

11. BROOKSIDE TERRACE – ISSUES WITH SPEEDING ON THE STREET

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	George Kuek, Traffic Engineer – Transport

PURPOSE OF REPORT

1. The purpose of this report is to advise the Board of the findings of investigations into the complaints about speeding vehicles, and the request for traffic calming measures, along Brookside Terrace.

EXECUTIVE SUMMARY

2. Staff have received a request from the Board to prepare a report to address the concerns raised by members of the Brookside Terrace Neighbourhood Watch about traffic speeding on the Street.
3. At the Board meeting on 17 November 2009, a delegation from the Brookside Terrace Neighbourhood Watch addressed the Board and tabled a document detailing the problems monitored over the last two years, and suggested solutions which included the following:
 - (a) re-mark as soon as possible the centreline over the new seal at the Greers Road end of Brookside Terrace (**note:** the centreline has been re-marked).
 - (b) install an island at the Greers Road/Brookside Terrace junction to force drivers turning left into Brookside Terrace to make a slower turn.
 - (c) install a camera at the Hooker Avenue/Brookside Terrace junction to identify drivers doing “wheelies” and additionally, to identify the repeat taggers who deface the concrete bridge abutments there.
 - (d) remove the “CONCEALED” exit sign on Brookside Terrace near the Hooker Avenue junction, outside 105 Brookside Terrace. This is buckled and partly concealed by overhanging vegetation, and should be replaced by some more meaningful sign.
 - (e) install “speed-calming” islands at the sides of the road in the curved section of the Street; not speed humps.
4. Brookside Terrace is a local road running generally in a north - south direction, linking Greers Road and Ilam Road (both of which are collector roads) at its north and south ends, respectively.
5. Aorangi Road, a local road, crosses Brookside Terrace approximately 360 metres north of Ilam Road.
6. Between 69 Brookside Terrace and 117 Brookside Terrace, the Street meanders round seven curves following the course of the Wai-iti Stream.
7. Brookside Terrace is approximately 10.5 metres wide, and the speed limit is 50 kilometres per hour.
8. The residents’ concerns about speeding vehicles is in the section of Brookside Terrace between Greers Road and Aorangi Road.
9. During the re-construction of Wairakei Road (a minor arterial) between January 2009 and August 2009, residents had observed increased traffic volumes on Brookside Terrace when motorists used this alternative route in order to avoid the delays and congestion caused by the road re-construction.
10. A week-long traffic survey was carried out between 7 April 2010 and 13 April 2010, at Site 1 outside 102/104 Brookside Terrace, and at Site 2 outside 136/138 Brookside Terrace (see aerial photograph **Attachment 1**).

11. A summary of the results of the traffic survey is shown in the table below:

		Unit	Site 1	Site 2	Total
7-day Average Daily Total volume (ADT)		vehicles per day	658	844	-
7-day total volume		vehicles per day	4601	5904	-
Heavy vehicles		number of vehicles, (percent)	48 (1.04)	73 (1.24)	-
85 th percentile speed		kilometres per hour	46.4	55.1	-
Mean speed		kilometres per hour	39.2	46.7	-
Maximum speed		kilometres per hour	83.7	112.3	-
Vehicles with speeds <i>below</i> 50 kilometres per hour		number of vehicles, (percent)	4324 (93.98)	3692 (62.53)	-
Vehicles with speeds <i>above</i> 50 kilometres per hour		number of vehicles, (percent)	277 (6.02)	2212 (37.47)	-
Vehicles with speeds <i>above</i> 55 kilometres per hour		number of vehicles, (percent)	61 (1.33)	925 (15.67)	-
Vehicles with speeds <i>above</i> 80 kilometres per hour	midnight – 2 am	number of vehicles	-	-	-
	2 am – 4 am	number of vehicles	-	1	1
	4 am – 6 am	number of vehicles	-	-	-
	6 am – 8 am	number of vehicles	-	-	-
	8 am – 10 am	number of vehicles	-	1	1
	10 am – noon	number of vehicles	-	-	-
	noon – 2 pm	number of vehicles	-	2	2
	2 pm – 4 pm	number of vehicles	-	2	2
	4 pm – 6 pm	number of vehicles	1	2	3
	6 pm – 8 pm	number of vehicles	-	6	6
	8 pm – 10 pm	number of vehicles	-	1	1
10 pm – midnight	number of vehicles	-	2	2	
-		number of vehicles	1	17	18

12. Detailed analysis of the traffic survey results showed that:

- (a) when assessing the expected traffic volume taking into account the number of houses that Brookside Terrace provides access, measured traffic volumes of 658 vehicles per day and 844 vehicles per day at Site 1 and Site 2, respectively, are well within that. These figures also indicate that motorists are no longer using Brookside Terrace as an alternative route to Wairakei Road, that is “rat-running” on Brookside Terrace is not an issue.

- (b) traffic movements were predominantly between 9am and 10pm on weekdays, and between 10am and 9pm on weekends, at both Site 1 and Site 2.
 - (c) as expected, more vehicles travelled at a higher speed on the straight at Site 2 than at the winding sections at Site 1, in both the northbound and southbound directions.
 - (d) speeds in excess of the speed limit generally coincided with the period when traffic movements were predominant (as in paragraph 12(b) above) at both Site 1 and Site 2.
 - (e) the higher 85th percentile speed of 55.1 kilometres per hour at Site 2 is what would be expected and therefore not excessively high, considering that many motorists travel at speeds in excess of the speed limit.
 - (f) the higher mean speed at 46.7 kilometres per hour at Site 2 is well below the speed limit, indicating that most motorists are not driving at high speeds.
 - (g) two vehicles were recorded travelling at speeds in excess of 100 kilometres per hour, both at Site 2. The highest recorded speed was 112.3 kilometres per hour in the southbound direction between 7 pm and 8 pm on a Wednesday.
 - (h) by comparing southbound vehicle speeds at the same times on the same days at both Site 1 and Site 2, it has been observed that vehicles passing Site 2 at high speeds (above 80 kilometres per hour) were not detected at Site 1. This may suggest that these vehicles may have turned right into Hooker Avenue or left into Murdoch Street.
13. Results of the traffic survey indicate that speeding generally is not a major issue and the majority of higher speeds are between noon and 8pm. This is contrary to the information provided by the Brookside Terrace Neighbourhood Watch, who indicated that the higher speeds were late at night.
 14. An analysis of crash records (CAS) over the last five years (2005 to 22 July 2010) administered by the New Zealand Transport Agency (NZTA) showed that three recorded crashes had taken place, all at the winding section near Hooker Avenue and Murdoch Street.
 15. Two of these crashes were alcohol-related and both happened at night. The remaining crash, which took place during daylight, involved an inexperienced driver travelling too fast as the vehicle rounded the right-hand bend at 117 Brookside Terrace.
 16. In order to assess whether or not a Street requires to be traffic-calmed, the Street is analysed using the Neighbourhood Improvement Project (NIP) prioritising system, which ranks Streets according to a points system. Streets which return a score of 40 points or more qualify for traffic calming, and Streets with the highest scores above 40 points are allocated funding first.
 17. Brookside Terrace has been analysed using the NIP prioritising system, resulting in a score of 29 points. Therefore, Brookside Terrace does not qualify for traffic calming at present, and is unlikely to qualify in future.
 18. Traffic calming measures are therefore not justified in Brookside Terrace, as requested, for the following reasons:
 - (a) the NIP score of 29 points is below the threshold qualifying score of 40 points.
 - (b) analysis of the crash (CAS) records of the last five years showed that only one out of the three recorded crashes has one factor relating to speed by an inexperienced driver. The remaining two crashes involved drivers under the influence of alcohol (such crashes can happen on any Street), and are not justification for traffic calming in Brookside Terrace.
 - (c) "rat-running" is not an issue, evident from the traffic survey results as discussed above.
 - (d) the 85th percentile speed of 55.1 kilometres per hour is within what is considered acceptable.
 - (e) the existing curves on Brookside Terrace already provide natural traffic calming. This fact is supported by the traffic survey results at Site 1 which show that only 6.02 percent of all vehicles exceeded the speed limit.

19. Speeding is a behavioural problem and is a Police enforcement matter. However, residents can assist in helping the Police to deal with speeding issues.
20. The traffic survey results show that the largest number of the speeding incidents take place between 6pm and 8pm.
21. In order to help Police to define more closely appropriate policing periods, members of the Brookside Terrace Neighbourhood Watch could organise the local residents to take note of the following details of speeding vehicles and pass the information on to Police for enforcement action:
 - (a) date of occurrence
 - (b) time of occurrence
 - (c) vehicle registration number
 - (d) other details where possible, for example, driver description, car make, model and colour.
22. The following are staff responses to the solutions suggested by the Brookside Terrace Neighbourhood Watch (see paragraph three above, and using the same numbering sequence):
 - (a) the centreline at the Greers Road end of Brookside Terrace has been re-marked over the new seal
 - (b) Brookside Terrace does not qualify for traffic calming, and there are no plans to install an island on Brookside Terrace at its intersection with Greers Road, as vehicles entering Brookside Terrace at speed is a Police enforcement matter
 - (c) crime cameras are installed to protect people and not necessarily property. Crime camera locations are determined by the Police and are usually located in high pedestrian areas within the CBD. For this reason, a crime camera will not be installed at the Hooker Avenue / Brookside Terrace intersection as requested.

“Wheelines” are considered boy racer (anti-social driver) activities, and should be dealt with by the Police as a “sustained loss of traction” offence under the Land Transport Act 1998. Details of occurrences (date, time and vehicle registration numbers) should be noted and forwarded to the Police for enforcement action.

Tagging, also called Graffiti Vandalism, is a crime that should be dealt with by the Police. When someone is seen tagging, lodge a Police report giving information about the location, number and description of taggers, and their ethnicity. To request graffiti removal, call The Graffiti Office on telephone number (03) 941 8999.
 - (d) road signs must meet strict national standards. The only sign appropriate for warning motorists of the hidden Hooker Avenue T-intersection is the “CONCEALED” exit sign. The old buckled sign has been replaced. Overhanging branches from trees on private property have been trimmed back and are not obscuring the “CONCEALED” exit sign.
 - (e) as explained above, Brookside Terrace does not qualify for traffic calming, and there are no plans to install kerbside build-outs at the curves on Brookside Terrace to calm traffic.
23. Consultation was not required and was not carried out, as requested by the Board, for the following reasons:
 - (a) sufficient information was available for carrying out investigations and for preparing this report
 - (b) no physical works are proposed, and Brookside Terrace does not qualify for traffic calming as indicated by the results of the NIP analysis.

FINANCIAL IMPLICATIONS

24. The estimated cost of this proposal is NIL.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

25. If the findings of the investigations detailed in this report are adopted, there will be no cost for physical works.

LEGAL CONSIDERATIONS

26. If the findings of the investigations detailed in this report are adopted, there will be no legal implications.

Have you considered the legal implications of the issue under consideration?

27. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

28. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

29. Not applicable.

ALIGNMENT WITH STRATEGIES

30. Not applicable.

Do the recommendations align with the Council's Strategies?

31. Not applicable.

CONSULTATION FULFILMENT

32. As explained in paragraph 23 above, no consultation was carried out.

CONCLUSION

33. Investigations have shown that Brookside Terrace does not qualify for traffic calming measures as requested by the Brookside Terrace Neighbourhood Watch. Traffic calming measures will not be implemented in Brookside Terrace for the reasons explained in paragraph 18 above.

34. Speeding is a Police enforcement matter, and as suggested in paragraph 21 above, members of the Brookside Terrace Neighbourhood Watch should report cases of speeding to the Police, giving details of the occurrences.

35. "Wheelies" are considered a "sustained loss of traction" offence under the Land Transport Act 1998, and should be reported to the Police for enforcement action.

36. Tagging, or Graffiti Vandalism, is a crime that is dealt with by the Police. When reporting tagging which is taking place, the details in paragraph 22 (c) should be provided to the Police to help in their investigation. To request graffiti removal, call The Graffiti Office on telephone number (03) 941 8999.

STAFF RECOMMENDATION

Staff recommend that the Fendalton/Waimairi Community Board receive this report.