

## 12. NEW BRIGHTON - REINTRODUCTION OF TRAFFIC TO THE MALL

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The purpose of this report is to seek Council approval to commence the variation to the Special Order covering the pedestrian status of New Brighton mall.

### INTRODUCTION

The Council at its December 2002 Council meeting approved the New Brighton Master Plan. A copy of the report presented to the Joint Committee meeting of Strategy and Finance, Sustainable Transport and Utilities, Parks, Gardens and Waterways Committees and the Burwood/Pegasus Community Board which was subsequently approved at the December 2002 Council meeting is tabled. Included in the plan was the slow-road through part of the existing mall.

A copy of the proposed slow-road route is attached. The details and route of the slow-road are the same as that proposed previously.

The development of the Master Plan has involved a considerable amount of public consultation. During these consultations, the issue of the slow-road has been raised and extensively discussed. The community through the consultation process has overwhelmingly supported the Master Plan and the inclusion of the slow-road as being part of the plan.

The result is that the slow-road in conjunction with a number of other initiatives in the roading network around central New Brighton will be of benefit in achieving the Master Plan.

### SPECIAL ORDER PROCEDURES

The following is the process that is to be followed in order to revoke the existing Special Order that covers the pedestrian status of the mall. The requirements of the 1974 Local Government Act S716(b) will apply until such time as the Land Transport Act is amended to include road closures, pedestrian malls etc.

- Council resolution to commence special order procedures,
- Public notification (allowance of 14 days for submissions and 7 days notice of hearing),
- Hearing,
- 2<sup>nd</sup> Council resolution to accept the decision of the Hearing.

The complete process must be completed within 70 days.

### BUDGET

The attached report to the Joint Committee meeting of Strategy and Finance, Sustainable Transport and Utilities, Parks, Gardens and Waterways Committees and the Burwood/Pegasus Community Board indicates what the total budget for the New Brighton revitalisation project is and how it is allocated. The report was approved by Council in December 2002.

A total of \$1.54M is available for the New Brighton revitalisation project. This total budget is to be used for roading related works and some works on the foreshore.

The following table is extracted from that report:

Existing Budget Allocations	2002/03	2003/04
<i>New Brighton Commercial area Development</i>	\$500,000	\$690,000
<i>New Brighton Beresford St Car Parking Development</i>	\$200,000	
<i>Central New Brighton Playground Upgrading</i>	\$150,000	
<b>Total</b>	<b>\$850,000</b>	<b>\$690,000</b>

A preliminary budget for the reintroduction of the slow-road and associated roading works around the New Brighton Mall area has been prepared.

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

- (a) The work to modify Seaview Road from the roundabout to Union Street is minimal. The existing kerbs can be re-used.
- (b) The alterations in Beresford Street 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 Ave/Beresford Street intersection is a 'stick-on' item. It is attached to the surface of the existing road, thereby minimising construction costs.

## Slow-Road Budget

Slow road through mall	\$450,000
Lighting	\$100,000
Street furniture (seating, rubbish bins etc)	\$90,000
Landscaping	\$100,000
<b>Subtotal</b>	<b>\$740,000</b>

### Additional roading items

Seaview Road-Hardy Street Intersection	\$50,000
Beresford Street Alterations (Union to Marine Parade)	\$100,000
<b>Subtotal</b>	<b>\$150,000</b>

Contingency (10%)	\$90,000
Professional fees, Consents, supervision, legal fees etc	\$120,000

<b>TOTAL PROJECT COST (GST Exclusive)</b>	<b>\$1,100,000</b>
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Note: These budget allocations need to be validated as the concept is firmed up.

## CONCLUSION

The implementation of the New Brighton Master Plan requires the commencement of a number of key items. The issue of the variation of the special order covering the pedestrian status of the mall is a key element of the plan.

This issue along with a number of others can now be started given the conclusive approval by the public of the Master Plan and also the approval by Council for the Plan.

**Recommendation:**

1. That the Council commence the Special Order procedures for revocation of the 1978 Special Order declaring a pedestrian mall between Seaview Road and Oram Avenue and that the Council Secretary be authorised to give the appropriate public notices in terms of the Local Government Act.
2. That a Subcommittee consisting of Councillors Chrissie Williams, Carole Evans and Graham Condon be appointed to hear any objections to the variation and recommend to the Council their decision.