

<b>Officer responsible</b> City Streets Manager	<b>Author</b> Barry Cook, Area Engineer and Local Programmes Team Leader
Corporate Plan Output: Planning 9.5 text 5	

The purpose of this report is to inform the Board of the history involved in Ashwood Street relating to traffic calming and to look at possible outcomes.

At the 1 March 1999 meeting Mr Peter Lawrence and Mike Logan representing the Parklands Residents' Association addressed the Board regarding concerns over speeding traffic in the Ashwood Street area. The Board resolved that the Area Engineer investigate the concerns and report back.

### HISTORY

At the 28 February 1995 meeting a petition relating to traffic problems in Ashwood Street was received. This was due to the fact that Ashwood Street had recently been connected to Broadhaven Road. This had the effect of changing Ashwood Street from a quiet cul-de-sac to a through road.

A report went to the 4 April 1995 meeting outlining the traffic problems in Ashwood Street and how that related to other demands in the Parklands area, such as Royal Park Drive, and Donnington Street. The Parklands LATMS which was approved in April 1994, proposed a threshold on Ashwood Street at its intersection with Queenspark Drive. The threshold distinguished between the 'Collector' status of Queenspark Drive and the 'Local' status of Ashwood Street thus reinforcing this hierarchy. It was recommended that funding be sought for this threshold. The Board resolved that the matter be referred to the May meeting of the Board after consultation with the Parklands Residents' Association to clarify their priorities for the area.

Board members and the Area Traffic Engineer met with the Parklands Residents' Association to discuss priorities in the area.

The Board allocated \$25,000 for a threshold in the 1996/97 financial year. However residents attending the Board's public consultative meeting on 13 August 1996 expressed concern at the proposed threshold and requested the alternative option of speed humps either side of the reserve.

The Board received submissions at its 20 August 1996 Community Affairs meeting to determine the views of the residents prior to commencing any work. A notice was delivered to all residents of Ashwood Street to advise them of this meeting and that all interested parties were invited.

A survey on 20 August 1996 found the average speed of vehicles in Ashwood Street to be 53 km/h.

At the 2 September 1996 meeting a report discussed two options, these were:

1. The original option of a threshold as circulated in a publicity pamphlet.
2. A new proposal of six speed humps.

The Board resolved that a publicity pamphlet showing the six speed humps be distributed as soon as possible to the residents of Ashwood Street outlining the two options. A further report to the 25 November 1996 meeting discussed the response to the possibility of installing six speed humps. The majority of responses were negative. Only a few of these negative responses could be satisfied by repositioning the humps. This would have required further consultation. The Board was mindful of the efforts required to install speed humps in Wattle Drive at that time and therefore resolved that the original proposal of the threshold at Queenspark Drive be proceeded with.

The threshold was installed.

## **DISCUSSION**

It can be seen by this history that a lot of time was spent in the decision to install the threshold.

The request at the 1 March 1999 meeting is again for two speed humps, one either side of the reserve. Technically this is not recommended as it is not advisable to place speed humps in a location where vehicles are entering or leaving a curve in the road. Also, one reason why vehicles are speeding is that there is sufficient distance from the threshold at Queenspark Drive for vehicle speeds to exceed the limit. It is therefore recommended that the roading environment be controlled to prevent this. The most cost effective way is still to install speed humps at the five remaining locations. This would depend on the residents agreeing on their location and funding being available.

The priority of this work in the Parklands area is currently listed in third place, after Radiata/Broadhaven kerb build outs, which has been identified through the "Safe Routes to School" programme as a safety issue, and the completion of speed humps in Royal Park Drive which also has a reserve.

The Ashwood Street speed humps do not rank on a City-wide basis. The estimated cost of the five speed humps is \$12,000. There is currently no available funding to undertake this work.

A post and cable has been installed in the Ashwood Reserve to prevent children from running out onto the road.

A letter has gone to Constable Graham Lilley, the Community Constable for Parklands, as it is felt that the speeding vehicles is confined to a small number of residents. The feedback from this request is that Ashwood Street is not seen as a problem by Police as very few complaints have been received.

A copy of this letter and the two previous publicity pamphlets are attached (*see page 23*).

### **Chairperson's**

#### **Recommendation:**

1. That the information be received.
2. That Mr Lawrence and the Parklands Residents' Association be advised of the outcomes of this report.