

## 11. TORLESSE STREET TRAFFIC ISSUES

<b>Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and City Streets Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to formally update the Board on the outcomes arising from a public meeting and to recommend the best way forward.

### BACKGROUND

2. A Local Area Traffic Management Scheme (LATMS) was prepared for the Avonside area in 1995. This looked at all the issues in the area bounded by the Avon River, Woodham Road and Kerrs Road.
3. Some of the proposals in the Avonside LATMS are in place with work being carried out in 2000 at the intersection of Avonside Drive and Torlesse Street.
4. To have more traffic calming works carried out in Torlesse Street, it would need to achieve funding from the Neighbourhood Improvement Works budget.
5. There is a ranking system used to allocate Neighbourhood Improvement Works funding which takes into account the speeds and volumes of vehicles, the percentage of through traffic, numbers of trucks and roadside usage like shops, parks, schools etc.
6. Neighbourhood Improvement Works are not expected to eliminate "hoon" behaviour. In some cases, Neighbourhood Improvement Works can encourage this behaviour as the traffic calming becomes a challenge or the cobblestoned areas are used for "burn outs".
7. The residents of Torlesse Street presented a petition to the Board on 7 July 2004 expressing concern at the large number of vehicles that use this street, engage in burnouts and drive in an unsafe and dangerous manner throughout their neighbourhood.
8. Torlesse Street has been evaluated under the Neighbourhood Works rating system and currently sits right on the threshold for budget allocation. This means that it only just gets onto the list for funding. However, new projects that are ranked higher will of course get funding ahead of Torlesse Street unless the conditions in Torlesse Street change.
9. The Board met on site on 7 September 2005 with staff and residents to gather first hand the residents concerns.
10. The Board also allocated \$10,000 of its 2005/06 project funds for some safety improvement work in the street.
11. A report was prepared which suggested two possible traffic calming measures for Torlesse Street:
  - (a) The installation of four road humps at an estimated cost of \$14,000.
  - (b) Concept combinations:
    - Stop control on Torlesse Street at Holland Street.
    - Road narrowing at the redundant cul-de-sac, estimated cost of \$70,000.
    - Intersection platform at Braemare Place, estimated cost of \$40,000.

These were presented to the Board at a seminar on 7 December 2005. The Board decided to meet with residents again so that these options could be discussed.

12. A public meeting was held in the Dallington Bowling Club rooms on 8 March 2006. Residents confirmed their view from the on site meeting that they did not want speed humps. The lack of funding for the other option/s was discussed and it was agreed that:
  - (a) Staff would look at low cost “stick on” options
  - (b) Board members agreed to liaise with the Police to request that some additional traffic enforcement be carried out in the area.
  - (c) Staff agreed to arrange for the speed trailer to be used in Torlesse Street.
13. The results of the speed trailer survey were:
  - East bound traffic was recorded on 21 and 29 March 2006. Average speed 41 and 42 km/h and 85% of the vehicles were travelling at 51 and 51 km/h or less.
  - West bound traffic recorded on 23 and 31 March 2006. Average speed was 38 and 36 km/h and 85% of the vehicles were travelling at 46 and 44 km/h or less.
14. The average daily volume of heavy vehicles was seven (surveyed previously in October 2005).
15. These survey results were similar to an earlier one taken in September 2004 which were:
  - Combined east and west bound traffic. Average speed was 45 km/h and 85% of the vehicles were travelling at 54 km/h or less.
  - The average daily volume of vehicles was 634.
16. No injury crashes have been recorded along Torlesse Street on the Land Transport database since May 2004. In the five years prior to 2004 there were only two reported crashes with alcohol a factor in both crashes.
17. The estimated cost for a low cost “stick on” “angled slow point” at the redundant cul-de-sac (**Attachment 1**) is \$22,245. It would cost an additional \$8,765 to include landscaping of with this treatment.

#### **EXECUTIVE SUMMARY**

18.
  - (a) Residents are genuinely concerned about traffic issues in Torlesse Street but are not prepared to accept a number of speed humps which would help solve the issues.
  - (b) The Board has made every possible effort to assist the residents by perusing all available options and facilitating meeting seven to the extend of being prepared to fund \$10,000 towards physical works.
  - (c) The evaluation of Torlesse Street, however, puts it on the bottom of the city wide ranking list. It is not appropriate to provide additional funding when there are so many other claims for this sort of work.

#### **STAFF RECOMMENDATION**

That the residents at Torlesse Street be informed that:

1. It is not possible to carry out any suitable traffic calming work with the \$10,000 allocated by the Community Board.
2. The current traffic behaviour does not justify additional Council funding at this time.
3. Torlesse Street will be regularly monitored together with other city wide requests for funding from the Neighbourhood Improvement Works budget.

#### **CHAIRPERSON’S RECOMMENDATION**

For discussion.