

FEEDBACK ON PEDESTRIAN / CYCLE BRIDGES IN THE ŌTĀKARO AVON RIVER CORRIDOR

Engagement on the bridges was open from 2 June – 29 June 2020.

During that time, we received 91 pieces of feedback. This included feedback from the following groups and organisations:

- The Dallington Residents Association
- Avondale Neighbours Group
- Rise Up Richmond
- Greening the Red Zone
- Avebury House
- Richmond Community Garden Trust
- Generation Zero
- Canterbury DHB

More than half of the feedback received (56 comments / 62% of feedback received) was, at least in part, positive about the bridges (noting that not all feedback received indicated either positive or negative sentiment). People were particularly positive about the bridges being reinstated, and the opportunities this would bring.

However, some submitters were less positive about some aspects of the bridges' designs. Specifically, people mentioned:

- A dislike of the colour white (because it doesn't blend into the environment).
- Concerns around perceived lack of cultural identity.
- Concerns around lack of community involvement in the designs to date, and the absence of any local 'flavour' (eg Medway's twisted bridge).

People were particularly disappointed in the design of Medway Bridge, which was described as 'very plain', a 'blank slate' and 'the least designed out of the 3'.

We also received comments from people who felt that building bridges was not a priority at this time (11 comments / 12% of feedback received), with the Avondale Bridge specifically highlighted by six people as being unnecessary. On this point it's worth mentioning that these bridges are funded by money from the Canterbury Earthquake Appeals Trust and are therefore not a cost to ratepayers.

An update on progress, and changes made to bridge designs as a result of feedback

We've been working with Matapopore on how we should incorporate Ngāi Tahu and mana whenua identity into the bridges and Dallington landing, and they are providing us with guidance on embedding cultural values and narrative.

Some people asked about how the bridges will be lit. We're still confirming what lighting will be required where, but if it is required, it's likely to be integrated into the bridge handrails. We're also still

determining exactly what wayfinding signage will be required, but we do know that there will definitely be signage to help people navigate their way around the corridor.

Snell Place Bridge

We've had to move the Snell Place Bridge approximately 40 metres so it doesn't interfere with high voltage underground power lines. This new location actually helps to improve the bridge's accessibility as we can now have a more gently sloping ramp (1:33 rather than 1:12). There will still need to be handrails at the top of the ramps for safety, as the ramps are 2.1m high at their highest point. This also helps make for a safer transition between the Dallington side, which is quieter, and the busy Avonside Road side.

The colour of the Snell Place Bridge is now proposed to be green, which aligns with the design advice we've received from Matapopore, and the arches are now proposed to be made of wood rather than steel.

Some people asked if we could make the bridges entirely from timber, as a low carbon approach. Staff looked into this, but timber only has a 50 year design life, and isn't economical for bridges of more than 15 metres in length (Snell Place has a span of 30 metres, and Medway and Avondale are both 40 metres). Timber bridges also require more maintenance and that can create an ecological risk.

Medway Bridge

The colour of the Medway bridge is now proposed to be a greyish brown, which aligns with the design advice we've received from Matapopore.

We received feedback asking why the right angles at the entrance to the bridge were necessary, when curves would be easier to navigate.

The Medway Bridge needs the balustrade at both ends because of the height difference between the bridge and the land. Having a more curved entrance was considered, but the height difference and the additional land that would be required to create the necessary slope for the curve meant that this option wasn't progressed.

The right angles also help slow people down as they enter and exit the bridge, which makes it safer for all users.

Some people asked whether a reference to the old, twisted Medway Bridge could be included in the new bridge. We looked at how this could be done but, in the end, determined that this reference was best achieved in the existing tribute to the old bridge on Avonside Drive.

Avondale Bridge

The Avondale Bridge will provide a new connection to land proposed for wetland regeneration. At both ends we now have a wooden ramp, as part of the bridge's design to withstand future flooding.

Given the nature of this land, and how climate change might impact on river levels in the future, all the bridges and their entry points, have been designed to handle very heavy rain and flooding, and the

impacts of future sea level rise. We've also been careful to design structures that span the whole river and have foundations that sit close to the stopbanks to keep additional flooding risk to a minimum.

The stopbanks in the Avondale Bridge area are quite high - 2.4 metres higher than the road. In order to connect the bridge to the road with a slope that's accessible (1:33 gradient) we need to spread the ramps out onto the road. As a consequence, we're going to be cul-de-sacing Hulverston Drive just before Briarmont Street, and closing Briamont Street at the river end.