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The purpose of this report is to provide the Spreydon-Heathcote Community Board and City Services Committee with the relevant information concerning the traffic conditions in Riverlaw Terrace between Burnbrae Street and Wilsons Road so that the installation of traffic calming can be considered.

INTRODUCTION

At the 27 May 1999 Council meeting a letter with a list of signatures was received as a petition (attached) from the residents of Riverlaw Terrace and others outlining concerns over traffic speed and volume on the Terrace. At that meeting the Council resolved to refer the matter to the Spreydon/Heathcote Community Board and the appropriate Standing Committee, in this case the City Services Committee.

This report seeks to investigate the concerns being raised by the residents regarding traffic speed and volume on Riverlaw Terrace.

BACKGROUND

This section of Riverlaw Terrace is a riverside residential street (local road status) on the eastern bank of the Heathcote River. It runs between Burnbrae Street and Wilsons Road. There are no intersections with other roads along this section of the Terrace. Being a riverside road no kerb and channel or footpath exists on the riverbank side of the Terrace, this is consistent with most other riverside roads throughout the City. Pedestrians and joggers tend to use the grassed riverbank as the walkway. On the residential side (eastside) of the Terrace a kerb and flat channel and sealed footpath exist. The roadway seal width varies between 6.0 to 7.2 metres.

Early in 1997 Eastern Terrace, the riverside road on the western side of the Heathcote River across from Riverlaw Terrace had traffic calming installed. This was achieved by installing road humps following residents' concerns over vehicles using the Terrace at speed. Since these humps were installed more vehicles now use Riverlaw Terrace as the through route to and from Wilsons Road, many at speed. The stated extra volume and speed is causing great concern to the residents.

TRAFFIC VOLUME

Traffic volume was recently counted over a 24-hour period for four days (Saturday to Tuesday) on Riverlaw Terrace. The results of that survey are summarised in the table below. For comparison, the results of a recent survey for Eastern Terrace are included.

Street	Mean Volume	Maximum Volume
Riverlaw Terrace	720 veh./day	820 veh./day
Eastern Terrace (after calming)	500 veh./day	535 veh./day
Eastern Terrace (before calming)	800 veh./day	856 veh./day

This volume is consistent with that expected of local roads. Generally, local roads should carry a maximum of 1,500 vehicles per day. The maximum volume on Riverlaw Terrace was recorded on Tuesday and on Thursday for Eastern Terrace.

TRAFFIC SPEED

Along with the traffic volume, speed information was also collected over the same period. The overall mean speed along with the 85th percentile speed is summarised in the table below. A comparison with other streets is also given in the table. The data shown is a combination of both directions.

Street	Mean Speed (km/h)	85% Speed (km/h)
Riverlaw Terrace	50	58
Eastern Terrace (after calming)	34	40
Eastern Terrace (before calming)	53	62
Fifield Terrace	54	64
Domain Terrace	53	60
Grange Street	56	62
Hawford Road	51	57
Landsdowne Terrace	50	58
Rowley Avenue	55	64
Thorrington Road	52	57

ACCIDENTS

In the five year period January 1994 to January 1999 only two accidents have been reported to the Police on Riverlaw Terrace (Burnbrae to Wilsons). One accident occurred at the Burnbrae Street/Riverlaw Terrace intersection. This accident involved injury. The other occurred 100m north of Burnbrae Street on the Terrace and was non injury.

DISCUSSION

Riverlaw Terrace has become a busy riverside road with a significant number of vehicles 'cutting through' to and from Wilsons Road and Burnbrae Street. The main reason for this increase in traffic is due to the installation of traffic calming on Eastern Terrace. This has been reiterated by the residents' concerns. Vehicles at speed do detract from Riverlaw Terrace's local road environment with the lack of property access on one side of the road being the main reason. Lack of access means less side friction, so generally speeds increase.

Many pedestrians, joggers and cyclists use the riverbank for its recreational qualities. In the whitebait season numerous whitebaiters park their vehicles on the riverbank. It is illegal to park or stop on the riverbank under the Council bylaw. However, when two vehicles park opposite each other the roadway is effectively one-way. Vehicles at speed at this point can be of concern, but one must realise that this is one of the principles of traffic calming, narrowing the roadway at various intervals to force a reduction in speed. Road humps are often used to slow traffic and are the most effective form of calming, depending on their height.

Vehicle speeds are similar to that of most non-traffic calmed streets (see table under Traffic Speed). Of the other roads listed in the speed comparison table Eastern Terrace and Rowley Avenue have traffic calming installed. For Riverlaw Terrace, what is of concern is the reported extra traffic and now perceived higher vehicle speed since Eastern Terrace road humps were built. To qualify for traffic calming under the City Streets "Guidelines for Traffic Calming", the street must meet the following criteria:

- Have a classification of a local or collector road (as designated in the Christchurch City Plan).
- Be within a gazetted speed zone of 50km/h or less.
- Ideally have arterial routes to absorb diverted traffic.
- Carry more than 600 vehicles per day (peak hour volume at least 60 vehicles).
- Have a reported accident history (at least three reported non-injury accidents or one reported injury accident, over a five year period).
- Have a known speeding problem (15% of vehicles, or 85th percentile level are travelling over 58km/h).
- Not be less than 250 metres in length.

Riverlaw Terrace meets all of the above criteria and therefore qualifies for traffic calming.

At a public meeting on 17 May 1999 attended by residents of Riverlaw Terrace, Councillor Sue Wells and the Area Engineer were asked to provide details of the merits of various types of traffic calming in terms of the degree of speed reduction achieved. The table attached in Appendix 1 shows these figures. As the table demonstrates, vertical shifts in the carriageway (i.e.: road humps) achieve the greatest reductions in speed. They are also the most cost effective current engineering treatment being used by the Council. Also, the meeting suggested surveying the residents of Eastern Terrace (Tennyson Street to Waltham Road) to gauge their feelings to the road humps in this section of river roadway. Of the returned questionnaires all but one was in favour of the road humps, this giving their installation a 94 percent support. Various comments were also included in the responses with most reiterating this level of support. The survey results are attached as Appendix 2.

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 score for Riverlaw Terrace is 46. This places the project at 13 out of 66 neighbourhood improvement works projects within the Spreydon/Heathcote Board 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, this being due to the number of projects from other Board areas rating above this value. It may be appropriate for the Spreydon/Heathcote Community Board to consider funding this request from its Project Funds. The current neighbourhood improvement works projects list for Spreydon/Heathcote Board area is attached as Appendix 3.

SUMMARY

The residents' concerns over excessive vehicle speed and an increase in traffic volume are valid. This has been confirmed by the traffic survey and by comments made by residents of Eastern Terrace in their questionnaire. Riverlaw Terrace 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 Spreydon/Heathcote Community Board to consider funding this request from its Project Funds.

Recommendation: That the Board support the installation of traffic calming on Riverlaw Terrace.

**Chairperson's
Comments:**

It does not surprise me that the residents of Eastern Terrace are satisfied with their road humps - they have excluded all but their own residents, and reduced the speed to bicycle speed. Much of it was a wide road, and an attractive drive for visitors to the Garden City. I cannot support effectively making Riverlaw Terrace a "private" road. Also I cannot understand why it would rank equally with Holliss Avenue