

11. SHIRLEY EAST LOCAL AREA TRAFFIC MANAGEMENT SCHEME

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Corporate Plan Output: Local Area Traffic Management	

The purpose of this report is to seek Board approval for the adoption of the draft Shirley East Local Area Traffic Management Scheme (LATMS) document.

INTRODUCTION

During September, October and November 1999 proposals for traffic calming contained in the draft LATMS were extensively circulated to residents, residents associations and schools in the area. Copies of the LATMS were also available from the Shirley Service Centre. Golf Links Residents Association also presented a comprehensive review of the main features (which would affect its area) within its October 1999 newsletter.

Residents were asked to make written submissions to the scheme prior to 30 November 1999. Submissions received were from:

- Golf Links Residents Association
- Mssrs R and L Mitchell
- Janet Begg
- Mrs K S Rae
- Residents of 73, 75 and 80 Joy Street

In summary, no additional items for inclusion were suggested, however there was some disagreement expressed over our traffic calming proposals for Joy Street, Kingsford Street, and Queensbury Street.

Our assessment of the current position is as follows:

KINGSFORD AND QUEENSBURY STREET

Traffic calming on these streets was not our preferred option, as it was determined that the speeding motorists were local to the area. It was recommended that neighbourhood speed watch or increased police enforcement be pursued to identify the offenders and reduce the level of speeding.

In terms of the Council's present project prioritising system, there would be a low priority for the funding of physical works in these streets.

GOLF LINKS ROAD

The Council constructed traffic restraints in Golf Links Road between The Palms and the Golf Links Road/Joy Street intersection during 1997. The facilities included an angled slow point just north of the mall entrance, a mid-block speed hump and a paved threshold at Joy Street. The construction was in response to local residents concerns for vehicle speeds and commercial traffic using residential streets.

The final plans were determined following intensive consultation commencing in October 1996.

JOY STREET

Concerns reported during the public meeting were those of speeding and shortcutting of vehicles down Joy Street.

Traffic engineering studies have subsequently confirmed the residents' concerns. The results of the surveys are contained in the LATMS document. When using the prioritisation process Joy Street achieved a medium priority for funding.

Figure 5 shows the proposal of 4 moderate traffic restraints (*see page 37*).

Because of this, Joy Street has been allocated funding under Neighbourhood Improvement Works in the draft 2000/2001 budget.

SUMMARY

- Figure 5 is only an indicative plan for Joy Street but it has resulted in preliminary planning and budgeting.
- The LATMS process does not require that detailed concepts be provided. These will be developed during consultation with the local community prior to implementation.
- The Council is developing more user friendly traffic restraints as a means of addressing the growing reaction to the use of "severe" speed humps for slowing speeding vehicles.
- Studies have shown that the traffic restraints already installed on Golf Links Road have proven to be effective in addressing the residents' concerns.

It is envisaged that the final Joy Street proposals will complement the traffic calming on Golf Links Road and address the current remaining concerns.

Recommendation: That the Board adopt the Shirley East LATMS as a final document.

Chairperson's

Recommendation: That the aforementioned recommendation be adopted.