



*Ashburton Second Urban Bridge and Associated  
New Road*

# **Consultation Summary Report**

**Ashburton District Council**



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# Consultation Summary Report

**Ashburton District Council**

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# 1 Introduction

This Consultation Summary Report summarises and reports on the consultation that has been undertaken throughout the Ashburton Second Urban Bridge (ASUB) project.

The consultation undertaken during each phase of the ASUB project is summarised below:

(i) Issues and Options Report Phase:

- a. Consultation with key stakeholders (NZ Transport Agency, ONTRACK (now KiwiRail), Environment Canterbury (ECan), NZ Road Transport Association, Te Runanga o Arowhenua, and Grow Mid Canterbury (formerly Enterprise Ashburton), ECan River Engineers)
- b. Community Consultation following Council's stated preferred route option arising from the draft Issues and Options Report

(ii) Additional Technical Investigations Phase 2010-2012:

- a. Interviews with stakeholders, community members and businesses as part of inputs into a Social Impact Assessment
- b. Formation of a Community Reference Group
- c. Community Consultation on the outcomes from the Additional Technical Investigations Report

(iii) Landowner consultation 2012-2013:

- a. To meet individually and work with the directly affected and potentially affected landowners following identification of the preferred route option.

(iv) Te Runanga o Arowhenua (2009-2013)

(v) NZ Transport Agency

The following general consultation tools and techniques were used throughout the various phases of the ASUB project:

- Project newsletters
- ADC website – updated as necessary
- Media releases
- Community open days
- Community Reference Group
- Public meeting
- Landowners only invited meeting

- Face-to-face meetings – arranged as required and / or as requested

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## 2 Ashburton Second Bridge Issues and Options Report Phase

### 2.1 Background

The Issues and Options Report identified a number of issues regarding the existing Ashburton River Bridge, including:

- Likelihood that the projected future traffic volumes will exceed the bridge's capacity
- The majority of traffic on the existing bridge is local traffic travelling between Ashburton and Tinwald
- Crashes at intersections with SH1 through Ashburton
- The lack of viable alternative routes for this nationally strategic route, should the bridge be closed due to natural events or accidents or other incidents on the bridge
- Vulnerability of the existing structure to natural events.

A second bridge across the Ashburton River, connecting the communities of Ashburton and Tinwald would address these issues.

A wide range of options for a second bridge crossing were assessed against an extensive list of criteria. Two options were identified as most effectively meeting the criteria and addressing the identified issues (above). These two options were:

- Option D – Chalmers Avenue to east of Tinwald
- Option D-E – Chalmers Avenue to Grove Street.

The Issues and Options Report recommended that further investigations be undertaken on Options D and D-E to identify the preferred option.

On 25<sup>th</sup> February 2010, Council resolved the following:

1. *That Council approves Option D-E – Chalmers Avenue to Grove Street as the preferred option for a second bridge across the Ashburton River for Stage 2 investigation and consultation with a view to identifying a site and land designation for a second bridge across the Ashburton River; and*
2. *That Council approves Option D as its second option, also to be part of the Stage 2 investigation and consultation*

Following Council's resolution, a formal public consultation process was undertaken.

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## 2.2 Stakeholder Consultation

As part of initial investigations undertaken for the Issues and Options Report, consultation was undertaken with six key stakeholders, as identified during an initial project briefing and scoping workshop. The six key parties were:

- NZ Transport Agency
- ONTRACK (now KiwiRail)
- Environment Canterbury
- NZ Road Transport Association
- Te Runanga o Arowhenua
- Grow Mid-Canterbury (formerly Enterprise Ashburton)

The purpose of consultation with these parties was to introduce the project and to discuss, at a broad level, the range of options being considered. Potential issues that might preclude certain options were discussed. Preferences for certain options were also discussed and recorded as meeting minutes.

The route options that were identified during the Issues and Options Report phase, and which were discussed with the key stakeholders, are shown in Appendix One of this Consultation Summary Report.

In general, the following key comments can be made in relation to the project:

- There is little support for a by-pass of Ashburton. This effectively eliminates (from a consultation point of view) Options “K”, “J”, and “A”. This may also eliminate Options “B” and “I” given these two options are located right at the extreme eastern and western outskirts of Ashburton respectively
- There was almost total support for the State highway to remain in its current location. This effectively means that a second bridge would be for the purposes of local traffic
- There was almost total support for a second bridge option to be to the east of the existing State highway

General consultation responses from each party are summarised below:

### 2.2.1 NZ Transport Agency

The NZ Transport Agency (NZTA) considered Option “H” was probably not practical due to the need to cross the railway, and the issues associated with railway crossings, in Tinwald.

NZTA also had concerns that Option “G” would force them into four-laning the State highway through Ashburton and Tinwald, when there are other options that preclude this from having to happen (i.e., an alternative bridge location for local traffic).

NZTA consider Options “D”, “E” and “F” are good options, with the suggestion being made to combine Options “E” and “D” so as to make best use of existing infrastructure.

With regards to getting traffic back onto the State highway from a second bridge crossing, NZTA considered that because local traffic on the existing bridge outweighs the State highway traffic, any initiative that takes traffic off the State highway is of benefit to NZTA. Therefore, accesses back onto the State highway need to be considered by NZTA.

### **2.2.2 ONTRACK**

ONTRACK noted their rail bridge piers have limited founding and do not want their bridge undercut by activities in the bed of the river. ONTRACK has a particular concern with gravel extraction upstream at Blands Reach. If ADC can work around these issues, then ONTRACK would be comfortable with a second bridge crossing.

With regards to Option “H”, ONTRACK queried the level crossing that would be required at Melcombe Street. ONTRACK would want to ensure there was no increase in the number of level crossings in this area, and would possibly want to look at reducing the number of level crossings.

Damage to the tracks due to heavy vehicles, and the clearance required to allow vehicles to stop (e.g., at intersections) clear of the railway line would also be an issue for ONTRACK at any level crossing.

### **2.2.3 Environment Canterbury**

#### **2.2.3.1 Transport Planning**

Environment Canterbury (ECan) transport planners felt that Traffic Demand Measures would work effectively in Ashburton. There was a need for walking and cycling initiatives within the township. Upgrading walking and cycling options on the existing bridge may be enough to encourage more people to walk or cycle.

They also considered the “outer” options would not be as attractive as any of the options closer in towards the town centre. The options to the east of the bridge would probably be more preferred due to proximity to population centre.

If there is to be a second bridge, consideration needs to be given to the option that reinforces current trip-making patterns rather than an option that would create new traffic problems elsewhere within Ashburton.

ADC needs to consider other options that reduce the need for a second bridge.

#### **2.2.3.2 River Engineering**

Discussions were held with Environment Canterbury river engineers in relation to the placement of a second road bridge across the Ashburton River regardless of which route option becomes the preferred option.

It was noted in the discussions that the construction of a bridge across a river has the potential to change the hydraulic nature of a river. Bridge abutments could ‘narrow up’ and create a constriction of the riverbed, thereby reducing the capacity of the entire riverbed to convey flood

flows. Likewise, the height of a bridge above the riverbed can potentially reduce the conveyance capacity of a river.

The design of the bridge in relation to its height above the riverbed and stopbanks is a factor for the bridge in any location and one which can be provided for during the detailed design and resource consenting process.

#### **2.2.4 NZ Road Transport Association**

NZ Road Transport Association (NZRTA) stated they do not have an issue with a second bridge crossing. Their specific issue is with where the bridge will be and what impact that will have on heavy transport. Access back onto the State highway, maintaining east / west traffic and not lengthening the distance travelled for transport operators are important considerations.

NZRTA would prefer an option around the existing bridge. By-passes are really only for through traffic which effectively limits Options “K”, “J”, “A”, “B” and “C”.

Options “E”, “F”, and “G” are the most likely options for NZRTA.

#### **2.2.5 Te Runanga o Arowhenua**

Te Runanga o Arowhenua stated they cannot say whether there are any specific “no-go” areas that might influence where a second bridge crossing might go.

ADC needs to advise Te Runanga o Arowhenua what the preferred route is and the reasons for that route. It was understood that a cultural impact assessment (CIA) would likely need to be undertaken but that Te Runanga o Arowhenua would advise of the need for one once the preferred route was identified. As the project progressed towards a preferred route, subsequent meetings sought to clarify whether a CIA was required. The need for one was confirmed in August 2013 at which point ADC commissioned Te Runanga o Arowhenua to undertake a CIA.

Any accidental discoveries during construction would determine the significance of the particular site. Accidental discovery protocols will need to be in place.

#### **2.2.6 Grow Mid-Canterbury**

Grow Mid-Canterbury stated they are not in favour of a by-pass for heavy traffic. They also do not see any merit in options west of the State highway, as these do not resolve any of the transport issues east of the State highway.

Grow Mid-Canterbury considers a combined option “D/E”, as identified by NZTA, has merit as does Option “F”. They also consider Option “G” needs to be further considered, although it is recognised this option may have potential negative impacts.

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## **2.3 Community Consultation**

### **2.3.1 Summary of Community Consultation Process**

#### **2.3.1.1 Directly Affected Parties**

Council's resolution to proceed with the two preferred route options was held "in committee" until the "directly affected" property owners were contacted and individual meetings were held. The directly affected property owners were those people whose land might have been required for the project. This was done to ensure these property owners were advised of the project prior to it being made public.

#### **2.3.1.2 Mailed Letters**

The community consultation process commenced with letters being mailed to the following:

- Residents within a specific area of Grove Street advising them of Council's resolution that Option D-E was currently the preferred option, with Option D being the "fall-back" option
- Landowners between Carters Terrace and Grahams Road advising them of Council's resolution that Option D-E was currently the preferred option, with Option D being the "fall-back" option
- Residents along Chalmers Avenue advising them of Council's resolution
- Landowners in and around the possible bridge locations as shown for the remaining options, to advise them of Council's resolution.

#### **2.3.1.3 Public Meeting**

A public meeting was held on Tuesday 6th April 2010. An information package containing details of the project, the criteria used to assess each option and a feedback form was available at the public meeting. It is estimated that approximately 300 people attended the public meeting.

#### **2.3.1.4 Community Open Days**

Community Open Days were held on 15-17th April 2010 at the following venues and times:

- Thursday 15th April: Masonic Centre, Havelock Street: 2.00pm – 5.00pm and 6.30pm – 8.30pm
- Friday 16th April: Tinwald Memorial Hall, Graham Street: 2.00pm – 5.00pm and 6.30pm – 8.30pm
- Saturday 17th April: Masonic Centre, Havelock Street: 10.00am – 12.00pm and 1.30pm – 3.30pm

The Open Days were run as an informal opportunity for respondents to view plans and drawings and to talk to both the Council and technical experts. Displays consisted of the following:

- Display of all options considered (Options A-K)

- 
- Cross sections of indicative layouts for Grove Street
  - Tinwald traffic count information
  - Project process diagram

The feedback response form was available at the Open Days and participants were encouraged to fill out the form, either at the open day or take it with them and to send it into the Council.

In addition to the feedback form, a “comments wall” was available at the Open Days for participants to record comments on a piece of paper and place it onto the wall. Using this technique, all participants are able to see what sort of comments other people are making (both positive and negative). Many participants took the opportunity to post comments on the comments wall.

### **2.3.1.5 Summary of Feedback and Findings**

There were 185 entries on the Community Open Day register, with 208 people named on the register.

70 feedback forms were received. 31 submissions to the Ashburton District Council Annual Plan process also mentioned the second bridge. 24 of the submitters to the Annual Plan were additional to the feedback forms that were received. In total 94 written submissions on the project were received.

Collation and analysis of the feedback received from both the Community Open Days and written feedback highlighted support and opposition for a number of options as well as concerns about the effects of the preferred option on the community.

A summary of the issues raised during the community consultation process following the Issues and Options Report and Council’s Resolution included:

- Effects on residents of Grove Street including:
  - Increase in traffic down residential street(s)
  - Heavy vehicles using bridge/route
  - Disturbance to residents
  - Noise
  - Increase in accidents (including children)
  - Effects on retirement home
  - Pollution
  - Reduction in property value
- Exit strategy onto State Highway?

- Consider options around the existing State highway / Melcombe Street
- Consider the need for a bypass rather than a local bridge
- The effect of increased traffic on the Tinwald School
- The need for a second bridge?
- Clarify the local traffic issue
- Can traffic lights be put in first?
- The need to think long term and have the best solution for the future
- Funding options from NZTA

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## 3 Additional Technical Investigations Phase (2010 – 2012)

### 3.1 Background

As a direct result of the receipt of community feedback on the two route options identified in the Issues and Options Report 2010 (see Section 2 above), Council identified the need for additional technical investigation work to be undertaken to reconsider some of the alternative route options. Following the completion of these additional technical investigations, a further community consultation process was to be undertaken with the Ashburton community.

The following additional investigations were identified:

- Social impact assessment
- Investigation of impacts on Tinwald School
- Liaise with Tinwald School to carry out a vehicle and pedestrian survey in school vicinity
- Chalmers Avenue to Grove Street option (Option D-E)
  - Undertake further detailed investigation work including traffic dispersion, local road/state highway interface, desktop geotechnical investigations, potential impacts on buried services, and pedestrian and cycling linkages
- Chalmers Avenue to east of Tinwald option (Option D)
  - Undertake further detailed investigation work including traffic dispersion, local road/state highway interface, desktop geotechnical and noise investigations and cost estimates
- Melcombe Street options (Option H1)
  - Undertake further detailed investigation work including suitable rail crossing location for SH1, desktop geotechnical investigations and cost estimates
- Bypass Option (East of Tinwald)
  - Undertake further detailed investigation including possible typical bypass option, traffic dispersion, local road/state highway interface and cost estimates
- New Zealand Transport Agency (NZTA)
  - Commence the establishment of a long term relationship/partnership with respect to this project
  - Ensure the state highway operators perspective and position is established and communicated with respect to the project
  - If possible and appropriate, establish a role for the NZTA within project phases

- Commence the establishment of State Highway 1 “betterment” process to support the above
- Transportation Study
  - Bring into the bridge project the projects identified in the Transportation study to ensure appropriate integration. These projects and their implementation will also impact on traffic dispersal and the interface of local roads with the state highway

### **3.1.1 Route Options Considered**

The main purpose of the additional technical investigations was to re-examine the following nine route options:

1. Outer Bypass (Fairton to Winslow)
2. Inner Bypass (Seafield Road to Laings Road)
3. Chalmers Avenue to East of Tinwald – Rural
4. Chalmers Avenue to East of Tinwald – Urban
5. Chalmers Avenue to Grove street
6. West Street to Melcombe Street (rail level crossing connection to SH1 south of Tinwald)
7. West Street to Melcombe Street (rail overpass connection to SH1 south of Tinwald)
8. Four-laning of SH1
9. Tinwald Traffic Signals

The option of four-laning SH1 was added at the suggestion of the Community Reference Group. In addition, and for reasons of completeness, Council also asked for an assessment to be included for traffic signals in Tinwald. This is a short term option which may be pursued in parallel with the second bridge project.

### **3.1.2 Social Impact Assessment**

As part of the Social Impact Assessment work commenced by Taylor Baines and Associates, interviews were conducted with businesses, organisations and individuals within the Ashburton and Tinwald communities. The outcomes from this work are reported on in the Social Impact Assessment that forms part of the Notice of Requirement application.

## **3.2 Community Consultation Process 2010-2012**

Running in parallel with the additional technical investigations was a community consultation process that consisted of the following:

- A Community Reference Group
- Project newsletters

- Community Open Days

The purpose of this consultation process was to work with the community as the additional technical investigations were being undertaken, and to feed information back to the community on how those investigations would determine the suitability of each of the routes.

The community consultation process was intended to run during the latter part of 2010, and finish with community open days in early 2011. The additional technical investigations had effectively been completed and the Community Reference Group were set to hold their last meeting prior to Council meeting to consider the results of the additional investigations. However, events were overtaken by the Christchurch earthquakes and the remainder of the community consultation process effectively stalled for over 12 months before resuming with the final CRG meeting and community open days in 2012.

### 3.2.1 Community Reference Group

One of the key consultation tools used during the additional technical investigations phase was to establish a Community Reference Group (CRG) in July 2010. The CRG ran concurrently with the additional technical investigation work to provide input from a community perspective.

The Terms of Reference for the CRG agreed to by Council were as follows:

*Purpose of the Community Reference Group:*

*To act as a sounding board for advice from the Tinwald and Ashburton community to the consultants carrying out additional assessment work on the 2nd bridge options, with particular attention to the scope of the assessment and the methods of consultation.*

*Functions of the Community Reference Group:*

*The proposed Community Reference Group for the remainder of the 2nd bridge project would meet with the Social Assessment consultants (Taylor Baines & Associates) and the technical consultants (OPUS) periodically, and would have the following functions -*

- *to exchange and discuss information relevant to the further assessment work that has been commissioned by the Council (e.g. scope of further assessment work; timing of further assessment work; information requirements for further assessment work; etc.);*
- *to represent community interests (rather than personal interests) when expressing views about community issues and concerns associated with the options being assessed;*
- *to provide advice to the consultants on matters related to community engagement (e.g. approaches to consultation; timing and methods of consultation; stakeholders and interested parties who might be consulted, etc.);*
- *to review and provide feedback to the consultants on the findings of further assessment work.*

*The Community Reference Group does NOT have the following functions -*

- *to be advocates for or against a particular 2nd bridge option;*
- *to make final decisions on the consultants' work programme.*

*It is expected that the Community Reference Group meetings will be facilitated by Taylor Baines personnel.*

*It should also be noted that membership of the Community Reference Group would not preclude individuals from making personal submissions on a final proposal.*

Membership of the CRG was drawn from a variety of perspectives from throughout the Ashburton / Tinwald communities, and ultimately comprised of representatives of the following groups:

- A resident of Lake Hood / chair of Tinwald School PTA
- A resident of Melcombe Street
- 2 residents of Grove Street (1 x southern end, 1 x northern end)
- Federated Farmers (local representative)
- Scouts (representative)
- A resident of Chalmers Avenue
- Head Boy, Ashburton College
- Ashburton Business Association (representative)
- Road Transport NZ (local representative)

The CRG meetings were facilitated by Taylor Baines & Associates, with input on the additional technical investigations being provided by Opus International Consultants. The ADC Environmental Services Manager also attended the CRG meetings as an observer and to answer questions of clarification, as required, about the statutory processes.

The CRG met five times throughout the latter part of 2010. The general topics discussed at each of those meetings were as follows:

Meeting 1	<p>Discussed meeting protocols</p> <p>Discussed the Consultation Strategy</p> <p>Outlined the further technical and assessment work that was intended for the route options</p> <p>Discussed newsletter 1</p>
Meeting 2	<p>Discussed the options being considered in the further investigations</p> <p>Undertook a "pros &amp; cons" exercise (in pairs) of each option; which was subsequently extended and collated</p>

	CRG requested the addition of the state highway 4-laning option
Meeting 3	Discussed the scope of the SIA work and the social well-being framework adopted  Discussed the criteria that could be used for comparing of options being considered  As a group, undertook a 'clean sheet' brainstorming and prioritising exercise on criteria for a comparative assessment of the options being considered
Meeting 4	As a group, undertook a prioritising exercise on the criteria adopted by the consultants in the preliminary assessment of the options  Provided feedback to the consultants on the preliminary comparative assessments for each criterion
Meeting 5	Reviewed the time-line for the remainder of the project, as agreed by Council in December 2010  Provided feedback to the consultants on the amended comparative assessments  Agreed (group consensus) that there should be some degree of short-listing for the purposes of public consultation, and also agreed (again, group consensus) that it was not the responsibility of the reference group to identify the short list  Discussed how best to support the forthcoming consultation activities, and the content of the final project newsletter

The CRG members were encouraged to discuss matters of process with their constituencies to keep them up to date with the topics that had been discussed at each meeting.

The CRG process was to conclude with their final meeting in early 2011. At that meeting the members were to address the planned final newsletter and the planned community open days that were to follow. A revised package of information containing the comparative assessments of the route options was provided to the CRG members to enable them to discuss with their respective representatives prior to the planned open days. However, this was on the proviso that the assessments had to first be presented to Council before the information was made public.

The final CRG meeting did not occur as planned in early 2011 and instead occurred 12 months later in 2012.

A record of each of the CRG meetings is contained in Appendix Two of this Consultation Summary Report.

### **3.2.2 Project Newsletters**

The parallel community consultation process also included a series of project newsletters. These newsletters were to be distributed to every household in the Ashburton District, either as an insert in the local newspaper 'The Courier' or as part of the Council's own District Diary.

The intention was to distribute a newsletter following each of the CRG meetings. At the first CRG meeting the group agreed newsletters were a good idea but the cost effectiveness of distributing

one following each CRG meeting was questioned. Consequently, newsletters were to be prepared only when there was important new information to be distributed to the community.

Two project newsletters were distributed during the time that the CRG process was running.

The first newsletter was distributed on 24<sup>th</sup> August 2010 as an insert in The Courier newspaper. This newsletter provided background information on the project, outlined the additional investigations that were to take place, and the intended process moving forward. This included the opportunity for the community to have involvement through further open days at the conclusion of the additional technical investigations.

The second newsletter was part of the Council's District Diary newspaper, and was delivered on 14<sup>th</sup> September 2010. This newsletter contained general information about the need for a second bridge as well as some information on traffic counts.

These newsletters can be found in Appendix Three of this Consultation Summary Report.

### **3.2.3 Community Open Days**

A further series of community open days were to be held following Council's consideration of the additional technical information. These open days were not held in the original time frame as planned, due to progress on the project being halted as a result of the Christchurch earthquakes.

### **3.2.4 Resumption of Community Consultation 2012**

The project was effectively placed on hold for 12 months, before Council resumed the consultation process that had begun in late 2010 with the formation of the CRG.

The additional technical investigation work and the associated multi-criteria / comparative assessment identified that there was one bridge location and three associated route options that best addressed the project objectives as follows:

- A bridge off the southern end of Chalmers Avenue and connecting to either:
  - Grove Street
  - East of Tinwald (rural); or
  - East of Tinwald (urban)

Within the two east of Tinwald route options, no specific route was identified. The comparative assessment showed that a route option lying anywhere within a band to the east of Tinwald would address the project objectives. The outer (or eastern-most) alignment was noted as the "rural" option whilst the inner (or closest to the existing Tinwald residential boundary) was noted as the "urban" option.

The East of Tinwald route options were the two that ranked highest through the multi-criteria / comparative assessment and consequently Council approved on 26<sup>th</sup> July 2012 that these were the two most suitable options to go back to the community with. The Grove Street option was dropped from the route options.

The route access options are shown in Appendix Four of this Consultation Summary Report.

### 3.2.5 Community Reference Group

As already noted, the CRG process was intended to conclude in early 2011. With the resumption of the community consultation process Council considered it was important to convene the final CRG meeting and to close-out the CRG process.

The CRG met on Tuesday 14<sup>th</sup> August 2012. The purpose of the meeting was to update the members on where the project had got to prior to February 2011, and the resumption of the community consultation. 7 of the CRG members attended the final meeting, representing the following interests / organisations:

- 3 x residents
- Ashburton Business Association
- Federated Farmers
- Tinwald Primary School
- Ashburton High School

This was also an opportunity for Council to acknowledge the time and commitment the CRG members had put into the process through the latter part of 2010.

### 3.2.6 Directly Affected Parties (Landowners) Meeting

Prior to the release of any information to the public, two meetings were held for the landowners who would potentially be directly affected by the two route access options.

One-on-one meetings with the individual landowners would have been the preferred method of discussing the route options. However given the number of landowners involved, Council chose to hold two meetings on Monday 13<sup>th</sup> August 2012. One meeting was held from 3.00pm – 5.00pm, with the second meeting held from 7.00pm – 9.00pm.

A total of 33 landowners were identified within the route option location. These landowners were invited by letter to attend either one of the two meetings. Council made telephone contact with all of the landowners to ensure they received their letter, and to enquire which meeting time they were likely to attend. An offer of transport to the meetings was also made, which was taken up by one landowner.

Council also made the offer to meet individually with landowners to discuss the project. Fifteen landowners met with Council officers to further discuss the project.

A total of 25 landowners (consisting of 43 people total) attended the first meeting and 22 landowners (consisting of 40 people total) attended the second meeting. At the second landowners meeting, 16 of the 22 landowners had already attended the earlier meeting first.

A specific freepost feedback form for landowners was available at the meetings for landowners to take away and to provide their comments. The questions on this feedback form were primarily related to matters of land purchase. The questions asked were:

1. If your land, or part of it, was required what would be your specific concerns regarding the acquisition of your land?
2. How could the council assist in working with you to address your concerns?
3. If your land, or part of it, was required would you be prepared to sell the land to the Council? If so, when?
4. If land was designated, based on your current use and structures located on your land, would you be prepared to continue living on the property for 10-15 years until the land was required for construction?
5. Any additional comments relating to the preferred site of a second bridge or the two possible access routes?

### 3.2.7 Project Newsletter

A project newsletter was produced and included as an insert in The Courier newspaper delivered on 16<sup>th</sup> August 2012 (refer Appendix Five of this Consultation Summary Report). The Courier is a free newspaper delivered to every household in Ashburton District.

The newsletter confirmed that a bridge at the southern end of Chalmers Avenue and the two route access options of Chalmers Avenue to east of Tinwald (urban), and Chalmers Avenue to east of Tinwald (rural), as being the most suitable options for a second urban bridge.

The newsletter included the dates for the community open days, and contained a freepost feedback form.

### 3.2.8 Stakeholders Meetings

#### 3.2.8.1 Scheduled Meetings

Two stakeholder meetings were held on Tuesday 21<sup>st</sup> August 2012. These meetings contained a presentation on the project, including the additional investigations that had taken place and the multi-criteria assessment that had been undertaken to evaluate each of the options.

The Bridge Action Group and the Ashburton Citizens Association were invited to a meeting in the morning. The following stakeholder groups / organisations were represented at the afternoon meeting:

- Ashburton Business Association
- Collegiate South Squash Club
- Experience Mid Canterbury
- Mania-O-Roto Scouts
- Department of Conservation
- NZ Police
- Road Transport Association NZ
- St John Ambulance
- Principals Association
- Federated Farmers
- Grow Mid Canterbury
- NZ Automobile Association
- NZ Fire Service

Participants at these meetings were encouraged to also attend the Community Open Days and to send in their comments on the feedback form.

### **3.2.8.2 Te Runanga o Arowhenua**

A meeting was held with representatives of Te Rūnanga O Arowhenua at the Arowhenua Marae on 30<sup>th</sup> October 2012. Council provided the representatives with information relating to the bridge project and sought comment. The representatives advised they had no issues with the project at this time. They expressed an interest in becoming involved once a preferred site has been chosen and the project progresses through to the statutory process phase.

### **3.2.8.3 Additional Meetings**

Council was invited to attend a meeting at the Tinwald School on Monday 10<sup>th</sup> September. The school had invited parents to the meeting to discuss what concerns they had with the proposed bridge route and any impact they thought it could have on the school and their children.

Council was also invited to attend a meeting at Ashburton Intermediate on Tuesday 11<sup>th</sup> September for the same purpose. This meeting was also open to the public and there were 86 attendees.

The main concerns raised were children's safety, the increase in traffic and community severance.

Everyone at the meetings was encouraged to complete the feedback form and return it to council.

Council also advised people at these meetings that the feedback period had been extended by one week to 21<sup>st</sup> September 2012.

## **3.2.9 Other Communications**

473 letters were sent to landowners along Grove Street, Chalmers Avenue and Bridge Street.

Four media releases were issued during the course of the consultation period, as follows:

- August 2<sup>nd</sup> – resuming public consultation on the project
- August 14<sup>th</sup> – route options being considered, following landowner meetings
- September 11<sup>th</sup> – extension of feedback period by 1 week
- September 14<sup>th</sup> – traffic survey data

In addition to the media releases, responses were made to specific issues raised in the local newspaper.

### **3.2.10 Community Open Days**

Community Open Days were held on 24-25<sup>th</sup> August 2012. The venues, times and numbers of people attending the meetings are as follows:

Date	Venue	Time	Number of People
24th August 2012	Ashburton New Life Church, Melcombe Street, Tinwald	2.00pm – 5.00pm	66
		6.30pm – 8.30pm	32
25th August 2012	Ashburton Trust Events Centre, Wills Street, Ashburton	10.30am – 12.30pm	60
		1.30pm – 3.30pm	45

The Open Days were run as an informal opportunity for respondents to view plans and drawings and to talk to both the Council and technical experts. Displays consisted of the following:

- The original options that were considered at the start of the project (Options A-K)
- The options that were reconsidered during the further investigations
- The multi-criteria assessment that was undertaken to assess route options being investigated
- The most suitable options identified as a result of the multi-criteria / comparative assessment
- The ‘fit’ with the proposed District Plan review land rezoning east of Tinwald to Residential C and Residential D
- The Bridge Action Group bypass option
- General information, including process charts and reasons why the other route options that had been reconsidered (i.e., a bypass, Melcombe Street, and the existing state highway) were not considered the most suitable

### 3.2.11 General Feedback Form

The project newsletter contained a freepost feedback form.

In addition to the newsletter being distributed in The Courier, the feedback form was printed in the Council’s District Diary newspaper and was also published twice in the Mid Canterbury Herald on 5<sup>th</sup> and 12<sup>th</sup> September 2012. Both the District Diary and the Mid Canterbury Herald are also delivered to every household in the Ashburton District.

The feedback form was also available at the Open Days. Participants at the Open Days were encouraged to fill out the form, either on the day or to take it and to send it into the Council (freepost).

The date for receipt of feedback was Friday 14<sup>th</sup> September 2012. However, this was subsequently extended by one week to Friday 21<sup>st</sup> September 2012 as a result of comments received from the Ashburton community.

## 3.3 Summary of Feedback Received

### 3.3.1 Methodology for Assessing Feedback Received

Feedback forms were entered into a spread-sheet generally in the order they were received from Ashburton District Council. Two spread-sheets were set up: one for the General Feedback Form and one for the Landowner Specific Feedback Form.

Responses to each question asked on the feedback forms were entered into a corresponding column in the respective spread-sheets. For those people who provided responses in a letter, or who submitted further / additional information attached to their feedback form, their comments were entered in an additional column or as part of Question 5 of the General Feedback Form (depending if they had already answered Question 5).

Short responses (<60 words) were entered word for word and longer responses (>60 words) were paraphrased. Paraphrasing consisted of identifying the main themes and points the respondent was making (e.g., concerned with children's safety, pollution, extra traffic on roads, cost of construction etc) and was necessary as some respondents submitted A4 letters. Each row in the spread-sheet was numbered and matched to its original physical feedback form on the master sheet, if reference is required.

#### 3.3.1.1 General Feedback Forms

##### Question 1

The questions on the General Feedback Forms are set out at section 3.3.2 below.

Question 1 required a 'yes' or 'no' answer and therefore was simple to tally. For those respondents who had additional comments regarding this 'yes/no' answer, their comments were recorded as part of Question 2.

##### Question 2

Assessing the response to Question 2 was separated into four different groups:

- Those who responded 'yes' to Question 1
- Those who responded 'no' to Question 1
- Those who responded both 'yes' and 'no' to Question 1
- Those who did not respond to Question 1.

This was done because reasons for their response in Question 1 may change the way they responded in Question 2. Main themes or reasons for the answer to Question 1 were identified as categories and the points raised in each response were tallied against a category(ies) that were identified by the respondent.

#### Questions 3 and 5 and additional comments attached to the feedback form

Question 3 had two parts, asking for thoughts, comments and concerns for the proposed urban route and then for the rural route. Question 5 asked for any additional comments regarding the

proposed routes. There were also people who attached additional pages or letters to their feedback form. These additional responses were also recorded in an additional column in the spread-sheet.

Thoughts, comments and concerns in response to either question were categorised (e.g., safety, disruption, accessibility), and then the points raised in each response were tallied against a category(ies) that were identified by the respondent in their answer. The responses were tallied and the categories / response equals greater than the number of feedback forms received.

#### **Question 4**

Question 4 asked what their preferred route was. Various options were suggested and these responses were grouped by the preferred bridge location. The number of responses recorded equals the number of feedback forms received.

#### **3.3.1.2 Landowner Feedback Forms**

The questions in the Landowner Feedback Forms are set out at section 3.3.4 below.

#### **Question 1, 2 and 5**

Question 1 asked about specific concerns if land was acquired, and Question 2 asked how the Council could address these concerns. Question 5 asked for any additional comments relating to the proposed bridge site. Specific concerns or comments in response to either question were categorised (e.g., property value, disruption, access), and then the points raised in each response were tallied against a category(ies) that were identified by the respondent in their answer.

#### **Question 3 and 4**

Question 3 asked if landowners would be prepared to sell all or part of their land, and if so when. Question 4 asked if people were prepared to remain on land acquired up until the point of construction. Each response was tallied against one category (e.g., yes to selling or no to selling and timeframe).

For all feedback forms and questions, the categories were determined by what themes came out in peoples' responses. Categories would cover various areas, for example 'disruption' covers disruption on an individual such as personal safety, health (pollution) and private property values. Some categories have been foot-noted to identify what they specifically cover.

#### **3.3.2 General Feedback Form**

A total of 514 general feedback forms were received. All feedback forms have been considered and the responses included in this report, regardless of whether they were received after the 21<sup>st</sup> September 2012.

#### ***Question 1: Do you think a second bridge will make travel between Ashburton and Tinwald safer and less time consuming? Yes/ No***

Answer	Number	Percentage
Yes	224	43.6%
No	213	41.3%

Yes and No	18	3.5%
Non-response to Question	59	11.5%

**Question 2: Please explain your response to Question 1**

Those who answered 'Yes' in Q1 had reasons as follow (in order of most common comment to least):

Issue	Number of times this comment was noted by those who answered 'Yes' in Q1
Traffic congestion will decrease if there is a second bridge	107
Safety – A second bridge would provide an alternative route	51
Safety – A second bridge will improve safety for those turning onto SH1	51
Don't believe the preferred option (Chalmers Avenue to East of Tinwald Urban/ Rural) is in the right place	40
A second bridge would improve access to various areas in Ashburton and Tinwald	23
Non-related/ No response	21
Time – Alternative route will take less time	19
A second bridge will improve cycle and pedestrian safety	8

Those who answered 'No' in Q1 had reasons as follows (in order of most common comment to least):

Issue	Number of times this comment was noted by those who answered 'No' in Q1
Proposed locations will decrease safety in the area	47
Won't be quicker	42
Lights would solve any issues	36
Proposed bridge is in the wrong location	34
Proposed location will increase traffic in a residential area	30
Won't ease congestion	25
NZTA should pay/ NZTA problem	21
Don't believe there are any issues currently	20

Non response	20
Won't use proposed bridge	5

Those who answered both 'Yes' and 'No' in Q1 had reasons as follows (in order of most common concern to least):

Issue	Number of times this comment was noted by those who answered both 'Yes' and 'No' in Q1
Proposed bridge is in the wrong location	7
Depends (where you live etc)	8
Won't make a difference	3
Don't believe there are any issues currently	1
Non response	1

Those who gave a non-response in Q1, but gave an answer in Q2, gave reasons as follows:

Issue	Number of times this comment was noted by those who did not respond in Q1
Proposed bridge is in the wrong location	7
There is a bigger issue that has not been considered by Council <sup>1</sup>	3
Not a Council issue	1
Will not affect the individual filling out form	2
Safer – Yes, less time consuming – No	1
Traffic lights are needed, not a second bridge	1
Depends on time of day	1
Non-response	1

### **Question 3: What are your thoughts, comments or concerns on the two possible access routes?**

#### **Chalmers Avenue – East Tinwald (Urban):**

Thoughts, Comments, Concerns	Number of times this comment was noted
Too Disruptive – concerns with safety, property values, traffic, fragmentation, pollution.	182

<sup>1</sup> Bigger issues that were not being considered by the Council included the layout of the current roading system in relation to the railway, roundabouts, heavy traffic.

Not in favour of a second bridge Chalmers Avenue to East of Tinwald - Urban	179
Non-response	84
A bridge located at Chalmers Avenue to East of Tinwald – Urban, will not work/ solve issues <sup>2</sup>	75
Proposed route would act as a State Highway bypass	43
Little thought has been given to Chalmers Avenue to East of Tinwald - Urban <sup>3</sup>	38
Expense	32
In favour of a second bridge at Chalmers Avenue to East of Tinwald - Urban	33
Chalmers Avenue to East of Tinwald Urban will reduce congestion	15
NZTA should pay – it is their problem	15
Chalmers Avenue to East of Tinwald Urban will improve accessibility to Ashburton and Tinwald	14
Chalmers Avenue to East of Tinwald Urban will improve road safety	6
Ratepayers are not being listened to	6
A Second Bridge is not needed	5
Unsure of Chalmers Avenue to East of Tinwald - Urban	4

### Chalmers Avenue – East Tinwald (Rural):

Thoughts, Comments, Concerns	Number of times this comment was noted
Not in favour of a second bridge Chalmers Avenue to East of Tinwald - Rural	141
Too Disruptive – concerns with safety, property values, traffic, fragmentation, pollution.	132
A bridge located at Chalmers Avenue to East of Tinwald – Rural, will not work/ solve issues <sup>4</sup>	79

<sup>2</sup> Traffic will not use this route and congestion on the current bridge will not be reduced. The railway lines will continue to bottle neck traffic in Ashburton.

<sup>3</sup> The Council/ Consultants have not fully considered the impact of the proposed route on residents (safety, disruption etc...), or fully explored other options (eg. Bypass).

<sup>4</sup> Traffic will not use this route and congestion on the current bridge will not be reduced. The railway lines will continue to bottle neck traffic in Ashburton.

In favour of a second bridge at Chalmers Avenue to East of Tinwald - Rural	65
Proposed route would act as a State Highway bypass	62
Little thought has been given to Chalmers Avenue to East of Tinwald - Rural <sup>5</sup>	38
Expense	26
Chalmers Avenue to East of Tinwald – Rural will reduce congestion	24
Chalmers Avenue to East of Tinwald – Rural will cause less disruption than the proposed Urban route <sup>6</sup>	24
NZTA should pay – it is their problem	23
Chalmers Avenue to East of Tinwald – Rural will improve accessibility to Ashburton and Tinwald	15
A bridge located at Chalmers Avenue/ East of Tinwald Rural is too far away	13
A second bridge is not needed	11
Chalmers Avenue to East of Tinwald – Rural will improve road safety	10
Non-response	7
Ratepayers are not being listened to	5
Unsure of Chalmers Avenue to East of Tinwald - Rural	2

**Question 4: Of the two possible access routes identified, do you have a preferred option? If so which one?**

Location		Number responded	Percentage (out of 511)	Totals
Chalmers Avenue – East of Tinwald (Urban)		23	4.5%	83 (16.4%)
Chalmers Avenue – East of Tinwald (Rural)		50	9.7%	
Either Urban or Rural		6	1.2%	
Chalmers Avenue – Grove Street		4	1%	
Both proposed locations are	Neither	92	17.9%	342 (66.5%)
	West Street/ Melcombe	103	20%	

<sup>5</sup> The Council/ Consultants have not fully considered the impact of the proposed route on residents (safety, disruption etc...), or fully explored other options (eg. Bypass).

<sup>6</sup> Respondents believed that the proposed Rural route would cause less disruption (property value, pollution safety etc...) than the proposed Urban route.

wrong/ neither proposed option	Street			
	4-lane SH1/ Extend existing bridge	38	7.4%	
	Eastern Ring Road or Rural Bypass(Including B.A.G Option)	109	21.2%	
Second bridge not needed		12	2.3%	12 (2.3%)
Did not respond to Question		77	15%	77 (15%)

### Question 5: Any additional comments relating to the preferred site of a second bridge or the two possible access route options?

The majority of what was stated by respondents in answer to Q5 was reiterating comments already given in response to Q2, Q3 and Q4 (as noted above). The table below shows additional comments that have not previously been stated in Q2, Q3, and Q4.

Comments	Number of times this comment was noted
A access route East of Tinwald will be used to bypass the existing State Highway, or eventually become the new State Highway	36
Proposed bridge location best addresses issues <sup>7</sup>	25
The railway and layout of current roads means that even with a new bridge there will still be congestion in the centre of town	15
How Chalmers Avenue, Bridge Street and Grahams Road will cope with increased usage (state of road, seal, and roundabouts) and what provisions will be in place to reduce impacts?	14
If heavy vehicles were to use residential streets, there would need to be limits e.g., weight restrictions on the bridge, speed limits, hours of use	13
What happens to heavy traffic – will it be directed to/ away from, or likely to use Chalmers Avenue?	10
How will access to the proposed route be provided via Grahams Road and Bridge Street?	10
Issues with timeframe - the bridge needs to be provided now, why will the process from designation to construction take so long?	8

<sup>7</sup> Accessibility, congestion, safety etc...

Concerns regarding softness of ground in East Tinwald and the likelihood of Ashburton River flooding.	2
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### 3.3.3 Specific Feedback from Stakeholder Groups

5 specific stakeholder groups provided feedback on the forms provided. Their feedback has been considered in the general feedback above. The stakeholder groups and their specific comments are as follows:

#### 3.3.3.1 Bridge Action Group

- Don't believe a second bridge will make travel between Ashburton and Tinwald safer and less time consuming
- Not looking to the future / does not comply with safety, health, pollution or future development / ring road best medium – long term option
- Heavy and light traffic will be diverted through residential areas at expense or ratepayers and advantage of NZTA / misuse of ratepayers funds / better options that council is ignoring / well designed ring road route which is favoured by many and heavy transport users has not been put to NZTA
- It is NZTA problem and NZTA must pay
- Council needs to look at safety, health, pollution, environmental and the development of the town before proceeding further
- Communicate and consult with affected landowners, respect their rights and negotiate a fair deal for a future ring road

#### 3.3.3.2 Ashburton Scout Group

- Don't believe a second bridge will make travel between Ashburton and Tinwald safer and less time consuming
- Not travelling between that is the problem – it is the east west traffic flow getting worse
- Splitting of communities / access to scout park and safety of communities (young & old) / noise & environmental pollution / devaluing rates
- Short term view. Need to look at 20-50 year needs to town and its growth
- Rate payers don't want to fund the bridge

#### 3.3.3.3 Tinwald School Board of Trustees

- Believe a second bridge will make travel between Ashburton and Tinwald safer and less time consuming

- A second bridge would alleviate any issue with the SH1 bridge being closed (e.g., for emergency)
- Any increase in traffic would need to be managed / careful traffic management required (speed zones around school, noise buffering, pedestrian crossings)

#### **3.3.3.4 NZ Automobile Association (Canterbury West Coast)**

- In favour of second bridge development
- Travel will become safer and quicker between Tinwald and Ashburton / will provide for areas of growth and improve access to Tinwald and Lake Hood / negate need to access SH1
- Important that Chalmers Avenue remains visually attractive
- Concern regarding existing roundabout at Netherby shops
- Well planned and will benefit Ashburton but is needed in 5-10 year timeframe and central government funding increased

#### **3.3.3.5 Road Transport Association NZ**

- Don't believe a second bridge will make travel between Ashburton and Tinwald safer and less time consuming
- A second bridge does deal with some aspects of urban traffic flow – but does not look to long term solution. Proposal has limited potential for heavy traffic and may restrict future town development
- Problem doesn't really exist and bypass best for long term traffic management. In another 20-40 years there needs to be a 100 year plan developed that provides value for money and suits all road users
- Recommend bypass
- Short term costly solution that services only a few road users and more consideration should be given to all road users

### **3.3.4 Landowner Specific Feedback Form**

A total of 25 landowner specific feedback forms were received.

These 25 forms represent 18 of the 33 properties, meaning that 2 responses were received from each of 7 of the properties. On this basis, 15 properties / landowners did not send in a response on the feedback form, although one of these landowners provided responses on the general feedback form instead and those responses have therefore been recorded in the general feedback in Section 4.2 above.

15 landowners met with the Council to discuss the project and matters related specifically to their property.

There were 8 properties / landowners who did not respond (either via the feedback form or met with Council) and it was recommended to Council at the time of receiving all of the feedback that they contact these particular property owners to discuss the proposal and to seek to obtain feedback from them.

**Q1: If your land, or part of it, was required what would be your specific concerns regarding the acquisition of your land?**

Specific Concern	Number of times this concern was raised
Devaluation of Property	16
Fair compensation for value of property before proposed bridge locations revealed	15
Loss of rural lifestyle	14
Disruption from traffic and increased pollution	10
Unhappy with Council consultation process	10
No specific concerns given (including responses stating 'not going to sell')	4
Loss of business site and potential income	2
Cost of relocating	1

**Q2: How could the council assist in working with you to address your concerns?**

Ways for Council to address concerns	Number of times this way was raised
Other routes suggested / Council should look at other routes	11
No bridge on either preferred route	11
Council needs to re-start consultation and go back to square one	10
Any road built will be designed as such to minimise increases in noise, pollution and improve amenity	3
NZTA needs to take more responsibility for the project	3
Need for continued one-on-one consultation with affected landowners up until point of construction being finished	3
Confirmation that road will not become a rural bypass and the speed of traffic will be managed	2
Confirmation of proposed route (more specific than Urban/ Rural band)	2

Have already discussed concerns in a private Council/ Landowner meeting	1
No response given	2

**Q3: If your land, or part of it, was required would you be prepared to sell the land to the Council? If so, when?**

Willingness to sell land	Number of times level of willingness was identified*+
Yes	5 (4)
Yes – But not willingly/ happy about it	3 (1)
Yes to partial sale	0
No to partial sale	1 (0)
Not at this stage – depends on wider effects and further information	3 (2)
No – Not at all	11 (9)
No response given	2 (2)
<p>* 25 responses received, but which represents 18 properties. Numbers in () = the actual number of properties who responded (i.e., 18 properties).</p> <p>+ In addition to the responses to Question 3 above, the 6 landowners who met individually with Council have all indicated they are willing to sell their land. The total number of properties / landowners who have therefore indicated a willingness to sell their land is 10.</p>	

Time Frame for selling	Number of times time frame was indicated
Not at this stage	4
When homeowner wanted to	5

**Q4: If land was designated, based on your current use and structures located on your land, would you be prepared to continue living on the property for 10-15 years until the land was required for construction?**

Preparedness to continue living on property until construction commenced	Number of times respondent noted preparedness
Not prepared to remain on property until construction commenced	10 (6)
Is prepared to remain on property until construction commenced	6 (5)
Land is not for sale	3
Unwilling to answer until further information	3

is provided regarding route	
Non response	2
Not living there at present	1
() = actual properties compared with the number of feedback forms	

**Q5: Any additional comments relating to the preferred site of a second bridge or the two possible access routes?**

Concerns/ Comments/ Thoughts	Number of times concerns/ comments / thoughts were identified
Better options for a bridge location are available	16
Proposed route will cause issues (pollution, safety etc...)	13
NZTA responsibility	9
Lack of consultation regarding preferred location	4
In favour/ accept location of proposed route however have concerns regarding access <sup>8</sup>	3
Devaluation of property	2
Land owner right – right to stay on property	2
Uncertainty regarding the exact location of the proposed bridge	2
Issues with information provided by Council (LIM reports etc...)	1
No response given	1

### 3.3.4.1 Additional comments

3 people provided comments outside the specific questions asked. These comments largely reiterated what had previously been said, and are as follows:

Theme
Concerns regarding the responsibility of NZTA to fund any second bridge in Ashburton
Disruption of residents if a bridge was to go in the proposed location
Suggestion of other options (widen SH1, Melcombe Street, Ring Road, Bypass)

<sup>8</sup> Access concerns include entry and exit to the state highway, capacity and design of Chalmers Avenue, Grahams Road and Bridge Street.

### 3.3.4.2 Preferred Routes

Of the responses received from the landowner specific feedback form, the following preferred routes / options were identified:

Preferred route	Number of times this route was identified
Ring Road or Bypass – Road out of town	12
NZTA responsibility, leave it to them to decide where the road goes and to also pay for it	5
Lights on SH1	4
Melcombe Street – West Street	2
Widen SH1	2
Chalmers Avenue to East of Tinwald - Urban	1
Chalmers Avenue to East of Tinwald - Either	1

### 3.3.5 School Pro-forma Feedback Form

Hampstead School prepared their own pro-forma feedback form, of which a total of 17 were received. The pro-forma makes the following statements:

- *I am totally opposed to a second bridge or any other option linking East Tinwald to Chalmers Avenue/Bridge Street*
- *Traffic flows over the present bridge is an NZTA problem so they are responsible by either improving existing road infrastructure or funding a Ring Road or Bypass*
- *Citizens rates must NOT pay for any road relieving traffic from the No. 1 Highway*
- *Council must encourage heavy vehicles Out of Urban area.*

The following additional comments written onto some of these petitions:

Theme
Increase in traffic / heavy traffic
Effects on school children / elderly and surrounding houses (safety / devalue properties)
Leave it to NZTA
Don't want to pay for it
Road not equipped / roundabouts too small for heavy vehicles

### 3.3.6 Key Issues Identified from General Feedback

Questions 1 & 2 asking whether a second bridge will make travel between Ashburton and Tinwald safer and less time consuming was a general question about people's perception of the need for a second bridge, and their reasons. The following statements can be made:

- There is a very even split between those respondents who think a second bridge will make travel safer and less time consuming, and those respondents who do not think this to be the case ('yes' = 43.6%, 'no' = 41.3%)
- For those who responded 'yes', there were a number of respondents (n=40) who believed a second bridge would make travel between Ashburton and Tinwald safer and less time consuming, but they did not think a second bridge located at one of the preferred route options (i.e., Chalmers Avenue – East Tinwald Urban / Rural) was in the right place
- For those who responded 'no', there were a number of respondents who believed:
  - The proposed locations would decrease safety (n = 47)
  - Traffic lights would solve the issue (n = 36)
  - The proposed bridge is in the wrong location (n = 34)
  - NZTA should pay / NZTA problem (n = 21)

There is some community support for the two identified access routes from 16.4% of responses. This includes specific support for Chalmers Avenue – Tinwald (Urban) of 4.5% and for Chalmers Avenue – Tinwald (Rural) of 9.7%. 1.2% of responses stated support for either route. 1% of responses stated support for Grove Street. Reasons given for support of the identified access routes were that they will reduce congestion, improve accessibility to Ashburton and Tinwald and improve road safety, and that these route options best address the issues.

17.9% of respondents did not support any access route options.

There remains stronger support from the feedback received for alternative routes for a second urban bridge, as follows:

- West Street / Melcombe Street (20%)
- 4-lane SH1 / extend existing bridge (7.4%)
- Eastern ring road or rural bypass (including B.A.G option) (21.2%)

The main comments / concerns given for not supporting either of the two identified access routes are:

- Too disruptive:
  - concerns with safety
  - property values
  - traffic

- fragmentation
- pollution
- Proposed route would act as a state highway bypass
- Don't believe it will work / solve the issues
- Little thought has been given to the routes
- Expense
- NZTA should pay / it is their problem
- Ratepayers are not being listened to
- A second bridge is not needed

### 3.3.7 Key Issues Identified from Landowner Specific Feedback

Not all of the identified landowners responded by way of the landowner specific feedback form (only 18 of the 33 properties responded). 15 landowners contacted Council and met to discuss the project. There were 8 landowners who did not respond on either the feedback form or by meeting with Council.

Questions 1 and 2 were asking for comment on what people's specific concerns regarding acquisition would be if their land was required, and how Council could assist in working with landowners to address these concerns. Question 5 asked for any other additional comments relating to the preferred site of a second bridge or the two possible access routes.

Of the landowners who responded, the specific key concerns raised regarding the acquisition of land (Q1) were reinforced by additional comments provided in Q5. The key specific concerns are

- Devaluation of property / fair compensation for value of property (before proposed bridge locations were revealed)
- Effects relating to loss of rural lifestyle / disruption from traffic / increased pollution
- Unhappy with council consultation process

Ways for Council to work with the landowners to resolve these specific concerns include:

- Other routes preferred / no bridge on identified route / better options for bridge location
- Restart consultation (go back to square one) / continued one-on-one consultation / confirmation / certainty of the proposed route
- Design matters to minimise effects (noise, pollution, amenity)
- NZTA responsibility

Questions 3 and 4 were related to a willingness to sell land if it was required for the project, and the timing of property purchase. A small number of landowners (n=4) indicated a willingness to sell

their land, but the majority of landowners who responded (n=9) have indicated their land is not for sale / they are not willing to sell.

It should be noted that 15 landowners have met individually with Council to discuss the project and have all indicated a willingness to sell. These landowners did not submit comments / feedback on the landowner specific feedback form. On this basis, there are 10 properties / landowners who have indicated a willingness to sell.

There is no support for the partial sale of only land that might be required for an access route, potentially indicating that landowners would expect their entire property to be purchased.

Related to the question of willingness to sell is the willingness to remain on the property for the next 10-15 years until the land was required for construction. 6 landowners indicated that if their property was required, they would not be prepared to remain on that property. The 4 property owners who indicated they are willing to sell their land have also said they are prepared to remain on their properties. This indicates that should the designation process proceed and is confirmed in the District Plan, Council may need to look at the purchase of a number of properties sooner rather than later.

## 4 Other Stakeholder Consultation

### 4.1 Landowner Consultation 2012-2013

Additional work was undertaken to further assess the East of Tinwald route options in order to identify a specific route alignment through to Grahams Road.

Council considered that the comparative analysis of the route options showed a route alignment located closer to the Tinwald urban boundary better met the objectives of the project. Council therefore determined to proceed with the East of Tinwald – Urban route option.

Once a draft route alignment had been identified, Council officers commenced one-on-one discussions with all of the directly affected property owners. The purpose of these discussions was to discuss the need for the project, the designation process, the land purchase process, and any specific issues that might be raised by the landowners.

In addition to meeting with the directly affected landowners, Council sent a letter to all other potentially affected landowners within the area east of Tinwald, to advise them their properties were not directly affected by the project. Council offered to meet one-on-one with these landowners. Individual meetings have taken place as and when requested.

These discussions commenced prior to the community open days and the feedback received is as reported above in Section 3.3.7.

### 4.2 Te Runanga o Arowhenua

Throughout the course of the project, three meetings have been held with Te Runanga o Arowhenua.

An initial meeting was held on 17<sup>th</sup> November 2009 (see Section 2.2.5 above). This meeting was a general discussion on the range of options being considered with a view to seeking some input and advice as to whether there were any general “no-go” areas that would need to be taken into account that might have a bearing on any of the route options.

ADC met again with Te Runanga o Arowhenua in early 2011 whilst the multi-criteria assessment process was being undertaken as part of the Additional Investigations process. The reduced range of options being considered for the Additional Investigations, along with the multi-criteria assessment process that was being undertaken was outlined to Arowhenua. The representatives of Arowhenua indicated at this meeting that they had no concerns with any of the options. On this basis, during the remainder of the multi-criteria assessment process all options were treated as having similar, limited, impact on cultural values.

A meeting was held with representatives of Te Rūnanga O Arowhenua at the Arowhenua Marae on 30<sup>th</sup> October 2012. Council provided the representatives with information relating to the bridge project to date, including the preferred option, and sought comment from the Runanga. The Runanga representatives advised they had no issues with the project at that time. However, they expressed an interest in becoming involved once a preferred site had been chosen and the project progresses through to the statutory process phase. A general discussion was had regarding the need for a Cultural Impact Assessment, although no advice was formally given as to whether or not Te Runanga o Arowhenua would require one.

Council followed up with Te Runanga o Arowhenua in August 2013 to again enquire whether a Cultural Impact Assessment needed to be undertaken for the project. The advice given was that one should be undertaken just to ensure that any specific cultural issues were covered. ADC commissioned Te Runanga o Arowhenua to commence the preparation of a CIA.

### **4.3 NZ Transport Agency**

The NZTA has been a key partner throughout the project, commencing with the Ashburton Transportation Study back in 2006.

The NZTA was initially involved in discussions during the Issues and Options Report phase when all potential route options were being considered.

The NZTA was also represented at the community open days in order to explain their role in the process (funder and as the State Highway manager), and to provide input into discussing / explaining the route options being considered.

## 5 Summary

Community consultation on the Ashburton Second Urban Bridge has taken place in two main phases being: the Issues and Options Report Phase; and the Additional Technical Investigations Phase.

During the Issues and Options phase, the large number of route options was narrowed down to a couple of likely preferred options prior to going out to public consultation by way of community open days. As a direct result of the public feedback received on the two route options, ADC recognised they needed to take a step back and undertake further technical investigations on a number of other route options that received considerable support during the public consultation open days. These other route options included a bypass, options around the existing State Highway bridge, and a route option utilising Melcombe Street to the west of the state highway and railway.

These further investigations were undertaken through the Additional Technical Investigations Phase. As part of this phase, ADC established a Community Reference Group consisting of representatives from a variety of stakeholder groups from within the Ashburton Community. As the additional technical investigations and comparative analysis of the options were being progressed, the details and results of this work were shared and discussed with the CRG.

Following completion of the Additional Technical Investigations, the two preferred route options were again identified and were the subject of further community open days. Once ADC had identified and confirmed their preferred route options, and prior to the community open days, ADC commenced discussions with all of the landowners affected by the two preferred route options.

The key issue identified through this community consultation process is that whilst there is some support for the proposed route options, there remains much stronger support for alternative routes being:

- West Street / Melcombe Street (20%)
- 4-lane SH1 / extend existing bridge (7.4%)
- Eastern ring road or rural bypass (including B.A.G option) (21.2%)

The most common, but not the only reasons, for those people who did not support the proposed route options were:

- The proposed locations would decrease safety (n = 47)
- Traffic lights would solve the issue (n = 36)
- The proposed bridge is in the wrong location (n = 34)
- NZTA should pay / NZTA problem (n = 21)

The main comments / concerns given for not supporting either of the two identified access routes are:

- Too disruptive:

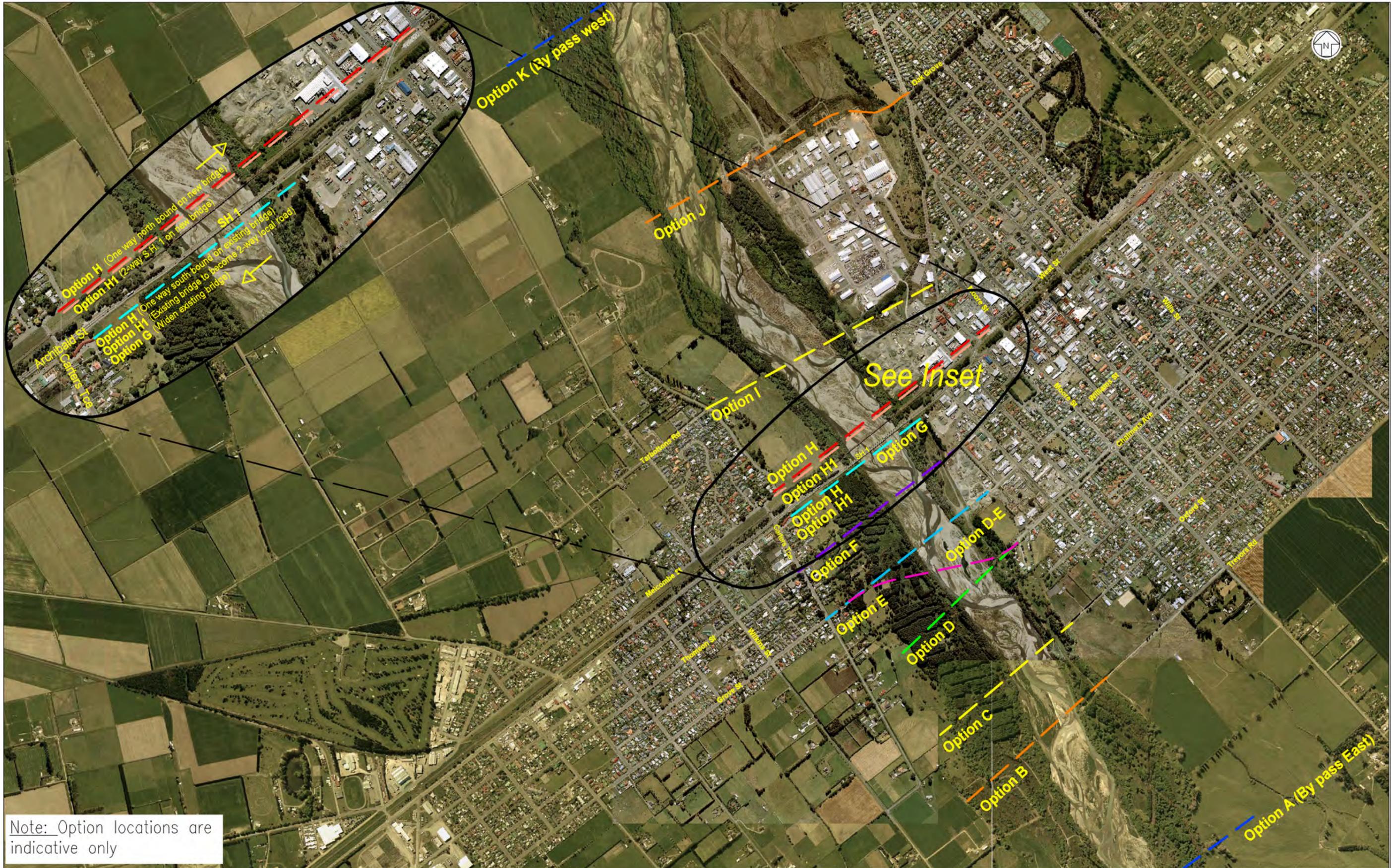
- 
- concerns with safety
  - property values
  - traffic
  - fragmentation
  - pollution
- Proposed route would act as a state highway bypass
  - Don't believe it will work / solve the issues
  - Little thought has been given to the routes
  - Expense
  - NZTA should pay / it is their problem
  - Ratepayers are not being listened to
  - A second bridge is not needed

In considering the above comments / concerns, the following technical assessments have been commissioned for the Notice of Requirement:

- Traffic Impact Assessment which considers and addresses traffic safety, state highway traffic using the route, the need for a second bridge
- Options Assessment Report which outlines the assessment work that has been undertaken to consider the route
- Air Quality Report which considers and addresses concerns relating to air pollution from the new route, and construction related air discharges
- Vibration and Noise Assessments which consider and address concerns relating to vibration and vehicle noise during both construction and operation.

## **Appendix One:**

### **Issues and Options Report Route Options**



Note: Option locations are indicative only

Revision	Amendment	Approved	Revision Date
R1.	Options H1 added.		01/10



Christchurch Civil  
 P O Box 1482  
 Christchurch 8140, New Zealand  
 +64 3 363 5400

Project		ASHBURTON DISTRICT COUNCIL 2ND CROSSING OF ASHBURTON RIVER TINWALD-ASHBURTON	
Drawn		A.J.M	
Designed		A.J.M	
Approved		BR	
Revision Date		01/10	
Project No.		6-DHLN8.00	
Scale		NTS	
Drawing No.		6-619-114-1604	
Sheet No.	Revision	1	R1

## **Appendix Two**

### **Community Reference Group Meeting Minutes**

Report from the 1<sup>st</sup> meeting

ASHBURTON SECOND BRIDGE  
REFERENCE GROUP

19 July 2010, 7-9pm  
ADC Council Chamber

## 1 Attendance & apologies

Present -

Don Hooper	resident, Melcombe St
Bob Reid	Ashburton Scouts
Sam Ruck	Ashburton College
Dave Saunders	resident, rural east of Tinwald
Diane Rawlinson	resident, Tinwald east
Mark Wareing	Road Transport Association
Michael Morrow	Federated Farmers
Peter Lindsay	resident, Tinwald east
Kellie Doland	Tinwald School

John McKenzie (JM)	ADC
Bill Rice (BR)	OPUS Consultants
James Baines (JB)	Taylor Baines & Associates
Brigid Buckenham (BB)	Taylor Baines & Associates

Apologies from -

Janine Sundberg	Ashburton Business Association
Mrs Hawkey	resident, Chalmers Ave

Not present -

Paul Wylie	cycling interests
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## 2 Terms of Reference & protocols for participation

### ***Terms of Reference***

JB read out the main points of the ToR including purpose and function. There was little discussion of these and all members of the RG indicated their acceptance.

### ***Meeting Protocols***

We agreed that the Chatham House rule means that it is acceptable for RG members to discuss with their constituents the scope of the RG discussions and the range of issues discussed but it is

not acceptable to attribute any specific discussion points or viewpoints to individuals in the RG - no names. It also means that individual RG members do not discuss the specifics of meetings with any representatives of the media. It was acknowledged that some members of the RG (e.g. those associated with Federated Farmers, Road Transport Association, Bridge Action Group, ...) are approached by the media from time to time, and that it is acceptable for them to continue to speak about their organisation's interests, but not to discuss the specifics of RG meetings. It was pointed out that any newsletters from the Project - agreed by the RG - would be available to the media as well.

Reference Group wanted their names made known to the public so that they could be identified and approached by members of the public. These details will be included in the first newsletter (see below).

### ***Record of meetings***

It was agreed that the brief notes will be taken of main points at the meetings. JB pointed out that he has to provide Rob Rouse (ADC) with a brief report from each RG meeting. It was agreed that such written reports would be circulated to RG members for quick checking and comments on accuracy before being sent on to Rob Rouse.

### ***Questions about the Reference Group process***

One member asked about the composition of the Group, and was the wider Ashburton area intended to be represented by the Group. JB provided a brief verbal explanation of how the RG members had been selected. This was accepted without comment.

A request was made for the pre-circulation of information to be presented to the Group by the consultants prior to future meetings. This was accepted and agreed it would be on a confidential basis.

The Group agreed that the Council Chambers in the Council Building was the most central place for future meetings. The most suitable nights of the week were a Monday or a Wednesday and 7pm is an appropriate meeting time. Meetings would be up to two hours long. There was some discussion on the frequency of meetings. Approximately every six weeks was decided as the most manageable. Apologies would be given to Taylor Baines. It was asked the meeting dates avoid the school holidays and that there were likely to be 5 more meetings for the RG during 2010.

The next meeting was suggested for Wednesday August 25<sup>th</sup> to accommodate several members with commitments the following Monday.

## **3 The second bridge project - background and future intentions**

BR gave a brief verbal description of the background to the Project, what had happened so far, and future intentions for technical assessments. JB provided a similarly brief description of future intentions for the social assessment over the coming months.

Issues were raised in relation to the data counts on traffic movements in the Tinwald area and attributing all movements to "local" vehicles. A member asked for the dates that the counts were

taken [BR indicated 06, 08, and 09] . The accuracy of the counts was questioned as it was difficult to accept that two thirds of the bridge traffic was “local”. There was some discussion on where were the parameters of “local” people. For some members local traffic was any traffic within the Rakaia and Rangitata Rivers. It was suggested that a number plate survey of rural residents might be helpful. “A lot of people living in the countryside use the Bridge”.

Discussion on the preferred routes taken by truck drivers. It was noted that truckies like to take the most direct route and one that is straight and easily accessible, thus State Highways are preferred.

NZRTA offered any data that was available and this would be forwarded to BR from OPUS.

#### **4 Proposed Consultation Strategy**

BR summarised the principal elements of the proposed Consultation Strategy, involving -

- the Reference Group 4-5 meetings July-Dec 2010
- a series of project newsletters generally following RG meetings July-Dec 2010
- Open Days/comments forms towards the end of the assessment period ~Dec 2010

as well as formal submissions when the Notice of Requirement is lodged.

JM provided a brief description of the formal statutory process for designation, and which sections of Council are involved in the processing and decision making.

Members stressed how important it will be to have an open consultation process so that the community who will be helping to fund the Bridge construction is kept up to date with the process.

The newsletter was considered a good idea, although cost effectiveness was questioned and discussion suggested that newsletters should be used only when there was important new information to distribute (not just as a matter of habit between RG meetings). The use of a publication that was already in circulation was also suggested such as the District Diary, the Council website, the Courier and the Guardian. (See other comments below under 1<sup>st</sup> newsletter.)

An Open Day in December 2010 was agreed to be a good idea.

It was suggested that, in principle, any communications about the RG be channelled through one person, although nothing specific was resolved about this. JB pointed out that newsletters would go to the media anyway.

The overall make-up of the proposed Consultation Strategy was endorsed by the RG. No additional elements were suggested.

#### **5 1<sup>st</sup> newsletter - content and timing**

Discussion on the newsletter and its content and distribution was positive. Members agreed that they would like their names to appear in the newsletter and that the placement should be easily noticeable. Sam Ruck offered to coordinate the circulation within the Ashburton College newsletter. Michael Morrow offered to coordinate the distribution of the newsletter through Federated Farmers.

Kellie Doland offered to coordinate the distribution through the Tinwald Primary School newsletter. It was agreed that each of these organisations would make mention of the Ashburton Bridge option newsletter in their own newsletters.

Everyone agreed that the distribution should be as wide as possible so that the community at large was kept abreast of all information. Open consultation was considered very important.

The format of the newsletter was generally approved however there was a suggestion for the map to be larger and all options noted on it. The names of the RG should be easily read and in a prominent place. Consistent colour scheme is important so that it becomes easily recognised. The smaller format (folded A4) was preferred to the larger format (folded A3).

## **6 Any other matters for discussion**

There was brief discussion on whether it was appropriate to have a substitute representative attend meetings if a member was not available. It was generally agreed that it was preferred to have existing members regularly attending for continuity.

One member asked about the process for the selection of the RG members. JB responded with the reasons for those attending being invited and agreed that invitations were not random.

BB will follow up with those not at the meeting to check their approval for names to be made public in the newsletter.

## **7 Closure**

The meeting closed at 9.10pm.

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Report from the 2<sup>nd</sup> meeting

ASHBURTON SECOND BRIDGE  
REFERENCE GROUP

25 August 2010, 7-9PM  
ADC Council Chamber

## 1 Attendance and Apologies

Present -

Sam Ruck	Ashburton College
Donald Hooper	resident, Melcombe St
Kellie Dolan	Tinwald School
Dave Saunders	resident, rural east of Tinwald
Bob Reid	Ashburton Scouts
Janine Sundberg	Ashburton Business Association
Diane Rawlinson	resident, Tinwald east
Mark Wareing	Road Transport Association
Greer Ricketts	resident, Chalmers Ave
Peter Lindsay	resident, Tinwald east

John McKenzie (JM)	ADC
James Baines (JB)	Taylor Baines & Associates
Brigid Buckenham (BB)	Taylor Baines & Associates
Bill Rice (BR)	OPUS Consultants

Absent -

Willy Leferink/Michael Morrow	Federated Farmers
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## 2 Welcome

JB introduced two new members, namely Greer Ricketts of Chalmers Ave and Janine Sundberg of the Ashburton Business Association. All members of the group introduced themselves briefly and the perspective they represent.

JB provided a quick overview of the agenda for the meeting and invited other agenda items. No additional matters were signaled for discussion.

## 3 Progress and activities since previous meeting

### *Notes from the 1<sup>st</sup> RG meeting*

JB asked for any comments on the first meeting notes that were circulated. There were no comments. JB re-capped on the agreed protocols, for the benefit of the new members. He emphasised that the importance of the undertakings about strict confidentiality become clear when

discussing the maps of potential route options - since these maps indicate potential footprints and individual properties that are clearly visible. (See later item for more detail). All RG members gave their assurances that the mapped information discussed later would be treated in the strictest confidence.

### ***1<sup>st</sup> project newsletter***

JB explained that the Council had also made input to the 1<sup>st</sup> newsletter after the previous RG meeting; the newsletter had gone out as an insert in the Courier on 24 August. RG members were all given copies at the meeting. No comments arose out of this item.

### ***Traffic count data***

JB confirmed that everyone had received the traffic count data sent around BR - all confirmed receipt. (See later item for more detail)

### ***Development of options information***

JB explained that BR and his team had assembled information on a range of options. This information included maps/aerial photos of the options and associated descriptive/quantitative information and assumptions set out in an A3 table (see later item for more detail).

The point was emphasised that, while these options necessarily show more detail about the potential location and footprint of each option, they are still only 'conceptually indicative' and no individual landowners have been approached. It was explained that the detail is necessary in order to carry out the comparative assessments of effects. However, the detail on the present maps does not imply a final footprint.

## **4 History of the 2<sup>nd</sup> bridge project and relevance of the traffic count data**

BR re-capped the history of the second bridge project. Noting that the main points were summarised on the front page of the recent project newsletter (#1). BR emphasised concerns expressed about traffic congestion and delays already being experienced along SH1 through Tinwald, the expected growth in traffic and the consequences of this for future driver experience. He noted that traffic engineers use a framework for analysis based on a concept called Level of Service. Forward projections for this stretch of SH1 suggest the likelihood of the Level of Service declining to unacceptable levels, as determined by the targets set in Environment Canterbury's Regional Transport Strategy. Route security is another important consideration. There have been issues with route security e.g spills on the bridge - with a 60km round trip as an alternative, this has major ramifications for all users

Analysis of the various data sets indicates that the bulk of the traffic on the Bridge and SH1 through Tinwald is "local" - where "local" refers to all traffic that is NOT inter-district traffic. BR discussed several NZTA data sources, namely the 2006 survey and the Winslow/Tinwald tube counts over the past decade. These data sets had been pre-circulated to RG members before the meeting. In summary, the tube counts indicate that overall (i.e. on a 24/7 basis) the split between "local" and "inter-district" traffic along this stretch of road is 65%:35%. However, the survey data indicate that during peak times, the split is closer to 80%:20%.

The question was asked if the design for the road was aimed to deal with peak traffic; BR answered yes.

A number of questions were asked (or implied) about the adequacy of the data being used -

- regarding the number of days readings are taken from the tube count sites, BR having pointed out that the most economical way to get traffic data is from the tube count sites. However, these sites operate only for a limited time period. The telemetry sites operate 365 days per year. Data from the telemetry sites are used to factor the tube count data up or down to produce traffic counts averaged over a year at the tube count sites.
- the 2009 readings were the most recent readings from the tube counts and the question was asked if this is satisfactory given it was in 2009. BR responded that the 2009 counts are the most up-to-date available, and that the annual change in traffic volumes over the previous 10 years had been comparatively small.
- is it fair to assume that state highways are quieter in winter months. It was agreed that without the summer holiday traffic there is a difference; however winter school holidays make a difference as well.

Several RG members voiced (mutually contradictory) personal observations of the traffic experience along this stretch of road during discussion amongst members who experience the main road differently. One experienced “roads that are not busy between Winslow and Ashburton” and another noted very little through traffic during the course of his twice daily round on the same main road. One RG member commented on the difficulties with delays during minor incidents on the Bridge, as experienced with a “nose to tail”; and stated that there is a need for a solution.

It was acknowledged by RG members that anecdotal observations may or may not reinforce the data.

In summary, while not everyone around the table agreed with the conclusions about the split between “local” and “inter-district” traffic along this stretch of SH1, most RG members appeared to accept the conclusion as valid and evidence-based.

JB made the offer to any RG member who wished to engage in further detailed discussions about this issue to indicate this to BR.

## **5 Options being considered for assessment - thinking about the pros and cons**

Coloured maps/aerial photos of the different options had been posted around the meeting room on the walls prior to the meeting. BR had also prepared a tabular summary, comparing various attributes and assumptions for each of the 7 options. BR handed this tabular summary out and then spoke to each option in turn.

Members of the RG were then put in to pairs and asked to work together to identify what they thought would be the pros and cons of each option. After a period of 5-10 minutes the pairs were moved on to work on a different option. Members of the consultation team circulated amongst the RG members giving help when required. Each pair managed to address the pros and cons of 4

out of the 7 options, but all options were covered by at least several pairs.

The RG members were asked to record their pros and cons on sheets provided.

As 9pm approached, JB explained that we would collect in all the recording sheets, collate their responses and then circulate these collated responses around the RG by email. In this way, RG members have been offered the opportunity (1) to see the overall responses, and (2) to add to the responses for options they were not able to cover during the meeting time.

## **6 Other matters for discussion**

Questions were asked as to why an option of 4 laning the existing State Highway had not been included. RG members commented that there is a ground swell of public opinion in favour of that option. BR responded that issues around 4 laning the existing State Highway railway crossing , and providing adequate clearance between the railway and the State Highway at side road rail crossings would make this option difficult.

## **7 Next steps**

JB indicated that between now and the 3<sup>rd</sup> RG meeting, the consultant team would be progressing the various aspects of assessing the options - comparative technical and social assessments. JB indicated that there is no intention to produce a 2<sup>nd</sup> project newsletter to follow this meeting. The next newsletter will go out when there is substantial new information to communicate - probably following the next RG meeting

The 3<sup>rd</sup> RG meeting has been scheduled tentatively for Wednesday 6 October. This date will be confirmed closer to the time, and will depend on sufficient progress having been made with the assessment activities.

The meeting closed at 9.12pm

Report from the 3<sup>rd</sup> meeting

ASHBURTON SECOND BRIDGE  
REFERENCE GROUP

14 October 2010, 7.15-9.30PM  
ADC Council Chamber

**1 Attendance and Apologies**

Present -

Donald Hooper	resident, Melcombe St
Dave Saunders	resident, rural east of Tinwald
Diane Rawlinson	resident, Tinwald east
Mark Wareing	Road Transport Association
Peter Lindsay	resident, Tinwald east
Michael Morrow	Federated Farmers

John McKenzie (JM)	ADC
James Baines (JB)	Taylor Baines & Associates
Brigid Buckenham (BB)	Taylor Baines & Associates
Bill Rice (BR)	OPUS Consultants

Apologies -

Kellie Dolan	Tinwald School
Greer Ricketts	resident, Chalmers Ave
Sam Ruck	Ashburton College
Janine Sundberg	Ashburton Business Association

Absent -

Bob Reid	Ashburton Scouts
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**2 Welcome and review of past Reference Group meetings**

JB welcomed those present and noted apologies received.

JB recapped on the progression of the first two Reference Group meetings, noting -

For meeting #1:

- acknowledgment of the role of the RG;
- acceptance of the meeting protocols;
- discussion of the proposed consultation strategy and Newsletter #1.

In regard to protocols, JB noted that there appears to have been some confusion about two matters. Firstly, there may have been some comments reported in the media during the

election campaign mis-representing the role of the RG (suggesting that the RG has a role in final decision making on the second bridge option). JB read out the relevant sections of an earlier memo (31 May) which set out the purpose and role of the RG, and noted the agreement to this at meeting #1. Those present agreed that this has not changed. Secondly, some members of the RG appear to have understood the discussion about Chatham House rules to mean that they are not allowed to discuss any matters brought up at the RG meetings with their constituencies. JB read out the relevant paragraph from the report of RG meeting #1 which states explicitly what can and what cannot be talked about outside the meetings. JB emphasised that members of the RG should feel encouraged to talk about these matters - subject to the limitations about identifying individual views, individual properties and talking to the media.

For meeting #2:

- description by BR of the options being assessed;
- carrying out a Pros & Cons exercise as a group (in pairs with subsequent collating);
- at the end of the meeting, the consultants were asked to add a 4-laning SH1 option to the list of options being considered.

JB pointed out that there had been some concerns expressed since meeting #2 about several matters of process during the meeting, and that these would be brought up for discussion during the agenda (see item below).

JB also noted that several members of the RG had sent in further comments to add to the Pros&Cons exercise, which have been incorporated into the final summaries distributed during the meeting (copy will be attached for those not present).

Following this recap of previous meetings, JB provided a quick overview of the agenda for meeting #3.

### **3 Process issues from meeting #2**

Several issues were raised in connection with the process of meeting #2 and the report back to the Council, following meeting #2 -

- running out of time to complete the Pros & Cons exercise for all options by all pairs;
- pre-determined seating arrangements for the meeting - perception of council orchestrating RG meeting procedures;
- comments made in a Council setting to the effect that discussions at the RG meeting showed that members of the RG *“are coming round to our way of thinking”* (or something similar) being interpreted as further indication of Council control of the RG process.

One member of the RG said he could understand how the comment to Council could give rise to such an interpretation, even if that was not the intent of the statement. JM re-iterated that his presence at RG meetings was as an observer of the process, not being involved in the development of the 2<sup>nd</sup> bridge project itself.

JB gave a categorical assurance to the RG members present that the organisation of the RG meetings and the processes adopted in the meetings are not at the instruction of Council. JB expressed full responsibility for (a) the seating arrangements for meeting #2 - to promote

discussion during the Pros & Cons exercise amongst people from different perspectives; and (b) the time management of the meeting, stating that he had made it clear at the time that every pair would not have time to address all options, but that collectively, each option would have been looked at by 2-3 pairs. For everyone to have addressed all 7 options would have taken us until 10.30 or 11pm.

These explanations appeared to be accepted by all those present.

#### **4 Social Impact Assessment scope**

JB made a brief presentation on the RMA/social well being framework which Taylor Baines uses as a guide in its assessment work on social impacts, speaking to a 1-page hand-out (copy will be attached for those not present).

A question was asked about how the framework of social well being elements is actually applied: is each social well being criterion applied to each option, or is the option examined in general terms to see which social well being criterion might be applicable? JB replied that the latter is the more appropriate way of looking at it. JB also noted that some social well being criteria lend themselves to quantification, while others have to be treated more qualitatively or in a relative sense (e.g. when compared with the status quo/'do nothing' option).

A question was also asked why this framework was not provided to the RG before they were asked to undertake the Pros & Cons exercise. JB explained that he was interested to learn what the RG members' responses would be without being given external guidelines, i.e. informed by individuals own sense of relevant criteria.

One member recounted reading empirical studies from Sweden about the link between exposure to certain noise levels and elevated risk of heart attacks - as an example of a quantified social effect from an environmental condition.

#### **5 Progress and activities since previous meeting**

BR reported that effort had been put into developing the 4-laning SH1 option, traffic modelling work and assembling the data necessary to make cost estimates for each option.

BB described the social assessment interviewing which has been undertaken since the last meeting of the RG, including interviews with emergency services (Police, Fire Service, St John Ambulance, hospital), Disability Services, cycling advocates, transport companies, schools, Federated farmers and a resident group.

JB noted that such interviewing is not simply a matter of asking people whether they like an option or not. Interviewing involves establishing what it is important to know about the social or operational context before exploring whether or not any of the options make a difference.

#### **6 Criteria for evaluating options**

JB outlined the 3 stages for discussions about criteria, being -

- (1) getting responses to the table of criteria that BR circulated to RG members prior to the meeting;
- (2) generating a list of appropriate criteria as a group - starting with a clean sheet of paper; and
- (3) answering the question - as a group - are some criteria more important than others?

JB listed the following discussion points on the whiteboard -

- "Cost" could be disaggregated - cost of land, construction cost, bridge cost, road cost, ...;
- all the criteria listed in BR's table could perhaps be grouped under three high-level headings, being Technical, Financial and Social;
- all the criteria are there; it's about where and how to put them into some structure;
- cost to the rate payer is what many people think about, particularly given other costs council is committing to (e.g. aquatic centre, ...); also, is it cost up to the point of cutting the ribbon on the new route, or is it long-term maintenance costs as well?
- how to incorporate/balance short-term and long-term considerations
- what about the need to think about the long term future development of the Town?

Using a process of (a) initial, individual, silent brainstorming, (b) collating everyone's suggested criteria (without repetition) on the whiteboard, and (c) a simple two-step voting procedure, the following list of criteria was generated with the associated number of votes. The table below resulted from answers to two questions: (1) what criteria do you think should be considered in assessing the options for a second bridge? and (2) which of the listed criteria do you think are most important to you?

<b>Criterion (not listed in any priority order)</b>	<b>Votes</b>
Cost to ratepayers (total)	8
Noise pollution in suburban areas	5
Likelihood of NZTA \$ contribution	9
Route distances for freight through town for 'local' traffic	3
Route distance for freight through town for inter-district traffic	1
Benefits to overall traffic flows - in/out/around town	9
Safety of people	7
Impact on customer numbers for local businesses	0
Route security - having an alternative route	9
Severance - east from west	3
Separating cars/pedestrians off freight routes	3
Impact on the property values of landowners living near the route	7
Cost effectiveness - cost in relation to value	7
Exhaust pollution	2
Accessibility	5
Long-term thinking	9
Geo-tech suitability for construction	2

## **7 Other matters for discussion**

Discussion then turned to the forthcoming assessment and its findings, with the following points being raised -

- JB pointed out that the aim is to integrate social, technical and cost criteria in the assessment;
- JB also noted that when we see how the assessments compare, it may be necessary to consider narrowing down the set of options to look at a smaller number of more likely candidates in more detail;
- in response to a question, JB assured the RG that Council will be presented with the full suite of options assessed;
- JB noted that the consultants need to take the RG along with them in terms of understanding the assessments and judgments made.

Questions asked at this point included -

- how do we narrow down options? To early to say - not done any comparisons yet;
- if the proposed Retirement Home on Carters Avenue at the north end of Grove St is consented and constructed, will this affect the likelihood of the Grove St option? Will not affect whether it can be considered as an option, but likely to affect the cost of the option
- what about use of the Public Works Act? Councils do not like to use this mechanism;
- is compensation paid to affected landowners at the time of designation? Not necessarily immediately, but landowners wishing to sell can initiate negotiations towards Council purchases.

## **8 Next steps**

A request was made by at least one member of the RG to have the opportunity to re-visit the Pros & Cons task in light of this evening's workshop session on criteria and the criteria deemed more important by those at the meeting. It was agreed that the blank Pros & Cons forms would be re-circulated, along with the table above and a map of all the options. Members of the RG will then have the opportunity to re-consider the Pros & Cons of each option and send their responses to Taylor Baines for consolidating into a single set of responses.

JB indicated that the consultants intend to bring the preliminary assessments to the next RG meeting. JB also noted the possible expectation of having two more RG meetings by the end of the first week in December.

Members asked that a copy of preliminary findings be circulated before the meeting to give them the opportunity to have a good look at them first and frame questions they may wish to ask. This was agreed. JB repeated a point made previously that, because the RG will be in the privileged position of receiving such information before the Council itself receives it, the information is to be treated at all times in strict confidence until notified by the consultants that the Council has received it.

An indicative date of Monday 15 November was identified for the next RG meeting. This implies the need to have the preliminary findings available to pre-circulate on or about Monday 8 November.

The next meeting date will be absolutely confirmed closer to the time.

The full meeting closed at 9.35pm. Several members stayed to have further discussions with BR regarding the 4-laning SH1 option.

Report from the 4<sup>th</sup> meeting

ASHBURTON SECOND BRIDGE  
REFERENCE GROUP

15 November 2010, 6.30-9.15PM  
ADC Council Chamber

## 1 Attendance and Apologies

Present -

Donald Hooper	resident, Melcombe St
Dave Saunders	resident, rural east of Tinwald
Diane Rawlinson	resident, Tinwald east
Mark Wareing	Road Transport Association
Peter Lindsay	resident, Tinwald east
Michael Morrow	Federated Farmers
Greer Ricketts	resident, Chalmers Ave
Sam Ruck	Ashburton College
Janine Sundberg	Ashburton Business Association
Bob Reid	Ashburton Scouts

James Baines (JB)	Taylor Baines & Associates
Brigid Buckenham (BB)	Taylor Baines & Associates
Bill Rice (BR)	OPUS Consultants
Steve Baker (SB)	OPUS Consultants

Apologies

Kellie Dolan	Tinwald School
John McKenzie (JM)	ADC

## 2 Welcome and review of past Reference Group meetings

JB welcomed those present and noted apologies received. Thanked everyone for their prompt responses over meeting time. Introduced Steve Baker to the Reference Group.

JB recapped on the progression of the first three Reference Group meetings, 'the journey so far', noting -

Meeting #1: Discussed the Consultation Strategy  
Outlined the assessment work intended  
Discussed Newsletter #1

Meeting #2: Discussed options being considered in this assessment  
Undertook a Pros & Cons exercise in pairs; subsequently extended and collated

You requested adding in the 4-laning option

Meeting #3: Discussed the scope of the SIA work and the social wellbeing framework adopted  
Discussed the criteria that could be used for comparing options  
Undertook a 'clean sheet' brainstorming and prioritising exercise as a group

JB outlined the agenda for the evening saying that the goal for this meeting was to make sure that members of the RG have a good understanding of the assessment process which has been used - that you understand the whole journey.

Specific objectives for the meeting were outlined as follows:

- 1) To give RG members the opportunity to express an overall response - general comments and particular areas for review
- 2) To make sure you are clear on the assumptions about traffic changes for each option
- 3) To make sure you are clear about the criteria which have been used for comparison
- 4) To give you the opportunity to comment on the relative scores for each criterion having done a quick prioritising exercise to get some guidance
- 5) To get your comments on the overall option rankings which result
- 6) To discuss what the Next Steps are in this project - reporting to Council, discussions with your constituents, next Project Newsletter, Open Days, Final RG meeting next year

### 3 Overall responses

One comment was made that it would have been good to have started off the meeting with a clean sheet of paper with no points allotted to the summary of the options assessment as it felt *"as if the job has been done for us"*. At the last RG it was felt as if we *"had a say"* but beginning in this way tonight *"it does not feel as if we are having a say"*. JB pointed out that at the previous RG meeting it had been signaled explicitly that the consultants team would be preparing a preliminary assessment, which would be pre-circulated to the RG members for discussion at this meeting.

Clarity was asked about the definition of long term in this assessment. BR answered that "short term" equals 5-10 yrs, "medium term" equals 10-20 yrs and "long term" equals 20 plus years.

A question was asked about the amount of subsidy the NZTA would contribute to the different options and why will they contribute to some and not others? BR answered that the NZTA will contribute to the *"best option that achieves the overall needs"*.

A further related question was asked of the ability to calculate this far out which options the NZTA will contribute to. BR pointed out that a 55% subsidy would be given to the ADC provided it met NZTA criteria which is considered along with other national projects.

One member asked about other options not mentioned in the summary. JB pointed out that discussion of the range of options being assessed had taken place previously (2<sup>nd</sup> meeting). As a result, an additional option (4-laning) had been added.

One member wanted to know why by-passes rate so poorly in NZ and should not that be where Ashburton should be focusing on 20 plus years from now? BR answered that distance and time

are big factors in determining transport costs, and that distance is more important than time; this view was supported by the truck transport representative.

Another member commented that the overall Options assessment “smacked of the first Opus report”.

There was no comment by three of the reference group members.

#### **4 Assumptions about changes in traffic patterns for each option**

One member wanted clarification on the traffic flow expected from the north west corner (eg the developed part of town) of Ashburton to the south east corner (e.g Lake Hood). BR explained that traffic flows have been modelled based on evolving experience.

Another member noted that Bridge St as an integral part of the northern end had not been mentioned in the plans and that there was no description of the exiting beyond Grahams Road. BR answered that there would be an increase in the traffic on Bridge St, which is why it is programmed to be upgraded in the future irrespective of the second bridge project, since it leads in to the Business Estate which is expected to grow. BR explained that upgrading would likely involve road strengthening and wider lanes, but not 4 lanes. It was also noted that there is not expected to be a big increase in the traffic on Grahams Road and that there might be a reduction.

One question was asked of the planned traffic routes of trucks as the Lake Hood development proceeds. BR answered that the Lake Hood Stage 2 development is expected to be finished before the Second Bridge is begun.

The roundabout at Bridge St and Albert St was discussed briefly and a question was asked as to whether there were plans to widen the road and address the congestion. BR indicated his view that there was adequate capacity. Several members of the reference group questioned this.

A question was asked of the consultants as to where traffic from the new business estate was expected to go. BR suggested that some of it would flow on to Walnut Ave and possibly on to a new road with good right hand access.

One reference group member commented that stop signs would be a deterrent for commuters as well as truck drivers and whether traffic increases passing Tinwald School had been addressed. Several members noted that it would be difficult to predict this as every day drivers make decisions as to which route to take and every day it depends on the variables of that day.

Another member noted that trucks departing from the new business park will avoid queues and take side roads but was told that this very much depends on the percentage of traffic which is inter regional *“a lot of stuff coming out of the business park is export commodity and will go straight out on to SH”*.

Another comment was made on the flow of milk tankers and how this might change with the planned building of the new milk plant in Darfield. This may divert milk tankers from Ashurton routes.

One member was concerned that the time frame between a decision being made on the second Bridge and implementing it could be drawn out and that this should not be so. *“Don’t muck around ... the time frame is a key factor”* and this *“should not be put on the shelf”*, noting the growing level of rural traffic that would benefit from a second bridge.

There was discussion about the new government rules applying to High Productivity Motor vehicles whereby operators may apply for permission to operate trucks exceeding the current weight limits on specific routes. The transport representative that this is a matter for Council discretion.

## 5 Interpreting the criteria, ranking the criteria and commenting on the preliminary scores

Few questions of clarification were asked about the criteria which have been used in the preliminary assessment. In answer to a general question about how the set of criteria had been chosen, JB explained that the consultant team had considered the mix of social, environmental, cultural and economic criteria. Attention had also been paid to avoiding overlapping criteria.

Members moved quickly onto a simple ‘one-vote/two-vote’ comparative ranking exercise of the criteria. Results of that group exercise are shown in the following table.

Criterion	Total votes
Cost to ratepayers (total: land purchase + construction)	17
Safety of people	13
Accessibility	12
Planning for the long term (Ashburton spatial planning)	11
Land acquisition	11
Route security	10
Amenity (residential, reserves, retail precinct, etc.)	10
Economic development/business costs	10
Emergency services	7
Life-lines	6
Active transport (cycling and walking for transport and recreation)	6
Community severance	3
Personal security in public areas	2
Heritage	0
Environment - river/water	0
Sewer replacement	0
Iwi interests	Not scored

RG members then commented on the preliminary scores, one criterion at a time.

### Cost

Land purchase and construction costs are the two primary factors when considering overall cost. To construct the bridge itself is 25 % of the total cost the other costs were the approaches to the bridge. BR then explained to the RG how the numbers were given to each option in this criterion.

NZTA are likely to contribute to some of the options but not all.

### **Safety**

Discussion of the usage by pedestrians of Chalmers-Rural and Urban. It will differ as one is located further out of town but will also depend on the environment as a pedestrian may choose to walk a further distance if the environment is more user friendly. The existing bridge is not a pleasant experience to walk across. The Urban bridge would be purpose built and therefore purpose designed to cater for pedestrians and cyclists compared with an existing route that would have to be upgraded.

It was asked if there are any plans to site pedestrian bridges alone.

It was asked if school bus routes would be likely to alter as a result of a second bridge going in. JB answered that bus operators had indicated yes, they will take the safest route and if this means changing an existing route that will happen.

Comment was made on the score allotted to the Melcombe St overpass and the group were told that overpasses create a reduced visibility with curves at the end of a high speed route.

One member was concerned that the 3 Chalmers Ave options will make for unsafe pedestrian usage.

A concluding comment was that if there had been half points used, the 3 Chalmers Ave options would all have been scored half a point less - but in overall comparison, the scores were accepted.

### **Accessibility**

Chalmers rural would have higher speed zone due to location in a rural zone

It was commented that higher speed is not beneficial to a community and that it may be more attractive to truckies

### **Route Security**

It was asked why Melcombe St and 4-laning scored lower than the other second bridge options, even though they involved a second bridge. BR explained that this is to do with risk reduction; given that two bridges situated in close proximity are both vulnerable to the same river flooding/wipe out etc. This logic was endorsed by one member who assists ECAN and noted that their desire when crossing over streams is to "spread the risk". Thus two bridges with greater separation pose a lower risk of both being taken out in the same event.

### **Land**

A question was asked as to what land would be taken from the CBD if the 4 lane option went in. BR answered 'some private and some railway'.

### **Amenity**

Questions were asked about the 0 scores for impacts on amenity for the Chalmers Rural and Urban options, and whether this adequately reflected the potential negative impact along the Chalmers Ave section. It was also commented that the Chalmers Rural option only affects people

on one side of the proposed rural extension south of the second bridge so fewer people would be affected.

Another member reminded us that the assessment of for amenity impacts as they will be experienced in 20-plus years time and it is important to imagine a SH with a lot more traffic on it *“it is all relative to SH traffic and it is important to get our heads around this”*.

### **Long term planning**

When discussing the implications of a second bridge for the town’s long-term development, most expressed the view that any second bridge, no matter where it goes, will be a considerable advantage. Some commented on current district plans for East Tinwald involving growth; that a second bridge will put pressure on this area to develop.

Others asked whether by-passes be looked at in 30 yrs time and therefore should we be considering them now?

There was also some discussion of changes to vehicle technology and use in the longer-term future - electric cars, fuel depletion, different ways of getting around.

### **Economic Development**

A question was asked why Melcombe St had not been scored well, pointing out that trucks don’t stop in busy areas such as the town centre. BR explained that 10% of the vehicles are heavy traffic thus 90% of traffic on SH1 coming from elsewhere and stopping in Ashburton or Tinwald is light traffic. We have to look at the whole route, not just the Tinwald end .

Another member reported comments from three retail businesses in Tinwald that their business would improve if the bridge development was over the rail way line. Another referred to the attraction of businesses to ribbon edge development along SH1 that has occurred elsewhere e.g at Templeton

### **Emergency Services**

It was agreed that this depends on the time of day of the emergency. The difference in scores for Chalmers Urban and Rural was questioned.

There was also comment on the future growth of the Lake Hood area and the advantage of a second bridge at Chalmers Ave for access in that direction.

### **Lifeline**

A question was asked about the different scoring of the two Melcombe St variations. It was acknowledged that this was probably mistaken. Also whether the inner bypass should score as high. Possibly down a point.

Apart from these points, the same explanation about relative risk that was given in relation to Route Security applies also to Lifeline considerations.

### **Other criteria**

The remaining six criteria, which had all been the most lowly ranked in the earlier ranking exercise, were not discussed, due to lack of time.

## 6 Next steps

The last fifteen minutes of discussion canvassed several topics relevant the next steps of this project.

Several members commented that they felt the RG was close to completing the job it had been set, but needed just a little more time. Desire was expressed for another meeting to “*get it right*”. However, the majority of members were unable to commit to another meeting this year; aware that the members have given a lot of time and do not want to over tax them. Therefore we should plan for another meeting in early 2011, which will also address the Open Days and the next Newsletter. It was acknowledged that RG members will need information that they can take out and discuss with their representatives; sooner rather than later. A revised assessment package was seen as desirable, but it was noted that the assessment had to be presented to the Council before going out more publicly.

The consultants team would also be reflecting on the discussions at this meeting and amending some of the scores accordingly. It is the amended scores that need to be provided to RG members for discussion with their constituencies.

Some specific observations were made -

Weighting the criteria: it was suggested that adding the basic scores was too simplistic; that some form of relative weighting should be applied to the scores for each criterion. This might reference the results of the criteria ranking exercise carried out earlier in the evening by the RG.

An indication of how this might apply is provided in the following table for the consideration of the RG members. Note that this is based on the table of your votes shown above.

Two possibilities have been considered - with the aim of maintaining reasonable simplicity:

Version 1 = each criterion with 10 votes or more has a weighting of 2;

Version 2 = weighting increases proportionately for all criteria with more than 5 votes

Note that the individual scores would be multiplied by these weights

Criterion	Total votes	Version 1	Version 2
Cost to ratepayers (total: land purchase + construction)	17	2	3
Safety of people	13	2	2.5
Accessibility	12	2	2
Planning for the long term (Ashburton spatial planning)	11	2	2
Land acquisition	11	2	2
Route security	10	2	2
Amenity (residential, reserves, retail precinct, etc.)	10	2	2
Economic development/business costs	10	2	2
Emergency services	7	1	1.5
Life-lines	6	1	1
Active transport (cycling and walking for transport and recreation)	6	1	1
Community severance	3	1	1

Criterion	Total votes	Version 1	Version 2
Personal security in public areas	2	1	1
Heritage	0	1	1
Environment - river/water	0	1	1
Sewer replacement	0	1	1
Iwi interests	Not scored	1	1

Explanation of scores: discussion also suggested the need for the consultants to provide fuller explanations of the scores for each option. A question was asked if the “pros and cons” suggested by the RG during the second RG meeting were used when reflecting on the criteria and their scores. BR replied that the “pros and cons” had not been used in a specific or detailed manner but had provided one input. JB added that the “pros and cons” had been considered prior to establishing the final set of criteria for use in the assessment.

A ‘clean sheet’ exercise for the RG: the suggestion that the RG carry out its own ‘clean sheet’ assessment was not supported by most of the members, supported by the following logic. The idea of giving each member a blank sheet of paper and asking them to make their scores would not be balanced. The group is not balanced enough in terms of its affiliations. It would need more members. Believe that everyone has tried to be unbiased and have tried to leave behind their own personal agendas. It has been a good working group. Believe that the reasons for the scores reflect this process. Believe it takes in the consultative process and the experience of the team.

Fewer options for Open Days/Newsletter: RG members suggested it would be a good idea to narrow down the number of options presented at the Open Days. There are too many for the general public to be able to get their heads around all the options and the information related to each of them. Perhaps a brief summary table of all the options could be used, but with details of only the higher scoring options.

Reporting to the Council: JB pointed out that the consultants have an obligation to report the amended assessments to the Council before any information can be made public. A RG member stated that it will be important to explain to the Council about the process of assessment and how we have arrived at the conclusions as a group.

In conclusion, JB explained that there would be a slight delay in preparing the meeting report due to his attendance at a conference out of Christchurch in the following days. Hard copies of the Preliminary Assessment materials were collected, with the exception of one member who requested extra time to review them, having been away when they first arrived. This copy will be returned in due course.

The consultants undertook to discuss with the Council the information which can be made available to RG members for discussions with their constituents, and that this should be done as soon as reasonable. JB will keep RG members informed of progress on this.

JB thanked all members for their contributions.  
The meeting closed at 9.15pm

Report from the 5<sup>th</sup> meeting

ASHBURTON SECOND BRIDGE  
REFERENCE GROUP

31 January 2011, 7.00-9.00PM  
ADC Council Chamber

## 1 Attendance and Apologies

Present -

Donald Hooper	resident, Melcombe St
Dave Saunders	resident, rural east of Tinwald
Diane Rawlinson	resident, Tinwald east
Peter Lindsay	resident, Tinwald east
Michael Morrow	Federated Farmers
Greer Ricketts	resident, Chalmers Ave
Kate Cowan	Ashburton College
Janine Sundberg	Ashburton Business Association
Kellie Dolan	Tinwald School
John McKenzie (JM)	ADC

James Baines (JB)	Taylor Baines & Associates
Brigid Buckenham (BB)	Taylor Baines & Associates
Bill Rice (BR)	OPUS Consultants

Apologies -

Mark Wareing	Road Transport Association
Bob Reid	Ashburton Scouts

## 2 Welcome and review of agenda

JB welcomed those present and noted apologies received. JB introduced Kate Cowan as the new representative from Ashburton College, replacing Sam Ruck.

JB recapped sentiments expressed by RG members at the end of the 4<sup>th</sup> meeting: that they were close to the end of the process and would like to make some further input, but that some had concerns about overall time commitments; agreed on the need to strike a balance.

JB reviewed the agenda items for the evening; no further agenda items had been submitted in response to the emailed agenda; no more items suggested by those in attendance; agreed that the draft agenda for the meeting stand as follows -

- 1) Review overall time-line agreed by Council in December to make sure everyone understands what the Council has agreed to
- 2) Overall comments on the amended assessments which had been pre-circulated before the meeting

- 3) Thoughts on short-listing options for public consultation
- 4) Support for forthcoming consultation activities
- 5) Suggested content for the next project newsletter

### **3 Reviewing time-line agreed by Council**

JB read quickly through the list of points/actions agreed by Council and previously circulated to RG members on 20 December and invited questions of clarification.

Follow-up questions -

- have the dates been set by the Council? Yes.
- at some stage will there be a public hearing? Yes, there will be a commissioner and members of the public and affected landowners are entitled to make formal submissions.
- how soon will the Council act on its decision? JB suggested that it is inappropriate for the consultants to speculate on this matter.
- what rights will affected landowners have? If the Council decides on a particular option, once the formal designation is in place (i.e. after any formal hearing and decision by Council), landowners can initiate negotiations over sale and purchase. Often, land acquisition by Council is opportunistic
- if a parcel of land comes onto the market, Councils usually take the opportunity to buy land that will be needed in future. Councils are generally reluctant to use the powers under the Public Works Act to acquire land compulsorily.

One RG member repeated a concern (expressed at a previous RG meeting) about the lack of sufficient time to review the assessment materials; another RG member added to this discussion, saying it was not easy to respond to enquiries when the information materials had been taken back in (as proposed prior to this meeting). This viewpoint appeared to be endorsed by several other RG members. JB pointed out that the clear intention had been to provide all RG members with these information materials once the Council had taken the formal decision to proceed to public consultation and the affected landowners had received proper notification of this from the Council in the form of letter. JB asked for time to reflect on this issue. JB acknowledged that all RG members had demonstrated their willingness to abide by the constraints of confidentiality this far along the process and thanked them for this. Subsequently it was agreed that RG members would retain the assessment information materials at the end of the meeting, on the understanding that these details are for their own reference only, until such time as the Council makes its decision on public consultation (17 February) and once affected landowners have received formal notification. It was agreed that this would be signalled by an email from JB to all RG members at the appropriate time. At that time, RG members will be free to share the information materials with their constituencies. JB also pointed out that in the event that the information materials were rendered inappropriate by a Council decision, then he would send an email asking RG members to return the information materials. This was accepted by all.

### **4 Overall comments on amended assessments**

BR introduced discussion on this topic by reminding everyone of the context for the project. He began by noting the importance of focussing on the objectives of the project - to identify a location for a second bridge across the Ashburton River which would most benefit local users - in response to a specific set of issues confirmed in the Ashburton Transportation Study (2008), which were -

- 
- safety issues accessing the State Highway in Tinwald,
  - congestion on the State Highway between the bridge and Tinwald,
  - future growth in Tinwald and increasing traffic numbers,
  - pedestrian and cycling issues, and
  - land transport route security.

BR then mentioned that the consultants had made 24 changes to the options assessment table since the preliminary assessments discussed at the last meeting in November. BR concluded his introductory remarks by summarising the consultants' high-level conclusions from the assessment, that -

- the bypasses provide little if any benefit in addressing the identified problems for local users;
- the Melcombe St options provide some benefits in addressing some of the identified problems, but they also come with other adverse effects;
- the Chalmers Ave options provide the greatest potential future benefit across all the identified problems; but not without some local adverse effects;
- the 4-laning option provides little if any benefit in addressing the identified problems and in fact creates a number of significant adverse effects;
- the Tinwald traffic signals option may appear as a short-term, low-cost fix, but in fact provides little benefit in addressing most of the identified concerns and makes absolutely no difference to route security at all.

JB pointed out that scoring the options is not a consensus exercise - in providing feedback on the overall assessment, the RG members were not being asked to re-visit individual scores - the scoring is the responsibility of the consultants team. JB asked all RG members to take a few minutes to write down up to three comments or observations in overall response to the amended assessments.

A range of issues and themes was expressed in the discussion which followed. These are summarised briefly below.

Several RG members commented on the difficulty of judging the scores and making the comparisons between options, but noted also that they have practical local knowledge which is relevant. The comment was added that the scoring *'does make sense; I can see how it came about'*.

At least half the RG members referred to concerns about 'cost'. Further discussion clarified several aspects to this concern. Firstly, they were concerned about *'the cost to ratepayers'* noting the variety of different circumstances affecting affordability (e.g. people in rental accommodation, elderly retired people, and so on). Secondly, some queried whether \$ costs have been given too much emphasis in the assessment compared with *'social costs - have we got the balance right'*.

Several RG members referred to concerns about *'exit strategy'* in relation to the Chalmers Ave options, referring to what will happen to traffic flows at each end of the Chalmers Ave route.

One RG member commented that the revised assessments seem to have *'made little difference; nothing's changed; our input has made little difference'*. However, another RG member observed that the similarity in conclusions between this assessment and the previous Issues & Options Assessment need not be regarded as unexpected - *'another group of rational people could well*

*have come to the same conclusion*'. It was further noted that using several different groupings of criteria - *'a sort of sensitivity analysis'* - *'always seemed to produce the same top 4 and the same bottom 2'* in the comparative rankings.

One RG member expressed the view that the *'ratings have given me information; given us a strategy'* referring to a strategy for prioritising options.

## **5 Thoughts on short-listing options for public consultation**

BR introduced discussion on this topic by reminding everyone of the reasoning involved. Noting that this issue was raised by the RG at two previous meetings, BR explained that short listing is not aimed at hiding information; rather the intention is to avoid any unnecessary community anxiety during public consultation if some options are seen to be less likely candidates as a result of the comparative assessment.

After some discussion, during which several approaches to short listing were put up for consideration, the RG members reached a consensus position - that they believe some degree of short listing is desirable in principle, for the reasons given above. However, conscious that there are different approaches to short listing, and that each RG member may well come up with a different short list, there was also a consensus that it is not the responsibility of the RG to propose a short list.

For the record, the various approaches to short listing included the following -

- 1) options with negative scores be set aside for future consideration as long-term options, while options with positive scores be carried forward for further discussion;
- 2) keep the order of merit from highest to lowest
- 3) consider options with positive scores as "likely" candidates and those with negative scores as "unlikely" candidates;
- 4) classify the outer by-pass and the 4-laning options as "unlikely".

## **6 Support for forthcoming consultation activities**

BR reminded the RG of the public consultation activities to which the Council have already agreed - being the newsletter and a series of Open Days. BR noted that if additional activities were suggested for public consultation, they would have to be referred to Council.

Suggestions focused on two things - preparing a set of 'Frequently Asked Questions' (FAQs) and holding a presentation/discussion session at Ashburton College for senior college students.

### FAQs:

The suggestion was made by a RG member that a list of FAQs be compiled relating to the second bridge project and the options which have been considered. This suggestion was received with enthusiasm and endorsed by others. It was further suggested that such a list of FAQs could then be used in the next project newsletter, on the Council website, and in information materials for the forthcoming Open Days.

It was agreed that over the next week or so (proposed cut-off date of Monday 14 February) RG

members will submit questions to the consultants (***please send proposed questions to [brigid@tba.co.nz](mailto:brigid@tba.co.nz)***). The questions will be compiled progressively and circulated to RG members so that they can see the accumulating list of FAQs. After 14 February, the consultants will prepare answers to the FAQs. It was noted that a similar exercise was expected with Councillors over this same period.

#### Visit to Ashburton College:

Since the results of option assessments were completed only in November 2010, senior students at the College have so far not received any substantive information about the second bridge options. The principal has previously indicated his willingness to allow a presentation/discussion session with senior students and the new College representative on the RG offered support for this initiative, expressing the viewpoint that this is a way of communicating with the next generation of stakeholders. It was also asked that extra copies of the next project newsletter be delivered to the College during the public consultation period.

### **7 Suggested content for the next project newsletter**

The following suggestions were made by RG members regarding the content of the next project newsletter -

- “Tell the story” about the assessment process;
- describe the RG involvement - mostly on process matters with some specific inputs on assessment (e.g. criteria, weighting);
- include the FAQs;
- include the names of RG members

The last point was agreed on the understanding that it is made clear that the RG members have not had responsibility for selecting the short list of options to be described as “likely”.

### **8 Next steps**

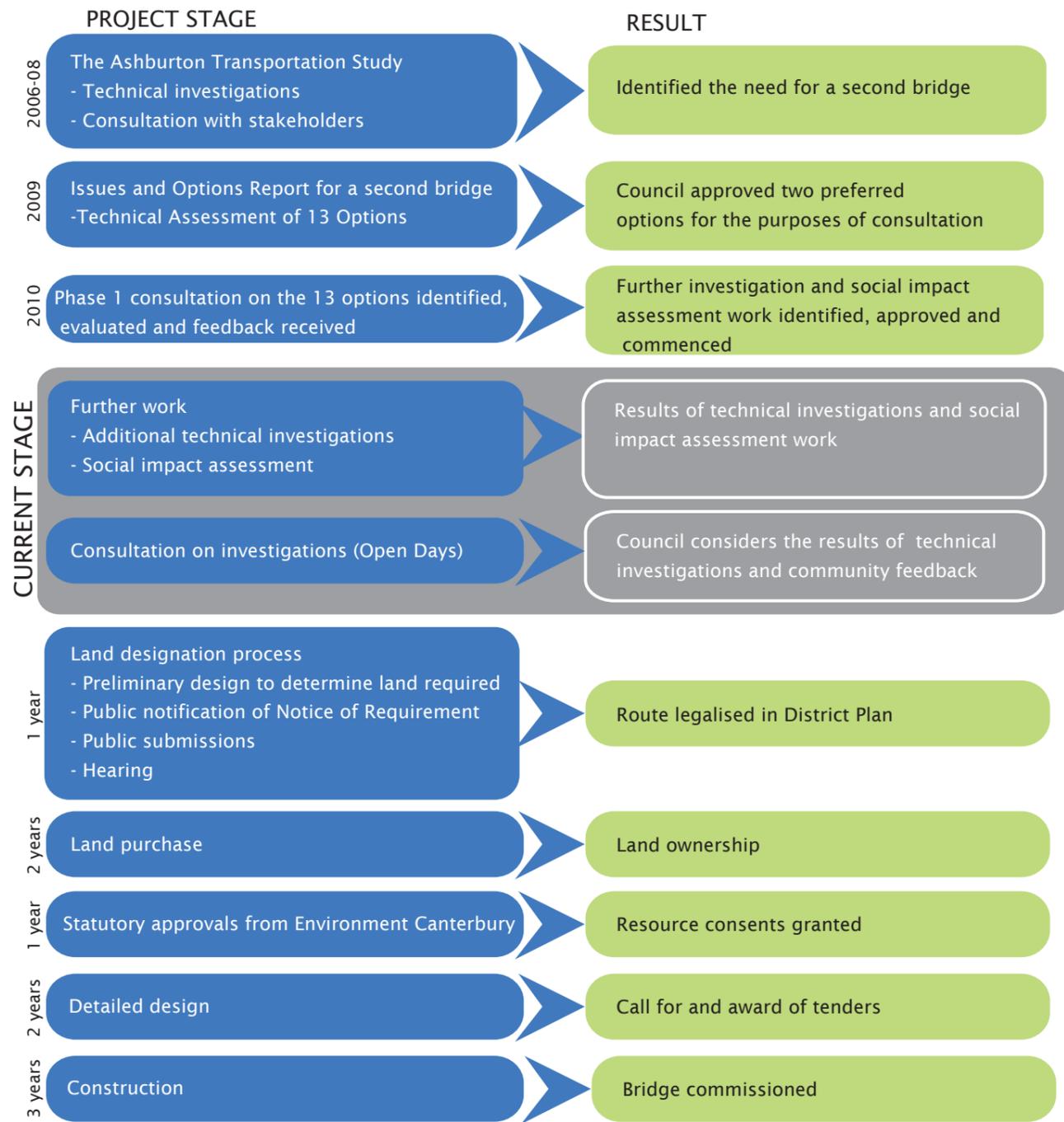
JB initiated some brief discussion about preparing the notes from this meeting and circulating them for comment and approval by RG members before sending them on to the Council. It was agreed that we should avoid the pressure of trying to do this in time for the Council workshop on Thursday 3 February. Rather, it will be done so that the approved meeting notes can be sent to the Council with the materials for its formal meeting on 17 February.

JB thanked all members for their contributions.  
The meeting closed at 9.05pm

## **Appendix Three**

**Project Newsletter 1 (24<sup>th</sup> August 2010) and Project Newsletter 2  
(14<sup>th</sup> September 2012)**

# Project Stages and Stage Durations



## Community Reference Group members are

- |  |   |
|--|---|
| Don Hooper (resident on Melcombe St)           | Mark Wareing (Road Transport NZ)                                |
| Bob Reid (Chairman of Mania-O-Roto Scout Zone) | Janine Sundberg (Ashburton Business Association)                |
| Sam Ruck (Head Boy Ashburton College)          | Peter Lindsay (resident Grove St)                               |
| Dave Saunders (resident Johnstone St)          | Kellie Dolan (resident Lake Hood & Chair of Tinwald School PTA) |
| Diane Rawlinson (resident Maple Lane)          | Chalmers Ave/Bridge Street resident to be confirmed             |
| Willy Leferink (Federated Farmers)             |   |

## For more information

Rob Rouse, Ashburton District Council Operations Manager; phone (03) 307 7700  
 Or email: [info@adc.govt.nz](mailto:info@adc.govt.nz)  
 website: <http://www.ashburtondc.govt.nz/community/Projects/Ashburton+Second+Bridge.htm>

# Ashburton Second Bridge



Newsletter 1  
August 2010

## The decision on a second bridge location has not been made

### Introduction

Council is currently looking at potential sites for the location of a second bridge across the Ashburton River to address a number of issues and community concerns.

The first stage of the project is to identify a suitable site and road alignment to ensure land ownership can be secured before a bridge is designed and built. 13 potential site locations have been considered with Council focusing on two options that best address the issues and community concerns. All options have been presented to the community and the first round of feedback received and considered.

Further technical investigations are being undertaken and the community will be given the opportunity to provide feedback on the results of this work. This will be considered by Council before a decision is made on the formal site designation.

### Project Background

#### Existing Bridge Concerns

For many years concerns have been raised by the community regarding the existing bridge and nearby section of State Highway 1. Consultation undertaken for the Ashburton Transportation Study 2008 confirmed these concerns which included:

- Safety issues accessing the state highway
- Congestion
- Future growth in Tinwald and increasing traffic numbers
- Pedestrian and cycling issues
- Land transport route security

#### The Ashburton Transportation Study 2008

The Transportation Study included traffic counts, travel time surveys and growth projections. The result of this study confirmed the issues and community concerns, and highlighted that only about one third of traffic on the existing bridge is inter-district traffic travelling on the state highway through Ashburton. The study concluded that a new bridge that assisted travel between Tinwald and Ashburton would be more effective than one which assisted inter-district travel. The study recommended a new bridge from the end of Chalmers Avenue across the Ashburton River to Tinwald.

### Thank You

Thank you to everyone who attended the community open days and provided feedback.

Your feedback helped Council identify the additional investigation and social assessment work required to progress the project.



## Project Background continued...

### Work Completed to Date

13 possible sites for a second bridge were identified and evaluated. This work was carried out in order to prepare an issues and options report which was considered by Council in February of 2010.

As a result of this work Council identified a preferred option of Chalmers Avenue to Grove Street. A backup option was also identified from Chalmers Avenue to the rural area east of Tinwald. These options were identified to provide the community with an indication of the sites that Council considered most effectively met the site selection criteria and addressed the issues and concerns raised by the community.

The first stage of consultation on the 13 sites identified has been carried out and feedback received, evaluated and reported to Council. This feedback resulted in the identification of additional investigation and social impact assessment work.

### What the community has said so far

General comments from the public meeting, the community open days and feedback received are summarised below:

- There is some level of support and opposition for all options identified and evaluated
- There will be effects on residents (including an increase in heavy traffic, noise, pollution, safety)
- Is there a need for a second bridge?
- What is the exit strategy onto the state highway?
- There is a need for further consideration of options around the existing state highway/Melcombe Street
- There is a need to consider a bypass rather than a second bridge in town
- What will be the effects of increased traffic on the Tinwald School?
- There is a need to clarify the traffic issue with respect to the volume of local traffic and inter-district traffic using the existing bridge
- Can traffic lights be put in first?
- There is a need to think long term and have the best solution for the future
- What are the funding options from NZTA?



## Where to from here?

- A community reference group has been established to act as a sounding board for information related to the second bridge and provide a means of direct stakeholder and community input into the project. This group will meet regularly over the next few months. Reference group members are listed on the back page.
- Technical investigations and social impact assessment work will be completed.
- Newsletters will be distributed to provide information to the community as further investigation work progresses. There will be a series of newsletters, like this one, over the next six months.
- Further open days will be held to provide the community with the results of the investigation work.
- Feedback from the community will be invited and received by Council.
- Council will consider the results of the additional investigation work and community feedback.

The above is programmed for completion in April/May 2011.

## Opportunity for public involvement

Further open days will be held to provide information on the further investigation work carried out. Feedback will also be invited from the community at that time.

If and when the project progresses, the community will have the opportunity to be involved in the formal land designation stage of the project and during other statutory processes such as the preparation of annual plans.

## What further investigations are being carried out?

As a result of feedback received so far Council has identified and commissioned further investigations to gather more detailed information to ensure the community is informed. The results of this work will assist the decision making process and ensure the final location best meets community requirements.

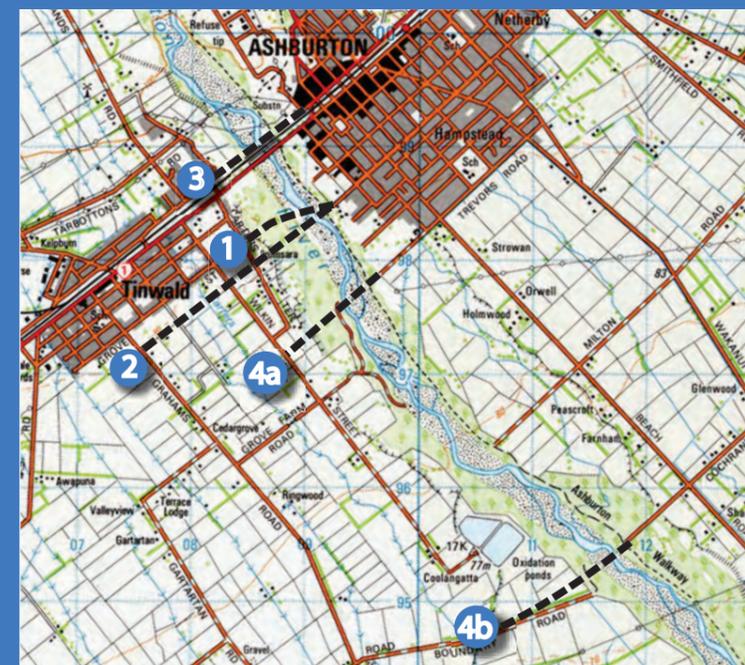
Further investigation work includes:

1. Roading and bridge locations, costings and impacts for the following:
  - Chalmers Avenue to Grove Street
  - Chalmers Avenue to east of Tinwald
  - Melcombe Street
  - Two bypass options, one in the rural area to the east of Tinwald and one on the eastern boundary of the urban area
2. Possible impacts on Tinwald School
3. A social impact assessment.

Technical investigations and consultation - will be carried out by Opus International Consultants.

Social Impact Assessment - will be carried out by Taylor Baines & Associates.

## Location Map



### Options being investigated further:

- 1 Chalmers Avenue to Grove Street
- 2 Chalmers Avenue to East of Tinwald
- 3 Melcombe Street
- 4a Bypass urban - Trevors Road
- 4b Bypass rural - Cochranes Road

Note: Bypass options are examples of possible urban and rural bypass locations.

# Ashburton Second Bridge



The final decision on a second bridge location has not been made

## Why does Ashburton need a second bridge?

There have been a number of studies undertaken on the Ashburton transportation network. The Ashburton Transportation Study 2008 identified that the main issue for the future will be the ability of State Highway 1 (SH1) to cope with increasing traffic volumes through the Ashburton urban area, and in particular near the Ashburton River bridge.

The studies confirm that, during the busiest times of the day the effectiveness of SH1 at the Ashburton River bridge and nearby intersections, is significantly reduced. This effectiveness is projected to get worse and be at an unacceptable level by 2026.

For residents of Ashburton to continue to have safe and adequate access between Tinwald and Ashburton, a second bridge was recommended in the transportation study. Council is now considering options to improve route security and land transport capacity across the Ashburton River to address existing issues and allow for growth and development. Council is discussing funding and location options with the NZ Transport Agency.

Community concerns include, but are not limited to the following:

- The current bridge and associated roading is near capacity
- Forecast further increase in traffic arising from growth
- Road safety, particularly at intersections on SH1 through Tinwald
- Safe access for cyclists and pedestrians
- Route security issues and lack of alternative routes

These issues are of concern to Council as most of the traffic crossing the Ashburton bridge is travelling between Ashburton and Tinwald and surrounding areas.

Refer to drawing below for traffic count information on the existing bridge.

## What's happening now?

Further investigations into a number of options, some raised through the feedback process, are currently underway. You will get the opportunity to see the results of this work in further newsletters and at the community open days.

## A second bridge needs to:

- Be in a location that best addresses the issues identified
- Be convenient to use
- Improve the ability of Ashburton residents to get to key destinations in town (including employment, shopping, education, health and leisure) by car, on foot or cycle
- Improve safety for all road users including motorists, pedestrians and cyclists
- Not create a division through the town
- Provide a cost effective solution

## What about the effects of the second bridge?

A second bridge is likely to result in some negative effects through increased traffic near the new bridge. These effects will be considered when assessing location options.

## How many vehicles cross the bridge?

A vehicle survey was undertaken throughout Ashburton on 15 February 2006. Results for the Tinwald section between 11am and 1pm and 2.30pm and 3.30pm are shown in the diagram below. This diagram shows the majority of the traffic crossing the bridge is not inter-district traffic. Further traffic count information is available on the Ashburton District Council website.

## Did you receive and read Newsletter 1?

Newsletter 1 was distributed with the Courier on 24 August.

We will be sending further newsletters to keep you up to date as the project progresses.

You can find a copy on the Council website (see web address below)

## Opportunity for public involvement

Community open days will be held to provide information on the further investigation work carried out. Feedback will also be invited from the community at this time.

## For more information

See Ashburton District Council website:

[www.ashburtondc.govt.nz](http://www.ashburtondc.govt.nz)

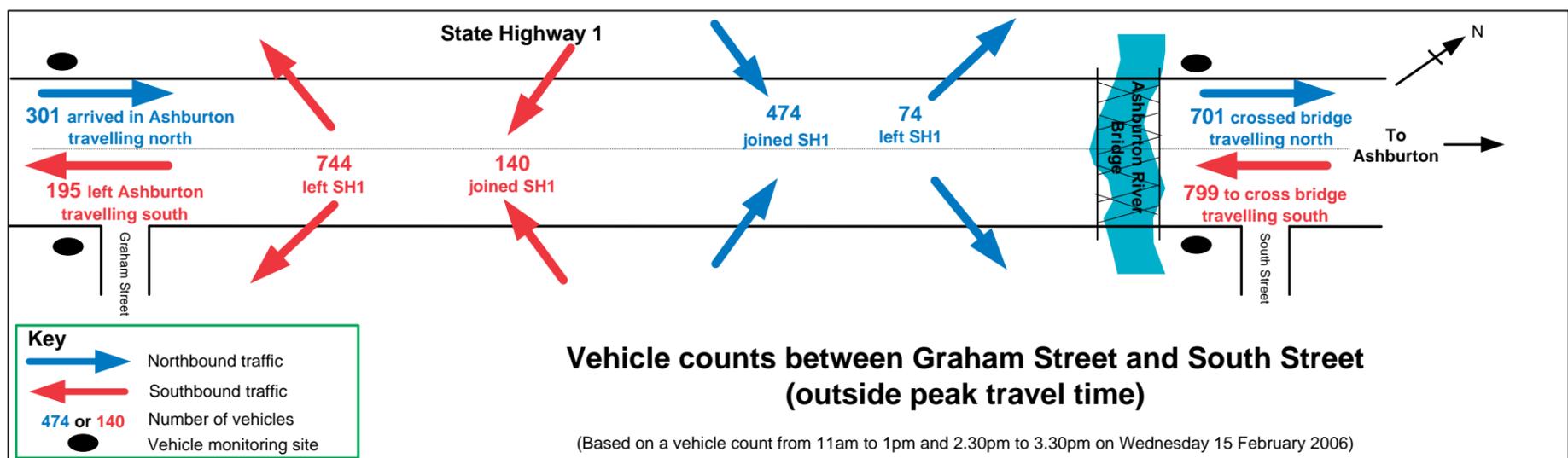
Or alternatively:

email: [info@adc.govt.nz](mailto:info@adc.govt.nz)

Rob Rouse, ADC Operations

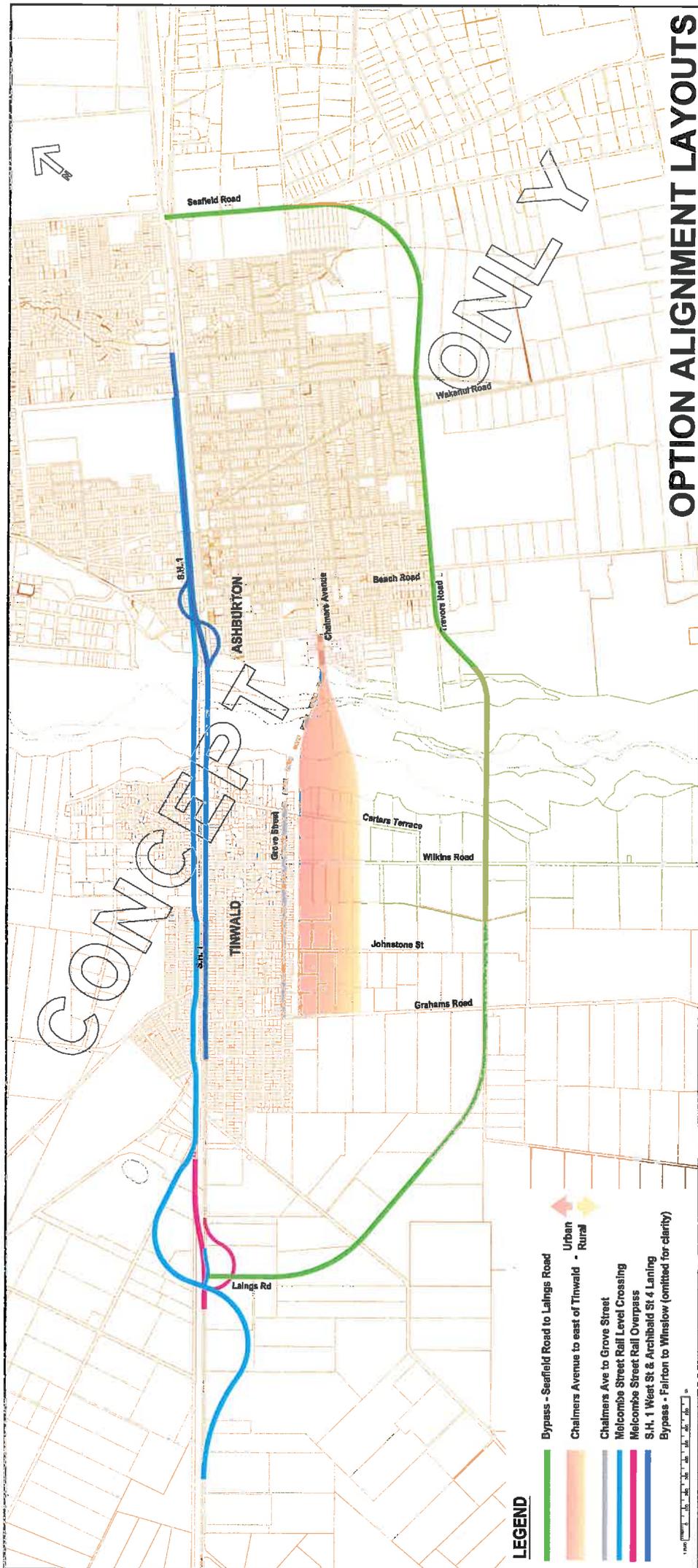
ADC Operations Manager

Phone: 03 307 7700



# Appendix Four

## Route Access Options 2012



**OPTION ALIGNMENT LAYOUTS**

**LEGEND**

- Bypass - Seafield Road to Lalings Road
- Urban
- Rural
- Chalmers Avenue to east of Tinwald
- Chalmers Ave to Grove Street
- Melcombe Street Rail Level Crossing
- Melcombe Street Rail Overpass
- S.H. 1 West St & Archibald St 4 Lining
- Bypass - Fairton to Winstow (omitted for clarity)



## **Appendix Five**

**Project Newsletter 3 (16<sup>th</sup> August 2012)**

# Ashburton Second Urban Bridge

Resuming public consultation on the second urban bridge across the Ashburton River



## Resuming the public consultation

The technical studies and reports received by the Council identified the best bridge site considered during the public consultation in 2010 would be at the southern end of Chalmers Avenue. The studies and reports also identified the two best access routes for the bridge site.

On this basis, the Council now wishes to resume the public consultation for the second urban bridge. This is so the Council can work with the Ashburton community and be fully informed of everybody's views when it comes to make the decision on which one of the two access routes should be adopted for the second urban bridge.

These two access routes are:

- Chalmers Avenue to east of Tinwald (urban)
- Chalmers Avenue to east of Tinwald (rural)

The public consultation is scheduled to resume on 14 August 2012 and run through to 14 September 2012

## Background

After investigating the possible location for a second bridge across the Ashburton river, in 2010 the Council began a period of public consultation around the proposal.

In its main and Options report that was the basis of the public consultation carried out in 2010, the Council identified a trial of three possible bridge access route options.

When that period of public consultation ended in 2010, the Council took on board the most than 100 submissions and ideas it had received. In addition, it received to ask for further technical reports and studies to enable the Council to try the progress the second bridge proposal when public consultation resumed.

## Where can I get more information?

### open days

Attend one of the open days to be held to provide information and answer questions. The open days will be held on:

- FRIDAY 24 AUGUST**  
Ashburton Holy Life Church  
58 Melbourne Street, Tinwald  
4.30pm – 5.30pm, 6.30pm – 8.30pm
- SATURDAY 25 AUGUST**  
The Bedford Room  
Ashburton Town Events Centre  
Wills Street, Ashburton  
10.30am – 12.30pm, 1.10pm – 3.10pm

Or visit the Council's website at [www.ashburtondc.govt.nz](http://www.ashburtondc.govt.nz) and read and/or download reports and plans, or contact the Council with your questions  
Phone: 307 7700 Email: [info@adco.govt.nz](mailto:info@adco.govt.nz)

## Where to from here?

The Council would like to hear what you think of the options identified. The Council will consider your feedback with a view to identifying an option to proceed to designation. The designation is a form of "spot zoning" over the route in the district plan which authorises the necessary work along the route without the need for a land use consent.

The designation, if confirmed, will protect the land for the new bridge and associated roads to ensure construction work can proceed in 10 to 15 years time. The Council will seek a lighting permit that allows it to "give effect" to the designation in 10 to 15 years.

Following the hearing the Commissioner will make a decision on behalf of the Council to confirm, cancel or modify the designation requirement. The decision can be appealed to the Environment Court. The Commissioner's recommendation will take account of the Notice of Requirement, Submissions, Inspector's recommendations, the relevant national and regional planning documents and information presented at the hearing.

## Timeframe

Feedback on two possible options starts. Council decision on a preferred site. Notice of Requirement (NOR) publicly notified. Land designation and final hearing process. Council decision regarding final designation.

- Friday 14 September 2012
- Late 2012
- Mid 2013
- Late 2013
- Late 2013

Phone: 307 7700  
Email: [info@adco.govt.nz](mailto:info@adco.govt.nz)  
Web: [www.ashburtondc.govt.nz](http://www.ashburtondc.govt.nz)



FREEPOST 230444

Ashburton District Council  
Ashburton Second Urban Bridge Feedback  
FREEPOST 230444  
PO Box 64  
Ashburton 7740

## Why we need a second bridge

- A number of studies have been carried out to look at the future development and growth of Ashburton and Tinwald and existing land transport issues and future requirements. The objectives are to:
- Improve road safety for all road users
  - Improve connectivity for everybody in the Ashburton urban area
  - Meet the current and future needs of the Ashburton district community
  - Provide security for the Ashburton road network and state highway by providing alternative access in the event the current bridge cannot be used
  - Ensure that State Highway 1 continues to take its inter-district and heavy traffic

### Reasons for a second bridge include:

- The current bridge and associated roads are near capacity
- The forecast growth in Tinwald and Ashburton will result in even more local traffic across the Ashburton River
- There are increasing road safety concerns, particularly at intersections on SH 1 in Tinwald
- We need to improve how cyclists and pedestrians can move around the urban area
- If the existing bridge is blocked in an emergency there is no convenient alternative means of crossing the river
- Congestion and problems with the existing bridge can delay emergency vehicles
- Increasing the life of the existing bridge and state highway will encourage "inner district" through traffic to continue to use the State Highway to move north and south.

Concern has been expressed by the community regarding the above shortcomings with the existing bridge for a number of years.



## Why can't the existing bridge and state highway in Tinwald be upgraded?

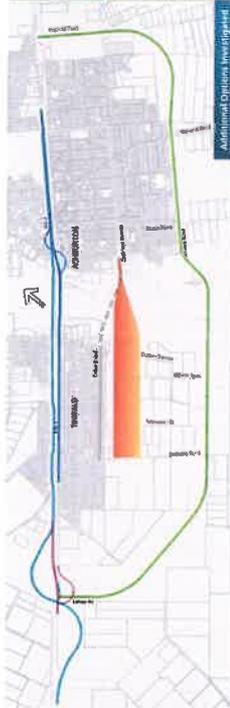
This was one of the first options investigated by Council and the New Zealand Transport Agency (NZTA) but was discounted because:

- The space available is limited. There is not enough room to four lane the road and bridge, particularly at intersections where side roads cross the railway line
- This option would not address the majority of issues identified by the community and the various studies carried out
- It could result in "local" road closures and consequential inconvenience
- It would make "community severance" issues worse in the Ashburton urban area
- It would not address alternative access issues in emergency situations
- It is complicated by the location of intersections at both ends of the existing bridge and the rail crossing at the north end of the bridge
- The state highway between the railway crossing and Whitford Avenue or possibly Racecourse Road would also need to be four lined.

## What about traffic lights in Tinwald?

Traffic lights are not a long term alternative to a second bridge. Council does not have control of the state highway. Therefore the installation of traffic lights on the state highway in Tinwald is the responsibility of NZTA and is subject to their project and funding priorities.

Council is in discussions with NZTA to see if traffic lights can be installed to help improve the situation in Tinwald until a second bridge is constructed in 10 to 15 years time.



## What options has Council looked at?

13 route options were initially identified and evaluated. These options included:

- An eastern bypass
- Terson Road to east of Tinwald
- Leiston Street to east of Tinwald
- Chalmers Avenue to east of Tinwald
- Chalmers Avenue to Grove Street
- Williams Street to Grove Street
- Cass Street to Thomson Street
- Four lining the existing bridge and state highway in Tinwald and Ashburton

### Additional technical investigation work included:

- More detailed investigation for the following options:
  - Chalmers Avenue to Grove Street
  - Melcombe Street
  - Two bypass options - one in the rural area to the east of Tinwald and one to the eastern boundary of the urban area
- Possible impacts on the Tinwald School
- A social impact assessment.

First stage consultation was carried out based on two options:

- Chalmers Avenue to Grove Street
  - Chalmers Avenue to the rural area east of Tinwald.
- Council received and considered feedback through this process.



Two "bypass" options prepared by the Bridge Action Group have also been considered but were discounted for the reasons listed below for the bypass options identified by Council.

After carrying out the options work, evaluating all of the options against six stages of a community solution, a group of two access routes have been confirmed as the most suitable options for a community consultation and feedback. These options are:

- Chalmers Avenue to east of Tinwald (urban)
- Chalmers Avenue to east of Tinwald (rural)

Please refer to orange shaded area in the above diagram.

## Why didn't Council select a bypass option?

A bypass option was discounted because:

- A bypass option does not address most of the community issues identified
- Most of the current issues are around how we move around the Ashburton urban area and between Ashburton and Tinwald. Not a lot of local traffic will use a bypass
- A bypass would be longer than the more direct existing route through Ashburton. We have been asked by the heavy transport industry that "inner district" heavy traffic is therefore likely to stay on the current state highway. Much of the other through traffic as well as local traffic is likely to stay on the shorter existing route
- A bypass was rejected by the community when Council prepared the Ashburton Development Plan in 2005
- It would have an adverse impact on businesses in Ashburton
- It requires a lot of new roading construction
- A bypass option did not score highly through the site evaluation process.



## Feedback Form

A second urban bridge across the Ashburton River and its two access route options.

### Person/Organisation providing feedback:

Name: \_\_\_\_\_  
 Postal Address: \_\_\_\_\_  
 Phone (work): \_\_\_\_\_ Phone (private): \_\_\_\_\_  
 Email: \_\_\_\_\_ Fax: \_\_\_\_\_

In 2009 and 2010 the Council undertook technical investigations and public consultation with regard to a possible second bridge crossing of the Ashburton River. As a result of feedback received from the community, additional technical work and studies have been carried out and the Council is now seeking further feedback.

Of all the locations considered and evaluated, two possible access routes have been identified for further consideration. They are:

- Chalmers Avenue to east of Tinwald – urban
- Chalmers Avenue to east of Tinwald – rural

Drop off to the Ashburton District Council, 5 Blamny Square West, Ashburton or post to: Ashburton District Council, FREEPOST 230444, PO Box 94, Ashburton 7740. Phone: 307 7700, Fax: 308 1836, Email: info@adc.govt.nz

1. Do you think a second bridge will make travel between Ashburton and Tinwald safer and less time consuming?  
 Yes  No

2. Please explain your response to question 1.

3. What are your thoughts, comments or concerns on the two possible access routes?  
 Chalmers Avenue to east of Tinwald – urban

You can attach more pages if required.

Feedback closes: 4pm, Friday 14 September 2012



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