



11. ARANUI/WAINONI TRAFFIC ISSUES

Officer responsible City Streets Manager	Author Barry Cook, Area Engineer & Local Programmes Team Leader
Corporate Plan Output: Road Safety 9.5 text 38	

The purpose of this report is to provide the Board with the information requested on:

- The changed traffic patterns arising from the proposed closure of Eureka Street and Carisbrooke Street.
- Ways and means of minimising any adverse effects.
- The possibility of carrying out a “temporary road closure” in Farnborough Street until development in the new subdivision is complete.

Eureka Street carries 1,500 vehicles per day with a peak flow between 4.00 and 5.00 pm. It has been estimated that 4% of this volume is through traffic, which does not have to travel through the area. Approximately 70% of the vehicles enter or leave Eureka Street from or to the northwest. After the closure of Eureka Street these vehicles would continue to access the area from Wainoni Road using streets like Hampshire Street and Portsmouth Street.

Carisbrooke Street carries 900 vehicles per day peaking between 4.00 and 5.00 pm. It has been estimated that 12% of traffic is through traffic. Approximately 60% of vehicles enter or leave Carisbrooke Street to or from the southeast when Carisbrooke Street is closed with Stage 2 of the expressway, these vehicles would continue to access the area from Pages Road using Farnborough Street, Portchester Street, Rowan Avenue and Marlow Road.

Because Farnborough Street is the first street from Bexley Road it is likely that a large percentage of these vehicles will initially use Farnborough Street to access the area. Farnborough Street currently carries 212 vehicles per day. As the subdivision develops this number will increase significantly. The traffic from the other directions will be absorbed into the area by the use of any road.

The closing of Eureka Street and Carisbrooke Streets will increase the traffic flows on other streets in the Aranui/Wainoni area, particularly on Hampshire Street and Farnborough Street.

Farnborough Street subdivision already has traffic calming in place, which meets the requirements set out in the Aranui LATMS. The average speed measured over a seven day period was 37 km/h with an 85th percentile of 48 km/h. These figures in this environment do not justify any additional traffic calming measures. The Area Engineer has sent a copy of the data collected, and the residents’ concerns, to the New Brighton Police.

Traffic calming measures are not installed to deal with the ‘hoon’ element. In some instances these measures can attract ‘hoons’ as they are seen as a challenge. The spinning of wheels is still possible between devices. Enforcement is the best method to deal with this problem.

Any further traffic calming in the Aranui/Wainoni area would be installed when the effects of the changes can be measured and a sufficient rating is achieved to gain funding under the Neighbourhood Improvement Works programme. It is not proposed to fund such work as part of the expressway project. Works with the expressway are indicated in the Aranui LATMS attached.

The residents of Farnborough Street 'preferred option' of temporary closing Winchfield Street until the area is fully developed is not recommended. It could be many years before development is completed and a temporary closure would give new residents a false impression of the future of the area. Board members will be aware of the problems that occurred in the Parklands area when roads were opened up to connecting streets after people had lived in a street for a period of time. The Council's Legal Services Manager makes it quite clear that "temporary road closure" is for one off events like the recent America's Cup Parade and that this process should not be used for traffic management purposes.

Recommendation: That the information be received.

Chairperson's

Recommendation: For discussion.