



Brougham Street upgrade

Bridge Feedback Group feedback summary



It's important that the proposed walking and cycling overbridge between Collins Street and Simeon Street works for the community who will be using it and enhances the gateway into Ōtautahi Christchurch City from the south.

We invited members from local community groups and people who cross SH76 Brougham Street to participate in a Bridge Feedback Group (BFG) to share their ideas, aspirations and test our concepts for the proposed bridge. The BFG included mana whenua and people from organisations who represent older community members, cyclists, schools, those who are differently abled and heritage and community groups.

A big thank you to everyone who provided their feedback. This is being used to help us develop the final design for the walking and cycling overbridge.

During community feedback sessions in 2022 and virtual walkthroughs during 2023, we discussed safety, lighting, accessibility, landscaping, storytelling, and design. We received a lot of valuable feedback and insight from participants.

We also presented three design options for feedback. Of these options there was a clear favourite that stood out and most participants felt that this option catered to the most desire lines, provided the best connections on the southern side of Brougham Street, was the most attractive solution and provided a feeling of space and visibility.



For more information, visit:
nzta.govt.nz/brougham

Feedback summary

The summary below provides an overview of the general themes of the feedback we received from all sessions.

The main themes and feedback that we heard at the community feedback sessions:

Safety

- Cycle behaviour, interactions, speeds – concerns around safety for all users.
- Separated spaces for cyclists and pedestrians – some suggested the use of fencing, and others felt that the use of colours won't help with separation.
- High sides to prevent climbing and throwing things over. Some would like to have an open uncovered space to make it feel safer and more open.
- Clear sight lines so that people can see what is coming – no surprises.
- Design the structures and safety measures from the outset and minimise the need for long ramps and high safety fences.
- A help point in case of emergencies.
- Mirrors could be installed so people can see what's coming from behind.
- Handrails on the ramp, stairs, and the bridge at both adult and child height.
- The bridge should incorporate a speed camera gantry to monitor speed of traffic using SH76.

Accessibility

- Bridge width – important to ensure safety of users, cater for growth and easy for larger bikes to navigate.
- Ramp gradient – a safe, accessible slope that is not so steep it deters people from using it, or that makes it difficult for people in wheelchairs or using push chairs, but a fun decent for people to enjoy.
- A lift for easier access and areas/seating for people to stop and rest/wait on the bridge.
- Good wayfinding and connectivity with other nearby cycleways.
- A channel for bike wheels in case people prefer to push their bike up the stairs.
- Ensure connections to other cycle paths in the area.
- Use of compliant tactile features.

Design

- Weather protection on bridge and stairs, stormwater retention and a green roof.
- Height and width of bridge and ramp gradient suitable for all users.
- Aesthetically beautiful and a fun space for kids to walk across. Non-complex in design.
- Develop a low-risk, easy to build design with fewer highly skilled workers required for construction.
- Do not rely on an alternative non-complying design proposal from consultants to solve errors in the design brief.
- Consideration of environmentally friendly and low carbon materials like wood or recycled plastic.
- Design to avoid surfaces or screening structures that could attract graffiti.
- Use planting as screening where possible.
- Using earthen berms instead of ramps means users can be separated by mode, making it safer and more friendly to use.
- Suggestion of using constellations as a unifying theme or narrative for the bridge.
- Free of 'visual clutter', such as signs and coloured pavements.
- Consideration of vibrations from traffic and the impact on earthquake traumatised users.
- Avoid under crofts and covered spaces to deter night sleepers.
- Side protection to prevent climbing and offer protection from the weather.
- Impacts on surrounding houses/land acquisition.

Landscaping/storytelling

- Mana whenua integration – cultural narrative to acknowledge Ngāi Tahu and Ngāi Tūāhuriri identity.
- Attractive landscaping, but not to create hiding spaces, encroachment of the footpath or obstruction of sight lines.
- High-line planting similar to New York.
- Design the vegetation from the outset – limit tall bushes or trees that will reduce sight lines and make the area dark and forbidding.
- Appoint a Waka Kotahi approved artist to the design team early to identify opportunities to embed themes/narratives.

Lighting

- Excellent lighting, especially in shadowy areas under ramps to make it safer.
- Lighting that protects the night sky.
- Feature lighting to create themes and create a positive experience for night-time users.
- Stars and constellations or navigation theme, lighting to reflect different cultures and genders.
- Other Christchurch bridges are now lit up and they are enjoyed by locals and visitors, this bridge should have a similar treatment.

Environment

- Low environmental footprint – use environmentally friendly products – low carbon and building methods.
- Reduce the carbon intensity – develop a design where rock, gravel, fill, recycled waste, and soil are used to build up the ‘structure’ of the ramps (earthen berms).
- Have plenty of planting to soft the impact and the noise.

Aspirational

- Make it a landmark/beacon, spectacular, award winning and fit for the 21st century.
- A very recognisable ‘Addington’ bridge with multi-cultural elements and references to the local area and integrated greenery.
- A design that promotes mode-shift to carbon friendly ways of getting around using best practice guides.
- Fun – binoculars, a place to see trucks, connect the community.
- Have something fun to encourage children to cross the bridge.
- Opportunity for leasable ‘kiosk space’ near the bridge columns to activate the area.
- Deliver on time and to budget.



Main themes and feedback

Participants who attended the virtual walkthrough session overwhelmingly agreed that the bridge would feel safer and be quicker to travel across than the existing crossing at road level.

However, for people to use the bridge, the design not only needed to allow people to cross as easily as possible, no matter their transport mode, but also offer enough of a reason to choose the bridge over alternative options.

Seeing and being seen

- Participants were adamant around having clear sight lines with no obstruction from trees and bushes.
- They felt that the use of solid side barriers greatly contributed to the risk of potential collisions.
- They felt that having one barrier side slatted, and one side solid could balance visibility with wind and reduce noise pollution from the road below.
- Consistent, warm lighting was a must, removing shadows from around stairs and providing more visibility of one another.

Keeping moving

- The bridge was seen as part of getting to a destination, not the destination itself. How the bridge supports this is central to whether it would be used over other alternatives.
- Commuters, especially cyclists, want to get to their destination without stopping, so to be able to quickly and intuitively understand where to go and maintain a consistent flow was important.
- Parents felt that if elements of play could be included, it would encourage children to use the bridge. It was also suggested that the area at the base of the bridge could be more inviting, offering elements of active play.

We may not be able to cater for all of the ideas and aspirations from the community within a limited budget, but we will try and meet as many as possible.

Designing for safety

- Several concerns were raised around how the current design might contribute to real or perceived danger which would reduce a user's comfort and or/discourage them from using the bridge.
- Lighting was important and people feel safer and perceive the area to be cleaner where there are fewer shadows cast.
- Parents were concerned by how children might behave in relation to several elements in the existing design, such as the lack of road barrier onto Brougham Street, as well as the 'climbable' side railings and frame.
- People felt it important that the design of the bridge barriers did not feel enclosed and suggested that a curved barrier (somewhat see through) could help users feel they were cocooned, not caged in.

We heard from

Commuters who need to cross Brougham Street to get to or from work on foot, cycle or scooter, and parents of primary and secondary school students who have to cross Brougham Street.

Next steps

We're continuing to work on detailed designs for the bridge and wider improvements along SH76 Brougham Street as well as consenting needed before moving into construction.

We will share the bridge plans with you before Christmas 2023.