

7. FARNBOROUGH STREET - TRAFFIC COUNTS AND ISSUES

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The purpose of this report is to inform the Board of any effects that the construction of Anzac Drive has had on Farnborough Street and to identify any improvements.

BACKGROUND

Board members will be aware of the concern residents in Farnborough Street had when Eureka Street and Carisbrooke Street were closed at Anzac Drive. The logical alternatives for the residents affected by these closures are Brockenhurst Street to the north and Farnborough Street to the south.

Volume and speed counts were taken on Farnborough Street before and after the roads were closed. These were:

Date	Vehicles/Day	Mean Speed	85 Percentile Speed
December 2003	871	41.4	49
August 2001	257	38.5	49

Traffic growth citywide is quite low, however there were approximately 39 new houses built in the Farnborough Street area during the time between counts. The increase of 614 vehicles per day is about twice that which could be attributed to the development.

However, the upper limits for 'local' roads is in the range of 1,500 to 3,000 vehicles per day. Eureka Street at the school carried 1,500 vehicles per day prior to the closure.

In June 1997 the Board approved the Aranui "Local Area Traffic Management Scheme" (LATMS). This was done after consultation with the community and the identification of issues.

The closing of Eureka Street and Carisbrooke Street at the Expressway were seen as traffic calming measures for the community. It would stop vehicles travelling at high speed from the then Bexley Road all the way to Rowan Avenue. It was also a safety issue as the Expressway was designed to be an 80 km/h road and vehicles entering or leaving the Expressway would have been at greater risk than using Wainoni Road and Pages Road. At the same time, it was important to maintain a high level of service on the Expressway to encourage as many trucks as possible away from the traditional routes like Breezes Road where schools and residents are affected.

The Aranui LATMS also showed a number of additional traffic calming measures. Hampshire Street works are progressing at the moment. The LATMS proposes a moderate restraint on Farnborough Street at Pages Road and mild restraints on Portchester Street and Rowan Avenue with Pages Road.

Traffic calming is usually carried out where there are a large percentage of vehicles cutting through a residential area, at speed. Traffic calming is placed between 90 and 150 metres apart. Any closer than 90 metres and motorists exhibit a high level of frustration. The effect of traffic calming is reduced when placed at distances greater than 150 metres. The distance from Pages Road to Winchfield Street is approximately 300 metres. Farnborough Street is 9.2 metres wide. There is a bend about one third in from Pages Road. These two factors act as calming measures as indicated in the mean speed of 41.4 km/h.

When using the rating process for Neighbourhood Improvement Works, Farnborough Street does not achieve a value high enough to gain funding using the current volumes and speeds. A check on speeds in Portchester Street and Rowan Avenue gave a combined average of 46.5 km/h and an 85 percentile of 56.9 km/h. A "hose" count has been organised to get a full week count. It is important that these counts are carried out before any decisions are made because problems in these other streets would only be compounded if traffic calming was carried out in Farnborough Street. We need to understand the 'big picture' otherwise we may just be moving the problems from one street to another.

CONCLUSION

Farnborough Street has experienced a significant percentage increase in volume of traffic, much of which can be attributed to the closures of Eureka Street and Carisbrooke Street. However, the speed and volumes are still within acceptable levels of a local road. The results of further investigations into Portchester Street, Rowan Avenue and Marlow Street needs to be assessed.

Staff**Recommendations:**

1. That the information be received.
2. That a further report be provided once further investigations into Portchester Street, Rowan Avenue and Marlow Street are completed.

Chairperson's**Recommendations:**

1. That the information be received.
2. That the Board support the design budget provision and implementation of the works proposed in the Aranui LATMS.
3. That the provision of a moderate restraint in Farnborough Street at Pages Road be approved for consultation.
4. That the order of works with the Aranui LATMS be prioritised when further investigations are completed.