

## 25. BRYNLEY/SPRINGS AND NEILL/SPRINGS INTERSECTION IMPROVEMENTS

The Area Engineer sought consideration to the installation of threshold treatments at these two intersections, as had been identified in the 1996 Hornby Local Area Traffic Management Plan.

This plan identified the need to reduce the volume and speed of traffic using Brynley Street, Neill Street and Garvins Road between Main South Road and Springs Road.

Surveys confirm that speeds are high. Complaints have also been received concerning the volume of vehicles.

Prioritisation of the proposals within the management plan indicated that the Garvins Road intersection with Springs Road should be addressed first followed by similar work at the Brynley and Neill Street intersections with Springs Road. Work at the Garvins Road intersection was completed in 1999.

The type of treatment proposed at both the Brynley and Neill Street intersections is a standard "Type C" threshold and will be very similar to that already constructed at the Garvins/Springs intersection.

A leaflet illustrating and describing the proposals was circulated to the local community in July 2001. The feedback has been varied. Generally there is support for initiatives targeted at reducing the speed of traffic in both roads. However on the specific issue of the proposed threshold treatments there tends to be a significant number of people opposed. Many are opposed on the basis that they believe the proposals will do little to curb speeds in the streets.

The majority of concerns from residents can be appeased by the knowledge that further work is planned and these proposals are merely the start. Widening the throat of the proposed thresholds would also address concerns relating to congestion.

The proposed threshold treatments are the beginning of a commitment to improve the residential amenity for residents in both streets. When viewed in isolation they do not address the issue of excessive speed on either street. But when viewed within the context of the further work proposed in the Traffic management plan it can be seen that they are an important step in the right direction.

The Board **resolved**:

1. That the Community Board approve the proposals for Brynley/Springs and Neill/Springs intersections, to the 9 m throat widths.
2. That the Wigram Residents Association be asked to include this into their next newsletter (to advise community of the decision).
3. That the Wigram Residents Association engage in dialogue with local Police on the concerns relating to traffic speed on Brynley and Neill Streets.