

6. BROCKENHURST STREET - TRAFFIC ISSUES

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The purpose of this report is to inform the Board of traffic issues in Brockenhurst Street arising from a petition and subsequent meeting.

The Board received a petition from residents of Brockenhurst Street at its 31 March 2003 meeting. The petition requested "speed humps" because the residents were "getting fed up with people driving really fast and also doing burnouts at either end of the street". A meeting of residents was organised on 11 June 2003 at the Wainoni School Hall.

As well as residents of Brockenhurst Street, Council staff and Board members, representatives from Housing New Zealand, the school, New Zealand Police and Residents' Association (Aranui Community Trust) were present.

The main issue related to the few vehicles that travelled at excessive speed or did burnouts at each end of Brockenhurst Street. The construction of speed humps or platforms will not stop this sort of behaviour. The Police are prepared to target the people responsible for this behaviour, but they need good information and preferably the registration number of offending vehicles.

Another issue related to the increase in volume of traffic since the closure of Eureka Street at the Expressway. The final stage of the Expressway was opened to traffic on 29 April 2003. The "before" counts were carried out on the week starting 15 August 2002. The average daily traffic flow was 460 vehicles per day. The mean speed was 39.5 km/h. The 85th percentile was 47 km/h. Nine percent of vehicles exceeded 50 km/h.

Work is still continuing to complete the Expressway and it is too early to carry out the "after" counts as the change in travel patterns will still be settling down. The key issue here is that the Expressway has greatly improved the traffic safety in the local area, particularly for the residents in Bexley Road. Wainoni School has given positive feedback over the closure of Eureka Street. The positives for the residents of greater Christchurch goes without saying. However, there are some negatives and unfortunately the increase in the volume of traffic in Brockenhurst Street is one of them. The extent of this will not be fully known until the "after" counts are done. However, these may still show that the volume remains within that which is acceptable for a "local" road.

Although the volumes of traffic may fall within acceptable limits the speed is still a concern. The results of the "after" counts will be fed into the Neighbourhood Improvement Works programme. This process will not provide a quick fix as any physical works will need to be prioritised on a citywide basis and there is limited funding.

The Aranui Local Area Traffic Management Plan was adopted in June 1997. The process of creating this document identified traffic issues in Aranui, and possible solutions. The top eight locations were ranked in order for implementation purposes. Hampshire Street ranked second on this list. Possible solutions were:

- Mild restraints either end of Wainoni Park, and at Wainoni Road.
- Moderate restraints at the shops, at Cheriton Street and at Brockenhurst Street.

Funding for Hampshire Street has been provided for in the 2003/04 budget in conjunction with the Aranui Community Renewal programme. Initial community consultation has taken place. The focus of this has been on Wainoni Park and the area of the shops. Unless the community as a whole agrees that the Brockenhurst Street intersection is a priority then it is unlikely that any of this funding would be spent in this area.

The position of the bus stop in Wainoni Road just southwest of Hampshire Street was raised at the meeting. This stop was relocated from the other side of Hampshire Street in 2000, as a result of a request from the owner of the property next to the Ngaire Larcombe Kindergarten. The Kindergarten had previously asked for its removal. The negotiations with the property owner on the corner, adjacent to the current position, were quite involved. There is a high fence which is set back. The adjoining neighbour was not prepared to have the bus stop outside his property where there was no fence.

The Board approved the current position and since then a bus shelter has been installed. This particular shelter has power onto it for illuminating the advertising and the shelter at night. The bus drivers tend to pull well forward at this stop and are only there for a matter of seconds, when a passenger is being picked up or dropped off. If the bus stop was not there then it is foreseeable that a large vehicle could park there for long periods creating a greater visibility problem. It is therefore not appropriate to shift this bus stop further towards the City.

Another issue related to people cutting the corners and the lack of road markings. Arrangements have been made to install white centreline approach marking out both ends of Brockenhurst Street.

Staff

- Recommendations:**
1. That the information be received.
 2. That the organiser of the petition be kept informed.

Deputy Chairperson's

- Recommendations:**
1. That the abovementioned recommendations be adopted.
 2. That a "Give Way" sign be placed against Brockenhurst Street at its intersection with Hampshire Street.
 3. That a "Give Way" sign be placed against Brockenhurst Street at its intersection with Eureka Street.