Taylor Baines

Ashburton Second Bridge Options

Comparative Social Impact Assessment

prepared for
Ashburton District Council
by

Taylor Baines & Associates

January 2011

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EXECUTIVE SUMMARY

Background to Taylor Baines engagement

1. Taylor Baines and Associates was engaged in April 2010 to work with OPUS International Consultants in executing the additional work programme requested by Council, specifically to carry out a comparative social impact assessment of options for a second bridge across the Ashburton River.

2. Prior to engaging Taylor Baines and Associates, an Issues and Options Report, prepared by OPUS International Consultants, had been presented to Council in February 2010. Based on the Issues and Options Report, Council identified its preferred option and a back-up option, before initiating a round of public consultation.

3. The public disquiet appeared to result from three factors: a reluctance to accept that the options are intended to address 'local' Ashburton needs (rather than the needs of inter-district traffic on SH1), a perception that Council's decision making was unduly influenced by a least-cost approach, and insufficient consideration given to the social impacts of any option.

Taylor Baines engagement - incorporating social impact assessment

4. The Open Days in April 2010, which had already been organised, were the first active involvement of Taylor Baines and Associates in this assessment process. The Open Day responses did not suggest a simple NIMBY (Not In My Back Yard) response. Residents in Tinwald did acknowledge the potential advantages of a second river crossing in general and of the preferred option in particular. However, they also raised some specific issues which needed to be addressed. Doing so would involve partly better communication and explanation of what has gone before, and partly a more transparent assessment of the options that remain.

5. The additional scope of work introduced by Taylor Baines & Associates involved establishing and working with a Community Reference Group (CRG) drawn from a variety of perspectives extending beyond Tinwald, applying a social wellbeing framework to the assessment, carrying out a series of key stakeholder interviews, and assembling relevant social information and data.

6. The CRG process itself has been an exercise in improving communication and explanation about the assessment process, and in making the approach to assessment more transparent.

Role of the Community Reference Group

7. The functions of the CRG (as expressed in its Terms of Reference) have been to -

   - to exchange and discuss information relevant to the further assessment work;

- 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; and
- to review and provide feedback to the consultants on the findings of further assessment work.

8. However, its role has sometimes been mis-reported in the media. Explicitly, its role has not been to advocate for or against a particular 2nd bridge option, or to make final decisions on the consultants' work programme.

9. CRG members have made important contributions to the assessment process: questioning and commenting on aspects of the approach to assessment; discussing the criteria for assessment; providing input on the relative weighting accorded each assessment criterion; providing feedback and discussion in response to the team's preliminary comparative assessments; and providing advice on consultation activities including the project newsletter(s).

10. Notes from each meeting of the CRG have been circulated to all CRG members for comment and correction if necessary, before being submitted to the Council. Views expressed around the CRG table have not always been in unanimous agreement. This is acknowledged in the notes. These meeting notes are appended to this SIA Report.

Assessing the options

11. Eight options have been assessed on a comparative (relative) basis, not an absolute basis. The SIA work has contributed to the overall comparative assessment of options through the application of the social wellbeing framework; 'social' criteria comprise 9 out of the 17 assessment criteria used in this assessment.

12. Notwithstanding the public concerns expressed previously that the Council may have been adopting a least-cost approach, members of the CRG collectively recommended that the criterion of overall 'cost' should be accorded the highest level of weighting in the multi-criteria assessment, although it was not the only criterion identified by CRG members as being important.

Results of the comparative assessment

13. The results of the comparative assessment are reported in the main project report prepared by OPUS International Consultants.

14. It is important to keep in mind the objectives and background of this 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.

15. The comparative assessment reported here has clearly distinguished between the options. In summary, the assessment results indicate 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.

16. While the technical and economic criteria (when considered by themselves) result in the same comparative rankings, the overall effect of including the social criteria has been to reinforce this pattern of comparative rankings.

17. The overall ranking order of options appears robust - various approaches to combining the set of criteria-specific scores always results in a similar ranking order.

18. A critical challenge now is to communicate these assessments and conclusions effectively during the public consultation period.

1 INTRODUCTION

1.1 Background to this Comparative Social Impact Assessment (SIA)

Council has prepared the Ashburton District Development Plan to present an over-arching framework for the future development of the Ashburton district for the next 20 years. This plan was prepared to enable the Council to plan for and respond to development. The main driver being growth.

There are currently issues associated with the State Highway 1 road transport corridor running through the Ashburton urban area. Specifically, there are issues associated with route security (bridge across the Ashburton River) and capacity. The Ashburton Transportation Study identified a range of issues and options to address these issues.

One area of significant concern is the existing bridge across the Ashburton River. Issues associated with this bridge include but are not limited to the following:

- the bridge's vulnerability to damage during significant natural events;
- route security issues;
- the current carrying capacity;
- the "remaining life" of the existing bridge;
- growth projections and consequential impacts on land transport; and
- ensuring interdependencies are adequately considered when responding to growth, development, land transport and other services.

Areas identified for future development are included in the Ashburton Development Plan. Council wishes to ensure an appropriate and timely land transport response to forecast growth and development.

In anticipation of this future development and growth, Council has commenced an investigation into improving or increasing the existing bridge transport capacity crossing the Ashburton River and, on approval by Council of a suitable option, ensure land access is protected through a Notice of Requirement process and land designation.

Opus International Consultants were engaged to carry out the technical investigation work related to the project, which was begun in 2009. As a result of the Issues and Options Report presented to Council in February 2010, Council identified its preferred option[1] and a back-up option[2], before initiating a round of public consultation.

This sequence of events caused a strong adverse public response, particularly from residents in the Grove St area of Tinwald. Subsequently, the Bridge Action Group was established to articulate the views of those concerned.

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[1] The option identified in the Issues & Options Report as option D-E: Chalmers Avenue to Grove Street.

[2] The option identified in the Issues & Options Report as option D: Chalmers Avenue on an alignment east of Tinwald.

As a result of this sequence of events, Council resolved to commission additional assessment work, including a Social Impact Assessment (SIA). Thus Taylor Baines and Associates was engaged in April 2010 to work with OPUS International Consultants in executing the additional work programme requested by Council. Also as a result of this sequence of events, the additional work programme (including the social impact assessment) has been carried out against a backdrop of some public disquiet, suspicion and debate.

1.2 Brief for this Comparative SIA

The brief for Taylor Baines & Associates focussed attention on carrying out a *"social impact assessment for appropriate options to allow as far as possible a comparison of the social impacts on an option by option basis."*[3]

1.3 Scope of work

The brief of work for Taylor Baines & Associates envisaged the following -

- attendance at Open Days in April 2010;
- review the Issues & Options Report and in particular the information and rationale behind the previous comparative ranking of options;
- advise on the focus of additional technical work;
- conduct a social impact assessment of the agreed options - a comparison of social impacts on an option-by-option basis;
- establish a Community Reference Group;
- advise on the communication of results to the wider community;
- prepare a project report.

In respect of the last point, it may be prudent to consider whether the SIA reporting is provided in a separate report or consolidated within a single OPUS/Taylor Baines project report.

1.4 Structure of this report

Section 2 sets out the approach and methodology adopted for this comparative SIA. Section 3 starts with a summary description of the problem being addressed followed by the list of options being assessed. The remainder of Section 3 draws together the body of data and commentary assembled through the key stakeholder interviews and data sources. Section 4 provides an overview of the comparative assessment with a particular emphasis on the social wellbeing aspects.

The complete assessment results are contained in the project report prepared by OPUS International Consultants.

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[3] SIA Brief, 1 July 2010.

2 APPROACH AND METHODOLOGY

2.1 Approach to this comparative SIA

Three principal aspects of the approach adopted for this comparative SIA are discussed below, namely -

1) the conceptual framework adopted in this SIA for interpreting social wellbeing;
2) the links between the SIA work and the activities of the Community Reference Group; and
3) the collaboration between Taylor Baines & Associates and OPUS Consultants.

2.1.1: Conceptual framework

The Resource Management Act 1991 (RMA) sets out a statutory framework which aims to direct the assessment of whether the proposal (in this instance, a proposal for a second bridge) would *"promote the sustainable management of resources in a way or at a rate that enables people and communities to provide for their social, cultural and economic well being"* as provided for in section 5 of the Act. The requirement in the Act is to consider the potential effects on people and communities.

Carrying out a social impact assessment within this statutory framework requires attention to a conceptual framework for thinking about social well being, and the factors which might contribute to people's experience of social well being. This conceptual framework[4] is set out briefly and referenced in Appendix 1.

Elements likely to be of most relevance to this comparative SIA include consideration of -

- the state of physical and mental health - in this case influenced by access to primary health services within a town centre, and the encouragement of active modes of transport, especially walking and cycling at peak traffic times;

- the quality of housing, shelter, neighbourhood and living place - in this case influenced by consideration of residential amenity (e.g. ambient noise levels, air quality, etc.), residents' expectations of residential amenity in relation to adjacent road function, and the potential influence on further residential development in future;

- influences on personal safety, public safety, autonomy or freedom from too much risk - in this case influenced by consideration of pedestrian safety, vehicular safety, cyclist safety, travel autonomy/choice of route and access to emergency services (Police, Fire, Civil Defence);

- opportunities for income, employment and the quality of working life - in this case influenced by worker accessibility to work locations, particularly involving peak-time travel, customer accessibility to retail and service outlets (particularly those located on main traffic routes), distance-related operating costs for commercial transport operators;

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[4] A summary of this conceptual framework was discussed with members of the Community Reference Group at the 3rd meeting on 14 October 2010, and the handout provided is shown in Appendix 2.

- access to goods and services - in this case influenced, for example, by access to schools and pre-schools (particularly involving morning peak-time travel), and the public library, etc; also access to frequent shopping destinations, particularly supermarkets;

- the quality of the physical environment, a clean environment with aesthetic appeal - in this case influenced by traffic-related ambient noise levels and air quality and the quality of the street-scape (for example in the East Street retail precinct), and the effects of a second bridge crossing on the environment of the Ashburton River;

- influences on family life, social attachment, social contact, interaction and support - in this case influenced by access to social services (for example services for the unemployed, for the elderly, for people with disabilities, etc), and also by the influence of traffic and road network on neighbourhood/community identity;

- influences on participation in community and society, including participation in organised groups and social activities - in this case influenced by access to community facilities;

- opportunities for leisure and recreation, time to enjoy them, and access to quality outdoors/open space - in this case influenced by access to specific recreation destinations (for example school recreation venues in town, Lake Hood, etc.).

These elements of social wellbeing provide the basis for assessing changes in levels of social wellbeing. Some of these assessments can be quantified while others are subject only to description and comparative, qualitative assessment.

2.1.2: Links between SIA and the Community Reference Group

Taylor Baines & Associates had responsibility for proposing Terms of Reference for the Community Reference Group (CRG), and then for recruiting and convening the CRG.

It is pertinent to be clear about the Terms of Reference, since there has been some misinformation reported in the public media[5] regarding the nature of the CRG's role.

The purpose of the Community Reference Group is:

> 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.

Within this purpose, its functions are:

[5] For example: a headline stating *"Group may drive bridge decision"* (Ashburton Guardian, 29Nov2010); report of a councillors concern that *"the reference group would come back with recommendations that council might not agree with."* (Ashburton Guardian, 6Dec2010).

- to exchange and discuss information relevant to the further assessment work;
- 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; and
- 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.

Thus, Taylor Baines & Associates has had the responsibility of facilitating the CRG. The CRG has had an advisory role, not a decision-making role. Further detail on this relationship is provided in section 2.2 below.

The CRG process itself has been an exercise in improving communication and explanation about the assessment process, and in making the approach to assessment more transparent.

2.1.3: Collaboration between Taylor Baines & Associates and OPUS

The assessment of options for Ashburton's second bridge has been a collaborative exercise between OPUS Consultants and Taylor Baines & Associates. While OPUS Consultants have had primary responsibility for the technical aspects of specifying the option details and technical aspects of the assessment, Taylor Baines & Associates have had primary responsibility for considering the social implications of each option for different groups of stakeholders. Both have had input to the selection of criteria for the comparative assessment and to the judgements made to determine the comparative assessment scores.

2.2 Methodology for this comparative SIA

Three principal aspects of the methodology adopted for this comparative SIA are discussed below, namely -

1) methods for primary and secondary data collection;
2) membership and meetings of the Community Reference Group[6];
3) multi-criteria assessment by Taylor Baines & Associates and OPUS Consultants.

2.2.1: Methods for primary and secondary data collection

Data collection has involved a mix of document review, face-to-face interviews and direct observation, as well as discussions within the Community Reference Group (see section 2.2.2).

[6] Terms of Reference for the Community Reference Group are provided in Appendix 3.

Document review and specific data acquisition has included -

- Ashburton Transportation Study, OPUS Consultants, April 2008;
- Issues & Options Report, OPUS Consultants, February 2010;
- Ashburton Walking and Cycling Strategy, ADC, June 2008;
- Ashburton District Sport and Recreation Strategy 2010;
- Ashburton Community Directory 2010;
- Travel-to-work data from the 2006 Census of Population & Dwellings, Statistics NZ;
- Ministry of Education data on school zones and school rolls;
- Ashburton Schools' bus transport services data on inter-school transfers.

In April 2010, Taylor Baines & Associates' introduction to the project involved attending a series of Open Day sessions organised by OPUS Consultants as part of the public consultation following the Issues and Options Report[7]. Short interviews were conducted with 40 people who had chosen to attend the Open Days. These interviews were analysed as part of assembling information on community issues (see Appendix 4).

During August, September and October, Taylor Baines & Associates initiated more in-depth interviews with the following groups[8] for the purposes of building up baseline information and understanding of the status quo, as well as canvassing views on the pros and cons of the options being considered, when viewed from various stakeholder perspectives -

- schools (Tinwald Primary, Ashburton Intermediate, Ashburton College);
- cycling interests (Cycling Trust, Cycling Strategy, Cycling club);
- transport companies (5 local companies + Road Transport Association);
- emergency services (Police, Fire Service, St John's Ambulance Service);
- Ashburton businesses (Business Association + selection of businesses);
- farming sector (Federated Farmers);
- social services (IDEA/Disability Services; Tinwald Medical Centre);
- residential interests (Bridge Action Group).

These sources of information have been complemented by direct observations of potentially affected residential precincts and commercial precincts, the locations of popular destinations in and around Ashburton, the locations of social and community services in Ashburton and Tinwald.

Taken together, these information sources are reported in Section 3.3 of this report. Data and commentary from the key stakeholders interviewed, combined with other secondary data, have been synthesised in the application of the social wellbeing framework.

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[7] It was not until after these Open Days that the scope of work for Taylor Baines & Associates was developed and agreed.

[8] A full list of interviews is provided in Appendix 5.

2.2.2: Membership and meetings of the Community Reference Group

Membership of the Community Reference Group:

Taylor Baines & Associates was responsible for recruiting membership of the Community Reference Group (CRG). The original concept was that the CRG would comprise individuals who represent the following interests -

- residential communities likely to be most affected by any proposal (e.g. Tinwald, Lake Hood, Ashburton town around Chalmers Ave/Williams St) ;
- business interests in Ashburton (e.g. Grow Mid-Canterbury);
- those with interests in the Ashburton River and its margins (e.g. River Guardians, recreational groups using the river margins);
- particular transportation interests (e.g. Road Transport Assn; cycling advocates);
- particular community interests (e.g. Tinwald Primary School; similarly a school on the north side of the river).

Ultimately, the CRG comprised the following members -
- Kellie Dolan (resident of Lake Hood, chair of Tinwald School PTA),
- Don Hooper (resident of Melcombe St),
- Peter Lindsay (resident of Grove St, southern sector),
- Michael Morrow (Federated Farmers),
- Diane Rawlinson (resident of Grove st, northern sector),
- Bob Reid (chair of Mania-O-Roto Scout Zone),
- Greer Ricketts (resident of Chalmers Ave),
- Sam Ruck (head boy of Ashburton College),
- Janine Sundberg (Ashburton Business Association),
- Mark Wareing (Road Transport NZ)

Meetings of the CRG were serviced by James Baines (facilitator) and Brigid Buckenham of Taylor Baines & Associates and Bill Rice of OPUS Consultants[9]. John Mckenzie (ADC Manager, Resource Consents) attended the meetings as an observer and to answer questions of clarification about the statutory processes as required.

The CRG process itself has been an exercise in improving communication and explanation about the assessment process, and in making the approach to assessment more transparent.

Meetings of the Community Reference Group:

Meetings of the CRG have all been held in the Council chamber on the top floor of the Council building. Meeting dates and attendances and principal meeting activities are summarised below. After each meeting, Taylor Baines & Associates prepared a short report covering the main points of discussion at the meeting and circulated a draft to all members for their comment and verification. Only after the draft had been verified was the report sent to the Council. Copies of all meeting reports are provided in Appendix 6.

[9] Steve Baker of OPUS Consultants also attended the 4th meeting.

1st meeting: 19 July 2010 (9 members present)

Discussed meeting protocols,
Discussed the Consultation Strategy,
Outlined the assessment work intended,
Discussed Newsletter #1.

2nd meeting: 25 August (10 members present)

Discussed options being considered in this assessment,
Undertook a "Pros & Cons" exercise (in pairs) of each option; subsequently extended and collated (see Appendix 6),
CRG requested adding in the 4-laning option

3rd meeting: 14 October (6 members present)

Discussed the scope of the SIA work and the social wellbeing framework adopted,
Discussed the criteria that could be used for comparing options,
As a group, undertook a 'clean sheet' brainstorming and prioritising exercise on criteria for comparative assessment of options.

4th meeting: 15 November (10 members present)

As a group, undertook a prioritising exercise on the criteria adopted by the consultants in the preliminary assessment (see 4th meeting report in Appendix 5),
Provided feedback to the consultants on the preliminary comparative assessments, for each criterion.

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

At the time of writing this report, two further meetings of the CRG are envisaged, at the end of January and towards the end of March.

2.2.3: Multi-criteria assessment of options

Multi-criteria assessment:

The approach to multi-criteria assessment adopted for this comparison used the same basic method as that adopted in the Issue & Options, with some variations. The variations involved the use of numerical scores[10] rather than simple colour-coded "traffic light" comparisons, and a revised set of criteria.

[10]
+2: has a significant positive effect
+1: has a moderate positive effect
0: has little or nor effect
-1: has a moderate negative effect
-2: has a significant negative effect

Individual scores need to be interpreted mindful of two facts: (1) that they are comparative scores, relative to continued use of the existing route as it would be in the future; and (2) that they are composite scores for the whole route option and may incorporate a mix of contributions for sub-sections of the route[11].

Criteria selection:

Criteria were selected to cover the four wellbeings included in the Local Government Amendment Act 2002 - social, environmental, cultural and economic wellbeing. It is noted that the range of elements expressed in the 'social wellbeing' framework (see Section 2.1.1 above) themselves link to all four wellbeings.

Reviewing the ideas provided by CRG members during the "Pros & Cons" exercise (see Appendix 6) reveals that many of these factors align with the criteria adopted, as shown in the following table of examples. In some cases, it is evident that the comments align with several of the criteria -

Criterion	***extract/example from "Pros & Cons"***
Safety	*"safer for schools and students driving to/from school...."* *"Issue for Tinwald primary School"* *"....not wide enough for modern design of high volume traffic"* *"concern about 'high-speed' corners proposed"* *"potential for more trucks along ..."* *"Safety for residents"*
Lifeline	*"Tinwald-Ashburton utility connection still insecure"* *"increase in Tinwald-Ashburton utility connection security"*
Accessibility	*"No advantage to local commuters"* *"Provides route from Lake Hood north"* *"southern end of Tinwald would access it"* *"direct urban connections without residential conflicts"* *"shortest route"* *"limited use by locals"* *"egress/entry difficult"* *"traffic from rural east Tinwald does not have to go through existing urban area"* *"connects with Northern industrial park"*
Community severance	*"severance of .... from side to side"* *"splits Ashburton and Tinwald in two"* *"crossing of main highway an issue"*
Active transport	*"limited use by pedestrians and cyclists"* *"cycle and pedestrian use safer"* *"provides cyclists with a safe route"* *"congestion of cycles, cars, students in the urban areas"* *"less friendly for car, bike pedestrian use"*
Land	*"fewer landowners affected"* *"fewer properties needed in purchase"*

[11] For example, the sub-sections might be a section of the route south of the River and another section north of the River.

Criterion	***extract/example from "Pros & Cons"***
Amenity (residential, urban, recreational, ..)	*"Separate from residential properties"* *"impacts on urban dwellers"* *"width of road for parking and pedestrians"* *"takes traffic away from urban residential areas"* *"noise and pollution in town with extra heavy traffic"* *"too close to Scout Park"* *"shortest route will attract heavy vehicle traffic"* *"noise"* *"pollution"* *"major urban impact"* *"loss of green urban area"*
Cost	*"...land cost .."* *"...construction cost - length of road ..."* *"Possible NZTA funding"* *"possibly cheapest option"* *"large amount of new roading"*
Economic development	*"loss of customers for local businesses if through traffic misses town"* *"greater cost for longer distance travelled"*
Planning for the long term	*"scope for southern extension"* *"allows for future growth"* *"allows for new rest home development"* *"prevents new rest home development"* *"utilising rural land which can become residential"* *"developers would be aware of the possibility of a road and bridge when buying"* *"new road provides access/frontage to future residential sub-division east of Tinwald"*

In selecting criteria, it is methodologically important to try to avoid overlapping criteria (the risk of double counting an effect).

Weighting the criteria:

It is impossible to avoid the concept of weighting in multi-criteria assessment. Whenever more than one criterion is used in an assessment, the question arises as to whether the criteria should be accorded equal or different weights. The absence of explicit weights for different criteria simply implies an acceptance of equal weights (1.0) for each.

Weighting criteria - ranking them according to perceptions of relative importance - is an exercise in values. It is not a technical exercise. It is therefore appropriate that a mixed group of community representatives, such as the Community Reference Group, might be used to provide guidance on the matter of weightings for criteria. The Community Reference Group addressed this issue explicitly during its 4th meeting. The results of their guidance are shown in the tables contained in the report of the 4th CRG meeting (see Appendix 6).

Preliminary comparative assessment of options:

The combined consultants team from OPUS Consultants and Taylor Baines & Associates prepared preliminary comparative assessments for all options, including the "traffic signals" at a daylong workshop on Monday 18 October 2010. This involved finalising the selection of criteria and preliminary comparative scores.

The results of this preliminary assessment were compiled by OPUS Consultants in the form of a table of comparative scores, supplemented by a commentary for each option explaining the scores for each criterion.

Reflection and review of comparative assessments:

The preliminary assessment has undergone several reviews. Prior to sending the preliminary assessment information out to all members of the CRG, the consultants met again to reflect on the initial scores and comments and made some changes.

The CRG members each received full copies of the preliminary assessment information one week prior to the 4th CRG meeting. At this stage, the assessment information had not been communicated to Council. The 4th meeting of the CRG focussed on prioritising the criteria - as a basis for inferring relative weighting - and receiving verbal feedback and discussion on the preliminary comparative scores. Discussion during this 4th meeting resulted in the consultants amending some of the comparative scores. It was also concluded at the meeting that the consultants needed to give more attention to detail in some of the supporting commentary.

3 THE PROBLEM BEING ADDRESSED AND THE OPTIONS

3.1 Statement of the Problem

3.1.1 Community concerns

As noted in Newsletter 1 (August 2010) -

> *"**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, and*
> *- land transport route security."*

This set of concerns needed to be reflected in the criteria selected for any comparative assessment of route options. Indeed, four of them - safety, congestion (accessibility), planning for the long term and route security - are reflected in the top six criteria prioritised by the CRG (see Appendix 6 for details). The fifth - cycling and walking (active transport) - was recognised by the CRG but as a somewhat lower priority.

It is relevant to note that the interviews with visitors to the Open Days in April 2010 revealed a very high level of support for the general proposition that a second bridge is needed[12]. Consistent with this high level of support were the majority of interview responses also expressing concerns about traffic volumes, access issues and traffic congestion (see Appendix 4).

3.1.2 Analysis of the existing traffic situation

Again, as noted in Newsletter 1 (August 2010) -

> *"**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."(emphasis added)*

[12] 35 out of 40 interviewees agreed with this proposition.

Appropriate interpretation of the traffic data is critical to the selection and design of options, if they are to be fit for purpose. Analysis of the various data sets[13] 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. 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 concerns about safety on the road, congestion and accessibility between Tinwald and Ashburton, and the cycling and pedestrian issues are the result mainly of local traffic numbers.

A reluctance to accept this interpretation of the data was markedly evident in the interviewee responses at the Open Days earlier in 2010[14]. In this regard, it is probably instructive that practically none of those interviewed focussed their attention on what the preferred option would do for local traffic. Rather 26/40 mentioned the likely effect of the preferred option on routes taken by heavy traffic through residential areas (i.e. a focus on adverse effects and an assumption that inter-district freight traffic would be significant users of an alternative route). The public debate is clearly influenced by people's willingness or reluctance to accept the empirical data.

The conclusions drawn from interpreting these data have also been a focus of dispute for one or two members of the CRG, who claim that these conclusions do not match well with their own direct observations. However, the local residents from Tinwald who are on the CRG themselves expressed divergent views on the basis of their various direct observations. It was acknowledged by CRG members in discussion that anecdotal observations may or may not reinforce the data.

Nevertheless, while not all CRG members agreed with the conclusions about the split between "local" and "inter-district" traffic along this stretch of SH1, after the opportunity for discussion, most CRG members appeared to accept the conclusion as valid and evidence-based.

The analysis of the existing traffic situation, combined with the modelling of forward projections for future traffic loadings and Levels of Service, support a focus on options which best address "local" traffic issues, particularly peak-time issues associated with commuting.

3.2 Options being assessed

The Transportation Study 2008 looked at a diverse range of physical options including a signalised intersection in Tinwald, clearways along parts of SH1 near intersections in Tinwald, a new road bridge across the Ashburton River, and improved pedestrian and cycle access across the River. Most of these were recommended for further scoping studies.

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13 Two data sets have been analysed: (1) a detailed number-plate survey carried out in 2006 at 15 locations by OPUS Consultants to support the Transportation Study 2008 Figure 4.4, p.24); (2) an annual series of 24/7 tube counts at 2 locations carried out by NZTA since 2002 as part of its on-going monitoring programme.

14 38 out of 40 interviewees did not interpret the second bridge options exercise as a solution to addressing present and future "local" traffic needs.

The Issues & Options Study assessed 13 possible sites for a second bridge across the River. As noted earlier (section 1.1), the Council responded to the Issues & Options Report by indicating its preference in February 2010 for the Chalmers Ave to Grove Street option, with a back-up option further to the east of Tinwald but also using a bridge at the southern end of Chalmers Ave.

In April 2010, when Council opened up the investigations for further assessment, including a component of social impact assessment, three general concepts were included - Melcombe St, Chalmers Ave and by-pass options[15]. Each of these has several variants, noted below -

- By-pass	outer by-pass
	inner by-pass
- Chalmers Ave	eastern-most (beyond future residential zone) - "rural"
	central (within future residential zone/currently rural) - "urban"
	Grove St - western-most Chalmers Ave option
- Melcombe St	using a level crossing
	Using a rail overpass

The CRG urged the inclusion of the 4-laning option for SH1 through Tinwald. The consultants incorporated the signalised intersection in Tinwald for the sake of completeness[16]. Thus, the current assessment compares nine options.

3.3 Applying the social wellbeing framework

The framework for thinking about contributions to social wellbeing was presented in section 2.1.1. Applying this framework involves thinking about how the various elements of social wellbeing relate to the criteria adopted for the multi-criteria assessment task.

The elements of social wellbeing that make up the framework are not specific to transportation and traffic-related assessments. The framework adopted here has its New Zealand origins in the deliberations of the 1988 Royal Commission on Social Policy. In practical terms, social wellbeing refers to the level at which a range of individual and social needs are satisfied; such as the needs for being healthy, having learning skills and gainful employment, having access to a range of material goods and services and opportunities for leisure and recreation, living and working in a pleasant physical environment, being safe, having a degree of self determination, living in a pleasant social environment and having a sense of belonging in a community.

The following table is intended to demonstrate in a simple graphical way, how elements of the social wellbeing framework relate to the criteria adopted for the multi-criteria assessment task. The elements of social wellbeing are listed down the left-hand column, while the assessment criteria which are in some way related are listed across the top. Numbers in

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15 Even though two by-pass options were included in this phase of additional investigations, they still have to be assessed against criteria that are relevant for addressing the needs of "local" traffic.

16 Previous public consultation commentary had drawn attention to this option, even though it does not involve a second bridge.

brackets in the left-hand column refer to the subsequent sections of this report where each element of social wellbeing is discussed further.

	Safety	Personal security	Emergency services	Lifeline	Route security	Accessibility	Community severance	Active transport	Land	Environment	Amenity & public health	Economic development
State of physical and mental health (3.3.1)						X		X				
Quality of housing, shelter, neighbourhood and living place (3.3.2)									X	X	X	
Influences on personal safety, public safety, autonomy or freedom from too much risk (3.3.3)	X	X	X	X	X							
Opportunities for income, employment and the quality of working life (3.3.4)						X						X
Access to goods and services (3.3.5)				X		X						
Quality of the physical environment, a clean environment with aesthetic appeal (3.3.6)										X		
Influences on family life, social attachment, social contact, interaction and support (3.3.7)						X	X					
Influences on participation in community and society, including participation in organised groups and social activities (3.3.8)						X						
Opportunities for leisure and recreation, time to enjoy them, and access to quality outdoors open spaces (3.3.9)						X						

For a transport-focussed assessment it is not surprising that many aspects of social wellbeing are associated with the criterion of accessibility - the opportunity for and ease with which people can move from one place to another.

Section 8 of the OPUS Report (at p.57) contains a table which describes how the criterion labels have been interpreted. This table is reproduced below to assist the reader.

Criteria	***Exemplified by***
Safety	Pedestrian, cyclist and motorist safety
Personal Security	Safety of people in public places by ensuring public places are well lit and able to be observed by nearby residents and or passers by. In this context, 'public places' refer to the public road reserves and adjacent places where members of the public are entitled to be. (as in "Crime Prevention Through Environmental Design" (CPTED))
Emergency Services	Ability of emergency services to respond quickly to emergencies in all parts of the district, but with a particular emphasis on urban areas where events are more common. Influenced by distance of travel, number of intersections to cross and traffic density

Criteria	*Exemplified by*
Lifeline	The bridge carries utilities (water supply, electricity, telecommunications) across the river. Ability to maintain essential utilities to communities in the event of a civil defence emergency (flood, earthquake etc). Most effectively achieved through duplication.
Route Security	Ability to provide reasonable access across the river in the event of a local incident (breakdown, accident etc), or major emergency (natural hazard) closing the existing bridge or approach
Accessibility	Ability to get to key destinations within town, including homes, employment, education, medical, recreation, and shopping. Includes walking, cycling, private motor vehicle, public transport, freight. Often a particular issue at peak times
Community Severance	The splitting of sectors of a community by a physical & perceived barrier (includes road & traffic). At town level & street level.
Active Transport	Promoting active transport (eg walking and cycling as means of travel to school and workplaces) by improving and extending walking and cycling infrastructure, and improving environmental conditions for walking and cycling (i.e. a safer, more pleasant environment with good quality surfaces); often involves increasing the separation between vehicular traffic routes (particularly those involving heavy vehicles) and pedestrian/cyclist routes
Land	Ease of land acquisition. Number of properties requiring partial or full acquisition. Houses and other buildings requiring demolition. Dislocation of property owners
Iwi	Impacts on local and regional iwi, Culturally important sites, Accidental discovery of culturally important artefacts
Heritage	Impact on heritage sites, buildings etc & archaeology
Environment – Water	Impact on water quality, and river hydraulics
Amenity & Public Health	Changes to ambient amenity values, eg noise levels, air quality, vibration, visual effects and street-scape. In severe cases has impacts on personal health
Cost	Total cost - Land & construction. Whole of life cost. Local ratepayer share
Economic Development	Impact on local businesses operating in Ashburton and Tinwald. Cost to users, including freight operators (including flow on effects)
Planning for the Long Term	Addressing short, medium, and long term transportation issues throughout the next 50 years
Sewer Replacement Opportunity	Existing sewer siphon under Ashburton River near the oxidation ponds is likely to need replacement in the medium to long term. A new bridge may provide a viable route for the sewer, and thereby reduce some of the costs of sewer replacement.

This remainder of this section draws together data and commentary relevant to particular aspects of the framework, assembled as part of the SIA work from a combination of primary and secondary sources.

3.3.1 The state of physical and mental health

- in this case influenced by access to primary health services within a town centre, and the encouragement of active modes of transport, especially walking and cycling at peak traffic times.

With one exception[17], all primary health services including medical centres and pharmacies are located north of the River (see map in Appendix 7). At present there are capacity limitations with one medical centre serving not only Tinwald but also a large rural area to the south. Improving access across the River increases the range of choices in health service providers for people living south of the River, particularly those living east of SH1, including Lake Hood residents[18].

The Ashburton District Walking and Cycling Strategy was developed in 2008 *"with the aim of encouraging walking and cycling in the Ashburton District as safe, healthy and active modes of transport, provided for in a way that acknowledges the diverse needs of the different communities within the District."* The stated objectives of the Strategy include -

- to develop safe walking and cycling facilities and environments;
- to provide an effective network that ensures accessibility and connectivity;
- to improve the physical road environment through reduced use of motorised transport;
- to promote walking and cycling as safe, healthy and active modes of transport and recreation for the community and visitors; and
- the ADC to provide leadership in the advocacy of walking and cycling in the District.

A second bridge has the potential to address several of these objectives explicitly - by adding to the existing network of walking and cycling routes in the vicinity of the town (increasing connectivity) and also by improving the physical road environment of existing roads through improved design[19] and by spreading the traffic load and thereby reducing the absolute level of motorised transport on each particular route.

At the present time, the principal cycle route connecting Ashburton with Tinwald runs alongside SH1 and uses 'clip-on' features on both sides of the bridge, shared with pedestrians. Numerous comments were made during interviews about the inadequacies of the existing bridge crossing for cyclists. For example, members of the road cycling club do

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17 Tinwald Medical Centre, 33 Main South Road, Tinwald

18 A survey of Huntingdon Park residents in 2008 indicated that these residents from Lake Hood are already more likely to be accessing doctor's services in Ashburton rather than Tinwald. This reflects two factors: capacity limitations in Tinwald and Lake Hood residents having moved from Ashburton and continuing to visit their existing doctor in Ashburton.

19 e.g. segregated cycle paths/walkways, cycle lanes or sealed shoulders

not use the bridge clip-ons as they have not been well maintained - *"too many cracks and glass on the cycle way"*; for linking up with the recently developed track to Lake Hood along the southern side of the River - *"has difficult connections getting down onto the riverside track and requires people to get across to the west side of SH1 in order to access the bridge"*; others see the existing bridge with its clip-ons as *"a weak link in the network"; "the combined walking/cycling clip-ons are a choke point"; "not easy for two cyclists travelling in opposite directions to pass each other"; "mobility scooters can create a virtual blockage because they are so slow".*

Notwithstanding these issues, the cycling/walking routes associated with the bridge *"are used a lot; lots of school kids walk and cycle across them"*[20]. However, most of those interviewed about the second bridge options expressed the view that a second bridge option east of the existing bridge[21] with appropriate pedestrian and cycling provision would be a significant enhancement to the network. It would be important to ensure that such a second crossing does not pose a barrier to east-west cycling and walking traffic along the southern bank of the River.

3.3.2 The quality of housing, shelter, neighbourhood and living place

- in this case influenced by consideration of residential amenity (e.g. ambient noise levels, air quality, etc.), residents' expectations of residential amenity in relation to adjacent road function, and the potential influence on further residential development in future.

The issue for social wellbeing in this case is generally associated with a change in existing amenity values, which people value and have come to expect in particular locations. For example, various options involve changing traffic volumes along certain existing streets. The following table summarises estimates of the number of residential dwellings along various streets which are predominantly residential in character along with estimates of typical existing traffic volumes and a description of the street function in the existing roading network. For comparison, vehicle numbers along SH1/Archibald St are provided as well.

Street	***# dwellings approx.***	***Typical traffic volume vehicles per day (vpd)***	***% heavy***	***Road status in hierarchy***
Melcombe St, from Anne St northwards	65	540 south of Laghmor Rd (2008) 630 north of Laghmor Rd (2008) 1,040 north of rail crossing (2008) 1,770 Nursery/Jordan (2008)	8% 2% 3% 1%	Collector Road (from Laghmor to SH1 - northern rail crossing)
Grove St. from Grahams Rd to Carters Terrace	130	570 Manchester/Johnstone (1991)		Local Road
Graham St, from Archibald St to urban edge	20	1,290 at urban edge (2008)	8%	Principal Road

[20] For example, it was noted particularly that during Terms 1 and 4, it is common for Intermediate School pupils living in Tinwald to cycle to school.

[21] i.e. crossing at the end of Chalmers Ave.

Chalmers Ave, north to Walnut Ave	55	2,320 south of Moore St (2008) 4,490 north of Moore St (2008)	9% 4%	Principal Road
Trevors Rd, north to Albert St	60			
Archibald St/SH1		20000	10%	State Highway

These comparisons suggest that residents on Melcombe St and Grove St currently experience traffic volumes commensurate with their streets being essentially residential access streets. Despite being part of the route from Lake Hood into Ashburton, residents on Graham St experience similar traffic volumes. Residents on Chalmers Ave currently experience significantly higher traffic volumes, commensurate with their street having a higher-level function within the town's road hierarchy. This is reflected in the fact that for much of its length - from South Street to Walnut Ave - it is a two-lane street with a central median strip. The relatively high percentage of heavy vehicles[22] on the southern section of Chalmers Ave reflects use by several transport firms with depots in the vicinity of South St. Where a completely new length of road is to be created in a greenfields area, as with the by-pass options or the Chalmers Ave options, the change of amenity value accompanies a change in land use, for which existing landowners receive financial compensation. Future buyers of land adjacent to a road designation will make their purchase decisions in the knowledge that a new road has been designated. A new road which provides good levels of accessibility to Ashburton is likely to attract residential buyers.

3.3.3 Influences on personal safety, public safety, autonomy or freedom from too much risk

- in this case influenced by consideration of pedestrian safety, vehicular safety, cyclist safety, travel autonomy/choice of route and access to emergency services (Police, Fire, Civil Defence);

Where roads provide for vehicles, cycles and pedestrian traffic simultaneously, safety is improved in situations where adequate separation can be provided. Autonomy (freedom of choice) is catered for by enabling individuals to choose between several options, in this instance, several route options[23], or by ensuring that the single option is a reasonably attractive option.

All the emergency services - the hospital, ambulance service, fire service and police - are located north of the River (see map in Appendix 8).

From a public perspective, access to town can be an issue in an emergency - for example, children at (Tinwald) school with severe allergic reactions; in case of restrictions on the existing single bridge *"we all have to learn how to provide the antidote and not rely on the*

[22] A similar percentage to the State Highway.

[23] For example, multiple routes into Ashburton, or multiple points to cross SH1.

emergency services". Restrictions are not limited to bridge closures. When time is short, even slow traffic across the bridge - *"large harvesters at harvest time"* - can effectively block the bridge for a critical period of time.

Emergency services representatives were interviewed for this assessment. Salient observations are summarised below.

Fire Service:
Twenty-two percent of all Fire Service call-outs in the last twelve months[24] were from south of the River and involved access across the bridge. This is equivalent to 3 call-outs every two weeks, a not infrequent event.

A critical issue for the Fire service is the availability of water to fight fires. All water is supplied from the town side of the bridge, whether piped or carried aboard a Fire Service vehicle. If the existing bridge is damaged in a way which damages the water pipe that takes water from north Ashburton to Tinwald, this would create a critical situation, as not only the supply of water would be cut off, but also the ability to take a water tanker over the bridge. A second bridge would alleviate this concern, and a second bridge which also enabled a duplicate water pipe across the River would further reduce such a risk.

In terms of speed of response to an emergency - *"we look for the shortest route whenever we get a call"* .Thus the location of a second bridge will have a bearing on whether or not there is any advantage to the emergency service arising out of a potentially more direct route. A second bridge close to the existing bridge will make little difference to the route length travelled. A second bridge to the east of the existing bridge may create a more direct route into parts of East Tinwald.

St John Ambulance:
Ambulance services in Ashburton average 55 call-outs a week, of which on average 18 are to south of the bridge, or almost 3 call-outs per day.

Any closure of the bridge means that the next nearest ambulance response involves a 20-minute response time from Mayfield or a 20-minute response from the Christchurch-based helicopter, compared with 3 minutes from Ashburton . It would take over 30 minutes to get from Ashburton to the foothills and around to bypass the bridge. Nor is the use of a 4WD vehicle to cross the River considered feasible because of the risks involved and the inability to carry all of the equipment such as a stretcher in the 4WD vehicle. A second bridge would significantly reduce risks associated with disruptions to the ambulance service.

Police:
The Police support the contention that a second bridge would address present and future congestion on the existing bridge and have benefits for the certainty of emergency services.

[24] 79 call-outs south of the bridge out of a total of 367.

3.3.4 Opportunities for income, employment and the quality of working life

- in this case influenced by worker accessibility to work locations, particularly involving peak-time travel, customer accessibility to retail and service outlets (particularly those located on main traffic routes), distance-related operating costs for commercial transport operators.

Travel to work:
At the time of the 2006 census, more than one thousand (1,128) people were commuting daily across the bridge to and from work. This figure corresponds to 16% of all working people in Ashburton and Tinwald. Data have been analysed for travel between Ashburton and Tinwald and also between Ashburton and the rural areas surrounding Tinwald[25]. 771 residents of Tinwald travelled daily across the River to work in Ashburton and a further 117 residents from outlying rural areas south of the River did the same. 222 residents of urban Ashburton travelled daily across the River to work in Tinwald and a further 18 travelled daily to workplaces in outlying rural areas south of the River. Either way, such commuting involves a daily round trip. There is also evidence[26] that some people return home for lunch, meaning that work-related commuting involves two round trips per working day. Comparison of these data (March 2006) with number plate counts (February 2006) suggest that work-related commuting contributes a substantial proportion of peak "local" vehicle travel across the bridge. Thus measures which spread work-related commuting traffic over two possible routes across the River are likely to reduce congestion on the bridge and Archibald St as well as provide benefits to the commuters in terms of reduced travel times.

Roadside parking:
Roadside parking is important for access to adjacent business premises, particularly retail premises. Route options which remove roadside parking opportunities along Archibald St or East St are likely to affect patronage at adjacent businesses.

Travel distances for transport operators:
Another important stakeholder group in this exercise, besides residents, are the local transport operators, of which there are some half dozen serving various sectors of the freight transport market - cartage of gravel for road construction and concrete manufacture, stock movement, grain transport, delivery of building supplies. Currently their premises are spread in several locations around Ashburton and Tinwald[27]. Three companies currently have premises along South St, associated with principal routes along SH1, SH77, South St, Chalmers Ave (mainly south of Moore St) and Moore St.

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25 Data are summarised in tables in Appendix 9.

26 Traffic count evidence of a mid-day peak in traffic flows across the bridge.

27 Including Melcombe St, South St and Trevors Rd.

Deliveries of building supplies can be expected in any part of town and at any time of year, although Lake Hood will be one location of exceptional activity with new houses as well as gravel extraction to create the expanded Lake. Grain transport and stock movement is highly seasonal. Ashburton is home to two of the largest seed processing plants in the southern hemisphere in PG Wrightsons and S I Seed Dressing, which are especially busy in summer through to March each year.

Expectations were expressed by several people from the transport sector that South St depots will likely re-locate in the future because of the value of the land they currently occupy. Much change is envisaged in the patterns of processing farm products - seeds, meat, milk; it is difficult to know in detail how this will change the pattern of rural truck movements many years out. One strong likelihood, with the recent consenting and imminent construction of a new Fonterra milk-processing plant near Darfield, is that the passage of Fonterra milk tankers through Ashburton is likely to diminish substantially in future. At present all milk from as far north as Culverden passes through Ashburton on its way to be processed at Clandeyboye.

Commercial transport operators work on tight margins where a combination of distance and time is critical to the overall costs of operation; distance travelled as well as travel speeds and the likelihood of interruption to travel are relevant considerations. Thus a general rule of thumb is that operators will choose the shortest possible route along which they are unlikely to encounter interruptions. Generally, they try to keep their drivers off residential streets if possible, because of the slower speed environment and the chances of travel disruption.

3.3.5 Access to goods and services

- in this case influenced, for example, by access to schools and pre-schools (particularly involving morning peak-time travel), and the public library, etc; also access to frequent shopping destinations, particularly supermarkets; access to 'lifeline' utility services is also relevant;

Schools:
It has been estimated for this assessment that some 230 school children travel daily from south of the River and east of SH1 to schools north of the River in Ashburton. A good proportion of these will involve two car trips per school day, the morning trip coinciding with the morning traffic peak across the bridge.

The Ashburton urban area is served by seven primary schools, one intermediate school and one secondary school[28]. All but Tinwald School (primary) are located north of the River. Tinwald School is a contributing primary school. This means that children of intermediate school age (Yr7 and Yr8) must travel to Ashburton Intermediate for their schooling, unless

[28] For locational details, refer to Appendix 10.

they are already attending another full primary school in Ashburton (on the north side of the River). Tinwald School is one of three primary schools which operate enrolment schemes.

School	Street	Location	School Type	Enrolment Scheme	Roll 2009	Decile 2010
Ashburton College	27 Walnut Ave	Central West	Secondary	N	1158	7
Ashburton Intermediate	144 Cass St	Central East	Intermediate	N	368	6
Ashburton Christian School	119 Albert St		Full Primary	N	30	10
Allenton School	110 Harrison St	Allenton	Contributing	Y	324	8
St Joseph's School	87 Havelock St	Central West	Full Primary	N	199	8
Ashburton Borough School	Winter St	Central West	Full Primary	N	335	7
Ashburton Netherby School	Brucefield Rd	Netherby	Contributing	N	129	3
Hampstead School	55 Wellington St	Hampstead	Contributing	Y	278	4
Tinwald School	131 Thomson St	Tinwald	Contributing	Y	214	6

Tinwald School's roll has been relatively steady over the past decade, being between 210 and 220 for eight of those years.

The component of the 2006 population living in Tinwald and the rural areas immediately adjacent to Tinwald[29] and aged 5-9[30] years totalled 213, compared with the 2006 Tinwald School roll of 219. At that time the rural areas adjacent to Tinwald had by far the highest population growth rate of any area in the entire District. This suggests that some households (an increasing number) will be taking their children to primary schools on the north side of the River, which may necessitate two car trips each school day.

The number of primary school-age children travelling across the River to school in 2006 is estimated at 40. The number of intermediate and secondary school-age children travelling across the River to school in 2006 is estimated at 90 and 210 respectively. Given the geographic distribution of resident population, 67% of these came from east of SH1, totalling approximately 230.

All Ashburton schools are serviced by Ministry of Education-funded school buses for eligible students. However, eligibility criteria mean that most such bus services carry only children living in rural areas for primary schools. Even for Ashburton College and for Ashburton Intermediate, the criterion of living more than 4.8km from the school renders many residents of Tinwald ineligible for such services. Nevertheless, Tinwald School acts as a hub for school buses in the morning, as children meet there to get on the buses to go to other parts of Ashburton. The Intermediate School has 80 children enrolled from south of the bridge[31]

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29 Corresponding to Census Area Units (CAUs) - Tinwald and Plains-Railway. Note that Tinwald School's zone extends considerably beyond the boundaries of Plains-Railway into the Hinds CAU.

30 Ages 5-9yrs will under-state the primary school age cohort. Conservatively, one-fifth of the 10-14yrs cohort should be included - an additional 46 children aged 10yrs.

31 Currently, three staff members also live south of the bridge.

and pays for a bus called the Tinwald Express, which is just for the intermediate pupils. However, there are also buses provided by the Mid Canterbury Schools Transport system run from the College, and some intermediate pupils pay to use these buses.

Discussions with the Mid Canterbury Schools Transport coordinator indicate that the advent of a second bridge could result in re-routing of some school bus services, since specific routes are designated, taking into account safety considerations such as avoiding right-hand turns in front of on-coming traffic, if possible. A second route across the River might also make some other choices of school more accessible to parents living south of the River.

Pre-school facilities are also distributed throughout Ashburton and Tinwald, with a preponderance north of the River (see Appendix 11). Some specialist pre-schools[32] exist only north of the River.

Other destinations:
There are other categories of specialist destination, or frequently visited destination, where a second bridge could enhance existing levels of accessibility or choice for people living on the south side of the River. These include supermarkets[33] and major 'department' stores[34]. while not necessarily associated with peak-time travel, supermarket visits are amongst the most regular for all retail consumers.

3.3.6 The quality of the physical environment, a clean environment with aesthetic appeal

- in this case influenced by traffic-related ambient noise levels and air quality and the quality of the street-scape (for example in the East Street retail precinct), and the effects of a second bridge crossing on the environment of the Ashburton River;

Apart from residential areas, the environmental amenity of which has been discussed in section 3.3.2 above, other urban areas are also of interest in terms of potential impacts on amenity values. These include locations such as the retail precinct on East St and the skateboard park adjacent to West St.

For the purposes of this assessment, the assumption has been made that a second bridge in any location would need to be designed and constructed to high environmental standards in order to gain the necessary resource consents.

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32 For example, the Montessori pre-school in Chalmers Ave.

33 See Appendix 12.

34 See Appendix 13.

3.3.7 Influences on family life, social attachment, social contact, interaction and support

- in this case influenced by access to social services (for example services for the unemployed, for the elderly, for people with disabilities, etc), and also by the influence of traffic and road network on neighbourhood/community function;

Access to specific locations for specific groups of people is the relevant indicator here.

The proportion of elderly living in Tinwald is not as high as that for Ashburton as a whole[35]. This may reflect a desire by elderly to live close to services and facilities, which tend to be located north of the River and east of the State Highway (see Appendix 14). The proposal to establish a retirement complex in Tinwald[36] will add a further increment to this demographic living south of the River. Less confident drivers are likely to be more constrained by the current traffic issues associated with the bridge and SH1 in Tinwald, and yet most support services for the elderly are located north of the River and there is no public transport. Similar circumstances may apply for other interest groups for whom physical accessibility can pose particular demands, such as people with disabilities and people who are unemployed. A second bridge, east of the existing bridge, would offer improved accessibility to these services for a significant proportion of Tinwald residents, on a par with levels of accessibility experienced by residents in other parts of Ashburton.

Social contact and social interaction can also be affected by degrees of physical connectivity or severance generated by road and footpath networks. Higher traffic volumes and fewer locations for pedestrians to cross traffic can increase the level of severance experienced. This effect is likely to be experienced more by certain groups such as very young dependent children or the elderly infirm.

3.3.8 Influences on participation in community and society, including participation in organised groups and social activities

- in this case influenced by access to community facilities such as meeting venues;

Accessibility to specific locations is the relevant indicator here. Principal civic amenities such as the Council offices and the public library are located north of the River. The majority of community meeting venues are located north of the River (see Appendix 15).

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[35] 17% of Tinwald's population in 2006 was aged 65 years and over, compared with 22% for all of Ashburton.

[36] Consent application recently approved by the Council for a development on Carters Avenue.

3.3.9 Opportunities for leisure and recreation, time to enjoy them, and access to quality outdoors/open space

- in this case influenced by access to specific recreation destinations (for example school recreation venues in town, Lake Hood, etc.).

Once again, accessibility to specific locations is the relevant indicator here.
A variety of sport and outdoor recreation venues exist on both sides of the River. North of the River are the Ashburton Domain, Ashburton College, the A&P Showgrounds, the Ashburton Racecourse, Ashburton Golf Course, various club facilities in Allenton (e.g. bowls, tennis, squash, scouts/guides, rugby, netball) and Hampstead (e.g. bowls, rugby), the Mid-Canterbury Basketball Stadium and numerous smaller green space parks. The proposed Ashburton Aquatic Centre is also to be located on the north side of the River. South of the River is a range of sports and recreation venues in Tinwald itself, including the Tinwald Domain (including, facilities for cycling, tennis, rugby, swimming), Tinwald Golf Course, and the cluster of sports facilities between Melcombe St and Tarbottons Road (including hockey, bowls, soccer and netball). Discussions with schools indicate that all big sports venues commonly used by schools are on the north side of the bridge. School children need to be taken there numerous times for swimming, hockey, soccer, rugby competitions. There are four major sport tournaments each year, when many schools converge.

A major recreation facility on the south side of the River is focussed on Lake Hood. Several aquatic sports clubs in Ashburton have come into existence or consolidated as a result of the advent of Lake Hood[37] - the Ashburton Sailing Club, the Ashburton Rowing Club, the Water Skiing Club, and the Kayaking Club. Three of them would not be in existence, were it not for the existence of Lake Hood nearby. Ashburton Intermediate and Ashburton College make regular use of the Lake Hood for outdoor education activities. A survey of visitors to Lake Hood in 2007 carried out by Rob Greenaway & Associates found three main recreational activities of almost equal popularity amongst visitors: general sightseeing (21%), boating (21%) and rowing(19%). Water skiing/wake boarding (10%), fishing (8%) and picnicking (7%) were the next most popular recreational activities amongst visitors to Lake Hood. The survey also found that almost half (46%) of all visitors to Lake Hood at that stage came from Ashburton itself. Clearly, accessibility to Lake Hood will be of increasing importance to all residents of Ashburton.

[37] Taylor Baines & Associates (2009). Lake Hood - second stage development: Proposed Plan Change Social Impact Assessment Report .

4 COMPARATIVE ASSESSMENT OF EFFECTS

The comparative assessment of all options is reported in the table in Section 8 of the OPUS Report (p.59). Section 7 of the OPUS Report also contains the detailed descriptions of each option and the effects on traffic patterns that can be expected to result in each case.
This section of the SIA provides brief commentary on the comparative assessments for each of the criteria which have a social component.

Safety:

- exemplified by pedestrian, cyclist and motorist safety

The two bypass options would likely contribute little to improved safety on the roads through Ashburton because little traffic is likely to divert off the existing SH1 route.

The Chalmers Ave options will result in splitting flows of local traffic between two routes across the river, reducing vehicle congestion and conflict on SH1 through Tinwald and improving safety due to fewer right turn movement across SH1. Traffic splitting also provides safer routes for cyclists and pedestrians between Tinwald and Ashburton. The three Chalmers Ave options are further distinguished by the ability to provide greater separation between vehicles and pedestrians/cyclists. Greatest effective separation would be possible on the 'urban' option since it can be designed to provide the safest environment. There would less scope for the same degree of physical separation on Grove St which would also experience the increase in vehicle movements compared with the status quo. The 'rural' option would be less advantageous for pedestrians, with its higher speed rural environment.

The Melcombe St options also provide some safety benefits for right turning vehicles as a result of spliiting vehicle flows between Archibald and Melcombe Streets. However, some of the gains for vehicular safety are off-set by increased vehicle safety risks on the new higher-speed curves, with the overpass option preferred to the level crossing option. Melcombe St options do little for improving overall pedestrian and cyclist safety (separation) on the routes between Tinwald and Ashburton.

In the 4-laning option, the rail overpass improves rail crossing safety for vehicles, but this is offset by safety reductions for vehicles turning across 4 lanes of traffic and for pedestrian and cyclists negotiating 4 lanes remote from signals.

The Tinwald traffic signals option provides improvement in safety for some vehicles turning right onto SH1 in Tinwald, but not all vehicles will use the signalised intersection. Improved pedestrian safety for some West Tinwald residents crossing SH1, including pupils accessing Tinwald School.

Personal Security:

- exemplified by safety of people in public places by ensuring public places are well lit and able to be observed by nearby residents and or passers by. In this context,

'public places' refer to the public road reserves and adjacent places where members of the public are entitled to be. (as in "Crime Prevention Through Environmental Design" (CPTED))

The two bypass options would likely contribute little to improved personal security on the road reserves through Ashburton because little traffic is likely to divert off the existing SH1 route.

Use of the Chalmers Ave-Grove St option would experience good personal security along the road reserve and adjacent parks both north and south of the River, while the 'urban' and 'rural' options capture progressively less of the benefit of passing through built-up areas.

The Melcombe St options provide little change in the personal security environment from the existing situation, since the main fluxes of people through the area and the relationship to residential observers changes little.

The 4-laning option is similar to the Melcombe St options when passing through Tinwald. However, the railway overpass and high retaining walls on the north side of the River will create places in central Ashburton where personal security may be compromised somewhat.

The Tinwald traffic signals option results in no major change in pedestrian and cyclist routes and therefore no change in personal security risks.

Emergency Services:

- exemplified by the ability of emergency services to respond quickly to emergencies in all parts of the district, but with a particular emphasis on urban areas where events are more common. Influenced by distance of travel, number of intersections to cross and traffic density

The best prospects for quicker response times for emergency service vehicles result from additional bridge capacity close to concentrations of residential population. Consequently, the 4-laning option, the Melcombe St options and the Chalmers Ave options all confer some degree of benefit.

The Tinwald traffic signals option confers no such benefit to emergency vehicles.

Lifeline:

- exemplified by the fact that the bridge carries utilities (water supply, electricity, telecommunications) across the river; the ability to maintain essential utilities to communities in the event of a civil defence emergency (flood, earthquake etc). Most effectively achieved through duplication.

The inner bypass option may provide a viable alternative route and bridge to carry utility services across the River, particularly as residential Tinwald spreads east. However, the

distance from existing services in Ashburton means that the outer bypass option is unlikely to do so.

All the other second bridge options create the potential for duplicating lifeline utility services, although their vulnerability to disruption increases as the separation distance between the two bridges decreases. Thus the Chalmers Ave options provide the least risky option for duplicating lifeline utility services across the River, followed by the Melcombe St options. In the case of the 4-laning option, major events which could disrupt utility services on the existing bridge are also likely to affect a new bridge immediately adjacent.

The Tinwald traffic signals option is irrelevant to lifeline utility considerations.

Route Security:

- exemplified by the ability to provide reasonable access across the river in the event of a local incident (breakdown, accident etc), or major emergency (natural hazard) closing the existing bridge or approach

Any second bridge option will provide a benefit where it reduces travel distance and time compared with the status quo. Since the risk to route security with two bridges increases the closer together the two bridges are, the bypass and Chalmers Ave options all confer a greater benefit (in risk reduction) than the Melcombe St and 4-laning options.

As for the lifeline criterion, the Tinwald traffic signals option is irrelevant to route security considerations.

Accessibility:

- exemplified by the ability to get to key destinations within town, including homes, employment, education, medical, recreation, and shopping. Includes walking, cycling, private motor vehicle, public transport, freight. Often a particular issue at peak times.

Because of their significantly longer travel distances, the two bypass options provide no benefit to accessibility by 'local' residents on either side of the River.

As a result more direct routes (shorter distances) or reduced vehicular congestion through splitting vehicle traffic between two routes (shorter times) or both these factors, the Chalmers Ave options provide the most significant improvements in accessibility across the River for the greatest number of Ashburton residents involved in return trips across the River - for drivers, cyclists and pedestrians.

The Melcombe St options provide some improved vehicular accessibility between Tinwald and Ashburton with reduced congestion at peak times, although the signalised intersection in Tinwald is still likely to favour SH1 through traffic. The rail overpass variation may also confound the potential for accessibility improvements by restricting some turning options on the north side of the River near the commercial centre. These options will do relatively little

to improve accessibility for pedestrians and cyclists from Tinwald east of the SH1, but will improve accessibility for pedestrians and cyclists from west Tinwald.

The 4-laning option will actually reduce vehicular accessibility by restricting the points at which right-turning traffic can cross the median in both Ashburton and Tinwald and the rail overpass will result in the closure of some streets north of the River, thereby significantly reducing accessibility to some locations. This option will do little to improve accessibility for pedestrians and cyclists between Tinwald and Ashburton.

The Tinwald traffic signals option will provide some improvement to accessibility between east Tinwald and Ashburton. Although signals are likely to be phased to give priority to SH1 through traffic, they will provide some gaps in traffic for Tinwald traffic to enter SH1 at intersections near the signals.

Community Severance:

- exemplified by the splitting of sectors of a community by a physical or perceived barrier (includes road & traffic); at town level and at street level.

Lack of changes to the existing road layout, combined with negligible traffic volumes mean that the outer bypass option has no impact on community severance in any part of Ashburton, while the inner bypass could possibly create the risk of some severance along Trevors Road in the long term.

The risk of community severance associated with the Chalmers Ave options results from changes to traffic volumes experienced along existing routes and the nature of the existing traffic and street environment. Scores against this criterion reflect a composite judgment for both routes (i.e. existing SH1 through Tinwald and new route through east Tinwald and along Chalmers Ave and Bridge St). The Chalmers Ave options will all reduce traffic flows along SH1, reducing the level of severance between east and west Tinwald experienced at the present time. The Chalmers Ave options will also increase traffic flows along Chalmers Ave itself, reducing progressively northward as the traffic dissipates to other parts of Ashburton. thus the severance effects here, while adverse, will diminish progressively. The 'urban' and 'rural' variations of Chalmers Ave have the advantage (south of the River) of being in greenfields locations. However, the Grove St variation of Chalmers Ave will direct significant volumes of additional traffic along what is now a local road, generating a substantial severance effect at the local level, when compared with the status quo.

While the Melcombe St options spread traffic flows through Tinwald, they make no difference to the volumes of traffic (now and in the future) which will travel through the combined Archibald St/Melcombe St corridor, which will become a significantly wider corridor to get across. The associated closure of railway crossing points will serve to increase this severance effect.

Several features of the 4-laning option significantly increase the degree of east-west community severance in Tinwald and Ashburton. The construction of a major 4-lane road

through Tinwald, with limited crossing points will increase severance in Tinwald. The rail overbridge and approaches north of the River will significantly increase east-west severance at points south of Moore St.

The Tinwald traffic signals option provides some reduction in the east-west severance in Tinwald due to improved access for all modes of transport across SH1 at the signalised intersection.

Active Transport:

- exemplified by promoting active transport (eg walking and cycling as means of travel to school and workplaces) by improving and extending walking and cycling infrastructure, and improving environmental conditions for walking and cycling (i.e. a safer, more pleasant environment with good quality surfaces); often involves increasing the separation between vehicular traffic routes (particularly those involving heavy vehicles) and pedestrian/cyclist routes.

All options contribute in some degree to encouraging active transport.

The two bypass options both facilitate the development of a good recreational cycling circuit, which may further encourage more cycling.

The Chalmers Ave options encourage more active transport by several means. Splitting local vehicle traffic between SH1 and Chalmers reduces noise and pollution levels on SH1 which may encourage more pedestrian and cycling traffic. While this may be partially offset by the reverse along Chalmers Ave, the construction of a new bridge in this location is an opportunity to extend the town's walking and cycling network in a way which fosters these modes for commuting. The 'urban' variation is likely to be the most favourable for enhancing walking and cycling activities - through a combination dedicated infrastructure, good separation from vehicles and attractive walking distances. The 'rural' variation would likely have similar appeal for cyclists but rather less for pedestrians, due to the greater distance. The Grove St variation wold have similar appeal to pedestrians and cyclists, although there is likely to be less scope for separation from vehicular traffic on the Grove St section itself.

The Melcombe St options and the 4-laning option would provide scope for some improvement in pedestrian and cycling infrastructure along the new route, but they do not create significant additions to the overall walking and cycling network.

Safer access between west and east Tinwald via the signalised intersection may encourage some Tinwald school pupils to walk or cycle to school. Otherwise, this option does not create any addition to the overall walking and cycling network.

Land:

- exemplified by the ease of land acquisition; the number of properties requiring partial or full acquisition; houses and other buildings requiring demolition; dislocation of property owners

The most accessible indicator for this effect is the number of private properties potentially affected by each option. The Table 1 Summary of Option Features provided at the end of Section 6 of the OPUS Report contains data on the number of properties likely to be purchased under each option. The relative scores in the assessment reflect the relative numbers of properties likely to be affected.

Amenity and public health:

- exemplified by the changes to ambient amenity values, eg noise levels, air quality, vibration, visual effects and street-scape; in severe cases has impacts on personal health.

For the two bypass options, a new major road would create the potential for some negative impact on residential amenity values in affected rural areas and dwellings on the current town boundary but few vehicles are expected to use this route. More dwellings are potentially affected on the inner bypass than the outer bypass.

The Chalmers Ave options all involve a mix of gains and losses as traffic patterns adjust to the dual routes. Reduction in traffic volumes along SH1/Archibald St will create some improvement in adjacent amenity values, but this is more than offset by the amenity losses along Chalmers Ave/Bridge St and along Grove St or the rural area east of Tinwald. For the 'urban' and 'rural' variations, considerable change in future rural amenity can be expected in any case, due to the progressive conversion of rural land to residential land at various densities. Most future residents of these (currently) rural areas will not be in a position to experience a negative change of amenity. The residents of Grove St would likely experience the greatest degree of residential amenity loss, and this would be the area with the greatest number of potentially affected dwellings.

The Melcombe St options would impose amenity reductions in the residential area along Melcombe St itself, and also in the commercial retail precinct at the southern end of East St, with substantial increases in the volumes of traffic passing through these locations.

The 4-laning option would produce little change to residential amenity values along the Tinwald corridor, but would produce a significant reduction in open-space amenity in the vicinity of the overpass at its northern end, and likely lead to the loss of the skate-boarding park.

The Tinwald traffic signals option would produce little change in nearby residential amenity values, although there would be some localised re-distribution of effects in west Tinwald, due to the modifications to the junction between Lagmhor Road and the SH1.

5 DISCUSSION

The results of the comparative assessment are reported in the main project report prepared by OPUS International Consultants.

5.1 Recalling the objectives of the project

It is important to keep in mind the objectives and the background of this project. As described in the Ashburton Bridge Issues and Options Report (2010, p.6) -

> *"In 2005 Transit New Zealand (now New Zealand Transport Agency (NZTA)) and Ashburton District Council commissioned Opus International Consultants to identify present and future transportation demands within the Ashburton urban area through to 2026, and to recommend measures to optimise the performance of the land transport system (the Ashburton Transportation Study). The Ashburton Transport Study identified the main future issue to be the ability of State Highway 1 to cope with increasing traffic volumes, through the Ashburton urban area, particularly at the Ashburton River Bridge. A strategy of actions was recommended in the Ashburton Transport Study. One of these recommendations is to provide a second Ashburton River Bridge." (emphasis added)*

Consultation for the Ashburton Transportation Study (2008) confirmed a range of specific concerns regarding the existing bridge and nearby section of SH1, which included -

- 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 between Tinwald and Ashburton.

The Ashburton Transportation Study (2008) included traffic counts, travel time surveys and growth projections. Significantly, these empirical investigations highlighted that about two thirds of the traffic on the existing bridge is 'local' traffic and one third is inter-district traffic travelling on the state highway through Ashburton. Indeed, at times of peak traffic, the data indicate an even higher proportion of 'local' traffic on this part of the network. 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."*

These are critical considerations for the assessment reported here and in the OPUS Report. The central objectives of this project require a focus on options which provide for 'local' traffic and which address the identified concerns. That is why the set of criteria include criteria specific to safety, congestion (the converse of accessibility), planning for the long term, active transport and route security. Finding a solution which makes a positive difference to addressing as many of these concerns as possible is a primary focus. Other critical considerations (other criteria) focus on the potential adverse effects associated with

any new land transport infrastructure (the potential for community severance, loss of amenity in residential or public spaces, disruption to landowners and land uses and existing business activities), as is required under the RMA.

5.2 Outputs of the multi-criteria assessment of options

The multi-criteria assessment reported here and in the OPUS Report aims to bring together this specific set of considerations - to find an optimal solution which maximises the desired outcomes and minimises the potential adverse effects.

The comparative assessment reported here has clearly distinguished between the options. In summary, the assessment results indicate that -

- the bypasses provide little if any benefit in addressing the identified problems for local users; while contributing to route security, they are relatively costly and disruptive to existing land uses and landowners in rural areas.

- the Melcombe St options provide some benefits in addressing some of the identified problems, but they also come with other adverse effects; while offering the possibility of relatively minor improvements in route security, safety, active transport and accessibility, they are likely to impose the adverse effects of increased community severance, land disruption, residential and public space amenity loss, disruption to businesses on Tinwald's main thoroughfare, as well as being relatively costly.

- the Chalmers Ave options provide the greatest potential future benefit across all the identified problems; but not without some local adverse effects; principal strengths are associated with contributions to improved safety, accessibility, route security, active transport, and supporting planning for future growth, but not without a risk of community severance (Grove St), landowner disruption ('urban') and some diminution of residential amenity values (all 3 variations).

- the 4-laning option provides little if any benefit in addressing the identified problems and in fact creates a number of significant adverse effects; a minor contribution to improved route security and active transport and no contribution to improved safety or planning for future growth is more than offset by reduced accessibility, increased community severance, landowner disruption, reduced residential amenity and adverse effects on existing businesses in Tinwald; also relatively costly.

- the Tinwald traffic signals option may appear as a short-term, low-cost fix, but in fact provides relatively little benefit in addressing most of the identified concerns and makes absolutely no difference to route security at all.

5.3 Robustness of the findings

Sensitivity testing of the comparative assessments was carried out. The weightings applied to each criterion score had been determined according to the expressed preferences of the Community Reference Group. These weightings were applied consistently in each sensitivity test.

Sensitivity testing involved comparing the summed scores for 'all criteria' with the summed scores for the eight most important criteria as determined by the Community Reference Group. Summed scores for social criteria were then separated out from the summed scores of non-social (i.e. more technical) criteria.

Results are presented in the following table. The values of 'raw scores' and 'All criteria (weighted version 1)' replicate the results presented in the OPUS Report.

	Raw scores	(Weighted version 1)	Top 8 criteria	Social criteria	Technical criteria
Outer bypass	0	-4	-6	1	-5
Inner bypass	0	-5	-8	0	-5
Chalmers - rural	13	23	18	14	9
Chalmers - urban	15	26	18	17	9
Chalmers - Grove St	11	19	14	12	7
Melcombe - level Xing	-2	-7	-9	-2	-5
Melcombe - rail overpass	-1	-4	-7	1	-5
4-laning SH1	-8	-15	-13	-7	-8
Tinwald traffic signals	6	13	11	7	6

These results demonstrate that the comparative rankings (i.e. the order of highest score to lowest score) are very similar, whichever combination of criteria is used. Furthermore, while the technical criteria alone clearly distinguish the Chalmers Ave options as the highest ranking options, addition of the social criteria further reinforces this distinction and helps to discriminate between the 3 variations in the Chalmers Ave option.

After considering various alternatives for combining the criteria, the overall ranking order appears robust.

A critical challenge now is to communicate these assessments and conclusions effectively during the public consultation period.

APPENDICES

Appendix 1: References for conceptual framework on social wellbeing.
Appendix 2: Handout to Community Reference Group members on the conceptual framework for social wellbeing.
Appendix 3: Terms of Reference for the Community Reference Group.
Appendix 4: Analysis of interviews conducted by Taylor Baines & Associates during the Open Days in April 2010
Appendix 5: Consultation record - list of organisations.
Appendix 6: Reports to Council of each meeting of the Community Reference Group.
Appendix 7: Locations of primary health services
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Appendix 9: Travel to work data from the 2006 census.
Appendix 10: Locations of schools.
Appendix 11: Locations of pre-schools.
Appendix 12: Locations of supermarkets.
Appendix 13 Locations of 'department' stores.
Appendix 14: Locations of services for particular interest groups
Appendix 15: Locations of community meeting venues

Appendix 1: References for conceptual framework on social wellbeing.

Carrying out a social impact assessment within this statutory framework requires attention to a conceptual framework for thinking about social well being, and the factors which might contribute to people's experience of social well being. Such a conceptual framework, which has been adopted in a range of other SIAs[38] and social research contexts in New Zealand in recent years comes from social indicators work in the OECD[39] and closely parallels the framework adopted by the Ministry of Social Development[40]. The OECD study identified key areas of social life which shape well being:

- the state of physical and mental health;
- the quality of housing, shelter, neighbourhood and living place;
- opportunities for formal education and lifelong learning;
- opportunities for income, employment and the quality of working life;
- opportunities for leisure and recreation, time to enjoy them, and access to quality outdoors/open space;
- access to public facilities, transport, communications, and access to goods and services;
- the quality of the physical environment, a clean environment with aesthetic appeal;
- influences on family life, social attachment, social contact, interaction and support;
- influences on participation in community and society, including participation in organised groups and social activities; and
- influences on personal safety, public safety, autonomy or freedom from too much risk.

In conducting this SIA, consideration was given to whether or not the proposed project is likely to have consequential effects on any of these areas of social life, and for which communities of interest this is most likely to be the case.

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38 e.g. Assessment of the effects of project Aqua on local communities and development of community mitigation proposals, for Kurow Aqua Liaison Committee, 2003; SIAs carried out on several wind farm proposals between 2005 and 2007 and on the Wairau Valley HEPS in 2005; social analyses carried out for assessing the social implications of commercial retail strategy development in Christchurch City between 2003 and 2005, social assessment carried out on a Structure Plan proposal in North Shore City in 2007.

39 OECD, 1998.

40 e.g. Ministry of Social Development, 2003.

Appendix 2: Handout to Community Reference Group members on the conceptual framework for social wellbeing.

s5 of the RMA refers to 3 well beings and LGA refers to 4 well beings - environmental, social, cultural and economic well being.
A conceptual framework helps us to think about what kinds of things influence social well being and how we can assess effects on social well being. This framework has been used in NZ on many previous occasions. See also Ministry of Social Development and OECD Social Indicators.
In the table below, the first column lists a range of elements which contribute to social well being. The second column breaks down these elements into more specific items, some of which can be described in more detail and some of which can be quantified .

Elements contributing to social well being	**Exemplified by ...**
PERSONAL HEALTH the state of physical and mental health	- encouragement of active modes of transport (especially walking and cycling at peak traffic times); - access to primary health services
SAFETY/AUTONOMY influences on personal safety, public safety, autonomy or freedom from too much risk	- pedestrian safety - vehicular safety - cyclist safety - travel autonomy/choice of route - access to emergency services (Police, Fire, CD)
LIVING PLACE the quality of housing, shelter, neighbourhood and living place	- residential amenity; (see also below - quality of the physical environment) - expectations of residential amenity in relation to adjacent road function - influence on further residential development in future
WORK/INCOME opportunities for income, employment and the quality of working life	- access to work (particularly involving peak time travel)
LEISURE/RECREATION opportunities for leisure and recreation, time to enjoy them, and access to quality outdoors/open space	- access to specific recreation destinations - adequacy of recreational spaces - quality of recreational spaces
GOODS & SERVICES access to public facilities, transport, communications, and access to goods and services	- access to schools, pre-schools,(involves morning peak time travel) library, etc. (see also participation in community - below) - access to frequent shopping destinations, particularly supermarkets
PHYSICAL ENVIRONMENT the quality of the physical environment, a clean environment with aesthetic appeal (i.e. not just the residential environment)	- ambient noise levels; - air quality; - quality of street scape (see also above - quality of housing and neighbourhood) - effects on River environment
SOCIAL SUPPORT influences on family life, social attachment, social contact, interaction and support	- access to social services (see also participation in community - below) - neighbourhood/community identity
COMMUNITY INVOLVEMENT influences on participation in community and society, including participation in organised groups and social activities	- access to social and community facilities (halls, churches, ...)

Appendix 3: Terms of Reference for the Community Reference Group

The following sets out the Terms of Reference for the Community Reference Group agreed to be Council.

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.

Appendix 4: Analysis of interviews conducted by Taylor Baines & Associates during the Open Days in April 2010

1 Numbers interviewed:
Total number of interviews = 40. In six cases, the interview involved two people, meaning a total of 46 people interviewed.

2 Place of residence of interviewees:
You will note from the two maps emailed to you last week that the majority of people we interviewed (28/40) live south of the Ashburton River, on both sides of SH1 (19/28 east of SH1 and 9/28 west of SH1). Eleven interviews were with people living on Grove St itself.

3 Reason for attending the Open Day:
Out of the 40 responses -

- 27 came out of general interest and a desire for more information;
- 11 were concerned about the so-called 'preferred option' of Grove St;
- 6 made mention of aspects of the consultation process - short comings of the public meeting; Open Day's a better opportunity to engage;

Other themes included - wanted to see the plans; get a more balanced view; show support for Grove St people; get away from the arguments; able to have my say; want more transparent information; understand the options better.

4 Acceptance of need for a second bridge:
There is general acceptance of this need - 35/40 agreed with the general proposition that a second bridge across the Ashburton River is desirable, while 4/40 did not.

27/40 commented on traffic volumes, access issues and traffic congestion.

Other themes in the comments about need included -
- the need for a more holistic approach;
- internal roading problems need solving;
- age of existing bridge is an issue;
- one bridge poses a vulnerability to disruption;
- keep existing bridge and modify and add traffic lights (7 people commented about traffic lights)
- improved cycle access and lanes on a new bridge;
- LTSA responsibility.

5 Acceptance that the 'preferred option' will be primarily for local Ashburton traffic:
Very few people see it this way - 38/40 said No.

Practically none of those interviewed focussed their attention on what the preferred option would do for local traffic. Rather 26/40 mentioned the likely effect of the preferred option on routes taken by heavy traffic through residential areas.

6 Advantages anticipated from a second bridge crossing:

Considering the distribution of residential locations, the pattern of responses to this question is unsurprising -

- 9 refer to reduced congestion on SH1 and improved access to SH1 from side roads;
- 11 refer to easier, safer, more reliable access to Ashburton and trips that do not take so long;
- 13 expect no particular benefits for members of their household;
- 2 refer to improved access to/from Ashburton for cyclists and pedestrians;
- 2 refer to having a second access option if one bridge is blocked by an accident.

Slightly more than half of the interviewees who live in Tinwald (17/28) acknowledged some benefit from a second bridge crossing.

7 Effects of the preferred option:

Considering the distribution of residential locations, the pattern of responses to this question is unsurprising -

- 20 expected no benefits; (7/11 Grove St; 11/19 east side of Tinwald; 2/9 west side of Tinwald)
- 19 expected benefits of some kind; (4/11 Grove St; 8/19 east side of Tinwald; 7/9 west side of Tinwald)
- 15 expected no disadvantages.

In other words, the 'preferred option' triggered more of a focus on disadvantages.
Some residents in Grove St acknowledged benefits from the preferred option, and almost half of the interviewees who live on the east side of SH1 in Tinwald, and half of all interviewees in Tinwald also acknowledged benefits from the preferred option.

However, disadvantages from the 'preferred option' were almost all from people living on the eastern side of SH1 in Tinwald, and predominantly from Grove St itself - as the following table summarises -

Potential disadvantage	Grove St (n=11)	Other Tinwald east (n=8)	Other Tinwald west (n= 9)
Incr. traffic noise	5	2	
Incr. pollution from traffic	3	2	
Reduced safety	9	2	1
More difficult property ingress and egress	2		
Loss of property value	8	2	
Incr. # of heavy vehicles	4		
Incr. traffic volumes overall	2	2	
Loss of residential amenity - peace and quiet	3	4	1
Loss of street parking	1		
Loss of retirement villa option		1	1

8 Issues for consideration:

Taken together, the 40 interviews identified the following range of issues to be addressed -
- holistic approach to the roading network and infrastructure
- bias in options
- should not be cost driven
- long term 50 yrs out
- less disruption to fewer people
- safety
- health
- noise
- pollution
- property devaluation
- pedestrians and cyclists
- water flow in river
- local schools
- residential quality to Grove St
- loss of a rest home development
- feeder roads info needed
- need for a bypass

9 Comments on consultation process to date:

Describing what they liked -

- 14 in favour of the Open Days;
- 2 comments in favour of the SIA;
- 11 referred to a good consultation process, information and meeting.

Describing what they disliked -

- 5 people commented on poor process, poor PR, arbitrary distribution of information letters, newspaper release before residents informed, timing of info distribution to residents poor;
- 4 referred to incorrect information and data;
- 14 mentioned lack of community consultation.

10 Concluding observations:

Despite the fact that many of our interviewees live in Tinwald and 11 live in Grove St, the Open Day responses do not suggest a simple NIMBY response. Residents in Tinwald do acknowledge the potential advantages of a second river crossing in general and of the preferred option in particular. However, they also raise some specific issues which do need to be taken seriously and addressed. Doing so will involve partly a better communication and explanation of what has gone before, and partly a thorough and transparent assessment of the options that remain.

Appendix 5: Consultation record - list of organisations

Telephone interviews:

2 cycling advocates	11 September 2010
Ashburton District Tourism	11 September 2010
Tinwald Medical Centre	21 September 2010
IDEA Services	21 September 2010
Ashburton Hospital	21 September 2010
ADC Planner	11 October 2010

Face-to-face interviews:

ADC Cycling Strategy staff	7 October 2010
Tinwald primary School	7 October 2010
5 local transport companies	7 October 2010
Cycle Shop and Cycle Club	14 October 2010
NZ Fire Service	14 October 2010
St John Ambulance	14 October 2010
NZ Police	14 October 2010
4 central Ashburton businesses	14 October 2010
Ashburton College	14 October 2010
Ashburton Intermediate	14 October 2010
Ashburton School Transport Service	14 October 2010
Federated Farmers	14 October 2010
Lake Hood developments	14 October 2010
3 members Bridge Action Group	14 October 2010
Mid Canterbury Road Transport Association	19 October 2010

In addition to these interviews, Taylor Baines & Associates was responsible for contacting and inviting individuals to participate in the Community Reference Group.

Appendix 6: Reports to Council of each meeting of the Community Reference Group

Report from the 1st 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

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 25th 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 1st 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 1st 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.

Report from the 2nd 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

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 1st 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.

1st project newsletter

JB explained that the Council had also made input to the 1st 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 2nd 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 3rd 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 2nd 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 3rd 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 3nd 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

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 If the 2nd 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?

Criterion (not listed in any priority order)	*Votes*
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 4th 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 (2nd 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 refelcted 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
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 provider 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.

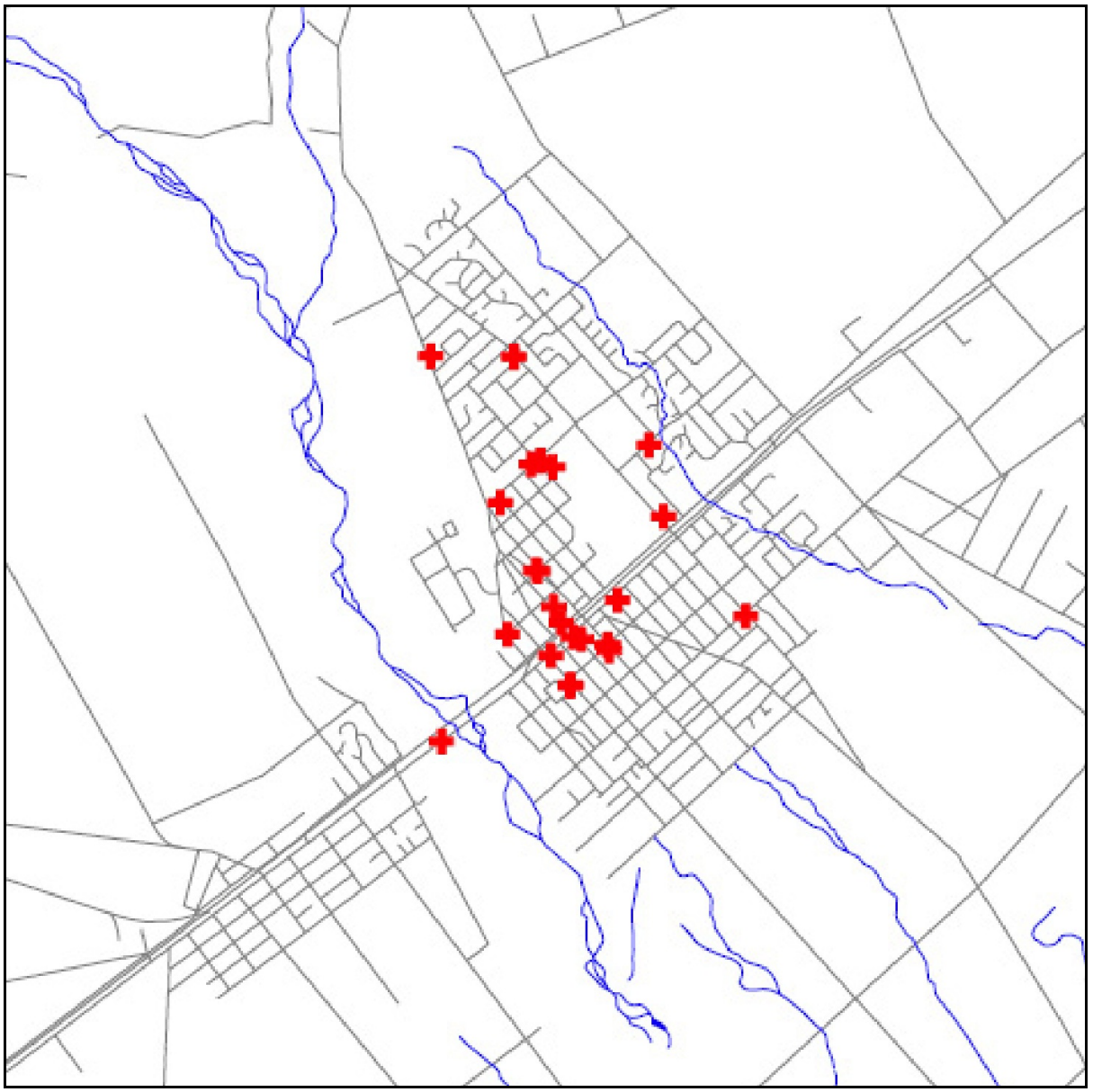
The consultants undertook to discuss with the Council the information which can be made available to RG members for discussions with their constituents, and that this should be done as soon as reasonable. JB will keep RG members informed of progress on this.

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

Appendix 7: Locations of primary health services

Allenton Medical Centre, 69 Harrison Street, Ashburton
Ashburton Chiropractic Centre, 132 Burnett Street, Ashburton
Ashburton Eyecare, 177 Burnett Street, Ashburton
Ashburton Family Planning Clinic, Cnr Oak Grove & Elizabeth Street, Ashburton, Canterbury
Ashburton Hospital Pharmacy, 28 Elizabeth Street, Ashburton
Ashburton UFS Dispensary, 182 East Street, Ashburton
Dental Care (Ashburton), Cnr Elizabeth Street & Oak Grove, Ashburton
Dr C Ryan, 254 Moore Street, Ashburton
Dr E Wood's Surgery, Cnr Cass & Havelock Streets, Ashburton
Dr Gummer Dental Surgery, 131 Walnut Avenue, Ashburton
Dr J Wall's Surgery, Cnr Cass & Havelock Streets, Ashburton
Dr M Tarry, Cnr Sealy, Havelock & Winter Streets, Ashburton
Dr M Wackrows Surgery, Cnr Sealy, Havelock, & Winter Streets, Ashburton
Dr P Spark, 254 Moore Street, Ashburton
Dr Penny Holdaway, 6 Park Street, Ashburton, Canterbury
Injury Management, 306 Havelock Street, Ashburton
Jane Eaton Physiotherapy, 118 Alford Forest Road, Ashburton
Jim Aldridge Physiotherapist, 28 Creek Road, Ashburton
Moore Street Medical Centre, 254 Moore Street, Ashburton
Netherby Pharmacy, 214 Chalmers Avenue, Ashburton
Oak Grove Consulting Rooms, Cnr Oak Grove & Elizabeth Streets, Ashburton
P Rumping Dental Surgery, 85 Burnett Street, Ashburton
Physio Plus, 6 Cameron Street, Ashburton
Searles Allenton Pharmacy, 67 Harrison Street, Ashburton
Tinwald Medical Services Ltd, 33 Main South Road, Tinwald,
Unichem Ashburton Pharmacy, Cnr Burnett & East Streets, Ashburton, Canterbury
Wise's Pharmacy, 155 Wills Street, Ashburton

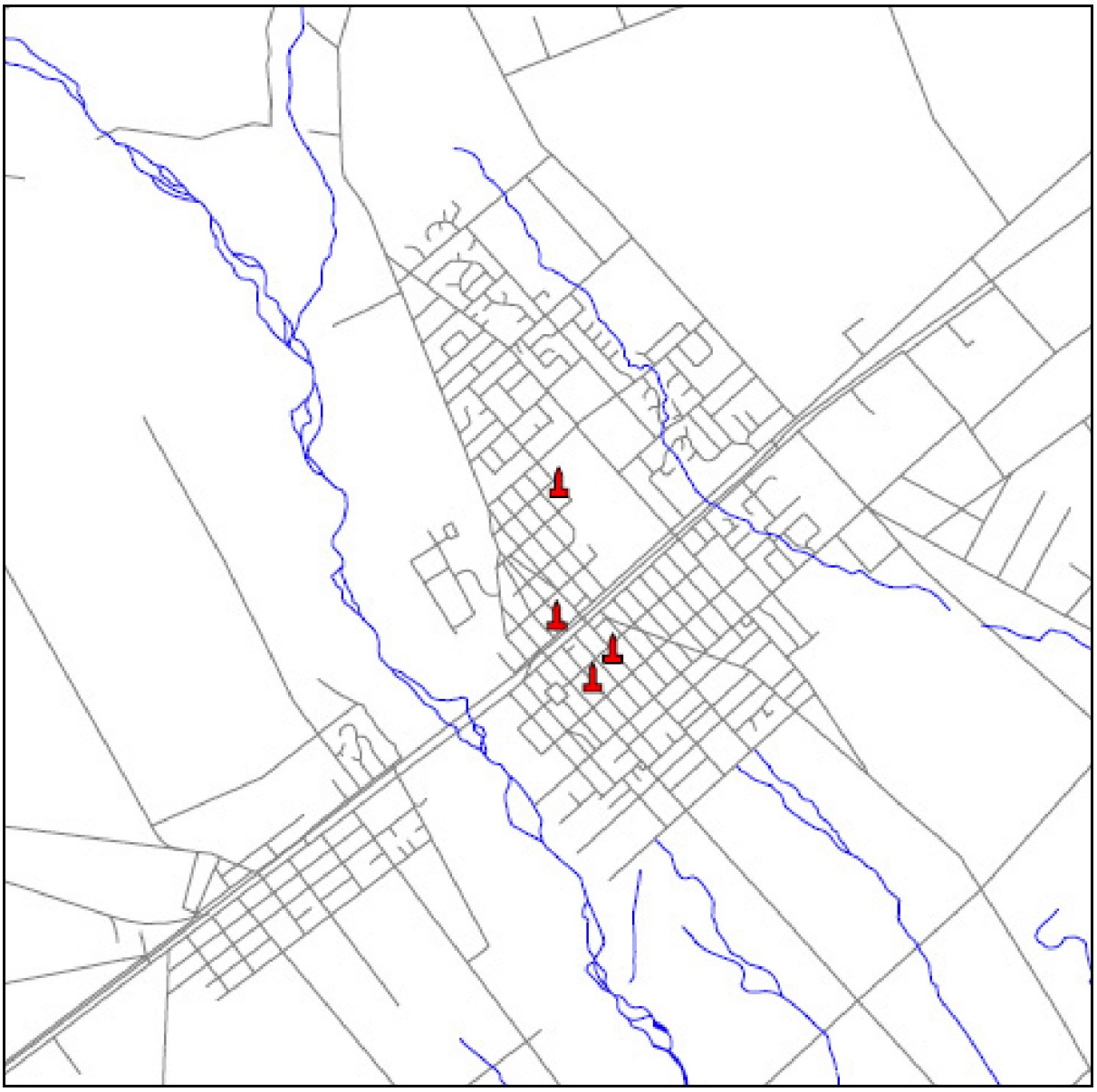
(See mapped locations on next page.)



Source: Zenbu

Appendix 8: Locations of emergency services

Ashburton Hospital, 28 Elizabeth St
NZ Fire Service, 118 Burnett St
NZ Police, Corner Havelock and Cass Sts
St John Ambulance, 241 Tancred St



Source: Zenbu

Appendix 9: Travel to work data from the 2006 census

Travelling north across the River to work:

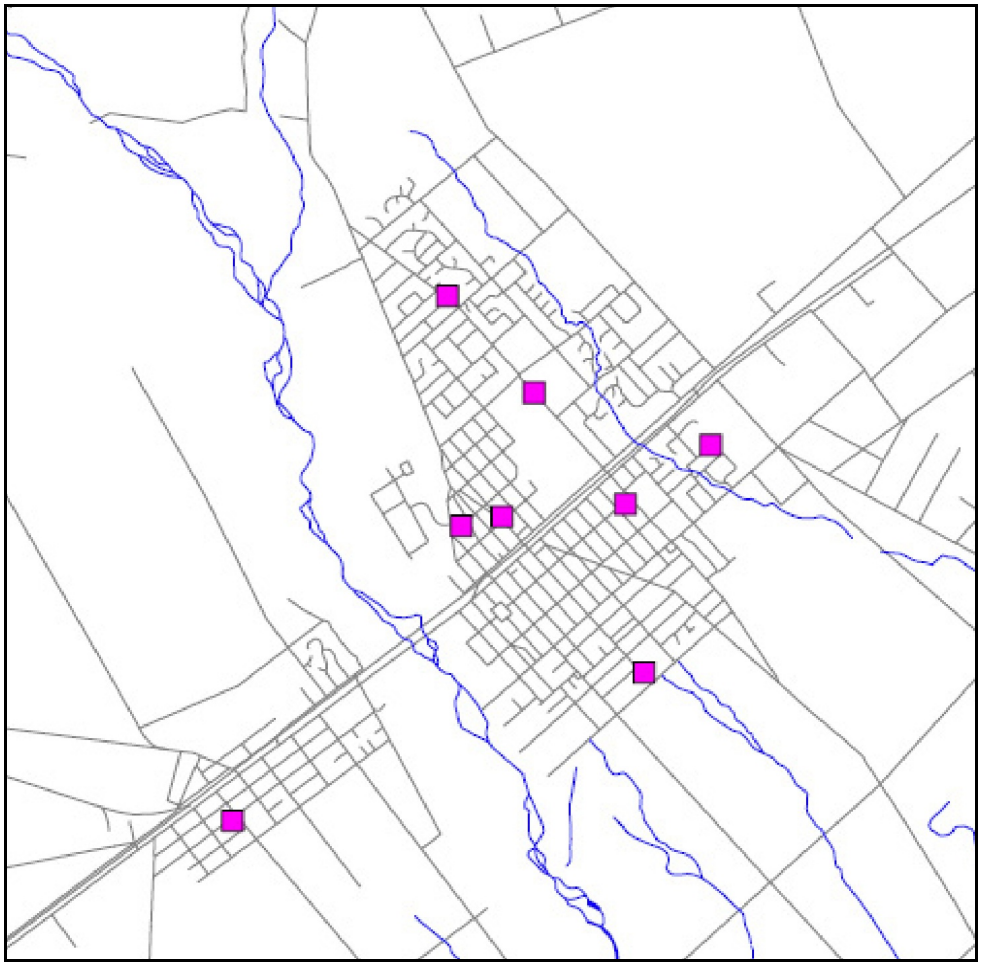
Ashburton Census Area Unit	Tinwald residents travelling to work there (2006)	Total employed persons there (2006)	% from Tinwald	Plains-Railway residents travelling to work there (2006)	% from Plains-Railway
Ashburton Central East	315	2091	15%	45	2%
Ashburton Central West	180	1482	12%	42	2%
Hampstead	12	171	7%	3	-
Netherby	33	237	14%	3	-
Allenton	102	1152	9%	15	<1%
Fairton	129	1044	12%	9	<1%
Total Ashburton Urban	771	6177	12%	117	2%

Travelling south across the River to work:

Ashburton Census Area Unit	Residents travelling to Tinwald to work (2006)	% of Tinwald employed persons	Residents travelling to Plains-Railway to work (2006)	% of Plains-Railway employed persons
Ashburton Central East	30	6%	3	-
Ashburton Central West	12	2%	0	-
Hampstead	39	7%	6	1%
Netherby	24	4%	0	-
Allenton	84	16%	9	2%
Fairton	33	6%	0	-
Total Ashburton Urban	222	42%	18	3%

Appendix 10: Locations of schools

Ashburton College	27 Walnut Ave
Ashburton Intermediate	144 Cass St
Ashburton Christian School	119 Albert St
Allenton School	110 Harrison St
St Joseph's School	87 Havelock St
Ashburton Borough School	Winter St
Ashburton Netherby School	Brucefield Rd
Hampstead School	55 Wellington St
Tinwald School	131 Thomson St

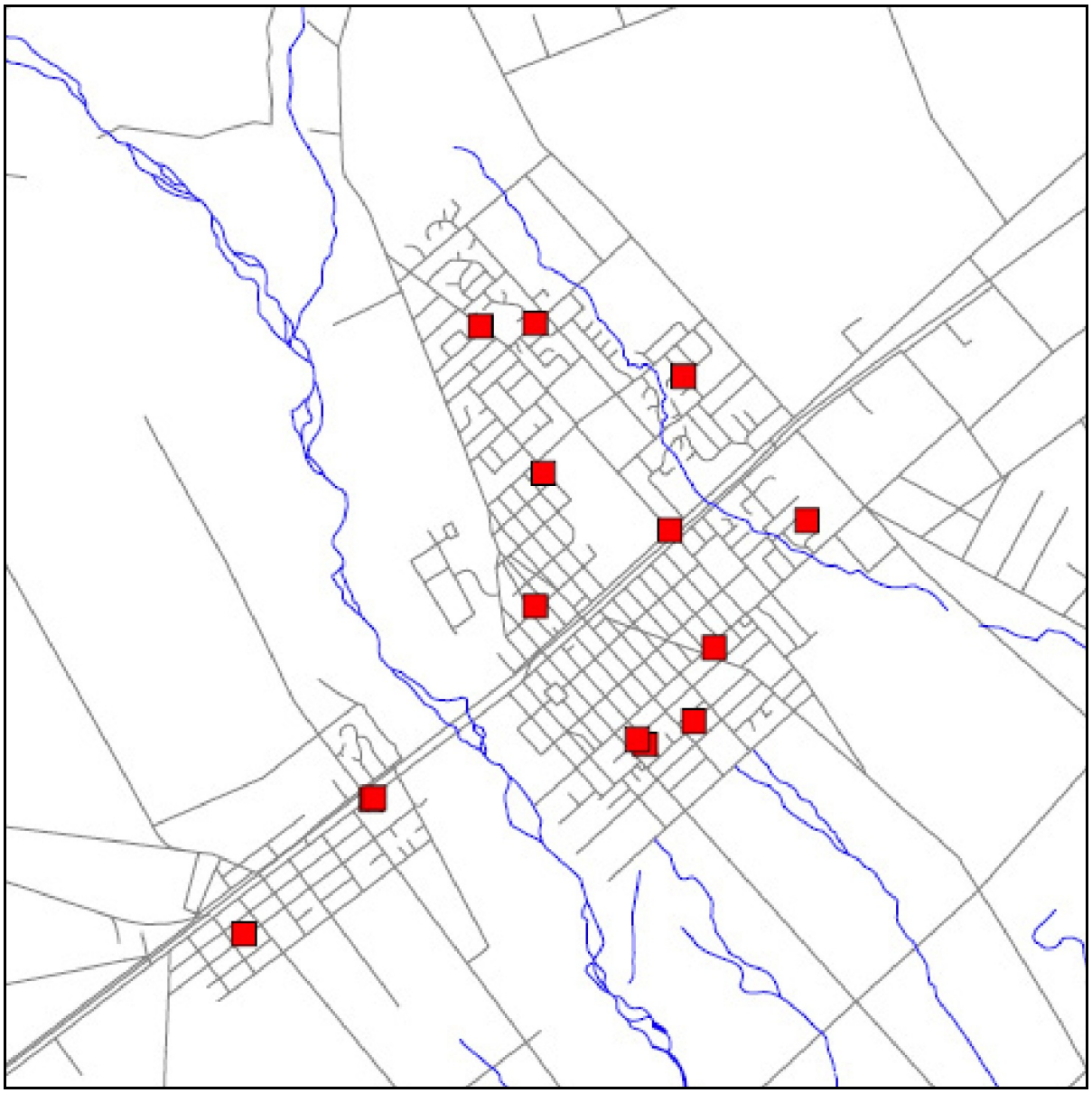


Source: Zenbu

Appendix 11: Locations of pre-schools

ABC Developmental Learning Centre Allenton, Harrison Street, Allenton, Ashburton
Allenton Free Kindergarten, Allens Road, Ashburton
Ashburton Baptist Community Preschool, 310 Tancred Street, Hampstead, Ashburton
Ashburton Baptist Early Learning Centre, 8 Eton Street, Ashburton
Ashburton Montessori Preschool, 176 Chalmers Avenue, Ashburton
Ashburton Playcentre, 45 Park Street, Ashburton
Aubrey Mason Free Kindergarten, 136 Thomson Street, Tinwald, Ashburton
Childs Play Nursery, 23 Main South Road, Tinwald, Ashburton
Hampstead Free Kindergarten, Cambridge Street, Ashburton
Hannah N Henry Early Childhood Centre, 27 Elizabeth Street, Ashburton
Merle Leask Free Kindergarten, 34 Davis Crescent, Ashburton
Phoenix Preschool, Walnut Avenue, Ashburton
Thomas Street Kindergarten, Thomas Street, Ashburton
Tiddlywinks Preschool, 21 Archibald Street, Tinwald, Ashburton

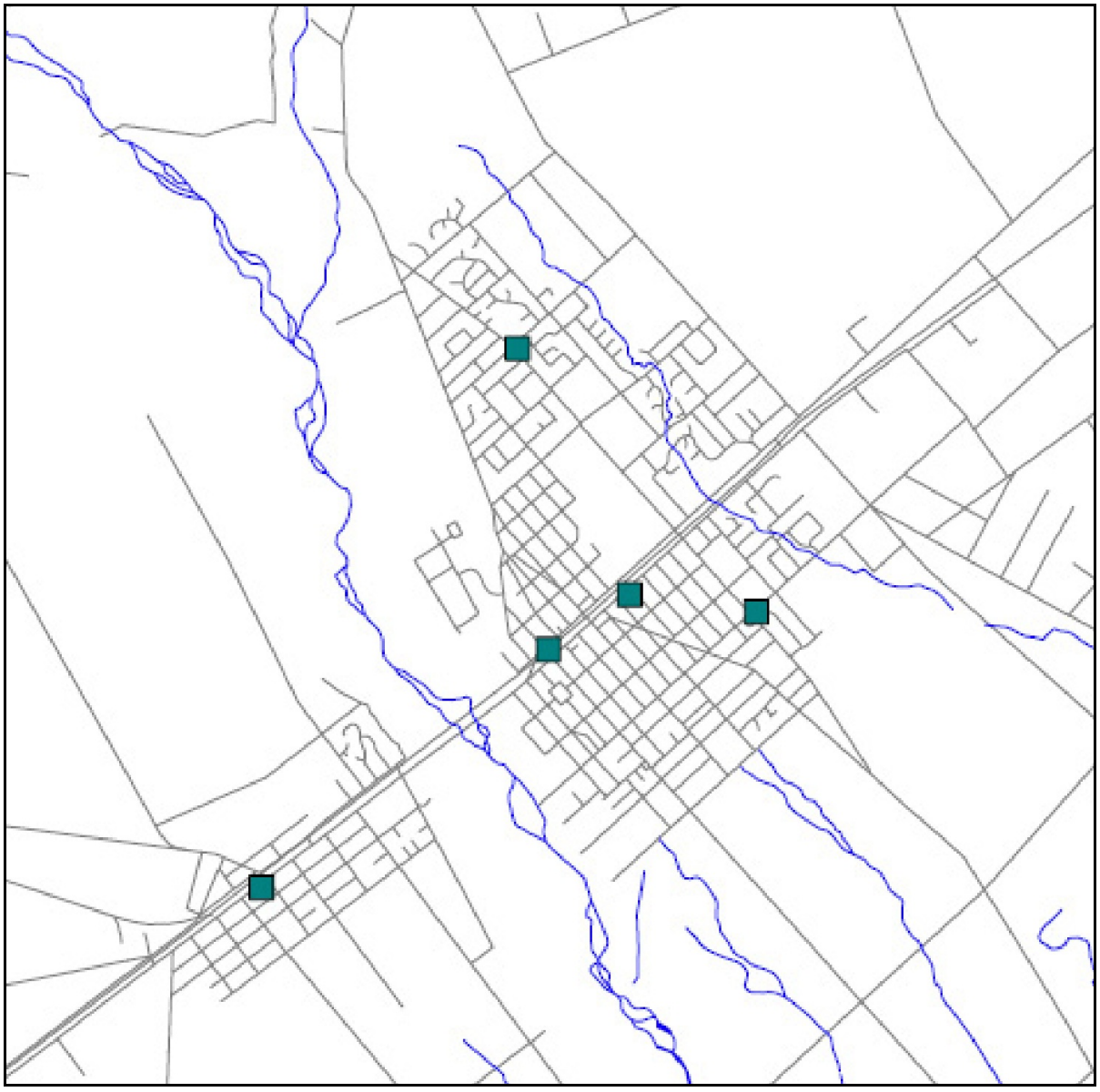
(See mapped locations on next page.)



Source: Zenbu

Appendix 12: Locations of supermarkets

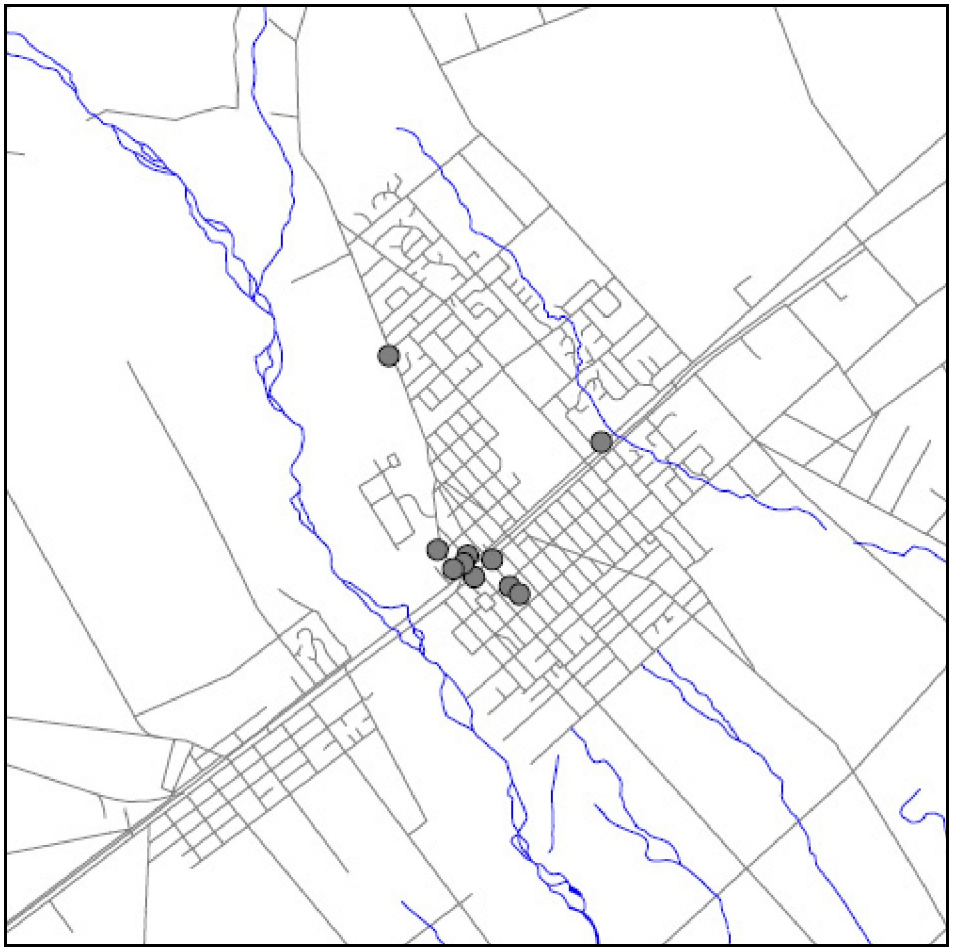
Ashburton Countdown, Cnr East & Peter Streets, Ashburton
Hec's Four Square Supermarket, 98 Harrison Street, Ashburton
Netherby Four Square Supermarket, 2 Bridge Street, Ashburton
New World Ashburton, 75 Moore Street, Ashburton
Tinwald SuperValue, Main Road South, Ashburton



Source: Zenbu

Appendix 13: Locations of 'department' stores

Briscoes Homeware - Ashburton, 160-242 Tancred St, Ashburton
Bunnings Warehouse, Ashburton, 363 West Street, Ashburton
Dick Smith Electronics Ashburton, 254-260 East St, Ashburton
Farmers Ashburton, 150 East Street, Ashburton
Harvey Norman Ashburton, cnr West St, Moore St, ashburton
Mitre 10 MEGA Ashburton, West Street, Ashburton
Noel Leeming Ashburton, Society House, 250 Tancred Street, Ashburton
Placemakers Ashburton, 115 Alford Forest Road, Ashburton
Smiths City Ashburton, 38 Kermode St, Ashburton
The Warehouse Ashburton, Kermode Street, Ashburton



Source: Zenbu

Appendix 14: Locations of support services for particular interest groups

For the elderly:

Age Concern, 206 Cameron St
Ashburton Senior Citizens, 155 Tancred St
Ashburton Senior Citizens Charitable Trust, 206 Cameron St
Grey Power Ashburton, 163 Thompson St
Total Mobility Service - RSA, 12-14 Cox St

For people with disabilities:

CCS Disability Action, Mona Square
DPA NZ - National Assembly of People with Disabilities, 155 Tancred St
IHC, 155 Tancred St
Mobility Scooter & Wheel Chairs, 189 Company Rd
Handiscope Cente, 24 Creek Rd
IDEA Services, Archibald St

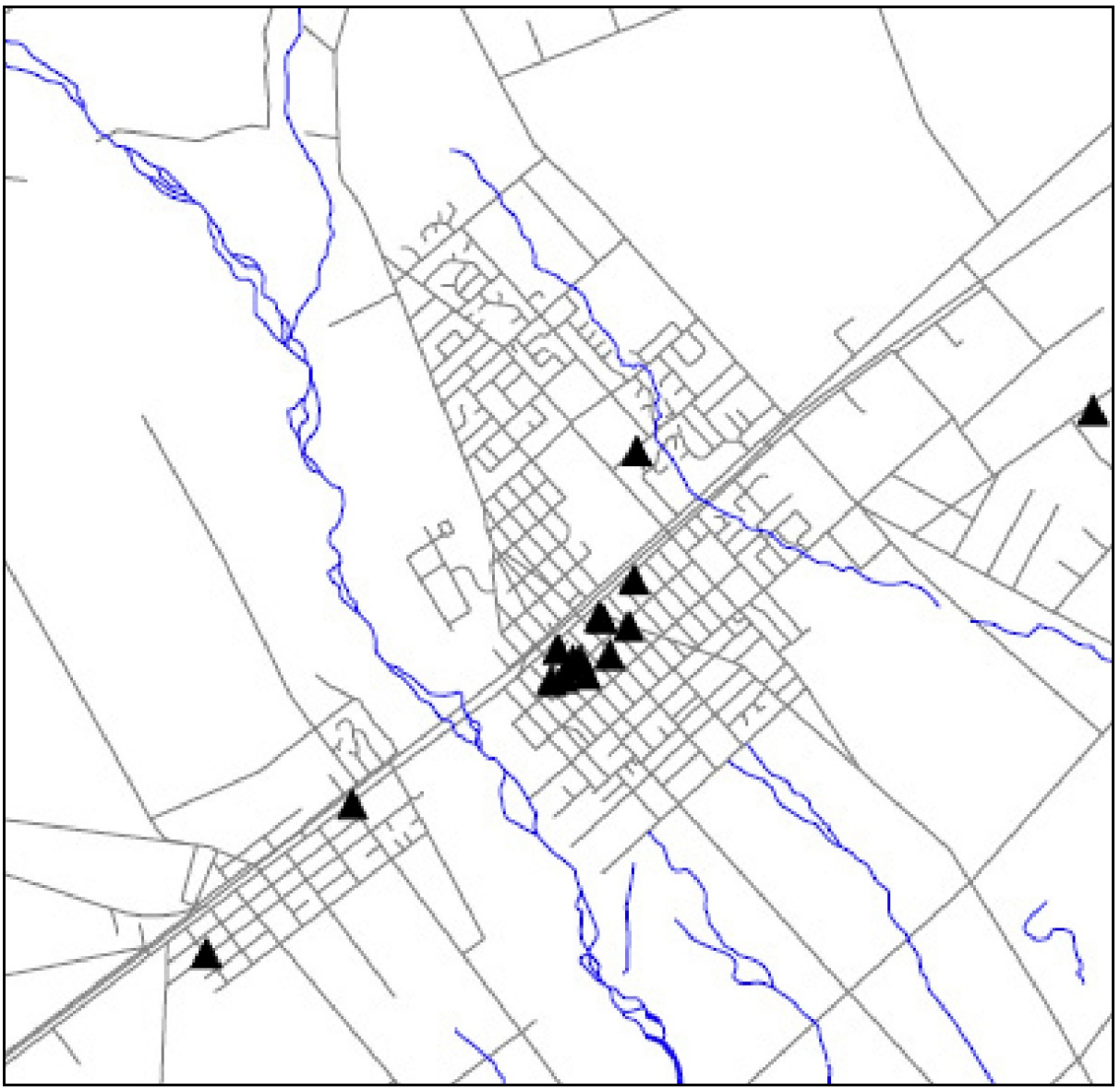
For people who are unemployed:

Work & Income, Corner Cass & Moore Sts

For people on restricted incomes:

Ashburton Red Cross Shop, 310 Havelock St
Presbyterian Support, 215 Tancred St
Salvation Army Family Store, Corner Cass & Wills Sts
Save the Children Ashburton, 90 Tancred St

(See mapped locations on next page.)



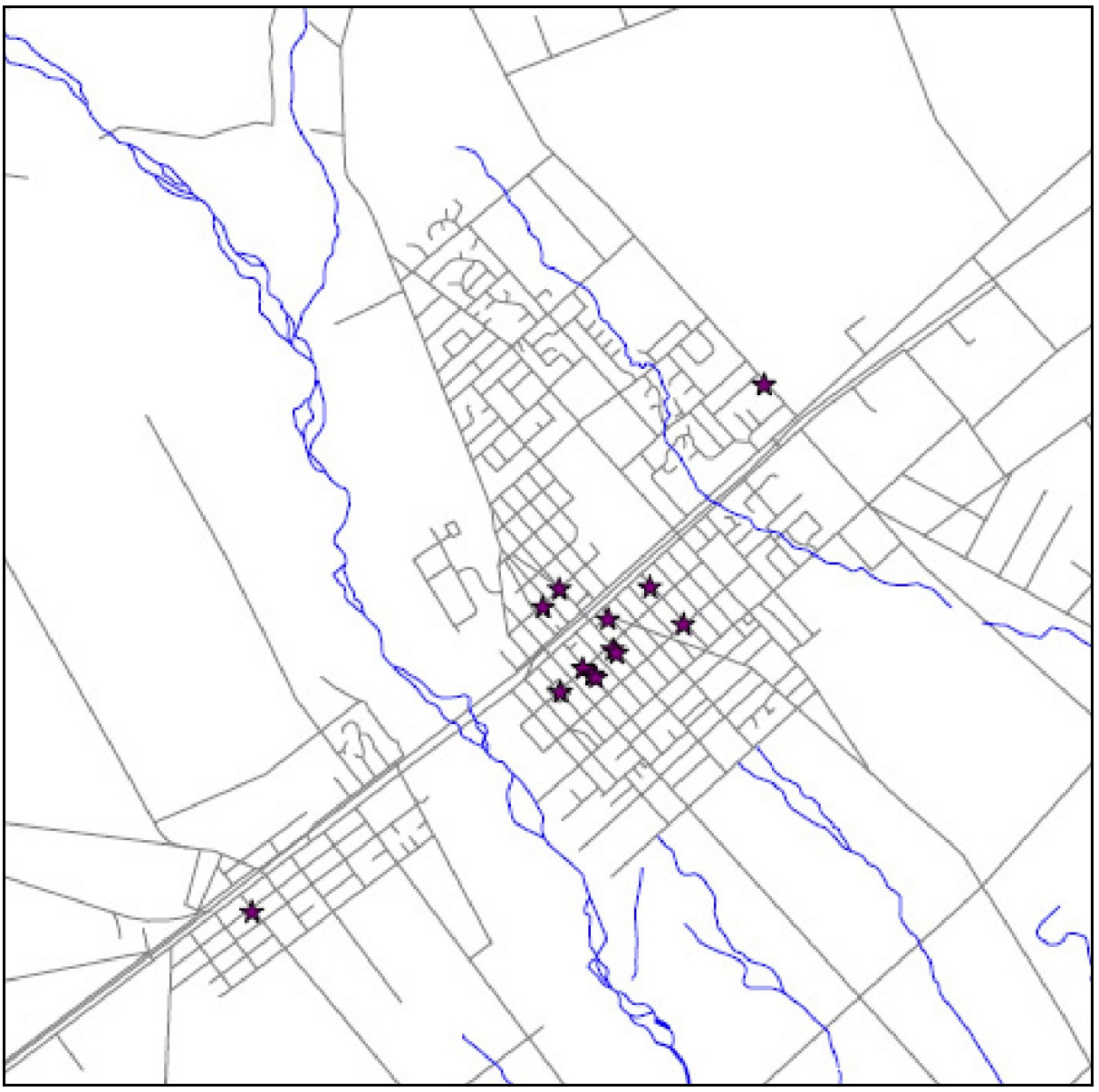
Source: Zenbu and Ashburton District Community Directory

Appendix 15: Locations of community meeting venues

Ashburton Buffalo Lodge Hall, 20 Cox St
Ashburton Events Centre, Wills St
Ashburton Resource Centre, 155 Tancred St
Baring Square Methodist Church, Baring Square
Hotel Ashburton, Racecourse Rd
Manchester Unity, 306 Havelock St
McKenzie Centre, Mona Square
Red Cross Rooms, Havelock St
Savage Club Hall, 62 Cox St
Sinclair Community Centre, Corner Park & Havelock Sts
St Johns, 241 Tancred St
St Stephens Church Hall, Park St
Tinwald War Memorial Hall, Grahams Rd
Trevor Wilson Centre, 215 Tancred St

(See mapped locations on next page.)

Note that other potential community meeting venues could be considered, such as schools and pre-schools. However, the patterns of spatial distribution tend to be similar in each case, with a preponderance of choice north of the River and east of the State Highway.



Source:Zenbu and Ashburton District Community Directory