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Corporate Plan Output: Safety Improvements 9.5.90	

The purpose of this report is to respond to the Board's request at the 16 November 1998 meeting for how the costs of 'Neighbourhood Improvement Works' could be reduced without effecting the safety or effectiveness of specific projects.

BACKGROUND

For some years now 'before' and 'after' surveys have been carried out on all traffic calming measures. Through this process the effectiveness of each treatment can be determined. As well as this, the "message" to drivers must be clear. For example, a motorist travelling down the road, approaching traffic signals, can expect that the intersecting road has an important traffic function. In comparison, a motorist approaching a side road with a 'threshold' on it, will expect the side road to be a 'local' road. If the motorist wishes to enter the 'local' road, then he or she would alter their driving behaviour as additional traffic calming may be encountered along the local road to reinforce the residential environment.

There is often a community expectation that landscaping will also be incorporated in traffic calming works to enhance the area. This will cost extra.

A threshold will cost between \$30,000 and \$45,000. A splitter island will cost between \$3,000 and \$13,000. From this it would seem prudent to just build splitter islands. However the 'message' given by the installation of a splitter island may not be appropriate to solve the identified problems. If the only issue is corner cutting then the splitter island is well suited for this problem and cost effective.

The Council's "long term transport vision" states that; "The streets meet agreed community expectations, and they are managed in the most cost effective way."

Each item in the City Streets budget is assessed with these objectives in mind. In some cases however, the cheaper option of a splitter island is not possible because the road is too narrow to comply with safety requirements, or other physical restraints such as trees or manholes prevent them from being used.

The first step in the design for neighbourhood improvement works is to identify the issues, so that the final design can be checked to ensure that these issues are resolved. This may mean that the cheapest method is not appropriate.

As part of the process, methods of reducing the costs are investigated. These include options of:

- (i) Reducing the construction costs by using temporary kerb block if major roading works are proposed in the future.
- (ii) Reducing the drainage cost by keeping the channel water on the surface and using cover plates.

(iii) Letting similar jobs as one contract to reduce the design and supervision costs.

This process will reduce the costs of most jobs towards the lower end of the figures given, above.

CONCLUSION

Each project will be checked to make sure it meets the appropriate requirements, and is constructed in the most cost-effective way. This may result in more "splitter islands" being constructed or road humps at entrances to streets where there are no requirements to narrow the roadway.

Chairperson's

Recommendation: That the information be received.