

## 7. HAMPSHIRE STREET NEIGHBOURHOOD IMPROVEMENT PLAN

<b>Officer responsible</b> Asset Management Team Leader	<b>Author</b> Lee Kelly - Roading Projects Consultation Leader, DDI 941-8355
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The purpose of this report is to seek the approval of the Board to publicise the concept plan for the Hampshire Street neighbourhood improvement plan.

### BACKGROUND

A budget of \$117,000 has been approved to implement a neighbourhood improvement plan for Hampshire Street.

Work is currently being undertaken jointly by the Council and Housing New Zealand and other agencies to upgrade Wainoni Park and some of the surrounding Housing New Zealand houses to improve the living environment in Aranui.

The development of the work by the Council and Housing New Zealand is being undertaken in partnership with the Aranui Community Trust which is an incorporated society made up of residents in the Community and supported by staff from the various agencies involved.

The Aranui Community Trust meetings are held bi-monthly and it was deemed appropriate that staff from the Transport and City Streets Unit at the Council should work closely with the trust in developing a concept plan for Hampshire Street. This is the process that has been followed. Transport and City Streets Unit staff have attended meetings of the Aranui Community Trust to determine the traffic issues/concerns that residents had in relation to Hampshire Street and then to develop a concept plan that would address these concerns.

The proposed concept plan (attached) was discussed at the Aranui Community Trust meeting on 18 February 2004. The Trust's approval was gained at this meeting to publicise formally the plan.

### TRAFFIC AND ACCIDENT COUNTS

The traffic count for Hampshire Street is approximately 2,400 vehicles per day. This is clearly more than the average 'local' road, but Hampshire Street plays an unique role within the Aranui local road area and therefore it is not unusual that the volume count is high for a local road.

According to the Land Transport Safety Authority crash database, on the section of Hampshire Street with the proposed improvements, there have been 14 crashes between 1998 and 2003. Out of the 14 crashes, there were two loss of control crashes, two crashes involved moving vehicles hitting parked vehicles, one crash involved a 'U' turn movement and the rest involved turning movements of various kinds; that is, right turning vehicles being hit by straight through vehicles.

The proposed plan aims to slow vehicles past the strip shopping area by installing a flush median along with three pedestrian refuge islands and kerb build outs. This should slow vehicles dramatically. However, it is acknowledged that further funds could be made available to continue traffic calming initiatives along the rest of Hampshire Street, particularly that section from Breezes Road to Lyndhurst Crescent.

### RECOMMENDED OPTION

The recommended option looks to address the lack of safe crossing facilities to and from the strip of shopping facilities on Hampshire Street and to and from the newly developed Wainoni Park. The plan also addresses the speed of vehicles through the strip of shopping facilities and the current problem of some motorists short-cutting into Marlow Road and Lyndhurst Crescent.

The plan proposes landscaping along the east side of Hampshire Street to improve the street from an aesthetic perspective.

A painted flush median will be installed on Hampshire Street adjacent to the strip of shopping facilities starting at the service lane entrance and extending in a northerly direction to just past the Hampshire Street/Portsmouth Street intersection.

Within the painted flush median it is proposed to install three pedestrian refuges to provide safer crossing facilities. The first refuge island will be positioned between the service lane entrance and Marlow Road, the second will be positioned just north of the Hampshire Street/Marlow Road intersection and the third will be positioned just south of the Hampshire Street/Portsmouth Street intersection. The positioning of the second and third island will not restrict the right turn vehicles movements from Marlow Road or from Portsmouth Street.

Within the existing P30 parking restriction adjacent to the strip of shops on Hampshire Street it is proposed to install a kerb build-out so that pedestrians waiting to cross to the middle pedestrian refuge are able to see and to be seen by approaching vehicles. It is also proposed to install a loading zone just north of the kerb build out.

The kerb radii on the north-east side of the Hampshire Street/Marlow Road intersection and on the north-west side of the Hampshire Street/Lyndhurst Crescent intersections will be increased to prevent vehicles short-cutting.

It is proposed to install landscape planting on both the kerb build outs and 'callery' pear and ash trees along the east side of Hampshire Street from just south of the Hampshire Street/Lyndhurst Crescent intersection to just within the Hampshire Street/Portsmouth Street intersection.

It is also proposed to install three trees on the north-west side of Hampshire Street between the car park entrance to Wainoni Park and the Hampshire Street/Lyndhurst Crescent intersection.

The placement of the proposed trees does take into account the proposed vehicle crossing for the new Housing New Zealand houses that are to built on Hampshire Street between Lyndhurst Crescent and Marlow Road.

#### **PROJECT COSTS**

At the time of writing the report the project costs for the Hampshire Street neighbourhood improvement plan stands at \$115,000.

#### **CONSTRUCTION**

It is anticipated that construction could start in September 2004 and take approximately two months to complete.

#### **Staff**

**Recommendation:** That the Board approve the Hampshire Street Neighbourhood Improvement Plan for formal consultation.

#### **Chairperson's**

**Recommendation:** That the abovementioned recommendation be adopted.