

**12. MATHERS ROAD – A LIVING STREET**

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Corporate Plan Output: Advanced Transport Planning	

The purpose of this report is to inform the Board of progress with the Mathers Road, Living Streets project and seek endorsement of a draft concept prior to being presented back to the community for further comment.

**BACKGROUND**

City Streets has been working on the development of Living Streets showpiece/pilot projects. The streets selected for the pilots were chosen using a series of factors that optimised both our potential for success and our potential for gaining knowledge and understanding. As such the streets present a diverse range of environments, traffic function and stakeholder groups.

One of the most significant purposes of the pilot projects is for experimentation. Whilst Living Streets is still in its infancy the “launch and learn” approach gives us the opportunity to broaden our knowledge base as well as build examples for marketing and demonstration. The projects themselves form the basis of a laboratory where a number of different processes can be tested and recorded, allowing a series of critical success factors to be identified.

**MATHERS ROAD**

Mathers Road was selected as a pilot project/showpiece because it has a significant issue with speeding traffic and the opportunity to renew the kerb and channel is not present. A solution therefore requires “refitting” elements into the streetscape. Figure 1 shows the location of Mathers Road within the Hillmorton community.

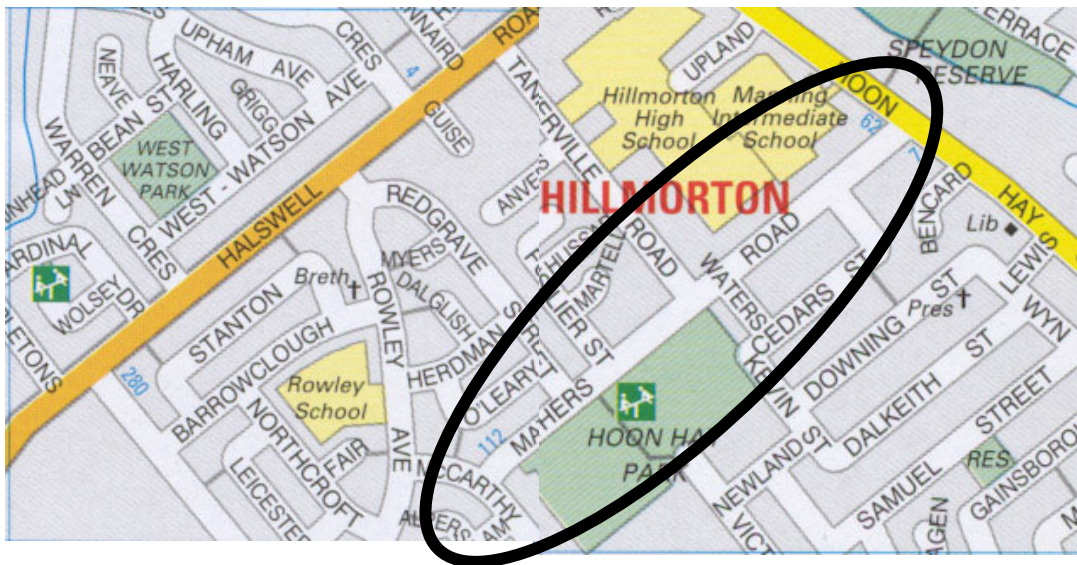


Figure 1 Mathers Road

**BUDGET**

The budget for the project is currently \$242,000 and comprises the following:

<u>Year</u>	<u>Unit</u>	<u>Budget</u>
2002/03	City Streets	\$90,000
2003/04	City Streets	\$102,000
2004/05	Parks & Waterways	\$50,000

## **PRELIMINARY PLANNING WORK – ALL EARS LISTENING**

At the time that Mathers Road was selected as a Living Streets project there had already been considerable “listening” and information gathered. As such, it was considered that a series of accurate objectives could be formulated without further engagement with the community in terms of an “All Ears Listening” workshop.

In July 1998 a public meeting was held to give the residents and other interested parties a chance to express their concerns over traffic issues in the area. The information gathered was used to form a Local Area Traffic Management Scheme document. After being released for public comment the plan was adopted by the Community Board as the final document in March 1999. This plan is known as the ‘Hillmorton Local Area Traffic Management Scheme’ and a number of submissions specific to Mathers Road are included in this document.

In November 2001 a questionnaire was distributed to all properties and their owners in Mathers Road. It asked various open questions to gauge the current feeling in the street towards traffic and other issues of concerns. In brief, the most important concerns were speed of traffic, hoons and traffic noise.

In December 2001, Safe Cycling to School surveys were carried out at Manning Intermediate and Hillmorton High Schools. This information was useful in identifying trouble spots along Mathers Road as well as confirming and reinforcing issues raised through the other submissions made in the past.

## **OBJECTIVES**

From the above information the following objectives were formulated:

- To reduce speed along the road
- To enhance the streetscape
- To help school pupils cross the road near the school gate at drop off and pick up times
- To provide crossing points for pedestrians at and near the park and play ground
- To increase parking for Hoon Hay Park users
- To reduce accidents along the street
- To improve safety for cyclists, addressing the issues raised by children at Hillmorton High and Manning Intermediate Schools
- Provide facilities to help child-cyclists turn right in/out of Mathers Road (to Hoon Hay Road)
- Provide facilities to help child-cyclists turn right from Hoon Hay Park path into Mathers Road
- Provide cyclist crossing facilities from Hoon Hay Park path to Tankerville Road
- Provide facilities to help child-cyclists turn right from Mathers Road into Redgrave Street
- Provide crossing facilities from Cedars Road across to school entrance
- Provide facilities to improve safety for cyclists at the Hoon Hay/Mathers Road intersection

## **WHERE ARE WE IN THE PROCESS? (REFER ATTACHMENT 1)**

We are currently in the process of developing draft options to meet the above objectives. We are therefore embarking on Stage Four - Did We Hear You Right? Members will recall an invitation to attend a public meeting and workshop held on 10 March 2003. At this meeting an option was presented to the community for discussion. The community were asked what they liked and what they did not like about the concept and how it could be improved. Approximately 60 comments were received at the meeting and these have been analysed. The concept has been modified to try and address the issues raised in these submissions prior to being presented back to the community.

## **THE CONCEPT**

The concept comprises a series of raised platforms placed strategically along Mathers Road. Some of these will assist pedestrians and cyclists crossing at key locations corresponding to desire lines. Ninety degree parking is proposed along parts of the park frontage. A dual cycleway/pathway is included along the park frontage also. Islands at main intersections are included to both rationalise vehicle movements and assist pedestrians crossing. Tree and landscape planting is proposed in some locations.

The combination of the raised platforms and the effect of the angle parking will create a speed environment of around 40kph. A copy of the concept is attached (refer attachment 2).

## **TIME FRAME**

Following approval of this Board the draft concept will be presented back to the community in April this year. Analysis of their comments will lead to further refinement of the plan before releasing the final proposal for comment. At this stage it is proposed to report back to this Board in July 2003 for final approval of the plan.

## **CONCLUSION**

There has already been considerable consultation undertaken on this project and the latest submissions (as part of the Living Streets collaboration process) are reaffirming the issues raised in the past. The concept that will address these issues will continue to evolve through further community participation. Whilst not all concerns will be able to be met, it is anticipated that a high level of satisfaction from the community can be achieved.

### **Staff**

**Recommendation:** That the Board support the concept plan for further comment from the community.

### **Chairperson's**

**Recommendation:** For discussion.