

**8. SEAVIEW ROAD AT HARDY STREET
(AS PART OF THE NEW BRIGHTON MALL UPGRADE)**

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the intersection changes at Seaview Road and Hardy Street (as part of the New Brighton Mall Project) for final design, tender and construction.

EXECUTIVE SUMMARY

2. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue. To complement the slow road, the intersection of Seaview Road and Hardy Street requires a change of priority. The priority is currently to Hardy Street traffic this will be changed to Seaview Road. This will involve some kerb realignment work and the relocation of the 'give way' control from Seaview Road to Hardy Street.
3. Consultation on the project was initially undertaken as part of the New Brighton Mall Upgrade, with the intersection change described as an 'associated roading works'. Now that the plan is available further consultation on the detail of the intersection is being undertaken. This consultation involves a letter to the adjacent properties and information on the CCC 'Have your Say' website. The outcome of this consultation will be reported at the Board meeting.
4. The construction of the intersection work will be undertaken to coordinate with the opening of the slow road in the Mall. This means the work will be complete by the end of November 2005.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The estimated total cost for this project is \$90,000 inclusive of all consultation, design and project management.
6. The work is funded from the Major Amenity Budget for the New Brighton Commercial Area and funding of \$1,339,143 (in total) has been allocated in the 2004/05, 2005/06 and 2006/07 years. The cost of the project can be accommodated in this budget.
7. A report with all the traffic resolutions for the slow road and this intersection (including the change of 'give way') will be presented to the Board next month.

STAFF RECOMMENDATION

It is recommended that the Board approve the changes at the Seaview Road and Hardy Street intersection as shown in Attachment One for final design, tender and construction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND ON THE PROJECT

8. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (New Brighton Mall). Once this is operating it is expected that more vehicles will travel into the heart of New Brighton, therefore the realignment of the intersection at Seaview Road and Hardy Street is considered necessary. This will change the priority to traffic on Seaview Road.
9. A 'Traffic Impact Assessment' was undertaken in 2003 by Traffic Engineer Antoni Facey, this study reviewed the impact of the introduction of the slow road and the other roading changes recommended. The assessment predicts that more eastbound traffic will drive straight through on Seaview Road towards the Mall than previously, hence the change of priority. It is expected that traffic volumes will reduce on Hardy Street and Beresford Street between Hardy Street and Union Street as a result of the change. Because Seaview Road is a slow street, some traffic will avoid this route and continue on the present route of Hardy Street and Beresford Street. Buses will continue to use this route.
10. There has been one reported incident at the intersection in the last 10 years; this involved an elderly pedestrian being seriously injured when heedlessly crossing the road. Locals who use the intersection have indicated that there are a number of near misses at the intersection and welcome the change of alignment.
11. The aim of the project is to complement the new roading environment created by the slow road through the Mall. The objectives are:
 - (a) Maintain or improve safety at the intersection.
 - (b) Consider the needs of pedestrians and cyclists.
 - (c) Maintain bus movements.

CONSULTATION

12. Consultation on the slow road was initiated in 1998 when the concept was proposed. A number of the businesses in the area initiated the concept and supported the reintroduction of a road through the Mall. A concentrated consultation effort was undertaken during preparation of the New Brighton Master Plan, released in September 2002. This consultation involved a series of public meetings and presentations to the elected members. The outcome appeared to be support for the slow road and the associated roading works.
13. Consultation on the slow road final plan was undertaken in June and July 2005 on an 'Inform' only basis with the intersection change described as an 'associated roading works'. The consultation involved the following:
 - (a) Contacting the directly affected businesses within the mall area with an information letter and the final concept plan. Members of the project team made themselves available at a location in the mall to answer any queries and receive any feedback.
 - (b) Informing the wider community via a City Scene article and display boards in the Mall.
 - (c) There was no negative feedback regarding the proposal to change the intersection as part of this wider consultation.
14. Consultation for the changes at the Seaview Road and Hardy Street intersection is now underway. A letter and plan has been sent to the adjacent properties and the proposal is available on the CCC 'Have your Say' website. The Project Manager's contact details have been provided as a point of contact for questions and to collect any feedback. There has been no indication of opposition to the proposal and in fact several people commented that it is long overdue. The outcome of this consultation will be reported at the meeting.
15. The Central New Brighton School is directly adjacent to the intersection and has been consulted with regard to the proposal. The main issue for the school is the safe crossing of the road as this frontage does not have a controlled school crossing like the Hawke Street side of the school. The Principal is comfortable with the proposal particularly the crossing arrangements. A newsletter for the pupils was prepared describing the new roading environment of the both the slow road in the Mall and the proposed changes to the intersection.

PROGRAMME

16. The New Brighton Mall upgrade is expected to be complete by the end of November 2005 thereby avoiding the Christmas period. Due to the close proximity of the school it is intended that the majority of the work be carried out in the September school holidays.

OPTIONS

17. Two options were considered. These are outlined as follows:

A. Status Quo

The intersection remains unchanged.

B. Intersection Change (Priority to Seaview Road traffic)

18. Currently the traffic travelling west on Seaview Road must give way to the traffic in Hardy Street, as historically the majority of eastward vehicles on Seaview Road turned right into Hardy Street. The priority is to be given to Seaview Road traffic as shown on the plan in Attachment One.
19. Despite the expected increase in volume this section of Seaview Road between Hardy Street and Union Street will still be reinforced as a slow street. This will be achieved with signage and the retention of the raised platforms along the street. The intersection has been designed to allow the continuation of bus movements as currently this intersection is on the route of the No 40 (Wainoni) and the No 42 (Avondale) buses. There is no loss of parking as a result of this new layout.
20. As part of the intersection realignment, crossing points for pedestrians are provided either side of the intersection. New landscaping will be planted to enhance the intersection but kept low to allow full view of small children crossing the road. The native theme used in the Mall will be continued with predominantly groundcover plants in the build outs. There also may be some trees planted. The selected plants will be hardy.

PREFERRED OPTION

21. Option B is the preferred Option as it meets the aims and objectives of the project.

ASSESSMENT OF OPTIONS

The Preferred Option

The realignment of Seaview Road at Hardy Street.

	Benefits (current and future)	Costs (current and future)
Social	Complements the enhancement of the New Brighton Mall. Proposal is consistent with the New Brighton Master Plan.	Nil.
Cultural	Nil.	Nil.
Environmental	The intersection is enhanced through the provision of new landscaping.	Nil.
Economic	Potential benefits to business owners/operators in the New Brighton area.	Capital Expenditure.

Extent to which community outcomes are achieved:

Primary alignment with community outcome *"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"* by recognising the changing needs of the users of New Brighton Mall, and managing assets to optimise the value and usefulness over time.

Also contributes to *"Our economy is based on a range of businesses which enable wealth creation and employment opportunities"* by increasing potential benefits for businesses in the Mall.

Impact on Council's capacity and responsibilities:

Nil impact.

Effects on Maori:

It is considered there are no effects on Maori.

Consistency with existing Council policies:

The proposal is consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

The proposal is also consistent with the New Brighton Master Plan.

Views and preferences of persons affected or likely to have an interest:

The views and preferences of the local businesses were sought in the preparation of the development plan and in the preparation of the concept plan by Retail Consulting Group. The views of those in opposition to the slow road concept were heard during the revocation of the Special Order declaring a pedestrian mall in New Brighton and at the Environment Court. There are limited elements that the community can influence in the preferred option, and therefore it is proposed to undertake consultation on an 'Inform' only basis.

Other relevant matters:

Nil.

Maintain The Status Quo (If Not Preferred Option)

Retention of the intersection as it currently exists.

	Benefits (current and future)	Costs (current and future)
Social		Status Quo is inconsistent with the New Brighton Master Plan. Inconsistent with the Council direction to date. Does not contribute to the revitalisation of the New Brighton Mall.
Cultural	Nil.	Nil.
Environmental	Nil.	Nil.
Economic	No capital expenditure.	Nil.
<p>Extent to which community outcomes are achieved: Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities: Nil impact.</p> <p>Effects on Maori: It is considered there are no effects on Maori.</p> <p>Consistency with existing Council policies: Maintaining the status quo is not consistent with the CCC Financial Plan and Programme.</p> <p>Views and preferences of persons affected or likely to have an interest: Feedback in support of retaining the status quo was heard during the revocation of the Special Order declaring a pedestrian mall in New Brighton and at the Environment Court.</p> <p>Other relevant matters: Nil.</p>		