

18. SOUTH HAGLEY PARK SHARED PATHWAY

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Corporate Plan Output: City Streets 9.5 text 6.2	

The purpose of this report is to advise the Committee of the status of the project to develop a shared pathway along the northern boundary of South Hagley Park.

The project proposal received Committee approval last July and was subsequently released for public consultation.

Hagley Park serves as one of the two primary cycling focal points within the City’s cycle network. The cycle network plan identifies the need for improved cycle facilities in and around Hagley Park. The proposed pathway development and its associated cycle works are part of the identified improvements within the plan and scheduled for implementation within the 2000/01 financial year.

The primary objective of this project is to improve the safety, access and flow of cyclists and all other path users by providing an all weather park pathway running from Riccarton Avenue/Hagley Avenue park corner, to the Riccarton Road/Deans Ave park corner.

One change worth noting since the July proposal is that as the pathway will not now cross the Riccarton main drain (because of the removal of a diseased tree), a bridge will not be required.

Four to five hundred pamphlets were handed out to people using the park within 50 metres of the proposed path, as well as being sent to all leased properties along Riccarton Ave. In addition, the plan was displayed at the YMCA and sent to Hagley Community College along with the usual Council distribution outlets.

We received twenty two replies of which fourteen were supportive, four non-supportive, and four on unrelated matters. The non-supportive responses all related to requests to retain the gravel path for running on .

During the planning of this path, efforts were made to retain the existing gravel and mud tracks. This has been achieved wherever possible. However, because of the limited amount of ‘open ground’, it is intermittent. Several of the supportive responses were also from runners looking forward to the sealing of a path.

From within the supportive responses, a strong plea was made by the Christchurch cyclist advocate group SPOKES, for the path to be wider than the 2.2 m proposed. This has been considered and depending on tender responses it may be able to be widened to 2.5 m. Overall the consultation responses have been very positive and we have endeavoured to meet the requests made that could be accommodated within the objectives of the project.

The final shared pathway plan is essentially the same as the original plan proposed and approved in July 2000. The path has gained the necessary resource consents and has been tendered to ensure it is implemented within the 2000/01 financial year. Provision of \$117,000 has been made in the City Streets Unit’s cycle and pedestrian capital works budget for this project.

**Chairman’s Recommendation:** That the information be received.