

## 6. NORTH PAPANUI –TRAFFIC MANAGEMENT REVIEW

<b>General Manager responsible:</b>	General Manager Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Paul Burden/Jeff Owen, DDI 941-8971

### PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of the outcome of a study into the traffic management issues in a section of North Papanui, in particular the area around Nyoli Street and Vagues Road. The purpose is also to seek the Board's approval to carry out consultation concerning the installation of 2 hour parking restrictions on one side of Sawyers Arms Road, Nyoli Street and Sawtell Place.

### EXECUTIVE SUMMARY

2. Local residents, in particular those residing in Nyoli Street, have raised a number of traffic related concerns. Issues include excessive use of Nyoli Street by heavy vehicles, excessive vehicle speeds, short cutting and cars parked in front of their properties for extended periods. There has been a petition from some Nyoli Street residents seeking action to remedy or mitigate these issues.
3. The Council commissioned an investigation of these issues. The concern that the current Local Area Traffic Management Scheme (LATMS) for the area, which was formally adopted in 1999, is no longer aligned to the current traffic environment was also investigated. Recent changes in travel patterns and traffic composition are thought to have arisen as a consequence of the Northlands Mall expansion and other traffic management measures occurring in the immediate area. The study investigated and provided an analysis of the existing traffic environment and suggested appropriate remedial measures where necessary.
4. Board members will be in receipt of the report. The main findings are as follows;
  - Nyoli Street and Vagues Road experience traffic volumes that are higher than anticipated by the City Plan for their "local" road classification. However, a large percentage of the traffic using these roads is generated by land uses within the area and therefore the road is still performing a 'local' road function. As such, physical traffic restraint devices would not significantly reduce these volumes and cannot be justified on this issue alone.
  - There has been considerable growth in traffic volumes in the area since the Local Area Traffic Management Plan was produced in 1997. There are a number of factors that have contributed to this growth. Of most significance is the development and expansion of the Northlands Mall and the development and intensification of industrial land use activities within the area. Traffic growth in Nyoli Street is largely attributed to the installation of a traffic island across Northcote Road at the Vagues Road intersection. This is likely to have caused a migration of traffic from Vagues Road (west of Nyoli Street) into Nyoli Street itself.
  - The volume of heavy vehicles within the area is reasonably low and predominantly generated by land use activities within the area. Intervention to reduce the volume of heavy vehicles is unlikely to be effective and is not considered justified.
  - The general speed of vehicles in the area does not present a significant concern. Traffic speeds on Vagues Road are higher than on Nyoli Street and likely to be attributed to the wide and straight nature of Vagues Road. It is acknowledged that there is a minor element of excessive speeds, however this is not dissimilar to most streets. It is considered inappropriate to implement physical restraint devices to target the speeds of a minor number of motorists.

- There is minor justification for the installation of *threshold* treatments at the intersection of Sawyers Arms Road and Nyoli Street and the intersection of Main North Road and Vagues Road. These treatments would only be useful in reinforcing a message to motorists that they are entering/exiting a lower classified road environment where there is likely to be greater levels of vehicle access and manoeuvring occurring. These treatments are not justified on the basis of traffic speed, volume, composition or road safety.
- The reported crash data is nondescript with no apparent trends. The crash rate within