

3. FAIRVIEW STREET – TRAFFIC SPEED

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The purpose of this report is to seek Council approval for the installation of two road humps in Fairview Street.

INTRODUCTION

At the Spreydon Heathcote Community Board meeting of 2 June 1998 members received a petition from residents expressing concerns on the speed of traffic using the Street. At that meeting the Board requested a report from the Area Traffic Engineer on the petitioners' concerns.

This report seeks to investigate those concerns raised by the local residents.

BACKGROUND

In 1996 Fairview Street was reconstructed removing the older style dished channel and replacing it with new kerb and flat channel. Associated with this work was the narrowing of the carriageway from 14 metres to 9 metres. After public consultation by way of a public meeting in April 1996 the general feeling was expressed that the speed of through traffic was a problem. They accepted, by and large, that Fairview Street has an important function of carrying some degree of 'through' traffic. It was decided to install three 'chicanes' or 'islands' in the street to reduce speed. For the residents of Fairview Street this reduction is less than satisfactory (see attachment for existing layout).

TRAFFIC VOLUME

Traffic volume was recently counted over a 24 hour period for four days (Saturday – Tuesday) on Fairview Street. The average daily total is 1826 vehicles per day. This volume is consistent with that expected of this type of road. The maximum volume on Fairview Street was recorded on Saturday, this being 2243 vehicles.

ACCIDENTS

In the five year period January 1993 to January 1998 five accidents have been reported to the Police either on Fairview Street or its intersection with Ashgrove Terrace, Cashmere Road and Rose Street. Three of these accidents occurred at the Ashgrove Terrace intersection with one involving alcohol. No accidents have been reported on Fairview Street itself and none since the reconstruction work in 1996.

TRAFFIC SPEED

Traffic speed was recently counted over a 24 hour period for four days (Saturday – Tuesday) on Fairview Street. This was achieved using pneumatic tubes on the road's surface. It was positioned outside number 23 Fairview Street. This was the only suitable position where a power pole, to chain the speed counter, with no driveway opposite in the whole street was available. Due to this a separate speed survey was carried out using a hand held radar gun to verify the tubes data for accuracy.

The overall mean speed along with the 85th percentile speed is summarised in the table below. A comparison with other streets is also given in the table. The data shown is a combination of both directions.

Street	Calming Device	Mean Speed (km/h)	85% Speed (km/h)
Fairview Street (tube)	Chicanes	42	51
Fairview Street (gun)	Chicanes	45	54
Domain Terrace	None	53	60
Eastern Terrace	Humps	37	43
Fifield Terrace	None	54	64
Grange Street	None	56	62
Hawford Road	None	51	57
Landsdowne Terrace	None	50	58
Rowley Avenue	Bus humps	50	56
Thorrington Road	None	52	57
York Street	None	37	47

These results reflect a very typical speed environment and one which is common to most local roads. However as the results show, the speeds are slightly higher than what would be obtained through the use of road humps. Eastern Terrace (Tennyson Street to Waltham Road) is given as an example of what can be achieved by the use of road humps. The table below shows the speed reduction achieved.

Street	Mean Speed (km/h) Before	Mean Speed (km/h) After	85% Speed (km/h) Before	85% Speed (km/h) After
Eastern Terrace	53	37	62	43

Whilst the data shows the typical speeds in a street, there is always the case of a minority of motorists who will travel at excessive speeds. However, this can be said for all streets.

DISCUSSION

An on-site meeting was held on 15 July 1998 with residents and Board members to discuss the residents concerns and present the results of the

previously conducted surveys. The meeting accepted that the speed in the street had reduced since the chicanes were installed but the excessive speed of the minority had not. This is borne out in the survey data. Most believed the chicanes now present a challenge for motorists to race through. Each chicane or island has a keep left direction sign on each end to indicate the line of travel but these are continually knocked down supposedly by motorists trying to negotiate the chicanes at speed. The tyre marks on the kerb and channel adjacent to the chicanes would suggest motorists are also running wide and hitting this kerb also.

The treatment of the intersection at Fairview Street with Rose Street was also discussed. Fairview Street is a local road with Rose Street a collector road within the roading hierarchy for Christchurch City. The treatment as it exists indicates that both streets have equal status. When Fairview Street was reconstructed in 1996 the existing splitter island on Fairview Street was left unchanged. A more appropriate treatment at that time would have been to remove the splitter island, narrow the roadway to that of Fairview Street and construct a road hump. This was possibly not done due to budget constraints at the time.

Traffic volume has increased in the street. Motorists travelling from the hill areas and in particular the Lyttelton Harbour bays find a convenient and shorter route through to the western suburbs via Fairview Street. Those using Hackthorne Road wishing to travel to Hoon Hay Road should use the arterial road ie; Cashmere Road as their desired route. Fairview Street is used as speed reduction devices are minimal and the route shorter.

PROPOSAL

Further traffic calming of Fairview Street is required. Numerous complaints are received on a regular basis concerning vehicle speed from the residents of Fairview Street who have now petitioned the Board for further calming. As no Local Area Traffic Management plan (LATM) or Neighbourhood Improvement Plan (NIP) exists any work undertaken would require Council approval although it could be said that any new calming is a continuation of the reconstruction project of 1996. The following additional traffic calming devices are required on Fairview Street: *(see appendix 2 for proposal)*

• Hump at Number 10 Fairview Street	\$2,000
• Number 54 Fairview Street	\$2,000
• Planting in Island at Number 34 Fairview Street	<u>\$2,000</u>
Total	<u>\$6,000</u>

If this proposal is progressed, funding of the work would be required. The Board may wish to contribute to this proposal from its 98/99 discretionary funds.

Funding through the Capital Expenditure Programme is another option but this will take time. As this programme is planned over five years any new proposals will be placed in the 5th year and will take five years before the funding becomes available. I believe for Fairview Street this delay is unacceptable.

The proposal would also require the residents approval before any work can commence.

SUMMARY

- Traffic speeds on Fairview Street are slightly higher than those streets with road humps.
- Some motorists still travel at excessive speed.
- The chicanes are used as a challenge to drivers.
- The keep left directional signs on the islands are continually knocked down.
- The street is used as a short cut between arterial roads.
- There has been no accidents along Fairview Street except at its intersections.
- Extra traffic calming can be installed in Fairview Street at a cost of \$6,000.
- As there is no LATMS for this area Council approval would be required if this project were to proceed.

The Board at its 4 August 1998 meeting **resolved** to commit \$4,000 from its 98/99 Discretionary Funds for two road humps in Fairview Street and to request that the Area Engineer arrange for island plantings to be funded from other sources.

The Board decided further that as there is no LATMS for the area, Council be requested to approve the installation of two road humps in Fairview Street

Recommendation: That the Council approve the installation of two road humps in Fairview Street.