

Gateway to New Brighton – Pages Road Bridge and surrounding streets webinars Questions and Answers – 10 August 2023

Afternoon session

It would be wonderful to see how the landscape design could also include fruit trees, such as feijoa and lemon trees, providing an opportunity for free kai for the residents too whilst also providing the opportunity to support the local economy?

Typically, we don't use fruit trees in streets as they can cause a mess on the footpath and create slip hazards. However, we would like to improve opportunities for mahinga kai, and can certainly consider fruit trees within the proposed pocket park area.

Will these plans change the no. 5 bus route that runs along Beresford Street?

There are no changes to the bus routes in the area associated with this project.

What services should be carried by the new bridge, and with what requirements?

The services over the new bridge is yet to be confirmed as we have focused on the road and landscaping design to progress to consultation ASAP. When this is developed the types of services you can expect to be carried by the new bridge would be water, wastewater, power and communications.

We have young people cycling from South Brighton/ Southshore to Avonside H/S and Shirley Boys H/S. Could you consider cycle safety at the Owles Terrace Hardy street intersection for cyclists. And for cyclists needing to negotiate crossing Hawke Street when travelling towards North Brighton.

Yes, we will definitely consider cyclist safety at both intersections mentioned.

The intersection of Owles Terrace and Hardy Street is proposed to include a raised safety platform to slow vehicle speeds to approximately 30km/h. Cyclists and pedestrians will have direct access onto Owles Terrace through the proposed cul-de-sac at the Owles / Hardy intersection. The proposed cul-de-sac will restrict vehicle access between Owles / Hardy intersection and the new bridge to local residents which will reduce the number of vehicles on this road significantly, making it safer for cyclists and pedestrians.

Cyclists and pedestrians will have traffic signals to help them cross the road safely at the new intersection on Hawke Street which will also have a raised safety platform to slow vehicles speeds. It is proposed to have a walking and cycling path from the traffic signals that connects to the paths along the closed section of New Brighton Road between the new bridge and Rawson Street along the river. There is also a 4m wide cycling and walking path proposed across the bridge and along Pages Road, this path will connect with the future City to Sea Pathway.



Will the plantings along the footpaths be set back for future growth and weather conditions? The plantings at Te Puna Wai have overgrown the pathways and are a trip hazard as well as removing the shorelining edge.

Yes, our planting plans will specify that plants are set back a certain distance from footpaths and lawns, to avoid becoming trip hazards.

The directional tgsi at the entry/exits for cyclists are shown in yellow and green and not always correctly for alignment. These should all be yellow and if parallel to the path of travel at 300 mm width or where they intercept at 600mm?

This is noted by the design team. We will look to address the details of the tactile pavement arrangement in the detailed design phase which is likely next year following the Council decision on this scheme design. Please get in touch with us at LetsTalk@ccc.govt.nz if you'd like to discuss further.

The raised platforms appear not to have a detectable kerb - pedestrians who are blind, deafblind or have low vision may inadvertently walk out onto the roadway with no warning?

The raised safety platforms will have a detectable kerb, these details will be worked through during the detailed design phase.

The pathway entering Owles Terrace has no detectable guidance for pedestrians not to walk out onto the road?

This has been noted by the design team and will be worked through during the detailed design phase.

How textured are the coloured pathways?

This is not yet known, the details will be worked through during the detailed design phase.

Could zebra crossings be added to non signalised crossings on the raised platforms?

These locations are not suitable for zebra crossings as they are too close to the intersections.

How much more busy do you envision Hawkes street becoming? Could you consider the safety of school children and high school children and caregivers doing the school run when using the intersection at Keyes Road and Hawke street.

Significant changes to the Keyes Road / Hawkes Street intersection has been outside of the current project scope however we encourage you to include this type of feedback in your submission to support further investigations.

What is the size of the shared paths to along Pages Road? Including over the bridge?

There will be a four metre wide path for walking and cycling on the north side of Pages Road, including across the bridge. The pathway will continue down Seaview Road as a three metre wide path for walking and cycling.



Evening session

Does this mean that the flooding that currently occurs along Pages road every time there is a heavy rain will not be fixed till construction of the bridge begins in 2026? The left hand turning lane at the cnr of Pages and Anzac Road in particular is impassable/dangerous to navigate for cars and pedestrians. What does the Council intend to do to mitigate this in the meantime?

Flooding along Pages Road - between Anzac Drive and the new bridge.

Pages Road is low lying due to land settlement from the earthquakes and has undulating kerbs (earthquake damage), both of these effect the drainage of Pages Road.

When the road is renewed as part of the Gateway to New Brighton project (this project) this will resolve the regular flooding issue along Pages Road between the new bridge and Anzac Drive Intersection.

Both Pages Road (new bridge to Anzac Drive) and the surrounding land is low lying due to land settlement from the earthquakes. During a rain event the surface water ponds as it has nowhere to drain to, as the ground water level is high. Unfortunately, there is no quick fix for this problem, thus the appropriate solution is to renew the road, involving new kerbs, new carriageway profile and new stormwater pipes.

Council is also planning significant stormwater management works on the land on either side of Pages Road. In the meantime, in the extreme weather event such as flooding, the maintenance contractor would go out and assess the road condition and put up warning signs as necessary to alert the public of this hazard.

Flooding on Southeast corner of Anzac Drive / Pages Road Intersection

This particular flooding issue has occurred since the earthquakes from the settlement of land compared to the river level. The existing stormwater network now has insufficient capacity to drain the intersection adequately. Waka Kotahi (NZ Transport Agency) owns and maintain the stormwater pipes beneath this intersection and are aware of this issue.

Knights drain stormwater project currently in construction on the northwest corner of the Anzac Drive / Pages Road Intersection will improve drainage of the intersection. Council are also considering making further improvements for drainage on the land beside the southeast corner of the intersection.

In the meantime, in the extreme weather event such as flooding, the maintenance contractor would go out and assess the road condition and put up warning signs as necessary to alert the public of this hazard.

Has the cost of removing contaminated soil where the new bridge is intending to go been factored into the cost of construction?

There is a mound of contaminated soil near the new bridge location which is being placed by a separate Council project. The new bridge is going to be between the mound and the existing bridge. We are aware that there is an old timber mill site beneath the new west bridge approach. We plan to not disturb the material where possible and build on top of it. We have factored in the risk allowance of addressing contaminated land into our current costing. The contaminated land will be explored further in the detailed design phase.

Have residents in the immediate vicinity been consulted separately regarding the loss of their parking or are they only learning about it now?

Directly affected residents have been door knocked by the project team. If they were not home, information was left in their letterbox. We would encourage anyone who wants to talk more about the proposed changes to get in contact with us by emailing LetsTalk@ccc.govt.nz or phoning 03 941 8096.



In an emergency evacuation how will the traffic calming measures effect evacuation times? I.e will traffic still be limited to 30km in the event of an emergency?

During an emergency evacuation the high volume of traffic moving through the road network will mean traffic will typically be travelling at slower speeds i.e. 30km/h or less, therefore the traffic calming measures should have no impact on evacuation times.

I like the plan, but why does this take so long, in comparison to say the Ferrymead bridge, which has been in for almost 10 years?

The bridge replacement project originally sat with the [SCRIT Alliance](#). The replacement was not completed under SCRIT and was passed on to Christchurch City Council. Work has been done by Council to consider the wider area and the ability for the community to evacuate more efficiently if needed in an emergency.

In terms of why it takes another two years from now until construction, that is due to the amount of work that needs to happen after consultation. Following consultation, the scheme design will be updated and if required hearings will be held late 2023 followed by a Council decision to approve the project. Pending Council approval, the project will move into the detailed design phase. This includes the detailed site investigations, detailed design of all aspects (bridge, road, landscaping, geotech, utilities, stormwater, water, wastewater, etc), obtaining consents, land purchase (unused land), procurement of a contractor and if possible, obtaining Waka Kotahi (central government) funding.

Has the route for the commuter MCR to the East been decided? How will it integrate with this bridge work?

The Avon-Otakaro MCR route has not been decided by Council yet. There are a number of possible options the MCR route could take and this has been factored into the scheme design for the Gateway to New Brighton project.

Have traffic counts (including cyclists, (stand-up) scooters, and pedestrians) been done to determine how to re-route traffic and simplify the Hawke/Pages intersection?

Traffic counts were recorded in 2022 for vehicles and cyclists and have been taken into consideration. However, the main drivers of the proposed design has been both road safety and providing a design that provides the most efficient solution for vehicles to evacuate New Brighton area in the event of an emergency.

How will cyclists travel safely through Central New Brighton to get to He Puna Taimoana, New Brighton Library, etc? Has the wider network been looked at?

Cyclists can use the cycling and walking path from Anzac Drive through the new signalised intersection at Hawke Street and Seaview Road, and travel along the north side of Seaview Road to access the centre of Brighton Mall and surrounding amenities. The connection of the cycling and walking path past the Seaview Road / Hardy Street intersection is outside the scope of this project.

How does this project tie in with long term plans for New Brighton, including rejuvenating the mall area and making cycling and walking attractive options?

The proposed 4m wide cycling and walking path with a connection to the proposed recreational City to Sea Pathway promotes walking and cycling along Pages Road and encourages less confident riders to take up cycling. The on-road cycle lanes provide a dedicated space for cyclists separate to the traffic lanes. The raised safety platforms at intersections with pedestrian/cycle crossings encourages lower traffic speeds and therefore a safer environment for walking, cycling and other vulnerable users. The new traffic signals at Hawke Street and Seaview Road will have crossing facilities for both walking and cycling.



The existing paths along the river will be connected to the intersection to provide continuity along the river. The closed section of New Brighton Road between Rawson Street and the new bridge will be dedicated to walking and cycling. As will the connection from Pratt Street to the paths along the river. The new cul-de-sac at Owles Terrace / Hardy Street intersection have access for walking and cycling. By removing the through traffic this will promote much lower traffic volumes on Owles Terrace between Hardy Street and the new bridge making it safer for pedestrians and cyclists.

The route chosen for the cycling and walking path along the north side of Seaview Road provides the most direct route between the new bridge and the Brighton Mall, and surrounding amenities. Seaview Road is proposed to have a 30km/h speed limit, so it makes sense to promote this route for walking and cycling over adjacent roads (i.e. Hawke Street) that have higher traffic speeds.

How will buses and cyclists be separated? I'd prefer to cycle along Seaview Road (with a lowered speed limit and sharrows)/New Brighton Mall, and put the buses on Hawke Street and Beresford St. Have bus routes been discussed with bus passengers, bus drivers, and ECan? Will bus priority measures be installed along Pages Rd?

Cyclists can choose to use the road or the cycling and walking path on the north side of Seaview Road (and also Pages Road). The buses will be on the road.

The bus routes and bus stops have been discussed with ECan, the bus routes will not be changed as part of this project. We don't have the congestion needs down Pages Road to warrant a bus priority lane.

Will Owles Tce and New Brighton Road have formal cycling paths built? i.e. wider than what's currently there on the stop banks?

This is outside of this project scope. This is likely to be part of the flood protection works that will happen in future.

Will there be cycle lanes over the new bridge? If yes, will they be physically separated?

Over the new bridge, there is both on-road cycle lanes and an off-road four metre wide path which will be shared by cyclists and pedestrians. The on-road cycle lanes are not proposed to be physically separated

Is there more stop bank work to be done?

Not as part of this project. There are future flood protection (stopbank) projects within this area listed in the Council's Long Term Plan.

I think there will be too many cyclists for the shared paths to function safely. Have separated facilities for all modes of transport (walking, cycling/scootering, driving) been considered?

As well as the on-road cycle lanes, we are proposing a four metre wide path for walking and cycling which is a considerable space for all users of the shared path. The 4m wide shared path proposed along Pages Road is the same width of shared path that is currently in Hagley Park in the centre of Christchurch adjacent to Hagley Avenue which has a considerable amount of commuter cyclists using it daily.

If Pages Road is bounded by red-zone land, then can it be made wider by installing wide and protected cycleways on both sides in place of the on-road cycle lanes? I don't think the shared path will be safe for pedestrians if commuter cyclists are using it.

Cyclists are legally allowed to cycle on the road, no matter what shared facilities are provided and therefore some cyclist will choose to cycle on the road. Having a dedicated on-road cycle lanes help keep cyclists that choose to cycle on the road and traffic separate, which is safer for everyone.



The 4m wide shared path proposed along Pages Road is the same width of shared path that is currently in Hagley Park in the centre of Christchurch adjacent to Hagley Avenue which has a considerable amount of commuter cyclists using it daily.

