

**JOINT REPORT BY THE CHAIRPERSONS OF THE
SPREYDON/HEATHCOTE COMMUNITY BOARD AND
THE RICCARTON/WIGRAM COMMUNITY BOARD**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CURLETT'S ROAD CYCLEWAY

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Council to proceed to final design, tender and construction of the Curletts Road Cycleway project.

EXECUTIVE SUMMARY

2. Curletts Road Cycleway is part of the cycleway programme and is currently programmed for construction in the 2007/08 financial year.
3. The initial aim of the project was to formalise the shortcuts being taken by cyclists off road between Wigram Road and Curletts Road. As a result of consultation, and following further investigations and planning, the plan was developed and expanded to link with existing facilities at Lunns Road to the north, and Halswell Road to the south.
4. The revised objectives of the project are:
 - (a) To create a formalised cycleway on the current desire lines
 - (b) To increase safety of cyclists using the route from Halswell Road to Lunns Road/Wigram area
 - (c) To minimise rework when the Southern Motorway project is constructed.
5. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
6. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Roading Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community, both on Council and Transit New Zealand land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community, on Transit New Zealand land.
7. At the time of writing this report, consultation with SPOKES was underway. An oral update of relevant issues was given at the Community Board meetings considering this issue.
8. A summary of consultation can be found in the Consultation Fulfilment section of this report.
9. The Curletts Road Cycleway Project Plan is shown in Attachment 1- Curletts Road Cycleway Overview and Attachment 2- Curletts Road Cycleway- (Wigram Road- Curletts Road).
10. Key features of the plan include:
 - (a) A 3 metre wide off road cycleway along the fenceline of the A&P Association Showgrounds, which will enable two cyclists to pass each other

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- (b) Remaining off road cycleway to be 2.2 metres wide, and joining with existing paths at the Heathcote River bridge near Halswell Road, and the Lunns Road/Curletts Road intersection
 - (c) Bollards installed in Section A to prevent vehicular traffic
 - (d) Sections A & D to be completed in grit- the least cost option as the final scheme for the Southern Motorway is unconfirmed
 - (e) Sections B,C & E to be completed in asphalt
11. There has been only one option considered, and this meets all the aims and objects of the project as:
- (a) The proposed cycleway follows the clearly defined shortcuts and tracks currently evident on the ground
 - (b) It provides cyclists with an off road alternative to travelling on a road in a 100 km/h zone
 - (c) A lower cost construction method has been chosen to minimise the costs of rework for the sections affected by the Southern Motorway construction
12. An opportunity arose to relocate the A&P Association deer fence (next to Bayer New Zealand Limited) in conjunction with other fencing work being undertaken on that site. This work has now been completed.

FINANCIAL IMPLICATIONS

13. Curletts Road Cycleway is part of the cycleway programme and is currently programmed for construction in the 2007/08 financial year.
14. This project has a current budget of \$156,912. The revised project is estimated to cost \$235,400 including fees and contingencies. This shortfall will be funded from within the existing 2007/08 cycleway budget as a result of substitutions, and from LTNZ funding.
15. It is expected that the work will commence within the 2007/08 financial year, and is estimated to take approximately eight weeks to complete.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

16. Yes - see above.

LEGAL CONSIDERATIONS

17. There are no land ownership issues associated with this project. The majority of this project is on Transit New Zealand land.
18. There are no notable or heritage trees shown in the City Plan.
19. There are no heritage or historic buildings, places or objects shown in the City Plan.
20. No traffic resolutions will be required under the Land Transport Rules.

Have you considered the legal implications of the issue under consideration?

21. Yes - see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

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Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

23. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

24. This project is consistent with key Council strategies including the Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

25. As above.

CONSULTATION FULFILMENT

26. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
27. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Roothing Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community, both on Council and Transit New Zealand land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community, on Transit New Zealand land.
28. At the time of writing this report, consultation with SPOKES was underway. An oral update of relevant issues was given at the Community Board meetings considering this issue.
29. All those consulted to date have indicated support for this project.
30. Key issues raised by respondents during consultation included the following (Project Team responses in italics).
- (a) Transit New Zealand: This project can proceed on the understanding that Council support will be forthcoming if Transit New Zealand are unable to meet expectations with temporary cycleway measures during the construction of the Southern Motorway.
- *No action currently required as this does not affect the design, only management around the continuation of cycle services during construction of the Southern Motorway.*
- (b) Transit New Zealand: Some of the planned cycleway will be removed during the Southern Motorway construction.
- *These areas will be completed in grit to minimise costs associated with the Southern Motorway. The rest of the project will be completed in asphalt.*
- (c) Bayer New Zealand Limited wish the area next to the cycleway to be well maintained (between Bayer New Zealand Limited and A&P Association).
- *Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.*
- (d) Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.

13. 3. 2008

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STAFF RECOMMENDATION

It is recommended that the Council grant approval for the Curletts Road Cycleway project, as shown in Attachments 1 & 2, to proceed to final design, tender and construction.

BOARD CONSIDERATION

The Spreydon/Heathcote Community Board and the Riccarton/Wigram Community Board considered this report at meetings held on 19 February 2008 and 4 March 2008 respectively. The recommendation from both Boards is reflected below.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

**PHIL CLEARWATER
CHAIRPERSON**

**PETER LALOLI
CHAIRPERSON**



