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Corporate Plan Output: Planning	

The City Streets Unit has been conducting a feasibility study into options that address the vulnerability of Ferrymead Bridge to natural disaster. The *draft* feasibility report summarises these investigations. (Committee members are requested to bring their copy to the meeting.)

The purpose of this report is to inform the Committee of the current status of planning for the above project, and to seek approval for the proposed planning process.

A seminar has been arranged on 4 May 1999 in order to establish the views of the Committee on:

- (a) the important issues as perceived by members;
- (b) the options presented to stakeholders;
- (c) any other options which could be considered; and
- (d) whether the project/which options should be taken forward for further development.

INTRODUCTION

The Christchurch Lifelines project identified the apparent vulnerability of the essential link provided by the Ferrymead Bridge. The bridge is a strategic link directly serving a number of suburbs, including Mt Pleasant, Moncks Spur and Sumner that together form a community of nearly 11,000 people (3.6% of the Christchurch City population). The susceptibility of the existing bridge to natural disaster – and in particular earthquake hazard raises both a number of threats and opportunities. If the existing bridge connection were broken (prior to reinstatement following disaster, or before a planned construction of an alternative link), then the delays and inconvenience to residents and businesses in the area served by the bridge would be substantial. However, if an additional ('earthquake-proof') bridge is provided beforehand to address this threat, then the opportunity arises to resolve current and projected traffic problems in the vicinity of the existing bridge.

Whilst the *existing* Ferrymead bridge could possibly be strengthened (although investigations to date are inconclusive on this score), this would not address the current and projected traffic problems. The Ferrymead Bridge – Lifelines Project is thus now concentrating on options for providing an additional bridge link.

The report, produced by the City Streets Unit, is thus an initial feasibility study of a range of options, designed to canvas input from stakeholders and assist in development of the project. The report highlights a considerable number of issues that inevitably arise with a major potential roading project of this nature. It has been stressed in the report that at this stage of the project, the options presented should *not* be treated as exhaustive, final or detailed. There is the opportunity through stakeholder input for suggestions for development or modification of the options presented, or indeed alternative options.

The issues surrounding the project are varied and complex. Because of this, the City Streets Unit believes that it is important to filter options before a limited number are taken forward for further investigation and wider consultation – but that there should be at least some element of consultation on a wide scope of options before that filtering occurs. The following consultation/planning process has therefore been proposed:

PROPOSED PLANNING PROCESS

Three broad stages of consultation and scheme development are proposed. The initial consultation of Stage 1 will assist in crystallising the important issues and allow the City Services Committee to select a more manageable number of options to carry forward to Stage 2. Stage 2 will seek to elicit input from the widest number of stakeholders. A preferred option may then be selected and the opportunity for further input will be provided during detailed design (Stage 3). Each stage is described more fully below.

- *Stage 1:* The draft report has been circulated for comment to the organisations and individuals identified in Appendix 1¹ of the report. These are the ‘key stakeholders’ and include local residents groups, businesses, the Community Boards, a number of Council Units as well as the City Services Committee.

It has been stressed to these ‘key stakeholders’ that the report at this stage should be thought of as a draft, which could be modified to incorporate/report feedback from themselves. Please note that the stakeholder groups have been promised a further opportunity to comment on the modified Feasibility Study document (including its recommendations) before it is ‘finalised’.

Stakeholders have been invited to make submissions on this, the initial draft of the report, by 26 April 1999 (this does not apply to the City Services Committee, whose views will be established at the forthcoming seminar). During the submission period, a number of meetings with the principal stakeholders (eg Mt Pleasant Community Centre and Ratepayers Association) are planned or have already taken place.

The ‘selectivity’ of circulation to only ‘key’ stakeholders is considered necessary given the wide range of potential options and issues involved (and the difficulty in disseminating this to *all* the potential stakeholders).

After the proposed City Services seminar on 4 May 1999 (for which an additional report to the Committee summarising the stakeholder feedback would be made available), the report will thus formally be brought back to City Services after modification. It is anticipated that at this meeting not more than 3 options would be recommended by the City Services Committee to be taken forward from this stage.

¹ In addition to the groups listed in Appendix 1, the report has also now been circulated to Southshore Residents Assn., South New Brighton Residents Assn. and Clifton Neighbourhood Support Group.

- *Stage 2:* A summary will then be produced from the modified Feasibility Study document for circulation² to a broader group of stakeholders after approval by the City Services Committee which has jurisdiction over major metropolitan issues such as this. The Standing Committee will therefore have the opportunity at this stage to:
 - (a) approve the 2 or 3 options to be taken forward for wider consultation; and
 - (b) approve the detail of the strategy for 'broad' consultation.

Feedback from this consultation stage will then be presented to the Council³ (through the Community Board and City Services Committee) along with a recommendation as to a preferred option. The Council will then determine if, what and when the project is to be pursued.
- *Stage 3:* If the project is pursued then the traffic analysis and design for the preferred scheme will be developed. During this stage⁴, there will be a further opportunity for local input via the Council's normal consultation process, including leafleting. It is anticipated that given the foregoing consultation, at this stage such feedback would only influence 'minor' design changes.

- Recommendation:**
1. That the draft feasibility report on the Ferrymead Bridge Lifelines Project be received for information;
 2. That the proposed planning process be approved.

Chairman's Recommendation: That the above recommendation be adopted.

² Anticipated to be by late-May 1999 at the earliest: dependent upon the degree of consensus on modified Feasibility Study report and the extent of further traffic/environmental analysis warranted by the options favoured by key stakeholders.

³ Anticipated to be at June or July 1999 Meeting at the earliest.

⁴ Timescale dependent on Council programming of work and designation process.