

12. CITY STREETS UNIT - MAJOR PROJECT UPDATES

Officer responsible City Streets Manager	Author Alix Newman, Capital Programme Team Leader, DDI 941-8472
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The purpose of this report is to advise the Committee of the status of a number of major projects currently under action in the City Streets Unit.

INTRODUCTION

This report provides an update to the Committee, on some of the larger roading projects that are being managed by the City Streets Unit. The projects being reported on are those for which the Committee has not received an update within the last couple of months.

MAJOR PROJECTS SUBJECT TO RECENT REPORTING

Cathedral Square Stage V: Currently being reported to the Central City Subcommittee. Will be reported to the Committee at its November 2003 meeting.

Latimer Square: Reported to the Committee in August 2003.

MAJOR PROJECTS UNDER ACTION

New Brighton

In the year ending June 2003, the New Brighton Taskforce had confirmed its recommendations for a one-way slow road through the western end of the existing mall and the redevelopment of the Beresford Street carparks and associated works in Marine Parade, Seaview Road and Union Street.

The hearing to revoke the Special Order and allow the road through the mall was heard in June 2003 by the Council, with a decision to reopen the road to vehicles being issued in July 2003. Since then one objection has been lodged with the Environment Court, and the Council will have to wait now for either the objection to be withdrawn, or a hearing to be held. It is not expected that there will be any further progress on this matter in the next six months. It is likely that a recommendation to reprogramme some of the New Brighton funding will be made to at the six month review.

The City Streets Unit are now looking at implementing the changes in Beresford Street as these can be done independently of the new road through the mall. Construction works are unlikely to begin before May 2004.

Expenditure to date:

2002/03	\$117,000
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Budget:

2003/04	\$199,842	Beresford Street
2003/04	\$796,733	New Brighton Commercial Area (including carry forward)
2004/05	<u>\$227,000</u>	New Brighton Commercial Area
	\$600,000	To be raised by a Special Rate

Opawa Road - Port Hills Road Stage 2

(Stage 2 of the Opawa - Port Hills Road project extends from Garlands Road to Curries Road)

The proposal is to construct a new road immediately to the east of the existing road and to turn the existing road into a residential slip-road, thus separating the residential properties from the main arterial. The project requires the Council to purchase land on the east side to accommodate the new road. At present, the Council has yet to complete the purchase of four properties in this section. The owners are all in negotiations with the Council and it is expected that these can be purchased this financial year.

The physical work is planned and budgeted for the 2004/05 financial year.

Expenditure to date: (including land purchase)

2002/03	\$566,031
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Budget: (including land)

2003/04	\$1,017,771
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2004/05	\$2,804,007
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Income: (from land sales)

\$622,000

Ferry Humphreys Drive Intersection

This project is for the widening and installation of traffic signals at this intersection. The Council is still negotiating with the last three property owners for the frontages of their properties. The negotiations have been complicated as most of the properties are owned by body corporate and more than one person has to agree to the compensation.

The current timeline, which is dependant on the property purchase, is for the physical works to start mid-March 2004.

Expenditure to date: (including land):

2002/03	\$194,922
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Budget: (including land):

2003/04	\$1,907,895
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Ferrymead Bridge

Earlier this year a site investigation was carried out to determine the viability of the proposed strengthening option for the bridge. The drilling and penetration testing carried out determined that the site was underlain with much weaker material than was expected, a conclusion that was further strengthened by a visiting international expert in liquefaction who showed that the existing bridge piles could in fact be founded on liquefiable material. This resulted in a rethink of how to strengthen the bridge and engineers have identified some new options. All of these options represent leading edge solutions and are taking time to develop. One or two may require some university research. There is a reluctance to delay the project to investigate these options, however, the potential benefit of reducing the retrofit cost is too great to ignore. The recommendation is therefore to delay recommending an option for design and construction until at least the end of this year.

The current budget for the construction of this project is in the 2004/05 and 2005/06 financial years; the investigation work is likely to delay construction by one year.

Expenditure so far:

2002/03	\$55,567
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Budget:

2003/04	\$231,353
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2004/05	\$2,809,274
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2005/05	\$1,179,224
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Blenheim Road Deviation

The Council applied for a designation to develop the Blenheim Road deviation during 2002. The commissioner's decision to grant the designation, subject to certain conditions was adopted by the Council at its meeting in December 2002.

The Council's decision was subsequently appealed by five parties:

- Neowell Investments Limited (Owners of the saleyards)
- Focus Property Group Limited (Owners of an existing Blenheim Road sign)
- Togega Imports Limited/Togega Limited (Council lessee/sublessee)
- Waho Limited/State Management Limited (Council lessee)
- Michael Aaron Gray (Director State Management Limited)

It is hoped that the Environment Court will hear any appeal ('reference') in relation to the Blenheim Road designation in early 2004. However, the timing of any appeal is a matter, which is within the control of the Court, rather than the Council, and so this can only be a best estimate. There are a number of variables, which may cause this estimate to be altered.

Meanwhile, negotiations are continuing with the respective parties in the hope that the majority can be satisfied prior to a hearing in the Environment Court. At this stage it is anticipated that only one appeal will remain, that being Neowell Investments Limited.

The Council at its meeting on 4 April 2003 considered and adopted a report from the Property and Major Projects Committee to delay the start of construction of the deviation until August 2005 so that all planning and property decisions can be completed.

The approved budget for this project is \$10,765,000 including contingencies. Within this budget additional costs have been incurred as a result of the prolonged consent process and are also likely to be incurred in relation to the appeal and ongoing negotiations with affected parties. Continuing negotiations with Tranz Rail, however, indicate there are likely to be substantial savings if the bridge length is reduced. Since the construction of the bridge and embankment are a significant portion of the construction cost, there is some potential for savings in these components of the budget, which at this stage it is believed will offset the increased designation consent costs.

Expenditure to date: (including land)

2000/01	\$7,440,772
2001/02	\$1,849,469
2002/03	\$292,267

Budget:

2003/04	\$160,320
2004/05	\$150,000
2005/06	\$4,083,254
2006/07	\$2,598,434

Income: (from land sales)

\$4,728,000

Bealey Avenue/Carlton Road/Harper Avenue/Park Terrace

This intersection is subject to significant and growing congestion, and increasing safety risks to pedestrians and cyclists in particular. Options to reduce these problems require some work on the capacity of the Harper Avenue bridge. Three options were presented to the Committee last year, which consider either: no widening of the bridge, widening to the Hagley Park boundary, and widening which would place a bridge footprint into Hagley Park. The Committee, and Council, approved the City Streets Unit to conduct consultation on the options.

It is noted that an Act of Parliament currently prevents any road or bridge widening in Hagley Park, and that any intrusion into the Park is a very significant issue for Christchurch. Subsequently, since that time, no consultation has taken place. Instead, the project team has examined a greater range of options, which consider limiting the width of the vehicle bridge, and providing separated pedestrian and cycle bridges. There are now a range of seven options that offer varying levels of improved service to vehicles and safety and different levels of construction and expansion of the main vehicle bridge.

It is the intention of the project team to present these options in a seminar format to the Committee and other relevant committees and Community Boards in either October or November 2003. It is anticipated that the seminar would provide more direction on what options should be investigated further, and advise on the consultative approach that should be taken.

Expenditure to date:

2002/03	\$5,154
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Budget:

2003/04	\$133,866
2004/05	\$1,026,833

Woolston-Burwood

The Woolston-Burwood expressway project, stage II, is essentially completed and is now in the maintenance phase. The carriageway was opened to traffic in June 2003, and landscaping was completed in the months following.

Final expected expenditure for stage 2 is \$6.15 million over the last four financial years. This includes \$2.7 million for property purchase.

NORTHERN ROADING

The final report of the NROSS Study was issued in December 2002. Following further consultation with stakeholders and interested parties, the Council passed a series of resolutions with respect to the study at its June 2003 meeting.

Of immediate interest are the parts of the resolutions which are reproduced below:

2. *That the following projects, as proposed in NROSS, be adopted for further development to the scheme plan assessment stage:*
 - *Hills Road extension.*
 - *Hills Road upgrading (Aylesford Street - Whitmore Street).*
 - *Cranford Street upgrading between Main North Road and Berwick Street.*
 - *Northern Arterial extension between Cranford Street and QEII Drive.*
12. *That a study be initiated to explore opportunities for bus priority measures and develop a proposal for "Park 'N' Ride" in the study area, in conjunction with Environment Canterbury, and reported back to both Councils.*
15. *That the Council take early action to communicate this strategy, its rationale and supporting information (including a description of the designation process and property purchase procedure) to residents who could be directly affected.*

It is the City Streets Unit intention to initiate these items this financial year. The terms and objectives of the scheme assessments will be guided by resolution 14 of the Council:

14. *That during the special consultative procedures the Council indicate its willingness to incorporate high quality design factors into future major arterial roads including:*
 - (a) *Wide solid medians, where appropriate and other facilities to optimise the safety of users.*
 - (b) *Pedestrian facilities to minimise community severance.*
 - (c) *Features to give priority to and facilitate modes other than single occupancy private motor cars, while still offering a high standard of service for them.*
 - (d) *A high standard of landscaping and other such enhancements to be identified through 'living streets' methods.*
 - (e) *It should be clear in making a decision on these projects, that despite a sketch design appearing in the study's interim report which was used for costing purposes only, the options for providing the additional capacity are broad. They range from seeking to achieve it all within the current carriageway (by simply removing all existing parking and nominal re-arrangements at key intersections), through to a major four lane median divided, generously landscaped expressway with public transport priority measures and significant property purchase, with many variations in between.*

Chairman's

Recommendation: That the information be received.