

13. MATHERS ROAD – A LIVING STREET

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The purpose of this report is to seek the Board's approval to proceed with the Mathers Road, Living Street project.

INTRODUCTION

Members will recall that at the April 2003 Board meeting it was resolved to support the draft concept plan that had emerged from the first and second rounds of public consultation on the project (All Ears Listening and Did We Hear You Right?), and that the concept be presented back to the community for further discussion and refinement through the distribution of a leaflet.

BACKGROUND

The initial "listening" to the communities issues and ideas comprises information that has been built up over several years through various surveys and through the development of the Hillmorton Local Area Traffic Management Scheme. This information was supplemented by further issues and ideas gained from a public meeting and workshop held on 10 March 2003 (All Ears Listening). The concept that emerged from this meeting was refined and presented back to the community at a second public meeting and workshop (Did We Hear You Right?) that occurred on 14 April 2003. Further modifications were made to the plan as a consequence of this meeting. The final draft plan emerging was presented to the Community Board at the 24 April 2003 meeting for consideration. The Board resolved "...to support the concept plan for further comment from the community".

SUBMISSIONS ON THE PUBLICITY LEAFLET

Thirty-four submissions were received on the proposal. Sixteen of these specifically mentioned their support for the concept. Seventeen did not specifically state their support and only mentioned changes they would like to see to the plan. One submission specifically stated their opposition to the plan. The results are difficult to interpret, mainly because the standard leaflet used does not ask the questions as to whether or not the submitter generally supports or generally opposes the plan. This is something worth considering on future leaflets. Most of the changes requested are minor in nature and it could be presumed that, although not mentioned, most submitters are comfortable with the concept. This is substantiated by the considerable support for the draft concept at the last public meeting. A summary of comments is attached.

CHANGES AS A CONSEQUENCE OF THE SUBMISSIONS

After careful consideration of all suggestions the following changes are considered favourable:

- Reducing the length of broken yellow line on the Cedars Street approach to the Mathers Road intersection.
- Planting the traffic islands rather than using cobblestones.

The following items require further investigation and may be included in the final project:

- The incorporation of more planting within the berms.
- Upgrading of street lighting, particularly at the platforms.
- Seats at the in-bound bus stops.

CONCLUSION

Mathers Road was selected as a pilot Living Street because it has a significant issue with speeding traffic and the opportunity to renew the kerb and channel is not present. A solution therefore required "refitting" elements into the streetscape. The concept presents a good balance by preserving the traffic function of the road whilst mitigating excessive traffic speeds. The combination of features will create a safer environment for pedestrians and cyclists, and will also improve the residential amenity by reducing the negative impacts of excessive traffic speed and improvements in landscape planting. While some people still seek minor changes, there is considerable support for the overall concept.

Staff

Recommendation: That the Board support the minor changes brought about as a consequence of the further submissions, and support the final plan (refer attached) for construction.

Chairman's

Recommendation: That the officer's recommendation be adopted.