

3. FIFIELD TERRACE – TRAFFIC SPEED

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The purpose of this report is to provide the Board with the relevant information relating to the traffic conditions in Fifield Terrace between Wilsons Road and Ensors Road. This report will also be considered by the City Services Committee.

INTRODUCTION

At the 29 May 2001 Board meeting members will recall receiving a petition from residents of Fifield Terrace outlining concerns regarding traffic speed along the street. At that meeting the Board resolved to seek a report from the Area Traffic Engineer on this matter.

This report seeks to investigate the concerns being raised by the local residents regarding traffic speed in Fifield Terrace.

BACKGROUND

In 1998 the Board received a petition from residents of Fifield Tce and York Street asking for traffic calming (road humps) to help curb vehicle speed. At that time the Board requested a report to investigate the traffic conditions in Fifield Terrace and York Street. The report outlining the traffic conditions was presented to the Board meeting of 4 August 1998. The recommendations of the Board in relation to the content of that report was:

- “1. To request that urgent attention be given to the provision of road humps and an intersection platform on Fifield Terrace.*
- 2. To put forward the works as part of it's 1999/00 Project Proposals.”*

In the following year funds were provided by Council to proceed with road humps along Fifield Terrace. A publicity leaflet was duly distributed to the community showing a proposal to install four 'road humps' along Fifield Terrace between Wilsons Road and Ensors Road. The response from the publicity leaflet was very different to the support shown in the residents' petition. The residents of Acorn Close where not happy with the proposal and a petition was received objecting to same. This resulted in a 50/50 split (for and against), so the project was officially withdrawn. All residents were advised of this decision in January 2000.

PETITION 2001

In October 1999 Council decided to place a moratorium on road humps as a traffic calming device along a street. This came about from numerous concerns many of the residents and motorists of the City had to their effectiveness. They cited the humps as causing more problems than they were solving and classed them as very anti social devices. Council agreed at that time to investigate other ways to slow traffic that was more acceptable to everyone. Such a device is the angled slow point. This type of calming is described in more depth under the "Proposal" paragraph of this report.

This petition has strong support from all residents on Fifield Terrace (Wilsons Road to Ensors Road) who have street frontage to this section of roadway. All residents have signed the petition giving 100% support. Some of these properties have Acorn Close addresses so given that in the 1999 when the previous road hump proposal was advertised no support was shown, their opinions have now changed. It is know that other Acorn Close residents support traffic calming on Fifield Terrace but are still opposed to road humps.

ROADING ENVIRONMENT



*Fifield Terrace
Locality Map*

Fifield Terrace is a riverside residential street on the northern bank of the Heathcote River. It commences at Waltham Road and runs to a cul de sac end 130 metres past Beckford Road. It has numerous junctions with connecting roads. The portion of Fifield Terrace of concern in this report is Wilsons Road to Ensors Road. This section of road is classified as a 'local' road within the overall roading hierarchy for Christchurch City.

York Street intersects with Fifield Terrace 200 metres east of Wilsons Road to form a 'tee' intersection. York Street is the only intersecting through street between Wilsons Road to Ensors Road on Fifield Terrace. Acorn Close, a small residential cul de sac, also intersects with Fifield Terrace 70 metres from Ensors Road. Residential properties bound each side of York Street.

Fifield Terrace being a riverside road only has a footpath on the residential side but joggers and walkers still use the riverbank. The roadway is reasonably open with a clear view providing good visibility. The Terrace is a designated 'Cycle Route'. York Street, on the other hand, has poor visibility at its intersection with Fifield Terrace. Retaining walls and fences of the corner properties limit motorists' visibility to the left and right. No traffic control exists at this intersection.



*Fifield Terrace
Typical Streetscape*

Fifield Terrace is contained in the proposed 'Neighbourhood Improvement Plan' (NIP) area of South Waltham. Unfortunately, due to staff resources this plan is only *proposed* ie. the traffic related concerns have not been addressed and no indication of timing can be given.

TRAFFIC VOLUME

Traffic volume was recently counted over a 24-hour period for seven days. The average daily total is 1386 vehicles. 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 Fifield Terrace was recorded on Thursday, this being 1,522 vehicles.

TRAFFIC SPEED

Traffic speed was also recently counted over a 24-hour period for seven days. This was achieved using speed tubes on the road's surface. They were positioned outside number 51 Fifield Terrace. This location was selected as being where traffic speed (from on-site inspection) appeared to be the highest. A survey using a hand-held radar unit, over a two hour period was also carried out at the same location.

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.

These results reflect a very typical speed environment and one that is common to most local roads. Whilst the data shows the typical speeds in a street, there is always the case of a minority of motorists who will travel at excessive speeds. However, this can be said for all streets.

Street	Mean Speed (km/hr)	85% Speed (km/hr)
Fifield Terrace (tube)	51	59
Fifield Terrace (radar)	52	59
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 from January 1996 to January 2001 only three accidents have been reported to the Police on Fifield Terrace. All three accidents occurred in 1999 and were at different locations along the road. However, residents have reported other accidents along the road where the Police have not attended.

PRIORITY RANKING

In 1999 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 just a few. All requests for traffic calming city-wide 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 \$700,000 for these Neighbourhood Improvement Works. This will construct 27 projects of the total list of approximately 400 requests city-wide. In the following years the Council has committed approximately \$750,000 per year to the Neighbourhood Improvement Works category.

The rating score for Fifield Terrace is 59 out of a maximum score of 100. This places this project at priority order 4 out of 71 Neighbourhood Improvement Works projects within the Spreydon/Heathcote Board area and presently within the top 10 city-wide. Knowing that this project rates high in the priority order it is likely that funding will be provided in the 2002/03 financial year. The rating sheet for Fifield Terrace is attached as Appendix 1.

DISCUSSION

Fifield Terrace is now becoming a busy riverside road, with a significant number of vehicles 'cutting through' from Ensors Road and Waltham Road. There is time saving and distance benefit to this practise. Vehicles at speed do detract from Fifield Terrace's local road environment. With the lack of property accesses on one side of the road, less side friction from property driveways occurs, so generally this means vehicle speeds increase.

Many school children walk and cycle along Fifield Terrace to use the Waltham Pool facility. As the volume counts show the weekday volume is higher than weekend traffic. This would indicate commuter traffic using the road as a short cut to their destination. In the summer months this is concerning as a local school regularly walk their pupils along Fifield Terrace to the nearby Waltham Pool. Walkers and joggers also use the Terrace all year round.

Vehicle speeds are slightly higher than similar streets in the area. Whilst the speed data shows the typical speeds in a street, there is always the case of a minority of motorists who will travel at excessive speeds. These motorists are of concern especially at times when pedestrians, joggers and others are using the riverbank for recreational purposes.

The priority rating for Fifield Terrace is higher than most due to the factors of through traffic, accidents and vulnerable road users. Vulnerable road users include the elderly, disabled, cyclists and young children.

PROPOSAL

Traffic calming of Fifield Terrace is required. Two petitions have now been received requesting this work. Numerous complaints are received on a regular basis concerning vehicle speed with the majority within the Spreydon/Heathcote wards relating to riverside roads. As no Local Area Traffic Management plan (LATM) or Neighbourhood Improvement Plan (NIP) exists any work undertaken would require Council approval. The following proposal shows four 'one way angle slow points' spaced at 100m apart along Fifield Terrace. The spacing at 100 metres maximum is to deter motorists sprinting below the slow points and thus negating the effectiveness of the slow point. This proposal will provide the best speed reduction along the road of any traffic calming devices currently able to be used. Each angle slow point would include a raised platform with landscape plantings between this and the existing streets kerb and channel. A typical slow point is shown below.



One Way Angle Slow Point

As each slow point is spaced at a maximum of 100 metres apart the approximate locations are given below. Physical features will determine their exact position ie: driveways and the responses from the public consultation closer to the time of construction.

• One way angle slow point at number 25 Fifield Terrace	\$20,000
• One way angle slow point at number 49 Fifield Terrace	\$20,000
• One way angle slow point at number 55 Fifield Terrace	\$20,000
• One way angle slow point at number 3/7 Acorn Close	<u>\$20,000</u>
Total	\$80,000

Each angle slow point is estimated to cost \$20,000. This assumes that no drainage works are required. There are of course other options to this proposal. The slow point may not need to be angled but placed against one side of the carriageway ie: the riverbank side. This could be done to move the traffic away from the adjacent property if the dwelling is located close to the road boundary and the resident has raised this concern, however the slowing effect to traffic is not as great.

If this proposal were progressed funding of the work would be required. As stated earlier in this report funding is likely to be provided in the 2002/03 financial year through the Neighbourhood Improvement Works category of the five year Capital Expenditure Programme. It is recommended that funding for Fifield Terrace be provided at the earliest possible date, as further delays would be unacceptable given the high priority ranking this project attracts.

SUMMARY

- Traffic speeds on Fifield Terrace are slightly higher than most other local roads within the area.
- 56% of vehicles on Fifield Terrace exceed the speed limit.
- Traffic volumes are near the higher end of a scale for a local road.
- Two petitions have been received from residents concerned about vehicle speed.
- Fifield Terrace is a designated 'Cycle Route'.
- The riverbank is used for recreational purposes.
- School children are walked along the Terrace to Waltham Pool.
- There have been three reported accidents along Fifield Terrace in the last five years.
- One way angle slow points can be installed in Fifield Terrace at a cost of \$80,000.
- Traffic calming should proceed at the earliest possible date.
- As there is no LATMS for this area Council approval would be required if this project were to proceed.

- Recommendation:**
1. That the information be received.
 2. That the Board support the installation of one way angled slow points in Fifield Terrace between Wilsons Road and Ensors Road.
 3. That the Board support the funding of this proposal in the Neighbourhood Improvement Works category of the five year Capital Expenditure Programme in the 2002/03 financial year.
 4. That the Board request approval from Council for the installation of one way angled slow points on Fifield Terrace between Wilsons Road and Ensors Road.

Chairman's

Comment:

I note that the only Acorn Close residents to sign the petition were people who have a frontage to Fifield Terrace. I am concerned that road users other than Fifield Terrace residents should be consulted. I also wonder whether the road could simply be closed at some point as an alternative.

Chairman's

Recommendation:

That there be wider consultation in relation to the proposal.