

12. 3. 2009

**REPORT BY THE DEPUTY CHAIRPERSON OF THE  
SHIRLEY/PAPANUI COMMUNITY BOARD  
18 FEBRUARY 2009**

**PART A - REPORTS REQUIRING A COUNCIL DECISION**

**1. RAILWAY NORTH CYCLEWAY**



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Brian Boddy, Consultation Leader Transport

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Council's approval on the following:
  - (a) that the Council resolve that the Railway Cycleway North project (Northcote Road to Tuckers Road) proceed to final design, tender and construction.
  - (b) that the intersection of Northcote Road with Vagues Road and the cycleway crossing, be controlled by traffic signals.

**EXECUTIVE SUMMARY**

2. The objectives for the project are as follows:
  - (a) Construct a cycleway link along the railway corridor between Northcote Road and Tuckers Road.
  - (b) Install traffic signals at the Northcote Road intersection with the cycleway.
  - (c) Provide safe crossing points at all road intersections.
  - (d) Ensure adequate lighting is provided.
  - (e) Ensure consistency with the previous sections of the rail corridor.
  - (f) To provide landscape enhancement where possible in conjunction with the works.
3. The project was initiated by the Transport and Greenspace Unit in February 2007. The project involves the construction of an off-road shared path for the use of cyclists and pedestrians between Northcote and Tuckers Roads that will link to the existing off-road shared path south of Northcote Road. For most of its length the existing path (commonly known as 'the Railway Cycleway') runs along the rail corridor from Northcote to Riccarton. In the longer term it is proposed that this pathway will eventually connect further north to Belfast. As part of this project traffic signals will be installed where the path intersects with Northcote Road. The railway crossing will be incorporated into the signal phasing.

**FINANCIAL IMPLICATIONS**

4. The proposed Railway North Cycleway and Signalisation projects are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.
5. The cost estimate for these projects is:
  - Shared path \$831,967. This is more than the allocated budget of \$730,000.
  - Signalisation \$283,802. This is more than the allocated budget of \$75,341.

The budget shortfall will be funded from the Transport and Greenspace Cycleways budget by reprioritisation of other projects.

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

6. Yes. Funding is provided from the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Community Plan (LTCCP).

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**LEGAL CONSIDERATIONS**

7. The cycleway is established by the power of the Council under Section 332 of the Local Government Act 1974. Under Section 332 a cycle track is also a cycle path, defined as:  
  
*"(a) means part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and (b) includes a cycle track formed under section 332 of the Local Government Act 1974".*
8. Signage will be provided as required in the Traffic Control Devices Rule under Schedule 1.
9. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic restrictions. The works are to be carried out under the existing Global Resource consent granted to the Council by Environment Canterbury.
10. A lease is required over the portion of the rail corridor to be utilised. This is currently being negotiated however approval in principle has been obtained from Ontrack.
11. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

**ALIGNMENT WITH STRATEGIES**

12. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Safety Strategy 2004, Pedestrian Strategy 2001, and the Cycling Strategy 2003 and are consistent with the requirements for an arterial road as defined in the City Plan.

**CONSULTATION FULFILMENT**

13. Initial consultation with the local schools was undertaken in October 2007. The schools involved were Papanui High, Casebrook Intermediate, Northcote Primary, and Redwood Primary. These schools highlighted safety issues at intersections and feedback was positive towards the project. The Board was informed of the preferred scheme by memo on 11 November 2008, prior to the residents and stakeholders being notified of the proposal. Approximately 400 households adjoining or close to the cycleway, and other interested groups, were notified of the proposal, of which 63 provided feedback. Fifty of the replies (79.4 per cent) were in support of the proposal. Nine replies did not support the proposal, and four did not indicate whether they supported the plan or not. The consultation summary has been separately circulated to Board members.
14. Changes made as a result of community consultation are as follows:
  - (a) The tactile paving for the sight impaired has been altered to provide better guidance.
  - (b) The crossing point on the south side of Northcote Road has been widened to provide more area for waiting cyclists.
  - (c) The feasibility of installing the fence on the western side of the path on a slight angle will be considered during detailed design, to give a slightly wider feel to the path for cyclists. Gates will be provided along the length of the fence to allow access for waterway maintenance.
  - (d) The existing shared pedestrian and cycle path on the northern side of Northcote Road (from Cavendish Road to Uxbridge Street) will be extended into Cavendish Road to the first driveway.
  - (e) Minor changes have been made to the signal design in accordance with Ontrack requirements.

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**STAFF RECOMMENDATION**

That the Board recommend to the Council that the Council resolve:

- (a) That the Railway Cycleway North project (Northcote Road to Tuckers Road) as shown in **attachment 1**, TP309701 proceed to final design, tender and construction.
- (b) That the intersection of Northcote Road with Vagues Road and the cycleway crossing, be controlled by traffic signals.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

(Note: Aaron Keown voted against the motion due to budget.)

That the Council notes that that Board has approved under delegated authority parking restriction to take effect following completion of construction of the cycleway. These will be reported to the Council on 9 April 2009.

**1 Cont'd**

**BACKGROUND (THE ISSUES)**

15. The existing Railway Cycleway runs from Matai Street in Riccarton, through Fendalton, Bryndwr, and Papanui, to Northcote Road. The cycleway is well utilised by both commuter and recreational cyclists and pedestrians. This next section is the first part in extending the shared pathway northwards to Main North Road and then Belfast, as funding permits.
16. Consultation has been undertaken with Ontrack and their approval in principle has been obtained for a lease in favour of the Council over the land required for the shared path. Further liaison will take place during the detailed design phase to when their final approval is to be obtained.
17. The railway level crossing alarms will be included in the phasing for the new signals.
18. There is a significant stormwater drain/waterway on the western side of the railway corridor adjacent to the proposed pathway. The Council's Transport and Greenspace Unit have been involved in the design process to date. The waterway and the track location are significant constraints in determining the location of the pathway, and its level.
19. A secondary (would like to do, but add cost) objective for the project is to provide landscape enhancement where possible in conjunction with the works.

**THE OPTIONS**

20. There were two options considered for the Railway Cycleway.
21. The two options looked at locating the pathway either on the east or west side of the rail tracks. Each option gave consideration to a 2.5 or 3.5 metre pathway.
22. Option 2 where the path would be located on the west side of the tracks has been selected as the preferred option and was the option taken to the community for consultation.
23. Both options included the signalisation of the crossing point at Northcote Road.

**OPTION ONE**

24. Option 1 involved providing a pathway along the eastern side of the rail tracks.
25. Option 1 was not chosen as the preferred option because:
  - The area east of the tracks is the preferred location by Ontrack should dual tracking be required in the future.
  - A path on the east side would be closer to property boundaries.
  - A 3.5 metre path is desirable and therefore the cost difference between the two sides is minimal.
  - The alignment is not consistent with the crossing point at Northcote Road or with the path through Barnes Reserve further to the north.

**OPTION TWO**

26. Option 2 involved providing a pathway along the western side of the rail tracks.
27. Option Two was selected as the preferred option, as it meets all the objectives of the project.

**1 Cont'd**

**THE PREFERRED OPTION (OPTION 2 AS SHOWN IN ATTACHMENT 1)**

28. The features of the preferred option are as follows:

- (a) A sealed pathway along the west side of the rail corridor between the existing tracks and waterway.
- (b) Fences on both sides of the pathway.
- (c) 3.5 metres between fences with an effective path width of 3.1 metres.
- (d) On the railway track side of the path, minor retaining earthworks on the waterway side may be required.
- (e) Lighting along the length of the path, on the east side of the path.
- (f) Extensions to the existing culverts at both Northcote Road and Tuckers Road.
- (g) Landscaping at the Northcote Road end of the path.
- (h) The installation of traffic signals at the intersection of the pathway with Northcote Road, including Vagues Road and the railway crossing in the signal phasing.
- (i) Formalising the existing off road shared path on the north side of Northcote Road between Cavendish Road and Uxbridge Street.
- (j) Widening the footpath in Cavendish Road on the east side to the first driveway so that it can be utilised as a shared path, providing an improved exit point for cyclists wanting to travel along Cavendish Road.
- (k) Providing a path connecting the service road (south side of Northcote Road west of the rail crossing) to the existing path on the south side of Northcote Road, west of the crossing point, and formalise it's use as a shared pathway between the end of the service lane and the crossing point.

29. This Preferred Option has been selected as the project team consider that it best meets the objectives of the project.

