

Officer responsible City Streets Manager	Author Jeff Owen, Area Engineer (Beckenham)
Corporate Plan Output: Advanced Transport Planning 9.5 text 6	

The purpose of this report is to inform the Board of a petition received from the residents of Montrose Street concerning speed and traffic movements in their street.

The petition reads:

“We, the undersigned residents of Montrose Street, Sydenham, do hereby request that speed bumps be installed in our street. We hope that this measure would curtail the nocturnal activities of the ‘Petrol Heads’, ‘Boy Racers’ and other law breaking individuals who use our once quiet street as a drag strip and burn off pad. We feel that these illegal activities place our families, pets and vehicles at risk as well as being a general noise nuisance.”

INTRODUCTION

Montrose Street is a 9 metre wide residential street with local road status within the City Plan. It runs through from Southampton Street to Huxley Street in the suburb of Sydenham. At approximately mid block it crosses King Street. This intersection is controlled by a stop sign on Montrose Street (see attached plan for details).

In February 1996 the Council issued a publicity leaflet to all residents in Montrose Street and immediately surrounding streets showing its intention to reconstruct Montrose Street by installing new kerbs, channels, footpaths, roadway, grass berms and street trees. The leaflet invited comments on the intended proposal. No responses were received from any resident in relation to the proposal. The construction subsequently took place in mid 1996 as the original proposal had indicated in the publicity leaflet.

DISCUSSION

A speed survey was conducted in February 1999 to verify the resident’s claims of speed. The speed counter was installed outside number 9 Montrose Street this being mid block between Southampton Street and King Street. Data was collected over four days, this including a weekend. The results show no evidence of a speed problem. The average speed was 37 km/hr. The 85th percentile speed was 44 km/hr i.e.: 85 percent of vehicles travel at 44 km/hr or less.

From my own on-site observations it was estimated that the average speed would have been between 35 and 40 km/hr and there was evidence of ‘burn-out’ marks on the roadway. The speed survey also confirms this. It could be said that natural traffic calming exists in Montrose Street due to it layout. Generally traffic calming is placed at 100 metre spacing for optimum effectiveness. The spacing of intersections along Montrose Street are at this spacing so a motorists’ speed is similar to that of a street with road humps installed. An after study speed survey was carried out on Eastern Terrace after

the road humps were installed. The average speed was 37 km/hr with the 85th percentile speed being 44 km/hr this identical to what exist in Montrose Street.

CONCLUSION

From the speed survey results no speed problem exists with both the average and 85th percentile speeds being that of a traffic calmed street. This is attributed to Montrose Streets layout with only 100 metres between intersections. Any form of anti social behaviour as described in the petitioners statement will not be solved by installing traffic calming when an environment already exists of that of a traffic calmed area. The problem that exists is clearly an enforcement issue for the appropriate enforcement authority in this case the Police.

Recommendation: That the information be received.