

**5. BANKS AVENUE TRAFFIC CALMING AND KERB & CHANNEL RENEWAL
(FROM NORTH PARADE TO JUST EAST OF ACHILLES STREET – NORTH SIDE ONLY)**

General Manager responsible:	General Manager: Jane Parfitt
Officer responsible:	Unit Manager Transport & City Streets: Don Munro
Author:	Lee Kelly DDI 941-8355

PURPOSE OF REPORT

1. The purpose of this report is to seek approval from the Shirley/Papanui Community Board and the Burwood/Pegasus Community Board for the Banks Avenue traffic calming and kerb & channel renewal project to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Council has budgeted for the traffic calming and kerb and channel renewal project for Banks Avenue in the 2005/2006 financial year.
3. The traffic calming element of this project grew out of concerns raised by the school and the residents of Banks Avenue relating to the speed of motorists along the Avenue during the day and in the evening
4. In 2003 the Council advised the community that the kerb and channel on the north side of Banks Avenue from North Parade to just east of Achilles Street was due to be replaced with flat kerb and channel.
5. Submissions received from the community supported the proposed work but residents and the local school requested that the Council implement some form of traffic calming at the same time.
6. From the residents' perspective their main concern is that the speed of some motorists late at night along Banks Avenue is so high that many drivers have ended up in the Dudley Creek. Residents wanted to see strong traffic calming measures installed as the crash data on Banks Avenue clearly indicates that over the last 20 years the number of crashes in Banks Avenue is

STAFF RECOMMENDATIONS

It is recommended that the Boards:

- (a) Approve the Banks Avenue traffic calming and kerb and channel renewal project as shown in attachment 2 proceeding to final design, tender and construction.
- (b) Approve the following traffic restrictions.

Banks Avenue parking restrictions:

That all existing parking restrictions on Banks Avenue be rescinded.

- (a) That the stopping of vehicles be prohibited at any time on the north side Banks Avenue commencing at a point 83 metres east of its intersection with North Parade and extending in an easterly direction for a distance of 55 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 88 metres east of its intersection with North Parade and extending in an easterly direction for a distance of 33 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at its intersection with the west side of Achilles Street and extending in a westerly direction for a distance of 18 metres.
- (d) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 10 metres.
- (e) That the stopping of vehicles be prohibited at any time on both sides of Achilles Street commencing at its intersection with the north side of Banks Avenue and extending in a northerly direction for a distance of 14 metres.
- (f) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at a point 36 metres from its intersection with the east side of Achilles Street and extending in an easterly direction for a distance 28 metres.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Banks Avenue commencing at a point 44 metres from its intersection with the east side of Achilles Street and extending in an easterly direction for a distance of 22 metres.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Banks Avenue commencing at a point 102 metres south east from its intersection with the east side of Coopers Road and extending in a south easterly direction for a distance of 37 metres.
- (i) That the stopping of vehicles be prohibited at any time on the south west side of Banks Avenue commencing at a point 107 metres south east from its intersection with the east side Coopers Road and extending in a south easterly directly for a distance of 40 metres.
- (j) That the stopping of vehicles be prohibited at any time on the north east side of Banks Avenue commencing at a point 290 metres west from its intersection with the west side of River Road and extending in an easterly direction for a distance of 50 metres.

BACKGROUND ON THE BANKS AVENUE TRAFFIC CALMING AND KERB AND CHANNEL RENEWAL PROJECT

13. Initial consultation regarding the kerb and channel renewal project along the north side of Banks Avenue from North Parade to just east of Achilles Street started in July/August 2003. Submissions received supported the proposal but residents and the school community in Banks Avenue requested that the Council implement some form of traffic calming in the Avenue at the same time.
14. In addition to the proposed engineering work the Council has prepared a bank maintenance and stream enhancement programme for the Dudley Creek.
15. Investigations into the crash data on Banks Avenue clearly indicated an escalating problem. As a result, traffic calming measures were programmed to be implemented at the same time as the Kerb and Channel work.

OPTIONS

16. The project team identified 4 options for the traffic calming of Banks Avenue.
17. The aim was to present the options to the residents and to the Banks Avenue School via its Governing Body the Board of Trustees at a series of public meetings, so that they could decide through consensus on what option would be most suitable for implementation.
18. To this end three meetings were arranged at the Banks Avenue School and a fourth meeting arranged on site in Banks Avenue, so that all the roading options could be discussed, including the pros and cons of each option, along with the plans for the Dudley Creek.
19. The meeting dates were:
 - Tuesday 12 April 2005 7pm - 9pm
 - Saturday 14 May 2005 River Ramble (Dudley Creek)
 - Tuesday 19 July 2005 7pm - 9pm
 - Monday 12 September 2005 7.30pm - 9pm
20. The options discussed in detail were:
 - Speed humps
 - Chicanes
 - Double cul-de-sac with a slow road link
 - Road stopping with one cul-de-sac

Speed Humps:

- Speed humps are cost effective, but very noisy for residents. Additional noise and vibration is caused by vehicles decelerating before the speed hump; anything heavy that is carried in the boot or on the back of a truck shifts and then vehicles accelerate away. For these reasons this option was rejected by the community.

Chicanes:

- Chicanes slow traffic by forcing vehicles to change direction (horizontal deflection). In addition the landscaping proposed will provide the height (vertical deflection) required. The chicanes proposed for Banks Avenue will also include "one-way" courtesy slow points, forcing further speed reductions. For these reasons this option was overwhelmingly supported by the residents and therefore is the recommended option.

Double cul-de-sac with slow road link:

- For all intents and purposes the road is closed, however, legally it is kept open by installing a slow road link. This option was rejected as Banks Avenue from both the North Parade end and the River Road end to the double cul-de-sac's would not be calmed. Therefore the potential remains for high speeds to still be reached.

Full Road Closure with a cul-de-sac:

- This would require the legal stopping of Banks Avenue with the installation of a cul-de-sac. This option was rejected for similar reasons as the double cul-de-sac option outlined above.

21. The meeting on 12 April 2005 indicated a strong preference for the chicane option. It was explained by staff that between 5 – 7 chicanes would be required to ensure a consistent slower speed environment along the length of the Avenue. In addition, each chicane would include a one way slow point. The additional advantage of the chicane option was that it also enabled the Council to propose bank stabilisation and stream enhancement work adjacent to each chicane, thereby “softening” the effect of a strong engineering treatment.
22. The disadvantages of this option included the requirement on residents to negotiate the chicanes each time they left and returned to their property, and that some existing on-street parks would need to be removed to provide room to install the chicanes.
23. In addition to the discussions at the meeting held at the school on 12 April 2005, residents and the school community via the BOT were provided with submission forms so that further discussion on the options could take place after the meeting and then written submissions could be made to the Council so that a clear indication of the most supported option could be investigated further by staff.
24. It is noted that the school was represented at the meeting by the Principal. The BOT was invited but did not attend.
25. The River Ramble took place on a beautiful autumn day on Saturday 14 May 2005 and was well supported. The ramble lasted for three and a half hours and provided attendees with an on site opportunity to discuss with staff some issues/concerns relating to the proposed location of the chicanes and the proposed bank stabilisation and stream enhancement work.
26. A clear preference was shown for the chicanes, and staff were able to advise that this preference was also indicated via the written submissions received at Council by the close off date of Friday 30 April 2005.
27. Staff analysed the written submissions received in more detail.
 - 34 written submissions were received
 - 25 recommended the chicanes
 - 3 support speed humps
 - 2 didn't favour any option
 - 2 favoured the double cul-de-sac with slow road link
 - 1 favoured a road stopping cul-de-sac
 - 1 favoured new thresholds at all exits and entrances and 40km/h speed limit.
28. Information on the results of the submissions were presented back at the third meeting on Tuesday 19 July 2005. In addition the meeting provided the opportunity for staff to present a draft traffic calming proposal illustrating how many chicanes would be required to meet the project objective of reducing speed along the Avenue, and where they would need to be placed to achieve a consistent slower speed environment.
29. Attendees at the meeting agreed to a formal publicity pamphlet being produced and delivered to residents, the school community and to the wider community. It was noted that the BOT, while invited as the governing body of the school, did not attend. However, one BOT member did.
30. It was restated at this meeting, as it was at the two previous meetings, that the cooperation of the residents and the school community was required to ensure a successful outcome and that any perceived inconvenience, in terms of reduced on street parking, should be considered in the bigger picture of securing an improved roading environment for children and the wider community.
31. It was acknowledged that:
 - Residents may be inconvenienced by the chicanes on a daily basis
 - There would be a reduction in on street parks available to school traffic, and that initially congestion in the street could increase. However, with encouragement from the school and the Council for fewer parents to drive along the Avenue instead opting for accessing the school via other entrances and/or parking further away and walking the last 100 metres or so, would significantly improve the safety of children arriving and leaving the school each day.
32. During the formal consultation process, and very late in the process, the BOT raised objections to the proposal via a letter sent home to the parents/caregivers of children attending the school.

33. The letter to parents from the BOT included a submission form and a covering page. The covering page was titled. **“Changes to Banks Avenue Roading will Disrupt”**. The submission form listed 8 concerns of the BOT for the proposed changes. Parents/caregivers were encouraged to sign the form on behalf of the school and send into the Council. The project team provided the school with an additional 2 weeks to undertake this.
34. In total 83 written submissions were received. This included 44 signed submissions on behalf of the BOT. Banks Avenue has nearly 700 pupils attending the school. The total number of parents is unknown. The remaining 39 were overwhelmingly in favour of the proposal and it is noted that these submissions, with the exception of 5, were from submitters who are not residents of Banks Avenue.
35. In addition, the majority of Banks Avenue residents expressed their preference for the proposed traffic calming at the three public meetings. Residents of Banks Avenue were therefore unhappy at the school's decision not to support the traffic calming proposal and further that the school encouraged parents not to support the proposal. Rather than wait for the Board meetings to address this major issue it was decided that another meeting should be arranged so that residents could meet directly with the BOT of the school.
36. The meeting was organised for Monday 12 September 2005 in the staff room of the Banks Avenue School attended by 7 residents of the street, representing the street committee, the BOT, the Board chair of each community Board and two staff members.
37. Essentially the meeting was to provide a further opportunity for the BOT to present directly to the residents the BOT's concerns on the proposal. It was deemed important that both groups hear directly what each other's concerns were, so that a way forward could be determined.
38. The outcome of this meeting was an agreement from the BOT to support the Council's proposing traffic calming along the Avenue, thereby also providing support for the residents of the street. A minor adjustment to the proposed chicane (moving it west 7 – 10 metres) adjacent to 120 Banks Avenue and requested by the BOT at an earlier meeting with the Consultations Leader and already agreed to by the Project Team, was confirmed.

PREFERRED OPTION

39. The recommended option is to install 5 one way chicanes in Banks Avenue. The chicanes will generally be 4.5 metres in width, thereby providing room for one vehicle (3m) and one cycle (1.5m) to travel through the chicane side by side, if required.
40. The one exception to the 4.5m width is the chicane proposed adjacent to 120 Banks Avenue. This chicane will be 4.6 metres in width and will now be placed 7 – 10 metres west along the Avenue.
41. The existing speed platform on Banks Avenue at its intersection with North Parade will be retained along with the existing speed platform on Banks Avenue at its intersection with River Road. The existing speed hump adjacent to 81 Banks Avenue and utilised as a school “kea” crossing point will be retained, however, the speed hump will be widened and the markings altered so that it looks a little less like a formal pedestrian crossing (which it is not).
42. It is also proposed to replace the remaining old dish guttering along the north side of Banks Avenue from North Parade to just east of Achilles Street, with kerb and flat channel.