

## 9. FAIRVIEW STREET FOOTBRIDGE REBUILD

<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
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### PURPOSE OF REPORT

1. The purpose of this report is to advise the Spreydon/Heathcote Community Board of plans to rebuild the Fairview Street Footbridge (over the Heathcote River from Ashgrove Terrace to Cashmere Road, between Fairview Street and Crichton Terrace), and to seek approval of traffic resolutions required for this project. (Refer **Attachment 1**).

### EXECUTIVE SUMMARY

2. The 79 year old footbridge has reached the end of its useful life and is uneconomic to refurbish.
3. The proposed new bridge will be built 40 metres east of the current location, opposite 147 Ashgrove Terrace. Rebuilding at the current location is not recommended because of space restrictions and tree locations, and moving it provides a number of benefits.
4. Replacement of the bridge is a safety improvement project. The project is within the Spreydon/Heathcote ward.
5. Consultation feedback was almost 100 per cent positive with some suggestions and questions that have resulted in changes to the original proposal.
6. The rebuilding is scheduled for completion by 1 July 2012.

### FINANCIAL IMPLICATIONS

7. Benefit cost analysis has not been undertaken for the revised scheme. NZTA funding will be sought for the parts of this project that comply with the NZTA funding requirements.
8. Funding for the proposed works are provided in the 2009-19 LTCCP, as follows:

Project	2010/2011	2011/ 2012	TOTAL
		\$199,747	\$199,747

9. Based on current estimates there is a sufficient budget allocated in the 2009-2019 LTCCP to implement the project.
10. Construction is programmed to be complete in the 2011 - 2012 financial year.
11. Funding for this project is provided within the Transport and Greenspace Unit's Capital Programme as outlined above.
12. There has been no conflict identified with earthquake recovery work being carried out by the Stronger Christchurch Infrastructure Rebuild Team (SCIRT).

### Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

13. Yes, as above.

### LEGAL CONSIDERATIONS

14. There are no land ownership issues associated with this project.

15. Part one, clause five of the Christchurch City Council Traffic and Parking Bylaw 2006 provides the Council with the authority to install traffic and parking restrictions by resolution. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
16. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.
17. The bridge replacement is covered by the Council's global Resource Consent from Environment Canterbury. The removal of two existing trees within the Special Purpose (Road) Zone will require Council resource consent.

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

18. Yes, as above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

19. The project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Neighbourhood Improvement Programme of the Planned Capital Programme, page 247, 2009-2019 LTCCP.

**DO THE RECOMMENDATIONS OF THIS REPORT SUPPORT A LEVEL OF SERVICE OR PROJECT IN THE 2009-19 LTCCP?**

20. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

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

**CONSULTATION FULFILMENT**

22. A consultation leaflet was distributed in February 2012 to immediately adjacent residents and property owners, Cashmere High School, a local rest home, Zeroes café opposite the bridge, SPOKES, and local residents associations. The project was listed on the Council's "Haveyoursay" website and copies of the leaflet were placed at all service centres and libraries, and emailed to the wider transport stakeholders list.
23. Twenty submissions were received. Of these, 18 were completely in favour of the proposal. All except two responses made a comment, some with recommendations, and the team has been able to make changes to the plan in response to these. Two responses questioned the need to remove parking, and one of these also protested about the following: traffic noise from Cashmere Road being louder as the result of the removal of trees; visual intrusion as the result of having to look at a concrete bridge; their plans to widen their driveway and that they want to be able to reverse out onto the road without worrying about children crossing the road behind them; and not wanting tactile pavers outside their home. Staff visited the property owners opposite the bridge in response to their feedback. These residents indicated that they appreciate the changes made to the building materials, and now understand the need for the no parking and other changes proposed. A summary of all submissions and staff responses is provided in **Attachment 2**.

**Changes made to the proposal resulting from consultation feedback**

24. The kerb build out on the south side of Ashgrove Terrace was removed and replaced with a pedestrian waiting area.

25. The bridge and ramp construction materials have been changed to timber, and the ramps where possible replaced by timber boardwalks. This will have implications for long term maintenance but the boardwalk is in line with the designs used for other bridges around the city.
26. The proposed new path on the south side of the bridge was re-aligned around existing trees.
27. The picnic table will be repositioned near to the original location.

#### **STAFF RECOMMENDATION**

It is recommended that the Spreydon / Heathcote Community Board:

- (a) Receive the proposed plan for rebuilding the Fairview Street Footbridge as shown on the plan in Attachment 1.
- (b) Resolve the parking restrictions as shown on the plan in Attachment 1 as follows:

#### **Revoke Existing Restrictions**

- (i) That all existing parking restrictions on the north side of Ashgrove Terrace commencing at a point 134 metres from its intersection with Fairview Street and extending in an easterly direction for a distance of 61 metres, be revoked.
- (ii) That all existing parking restrictions on the south side of Ashgrove Terrace commencing at a point 165 metres from its intersection with Fairview Street and extending in an easterly direction for a distance of 10 metres, be revoked.

#### **New Parking Restrictions**

- (iii) That the stopping of vehicles be prohibited at any time on the north side of Ashgrove Terrace commencing at a point 134 metres from its intersection with Fairview Street and extending in an easterly direction for a distance of 61 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the south side of Ashgrove Terrace commencing at a point 165 metres from its intersection with Fairview Street and extending in an easterly direction for a distance of 10 metres.

#### **CHAIRPERSON'S RECOMMENDATION**

For discussion.

## **BACKGROUND (THE ISSUES)**

28. Built in 1931, the existing Fairview Street footbridge crosses the Heathcote River from Ashgrove Terrace to Cashmere Road. It is located 120 metres downstream of the Fairview Street traffic bridge and 300 metres upstream of the Crichton Terrace footbridge. Its position is 200 metres upstream of an entrance to Cashmere High School. The Crichton Terrace footbridge is located 100 metres downstream of the School entrance. The project is within the Spreydon/Heathcote ward.
29. The 79 year old bridge has reached the end of its useful life and is uneconomic to refurbish.
30. The proposed new bridge would be built 40 metres east of the current location, opposite 147 Ashgrove Terrace.
31. Replacement of the bridge is a safety improvement project. This is an area of regular flooding, so the final design of the bridge will need to ensure provision is made to allow for the bypass of tree debris that may come down in a storm. This may require re-orientation of ramps.
32. As part of this project the existing street lighting near the new footbridge will be reviewed and upgraded if necessary.

## **THE OBJECTIVES**

33. The project objectives are:
  - (a) To replace the existing structure to improve safety for all potential pedestrian users.
  - (b) To ensure construction occurs in the financial year 2011/2012.
  - (c) To incorporate wider environmental and social issues as well as future proofing the new structure as appropriate.

## **THE OPTIONS**

34. Three options have been considered:

### **OPTION 1**

35. Do nothing. This option has not been selected as the preferred option as it does not meet the objectives.

### **OPTION 2**

36. This preferred option includes the following:
  - (a) The Council proposes to rebuild the footbridge and in so doing to relocate it approximately 40 metres to the east, opposite 147 Ashgrove Terrace.
  - (b) The proposed new footbridge will be 2.5 metres wide which would accommodate a dismounted cyclist and a pedestrian, or two pedestrians side by side.
  - (c) As part of this project the existing street lighting near the new footbridge will be reviewed and upgraded if necessary.
  - (d) The relocation of the bridge will involve the loss of three parking spaces outside 147 Ashgrove Terrace, to provide pedestrians and cyclists crossing from the north side with a clear view of oncoming vehicles. There will also be no stopping lines marked on the south side of Ashgrove Terrace at the end of the ramp/boardwalk, for the same reason.

- (e) Two established trees will be removed due to poor condition and one small tree will be relocated to opposite 151 Ashgrove Terrace.
- (f) The picnic table will be repositioned near to the original location.

### **OPTION 3**

- 37. Rebuild the bridge on the same site. This option has not been selected as the preferred option as it does not meet the objectives.

### **OPTIONS ASSESSMENT**

#### **OPTION 2:**

- 38. There are a number of benefits to be achieved by Option 2, rebuilding the bridge and shifting the location.
  - (a) The existing bridge will remain open during the rebuild, maintaining pedestrian and cycling links until the new bridge is available.
  - (b) The proposed new bridge will be close to the existing pedestrian crossing and Cashmere Valley Reserve Playground on Cashmere Road; also closer to the existing Cashmere High School entrance on Ashgrove Terrace, and close to the existing bus stop opposite 81 Cashmere Road.
  - (c) There will be better spacing between all bridges along Ashgrove Terrace: Fairview Street traffic bridge, Fairview Street footbridge, and Crichton Terrace footbridge.
  - (d) The northern approach to the footbridge will be in between driveways on Ashgrove Terrace. This will provide better visibility and overall a safer pedestrian cyclist crossing location than at the present bridge location.
  - (e) There are fewer trees on the riverbank, meaning that the footbridge would be more visible from Cashmere Road, and there should be more room to locate the ramp between existing trees and the river bank.
  - (f) Fewer footpath works would be required as the ramp would be located near the river bank, and the new bridge can be better aligned, at right angles.

#### **OPTION 3:**

- 39. If the footbridge were to be rebuilt on the same site, there is the possibility of root damage (during construction) to several large trees that are within 10 metres of the existing bridge. In addition, the existing footpath on the south side of the river bank would need to be realigned due to the location of the ramp from the rebuilt footbridge. There is not enough space to locate the ramp between the river bank and existing trees.

### **THE PREFERRED OPTION**

- 40. The preferred option is Option 2 above.