

12. NEW BRIGHTON MALL REVITALISATION

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Corporate Plan Output: Environmental Improvement Plans	

The report is an additional report on the revitalisation of New Brighton Mall.

BACKGROUND

This report is provided in order to provide details on the budget, concept design and programme for this project.

PUBLIC CONSULTATION/SURVEY

The New Brighton Mall Road Subcommittee has recommended that the concept plan be put out for public consultation and that a survey of public opinion be undertaken (see item 7 on the agenda).

The suggestion that the survey be carried out by professionals has been put forward by the Subcommittee. Funds previously allocated in the 1999/2000 financial year for consultation and planning have been carried over to the current financial year.

A proposal should be sought from a suitable firm to carry out this survey.

BUDGET

A preliminary budget for the upgrade of New Brighton Mall has been prepared. This budget will be used as the basis of a submission in the Annual Plan budget process for funding.

The budget has been based on the concept design, as attached. The following points summarise the assumptions made when developing the budget:

- (a) The work to modify Seaview Rd from the roundabout to Union St is minimal. The existing kerbs can be re-used.
- (b) The car park alterations in Beresford St are minimal. The existing surface is in good condition and needs no upgrade work. An upgraded pedestrian crossing and some work on kerb alignments and planters is required.
- (c) Lighting similar to that used at the Eastern end of the mall will be used in the slow road.
- (d) The work to re-instate the slow road is substantial. A factor in favour of keeping costs down is that the old road structure still exists below the mall area.
- (e) The new roundabout at the Oram Avenue/Beresford Street intersection is a 'stick-on' item. It is attached to the surface of the existing road, thereby minimising construction costs.

Seaview Road-Hardy Street Intersection	\$40,000
Car Park Alterations (Union/Beresford/Mafeking)	\$100,000
Lighting	\$100,000
Slow road through mall	\$410,000
Street furniture (seating, rubbish bins etc)	\$80,000
Landscaping	\$140,000
Gateway structure/entrance markers	\$130,000
Contingency (10%)	\$100,000
Professional fees, Consents, supervision, legal fees etc	\$200,000
Land/Building purchase for pedestrian accessway, incl landscaping	\$500,000
TOTAL PROJECT COST (GST EXCLUSIVE)	\$1,800,000

The expenditure on this project is proposed for the 2001/02 and 2002/03 financial years.

At this stage there is no funding in the current financial year for any design work. It is proposed that the budget allocated for Consultation and Planning and Project Management be used to fund work up to the preparation of the Summary Report to City Streets/Design Brief and take the project through to the stage of Community Board approval of the Design Brief.

The programme shows developed design work starting in July 2001 if funding becomes available.

PROGRAMME

The programme as attached is preliminary only. It gives some idea of the timeframes involved for the major tasks associated with the project. Considerable further work is required to produce a more detailed programme.

The programme has been developed on the basis of the 'best-case' scenario. The following items may have a significant effect on the programme:

- (a) An objection to the re-introduction of a slow-road through the mall resulting in an appeal to the Environment Court. Such action could delay any work associated with the road from anywhere between 1 and 2 years.
- (b) The inability to agree on a Cost Sharing Agreement and Special Rate and have this rate incorporated into the Annual Plan process.

The programme also takes into account the need to obtain Council approval in November before undertaking the survey. This effectively delays the survey until early in the New Year. Conducting a survey over the Xmas period could prove in-effectual.

Tentative dates have been proposed for meetings in 2001. These will need to be confirmed when dates are allocated and may have an effect on the programme.

Should there be an objection to the re-introduction of a slow-road through the mall that leads to an appeal to the Environment Court, it will still be possible to continue with work associated with the pedestrian access from Beresford Street, the upgrade to the Beresford St car park and other ancillary items.

- Recommendation:**
- 1. That the concept plan be released for public consultation.
 - 2. That the Council enter into negotiations with the New Brighton Business Association to develop a Cost Sharing Agreement and a Special Rate for part-funding the work.
 - 3. That the Council approve the decision to undertake a survey, subject to a suitable quotation being obtained for the work and approval by the New Brighton Mall Road Subcommittee.
 - 4. That the attached provisional timeline be adopted.