

Waitai
Coastal-Burwood-Linwood Community Board
MINUTES ATTACHMENTS

Date: Monday 9 December 2024
Time: 3.30 pm
Venue: Boardroom, Corner Beresford and Union Streets,
New Brighton

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Presentation to the Waitai Coastal Burwood Linwood Community Board – 9 Dec 2024

Tena koutou katoa
Ko Stephen Wood tōku ingoa

Since I last came here to speak to the board, I have taken on the role of Co-chair for Spokes Canterbury, along with Fi Bennetts. However today I am speaking for myself. We have Anne Scott, our submissions coordinator, speaking for Spokes Canterbury today.

I am a regular user of Marine Parade, especially north of New Brighton Mall. My typical use is that I've headed to the beach on a "mental health" ride, arrived at Waimairi beach, or some point north of there, and then decide to cycle south to New Brighton. The connection to the sea and beaches are important to me.

For many people the prospect of cycling on the road is daunting. That is the most common reason given to the question of "Why don't you cycle more?" Option C is good because it can give these people a more attractive option than riding on the road.

But I suspect that some of the appeal of Option C is also that it provides a facility for cyclists without disrupting the status quo on the road itself too much. That's all good, the more people we can keep happy the better.

But both the shared path, and the road are still shared zones.

- Some people cycling will choose the new path, for reasons they think are valid.
- Some people cycling will still choose the road, again for reasons that are valid for them.

I could be either of those, it depends on other users, weather, what looks safest or best at the time.

It's all about catering for different uses of the space and making a shared space work.

If you want more development along Marine Parade, it's going to help if people feel able to walk across the road to get to the new path or the dunes or the beach or the amenities on the seaward side. It's good if people on the seaward side can get back to the landward side. That can only happen if it doesn't feel like you're crossing a race track.

The first time I went to a conference on cycling and walking, 15 years ago, there was a keynote speaker called Phillip Darnton, who was chairman of Cycling England. He talked about making an economic case for investing in cycling, about the health benefits, the social benefits, the reduction in both pollution and traffic congestion. It's all stuff we kind of know.

But then Phillip said something that I found surprising. He said that at the end of the day, it's not about bikes! What! He said that, when we are advocating for better provisions for bikes, we often end up with better spaces, more livable spaces. And that's what I'd like to say to you today.

I rode down Marine Parade to New Brighton a couple of days ago. There were people on the beach, in the playground, at the pools. It was market day, things were humming, there were bands playing at each end of the Mall. I caught up with people from the New Brighton project to talk about the parade next week and with Mike in the bike shop about an issue with my bike. It was the closest thing to a village feel I've felt for a long time. It felt like a good place to be in. That's the kind of thing we're aiming for.

It's easy to get caught up in what I think is best, and what I want when it comes to this topic.

I'm a resident who is directly impacted by this development, But, this is not all about me. This is about my friends, my neighbors, my children and their children, and most of all it's about my community. And with that in mind I wish to encourage you to vote in support of Option C.

I've decided that for my deputation I'm going to use the most robust and recent data I can find on what my community wants and needs. That data is contained in the report that was submitted by the GEOG309 students from Canterbury University as a submission on the option C proposal, by the Pier and Foreshore Society.

The GEOG students who undertook this research used a mixed model approach to their data gathering including interviews with stakeholders, focus groups with residents, walk and talk surveys with locals and visitors, and online surveys on social media. This is the most robust and diverse methodology used by any person or organization who are a part of this decision-making process.

The research shows that New Brighton residents want

- Better access to the coast
- Equitable Development
- Infrastructure that supports pedestrians and cyclists
- Addresses parking, freedom camping and road safety concerns
- And is environmentally sustainable

The literature review in the report highlighted how CCC staff are an important part of this conversation with Road planning and safety a critical factors. The team who have worked on Option C have used their training, skills, and expertise to develop an

excellent plan. I'd like to thank them for their work, especially given option C was not even an option initially.

I'd also like to thank the board and staff for advocating for creating option C as the UC report also found that community participation was a critical part of good decision making. I believe it was clear that both option A and B were not embraced widely by the community. Whilst people might not have bothered to submit 'officially' the sentiment of the community was clear in social media and in supermarket line chats.

This sentiment was also borne out in the research – options a and b were seen as being 'done to' the community, rather than being developed in consultation with them. By agreeing to consider feedback on options A and B and pushing forward to develop plan C, the board, staff and wider Council have clearly demonstrated a desire to work with community, this can only be seen as a good thing.

As expected the report showed that there were comparisons by the public to work done in other coastal communities and New Brighton residents expressed a desire for more equitable developments of foreshore areas. I strongly believe that Options C – with as many 'bells' and "whistles" (cough – asphalt) as possible allows CCC to clearly demonstrate that they are investing in NB, and not just fixing a few potholes here and there, but actively using available funding to make a large and meaningful impact. If the board and council do not vote for THE BEST option we can afford what message, would you be sending to our community?

It was also clear in the research that being able to access the beach in an active way – including walking, running and cycling is important. A shared pathway, such as that proposed in option C clearly addresses this desire.

Safe crossings are also important and is this also evidenced in the report and whilst option C may not quite address these concerns, but I am sure that these can be added before the finalization of this project, even if it's just the painted on ones (which I know are a whole heap cheaper than the raised ones).

There are some other key issues that I believe at 'not yet' actions, but that must be made a priority for our community board and council.

These issues are :

Freedom camping is clearly the biggest issue for Marine parade residents who live daily with this activity at their front doors. I am very aware this is not within the scope of this project, but I think that this research gives the Community Board a clear mandate to take steps to begin engagement with the community.

Road Speed – to create a safe and livable community literature shows that road speed is a critical factor. The research done by UC demonstrates a divide between those who live on the Parade and those who use the Parade. I believe this should be looked into further.

Comms and Connection with Community – the public perception of CCC, and therefore the board is not great. I believe that by getting out there and fighting for everything our community can get. I'd love for the Community Board to be seen as fierce advocates for EVERYTHING we can get, rather than anything we can get.

But lets get back to what's up for discussion now

The report from UC shows that our community wants:

- Better access to the coast
- Equitable Development

- Infrastructure that supports pedestrians and cyclists
- Addresses parking, freedom camping and road safety concerns
- And is environmentally sustainable

Option C is clearly what New Brighton needs now – it's a step in the right direction and allows us a foundation to build off. It links with the Pools and the Pier which are both iconic features of not just our community, but of Christchurch. We need to look forward and imagine a wide angle camera shot showing our beautiful coastline, a well utilized shared pathway, well surfaced and safe road, It's the finish of a massive sporting or cultural event, and the camera continues past the pools, the clearly recognizable pier and people think – gosh, New Brighton looks GREAT!. You have the ability to make this dream a reality by supporting option C, and I urge you to do so!

Hello Councillors, Community Board Members,

I'm here today to speak on behalf of Greater Ōtautahi regarding the proposed improvements to Marine Parade, and to highlight the clear benefits of adopting Option C.

A bit about me: I'm a local resident, raising a young family here in the area. I work in construction and infrastructure, with experience in implementing traffic safety improvements to Christchurch City Council (CCC) assets.

To start

Central New Brighton and the adjacent sections of Marine Parade have shown great promise over the years (whose heard that?), and recently we've seen that promise starting to become a reality. The area now boasts:

- He Puna Taimoana (the Hot Pools)
- A family and kids' play area
- The future Pierside Martini developments
- Access to the beach along most of Marine Parade

The proposed improvements to Marine Parade will be integral to complementing these recent investments in the area and making the area an attractive and safe place to be.

Before we discuss why Option C is the best choice, it's important to acknowledge the current issues with the existing setup on Marine Parade, which create a dangerous and unattractive environment for pedestrians and cyclists alike.

No continuous

- Footpaths are interrupted by intersections, these intersections have wide sweeping corners promoting vehicle speed and increasing crossing distance for pedestrians, this creates a dangerous environment for those in our community who are less mobile. Elderly, parents, people with mobility challenges.

- There is only one crossing point (Bowhill road) if pedestrians wish to access the beach or the eastern path, with traffic typically speeding down marine parade.

- On the eastern side, the path is interrupted at the entrance to the surf club car park, and further down at Lonsdale Street, where the paved pathway turns into a gravel surface, This section is also used as a shared pathway, and its narrowness increases the likelihood of

4. Poor Road Surface and Subgrade

Uneven road surface.

There are potholes, which indicate an undulating subgrade in need of repair

These conditions make the road more hostile to pedestrians and cyclists, and disproportionately affect the most vulnerable members of our community. This makes change not only desirable, but necessary.

Also consider how the above points will also effect peoples view on the area, and the likelihood that they are to come to the area for the amenities and support local business.

Key Reasons to Support Option C

Option C directly addresses these issues, transforming Marine Parade into a safer, more accessible, and future-ready community asset.

1. Community-Driven Design

- Option C incorporates feedback from over 1,300 submissions and combines the best aspects of previous proposals while ensuring cost-effectiveness, safety, and improved infrastructure.
- This is a plan built with and for our community.

2. Enhanced Safety for All Users

- The plan includes a bi-directional cycleway and an improved shared pedestrian path, making the area safer and more accessible for people of all ages and abilities.
- Key safety measures, such as raised platforms, speed humps, and improved crossings, will slow traffic, reduce accidents, and create a safer environment for pedestrians.

3. Balanced Parking and Accessibility

- Option C reduces the loss of carparks, while increasing safety and amenity to the area.
- This balance shows that we can upgrade infrastructure without sacrificing accessibility.

4. Promoting Sustainable Transport

- A bi-directional cycleway and shared pedestrian path encourage active modes of transport like walking, cycling, and scootering.
- These changes align with sustainable transport goals, helping reduce car dependency and fostering healthier lifestyles.

5. A Long-Term Investment

- Option C uses durable materials like asphalt, reducing future maintenance costs.
- Landscaping enhancements and dune plantings will beautify the area, making it more attractive for both residents and visitors.
- ADDITIONALLY, THERE WILL NEVER BE A CHEAPER TIME TO UNDERTAKE THESE UPGRADES, we would caution, that not undertaking these upgrades now, would increase

6. Support for Regeneration Goals

- As part of the Christchurch Regeneration Acceleration Facility (CRAF), this plan will revitalize New Brighton by improving safety, accessibility, and aesthetics.

- A more vibrant streetscape will attract visitors, benefiting local businesses and strengthening New Brighton's identity as a family-friendly hub.

Conclusion: A Future-Focused Solution

Option C is more than just a solution to current problems—it's a vision for a brighter future for New Brighton. By prioritizing safety, sustainability, and accessibility, this proposal turns Marine Parade into a space where people can live, work, and play in harmony.

Moreover, this section of Marine Parade complements the He Puna Taimoana hot pools, the family and kids' play area by the pier, and the upcoming Pierside developments.

Option C represents the long-overdue investment that our community needs. The other options would simply delay the development of the area and further stymie the future of New Brighton.

~~To finish and stepping away from the facts based items within our deputation.~~

New Brighton has been neglected for years, even decades. Option C represents the council investing some real resources into the area, and my question is why would we see ourselves short and accepting any less than a substantial upgrade to the area.

I strongly urge the Community Board to adopt Option C as the most balanced, community-driven, and forward-thinking approach to revitalizing Marine Parade.

Commentary on Marine Parade Improvements Options A, B, and C

Options A and B

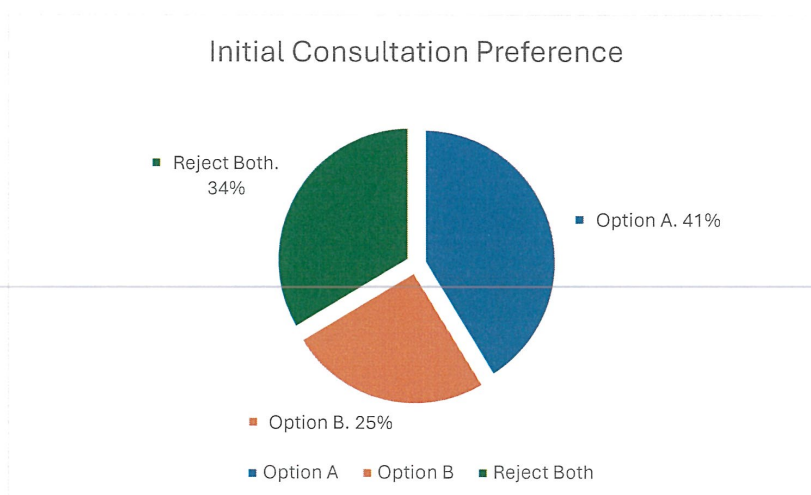
Within submissions for Options A and B, trends appear that are becoming more pronounced across a range of CCC submissions.

- A higher concentration of Cyclists (39/53) and Public Transport users (6/12) (are in support of one option (in the original submission, Option B)
- Car users are typically against this option (majority who chose an Option chose Option A (109/141)).

Within this submission, the option was given to reject both Option A and Option B.

- 34% of submitters chose to reject both Options.
- Option A received 41% of all votes.
- Option B received 25% of all votes.

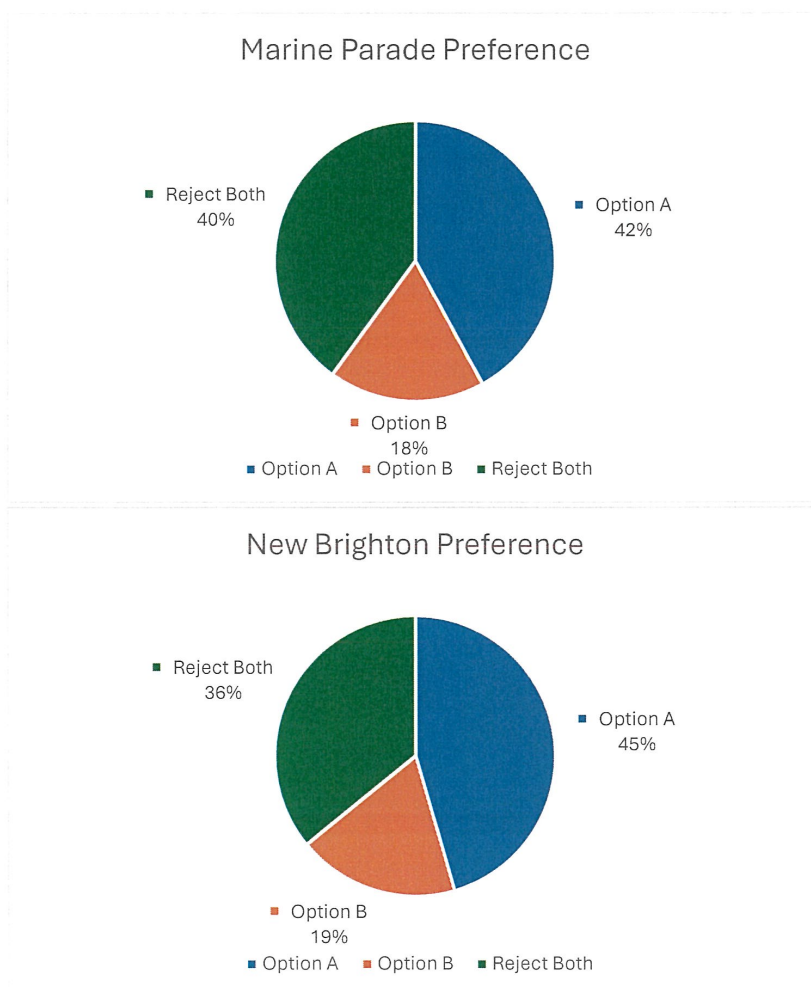
By most standards, this indicated there is little difference of preference between Option A and Rejecting Both Options. Despite being the most-voted for option, **Option A certainly does not have a majority of support.**



For those specifically within New Brighton and Marine Parade, the results are even closer.

- Option A (21/50) and Reject Both Options (20/50) are essentially split evenly for those living on Marine Parade. Neither option has a majority of support.
- Within New Brighton, there is slight preference for Option A (66/145) over Reject Both Options (52/145).

- For all demographics, Option B was not preferred.



This lack of support for Options A and B, combined with commentary that indicated a desire to see the project:

- Retain car parking (199),
- Install cycleway along Marine Parade (56),
- Address current cyclist issues - safety and accessibility (39), and
- Upgrade shared path along beach side of Marine Parade (12).

Council Staff introduced Option C as a result.

Option C Consultation

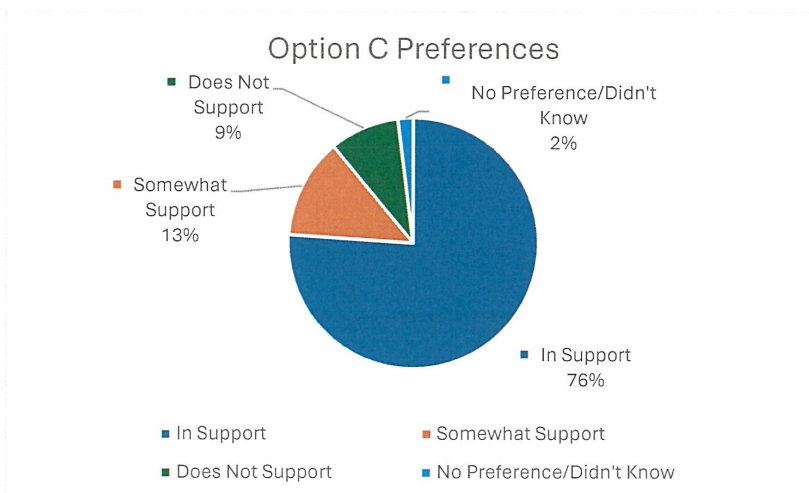
Option C is almost universally supported by Businesses and Organizations that gave feedback (9/11)

Option C received 229 submissions “in support” out of a total of 301 (76%).

Statistically, 85.5% (301/352) of respondents from Options A and B responded to the Option C submissions.

Even within the 72 submitters who did not support Option C, they were split between “Somewhat Support”, “Does Not Support”, “No Preference”, and “Didn’t Know” (39/27/4/2).

Only 9% of submitters expressed an explicit opposition to Option C.



Important Notes

Option A was the most preferred but not the majority in the initial consultation. Option B does not have support.

Although 34% of submitters wanted to reject both options in the initial consultation, this is for varying reasons. These range from more relevant reasons such as:

- Not enough cyclist/pedestrian protection
- Lack of parking
- Safety concerns
- Surfacing concerns
- Cost

To less relevant reasons:

- Conspiracy theories
- Government policy announcements regarding traffic calming measures and cycling infrastructure
- Speed limit changes
- A desire to see nothing change

There was a serious lack of faith in the Council in the initial round. Several commenters stated that the council was “telling them what they would get”. There is little homogeneity across choosers of this Option.

Option C is well supported, however because the initial submissions were not available on CCC’s website as of this draft, I cannot cross reference addresses to assign location to the new submissions.

The argument that there were more submitters for the initial options rather than Option C is moot. It not an “Apples to Apples” comparison because Council did not undertake the same level of consultation. The reliability of the Quick Polls and Library Tokens is also questionable as they have not been vetted by staff for duplicity (same person voting on two separate trips to the library or same person voting online, at the library, and submitting, etc.).

Claiming that all of the results should count is not best practice. It also provides no feedback on why these people voted the way they did, what conversations were had prior to voting, or if they received correct information. The only reliable and vetted results are the official consultation rounds.

Even if one was to take the raw numbers into account, Option A still does not have the same percentage base support as Option C does within its submission group. One can also argue that respondents to the second consultation round were more invested by making two submissions.

Of the organizations listed in support of Option A on the graphic, the two that resubmitted (Eastern Sport and Recreation, and Canterbury West Coast AA) both changed their preference to Support Option C.



Spokes Canterbury

Marine Parade Street Renewal

December 2024

Anne Scott,
Spokes Submissions Coordinator

Marine Parade – safe for everyone

Three types of cyclists use Marine Parade

1. **Commuter cyclists** – prefer cycle lanes on road – direct and efficient
2. **Interested but concerned** – prefer separated cycleways – safe way to get to their destination
3. **Recreational cyclists** – cycling for enjoyment – mixed abilities, prefer separated and will use footpath



Marine Parade – safe for everyone

Why Change

- Ongoing issues with speed
- Cyclists feel uncomfortable being pushed into traffic by the berms
- Typically 1/3rd cyclists already using gravel path and footpath as safest option
- Increasing demand to walk, cycle, scoot and use mobility devices along Marine Parade
- Improved connections – City to Sea and QEII – bring more demand
- Improved wet weather surfaces – less flooding



Marine Parade – safe for everyone

Spokes strongly supports Option C

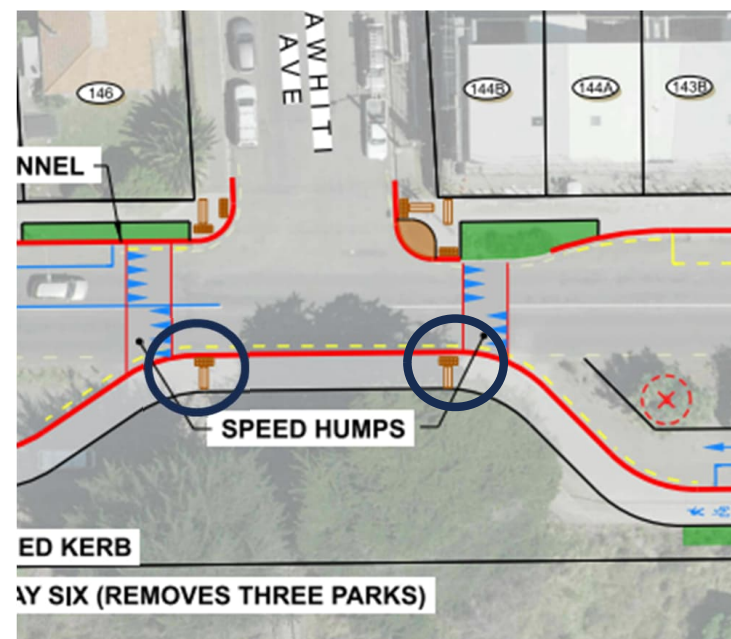
- Including the bi-directional cycleway and shared paths
- Safer crossing points for pedestrians and cyclists
- Cycleways support a wide range of active transport, scooters, mobility devices ...
- 227 submitters, 73%, favour Option C



Marine Parade – safe for everyone

Rawhiti Ave

- Not clear how to transition on and off the cycleway at Rawhiti Ave
- Rawhiti Ave should have a stop or give-way – vehicles creep out and turn too fast here
- Support speed humps

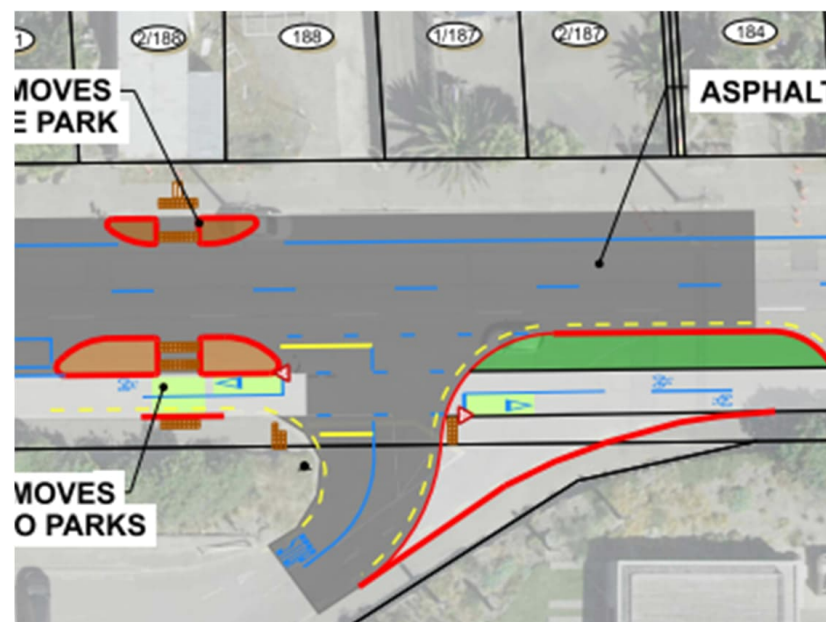


Marine Parade – safe for everyone

New Brighton Surf Lifesaving Club

- The entrance can be very busy with vehicles lined up to turn both in and out
- Prefer pedestrians and cyclists have right of way, with appropriate markings on road
- Is the pedestrian crossing too close to the entrance?
- Vehicles turning right may sit in cycle space
- Would a speed hump help reduce speeds?
- Sign – watch for cyclists

Questions



KEIGHLEYS & BROMLEY ROAD SUBMISSION

This submission is against the current plan but not against the overall concept.

Issues with current plan are divided into 3 general areas.

Safety, Enviromental and Economic

Issue 1: SAFETY

#The number of vehicle movements is approx. 5000 cars per day based on data from 2019. This would suggest a high use area. There is no breakdown on severity of accidents and so no way of knowing what the problem is in relation to safety. The reality is that there are now no were near that number of vehicles using this road. This significantly improves safety without the need for speed bumps. There have been no pedestrian or cyclist accidents on these roads in the last two years.

There are exisiting traffic calming measures in place that mitigate speed i.e. speed humps and sharp corners which slow traffic.

The ability for emergency response services to get to an emergency without delay is crucial. As we know minutes matter in an emergency and can be the difference between life and death. By installing so many speed bumps we will increase response times and delay people getting the help they need

Alternative:

ACT PLAN

Keighleys/Brom Cnr.
KOLORA

#Retain existing speed humps on Keighleys road and install two more ^{RAISED x2} but ~~no~~ pedestrian crossing as ^{ON KEIGHLEYS BY CRGM + SCHOOL} there is no formed pathway on west side of the road and pedestrian numbers don't warrant the cost. It makes little sense to remove existing bumps to replace with new ones a couple of metres further up the road. ~~RAISED CR~~

#Install two speed bumps on Bromley road and install ^{RAISED} pedestrian crossing. ^{DONT RELOCATE BUS STOP PED CROSSING}

use savings to install traffic calming measures on McGregors Road/Walcott intersection.

This is used regularly as a burn out pad and we would achieve more by sorting this out.

implement ^{SPED} safer neighborhoods policy and change to 30kmh speed limit with appropriate signage around

Bromley School

Issue 2: ENVIROMENTAL

It is a well established fact that vehicles are at their most inefficient when speed up and slowing down. With the number of speed humps proposed there will only be approx. 40-60 metres Of clear road before having to slowdown for a speed bump. This will significantly increase the CO2

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Alternative:

— School Pick up — Lose of car
Parks.

emissions of all vehicles thus making a bigger impact on global warming. Of note is that there are a lot of heavy vehicles that use this road and their contribution to CO2 emissions will be greatly increased.

The local residents have the right to a peaceful enjoyment of their property. The constant revving and slow down of engines is going to increase noise and pollution levels in the area. The added noise of big trucks crashing over the speed bumps will also increase noise levels.

Alternative:

Same as Safety issue

ECONOMIC:

One of the key indicators of an economy is productivity and as part of that is our ability to move people and goods around the city. The overuse of speed bumps on many local streets has made it a lot slower to move around. This is unproductive time that on an individual basis may not seem like much but collectively adds up to delays in getting people and goods to where they need to be.

There will be a cost to those using these streets by way of increased fuel bills, repair cost and time. The effect of constantly speeding up and slowing down as well as the effect on suspension e.t.c. will all come at a cost to the local residents.

Alternative:

As above

CONCLUSION:

I live and work in the area and use these roads up 6 times daily and feel I have a good idea of what driving conditions are like on these roads. Whilst not opposed to some traffic calming measures being implemented I feel the number of speed bumps unwarranted and that the money could have a bigger impact spent on higher risk areas. In particular addressing the issue of boy racers using McGregors road/Walcott street intersection as a burn out pad in very close proximity to housing should be more of a priority than installing extra traffic calming measures for a lesser impact on safety. I believe that safety and issues could be addressed albeit in a more considered fashion.

Three Waters Update

The presentation for the 9 December Briefing Slot for the month of November was completed and prepared last Wednesday, 4 December. We are happy for this presentation to be provided to the Community Board as an accurate reflection of the events for November, however, it is NOT reflective or provides an update on the recent events of the past couple of days.

As a latest update as of 9 December 2024; I can confirm that we are monitoring the changes to the temporary activated sludge plant, and the process is partially improving as anticipated. But as anticipated, the process will take a couple more days to settle. I can also confirm 100% availability of all 16 aerator on the Oxidation Ponds (as of midnight Saturday 7 December).

We will report in more details of the events of the last couple of days in the next Community Board update, February 2025.

Please pass on our apologies to the Board whilst we work through the current events to improve the performance of the plant.

Adam Twose

Manager Operations

Community Liaison Group

CWTP Monthly Update – December 2024

Introduction

- Monthly presentation to provide an update on the operation of the Christchurch Wastewater Treatment Plant
- Includes high-level information on the operational activities being undertaken on the site

In Scope

- Operation of the interim solution
- Activities being undertaken to mitigate odours

Out of Scope

- Implementation of the findings of the Independent Review
- Status of the permanent replacement solution

Agenda

- Odour Monitoring Results
- Plant Status
- Primary Settlement Tanks
- Oxidation Ponds Update
- Biological / Chemical Supplier Trial Update
- Temporary Activated Sludge Plant Optimisation
- Project Liaison

Odour Monitoring Results



- All data is continued to be provided on the CCC [webpage](#) from the four monitoring locations at the community sites

Christchurch City Council

Home > ... > Christchurch wastewater treatment plant > Wastewater treatment plant fire

Christchurch wastewater treatment plant fire

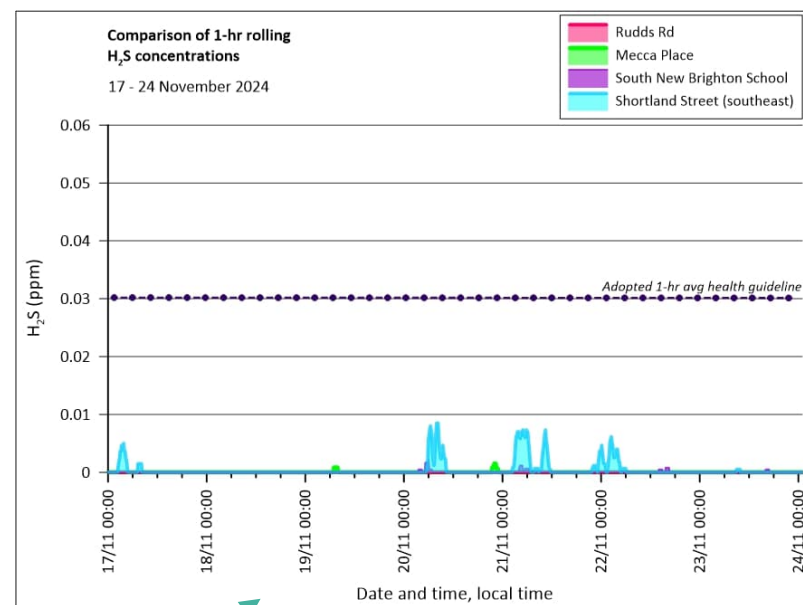
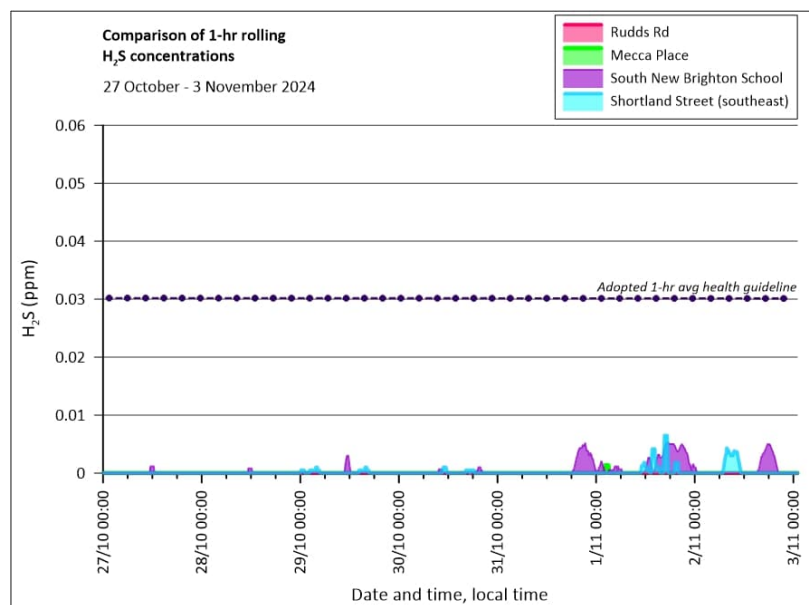
The wellbeing of our residents is our top priority.

Latest hydrogen sulphide levels

The latest monitoring results have shown that levels over the past month have been decreasing and are now well below the health guideline of 0.03ppm. At times light winds still carry odours, to nearby residential areas. [See the latest results.](#)

10 December
2024

Odour Monitoring Results



The graphs show the last week for October and latest week in November
CCC have continued to liaise with Ecan with Smelt-It reports

Plant Status

- November has continued to be a stable month as we move into summer
- Site staff have been preparing the site ready for summer
- We have noted the increase in off-site odour detection and continuing to check and optimise site processes
- Primary Settlement Tanks are our current focus



Aerial image showing the 7 PST's, 2 currently drained

Plant Status – Primary Settlement Tanks

- Primary Tanks are the first treatment stage
- They slow the flow (1.5 hours retention time), allowing the solids (sludge) to settle out
- In winter, when flows are higher, more tanks (7) are needed to get the 1.5 hours retention
- In summer, when flows are lower, less tanks (4-5) are needed to get the 1.5 hours retention
- Currently have 5 tanks in service
- Having too many tanks in service in summer can cause odours as retention time is too long



Oxidation Pond Status

Currently lots of algae in Ponds 1 and 2 (means good for dissolve oxygen), and clear for Pond 5 & 6 (means good quality for final effluent discharge to ocean)



10 December
2024

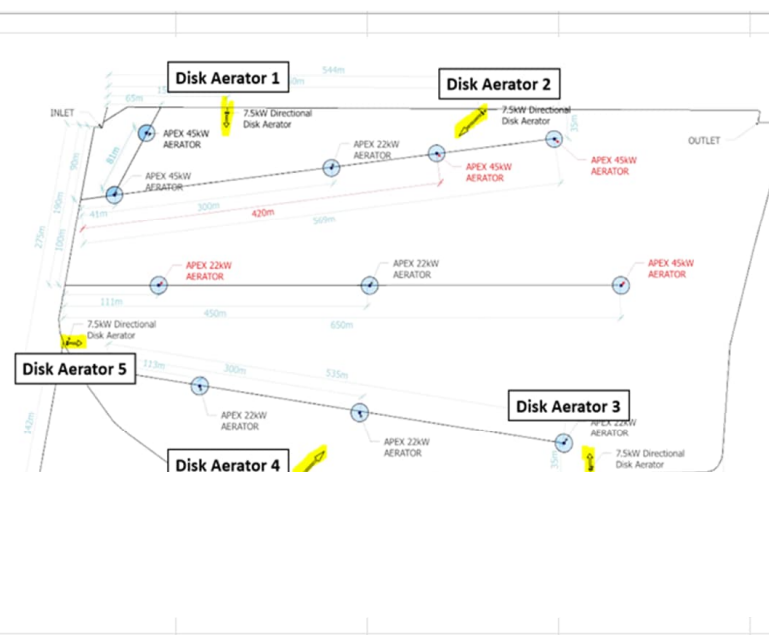
Oxidation Ponds – Aerator Status

Date	Disk Aerator 1 Running	Disk Aerator 2 Running	Disk Aerator 3 Running	Disk Aerator 4 Running	Disk Aerator 5 Running
2/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
3/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
4/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
5/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
6/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
7/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
8/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
9/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
10/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
11/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
12/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
13/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
14/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
15/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
16/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
17/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
18/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
19/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
20/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
21/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
22/11/2024	94.0%	93.9%	93.9%	93.9%	93.9%
23/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
24/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
25/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
26/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
27/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
28/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
29/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%
30/11/2024	29.2%	100.0%	100.0%	100.0%	100.0%
1/12/2024	0.0%	100.0%	100.0%	100.0%	100.0%

Reactive

Planned

- Contractor is continuing to undertake planned and unplanned reactive maintenance on the disc aerators



10 December
2024

Christchurch
City Council

Oxidation Ponds – Aerator Status

Date	Vertical Aerator 1 R	Vertical Aerator 2 R	Vertical Aerator 3 R	Vertical Aerator 4 R	Vertical Aerator 5 R	Vertical Aerator 6 R	Vertical Aerator 7 R	Vertical Aerator 8 R	Vertical Aerator 9 R	Vertical Aerator 10 R	Vertical Aerator 11 R
2/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
3/11/2024					69.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
4/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
5/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
6/11/2024					0.0%	100.0%	100.0%	98.8%	100.0%	100.0%	100.0%
7/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
8/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
9/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
10/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
11/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
12/11/2024					41.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
13/11/2024					100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
14/11/2024					100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
15/11/2024					66.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
16/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
17/11/2024					0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
18/11/2024					9.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
19/11/2024	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
20/11/2024	100.0%	100.0%	100.0%	99.5%	87.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
21/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
22/11/2024	93.8%	93.8%	93.5%	93.5%	93.9%	93.4%	93.6%	93.4%	93.7%	93.8%	93.9%
23/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
24/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
25/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
26/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
27/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
28/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
29/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
30/11/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
1/12/2024	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Planned

Reactive

- Contractor is continuing to undertake planned and unplanned reactive maintenance on the vertical shaft aerators aerators

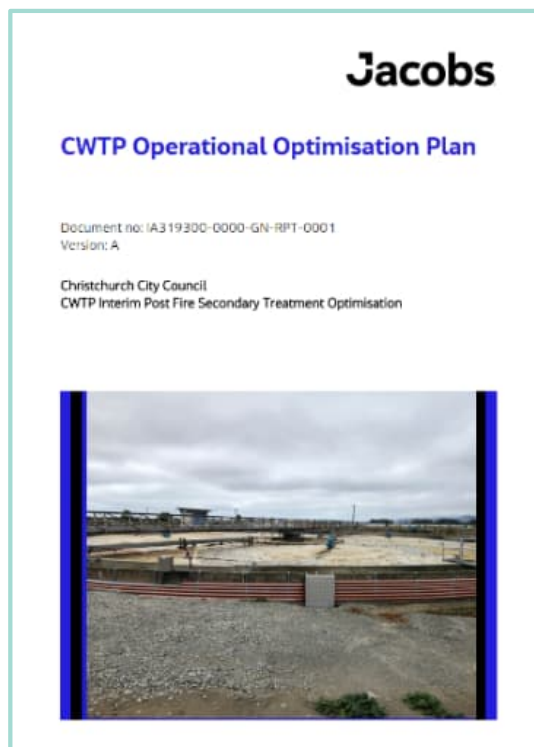
10 December
2024

Christchurch
City Council

Biological / Chemical Supplier Trials

- 6 suppliers have offered CCC chemical / biological products which could resolve the odour from the CWTP
- A multi-stage trial has been underway to assess the effectiveness of each product
- A trial with 15 litres of sewage and each supplier's product over 48 hours was completed, with 2 or the 4 suppliers chose to progress
- Discussion with the other 2 suppliers has lead to them being re-included in the next stage of the trial
- The next stage of the trial will involve 1,000 litre samples with the suppliers products over a longer time period. The increased number of products will push out the trial duration.

Temporary Activated Sludge Plant Optimisation



- The optimisation plan has 3 modes of operations, each to be trialled for approx. 6 weeks each over past 5 months
- All 3 modes of operation have now been trialled
- Draft report is in the final stages of being written and draft report will be provided to CWTP staff

10 December
2024

Temporary Activated Sludge Plant Optimisation



- The modes were varying the number of Secondary Contact Tanks in Service
- This knowledge will help us for when we have to take one of the clarifier off-line this summer for essential maintenance

10 December
2024

Temporary Activated Sludge Plant Optimisation



- CWTP staff are actively managing the number of SCT's in service to handle the industrial Christmas load

Back to 2 x SCT's

10 December
2024

Project Liaison

- CWTP staff are working closely with the project delivery team and contractors for the incoming activated sludge plant

Christchurch Wastewater Treatment Plant update - Friday 29 November

OMCE Info
To
UNCLASSIFIED
This message was sent with High importance.

Kia ora koutou,

Here is the latest update on the Christchurch Wastewater Treatment Plant. This update will be sent out via e-newsletter and shared on our website and social media channels later today.

Demolition of trickling filters progressing

Demolition of the Christchurch Wastewater Treatment Plant's fire-damaged trickling filters has started in earnest and quick progress is being made to bring the walls down.

The photos below were taken on Wednesday 27 November.



We're aiming to have the walls of the trickling filters down by Christmas and in the new year we'll shift our focus to removing the foundations.

Thank you

New Brighton Marine Parade Street Renewal Project

Decision meeting

9 December 2024

Project Objectives

- Hawke Street to 187 Marine Parade – remove the existing pavement and replace with a new pavement structure to support new asphalt concrete (AC) surfacing.
- 187 Marine Parade to Lonsdale Street – currently do nothing in this section. If there is surplus funding and agreement from the project team and Community Board, investigate removing the existing pavement and replacing with a new pavement structure to support new asphalt concrete (AC) surfacing.
- Lonsdale Street to 142 Marine Parade – replace the kerb and dish channel with kerb and flat channel.
- 142 Marine Parade to Bowhill Road – a small area of new pavement near the intersection of Bowhill Road.
- Address residents concerns around speed on Marine Parade.
- Improve the intersection of Hawke Street and Marine Parade.
- Investigate options for cycle facility.

Option A

- 185 metres of asphalt renewal from Hawke Street to 187 Marine Parade
- New kerb and flat channel between Lonsdale Street to 142 Marine Parade
- Pedestrian refuge Island on Hawke Street at the intersection of Marine Parade
- Pedestrian island at the entrance to the New Brighton Beach Car Park
- Zebra crossing on Marine Parade near the intersection of Hawke Street
- Cost estimate \$4M
- Loss of approximately 2 car parks

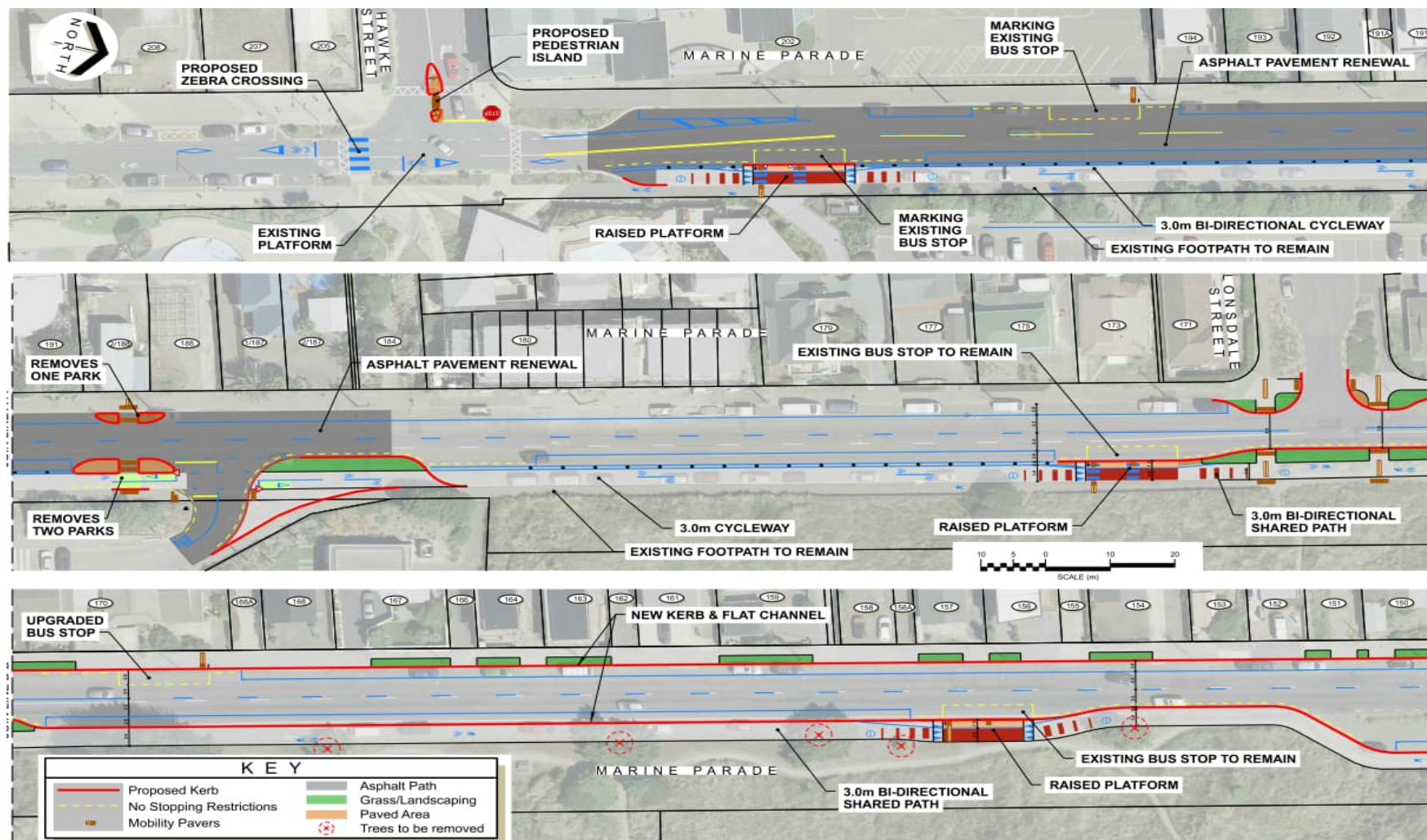
Option B

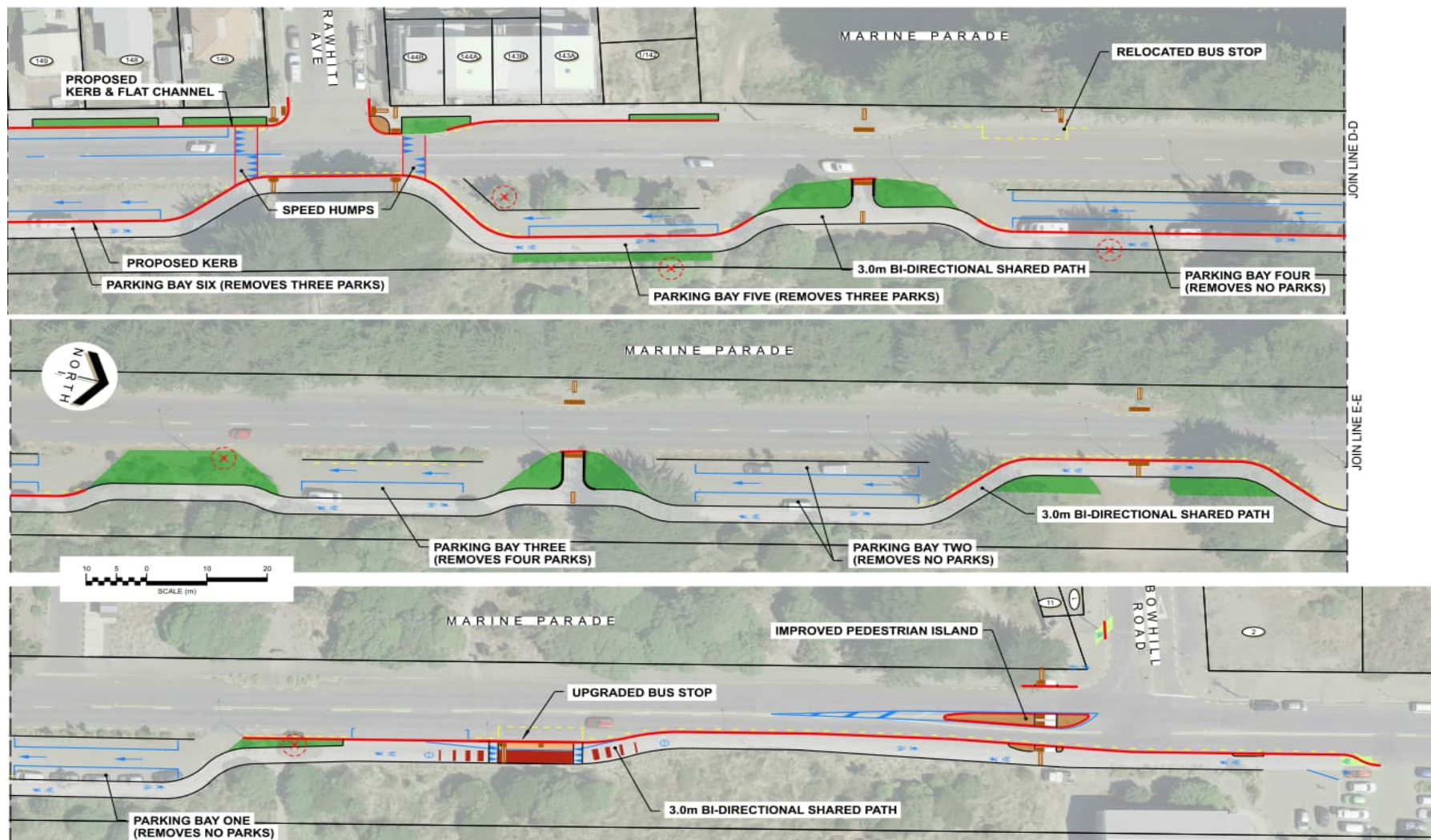
- 185 metres of chipseal renewal from Hawke Street to 187 Marine Road.
- New kerb and flat channel between Lonsdale Street to 142 Marine Parade
- Painted cycle lanes on each side of the road
- Seven safe speed platforms with pedestrian crossings
- One speed hump
- Pedestrian refuge island on Hawke Street at the intersection of Marine Parade
- Pedestrian refuge island at the entrance to the New Brighton Beach Car Park
- Improved the pedestrian island on Marine Parade near Bowhill Road
- Zebra crossing on Marine Parade near the intersection of Hawke Street
- Cost estimate \$4.5M
- Loss of approximately 101 car parks

Option C - Option A + bi-directional cycleway and shared path

- Street renewals
- Bi-directional cycleway and shared path
- Safety improvements
- Parking changes
- Landscaping/planting
- Cost







October re-consultation summary

- 313 submissions were made
 - 30 live on Marine Parade
 - 129 live in New Brighton
 - 153 live outside of New Brighton
- 12 were organisations / businesses
- 49 submitters were previous submitters
- Tactics were nearly identical to previous consultation, apart from attending New Brighton Market and allowing submitters to give feedback via quick poll.

Consultation summary from re-consultation

Preference for option C

- 227 submitters supported option C
- 39 submitters somewhat supported option C
- 39 submitters didn't support option C
- 5 submitters didn't know or weren't sure

Asphalt vs chipseal

- 208 submitters preferred asphalt
- 101 submitters preferred chipseal.

Based on consultation feedback

Feedback from the first round of consultation

- Extended no stopping lines to remove two car parks outside the New Brighton Surf Club service entrance.
- Reduced the proposed number of speed platforms along Marine Parade.
- Minimum car park loss

Feedback from the second round of consultation

- Move bus stop outside properties 142 and 144 Marine Parade

Recommended Option C for detailed design and construction

Next steps

- Community Board decision meeting: 9 December 2024
- Anticipated Council decision : February/March 2025
- Anticipated detailed design: April 2025
- Anticipated final review and resolutions for approval: July / August 2025
- Anticipated construction: September / October 2025

Budget

- Project budget - \$3.52M
 - Programme budget – \$2.26M
- Total \$5.78M

Questions?

Key themed feedback from consultation

Comments in support of option C:

- Supportive of the bi-directional cycleway (25)
- Supportive of the bi-directional shared path (23)
- Supportive of increased safety as a result of option C (22)

Concerns raised about option C:

- Not supportive of speed humps (13)
- Not supportive of a shared path (6)
- Not supportive of a cycleway (5)
- Not supportive of chipseal (5)

Requests and suggested amendments:

- Look for cost savings by doing the minimum amount of work (12)
- Change the design so cyclists and pedestrians have right of way at the New Brighton car park entrance (9)
- Minimise the proposed removal of trees (6)
- Lower the speed limit along the entirety of Marine Parade (6)
- Leave Marine Parade as it is (5)
- Invest this project's budget into other projects in New Brighton (4)
- Keep as many car parks as possible (4)
- Don't allow freedom camping (4)



ECAN post: This post was put there in 2002 on the open beach now 28-30 mtrs behind the toe of the beachside dune



Starting at 2017 first post
(now buried under 1m of
sand)





2021 second post (new
post)





2022 2nd post almost
buried



Third post, first post
(marked) under a metre
of sand 2nd post almost
buried





Top of first post (see prev picture)

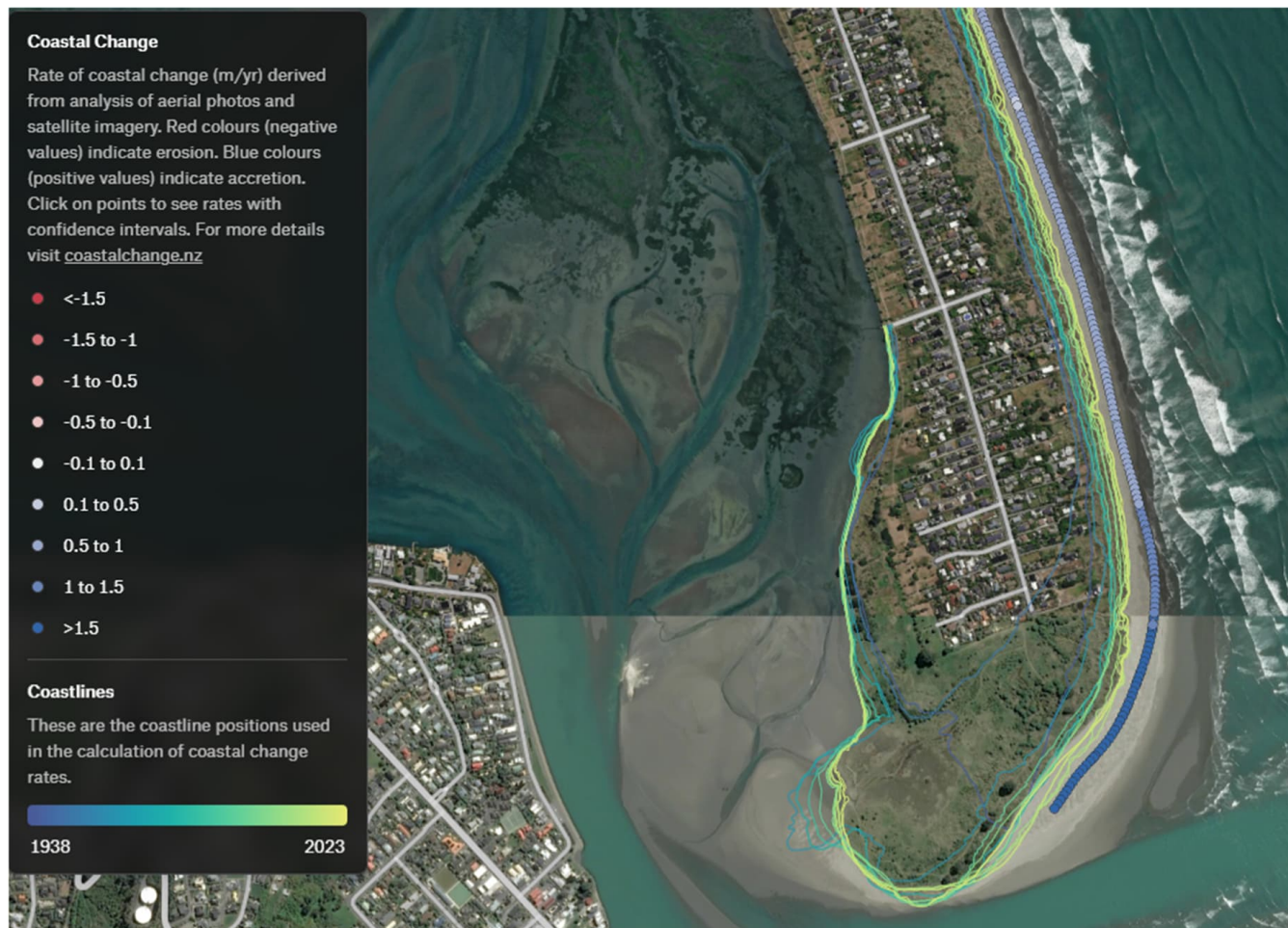


Current Post





Tale of Three Posts 2017
– 2024 Southore Spit
Reserve



<https://coastalchange.nz/>

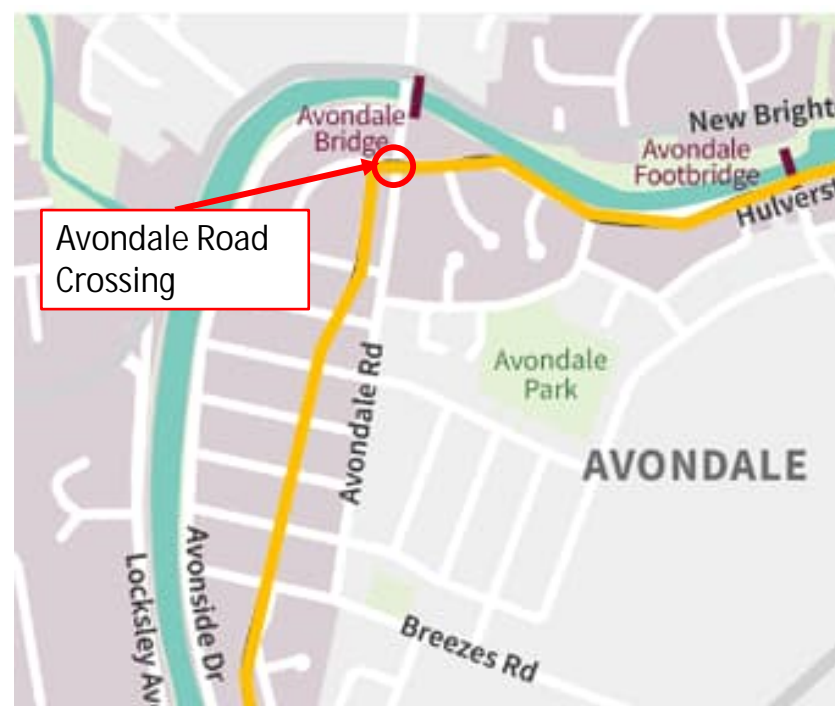
City to Sea East Safety Improvements – Roading Elements

Waitai Coastal-Burwood-Linwood
Community Board

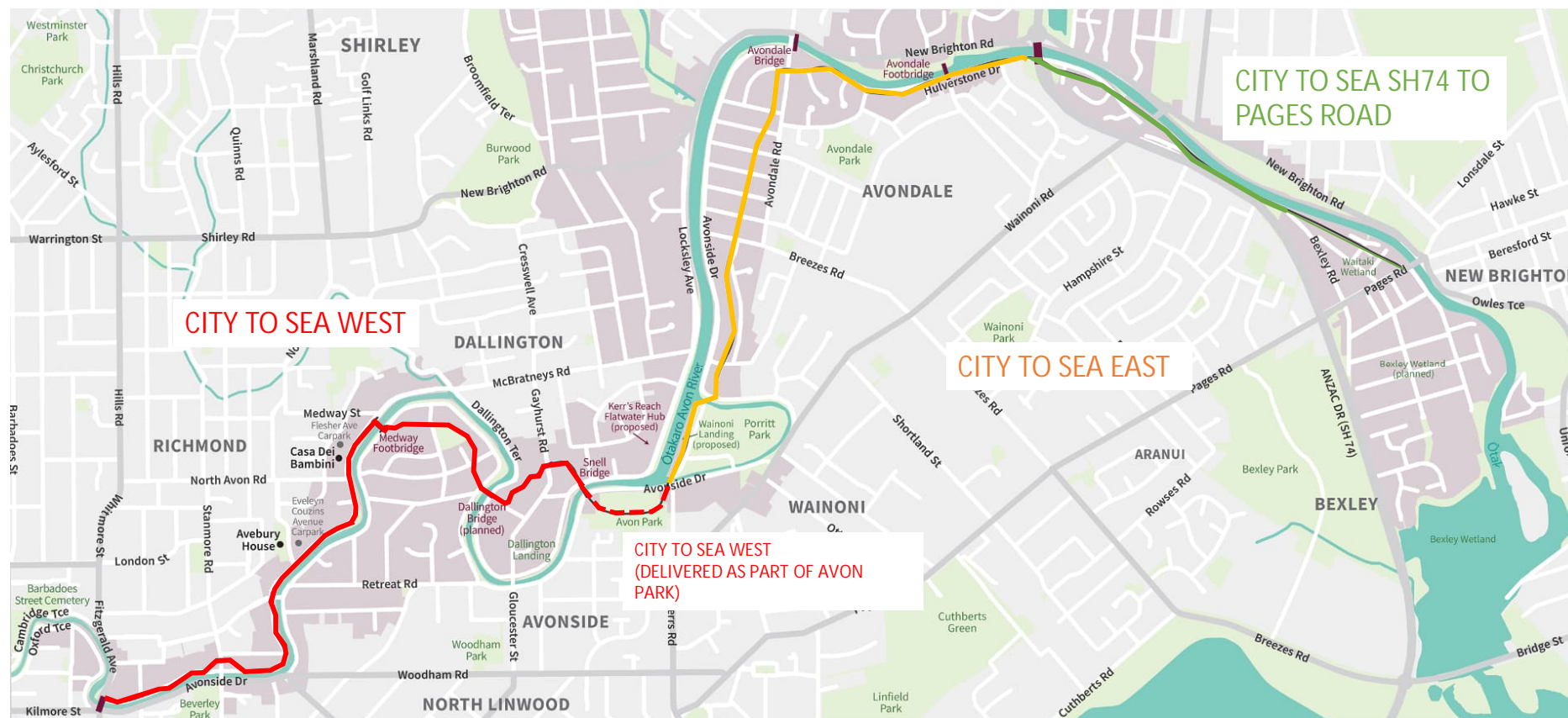
09 December 2024

Agenda

- Meet the team
- City to Sea overview
- Consultation and feedback
- Preferred option for approval



City to Sea Pathway



City to Sea West construction – Gayhurst Road to Snell Bridge

City to Sea West
(to sea)

Gayhurst Road
Crossing



Snell Place
Footbridge

City to Sea West construction – Swanns Road

City to Sea West
(to sea)



Swanns Road
Crossing

City to Sea West
(to city)

City to Sea West construction – Stanmore Road

Avonside Drive

Stanmore Road
Crossing

City to Sea West
(to sea)

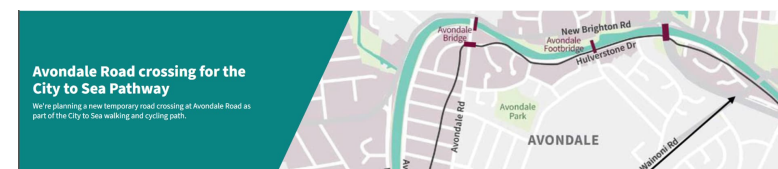


City to Sea West
(to city)

Public consultation 23 October - 3 November 2024

Let's Talk webpage

<https://letstalk.ccc.govt.nz/city-sea-pathway-avondale-road-crossing>



Tactics to promote submissions

- Email to 290 stakeholders
- 10 sign boards along current route - QR link to Let's talk webpage
- Let's talk page had 291 visits over the consultation period



Consultation - Total submissions

33 submissions:

- 31 individuals
- Two recognised organisations

Organisation submissions received from:

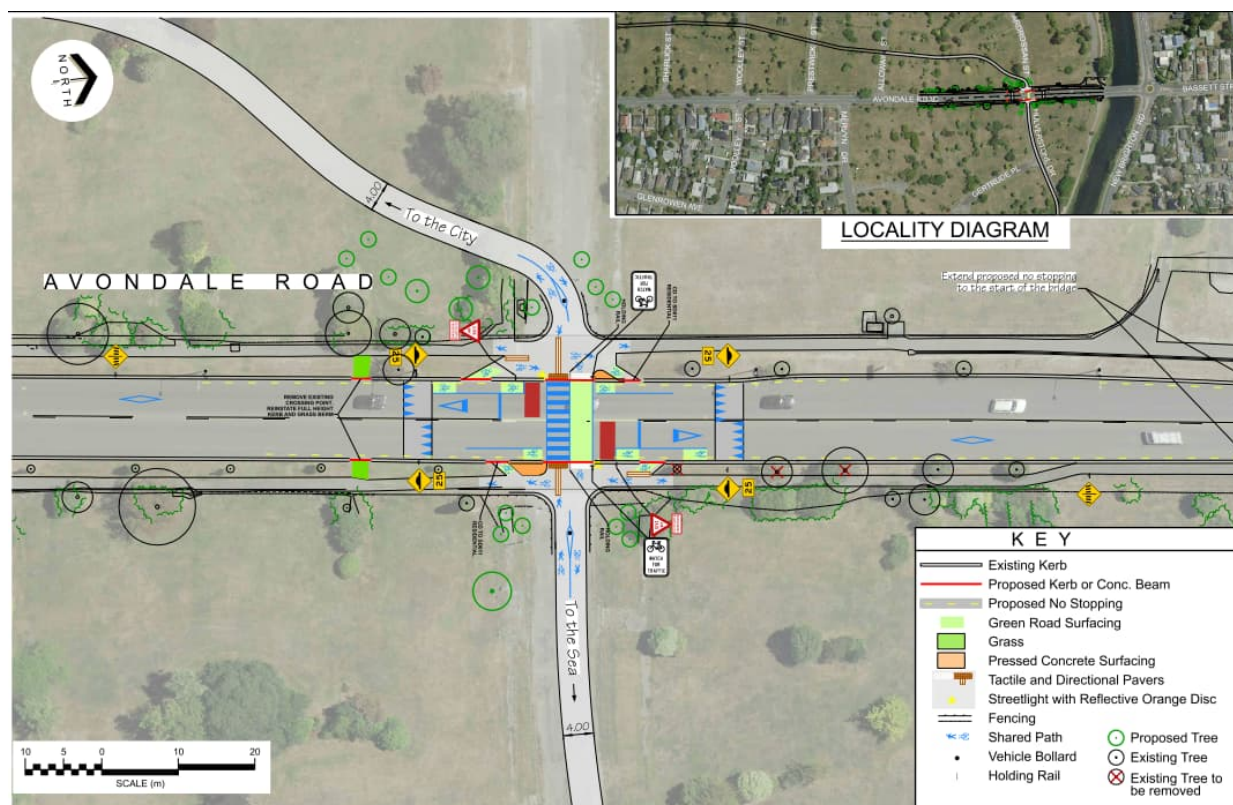
- Spokes Canterbury
- Canterbury/West Coast Automobile Association District Council

Quick poll - star rating on the Let's Talk page

- An online quick-fire poll set up for those without time to make a submission received 26 responses as shown in the graph below (1 star being lowest, and 5 star highest).
- Half of all submitters feel either unsafe (11) or very unsafe (5)



Avondale Road – Crossing



Questions