

Officer responsible City Streets Manager	Author Alix Newman – Cycle Planning Officer
Corporate Plan Output:	

The purpose of this report is to respond to the Community Board concerning a letter from a member of the Heathcote Valley Community Association.

ORIGINAL LETTER

The following letter (dated 2 October 1998) was received from John Kerr, Chairman of the Heathcote Valley Community Association Inc.

“I am writing on behalf of the Heathcote Valley Residents’ Association, in an effort to draw your attention to a potential cycle danger in our area.

The area of concern is between the Horotane Valley turn off and the Mary Duncan Park on Port Hills Road. Cyclists having to negotiate their way through the underpass on the motorway have considerable difficulty when faced with large vehicles on the very narrow road and high pavements.

We have made representations to the Hagley/Ferrymead Community Board, but are aware that the City Streets Unit have a budget to address such cycle safety problems. There had been some informal discussions about putting a cycle track through private land of Horotane Valley, but this would require the purchase of such land. I am sure there is a reasonable engineering solution on the present route. There was also some discussions with Barry Cook regarding a cycle way running adjacent to the rail line, from Truscotts Road to Garlands Road, then onto Ensors Road.

Thank you for your attention to this matter, we shall await your response.”

CYCLE PLANNING OFFICER RESPONSE

I received a copy of this letter, and responded as follows.

“Thank you for your letter concerning the safety hazards cyclists face on Port Hills Road between Horotane Valley turn off and Mary Duncan Park.

I am aware of the problems you mention, and have briefly looked at the area and considered possibilities both in the immediate area, and concerning general cycle access and safety to the Heathcote Valley area.

Unfortunately, at the moment I am unable to act on these concerns. My efforts are focused on other areas of the city which are equally risky for cyclists, and generally have greater numbers of cyclists. In addition, planning and development work for cycle facilities in the area is complicated by some uncertainty in the intentions of Transit New Zealand regarding work along Port Hills Road.

Please rest assured that this difficult area has not been forgotten, and has in fact been built into the long-term cycle network plan. There are just insufficient planning and design resources available to me to deal with this area, and other, higher priority areas in the city at the same time.”

Further to my response I can advise that the location mentioned by Mr Kerr definitely forms part of the long term cycle network plan, and will therefore receive cycle facilities improvements as part of implementing that plan. Unfortunately I am unable to give a time frame at this stage as design and budget issues are yet to be determined.

Further, the possible cycle path along the rail line will also form part of the network plan and will be evaluated more fully in due course.

Recommendation: That the information be received

Chairman's

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