

**6. WALTHAM ROAD/WILSONS ROAD – TRAFFIC MANAGEMENT
(BROUGHAM STREET TO ST MARTINS ROAD)**

Officer responsible City Streets Manager	Author Michael Thomson, Pedestrian Advocate
Corporate Plan Output: Pedestrian & Cyclist Safety Initiatives	

The purpose of this report is to inform the Board of the project to improve pedestrian and cyclist safety on Waltham and Wilsons Roads prior to full consultation with the community. Also to respond to concerns raised by Board members regarding the proposed pedestrian island outside Waltham Pool and reporting the Board's feedback to the City Services Committee following this meeting to assist the City Services when making a decision on this project.

Introduction

This project was initiated in response to community concern about pedestrians, particularly children, crossing Waltham Road to and from Waltham Pool. This road is classified as a minor arterial traffic route.

This route has been identified as a priority for provision of cycle lanes to improve the level of service and safety for cyclists. Parking demand is high between Rogers Street and Eastern Terrace all year round, due to the pool and adjacent winter sports playing fields on Waltham Park. The proposed island, as reported to the Board on 2 May 2000, was Stage I of the overall project which is now the subject of this report (see attached plan).

Objectives

The prime objectives of this project are to:

- (i) improve pedestrian safety when crossing Waltham Road by providing an island outside Waltham Pool;
- (ii) minimise loss of kerbside parking;
- (iii) provide cycle facilities in the form of marked lanes in each direction;
- (iv) provide a flush (painted) median along the entire project length to channel traffic, particularly in association with the central island.

Secondary objectives – additional benefits which can be achieved:

- (i) right turning traffic is assisted by the flush median;
- (ii) a slightly wider flush median at the bend by Austin Street will assist heavy vehicles associated with industry turning at this intersection;
- (iii) provision of a safer crossing for pedestrians along the entire project length due to the flush median;

- (iv) reduction of traffic speed due to the illusion created of narrowing of the traffic lanes with the presence of the flush median and cycle lane markings. Note: this will be a very similar arterial road traffic management scheme to that about to be installed in Colombo Street from Tennyson Street to Cashmere Road. As in Colombo Street, residents have raised concerns about the excessive speed of some motorists using Waltham Road.

Community Board Concerns

Concerns relating to the position of the pedestrian island expressed to me by Board members are:

- (i) Possibility of left turning traffic out of Eastern Terrace colliding with the island. The position of the island, north west of the Eastern Terrace intersection, combined with the larger corner radius (10 metres) results in any left turning vehicle which “hugs” the kerb having a clearance of 6 metres to the edge of the island. 6 metres is the total width of some intersections. A 12.6 metre long tour coach can easily negotiate this left turn.
- (ii) Intervisibility of the pedestrian at the poolside kerb and vehicles approaching from the north west, ie. from the City. This distance is 70 metres (with existing landscaping at pool frontage). This distance means that a vehicle travelling up to 15 km/hr over the maximum speed limit (65 km/hr) will still be able to stop, even with the longer reaction time of two seconds (Part 5 Austroads Guide – Intersections at grade). The traffic management by way of markings will slow traffic operating speeds at this location.

Community Consultation

I reported to the Board on 2 May 2000 that all property owners (including the pool management) have no objection to broken yellow lines to improve intervisibility at the crossing and to provide road space for the cycle lanes.

A publicity leaflet will be distributed to all residents and road user groups. Additional parking restrictions are required at numbers 60, 64, 82 and 131 Waltham Road, numbers 181 and 187 Wilsons Road and on the eastern kerbside of Waltham Road, between Brougham and Hastings Streets, to provide sufficient roadspace for the cycle lanes.

Recommendation: That the Board’s views on this project be communicated to the City Services Committee’s July 2000 meeting to assist the committee in making a decision to proceed with this project.

Chairman’s

Recommendation: That the project be endorsed in principal, for further consultation.