

9. HOLLISS AVENUE – NEIGHBOURHOOD IMPROVEMENT WORKS

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The purpose of this report is to inform the Board of the outcome of the second round of consultation for Holliss Avenue.

BACKGROUND

In 1999 a petition was received from residents requesting that the Council consider the installation of “judder bars” at Holliss Park to address the problem of speeding in the street.

Holliss Avenue is a local road with a 12 metre carriageway that runs off Centaurus Road up onto the hill area. Towards the Centaurus Road end of the street, the road is flatter and on the eastern side of this section is a park that is popular with children and families.

A speed check in 1999 recorded an average speed of 50kmh and an 85th percentile of 60kmh on the flat area by the park. However, the downhill traffic average was higher than the uphill, with an average of 54kmh and an 85th percentile of 65kmh for the downhill traffic

The project team looked at several options for the section of road adjacent to the park. The proposal that went out to the public for consultation was a short chicane that reduced the carriageway to one-way, created a safe crossing area for pedestrians and removed some on-street parking.

In January 2003, 135 leaflets (attached plan – issue A 23/10/02) were distributed to residents and property owners in Holliss Avenue, Gunns Crescent and Glamis Place. Thirty-eight replies were received. The community was divided in their support for the proposal, with 18 being in favour and 17 against. Several submissions indicated they would have preferred two speed humps in the flatter section of the street and six replies had concerns about the amount of parking that would be lost with the proposal. The residents of Gunns Crescent indicated that they had concerns about the speed of traffic as it comes down from further up Holliss Avenue and felt that Council should be addressing safety issues at the Holliss Avenue/Gunns Crescent intersection.

From the information received from the replies, the Project Team looked again at the concerns raised and the aims and objectives of the project.

An amended proposal (see attached plan – issue 1 31/3/03) was distributed in May 2003. The amended proposal is to narrow the street with a kerb build-out on either side and allow two-way traffic. It will reduce the amount of carriageway for pedestrians to cross, and will slow traffic. Parking at the park will be reduced by six spaces, but this is six less than the original proposal.

DISCUSSION

The amended concept plan was distributed to residents and property owners in Holliss Avenue, Gunns Crescent, and Glamis Place, and posted to those residents who had replied to the earlier publicity leaflet. Twenty-one replies were received which indicated that the community are still divided in their support for the proposal. Four are in favour of the work proceeding, six are against, two see this option as second best and two feel that the trees are the problem because they create a dark tunnel along the street. Other comments were that they didn't think this option would slow the traffic, would be a waste of money, and would cause a hazard in the street and speed humps should be installed.

CONCLUSION

Both proposals addressed the concerns raised initially by the community in their petition. The issues raised through the first consultation process were met by the second, as were the aims and objectives of the project. As the community is still divided and no agreement can be reached, the Project Team feel that at this time it is not appropriate to proceed with any work in Holliss Avenue.

Staff

Recommendation: That the proposed work for Holliss Avenue not proceed at this time.

Chairman's

Recommendation: That the officer's recommendation be adopted.