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The purpose of this report is to inform the Board of a petition that has been received from the residents of Holliss Avenue, Gunns Terrace and Glamis Place.

The petition requests that the Council seriously consider the installation of 'judder bars' at Holliss Park where it fronts on to Holliss Avenue, to address the problem of speeding motorists in the street, especially with the large number of children present in the area. Twenty three residents of Holliss Avenue, Gunns Terrace and Glamis Place have signed the petition (attached).

Discussion

Holliss Avenue is a local residential street running off Centaurus Road approximately 300 metres east of Colombo Street. Holliss Avenue runs up onto the hill area of Cashmere ending approximately 1 kilometre from Centaurus Road. At the upper end most of the properties are on larger blocks of the land and the road in this area could be classed semi rural. At the lower end where the road is flatter, the residential aspect is like any other local street with more standard sized properties and both sides of the road having many driveways. Near Centaurus Road Holliss Park fronts on to Holliss Avenue. This park is very popular with children as it contains play equipment, a pond and grassed play areas. It also links through to Landsdowne Terrace. Landsdowne Community Centre is located on the park. The roadway at this location is graded upwards towards the hill.

Following receipt of the residents' petition a traffic survey was carried out to ascertain the petitioners' concerns. Speed and volume of traffic was collected for one week during August 1999 by using a tube count fixed to the roads surface adjacent to the park. Volume of traffic averaged 550 vehicles per day with a maximum 615 vehicles per day. These volumes are consistent with what can be expected on a local road. The average combined speed (both directions) was 50 km/hr with the 85th percentile speed 60 km/hr. When the directions are split to uphill and downhill traffic, the concerns of the petitioners become more clear. While uphill traffic speed is slower, downhill traffic tends to be at much higher speed due to the grade of the road. The average speed downhill was 54 km/hr with the 85th percentile speed 65 km/hr. The Traffic Calming Policy uses the 85th percentile speed of 58 km/hr and above as a criteria to be met for considering calming. Holliss Avenue is far in excess of this. All the other criteria pertaining to calming are met.

Traffic Calming Priority

Recently, the City Streets Unit embarked on a programme to prioritise the many requests it receives for traffic calming each year. Each request is evaluated against a set of criteria including speed, volume, roadway width, accidents and closeness to schools to name but a few. All requests for traffic calming citywide are evaluated using this system. This means the most important and most urgent areas of concern are addressed in the appropriate order. In the current financial year the Council has provided \$722,731 for these neighbourhood improvement works. This will implement 27 projects of the total list of approximately 300 requests citywide. In the following years the Council has committed approximately \$700,000 per year to the neighbourhood improvement works category.

The priority rating for Holliss Avenue is 46. This places the project at 12 out of 66 neighbourhood improvement works projects within the Spreydon/Heathcote area, but well down the citywide list. It is unlikely that projects rating below a score of 50 will be funded within the next three years, due to the number of projects from other Board areas rating above this value. It may be appropriate for the Board to consider funding this request from its Project Funds.

Conclusion

The residents' concerns over excessive vehicle speed especially downhill are valid. The 85th percentile speed of 65 km/hr is high for a local road. Holliss Avenue meets the traffic calming guideline criteria used by City Streets for the installation of traffic devices and has appropriately been added to the neighbourhood improvement works list. Due to its rating compared with other projects it is unlikely calming will be installed within the next three years unless funding is provided from another source. It may be appropriate for the Board to consider funding this request from its Project Funds.

Recommendation: That the Spreydon/Heathcote Community Board support the installation of traffic calming on Holliss Avenue.

Chairperson's Comment:

The distinguishing feature of Holliss Avenue is that it is essentially a no exit road. The speeding motorists are mostly residents in the street. It seems an ideal place to trial a neighbourhood traffic behaviour modification programme.

Chairperson's

Recommendation:

The Council be requested to trial a behaviour modification programme in the neighbourhood as suggested in the "Living Neighbourhoods" paper and similar presented to the TRAFFINZ Conference held in Christchurch recently.