

ALL FEEDBACK ON PEDESTRIAN BRIDGES IN THE ŌTĀKARO AVON RIVER CORRIDOR

We’d like your feedback on the footbridges proposed for the Ōtākaro Avon River Regeneration Area	First name	Last name
<p>The footbridges are not essential. Specifically the Avondale bridge.</p> <p>Spend the money on sustaining existing infrastructure that is in a state of disrepair.</p> <p>The existing cycle lane on New Brighton rd is in a horrific state and the walkway along the river isn't what you claim it to be.</p> <p>What of all the native planting that some local schools have engaged in on the North Bank.</p> <p>500m east and west are existing facilities catering to cyclists and pedestrians. Seriously, where is the demand for this structure?</p>	John	King
<p>Support reinstatement of bridges in former locations. Move Medway Bridge to south to avoid removing existing native vegetation but do remove noxious weeds-Yellow Flag Iris invading and strangling the river. Remove invasive noxious Canada Geese superseding native wildlife such as Scaup. Snell Place bridge-please ensure Swallows can go back to nesting under the bridge. When I was at the Council, recreation and planning staff ensured the Swallows could continue to nest underneath it in appropriate hollows, nooks and crannies. Since the bridge was demolished, the birds are nesting under a nearby resident's eaves and rather annoyingly.</p>	Diana	Plesovs
<p>https://www.riseuprichmond.nz/river-road-park/</p> <p>- River Road</p> <p>Becomes a multi use pathway from Swanns Road Bridge to the new Medway Street Bridge.</p> <p>Accessible for bikes, scooters, wheelchairs, mobility scooters, strollers etc. No vehicle access.</p> <p>The new Medway Street Bridge and existing Swanns Road Bridge, create a loop from River River to Avonside Drive.</p> <p>- Medway Street Bridge</p> <p>Install a new wider bridge, from River Road/Medway Street to Avonside Drive.</p> <p>Accessible for bikes, wheelchairs, strollers, scooters etc. No vehicle access. https://ccc.govt.nz/parks-and-gardens/christchurch-botanic-gardens/visit/tours</p> <p>Botanic Garden Caterpillar Tour: Botanic Garden Tours operate a guided audio tour of the Gardens in electric shuttles. Create a “Red Zone” Caterpillar Tour from River Road over the Medway Street Bridge, down Avonside Drive, over the Swanns Road Bridge, back to River Road.</p> <p>Acknowledge the “Red Zone” street names in the bridge design, streets now gone from either side of the bridge.</p> <p>- Medway Street Bridge Memorial</p> <p>Install Richmond’s section of the original Medway Street Bridge (currently in storage at Ferrymead Heritage Park), as a memorial to the Christchurch Earthquakes.</p> <p>Could include the names of those who died, and the street names of the residential Red Zone area.</p>	Joanna	Gould
<p>Before the earthquakes, I used the Medway Bridge weekly and I am very keen for this bridge, along with the Avondale and Snell bridges to be replaced as soon as possible.</p> <p>The designs of the new bridges are a little disappointing. They seem very similar, I would have liked to have seen more individuality in each bridge. I would have loved to have seen one suspension bridge and one wooden bridge.</p> <p>I also can't see any links to Ngāi Tūāhuriri / Ngāi Tahu in any of the designs as mentioned in the plans. Perhaps this needs to be enhanced and/or better explained?</p> <p>The Medway bridge could have had some design elements that linked back to the old bridge - perhaps some of the non-structural side railings could be bent or twisted like the old bridge?</p> <p>We like to look over the sides of bridges to spot fish and eels in the river and play pooh sticks. The hand rails on these look pretty high - will children be able to lean over to look at the river below while crossing?</p> <p>I like the dark red colour of the Avondale Bridge but I don't like the stark white of the Medway and Snell Bridges. I don't think that it connects with the sky. How about connecting with the land and/or river? I'd prefer more earthy tones such as a green or brown for these bridges.</p> <p>Overall, I'm excited about the new bridges and can't wait for them to be installed as they are long overdue. However I think some work could be done on making them more individual and more interesting with meaningful links to the local community and the old Medway bridge.</p>	Jane	Hopkins

great idea. Thanks for doing this. I love it and think they will be well used.	Anne-Marie	Rose
<p>Thank you for the opportunity to make a submission on the proposed bridges and the Dallington Landing. Below are some short notes covering a few issues.</p> <p>1. Medway Bridge:</p> <p>The original Medway Bridge was one of the most spectacular examples of what happens with land movement resulting from earthquakes. Rather than a white colour and a plain aesthetic, I'd like to see the twists of the old bridge reflected in the sides of the new bridge.</p> <p>The old bridge served the Avonside Loop (Otakaro Loop) community and was used by numerous children to get from home to the various schools on the north & western side of the river. The new bridge will serve an entirely different purpose, and thus the design must fit with the changed usage, including the proposed Eden Project.</p> <p>In addition, consideration must be given to the infrastructure changes, including the outlet (a few metres downstream) of the Randall & Medway Streets Bypass for Dudley Creek.</p> <p>As the person who provided Council with the concept for the Randall & Medway Bypass, I was always concerned that by diverting stormwater from the Dudley Creek & Flockton Basin catchments, some flood water attenuation areas would be required for these water flows on either side of the river. This need is likely to increase, with the likely heavier rain falls and the potential impacts of sea level rise on water levels in the Avon River and the Estuary.</p> <p>I note that the OARC Regeneration Plan includes wetlands on the northern edges of the Otakaro Loop. I understand that the Eden Project has also allowed for extensive wetlands in this area as well.</p> <p>Collaboration on Design with the Eden Project: I suggest that Council should closely collaborate with the Eden Project for the design of the Medway Bridge. An integrated design would probably be beneficial in terms of final design and cost.</p> <p>2. Constraints to Water Flows:</p> <p>I understand that the bridge designs seek to ensure that the bridge abutments are set back from the river, so they don't constrain water flows.</p> <p>A similar approach must be taken for all approaches to the bridges, by ensuring that they do not constrain large water flows. Specifically, it might be sensible for the bridge approaches to be designed to allow water flow over the top in periods of heavy rain. Overland flow is very important.</p> <p>4. Snell Bridge – Suggested Change in Name:</p> <p>When I first came to know the Dallington area a few years ago, I immediately understood the context of the street names in south east Dallington: - Porritt, Lovelock, Halberg, Landy, & Snell. I knew these names as a youngster growing up in the 1950s and 1960s.</p> <p>Porritt had won the Olympic 100 metres Bronze Medal at the 1924 Paris Olympics and over 40 years later became Governor General. Jack Lovelock won the Olympic 1500 metres Gold Medal at Berlin in 1936. At the Rome Olympics in 1960, Peter Snell won the 800 metres and Murray Halberg won the 5000 metres in what became know as the 'Golden Hour' of New Zealand Athletics. John Landy is Australian and famous for being the second person to break the 4 minute mile barrier. These athletes were household names, far beyond just the athletics community.</p> <p>I suggest the bridge be named to recognise the earlier naming of the Dallington streets some 60 – 65 years ago.</p> <p>Perhaps a name such as 'Athlete's Bridge' or 'Runner's Bridge' would help celebrate them all, along with some aesthetic design of the bridge sides. It could also set the tone for the recreation aspects of the OARC. This could be further imbedded by a small deviation of the Christchurch Marathon route to include running over the bridge.</p> <p>I hope these few notes help, and I'm happy to discuss any matters.</p>	Bruce	White

<p>The Canterbury DHB supports the proposed plans for three pedestrian/cycle bridges. A health promoting environment enables and supports community members to improve their health by increasing access to active transport opportunities.</p> <p>The Canterbury DHB strongly recommends that the bridge designs support wheelchair and mobility accessibility. We recommend that wheelchair and mobility device access be considered when designing the ramps that are required because the new bridges are 1m higher than the prior bridges. It is vital that all residents are able to access the bridges.</p> <p>The CCC needs to ensure it meets its commitments in the “Equity and Access for People with Disabilities Policy” and the Accessibility Charter signed in Nov 2017. This will ensure the CCC removes barriers to participation and enables contribution to community life for people with disabilities and their families/whanau. The Canterbury DHB suggests the CCC:</p> <ul style="list-style-type: none"> - Use the ‘accessible journey’ approach to design the bridges and adjacent areas so people of all ages and abilities can arrive, make their way to the green spine, and connect with the amenities offered. - Design bridges and pathways to accommodate mobility devices and are safe for everyone in terms of width, elevation, camber, firm surface material, etc. The design considers the needs of people with sensory and other impairments. <p>The Canterbury DHB strongly recommends that the CCC engage both specialist technical expertise, and the Council’s Disability Advisory Group, throughout the project, for advice related to accessibility. This is of particular importance due to the unique challenges that a recreational nature reserve presents.</p> <p>It is paramount that noted budget restrictions do not lead to compromises on accessibility elements. It will be much easier and more cost effective to include the elements in the initial design than to retrofit them. Accessible design at this stage is an investment that will pay off over the full development Ōtākaro Avon River Regeneration Area. Achieving best practice accessibility will also add to the tourism value of this project.</p> <p>The Canterbury DHB is also encouraged to see that Council is working with the Matapopore Charitable Trust to integrate Ngāi Tūāhuriri/Ngāi Tahu to ensure that cultural values and narratives are incorporated into the design of these bridges.</p>	Silas	Thielmann
<p>The Dallington Residents Association held a public workshop on 24 June 2020 to discuss the Dallington Landing and the Avondale, Snell and Medway Bridges. This is our feedback on the proposed bridges and landings.</p> <p>The Bridges - general comments</p> <p>It is wonderful to see two bridges restored in our suburbs and one new. These were big losses to our communities after the earthquakes and we are very pleased to get them back.</p> <p>The main comment about all three bridges is that they are quite plain - they don’t reflect the specific nature of the location they are in, or echo any memory of what was there before. It would be nice if they could be made more distinctive in meaningful ways, rather than by a colour change (Avondale) or the shape of the struts - these don’t seem to have any significance to the specific area or history of the bridge.</p> <p>We raise a concern about the bridges having issues with tagging and vandalism - the group wonders how Council will keep this in check, given that two of the three bridges are white - a blank canvas for taggers.</p> <p>For all the bridges, it is important for the nearby stopbanks and walkways to be underway or completed as they are constructed so that we have good walking trails along the river from bridge to bridge. The full value of these lovely bridges will be realised once the stopbanks, landings and walkway are all completed. It would be great if these are timed to work together.</p> <p>It was noted that the red zone is very dark - what consideration has been given to lighting on the bridges, on the approaches, and along the walkway between bridges?</p> <p>Avondale Bridge</p> <p>The group is generally pleased with this bridge. It will be a good connector for the communities in Avondale with amenities in Burwood, for example Donnell Park, and the EastxEast (LiVS activation) in Brooker Ave. It will provide a good link for school children in the area to access schools - Haeta, Chisnallwood, Shirley Boys and Avonside Girls High Schools.</p> <p>The bridge itself is quite plain, but the rusted colour blends in well, and is in keeping with the surrounding natural environment.</p> <p>Snell Place Bridge</p> <p>It is great to see a bridge back in Snell Place in its original location. Obviously it looks quite different from the original, but the design is generally well-received.</p>		

<p>There is a concern that the placement of the bridge from a quiet red-zone road on the Dallington side to a busy road on the Avonside side. Cars travel at some pace along Avonside Drive, and we have a concern that cyclists coming across the bridge may not be aware that they are moving from a low-traffic to a higher-traffic area as they cross the bridge. Signage on the approaches to the bridges for cyclists and pedestrians will be important, and we believe that the Council needs to seriously consider traffic calming measures on Avonside Drive.</p> <p>We expect that this bridge will attract a lot of visitors to the area and would like to know what consideration Council has given to parking in the area. Having people parking along the stopbank on Avonside Drive will exacerbate any traffic issues for cyclists.</p> <p>To make the bridges an attractive walkway, it is important that gaps in the fences are opened up. The Dallington Residents Association provided the Avon Otakaro Network with suggested openings as part of the White Posts Project (for which it had been given funding). This has not yet happened, and we would like this to happen in time for the bridge's completion.</p> <p>There was some discussion on the naming of this bridge - it has been named after Snell Place. It might be better to more generally reference the streets in this area that are named after famous athletes (Snell, Halberg, Landy). Could it be called Runners Bridge or something similar?</p> <p>Medway Street Bridge</p> <p>The replacement of this bridge is well overdue - we are very happy to see this reinstated in the same location as the original bridge.</p> <p>This is the least interesting of the three bridges. It would be good if it included a point of difference as the other two bridges have. It would be good if the new bridge referenced the original "Twisted Bridge" by having twisted railings or something like this.</p> <p>Present at the meeting were: Bebe Frayle, Stephen Frayle, Annette Wilkes, Paula Rogers, Catherine Harrison, Louise Weatherall, Jan Rawstron, Steve Bush, Amanda Clifford, Pauline Clifford, Martin Clifford, Chris Cole.</p>		
<p>Its disappointing that the Medway Bridge is the least designed out of the 3, we are the community that has suffered the most loss due to the damaged lost bridge yet we get the blandest design. In all honesty I don't think any of them needed to be a \$5 million dollar bridges and some of that could have been spent on the landscaping, seating (that are also sitting in a bad state along the river due to EQ damage etc.) and consideration is required to make these bridges accessible from the streets that come to the bridges (ie: Medways St at the red zone end, instead of it being incorporated into the Medway St redevelopment from Dudley works it has been left in ruin and inaccessible for those with mobility issues)</p> <p>Something simple like the temp bridge that was put in at Gloucester street for pedestrians while the now dangerous bridge and intersection was rebuilt would have been more than sufficient, if the correct materials etc were used it would have lasted a long time (what ever happened to that bridge? CCC would have paid for it) it should have stayed in place to make the area safer we have already had a death there as well as many car accidents??)</p> <p>The general feel is we are a strong community that has many volunteers that are will to get in a help with things like this, to produce a good outcome for a community that is still suffering ten years on from unresolved EW issues. instead we are told the planning is done and its time for delivery. thats a kick in the teeth and just shows even though we are working hard to try and turn the tables for a collaborative approach to ideas and final amenities etc the council still run the same path of creating the plans and then consulting with the communities to tick the box with little regard to how communities actually feel or what ideas could have saved time and money in the long run.</p>	Vicki	Brown
<p>I personally cannot wait to have these bridges in - it will make using the corridor so much better! Design is functional but not flash. This works for me as the point of a bridge is to cross the river (tick), and it is the river that is the beautiful thing - it does not, I think, need to be embellished with expensive arty designs. If communities can source Council funds and resources to make them more unique to their locations, then I support that.</p>	Tanya	Didham
<p>Greening the Red Zone supports the installation of these long-awaited bridges. While some people have been disappointed by the utilitarian nature, we are pleased to see the big money being spent on making them safe and secure. While design and placement consultations may have been beneficial, we do not support any further cost or delays to amend aesthetic design. We hope Council will offer support and funds for communities to put their own stamp on the locations once the bridges are in place.</p>	Tanya	Didham
<p>The footbridge designs are adequate for purpose - they cross the river and that is the main objective. We understand the big money for these is spent in engineering them to be sturdy and safe - very important! There has been a lack of consultation around design and placement that we assume is to do with time and budget constraints, but worth looking at in the future. It is not mentioned, but we hope there will be scope for communities to invest their time and creativity in making them more individualised to place & history. Also wondering if the access on and off pathways has been considered, they feel very perpendicular to the river - though perhaps this is to discourage bikes from entering too fast? Please note we fully support the submission of Richmond Community Garden.</p>	Tanya	Didham

I think the medway bridge is the most uninspiring. Having spent a lot of time in the area, the white just makes no sense ... a more nature one like the Avondale would be good. Surely wanting it to complement the area not stick out like a sore thumb makes sense or you would completely wreck the vista when looking along the river..	Angeline	Wadsworth
I would love to see some small flourish on the Medway Bridge (for example see attached image) that makes this bridge distinct and also references the original.	Stephen	Frayle
<p>Our submission is focused on the Medway bridge as it is closest to our location and is the bridge most of our community uses, and is a symbol for many of the damage the earthquakes caused. Our community feels that the bridge itself is fine, in fact it is a better bridge than what we had there. The 2 key issues are 1. the lack of communication around it's positioning, why this design was chosen, what locational/cultural (if any) ideas are incorporated into the design.</p> <p>2. Where is the opportunity for the community to be involved in this project? We have a strong volunteer base and engaged organisations that would be happy to be part of the landscaping, seating and signage in order to weave locational or cultural elements.</p>	Hayley	Guglietta
<p>It is disappointing to not have had any apparent real community consultation around concepts and use & design requirements for the bridges prior to this consultation. The community is instead being asked to comment on a pre-done design for which it is perceived (from past experience) that there is unlikely to be any ability for the designs to incorporate community ideas and concepts.</p> <p>That said - here are some comments:</p> <p>Firstly - whilst I understand the desires to build bridges that are robust and able to endure sea water rises and large earthquakes / shakes - the over all price tag of ~ \$5m per bridge seems rather extreme. A far more pragmatic approach could be to design bridges (and abutments etc) that whilst aren't able to survive a major event, could be able to keep the bridge safe but at a fair lesser cost and designed as such that bridge sections can be easily replaced.</p> <p>However - if the design is to spend the amounts noted - then this is an amazing opportunity to do something at each site that reflects the history of each location.</p> <p>In my opinion the Avondale bridge appears to look quite pleasant in the conceptual drawing, with the bridge truss colours, wooden elements and plantings helping to blend it into the environment.</p> <p>The Snell bridge also appears to have some of it's own character - although the white colour of the truss work is quite stark and could be subject to tagging.</p> <p>The Medway bridge is a real opportunity to do something that reflected and gives a nod to the old pedestrian bridge that was a symbol of the power of the earthquake in it's twisted and distorted form. The bridge there was nationally and internationally recognised as a symbol of what happened during the earthquakes. It would be good if there could be some attempt / effort to incorporate some elements into the bridge design to give a nod to the distorted bridge - perhaps with some external (non-structural) design elements on the bridge to indicator distortion / twisting or seismic events. I have run this idea past quite a few people in the community via various forums - and in general people are quite positive about the idea, and are also very opposed to the current (very bland!) design that is proposed.</p> <p>Alternatively - a radical idea would be to design a twisted structure about the outside of the bridge, This would be a huge draw card to the area and a gateway into the RRZ.</p> <p>Please see the attached images as inspiration - these are from a bridge in the Netherlands (https://en.wikipedia.org/wiki/Vlaardingse_Vaart_Bridge)</p> <p>I challenge the CCC to be brave and innovative with these designs, but also not held to gold plated engineering works for the ground. There needs to be a pragmatic approach and consideration of the overall requirements for the community and the RRZ. Don't let this become another Otakaro bridge competition - let the community be involved and have an opportunity to influence design elements and concepts.</p>	Craig	Given
Why do they all have to be UGLY Humps, the picture that shows the Medway Bridge, you see a nice handrail at normal height , that's all that is needed, not huge Humpy structures, that obscure the scenery. if Support is needed, put it in the simple structure... Dallington road bridge Is Neat, like that.	Caroline	Mills
I think the bridges would benefit from a strong narrative being built into the design. They are currently relatively generic and all very similar so don't create any real sense of place. I think more work needs to be done to understand the natural and cultural heritage at each site and weave this into the design of the structure. Bridges have the opportunity to incorporate art into them and have a real impact on the experience of the pedestrians and cyclists using them. There could also be opportunity to help tell the narrative through incorporating an education layer into the design work.	Anne	Braithwaite

<p>Submission to the Pedestrian bridges in the Ōtākaro Avon River Corridor</p> <p>We are putting this submission in on behalf of the Avondale Community after discussions with residents over the last month</p> <p>Overall Avondale residents are in support of the pedestrian bridges along the Ōtākaro Avon River Corridor with;</p> <ul style="list-style-type: none"> • Good Connections between Avondale (Red Zone Area's) and Burwood's Donnell Park and Brooker Reserve • The Bridge design is safe and in any and after another major event will still be standing and • Will prove another exit to our closed suburb, if people where to flee the suburb <p>However, in consulting residents, some were concerned about;</p> <ul style="list-style-type: none"> • The placement of the Avondale Bridge, it doesn't seem very far from other road bridges where pedestrian's can already walk over. • Since the bridge is to be placed on the stock bank, there seems to be no increase to the easement or the side of the stock banks, so that pedestrians that come off Hulverstone Drive or Briarmont Street can get up onto the cycleway/entrance to the bridge to be able to walk over the bridge. <p>Some residents commented on the what seems the lack of an environmental / eco-friendly approach to the design for longevity by asking; "Why should we support more incentives/initiatives in the future, if they are not environmentally and eco-friendly?" *Note: Majority of our residents are in favour of all the other bridges and landing, but our focus was the one bridge that affects Avondale the most!</p> <p>If you require further information in regards to this submission please do not hesitate to get in touch at any stage.</p>	Mike	Gibbs
<p>Great to see these important links being added to the walking/cycling network in this area. However these designs don't really follow best-practice thinking. A 3m bridge with holdrails creating "shy space" in effect provides no more than 2.5m of usable width - not much if demand grows in the future. Unlike a path, you can't go back and easily widen a bridge later, so it's important to future-proof from the start. Also the designs show holdrails leaning into the path - that is NOT recommended these days as it only serves to further narrow the perceived width. The 90-degree sharp corners at each end would also prove difficult for cyclists / mobility scooters to negotiate easily (esp. larger vehicles like cargo bikes or bikes with trailers). Suggest that you provide splays at each end to make it easier to turn to/from the approach ramps.</p>	Glen	Koorey
<p>I bike and walk the Avon trail from New Brighton to the city regularly and support the building of these bridges as soon as possible. My priority would be for the two replacement bridges first and then the new one. It is a pity in these covid19 times that the designs couldn't be more adventurous but a plain, functional bridge is better than no bridge.</p>	Sue	Piercey
<p>Too expensive. These could be made a lot simpler.</p>	Victoria	Berryman
<p>Overall I'm excited to get bridges back! We live closest to the Medway Bridge and would appreciate some local design elements added into it (Maori-inspired?), into the metal working on the side, instead of a very utilitarian design. Or more similar to the Snell Bridge, where it blends into nature more (with a darker colour). Even the Snell Bridge is more attractive with its additional arches.</p> <p>Even some sort of slight twist in the overhanging steel to pay homage to the damage to the previous bridge.</p>	Rachel	Crawford
<p>Please please stop this spending until we have financed and delivered core amenities. These bridges would be lovely but surely are in the non crucial list. Get the escalating rates demands under control and fully access addition Al civud costs way before projects like this</p>	mark	marshall
<p>They are too elaborate and expensive. I prefer the natural looking ones made from natural resources, eg-wood better as this is more sustainable and pleasiwto the eye. The bridges should not be a focal point but rather blend in to the scenery, more) ile the ones along the Heathcote river in St Martins. We do not need elaborate designed bridges but just standard, wooden ones that are for for purpose. Please use wooden panels to walk on and make them basic and simple. Thanks.</p>	Jane	Nuttridge
<p>Please refer to the attached document</p>	Theo	Tresidder
<p>They're great. Just do it. Try not to spend so much on consultation that it gets costly. Keep it simple. Talk to the right people.</p>	Simone	Reddington
<p>I think it's great to see that you have been planning more pedestrian and bike bridges so people can enjoy accessing both sides of the Avon River and can enjoy long or short walks in the future with more bridges.</p>	Philippa	Watson

It is my opinion that all cycleways and cycle bridges should be paused until the council has fully recovered from the effects of covid 19. In addition to that any works other than essential services should be put on hold until the council has fully recovered from the effects of covid 19. We ratepayers have all taken a hit as well as the council and it is in my opinion very unfair to have an increased rate burden placed on ratepayers at this time as many have lost jobs or are on reduced income due to the pandemic. The only right and moral thing for the council to do is to have a reduced or at least static rate level for the foreseeable future.	Paul	Sinclair
Yes the bridges are needed, this is a popular walking area now	Sarah	OBrien
<p>I don't see the point in asking for feedback on something that has been decided.</p> <p>This land is significant to myself and my community the Medway Bridge in particular was an important part of my weekly routine and post earthquake symbolic and a constant reminder of what had just happened to us. This was a serious missed opportunity to bring healing to the people left behind by simply better engagement. I would have had been more accepting of this if the technical aspects of why the bridge needs to be what it is and explain before this feedback had occurred. The bridge has no locational or cultural narrative weaved through it and not very inspiring. I would like to work along side the CCC staff to design the plantings signage and seating at the Medway bridge to get our communities flavour in there.</p>	Hayley	Guglietta
<p>Rediculous cost for simple bridges.</p> <p>An insult to rate paying Cantabrians.</p> <p>I dont know how you all sleep at night with this irresponsible spending</p> <p>Ive seen 4 year olds divide MnMs between themselves with greater care, respect and responsibility</p> <p>I expect you all to resign immediately</p>	Zane	Corson
<p>I support the construction of these three bridges in the Regeneration Area. I have no comments about their function.</p> <p>I commend the Council for including the arches on the Snell Bridge. We have lost a huge number of buildings in the CBD that had architectual features added by their designers. Construction of that era was marked by such details, both in the private and public sectors. How will future generations view the construction of the post-EQ era? Lowest cost, minimalist design, cheapest materials, poor quality control? The absence of architectual detail on the Avondale and Medway Bridges is a missed opportunity. In years to come the Snell Bridge will become known as the bridge with arches - like the Anzac Bridge was known by its poppies. The other two bridges are nondescript and will have no identity. Obviously I'm not suggesting that arches are added but please consider adding something with architectual merit. Something that gives them an identity beyond that simply as a bridge.</p>	Mark	Darvill
The footbridges are an excellent idea. However, the diagrams are of purely the solid base, which isn't bad. I would like to add that there should be some artistic features to the bridges, either free standing or woven through the beams. Public art is very important for lifting public spirit.	Marilyn	Yurjevich
Proposal are acceptable to look ideal.	David	Maclure
Medway Bridge. The modern design is not fitting with the now new natural and regenerating landscape. It is very plain and does not create a sense of adventure and discovery which is what the area is now becoming. Natural materials and colours such as wood even as a cladding not structural would be better and maybe even cheaper. Our family other communty members have advocated for a swing/urban tramping style bridge, which creates interest and sense of destination although not conducive to cyclists it could be designed to look in part like a swing bridge. If we cant change the bridge we want the community to be involved in the landscaping seating and signage around the bridges.	Cathy	Allden
We feel like it is a waste of money to build this bridge as it is so close to Anzac Drive Bridge which people use.The money would be better spent on doing up New Brighton Rd by the Bower Bridge.	John	tooley
<p>Generally in support of the projects, will be great to have the additional activation along the river and provide more access across. We will frequent the Medway bridge most regularly and while the general design is great and looks durable the white looks quite harsh for the environment it is going into. The bridge will sit amongst a lot of planting and a weathering steel or paint finish in a more natural colour would sit better. The Avondale bridge looks a lot more suitable. It would also be good to continue a similar design language between the bridges. Perhaps with some subtle patterning / colouring to the concrete deck to make unique.</p> <p>Really looking forward to the bridges installation in due course.</p>	Jenny	Swanston
The medway bridge design is OK but the colour should be reflective of the surroundings rather than the sky. The weathering steel is a much nicer finish and would be far more appealing. We live in the area and regularly walk the current 5 km route. looking forward to the new bridge.	Ruth	Babonnick

<p>You are not helping Avondale, as not one of the bridges is Avondale.</p> <p>There needs to be a footbridge from the red zone next to half way down Avondale Road over the river to the red zone near new Brighton Rd on what was Locksley Ave.</p> <p>A bridge as you say for joining the community of Avondale to arunui. But actually Dallington. Does nothing for the community of Avondale.</p> <p>Maybe, you should get your position of suburbs correct before you do anything</p>	Neil	Prutton
<p>Great idea love to have those bridge.</p>	Ash	Bensley
<p>The bridge designs are very plain. I walk along Te Ara Otakaro often and feel a bridge with land hues would be better ie concrete and wood.</p> <p>White would stick out like a sore thumb. The wee bridge further along by Dallington Tce has nice colours befitting the area - i recall metal's painted black and it uses wood.</p> <p>I think a nicer looking bridge must have also been an option.</p> <p>The main thing I'd recommend here is use a different colour other than white. It's a bridge surrounded by a blue/brown river; brown/green grasses, green trees and a blue/grey sky. Please do not make it white!</p>	Karne	Mora
<p>Avondale bridge is good</p> <p>The Medway bridge looks pretty good but I reckon remove the fence at the end to make it feel more open and easier to get on/off</p> <p>Also like the Snell Bridge (but it's Avonside drive not Avonside road), but just like the Medway Bridge I reckon remove the fence at the end as well.</p>	Abel	van Bruchem
<p>I support all bridges. The Snell Bridge will allow me to connect with my family on the other side of the river more easily. Also we love the river path and will be more able to access it directly using the bridge.</p> <p>For the medway bridge, I crossed this bridge as a child on my way to banks ave school. For me it is a historical touchpoint for this area. Lastly, during the big earthquake many people had to cross the river to get home. I feel like having more bridges makes the city more resilient and more connected either side of the river. Thank you.</p>	Remy	Barbier
<p>Why not open design up for multiple concepts that the public can vote on? Or at the very least tender out for preliminary design?</p>	Joe	Mcgirr
<p>I love the designs. More important to me will be my local at Snell place. Will there be lighting? More as a safety aspect than anything. This area can be very dark in the early evening as we have lost a lot of lighting on the red zone side. Will this also coincide with extra openings in the fences for pedestrian access through the green spine park?</p>	Catherine	Harrison
<p>It is great news re the 3 , but especially the replacement of 2 lost to the Earthquakes.</p> <p>They will open up more access to the glorious space we have been gifted to enjoy</p>	Judith	McPhillips
<p>I appreciate the need for cost-effectiveness, and that by adopting fundamentally the same, functional design for all three bridges the council is minimising costs.</p> <p>The Avondale and Snell bridge each have something individual about them, that mitigates that functional sameness (the colour of the Avondale bridge, the peaks on the Snell bridge). The Medway bridge, however, is truly uninspiring (and the white colour reflecting the sky sounds like a fairly feeble post-decision justification that few people believe!). Surely there must be some meaningful way to reference the place that doesn't break the budget. It has been suggested, for example, crooked or twisted struts to reference the "munted" bridge. Or even straight lines of unequal length (so not all reaching the top) to indicate an earthquake. Anything to give it some personality and a sense of place!</p> <p>Also, as these are going to be in a largely natural environment, has engineered timber been considered as a material, and how would that add to (or detract from) the cost? They would certainly blend in better.</p> <p>Again, I totally appreciate and agree with the need to watch the budget. However, within that budget a bit more creativity and a nod to the location and community would be appreciated.</p>	Ashley	Campbell

<p>I am delighted that these three footbridges are going to be built. In the broader sense, they are very welcome assets for a part of the city that has an on-hold feel while the regeneration process slowly unfolds. The river is also a key and much-valued recreational asset for me and many others who walk and cycle, however, there are currently no footbridges connecting the two sides of the river east of the city centre. Living in Avondale, the Avondale bridge is especially appreciated. At present, to walk or cycle from Avondale to Travis Road and beyond (e.g. Bottle Lake Forest) means crossing the bridges on Avondale Road or Anzac Drive, both which have a high volume of traffic and dangerous roundabouts to contend with on the north side. In the longer-term I am very keen to see a pedestrian and cycle connection factored in from the north side of the Avondale bridge to the wide footpath/cycleway on the north side of Travis Road - creating a safe and enjoyable route for recreational and commuting purposes. I very much like the design chosen for the three bridges. With the Avondale bridge, hopefully the currently narrow part of the trail on the south side of the bridge will be factored in to minimise any clash between cyclists travelling straight ahead and those entering or exiting the bridge. Thank you for the opportunity to provide feedback on the bridge projects.</p>	Stephen	Wright
<p>Medway Street Footbridge</p> <p>I see that the trees between Medway St and Banks Ave are being removed this week (15/6). Surely it makes more sense to place the bridge on the downstream side of Medway st where these trees have already been removed rather than its planned location where you appear to be removing the existing healthy trees.</p> <p>Also I have seen a number of suggestions to incorporate some design elements that pay acknowledgement to the old twisted bridge perhaps in the railing design or bridge structure itself which is a good idea and quite possibly a point of interest/difference that will be an attraction.</p>	Jeff	Hoare
<p>All 3 bridges will be a huge asset to the community. Excellent news</p>	Jayne	Appelbe
<p>I feel some of the bridges have easy access not far away that's very walkable to still enjoy the area. The sthrn Bexley are would be a very well used link for a large group of people to link the wetlands and nature reserve together at admirals way and a loop of all Bexley from pages road to a well used walking and cycling track/nature reserve on the Eastern side of the Avon River that would link to sth shore rather than people having to walk a highway(anzac Rd). It would provide cycle and (dog) walking access to the world class bmx track and soon to be upgraded dog park and velocity karts. It'd be a natural finishing line for the waka ama and rowing races as well as linking all of new brighton to a (hopefully) redzone wetland nature area.</p>	Luke	Boyce
<p>Dear Sir/Madam</p> <p>This is the second letter I have written to the council in opposition to the proposed Avondale Bridge. My first letter was sent at the beginning of level 3 opposing a 'bridge to nowhere' and the use (I thought, of rate payers money), the council did correct me about where the money would be coming from.</p> <p>I can understand the logic for the other 2 proposed bridges, there seems to be quite a distance between bridges in that area but the Avondale bridge makes no sense. I can't measure it but I should think the distance between the Bassett Street bridge and Anzac Drive bridge would be approx 1 km.</p> <p>If the council was realistic abut the general population they would acknowledge that 70 -80% of people taking themselves or their children to Donnell Sports Park on New Brighton Road would drive their cars. As much as the council would like people to be more active on bikes and their feet, it won't happen because most people are rushing around with busy lives.</p> <p>If you want to spend money in this area then the council should maybe think about extending the river tow path towards New Brighton.</p> <p>Thank you for the opportunity to submit my feed back</p>	June	Barns
<p>I think it's great that you're building these bridges, I live close to where the medway Bridge is being replaced, my family and myself are in the green spine very regularly, gardening, running, walking, riding, kayaking. It's a beautiful environment, a nature fix in the city I call it. My concern is the colour of the medway and snell bridges, I understand that you need to make them wide and sturdy for health and safety reasons but I think the colour could fit in more with the surroundings, the Avondale colour would suit better at all 3, the brown colour is more suited to the environment. I understand that you want white to blend in with the sky, but v rarely do you look at the bridge with the sky as the back drop.</p> <p>Thanks for reading</p>	John	Cleminson
<p>Foot and cycle bridges are great. They people using them need to be given priority at either end though rather than be interrupted by roads.</p> <p>Pedestrians should have priority across any roads at the end of bridges.</p>	Mark	Penrice

<p>This is wonderful news and my family strongly support the re-installation of the bridges in the following priority order: Top (1st priority) = Medway; 2nd = Avondale; Third = Snells. The reason for Snells being the lowest priority is that it is fairly close to Gayhurst Road. But all the bridges are needed. These bridges will allow for a huge increase in the use of the Otakaro Avon River walks as they will not only provide for access to multiple areas of the Red Zone but they will allow much greater flexibility in walking loops along the river (as is currently done along the Heathcote River thanks to the bridges there).</p>	Clive	Howard-Williams
<p>I would like to say that I fully support the idea of new pedestrian bridges along the Avon!</p> <p>My main feedback would be that these bridges are ugly and I would like to see additional amenity being provided</p> <p>Having worked as a landscape architect in Australia and in New Zealand I cannot stress enough the importance of simple design when trying to elevate the experience of a natural environment . This landscape is beautiful in its own right, any bridges built should not dominate the view. In my mind white is not a good choice of colour for MANY reasons. I generally support dark colours and earthy tones that will fit with the landscape.</p> <p>I also don't see it necessary to have 3 visually different bridges. I imagine there may be some cost saving to be made with one bridge design that is compatible with all 3 and future locations.</p> <p>I would also like to question the tubular structure of the bridges. It seems clunky. Perhaps something more square would be more modern and timeless.</p> <p>Also having lived along the Heathcote river for a portion of my life I know how important it is for bridges to also act as a meeting place and so the area outside the bridge should be given equal consideration as the bridge itself. I encourage you to visit Johnson Bridge on Clarendon Terrace which was my local. Although the bridge is narrow and rundown it does have heavily used seating on both sides and a piers to access the water. Also take note very simple bridge design. I remember seeing people swim here 5 years ago!</p> <p>I have attached some images of more simple bridges.</p>	Abdallah	Richards
<p>Avondale Bridge - It will be fantastic to see progress in this earthquake decimated, neglected looking area. The Avon River can be a great resource for Christchurch if we invest in it and look after it. Making the area more user friendly with the installation of foot bridges is a great start and will help bring some pride back to the area</p>	Garry	Thompson
<p>I'd just like to mention that in another Council I was part of - Waitakere- which is now part of Auckland Council many of the recent constructions such as bridges and structures in the landscape that were built for community purposes and often had an artist involved in the planning stage. The final result often incorporated local art, local history or referenced local ecology in visual parts or the design of the structure.</p> <p>These bridge designs proposed here for the Ōtākaro Avon River Corridor look like they solve an engineering problem but I would like to think there was a reference something that makes it particularly "of New Zealand" and represents the local vernacular architecture / design / culture of an alpine or coastal region of the South Island as well as the local iwi. Perhaps there is more to the story than just these low resolution images with out any detail on how the finished design. I would like to know was this design chosen and why? Did the original brief for the design actually include any reference to the structure to be sympathetic or relate to the landscape, culture or ecology in any way ? Just curious, but quality design solutions can be all things, and so let's try to be sympathetic to the local vernacular and environment using colours and materials, and also with a commitment to energy efficient and using local products /materials if possible. Can we embed interpretations of the site's rich history into the design – including any significant archaeological items recovered nearby?. There is more to this story - only the minimal has been achieved here, by just showing a few photos with a brief description on the engineering problem solved.</p>	Julia	Moore
<p>Yes the foot bridges should go ahead BUT the cycle track should be delayed due to Covid. Footpaths and roads in the Suburbs need to be prioritized ie Gainsborough, Marion Samuel and Copenhagen Place are all dangerous for walking. Tripping, slipping and falling into holes. Cycle tracks should be delayed while our infrastructure gets done.</p>	Dawn	Martin
<p>I am a little concerned these all seem to be identical? I feel this expenditure is potentially an opportunity for some design which ensures these bridges are reflective of or sit in the different environments around them and that's probably not happening if they are all identical. Also if there is to be iwi input (which is good) it probably shouldn't be a pin the tail on the donkey approach, but collaborative input from the get go to ensure a culturally rich outcome. If that was the case here it would likely show through via alternative forms in the base designs subtly embedding important narrative. I don't want to be harsh and these are not easy times but this is an opportunity for these areas to have something special and new and I feel like there needs to be a bit more thought into design here - it doesn't have to result in big expensive vanity projects. But it would be nice to see something better than this, which appears a little cookie cutter at the moment.</p>	Meg	Thomas
<p>Love the idea of medway bridge as I bike along the cycleway a lot</p>	Steve	Clingin
<p>I support the building of these 3 footbridges. It will offer myself and my children a lot more flexibility when walking and biking around the Avon River area.</p>	Steph	Haskell

The right angles at the bridge ends are difficult to navigate; these could be curves simply by repurposing a bit of the wide carriageways. Refer to Austroads Guide to Road Design Part 6A for curve radii. The bridge railings unnecessarily constrain the available width. Refer attached photos of best practice. The entrance to the bridges should have splayed railings for safety, and the bridges should have soft lighting (example of how NOT to do it is the pedestrian bridge over the Heathcote near Princess Margaret Hospital - where the lighting is so bright it might as well be a prison yard or stadium).	John	Lieswyn
Replace 2 bridges. Postpone the new bridge until we can afford it without increasing rates or borrowing money.	Steve	Holland
It will be fantastic to see progress in this earthquake decimated, neglected looking area. The Avon River can be a great resource for Christchurch if we invest in it and look after it. Making the area more user friendly with the installation of foot bridges is a great start and will help bring some pride back to the area	Deirdre	Thompson
The look nice & simple. Would be nice if they were more different to each other, but failing that, simple is OK.	Rachel	Pettigrew
These bridges need to be put on hold for the time being in a time like this it's absolute madness to be even thinking about building these when the roads in the east Havnt even been completed and the southshore residents are at risk and Havnt had that risk taken away. PUT THESE PROJECTS ON HOLD.	Ajay	Olliver
I believe the new Avondale foot bridge will be a fantastic asset /opportunity that provides a connection to parks , the new high schools and future wetland restoration areas. We live very close by and it was evident over the lock down period , how may people used the walk way and bike paths (temporary at this stage) but nonetheless proved very popular as will the footbridge. Please do not let the naysayers put you off - by their ignorant comments. Great Job lets get it done !!!	Garry	Thompson
Great to see development along the Avon River to make it more pedestrian-friendly. I support the construction of these bridges.	Alex	Carding
All new pedestrian/cycle bridges are welcome. I wonder why there is a fence on the opposite side of the path from the Medway bridge. People will be slowing down to go on/off the bridge and the fence creates a pinch point that would be less of an issue if people could spread out more onto the grass as needed. I also hope you will include good signage so people travelling along the river path can navigate around more easily.	Catherine	Kilgour
I fully support the installation of footbridges across the Ōtākaro Avon River Regeneration Area. It will mean better community connectivity and hopefully will excite people to explore their back yard. I hope there will also be access for bikes? This is a great. I hope to see this green spine completed quickly. It will be wonderful for everyone and will be a massive bonus for our native flora and fauna. In the future I hope to see a green spine for the Heathcote (my local river). Keep up the good work!	Andy	Richards
Its great to see these pedestrian/cycle bridges being given priority for development to enable flow across the river to enable access from the northern side of the river to the new proposed cycle way to the city. The next thing to consider will be how the roads on the northern side link to these bridges to enable cyclists to get there. At the moment there is always a lot of traffic coming down New Brighton Rd and Lake Tce Rd via Burwood Rd. This intersection is very tight up against the river which presents risk for cyclists want to access the cycle way into town. Given the position of the bridges there would need to be improved cycle ways on the northern side from the New Brighton Rd and Lake Tce Rd intersection to improve safety to gain access to the bridge to cross the river to get into town along the new cycle way.	Daria	Martin
I previously lived closer to the red zone (Richmond) but still often spend time there walking my dog. I LOVE the idea of these bridges. It will make the red zone more easily accessible. So many times I have been walking in the Avon side red zone and thought how inconvenient it is that then bridge was not replaced. I look forward to seeing these soon!	Emily	Smith

I love the idea of foot bridges, but I cannot for the life of me see the sense in the Avondale one. The East has been incredibly neglected since the quakes, and it is lovely that we might get a new bridge. But the location of the proposed bridge is ridiculous, it joins two areas that have very low population, and they are on no actual route ... I just don't get it, it's (once again) the Emperors New Clothes. Come on CCC give us a bridge, but one that crosses the river in a place where people are ACTUALLY en route to SOMEWHERE!!	Kim	Button
I feel as a cyclist and runner/walker , around this area , this footbridge can wait. We already have 2 bridges we use easily to cross the river- the extra cost could be put towards more important community projects. It will be a waste of money in this present economic climate to build this footbridge.	janetta	stead
The proposed bridge looks amazing and will be an amazing addition to the red zone after many years of being a blank canvas. The completion will exceed the aesthetic of the previous bridge and will attract new residents to the area. I am a massive fan.	Robert	Curry
Hi there I am commenting on the Medway St Bridge as it holds much of my history. My brother Stephen Green is noted in the memorial panel beside the bridge gap as having drowned there in 1956. I'm wondering why this would be a white bridge I'm not sure who is looking at the white?? sky as they walk across it. I had always hoped the new bridge would be green to blend with the surrounding vegetation. I do think it will always be referred to as a white elephant if you decide to commit to white. How about a multi coloured bridge like the surrounding community. I believe that to be more relevant in this current climate of innovative thinking. I am pleased to see it is wide enough for bikes and pedestrians as many people enjoy this neighbourhood. Thanks for the opportunity to have a say.	Carol	Penfold
I believe the Medway and Snelling footbridges need to be reinstated. I don't believe there is a need for the Avondale Bridge when the roads in the east are still a mess. I realise the funding may have been already allocated, however, I think now is a time for prudent spending rather than spending because it's already been approved. How about replacing the Pages Rd bridge? What about making the ANZAC bridge wider to accommodate a pedestrian and cycle way?	Shireen	Spaull
Really happy to see the Medway street bridge being replaced. Love more easy access to red zone	Karissa	Hyde
I really like the form of the bridges and the colour of the 1st bridge with the planting around it. They serve the purpose, link to each other and are an eye catching but simply classic design	Kareena	Olsen
The Avondale bridge looks grounded. The Snell bridge looks elegant with its arches. The Medway bridge looks like a blank slate in need of embellishment (with something blank I'm sure taggers will oblige unfortunately). Not to mention too much of the triangular trusses on both top and sides. Might make it stronger but certainly not pretty, needs some thing to break up or add detail or infill slightly the strident regular triangulation. Or change up the pattern of triangulation. The Avondale at least had parallel horizontal cross beams over the top of the bridge to break up the triangulation of the bridge sides. I'm glad all bridges have curved sides. I think design winner is the Snell bridge with its arches and calm verticals. And the loser in design is the Medway bridge (which I unfortunately live closest to so big thumbs down for that).	Lauri Lee	Shore
I like the design of the bridges. I like the position of the Medway and Snell bridges I do not see the need for the Avondale bridge as there are 2 nearby road bridges	Alister	Bennett
Footbridges look great! They will be a real asset to the area when combined with walkways and removing roading etc. I love to cycle through the area and would love to have some bridges to cross the river to take in the incredible views. The designs are a balance between practical and nice-looking. As much native planting as possible would be my recommendation - and when looking at the vision for the green spine it is very apparent that this will be the case.	Matthew	Vannoort
Boring shocking same old stuff	Solvejg	Ruarus
Please install all 3. Sooner, the better. I lived within walking and running distance of the Medway and Snell bridges for 14 years until the earthquakes ended the bridges and my house. I used them nearly every day of the week as did dozens of other "regulars" who lived on both sides of the river. Of course, there were countless others that used them periodically. There is not a better low cost, common sense approach to help regenerate this wonderful area of the city than replacing the bridges and adding the one to the sports park. Please do!	Dave	Evans

Although I am sure they are a fit for purpose, the bridges are pretty boring. I don't see anything exception in their design. In the early days of regeneration talk in Christchurch there were some fantastic talks about interesting architecture to really make the city stand out - something that people might love or hate, but either way make them feel something! These bridges don't make me feel anything - they're 'meh'. It seems like the sparks of brilliance have been lost in the bureaucracy of the rebuild. Can we have a bridge that makes people go 'wow'? One that people will stop and look at, want to spend time on, make people want to linger AS WELL as being functional? I would love to see a bridge that made me stop and think 'I've never seen a bridge like that before in my life!' It doesn't have to be with every bridge, but one or two standouts. A landmark. Be bold - go out there!!	Sally	Wren
a bridge is not going to fix the centre of new brighton that is tacky, a health and safety concern especially when over hang linings are falling down and being held up by tiny pieces of wood, asbestos could be in those linings which is a concern for the public but council seems to wipe their hands clean of it. stop these tacky morals being put up very unclassy, new brighton could be the next new regent street in design.	Jess	evans
Please consider embodied energy , locally grown resources and local industry and carbon storage in materials selection. Timber trusses have much lower embodied energy in extraction of resource and manufacture than steel trusses. Christchurch has excellent timber design and fabrication services in the city and locally grown trees. Please ensure timber instead of steel trusses in these designs for a 'wood first' low-carbon approach we can all be proud of!	Karen	Bayne
It would be great to incorporate some timber into the design even better if there was some old totara or rimu boards that could be used instead of concrete. As originally milled through the area would be some native species of interest to look into weather they become trellis effects of the idea of living bridges could be adapted and trained to it.	Tyler	Ashcroft
I think they are a sympathetic and aesthetic design, I look forward to using them!	Sam	Harrison



Generation Zero

Generation Zero actively supports the investment into new footbridges across the Ōtākaro Avon River Corridor. We urge the council to commit to and strengthen this project for the following reasons:

- Christchurch will reach its goal of having net zero greenhouse emissions by 2045 more easily, due to more people cycling and walking rather than driving.
- Communities will be reconnected to each other and the river, promoting better mental and physical health outcomes from increased recreation.

To the Councillors,

The Avondale, Medway and Snell bridges will provide a critical link for both cyclists and pedestrians around this significant area of regeneration. At Generation Zero, we advocate for the transition of New Zealand to a zero-carbon future at a local and national level. Therefore, we are pleased to see this small but impactful initiative to help reconstruct these communities, which were severed by the earthquakes, in a sustainable climate-friendly manner. By encouraging more walking and cycling, rather than increased car use, Generation Zero trusts that the Christchurch City Council sees the merits of active travel modes and their contribution to a lower carbon transport network. Initiatives such as these help the Christchurch community to tackle climate change collectively.

To assure that both cyclist and pedestrian safety is maintained, we suggest there should be markings on the footbridge decks, such as pedestrian and cycle symbols, to remind users that it is a shared zone. This will encourage greater positive interactions between both modes.

The connection of the bridges to the local street network is something which must be carefully considered. For the community to make the most of this infrastructure, measures should be considered to make connecting streets more cycle and pedestrian friendly. Reducing speed limits on quieter streets and painting cycle chevrons would be a cost-effective short term solution. The bridges could also

become focal points of local cycle networks linking key local destinations, such as schools and local shopping centres. Connections to the wider Christchurch cycle network is also crucial to the maximised use of the bridges. Therefore, it would be of value to consider the advancement of the Avon Ōtākaro cycle route, so as to attract cyclists from the Central City and New Brighton to this area.

Generation Zero is pleased to see the continuing work to construct quality active transport facilities and appealing green public spaces in Christchurch. This must continue. Increasing the attractiveness and accessibility of active transport modes ensures we're on the way to a greener, zero carbon future.

Ngā Mihi,

Generation Zero.

About Generation Zero

Generation Zero is a nationwide, volunteer, youth-led organisation formed in 2011 to progress New Zealand toward a zero carbon future. www.generationzero.org.nz

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