

**26. AVONSIDE DRIVE IMPROVEMENTS
(FITZGERALD AVENUE TO LINWOOD AVENUE)**

RR 8961

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Corporate Plan Output: Capital Works Programme	

The purpose of this report is to advise the Committee on progress relating to the riverbank and roadway improvements along the section of Avonside Drive between Fitzgerald Avenue and Linwood Avenue.

BACKGROUND

Work on the construction of a new bridge over the River Avon at Stanmore Road was completed in 1997. Some road widening was carried out on the bridge approaches on the Avonside Drive intersection with Stanmore Road. Shape correction along the sections of Avonside Drive between Linwood Avenue and Stanmore Road and between Stanmore Road and Fitzgerald Avenue were held over until the planning processes for riverbank stabilisation and the provision of a new guardrail could be included in the subsidised works programme.

The provision of a new safety barrier (guardrail) along the riverside side of the roadway was identified as part of the reconstruction of Avonside Drive between Fitzgerald Avenue and Linwood Avenue. This project was originally included in the 1996/97 safety works programme with a benefit cost of 5.8. A description of the proposed "Brifen" wire rope safety barrier is attached.

Over this period new road access was given to properties fronting this section of Avonside Drive. New roads were constructed along the southern boundaries of houses fronting Avonside Drive - Louisa Chandler Lane off Hanmer Street, Te Orewai Place off Gilby Street and Lichgate Close off Stanmore Road. Driveway access into the properties fronting Avonside Drive has now been removed and a "no stopping at any time" restriction applied to the southern side of the roadway. A plan illustrating the roading changes that have taken place is attached to this report. Attached also is a copy of a report that was considered by the Committee at its meeting in June 1997.

Provision had been made by the Council (with assistance from Transfund NZ) to carry out the bank stabilisation, road shoulder shape correction work and safety barrier this financial year. \$334,000 has been budgeted for the riverbank stabilisation and safety barrier work with a further \$85,000 for road shoulder shape correction.

DISCUSSION

Unfortunately, work on the methodology for the riverbank stabilisation part of the works programmed has been held up due to the need to resurvey the riverbank and riverbed profiles to provide the Water Services and City Streets Units with quality information from which the most cost efficient and environmentally friendly option for the riverbank works can be assessed.

The Committee, in adopting the June 1997 report on the provision of a new safety barrier, resolved:

1. That the Gilby Residents' Association (now the Ingelfield Residents' Association) and appropriate road user groups be consulted on all aspects of the proposal.
2. That a report on a preferred route for cyclists and the means of encouragement for cyclists to use this route.

Although some initial discussions on the proposal were held with interest groups this aspect of the consultation process has been held over and will be addressed prior to the commencement of the planned resource consent processes. Alternative and/or preferred cycle routes to this section of Avonside Drive will be addressed as part of the proposed cycle network plan which is being prepared at the present time.

Work on this project should be undertaken during the summer months and with the planning delays that have occurred it is proposed that budget provision be shifted from 1998/99 to the 1999/2000 financial year.

TIME FRAME

- **February/March**

The preferred design option for the riverbank stabilisation work will be known and submitted to the resource consent process which will involve both City Council and Regional Council approvals.

- **April**

Final costings reported to the City Services Committee for inclusion in Annual Plan. City Streets Unit concept/project approvals obtained and detailed design work commenced.

- **May/June**

Contract drawings completed along with the procedures for the resource consents.

- **July**

Tenders sought for work to commence in September/October 1999.

The City Design Unit is coordinating the site investigation and detailed design work for the Water Services and City Streets Units. Boffa Miskell are providing professional services for the resource consent processes which includes consultation with Council business units, the local Iwi, residents' groups, adjoining neighbours and any recreational user groups. This process will commence during February/March following decisions on the options being assessed for the proposed riverbank stabilisation works.

CONCLUSION

It is unfortunate that this work has not been progressed as speedily as first envisaged. However, complications relating to the methodology for treating the riverbank environs has complicated matters from a road reconstruction point of view. Both the Water Services and the City Streets Units are confident that work can proceed this year and are seeking to defer the project as a capital works (safety improvement) project for 1999/2000.

This report is also being considered by the Hagley/Ferrymead Community Board.

Chairman's

Recommendation: That the information be received.