Historic Reserve. Three options were considered for the path alignment, with the preferred option (option 2) being a 2.0 metre off-road path within berm area between Bridle Path Road and the Old Ferrymead Park Access Road (refer attached concept plan). Other works associated with the project include the provision of a service access to a pump station, alteration of the Tramway Society entrance, and some thinning of existing vegetation. The attached concept plan was chosen as the preferred option as it satisfied the aim and objectives of the project.
4. Consultation with the community was undertaken on an 'inform' basis as it was considered the changes to the existing situation would be minimal, the project addresses issues raised by the residents, only a limited number of properties are affected, and the Tramway Society and the Water and Waste Unit, which will be most directly affected in terms of access requirements, have been involved in the development of the concept plan. The attached concept plan was distributed to residents and stakeholders in the vicinity and only one response was received from the Tramway Society in respect of stormwater issues. These issues will be addressed in the design brief.
5. The attached concept plan addresses the aims and objectives of the project and there have been no issues, other than that raised by the Tramway Society (which will be addressed in the design brief) raised by residents or stakeholders. It is recommended that the project proceed to final design, tender and construction.

### FINANCIAL AND LEGAL CONSIDERATIONS

6. The estimated total cost for this project is \$109,955 inclusive of all consultation, design and project management.
7. The Bridle Path Road footpath project is part of the New Construction/Kerb and Channel/Paths Programme and is programmed for construction in the 2004/05 year. The budget for this programme in 2004/05 is \$1.9 million. Sufficient funding is available from the New Construction/Kerb and Channel/Paths Programme budget to complete this project.
8. There are no legal implications for this project.

### STAFF RECOMMENDATION

It is recommended that the Bridle Path Road pathway proceed to final design, tender and construction.

### CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

## BACKGROUND ON THE BRIDLE ROAD PATH

9. Pedestrian access along Bridle Path Road is discontinuous between Ferrymead Park Drive and the Historic Reserve (opposite Cannon Hill Crescent). Pedestrians currently walk on an informal path, on the inside of a bend, with no shoulder for a safety buffer. Heathcote residents have raised the absence of a formal path as a safety issue.

## OBJECTIVES

10. The primary aim of this project is to provide a path from Ferrymead Park Drive to the Historic Reserve.
11. The objectives of the project are to:
  - (a) Increase safety for pedestrians and cyclists.
  - (b) To provide a secure tenure for the right of way for the path.
  - (c) Eliminate "stranger danger".
  - (d) Provide adequate lighting.
  - (e) To provide a 1.5 metre minimum width foot path.
  - (f) Provide clear definition that the path is for constant public access to the south beyond Ferrymead Park Drive.
  - (g) Deter vehicle access into the old Ferrymead entrance.
  - (h) The scheme must not compromise the existing standards on this road.

## OPTIONS

12. Three options were considered for the alignment of the path between Ferrymead Park Drive and the Tramway Society entrance. Two options were considered in respect of path width, and two options were considered for the provision of service access to the pump station. These options are summarised below.

## PATH ALIGNMENT

13. **Option 1:** Off-road path along Old Ferrymead Park Access Road. The alignment of the path between Ferrymead Park Drive and the Tramway Society entrance would follow the Old Ferrymead Park Access Road, which is no longer used by vehicles. This option would require less footpath construction, as the existing road surface could be used. Trees and bushes at the eastern side of the old access road would require extensive trimming and some removal to open up the area to improve "perceived safety" and provide clear sight lines. Minor illumination would also be required for after dark use.
14. **Option 2:** Off-road path within berm area between Bridle Path Road and Old Ferrymead Park Access Road. There is a 5 metre to 9 metre wide landscaped berm area between Bridle Path Road and the Old Ferrymead Park Access Road. The width of this area allows for the development of a meandering, off-road path for both pedestrians and cyclists. This option will require trimming and thinning of existing vegetation within the berm area to open it up, improve "perceived safety" and provide clear sight lines.
15. **Option 3:** Off-road path along the kerb line. This option involves installation of a footpath against the kerb and would require the installation of kerb and channel along the path length, and the removal of several mature Oak trees from the roadside.

## PATH WIDTH

16. Two options were considered for the width of the path, a 2.2 metre path and a 2.0 metre path. In a report to the Board dated 7 July 2004, and included in the information distributed to the community for consultation, the pathway was described as a "*two metre wide off-road shared path*". On the concept plan that accompanied the consultation information, signage at Ferrymead Park Drive and the Tramway Society entrance indicated that the path between these two points was a shared path. After project team discussions, the path width was reduced to 2.0 metres for the following reasons:
  17. For a path to be signed as a shared pedestrian/cycle path the minimum width is 2.5 metres. A 2.2 metre width was originally proposed to gain a Transfund subsidy.

18. As the shared path did not link with any other shared pathways, safety concerns were raised in respect of cyclists exiting the path directly onto Bridle Path Road.
  - (a) An off-road shared path would be unlikely to be used by cyclists given the absence of linkages north and south. A 2.0 metre path is wider than required for pedestrian use only and would still provide additional space to avoid conflict between cyclists that may use the path and pedestrians, and provides good sightlines for pedestrians.
  - (b) The path can be designed at a 2.0 metre width and could be widened in the future to 2.5 metres if adjoining paths to north and south were widened to give a consistent shared path throughout the whole length of Bridle Path Road.

#### **SERVICE ACCESS TO PUMP STATION**

19. **Option A:** Kerbside indented parking bay. This option involves the development of a kerbside indented parking bay adjacent to the pump station. This would provide access to the pump station for routine maintenance and servicing, including flushing of the pump station, which occurs every eight weeks for four hours at a time. This option would prevent access across the path and could cause a hindrance to pedestrians.
20. **Option B:** Service access off Tramway Society entranceway. This option involves the development of a service access at the rear of the pump station off the Tramway Society entrance, along with the installation of a fence and gate for security giving full, unimpeded access to pedestrians on the path at all times.

#### **VIEWS OF PERSONS AFFECTED**

21. At its meeting on 7 July 2004 the Board gave approval to distribute the attached concept plan to the community for consultation on an 'inform' basis. This consultation approach was proposed due to a number of factors, including:
  - (a) It was considered that there would be minimal, if any, change in the impacts on adjoining landowners, as pedestrians already use this route (despite the lack of safety or a formal path) because there are existing paths at either end of the project length.
  - (b) The project addresses an issue originally raised by local residents.
  - (c) The project effects a very short section of Bridle Path Road, and directly impacts on only a limited number of properties.
  - (d) The Tramway Society and the Water and Waste Unit, which will be most directly affected in terms of access requirements, have been involved in the development of the concept plan.
  - (e) The Heathcote Valley Community Association have been kept informed of the proposal and are fully supportive.
22. The concept plan, including a covering letter was distributed to 35 residents from 256-310 Bridle Path Road and 2-8 Cannon Hill Crescent, Ferrymead Heritage Park, Tramway Historical Society, Heathcote Valley Residents Association and the Mt Pleasant Community Centre and Ratepayers Association. Only one response was received from the Tramway Society in respect of road runoff entering the reserve via the Tramway Society entrance point and causing ponding on the tramlines. The design brief will include an instruction that this issue is investigated, and options discussed with the Tramway Society to alleviate the problem. The other residents and stakeholders did not raise any issues/concerns in respect of the project.

#### **PREFERRED OPTION**

23. The preferred option (option 2) comprises a 2.0 metre wide off-road path on the west side of Bridle Path Road, from Ferrymead Park Drive to the existing path in the Ferrymead Historic Reserve (the Reserve) opposite Cannon Hill Crescent. The path will pass through existing trees and shrubs within the berm area between Ferrymead Park Drive and the Tramway Society driveway, and then in front of a pump station located on the north side of the Tramway Society driveway, before connecting into the existing footpath within the Reserve. The length of the proposed path is 246 metres.
24. The proposed works will also involve:
  - (a) The development of a service access, off the Tramway Society entrance to the rear of an existing pump station, and the installation of fencing around the pump station for security.
  - (b) Alteration of the Tramway Society entrance to provide better road and footpath definition, and make it safer to cross for path users.

- (c) A sealed area and roundabout between the Tramway Society entrance and the Old Ferrymead Park Access Road will be removed and replaced with landscaping. Some thinning of existing vegetation along the proposed path route will be done to provide better visibility, improve sight lines to the existing toilet block, and reduce any possible "stranger danger" for the new path. Some preparatory vegetation thinning work was undertaken earlier this year, as outlined in a memorandum to the Board, dated 26 March 2004.

25. Option 2 (as shown in the concept plan) was selected as the preferred option as it satisfies the aim and objectives of the project as follows:

- (a) It provides a path from the Historic Reserve to Ferrymead Park Drive.
- (b) It increases safety for pedestrians and cyclists by providing an off-road pathway wide enough for shared use (note – available for cyclists use but not advertised/signed as such.)
- (c) Secure tender is provided for the right of way for the path by ensuring the path is constructed on Council land.
- (d) "Stranger danger" has been addressed with the removal of the dense plantings leaving an open avenue of Kowhai trees and some residual oaks.
- (e) A 2.0 metre wide path is provided.
- (f) Clear definition that the path is for constant access to the south beyond Ferrymead Park Drive is provided by opening up the landscape area and permitting path users to see along the alignment. This should be sufficient to make walking along the path intuitive.
- (g) Vehicle access into the old Ferrymead entrance is addressed by narrowing the entranceway to a single lane and remodeling the large roundabout and turning area.
- (h) The proposed concept plan does not compromise the existing standards on Bridle Path Road, as there is still adequate width to mark up a right turn bay and cycle lanes.