13. 11. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD
1 OCTOBER 2008

Minutes of a meeting of the Hagley/Ferrymead Community Board, held on Wednesday 1 October 2008 at 3pm.

PRESENT: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson and Brenda Lowe-Johnson.

APOLOGIES: Brenda Lowe-Johnson temporarily retired from the meeting at 3.55pm and returned at 4.02pm, and again at 5.15pm and returned at 5.17pm and was absent for part of clauses 2 and 12.

The Board reports that:

PART A – ITEMS REQUIRING A COUNCIL DECISION

1. FERRYMEAD BRIDGE LIFELINES PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Christine Toner, Transport Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to:

   (a) Recommend to the Council that the Ferrymead Bridge Lifelines Project (as shown in **Attachment 1**) be approved to proceed to final design, tender and construction.

   (b) Seek the Council's approval for resolutions for new traffic restrictions associated with this project.

EXECUTIVE SUMMARY

2. Ferrymead Bridge carries approximately 30,000 vehicles per day and serves about 4,500 households (Statistics NZ 2006 Census), or 3.5 percent of Christchurch residents. The bridge also carries important infrastructure services.

3. The Christchurch Lifelines Project, initiated in 1994, identified the Ferrymead Bridge as vulnerable to damage from natural hazards, particularly an earthquake. If the existing bridge connection were broken, the delays to and inconvenience to residents and businesses in this area would be substantial.

4. The purpose of this project is to strengthen the Ferrymead Bridge to current earthquake standards so that it will survive a major earthquake, and maintain the existing services across the Heathcote River. Strengthening the bridge also creates an opportunity to provide some existing traffic management improvements.

5. In March 1999 eight main options for addressing the lifelines aspect of the bridge were identified and feedback was sought from key stakeholders. The general preference was for an option in the vicinity of the existing bridge.

1 Cont'd

6. Between 1999 and 2004, Council officers worked on a number of technical studies and design iterations, and identified two options:

   (i) A new bridge to the south of the existing bridge; and
   (ii) Strengthening and widening of the existing bridge.

7. Option 2 was identified as the preferred option as it provided a long-term solution, with technical and traffic benefits. Option 2 was supported for consultation at the 4 August 2004 Hagley/Ferrymead Community Board Meeting, and the 7 September 2004 Sustainable Transport and Utilities Committee meeting.

8. In 2005, consultation on Option 2 was undertaken. Consultation included meetings with residents' associations and other key groups, the distribution of a consultation newsletter, a public meeting, presentation of technical reports, and a street meeting with Ferrymead Terrace residents.

9. Approximately 200 written responses were received to the consultation newsletter distributed in June 2005. Of these approximately 69 percent generally supported the concept plan for the strengthening and widening of the bridge (13 percent did not support the plan, and 18 percent did not state whether they supported the plan or not). Approximately 74 percent of responses supported the landscaping concept plan (six percent did not support the plan, and 20 percent did not state whether they supported or opposed the plan).

10. In December 2005/January 2006 a set of 'Frequently Asked Questions' was distributed to the community to update them on the results of consultation and answer common questions. Two Project Updates were also distributed to update the community on the project.

11. The road layout presented to the Community Board in 2005 and used for the resource consent and consultation was preliminary because it was schemed in two dimensions and required checking to ensure that it would work in three dimensions once the survey was carried out. In particular the intersection at the eastern end of the bridge is very complex with a number of roads approaching at different levels and angles.

12. The detailed design process for the bridge involves two stages: the production of a design statement, and detailed design. The design statement considers the various options for construction methods in depth and selects the preferred technique for each issue. The detailed design process takes as an input the methods and principles specified in the design statement and produces the construction documents and drawings.

13. In order to speed-up the process, OPUS consultants have been commissioned to produce the design statement in parallel with the Council finalising the eastern intersection layout. They have now produced a draft design statement. The issues raised in this draft statement are being worked through with Lloyd Greenfield (a Council structural engineer who specialises in bridges) and the affected service authorities prior to the issue of the final design statement.

14. It is expected that the detailed design will take around six months and the build process another eighteen months after that. The latest forecast is that the bridge will be complete by April 2010.

FINANCIAL AND LEGAL CONSIDERATIONS

15. The lifeline and road network improvements associated with the Ferrymead Bridge Lifelines Project are programmed in the Transport and Greenspace Unit's Capital Programme, for implementation in the 2008/09 and 2009/10 financial year. The current available budget for this project is $6.5 million. The latest cost estimate for this project is $8.8 million. An exception report has been approved by the Transport Tactical PCG allowing the project to proceed to the Council for approval to design and construct, noting that funding this increase will require reprioritisation of other projects. This reprioritisation will be finalised as part of the LTCCP 2009-19 approval process, however this project is expected to be tendered for the full contract prior to Council approval of the LTCCP 2009-19. As such, the Council needs to approve the project at a cost of $8.8 million and accept that the necessary reprioritisation will be carried out subsequently. Current available funding for 2008/09 is sufficient for the work forecast to be carried out in 2008/09.

1 Cont'd

16. There is a historic building in the vicinity of the Ferrymead Bridge. Cobb Cottage (located in Scott Park) is listed as a heritage item in the Christchurch City Plan. The alteration or removal of the Cottage would require a resource consent from the Council. However, as the Cottage is **not** being altered or removed no resource consent is required. Cobb Cottage is also listed as a Category II Historic Place under the Historic Places Act 1993. The New Zealand Historic Places Trust has also advised that there is an unrecorded archaeological site in the vicinity of the bridge (old wharf piles). An Authority under Section 14 of the Historic Places Act has been obtained to modify or damage part of an archeological site at Ferrymead Bridge. This Authority was granted on 25 October 2005, and relates to the area around Cobb Cottage and the old wharf piles.

17. Resource consent was required from the Council for works within 20 metres of the coastline. This resource consent was granted by the Council on 13 December 2005.

18. Resource consent was required from Environment Canterbury for works in the coastal marine area; specifically the erection and reconstruction of structures, disturbance of the seabed, deposition of material, occupation and reclamation of the coastal marine area. This resource consent was granted in August 2007.

19. No other resource consents are required for the proposed works.

20. The existing cycle lanes will remain. They have been fully consulted on previously and will be retrospectively added to the second schedule of the Traffic and Parking Bylaw 2008 through a Special Consultative Procedure.

21. Council resolutions are required to approve the traffic restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Council:

(a) Support the Ferrymead Bridge Lifelines Project (as shown in Attachment 1) to be approved to proceed to final design, tender and construction.

(b) Resolve the following:

(i) That any previous parking restrictions in the below mentioned areas be revoked.

Proposed no stopping: St Andrews Hill Road

(ii) That the stopping of vehicles be prohibited (at any time) on the south side of St Andrews Hill Road, commencing at its intersection with Bridle Path Road and extending in a easterly direction for a distance of 48 metres.

(iii) That the stopping of vehicles be prohibited (at any time) on the north side of St Andrews Hill Road, commencing at its intersection with Bridle Path Road and extending in a easterly direction for a distance of 55 metres.

(iv) That the stopping of vehicles be prohibited (at any time) on the west side of Bridle Path Road, commencing at its intersection with Main Road and extending in a southerly direction for a distance of 55 metres.

(v) That the stopping of vehicles be prohibited (at any time) on the east side of Bridle Path Road, commencing at its intersection with Main Road and extending in a southerly direction for a distance of 65 metres.

1 Cont'd

Proposed no stopping: Ferrymead Terrace

(vi) That the stopping of vehicles be prohibited (at any time) on west side of Ferrymead Terrace, commencing at its intersection with St Andrews Hill Road and extending in a southerly direction for a distance of 10 metres.

(vii) That the stopping of vehicles be prohibited (at any time) on east side of Ferrymead Terrace, commencing at its intersection with St Andrews Hill Road and extending in a southerly direction for a distance of 21 metres.

Move existing bus stop to new location:

(viii) That the existing bus stop be revoked from the south east side of Main Road at its present position commencing 60 metres north east of the intersection with Bridle Path Road and extending 21.5 metres in a north easterly direction, and reinstated on the south east side of Main Road commencing 76 metres north east of the intersection with Bridle Path Road and extending 27 metres in a north easterly direction.

Bus stop

(ix) That the existing bus stop located on the south side of St Andrews Hill Road 24 metres from Main Road be reinstated in the same location and described as located on the south side of St Andrews Hill Road 34 metres from Bridle Path Road and extending in an easterly direction a distance of 23 metres.

Traffic signal control:

(x) That the intersection of Main Road and Bridle Path Road be subject to partial traffic signal control on the following approaches, Main Road east bound through and right turn, Main Road west bound through.

Give Way control:

(xi) That the existing Give Way sign against St Andrews Hill Road at its intersection with Main Road be revoked.

(xii) That a Give Way sign be placed against St Andrews Hill Road at its intersection with Bridle Path Road.

(xiii) That a Give Way sign be placed against Bridle Path Road at its intersection with St Andrews Hill Road.

(xiv) That a Give Way sign be placed against Bridle Path Road at its intersection with Main Road.

BOARD CONSIDERATION

In addition to this report, the Board also took into consideration the submissions made by several deputations earlier in the meeting, details of which are recorded in clause 3 of these minutes.

The Board asked staff to take into account cycle safety during the construction stages of the project.

BOARD'S RECOMMENDATION

It is recommended:

(a) That the Council adopt the staff recommendation.

1 Cont'd

(b) That a report be provided on how a creative design/artistic element can be incorporated into the final design of the Ferrymead Bridge.

(Note: Yani Johanson and John Freeman requested that their votes against recommendation (a) above be recorded.)

BACKGROUND

Context

22. The Ferrymead Bridge currently carries approximately 30,000 vehicles per day and serves about 4,500 households, or 3.5 percent of Christchurch residents. The bridge carries important services such as water, sewerage, telecommunications and power.

23. The first bridge across the Heathcote River was opened to the public in 1864 to replace the existing ferry. The bridge had a swinging middle section so as to not hinder boat traffic. The second bridge was opened in 1907, slightly upstream of the first bridge. The second bridge was required due to the wear on the first bridge, and the need to update the steam tramway to an electric tramline.

24. The existing bridge was constructed in 1967, and is a key link to the eastern suburbs. There are only three alternative routes – Bridle Path Road, via the Summit Road, or via Evans Pass from Lyttelton. None of these alternatives are sufficiently wide to service the traffic demand currently carried by the Ferrymead Bridge, and would involve a long detour for the majority of the traffic using the bridge. All of the alternative routes are also potentially vulnerable to closure as a result of landslips or structure failure after a major earthquake.

25. The Christchurch Lifelines Project, initiated in 1994, identified the Ferrymead Bridge as vulnerable to damage from natural hazards such as an earthquake or tsunami. If the existing bridge connection were broken, the delays and inconvenience to residents and businesses (prior to reinstatement) in this area would be substantial.

26. Structural and geotechnical investigations on the existing bridge indicated that a large earthquake would cause lateral and longitudinal shaking of the bridge, and liquefaction of the loose sand on which the existing bridge piles are founded. Liquefaction would also allow the riverbanks to slide towards the centre of the river imparting large forces onto the rear face of the abutment walls of the bridge. This is known as lateral spreading and would be the likely cause of the collapse of the bridge during an earthquake.

27. The Ferrymead Bridge links Ferry Road and Main Road across the Avon-Heathcote Estuary. The bridge is classified as a Major Arterial in the Christchurch City Plan roading hierarchy. As stated above the bridge carries approximately 30,000 vehicles per day. Traffic flows on the bridge indicate that high traffic volumes are typically confined to the three-four hours surrounding the morning and evening peak periods. Peak hour volumes are also high on the weekend (Sunday). However, it is during the weekday peak periods that traffic congestion and delays at intersections are at their worst. This is because traffic demand from the side roads (e.g. St Andrews Hill Road and Bridle Path Road) is higher and less intermittent. This traffic currently has to give way to high direction peak flows in main road traffic (i.e. traffic on St Andrews Hill Road needs to give way to a steady stream of traffic on Main Road). If no adjustment is made to traffic control in the area, and traffic demand continues to increase as expected, traffic delays on the side roads will get progressively worse. For example on a typical morning peak period traffic has an average delay of 32 seconds when trying to access Main Road from St Andrews Hill Road. Within ten years this average delay could potentially increase to approximately seven minutes.

1 Cont'd

Previous Options Considered

28. In March 1999 eight main options for addressing the lifelines aspect of the bridge, and the current and projected traffic problems were documented in a report titled 'Ferrymead Bridge – Lifelines Project, Draft Feasibility Report (Preliminary Assessment of Options)'. The then Transport and City Streets Unit of the Council prepared this report. This report detailed the benefits and costs for each of the following main options:

    (a) **Parallel southern bridge**
    New bridge constructed parallel to, and south of the existing bridge.

    (b) **Parallel northern bridge and half roundabout**
    New bridge constructed parallel to, and south of the existing bridge.

    (c) **Angled northern bridge and half roundabout**
    New bridge to the north of the existing bridge, angled to avoid Cobb Cottage.

    (d) **Clockwise gyratory**
    Option D is similar to Option C however to the west of the bridge instead of four-laning, Ferry Road would include a three lane clockwise gyratory around Humphreys Drive, Tidal View and Ferry Road back to Humphreys Drive. (A gyratory is a large one-way system that operates on similar principles to a roundabout).

    (e) **Flyover**
    A one-lane city bound flyover of St Andrews Hill and Bridle Path Road south of the existing bridge.

    (f) **Multi-lane bridge with signals**
    An extension of Humphreys Drive eastward across the mouth of the Heathcote River with a new four-lane bridge 35 metres north of the existing bridge.

    (g) **Two-lane causeway and roundabouts**
    A two-lane causeway linking Main Road and Linwood Avenue.

    (h) **New Brighton Spit Bridge**
    A bridge across the mouth of the Avon-Heathcote Estuary

29. This report was circulated to key stakeholders (community groups and businesses) for consultation in March 1999. Thirty one submissions were received with a general preference for options in the vicinity of the existing bridge. Between 1999 and 2004 Council officers worked on a number of technical studies and design iterations, and identified two options:

    (i) A new bridge to the south of the existing bridge; and

    (ii) Strengthening and widening of the existing bridge.

30. Option 2 was identified as the preferred option as it provided a long-term solution, with technical and traffic benefits. In 2005, consultation on Option 2 was undertaken.

Previous Reports to Council/Community Board

31. On the 4 August 2004 a report was made to the Hagley/Ferrymead Community Board seeking the Board's support for the strengthening and widening of the existing bridge (Option 2) for consultation. The Board made the following recommendations:

    (a) That Option 2 (strengthening/widening the existing bridge) be supported for consultation.

    (b) That Option 2 be modified to allow for an on demand right turn for motorists and cyclists out of Bridle Path Road on to Main Road.

1 Cont'd

(c) That the need for widening Bridle Path Road to improve pedestrian and cyclist amenity along the riverside be investigated in conjunction with this process.

(d) That options for the resiting/replacement of Cobb Cottage be investigated as a separate project and co-ordinated with the bridge if possible.

32. With respect to adding an on demand right turn from Bridle Path Road to Option 2, Council officers made the following comments:

(a) **Delay**:
The on-demand option was modeled by the Transport and City Streets Unit using SIDRA – computer analysis. The addition of this one movement (less than one percent of the traffic) would require an extra phase in the proposed two-phase traffic signal sequence. This would add unacceptable delays to all of the Main Road traffic, as both streams will have to be stopped to allow the right turn movement. This would cause the benefit to cost ratio to become negative for the intersection.

(b) **Geometry**:
The current (proposed) geometric configuration of this intersection would only accommodate queuing for two right turn vehicles. Significant additional intersection realignment work would be necessary to ensure adequate queuing spaces, which would detrimentally affect the overall intersection operation, particularly vehicles leaving St Andrews Hill.

(c) **Demand**:
The right-turn movement is currently not favoured by regular users of the intersection, because of delays and safety concerns. The current practice for many vehicles is to left turn towards the city then U-turn at Tidal View or use the Tidal View loop. If a right turn were designed into this intersection, it would make it much easier to use the intersection. Hence, it would be expected that more vehicles would choose to use the right-turn. The growth in right-turning traffic would exacerbate the delays and safety concerns mentioned above.

(d) **Safety**:
If a right-turn signal phase were installed, there would be conflict between the right-turn vehicles and pedestrians crossing during the right-turn phase. To eliminate the conflict would require the pedestrians and right-turn vehicles to have separate traffic signal phases, which would add delays to Main Road and Sumner bound traffic.

33. Given the detrimental effects of the addition of an on demand right turn from Bridle Path Road on the strengthening and widening of the bridge, Council officers could not support the Community Board's recommendation (Recommendation 2).

34. With respect to widening Bridle Path Road to improve pedestrian and cyclist amenity (Recommendation 3), Council officers recommended that the investigation of Bridle Path Road be referred to the then Transport and City Streets Unit, and treated as a separate project.

35. With respect to resiting or replacing Cobb Cottage (Recommendation 4), the preferred option is to leave Cobb Cottage where it is and improve the surrounding landscaping. The resiting of Cobb Cottage would be a very difficult and expensive task given the age and state of the Cottage. The replacement of the Cottage at an alternative location is also not desired as a considerable part of the significance of the cottage is attributed to its location. To resite or replace Cobb Cottage would require resource consent from the Council, and an authority from the New Zealand Historic Places Trust, as the Cottage is a Category II listed building.

36. On the 7 September 2004 a report was made to the Sustainable Transport and Utilities (STU) Committee seeking approval for the recommended option for the Ferrymead Bridge Lifelines Project. The STU Committee made the following recommendations:

1 Cont'd

(a) That this information be received.

(b) That the Council approve Option 2 - strengthening/widening of the existing bridge – for consultation.

(c) That options for the resiting/replacement of Cobb Cottage be investigated as a separate project and coordinated with the bridge if possible.

(d) That the standard of service for cyclists and pedestrians using Bridle Path Road, (riverside section) be further investigated as a separate project.

37. Related projects underway are the Ferry Road/Humphreys Drive Intersection Improvements (completed 16 September 2008); and safety improvements at Cannon Hill/Bridle Path Road intersection. Further improvements are planned with the three-laning of Main Road from Ferrymead Bridge to the Causeway.

OPTIONS

Purpose of the Project

38. The purpose of the project is to strengthen the Ferrymead Bridge to current earthquake standards so that it will survive a major earthquake, and maintain the existing services across the Heathcote River. Strengthening the bridge also creates an opportunity to provide some traffic management improvements.

Option 1 – A new bridge to the south of the existing bridge.

39. The provision of a new bridge immediately to the south of the existing bridge would provide an additional link across the Estuary. Option 1 would create minimal disruption during construction, and would allow a signalised right turn to Sumner. However, Option 1 had limited growth capacity, with increasing traffic volumes potentially creating congestion on the new bridge. In addition, the new bridge would not be able to sustain normal traffic flows after a seismic event and the existing bridge would need to be replaced.

40. The concept plan for Option 1 included the following key features:

(a) A new two-lane bridge to the south of the existing bridge. This new bridge would take traffic from St Andrews Hill and Bridle Path Road and intersect with Ferry Road at the Tidal View intersection. This intersection would be controlled by traffic signals, and traffic from the new bridge could turn left to travel to the City, or right to travel towards Sumner or go straight ahead to access Tidal View.

(b) Footpaths and cycle lanes on both sides of the new and existing bridge.

Option 2 - Strengthening and widening of the existing bridge.

41. The strengthening and widening of the existing bridge with a half roundabout at Bridle Path Road/St Andrews Hill will achieve the seismic strengthening of the bridge, and is preferred overall for day to day traffic performance. However, the construction methodology is complex, and there is the potential for some disruption of traffic during construction.

42. The concept plan for Option 2 included the following key features:

(a) Construction of a new substructure including new piles founded on bedrock.

(b) Widening of the existing bridge on both sides.

(c) Installation of traffic signals at the intersection of Bridle Path Road and Main Road to allow a signalised right turn from the bridge into Bridle Path Road. A protected turning bay would be provided on the bridge.

1 Cont'd

(d) Construction of a 'half-roundabout' at Bridle Path Road/St Andrews Hill.

(e) A Give Way controlled left turn from Bridle Path Road to Main Road, travelling towards the City. There is no direct right turn provided from Bridle Path Road. Vehicles wishing to travel towards Sumner from Bridle Path Road will need to make a u-turn using the protected u-turn bay at Tidal View, or complete the Tidal View loop.

(f) Footpaths and cycle lanes on both sides of the bridge.

(g) A signalised pedestrian crossing across Main Road in the vicinity of Bridle Path Road.

(h) Reinforced batter slopes around the bridge abutments. These slopes would be planted with suitable species.

(i) Construction of a new boat ramp to replace the existing ramp.

43. Option 2 was put out for public consultation in June-July 2005.

44. When undertaking the traffic modelling for the Ferrymead Bridge Lifelines Project, the Project Team did consider the potential future growth of the eastern suburbs. The modelled traffic flows for the strengthening and widening of the bridge included a 25 percent increase on current traffic volumes to account for growth. This modelling demonstrated that the strengthening and widening of the bridge would cope with increased traffic flows in the future.

Capital Costs

45. The estimated capital costs for each of the options above is as follows:

Item	**Option 2**
Bridge work	6,100,000
Roading work	2,700,000
TOTAL	**$8,800,000**

Consultation on Option 2

46. Consultation on the strengthening and widening of the existing Ferrymead Bridge started in March 2005. Each of the residents' associations in the area were given a presentation on the project, as was the Mount Pleasant Yacht Club, Automobile Association, Land Transport New Zealand and Ferrymead Business Association. The businesses along Ferry Road were also offered a meeting with the Consultation Leader if they wished, and two businesses took up this offer. In June 2005 approximately 2,500 consultation newsletters were distributed to the residential and business community in the vicinity of the Ferrymead Bridge. The newsletter included a concept plan of the proposed strengthening and widening of the bridge, and landscaping concept plan, and requested feedback on both. The newsletter was also placed in the Redcliffs and Sumner libraries, and posted to identified schools and sports clubs from Ferrymead to Sumner.

47. A public meeting was held on the 15 July 2005 at the Mount Pleasant Community Centre. This meeting was advertised in the consultation newsletter and in the Press, and posters were placed in the Redcliffs and Sumner libraries, at supermarkets and other notice boards in the area. This meeting was attended by all members of the Project Team and chaired by Councillor Cox. Approximately 100 people attended this meeting.

1 Cont'd

48. Approximately 200 written responses were received to the consultation newsletter. Of these approximately 69 percent generally supported the concept plan for the strengthening and widening of the bridge (13 percent did not support the plan, and 18 percent did not state whether they supported the plan or not). Approximately 74 percent of responses supported the landscaping concept plan (six percent did not support the plan, and 20 percent did not state whether they supported or opposed the plan). A summary of the consultation outcomes is included in Attachment 2.

49. In December 2005/January 2006 a set of 'Frequently Asked Questions' (FAQ) was distributed to the community to update them on the results of consultation and answer common questions. These FAQ are included in **Attachment 3**. In summary the following key issues were raised in the consultation:

    (a) The proposed traffic layout is complex – can you make it simpler?

    (b) A right turn from Bridle Path Road to Sumner is required (why can't the traffic lights allow this?).

    (c) Prefer the free left turn from Bridle Path Road onto the bridge remains.

    (d) How can you make a u-turn from Bridle Path Road to Sumner across two lanes of fast moving traffic?

    (e) Will trucks and buses be able to make the u-turn?

    (f) Traffic on Bridle Path Road can no longer access St Andrews Hill Road.

    (g) Widen Bridle Path Road, particularly at the river as this is a current pinch point, and unsafe for cyclists.

    (h) Is the queue length to turn right from the bridge onto Bridle Path Road long enough?

    (i) Will trucks and buses be able to make the right turn into Bridle Path Road?

    (j) The no right turn from Bridle Path Road will send the traffic onto other streets in the area.

    (k) Can you put in a roundabout at St Andrews Hill/Bridle Path Road?

    (l) Why can't the separate entry to St Andrews Hill be retained?

    (m) Why is there a stop sign rather than a give-way sign at the bottom of St Andrews Hill Road?

    (n) How will vehicles access Ferrymead Terrace?

    (o) Will the parking area at the bottom of Ferrymead Terrace be retained?

    (p) Why is there a signalised pedestrian crossing – can't it be a normal zebra crossing, or an overbridge?

    (q) Is there an alternative for cyclists or do they need to make the u-turn to Sumner?

    (r) Remove the cycle lanes and provide an off-road shared footpath/cycle lane.

    (s) The potential future growth in the Heathcote, Redcliffs and Sumner area has not been

    (t) The improvements should include the intersections at McCormacks Bay Road and Mount Pleasant Road.

    (u) Why can't Main Road, east of the bridge, be four-lanes?

1 Cont'd

(v) The bridge should make provision for public transport – Council should be encouraging people to use public transport instead of building more roads.

(w) Why are you reclaiming in the Estuary – we oppose any reclamation of the Estuary?

(x) Will the bridge abutments increase the risk of flooding and erosion?

(y) Why can't you demolish or move Cobb Cottage?

50. In addition, several comments about the bridge project were received as part of the feedback to the Preferred Options Consultation for the Ferry Road Humphreys Drive intersection project in April 2007. These referred to the 'no right turn' out of Bridle Path Road toward Sumner (some in favour, others against it) and the provision for a right turn from the bridge into Bridle Path Road

51. In November 2005 a street meeting was held with the residents of Ferrymead Terrace to discuss their specific concerns relating to access to their street and properties, loss of the car parking area, retention of trees and vegetation, and the maintenance of pedestrian walkways. At this meeting the Project Team resolved to undertake further investigations in the area.

52. A project update (Project Update 1) was sent to the community in August 2006 advising them that the resource consent application for works in the Estuary had been lodged with Environment Canterbury, and presenting a revised landscaping concept plan which included an increased area of reclamation to the north of the bridge adjacent to the Mount Pleasant Yacht Club. The extended reclamation provided a beach area, which provided more useful space for the yacht club (e.g. for rigging their yachts) as some area is lost in the vicinity of Cobb Cottage.

53. Prior to lodging the resource consent application, members of the Project Team, and the authors of the two technical reports accompanying the resource consent application gave a presentation to the Mount Pleasant Yacht Club, Christchurch Estuary Association, and Avon-Heathcote Estuary Ihutai Trust. This presentation outlined the findings of the technical reports, and gave these key groups the opportunity to ask questions of the authors. These reports were also made public through the notification of the resource consent (lodged with Environment Canterbury) in October 2006, and were available on the Councils website.

54. Project Update 2 (the Advisory letter re this report) was sent to all earlier submitters in August 2008. This update outlined project progress, included the current Scheme Plan as in Attachment 1, and advised the dates and details of the Community Board meeting at which it would be discussed.

55. Given the potential lengthy construction process and the Resource Consent process resulting in delays in getting started on detailed planning, it is proposed to keep the community informed on the project through a Council news items in 'Our City' in local newspapers, and press releases despatched to local papers if the situation requires further coverage. This update would identify upcoming works and potential traffic restrictions.

PREFERRED OPTION

56. The preferred option is Option 2, the strengthening and widening of the existing Ferrymead Bridge.

57. The approved publicity plan used for this Part 7 report is TP197001 MJR issue 2 dated 04/06/08. (Attachment 1) This publicity plan has scheme RD 1176s83.dgn in reference The Ferrymead Lifelines proposal focuses on strengthening the Ferrymead Bridge.

58. The geometric redesign opportunity for this intersection will improve the traffic safety and efficiency at this location.

59. The right turn movement out of Bridle Path Road towards Sumner is removed in the proposed design. Left turn vehicles out of Bridle Path are now subject to a left turn slip lane with a give way control. These left turning vehicles will have to give way to city bound cyclists.

1 Cont'd

60. The bridge will be widened to accommodate six lanes of traffic, three lanes in each direction, including an eastbound channelised, exclusive right turn lane into Bridle Path Road. There are three city bound lanes, one from Bridle Path and two from Main Road. The three city bound lanes merge into two lanes just west of the bridge.

61. The proposal has one road intersecting with Main Road at the east end of the bridge. St Andrews Hill Road will now intersect with Bridle Path Road, some 25 metres south of Main Road. The Bridle Path Road, Main Road (right turners) and St Andrews Hill Road will now operate in the fashion of a part-signalised roundabout.

62. Each approach (except Main Road right turners) will have to give way to traffic approaching from the right.

63. The traffic signals at the Main Road and Bridle Path Road intersection will function as a simple two-phase operation. These traffic signals will be coordinated with the new signals at the proposed Ferry Humphreys intersection.

64. There will be significant hill and retaining works associated with realigning St Andrews Hill Road to connect to Bridle Path Road. This requires mating in the levels for Ferrymead Terrace and the first access driveway onto St Andrews Hill Road.

65. The design of pavement cross falls will have to ensure turning vehicles are not subject to uncomfortable gradients.

66. The preferred option satisfies the project objectives as it will strengthen the existing bridge to current earthquake standards, and protect the infrastructure services that cross the Estuary. The widening of the bridge also allows some improvements to the current traffic management in the area.

Resource Consents

67. Resource consent was required from the Council for works within 20 metres of the coastline. This resource consent was granted by the Council on 13 December 2005.

68. An authority from the New Zealand Historic Places Trust was also obtained (25 October 2005) for potentially disturbing an archaeological site (the old wharf piles in the Estuary, and the area in the vicinity of Cobb Cottage).

69. Resource consent was required from Environment Canterbury for works in the coastal marine area; specifically the erection and reconstruction of structures, disturbance of the seabed, deposition of material, occupation and reclamation of the coastal marine area. This resource consent was granted in August 2007.

ATTACHMENT 1 TO CLAUSE 1

ATTACHMENT 2 TO CLAUSE 1

Ferrymead Bridge – Key Consultation Outcomes

	Support - Yes	Support - No	Not stated	Total
Concept Plan	132	24	34	190
Landscaping Plan	140	12	38	190
Percentage of total – concept plan	69%	13%	18%	100%
Percentage of total – landscaping plan	74%	6%	20%	100%

Key Queries or Concerns.

Bridle Path Rd.

- There should be traffic lights to allow a right turn from Bridle Path Road to Sumner.
- Retain the free turn from Bridle Path Road onto Main Road.
- Bridle Path Road traffic having to give way to St Andrews Hill traffic will not work – will hold-up traffic.
- Trying to cross two lanes of fast moving traffic to get to the U-turn bay will not work – accident risk.
- Vehicles wanting to make the U-turn will hold up traffic turning left from Bridle Path to Main Road as they wait for the lanes to clear.
- Asking Bridle Path Road traffic wanting to access St Andrews Hill via the U-turn will not work.
- The right turn into Bridle Path Road is very channelised – needs to be widen to allow larger vehicles.
- Widen Bridle Path Road at the river - currently a pinch point for cyclists.
- Will tourist buses and large vehicles be able to make this U-turn manoeuvre?
- Is the queue length for turning into Bridle Path long enough – traffic backing up into the through lanes will be a nightmare.
- Will the U-turn result in further pressure on Billy's Track, Seamount Tce, Te Awakura and the Brae?
- Signs advising to Give Way to cyclists by vehicles turning left out of Bridle Path Road should be very clear.

St Andrews Hill.

- The right turn from Main Road to St Andrews Hill is too tight.
- Why can we not retain a separate entry/exit to St Andrews Hill Road?

Ferrymead Terrace.

- How will vehicles enter and exit Ferrymead Terrace?
- Will cars wanting to access St Andrews Hill Road from Bridle Path Road use Ferrymead Terrace - won't be able to cope with this level of traffic.
- Will the parking at Ferrymead Terrace be retained?
- Pedestrian networks across Ferrymead Terrace need to be retained?

Pedestrian Crossing.

- Potential for huge traffic jams – just put in a zebra crossing/over bridge.
- Path past the yacht club will be too isolated at night – keep the old path as an alternative option.

Main Road

- Keep the two lanes formed by the bridge widening all the way out to the causeway at Redcliffs.
- Have a mini roundabout at St Andrews Hill and a larger roundabout on Main Road.
- Concerned with the merging of two lanes of traffic to the East of the bridge - the merging should occur on the straight after Cobb cottage.

Cycle Safety

- Remove the cycle lanes and widen the footpath to create a shared path.
- Cyclists now have to cross two lanes of traffic to access Humphrey's drive and Linwood.
- Proposed intersection at Bridle Path Road/Main Road is dangerous for cyclists.
- Cyclists will not make the U-turn – can we devise an alternative for them?
- U- turn from Bridle Path Road adds distance and danger for cyclists.

Environmental

- The abutments narrow the channel – significant increase in the risk of flooding in the lower Heathcote, and increased velocities will result in increased erosion.
- Contaminated soil in the Estuary will be an issue.
- The area of Estuary lost should be replaced by making another area of the Estuary wider.
- There are historical wharf piles in the river – an archaeological dig is required in this area before construction.
- Oppose any reclamation in the river.

Landscaping

- Large trees at the foot of St Andrews Hill must remain.
- Support the planting of native species.
- Landscaping is excessive – put the money into roading.
- Don't block views of the water.
- Don't want Norfolk Pines.

- Want Norfolk Pines.

Cobb Cottage

- Remove to a more appropriate location.

Ferry/Humphreys

- Straighten Ferry Road at the intersection.
- Do not block right turns from Settlers Crescent.
- What is being done at Settlers Crescent?

Wider Network

- Make Tidal View Road one-way – access from the Humphreys Road end.
- Concept plan has not considered wider growth in the area.
- Make provision for public transport and encourage people to use it.
- Intersections at Main Road/Mt Pleasant Road & McCormacks Bay Road/Main Road should be considered at the same time.
- Road east of the bridge should be 4-lanes to McCormacks Bay.

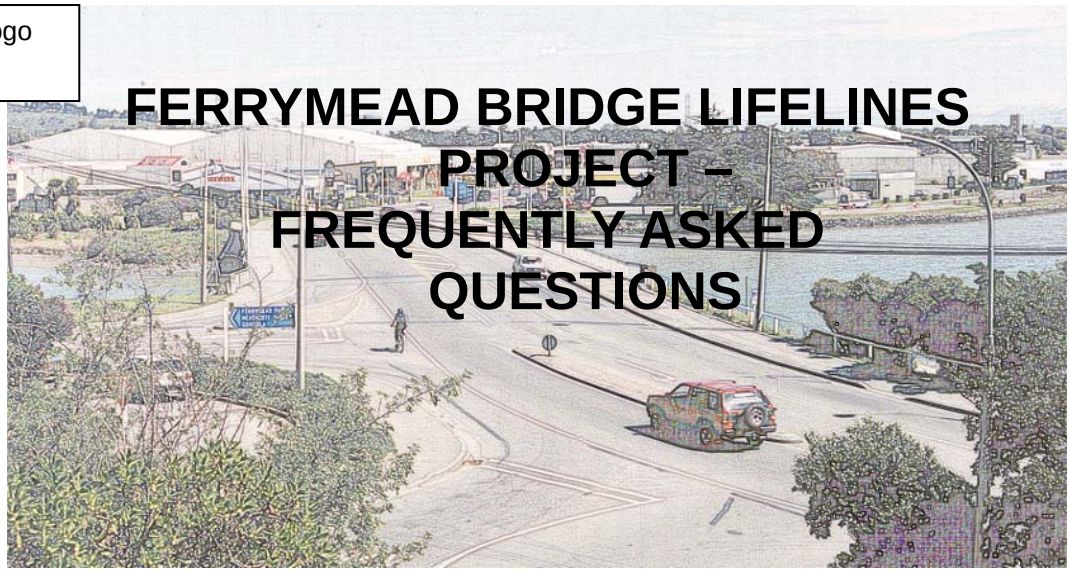
Construction

- Can construction span only one summer rather than two (summers are the busiest – best to avoid)?
- Will traffic be diverted through Heathcote during construction?

ATTACHMENT 3 TO CLAUSE 1

CCC Logo

Have your say



FERRYMEAD BRIDGE LIFELINES PROJECT – FREQUENTLY ASKED QUESTIONS

The Ferrymead Bridge has been identified as vulnerable to damage from natural hazards such as an earthquake. The aim of the Ferrymead Bridge Lifelines Project is to strengthen the Ferrymead Bridge so that it will survive a major earthquake. Strengthening the Bridge also gives Council the opportunity to provide some traffic management improvements.

Council received approximately 200 responses to the Ferrymead Bridge Lifelines Project concept plans, and about 100 people attended a public meeting held in July. Of those that provided feedback (via the feedback form, e-mail or telephone), approximately 69 percent generally supported the concept plan for the strengthening and widening of the bridge (13 percent did not support the plan, and 18 percent did not state whether they supported the plan or not). Approximately 74 percent generally supported the landscaping concept (six percent did not support the landscaping concept, and 20 percent did not say).

Since the meeting, the project team has been working through the feedback received and undertaking more design work and investigations. Once these investigations are complete we hope to lodge a resource consent application for works in the Estuary with Environment Canterbury, with design work continuing next year. We will also be holding an open day in the New Year to update you on the project.

From the feedback received we have put together answers to some frequently asked questions about the concept plans. If you have any queries, please contact Michelle Flanagan, Consultation Leader on 941 8665 or e-mail at Michelle.Flanagan@ccc.govt.nz. Otherwise keep an eye out for the open day next year.

Bridle Path Road

1. Why can't the traffic lights at Bridle Path Road allow a right turn to Sumner?

Council did look at providing a signalised right turn from Bridle Path Road to Sumner. However, significant congestion and delay was predicted to be imposed on traffic travelling on Main Road if a direct right turn was provided at the lights. Given the small number of vehicles that actually make this right turn (about 3% of the traffic flow) and that the layout proposed is actually predicted to provide a faster option, a signalised right turn option was not considered viable.

We know that many people already make a U-turn using Tidal View Road or the petrol station now because a right turn from Bridle Path Road can be very difficult, especially during peak weekday times and on the weekend. The protected U-turn bay at the west end of the bridge will make this manoeuvre safer and easier.

2. Why can't the existing free turn from Bridle Path Road onto the bridge stay?

The left turn from Bridle Path Road onto the bridge will essentially operate as it does now, with vehicles turning left moving into their own exclusive lane. The Give Way sign is in place to remind motorists that they need to give way to cyclists using the cycle lanes. This should not hold up traffic getting onto the bridge.

3. Vehicles wanting to enter the U-turn bay will hold up traffic turning left from Bridle Path Rd.
As mentioned above vehicles turning left from Bridle Path Road can enter into their own lane, and then move across to the U-turn bay. Gaps in the city bound traffic will be created by the signalised right turn from the bridge to Bridle Path Road, or pedestrians and cyclists using the signalised crossing on Main Road. This will further assist people wanting to use the U-turn bay. A number of people have suggested having two left turn lanes from Bridle Path Road; one for city bound traffic and one for traffic wanting to use the U-turn bay. Council did look at this however there would be safety issues, and difficulties with marking and enforcing the two lanes.

4. How can you make a U-turn across two lanes of fast moving traffic?
There will be breaks in the traffic travelling from the City. It is proposed to install traffic signals at the Ferry Road/Humphreys Drive intersection, and red lights at this intersection will create gaps in the traffic. In fact it is predicted to be easier to perform the 'right-turn' from Bridle Path Road to Sumner by a left turn and U-turn, as waiting for gaps in traffic travelling in only one direction at a time is a lot quicker that waiting for a gap in traffic travelling in both directions.

5. How will traffic on Bridle Path Road, coming from Heathcote, access St Andrews Hill Road?
Traffic on Bridle Path Road wanting to access to St Andrews Hill Road can use other routes, as many people do now. Alternatively vehicles can use the U-turn facility. This manoeuvre wasn't considered to be of high demand, and there are other alternatives.

6. Will tourist buses and large vehicles be able to make the U-turn to go to Sumner?
Yes buses and large vehicles will be able to make this U-turn. The splitter island and kerb on Tidal View Road has been designed with sections of tactile paving (a road surface that can be driven over) so that vehicles will be able to drive over to make the U-turn. The proposed traffic signals at the Ferry/Humphreys intersection will also assist in providing gaps in the Sumner bound traffic to allow a U-turn.

7. Why can't you widen Bridle Path Road at the river as it is a pinch point now?
Council acknowledges that Bridle Path Road does narrow at the river, and that this is seen as a potential safety issue, particularly for cyclists using Bridle Path Road. On a citywide basis however this section of Bridle Path Road does not show up as a crash black spot and if money was spent on widening here is it likely to mean higher priority black spots would miss out. Council however have now listed this as a separate potential project to be investigated in the future, however to date no budget has been allocated. A number of people have asked us to include the widening of the Bridle Path Road with the Lifelines Project, and to include it with our resource consent application for works in the Estuary. To do this we would need to delay the Lifelines Project as no investigation or design work has been done for this section of Bridle Path Road. A long delay to the Lifelines Project is not desired.

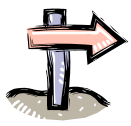
8. Is the queue length to turn right from the bridge onto Bridle Path long enough?
The right turn lane on the bridge will fit about 10 vehicles. It is also proposed to install detector loops in the road at the start of the right turn lane and at the end. This means that when a vehicle hits the detector loop at the right turn bay stopline the lights on Main Road will turn red allowing the vehicles to turn into Bridle Path Road. If the queue extends to the end of the bay the lights will also turn red to ensure vehicles waiting to turn right do not impede other traffic crossing the bridge towards Sumner.

9. Will the right turn from the bridge into Bridle Path Road be wide enough for large vehicles?
Yes the right turn has been designed for very large B-train vehicles. We don't want to make this turn any wider as it will increase the speed at which vehicles make this turn.

10.Will the no right turn from Bridle Path Road make people use other streets in the area?
This right turn from Bridle Path Road to Sumner is only made by relatively few vehicles; others who wish to go in this direction already do a U-turn at Tidal View or take alternative routes. Therefore we would expect that the numbers of people using other streets in the area would not increase significantly. We will monitor this to see what happens.

11.Can you put in a mini-roundabout on Bridle Path Road and a larger roundabout on Main Road?
A number of roundabout configurations were investigated during the early design phases of the Lifelines Project. A large roundabout to the east of the bridge would require a large area of land and potentially substantial reclamation. A roundabout also wouldn't address the imbalanced nature of the peak flows across the bridge

St Andrews Hill Road/Ferrymead Terrace



12. Why can't a separate entry/exit to St Andrews Hill Road be maintained?
The two existing entrances off Main Road (one to Bridle Path and one to St Andrews Hill Road) already create confusion with some drivers turning into St Andrews Hill cutting off right turning Bridle Path Road vehicles (and some Bridle Path vehicles cutting off vehicles bound for St Andrews Hill!). The visibility for people turning right into Bridle Path Road is also impaired by vehicles queued to turn into St Andrews Hill. The elimination of the two entrances improves the safety of the area.

13. Why is there a stop sign for St Andrews Hill Road traffic at the half roundabout? Can't it be a Give Way sign?
Council did look at installing a Give Way sign at this location, however opted for a Stop sign, as it would assist in creating gaps for the Bridle Path Road traffic to access Main Road. As vehicles coming down St Andrews Hill Road need to come to a complete stop at the roundabout, gaps will be created for vehicles on Bridle Path Road.

14. The turn into St Andrews Hill looks too tight – will larger vehicles be able to make this turn?
Yes larger vehicles will be able to make this turn. This turn has been designed to accommodate the bus that travels up St Andrews Hill Road to Mt Pleasant. There is an area of tactile pavement on the edge of St Andrews Hill Road that larger vehicles can drive over.

15. How will vehicles enter and exit Ferrymead Terrace?
Vehicles can access off St Andrews Hill Road or Bridle Path Road as they do now.

16. Will the parking at Ferrymead Terrace be retained?
No, the proposed St Andrews Hill Road access goes through this area. Council understands that people use this area to drop off and pick up people, including school children, using the bus. Council did look into providing a parking/drop off area near the proposed roundabout but could not find a location safe enough for vehicles to pull in and out of. As the pedestrian crossing across Main Road is now much safer (as it is signalised), people can be dropped off for the bus, and picked up in Scott Park.

Pedestrians and Cyclists

17. Why is there a signalised pedestrian crossing across the bridge? Can't it just be a normal zebra crossing or an over-bridge?
A zebra crossing on such a busy two laned roads is considered to have safety concerns. Over-bridges also tend to be under utilised by pedestrians, as they are often not the most direct route across the road. The proposed signalised pedestrian crossing will only be triggered by pedestrians or cyclists and will not cause long delays for traffic.

18. Cyclists will not make the U-turn to Sumner, is there another alternative for them?
Cyclists can use the signalised crossing to cross Main Road to carry on to Sumner. An additional path across the half roundabout will make this easier for cyclists, and hold rails will be installed on either side of the crossing so that cyclists can remain on their bikes.

19. Can Council remove the cycle lanes and widen the footpath to create a shared path?
A shared cycle/pedestrian path across the bridge would not mate in with the existing cycle lanes on the road and would therefore create an unsafe situation for cyclists accessing the cycle lanes from a shared path.

Wider Network

20. Has Council considered the potential future growth in the Heathcote, Redcliffs, Sumner area in the plan for the bridge?
Yes, Council did consider the potential future growth in the eastern suburbs when undertaking the traffic modelling for the Lifelines Project. When we modelled the traffic flows for the strengthening and widening of the bridge we used a 25% increase on the current traffic volumes to account for growth. Our modelling shows that the proposed strengthening and widening of the bridge will cope with these increased traffic volumes in the future.

21. Why are the intersections at McCormacks Bay Road, and Mt Pleasant Road not part of the project?

The primary objective of the Lifelines Project is to strengthen the existing bridge so that it will survive a major earthquake. We recognise that these intersections form an important part of the surrounding road network and will be including them in a future project that is looking at the three laning of Main Road (one lane from the City, and two lanes into the City) between the Causeway and the bridge.

22. Why can't Main Road east of the bridge be four lanes to McCormacks Bay?
As mentioned above, the feasibility of three laning Main Road has been investigated and the project looks very worthwhile. However, an extra lane on Main Road will require some widening on the Causeway and at the Estuary edge and these works require more detailed investigation than is currently underway.

23. Does the bridge make provision for public transport? Council should be encouraging people to use public transport.
The proposed strengthening and widening of the Ferrymead Bridge could allow one lane in either direction to be utilised for public transport (e.g. a bus priority lane or light rail) in the future should this be required. Council are also working with Environment Canterbury to encourage usage of public transport.

24. Can the merging east of the bridge occur after Cobb Cottage?
Council did look at merging the lanes after Cobb Cottage but unfortunately there was not enough room.

25. What is happening at the Ferry Road/Humphreys Drive intersection?
Council are proposing to put traffic signals at this intersection, and have been planning this for some time. The project has been delayed as Council is trying to obtain land near the intersection. This intersection and its approaches have a poor crash history, and there are often considerable delays for traffic on the weekday evenings and during the weekend. Putting traffic lights at this intersection will assist in resolving both these problems. It is planned to have the traffic lights installed before the works on the bridge are completed. A separate consultation process will be run for this project in the future.

26. What is happening at Settlers Crescent?
Works at Settlers Crescent will be done as part of the Ferry/Humphreys intersection project. A solid median island is proposed in this area to prevent the unsafe right turn from Settlers Crescent, and to/from the Ferrymead Tavern site. Vehicles would be able to turn left and right into Settlers Crescent at the bridge end. Vehicles would still be able to make a right turn out onto Ferry Road from the other end of Settlers Crescent. Traffic safety is the reason for preventing right turns at Settlers Crescent.

Construction

27. Can the construction period span only one summer rather than two?
The early works on the strengthening and widening of the bridge that will occur during the first summer will largely be off to the side of the existing bridge and will not affect traffic flows greatly. When we construct the bridge we will widen the southern side of the bridge first. Then, the traffic will be directed onto this new section of the bridge while we widen the northern side of the bridge.

28. Will traffic be diverted through Heathcote during construction?
It is not our intention to divert traffic through Heathcote during the construction period. As much of the construction works can take place out of the carriageway, and we can direct traffic onto the widened sections of the bridge we are hoping to minimise traffic delays.

29. Why does it take so long before you start to build the bridge?
The strengthening and widening of the bridge is a difficult task. We need to obtain resource consent for the works and do extensive detailed design work to make sure we get it right. We also need to tender the project and find a contractor to undertake the works.

30. The proposed traffic layout is too complex – can you make it simpler?
The Bridle Path Road, St Andrews Hill Road, Main Road area already has a complex layout. By removing the separate St Andrews Hill access and providing a signalised right turn into Bridle Path Road we are trying to make things simpler. The proposed half roundabout also formalises an existing situation where people coming down St Andrews Hill access Bridle Path Road to use the free turn to the City. Overall, the proposed traffic layout will make this intersection easier to negotiate.

Environmental

31. What is happening with the resource consent application?
Council are still preparing the assessment of environmental effects to accompany the resource consent application to Environment Canterbury. Once technical reports on the sediments, the estuary and ecology are finalised the application will be lodged. Environment Canterbury has advised that the application will be publicly notified and that the public will be able to make submissions.

32. What are you doing about the contaminated soil in the Estuary?
Council is aware of the potentially contaminated sediments in the Estuary and is undertaking testing of these sediments. The results of these tests will form part of a management plan to be put in place during construction. The report on the contaminated sediments will form part of the resource consent application to Environment Canterbury.

33. Will the proposed bridge abutments (reclamation) increase the risk of flooding in the lower Heathcote, and will the increased velocities increase erosion in the Estuary?
We are currently having technical reports prepared to look at these issues, and these reports will be made available with the resource consent application (which will be publicly notified).

34. There are historical wharf piles in the river, what is being done with these?
The 'pile' marked with the white post is clear of the bridge works. The group of piles that have recently become visible at low tide are the remains of an old jetty. We have made application to and have been granted permission by the New Zealand Historic Places Trust to bury these piles during construction, after surveying and recording their location. An archaeologist will be instructing the contractors on identifying archaeological evidence and monitoring the work during the construction phase.

35. Why can't you demolish or move Cobb Cottage to a more appropriate location?
Cobb Cottage is listed as a heritage item in the District Plan and an historic place by the Historic Places Trust. The demolition or removal of the Cottage would require a consent from both the Council and the Historic Places Trust. Cobb Cottage is a local landmark that that provides a link with our past and the significance of this building is attributed to its location. The Council did look at the possibility of relocating the Cottage; however the building is in a fragile state, which would make relocation difficult and expensive.

36. Why are you proposing reclamation in the Estuary? We oppose any reclamation in the Estuary.
The reclamation is necessary to support the widened road, and the flattened batters are required to lessen the effects of liquefaction and lateral spreading on the bridge and the services it carries. Lateral spreading during an earthquake could result in the slumping of the road and the loss of the other essential services.

Landscaping

37. Will the large trees at the foot of St Andrews Hill remain?
Council will try to retain as many trees as possible. The trees at the foot of the hill, on Bridle Path Road next to the Estuary will be retained, as will the trees between Main Road and St Andrews Hill Road. Some of the trees in the Ferrymead Bridge car parking area will need to be removed.

38. Why are you spending money on landscaping? The money should be put into roading.
The majority of the budget for the strengthening and widening of the bridge will be spent on the bridge and the road. However, it is recognised that the Ferrymead Bridge is an important gateway to the eastern suburbs and we would like to create a pleasant environment for the community.

ATTACHMENT 4 TO CLAUSE 1

RESOURCE CONSENT DETAILS

RecordNo **CRC063916**

Consent Summary

Type Consent

Source Applic /New

Section

FileNo CO6C/18877

ClientName Christchurch City Council (City Solutions)

To To re-develop and wide the Ferrymead Bridge, including the construction of embankments and temporary working platforms, and the installation of caissons by erecting, reconstructing, placing, altering, extending, removing, and demolishing structures in the Coastal Marine Area, and to disturb and deposit material on the seabed and foreshore, and to occupy part of the Coastal Marine Area at or about map reference NZMS 260 M35:8648-3875.

Location Avon Heathcote Estuary, CHRISTCHURCH

Events
06 Nov 2007 Consent Commenced
30 Sep 2012 Lapse Date if not Given Effect To
06 Nov 2042 Consent Expires

Subject to the following conditions:

0 Design Specifications

1 The works are to be located at or about grid references NZMS 260 M35:8648-3875 shown in the plan CRC063916A, which forms part of this consent.

2 Works within the Coastal Marine Area shall be limited to those necessary to: (a) Facilitate the reconstruction to the bridge; (b) Form the approaches to the bridge including cut and fill earthworks associated with the approaches; (c) Undertake earthworks associated with the construction of the embankments, formation of temporary construction platforms, and alterations to the drainage system associated with the construction works; (d) Form and maintain the hook spit; and (e) Plant the embankments with native plants.

3 Final detailed design plans shall be peer-reviewed by a chartered professional engineer who is a member of the Institute of Professional Engineers of New Zealand, or by a chartered professional engineer who is employed by the Christchurch City Council as a structural engineer. This peer-review shall not be undertaken by the person responsible for the design plans.

4 A certificate signed by the peer-reviewing chartered professional engineer, stating that the bridge including the abutments, and the construction of the seawall in the area of the reclamation, have been designed in accordance with accepted engineering practice, shall be submitted to the Canterbury Regional Council, Attention: RMA Compliance and Enforcement Manager, 14 days prior to the commencement of construction.

5 A certificate signed by a chartered professional engineer who is a member of the Institute of Professional Engineers of New Zealand certifying that the bridge and abutments, and the reclamation and seawall, have been constructed in accordance with the certified final design plans, shall be submitted to the Canterbury Regional Council, Attention: RMA Compliance and Enforcement Manager, immediately upon completion of the works.

6 The consent holder shall erect a sign on the site for the duration of the works explaining the nature of the work, time frames expected for completion of the works, and a contact name and telephone number.

7 The consent holder shall prepare, maintain and comply with a Site Management Plan ("the Plan"). (a) The Plan shall address the items provided in Schedule 1; (b) The Plan may be amended during the period of this consent as appropriate to improve management and contingency procedures; (c) The Plan shall be submitted to the Canterbury Regional Council: Attention RMA Compliance and Enforcement Manager, two weeks prior to the commencement of works; (d) When preparing the Plan the consent holder shall consult with the Mount Pleasant Yacht Club on all provisions relevant to works to be undertaken by the consent holder to implement the consents that are to be carried out on the land occupied by the Yacht Club. (e) Where there is any conflict between the Plan and these consent conditions, these consent conditions shall prevail. Note: The Site Management Plan shall include general working restrictions and monitoring as listed under the topics provided as Schedule 1 of this consent.

8 Construction Works

8 The consent holder shall undertake all practicable measures to: (a) Minimise emissions of fugitive dust from the site; (b) Minimise the discharge of sediment and contaminants into the stormwater system; and (c) Keep to established tracks and to minimise the disturbance to the foreshore.

9 The deposition of material on the seabed and foreshore for the construction of the embankments and hook spit shall, as far as is practicable: (a) Be undertaken during periods of low tide; (b) Be configured to minimise the potential for pooling of water and organic matter in the inter-tidal area; (c) Reuse existing rocks that are currently located in the area of works for the purpose of facilitating the recolonisation of biota within the inter-tidal area; (d) Use cobbles and other natural material for the creation of the hook spit; (e) Limit the potential for bed scouring; and (f) Be constructed to minimise the discharge of sediment from the embankments.

10 The area of salt marsh remnant (sea rush - Juncus krausii) located on the attached plan CRC063916B shall be fenced for the duration of the construction of the embankment to the following specifications: (a) Setback at least two metres from the edge of the salt marsh; (b) A fence height of at least one metre; (c) Fence post a minimum of one metre apart; (d) Filter fabric with a mesh aperture size between 0.5 - 2.0 centimetres; (e) Inspected weekly and all stone and large sods of soil removed; and (f) Upon completion of the embankment the fence will be removed and the soil surface smoothed.

11 The decommissioning of the temporary working platforms shall not result in the exposure of contaminated sediment that exceeds the ANZECC (2000) high trigger value within the upper 50 millimetres of bed sediment.

12 The consent holder shall collect and analyse no less than two sediment samples per temporary working platform. The results of the analysis shall be forwarded to the Canterbury Regional Council: Attention: RMA Compliance and Enforcement Manager, within three months of the completion of works. Each sample shall be analysed for: (a) The ten United States Environmental Protection Agency 'Priority Pollutants' list for PAHs that have ISQG trigger values stated in the ANZECC guidelines, :(Acenaphthene, Anthracene, Benzo(a)anthracene, Benzo(a)pyrene, Chrysene, Fluoranthene, Fluorene, Naphthalene, Phenanthrene, and Pyrene); and (b) The following heavy metals: Chromium, Zinc, Cadmium, Lead, Arsenic, and Mercury.

13 The fill material used in the temporary working platforms shall be removed from the site, or used as hard fill in the construction of the embankments or reclamation.

14 The consent holder shall remove all material from within the Coastal Marine Area that is associated with the deconstruction of the bridge, unless that material is to be used as hard fill in the construction of the embankments or reclamation of the seabed.

15 The consent holder shall remove all material from the Coastal Marine Area that is associated with the deconstruction of the jetty, including the piles.

16 Any material or sediment that is to be removed from the site shall be disposed of to a facility licensed to receive such material. Any sediment removed shall be tested at a suitable laboratory for contaminants prior to disposal. Records shall be maintained of the volume and type of material disposed of.

17 Works shall not cause erosion of, or instability to the true right bank located immediately up-gradient of the bridge.

18 No cut vegetation, debris, or other excavated material shall be placed in any surface water body or in a position such that it may enter the surface water body.

19 General Conditions

19 The works, including the bridge, abutments, and retirements, shall be inspected at least annually and maintained in sound structural condition. The consent holder shall keep a record of the inspections and any maintenance undertaken and forward a copy of any records to the Canterbury Regional Council: Attention: RMA Compliance and Enforcement Manager, upon request.

20 No refuelling of land based plant and machinery or fuel storage shall take place within the Coastal Marine Area. Fuel is to be stored securely or removed from the site overnight. The consent holder is to maintain an appropriate emergency spill kit at all times on the site during the construction process.

21 In the event of a spill of contaminants within the Coastal Marine Area, Canterbury Regional Council, RMA Compliance and Enforcement Manager shall be informed immediately, and the consent holder shall take all necessary steps to contain and remove the contaminants as soon as practicable.

22 In the event of any disturbance of Koiwi Tangata (human bones) or taonga (treasured artefacts), the consent holder shall immediately: (a) Advise the Canterbury Regional Council of the disturbance; (b) Advise the Upoko Runanga of Te Tuahuriri, or their representative, of the disturbance; and (c) Cease earthmoving operations in the affected area until an area containing the Koiwi Tangata or taonga has been clearly demarcated, and Kaumatua and an archaeologist have certified that it is appropriate for earthmoving to recommence.

23 (a) Works shall not be carried out on Sundays or public holidays without previous authorisation by the construction engineer responsible for the construction works. This restriction excludes any work associated with planting activities. (b) Works shall only occur between the hours 7am and 6pm Monday to Friday inclusive, and 7:30am to 1pm on Saturdays inclusive, unless specific authorisation to undertake work outside these hours is given by the construction engineer as stated in clause (a).

24 Noise from construction activities on the site shall comply with the limits of NZ6803P:1999 "Acoustics - Construction Noise".

25 (a) The consent holder shall maintain access to the Coastal Marine Area via the yacht club reserve boat ramps by limiting the area of works to avoid closure of no more than three ramps at any one time. (b) During construction the consent holder shall ensure that the Mt Pleasant Yacht Club can launch and retrieve its rescue boat during the sailing season.

26 Monitoring

26 Prior to works commencing the applicant shall: (a) Undertake a bathymetric survey of the seabed under the Ferrymead Bridge, extending up and down gradient of the bridge by 100 metres; (b) Undertake bed profiles running perpendicular to the existing boat ramps and extending to the channel margin at low tide; and (c) Undertake sediment sampling of the upper 50 millimetres of sediment. The sampling area is defined as the area below the mean high water mark on either bank of the estuary, and within 50 metres upstream and downstream of the bridge centreline. The sampling interval shall be no more than 25 metres. The applicant shall analyse the samples for heavy metals and PAHs as listed in condition (12) of this consent.

27 The applicant shall forward the results of the monitoring undertaken in accordance with condition (26) to the Canterbury Regional Council: Attention: RMA Compliance and Enforcement Manager, within three months of the collection of the data.

28 Following the works, changes to the seabed profile shall not result in sediment that has contaminant concentrations in the first 50 millimetres of sediment that exceed the ANZECC (2000) Marine Guidelines high trigger value for PAHs and heavy metals.

29 The consent holder shall undertake a monitoring programme following the completion of the works to: (a) Establish the changes to the bed profile; (b) Establish the magnitude of the sedimentation in front of the yacht club; and (c) To establish if changes in bed profile have resulted in contaminants within the upper 50 millimetres of bed sediments exceeding ANZECC (2000) high trigger values. This will only be required at those sampling points where the "pre-construction" sediment sampling indicates that contaminant levels of sediment under the surface of the riverbed exceed the ANZECC (2000) ISQG - high trigger values and where the surface contaminant levels are below these ISQG - high trigger values. Explanatory Note: Condition 29 requires the CCC to undertake a monitoring programme that will determine the extent of changes to the seabed profile and the associated contamination risk associated with these changes. The design and implementation of the monitoring programme is for the CCC to develop. If the CCC demonstrates through the baseline data that high levels of contamination present in the sediment occurs at a depth of 300mm, then the monitoring programme can be designed to only test for contamination

under clause (c) above, when bed scour is around 200mm.

30 (a) The monitoring undertaken in accordance with condition (29) shall occur once every six months following the completion of the works, with the first round occurring within the first two months of the completion of the works. After two years, the monitoring is to be undertaken annually for the following three years, and then every three years for the lifetime of the consent. Results of the monitoring shall be forwarded to the Canterbury Regional Council, Attention: RMA Compliance and Enforcement Manager, within three months of the monitoring being undertaken. (b) After five years of monitoring data has been collected in accordance with condition (29), the Canterbury Regional Council may review the frequency of the monitoring programme, having consideration to the effects of bed scouring, contamination, and sedimentation that have occurred in the first five years since the works were completed.

31 If the monitoring indicates that sedimentation is occurring at rates that impinge on access or use of the Coastal Marine Area by the Mt Pleasant Yacht Club, the consent holder shall undertake all practicable measures to remedy or mitigate the accumulation of sediment.

32 The Canterbury Regional Council may, once per year, on any of the last five working days of May or November, serve notice of its intention to review the conditions of this consent for the purposes of dealing with any adverse effect on the environment which may arise from the exercise of the consent and which it is appropriate to deal with at a later stage.

33 The lapsing date for the purposes of section 125 shall be 30 September 2012.

PART B - REPORTS FOR INFORMATION

2. COLOMBO STREET BUS STOP EXTENSION (BETWEEN LICHFIELD STREET AND CITY MALL)

This item was submitted to the Council meeting of 16 October 2008 by way of a Chairperson's Report.

3. DEPUTATIONS BY APPOINTMENT

3.1 WENDY GILCHRIST – RE FERRYMEAD BRIDGE LIFELINES REPORT

Wendy Gilchrist spoke to the Board regarding the Ferrymead Bridge Lifelines report and the aspect of incorporating design elements onto the bridge.

The Chairperson thanked Wendy Gilchrist for her deputation.

3.2 ALEX DRYSDALE – RE FERRYMEAD BRIDGE LIFELINES REPORT

Mr Drysdale spoke to the Board regarding the Ferrymead Bridge Lifelines report and thanked the Board on behalf of the Mt. Pleasant Yacht Club for their help in getting the project this far.

3.3 EDWIN JANSEN –RE FERRYMEAD BRIDGE LIFELINES REPORT

Mr Jansen spoke to the Board regarding concerns about cyclists safety when executing right-hand turns at the Bridle Path Road intersection as recommended in the Ferrymead Bridge Lifelines report, and presented three recommendations:

(a) The intersection must accommodate groups of cyclists making a right hand turn from Bridle Path Road onto Main Road.

(b) Very little extra effort is required to allow cars to make a right hand turn from Bridle Path Road onto St Andrews Hill Road (many people make this turn through the existing bypass).

(c) The proposal to reduce the capacity of vehicles making a right hand turn from Main Road into Bridle Path and St Andrews Hill Road (one lane instead as opposed to the current two lanes) will result in considerable delays for St Andrews Hill and Ferrymead residents.

The Chairperson thanked Mr Jansen for his deputation.

3.4 IAN MCLEOD – RE FERRYMEAD BRIDGE LIFELINES REPORT

Mr McLeod, Chair of the Heathcote Valley Community Association, presented the concern of his Association that the preferred option in the Ferrymead Bridge Lifelines report does not include an 'on demand' right turn out of Bridle Path Road, resulting, in their view, in:

- Congestion and disruption to traffic flow at the lights, Tidal View Road, and the Mobil Service Station.
- The accumulative extra costs involved in travelling the extra 500 metres which could be capitalised upon in extra capital works.

Members advised Mr McLeod that the Board had previously made a submission regarding the right hand turn.

The Chairperson thanked Mr McLeod for his deputation.

3 Cont'd

3.5 **MAUREEN POWER – RE FERRYMEAD BRIDGE LIFELINES REPORT**

Maureen Power, on behalf of the Ferrymead Heritage Park, spoke to the Board in connection to the Ferrymead Bridge report outlining her concern that there was to be no right-hand turn out of Bridle Path Road, and asked that this aspect of the project be closely monitored if it should go ahead.

The Chairperson thanked Maureen Power for her deputation.

3.6 **BRYAN SCHRIIFFER – RE FERRYMEAD BRIDGE LIFELINES REPORT**

Mr Schriifer was unable to attend the meeting, but did provide the Board with a written submission stating his concerns regarding the Ferrymead Bridge Lifelines report. These included:

- The tight turning radius into St Andrews Hill from Bridle Path Road.
- The shape of the new island accessing Bridle Path Road from St Andrews Hill.
- No cycle lane at the base of St Andrews Hill Road where it meets Bridle Path Road
- A compulsory Stop may be required at the Bridle Path Road/St Andrews Hill Road intersection.

The deputations as above (refer items 3.1 – 3.6) were considered in conjunction with clause 1 of these minutes.

3.7 **CRAIG NICHOLAS – RE COLOMBO STREET BUS STOP EXTENSION (BETWEEN LICHFIELD STREET AND CITY MALL)**

Mr Nicholas spoke to the Board regarding the Colombo Street Bus Stop Extension proposal and presented a submission requesting that the existing 'P10' short term car parks on Colombo Street in the Bus Exchange area be retained.

The Chairperson thanked Mr Nicholas for his deputation.

This matter was considered in conjunction with the report referred to in clause 2 of these minutes.

3.8 **PHILLIP HAYTHORNTHWAITE - STREET LIGHTING IN CASHEL STREET**

Mr Haythornthwaite spoke to the Board of his concerns with regard to the differences in the standard of the existing street lighting on Cashel Street and the effects this seemingly had on motorists when travelling east towards Linwood Avenue.

The Board **agreed** that staff be requested to report back to the Board by way of memorandum, on the possible impacts of changing the street light densities and placement along this section of Cashel Street.

The Chairperson thanked Mr Haythornthwaite for his deputation.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

Nil.

6. CORRESPONDENCE

Nil.

7. BRIEFINGS

This item was withdrawn from the agenda.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board-related activities, including preliminary advice about a joint Council and NZ Police proposal for the night time closure of Oxford Terrace and proposed changes to the Oxford Terrace/Lichfield Street intersection.

As part of the discussion arising from the update, members also noted that Bob Todd, Yani Johanson and the Mayor had met to seek a staff report on this topic to be presented to the 16 October 2008 Council meeting.

9. ELECTED MEMBERS QUESTIONS

Members asked when the report on the tree in Bangor Street would come before the Board.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING MINUTES – 17 SEPTEMBER 2008

The Board **resolved** that the minutes of its ordinary meeting held on 17 September 2008, be confirmed.

11. RESOLUTION TO BE PASSED – SUPPLEMENTARY REPORTS

The Board **resolved** that the supplementary report, Linwood North School – Centenary Committee, be received and considered at the present meeting.

12. LINWOOD NORTH SCHOOL – CENTENARY COMMITTEE

The Board considered a request from the Linwood North School – Centenary Committee for funding from the Hagley/Ferrymead Community Board's 2008/09 Discretionary Response Fund.

The Board **resolved** to allocate $2,500 from its 2008/09 Discretionary Response Fund to the Linwood North School Centenary Committee as a contribution toward the printing cost of the Linwood North School Centennial Book.

13. PAMELA STREET AT CHELSEA STREET – PROPOSED STOP CONTROL

The Board considered a report seeking approval for the installation of a "Stop" control on Pamela Street at its intersection with Chelsea Street.

The Board **resolved** that a "Stop" control be placed on Pamela Street at its intersection with Chelsea Street.

14. WORCESTER STREET - PROPOSED 120 MINUTE PARKING RESTRICTION

The Board considered a report seeking approval to revoke the existing 10 minute parking restriction outside number 314 Worcester Street and install a 120 minute parking restriction.

The Board **resolved**:

(a) That the parking of vehicles restricted to a maximum period of 10 minutes on the south side of Worcester Street commencing at a point 167 metres east of the Fitzgerald Avenue intersection, and extending in an easterly direction for a distance of 13 metres, be revoked.

(b) That the parking of vehicles be restricted to a maximum period of 120 minutes from Monday to Friday on the south side of Worcester Street commencing at a point 167 metres east of the Fitzgerald Avenue intersection, and extending in an easterly direction for a distance of 25 metres.

15. NEIGHBOURHOOD WEEK 2008 – FUNDING ALLOCATIONS

The Board considered a report providing information about the applicants who had applied for funding for Neighbourhood Week 2008.

The Board **agreed** that option 2 was the preferred option as the basis of its funding allocations.

In considering the specific applications, the Board, on a motion from David Cox seconded by Rod Cameron, moved that item 2 (Sue Willan) not be funded, was put to the meeting and declared **lost** on division number 1 by four votes to three, the voting being as follows:

Against (4): John Freeman, Yani Johanson; Brenda Lowe-Johnston and Bob Todd

For (3): David Cox, Tim Carter and Rod Cameron.

On a further motion by David Cox, seconded by Tim Carter that item 37 ((Kate Nimmo) not be funded, was put to the meeting and declared **carried** on division number 2 by four votes to three, the voting being as follows:

Against (3): Yani Johanson, Brenda Lowe-Johnston and Bob Todd

For (4): David Cox, Tim Carter, Rod Cameron and John Freeman

(Note: Brenda Lowe-Johnson requested that her vote against the foregoing decision be recorded.)

The Board **resolved** to allocate the following from the $3,000 set aside from the Hagley/Ferrymead Community Board's Strengthening Communities Fund, with a further $350 to be allocated from the 2008/09 Discretionary Response Fund, as outlined below.

Appl No	Contact Name	Amount Granted	Comment
1	Ian Burn	$40	
2	Sue Willan	$60	
3	Gary Charmley	$60	
4	Jill Boanas	$75	
5	Shane Buckner - Bamford Primary School	$180	
6	Jacqui McIntosh - St Lukes St Neighbourhood Support	$75	
7	Sandra Peter - Linwood North School	$85	
8	Natalie Cutler-Welsh – Shirley Bowling Club	$0	**Note:** the Club is located in the Shirley/Papanui Ward and the application is to be referred to that Board.
9	Valerie Cassin	$85	
10	Judy Gallagher	$85	
11	Emma Philp - Linwood Playcentre	$85	
12	Jane Cowan-Harris	$95	
13	Alexandra Gilbert	$85	
14	Amalia Drain	$85	
15	Tania Smith - St John of God Waipuna Youth	$85	
16	Bill Newsom	$75	
17	Alan Warburton - Neighbourhood Watch Jura Pl	$75	
18	Jocelyn Papprill	$75	
19	Gemma Tukai - Heathcote Valley Playcentre	$75	
20	Jennifer Steele - Flinders Road Neighbourhood Watch Group	$85	
21	Sally Ogilvie - Lower Glendevere Neighbourhood Watch	$75	
22	Rachel Gibson	$85	
23	Paul Yeoman	$85	
24	Mary Morrison	$60	
25	Ann Griffiths	$50	
26	Rachel Martin	$75	
27	Lesley McMillan - AveburyHouse community Trust	$85	

Appl No	Contact Name	Amount Granted	Comment
28	Esther Hayes - Sumner Union Church	$85	
29	Val Willis	$85	
30	Robyn Kilty - Friends of Beverly Park Heritage Rose Garden	$75	
31	Karen Theobald	$100	
32	Ian McLennan	$50	
33	Yanny or Trevor Walker	$75	
34	Bruce Chee - Mt Pleasant Community Centre	$95	
35	Jeanie Rickerby - Heathcote/Mt Pleasant Anglican Parish	$85	
36	Jenny Flavill	$75	No fireworks to be funded
37	Kate Nimmo	$0	
38	Richard Gallagher - Clifton Hill Committee	$180	
39	Jean Nicholls - Beachville Road Residents	$35	
40	Rick Fraser - City Housing	$75	
41	Penny Wilson	$85	
42	Audrey Neureuter	$95	
43	Emma Redfern	$75	
	TOTAL:	**$3,350**	

16. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – NATASHA TAYLOR AND CHARMELLE DORN

The Board considered a report for an application for funding from the Community Board's 2008/09 Youth Development Scheme for Natasha Taylor and Charmelle Dorn.

The Board **resolved** to approve the application to allocate $200 each from its 2008/09 Youth Development Scheme to Natasha Taylor and Charmelle Dorn to attend the National Reunion of Filipinos in Hamilton, in October 2008.

The meeting concluded at 6pm.

CONFIRMED THIS 15TH DAY OF OCTOBER 2008

BOB TODD
CHAIRPERSON