

## 7. FARNBOROUGH STREET - PETITION SEEKING TRAFFIC CALMING

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Corporate Plan Output: Signals and Signs 9.5.9	

The purpose of this report is to provide information to the Board concerning the petition, which was presented at the 30 July 2001 meeting, expressing concern for the safety of children and traffic safety in Farnborough Street in Bexley.

### BACKGROUND

In a deputation to the Board, residents Chris Astle and Kath Findlay raised concerns about the speeding traffic and requested a road narrowing or road closure in Farnborough Street. Much of their concern was related to “hoon” drivers using the street and an anticipated increase in traffic volumes when Eureka and Carisbrooke Streets are closed with the new expressway.

The report to the Community Board of 27 March 2000 on ‘Aranui/Wainoni Traffic Issues’ indicated that:

“Eureka Street carries 1,500 vehicles per day. It is expected that these vehicles will continue to access this area from Wainoni Road using streets like Hampshire Street and Portsmouth Street after the closure of Eureka Street.

Carisbrooke Street carries 900 vehicles per day. When Carisbrooke Street is closed these vehicles will use 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.”

It is reasonable to expect that the traffic volumes using Farnborough Street will increase when Eureka and Carisbrooke Streets are closed. The completion of the housing development will also contribute to this. It is expected that the numbers of motorists using the other streets in this area will increase in a similar manner. However, to further limit the number of streets from which motorists can access the Aranui area would just increase the volumes on the remaining streets. Farnborough Street is seen as an important access route for streets such as Winchfield Street.

The need for Neighbourhood Improvement Work in Farnborough Street was identified in the Aranui Local Area Traffic Management Scheme. Moderate thresholds were considered appropriate at the intersection of Farnborough Street and Pages Road, and in Winchfield Street at Farnborough Street. A mild threshold was also proposed in Brightstone Place. Thresholds were built in Winchfield Street and Brightstone Place as part of the subdivision development.

The threshold treatment proposed in Farnborough Street at Pages Road has not gained a high enough priority for funding on a citywide basis for this type of work, at this time.

Mr Astle suggested solutions such as chicanes and pointed out examples in Chester Street. These examples were possible because the width of the road allowed for such a sideways shift in the road. They were also possible because the road was being rebuilt at the time. These opportunities do not exist in the case of Farnborough Street. Mr Astle did not seem to favour traffic calming methods that involved a vertical shift in the road surface.

### CONCLUSION

Residents’ concern for motorist’s “hoon” behaviour in this area should be referred to the New Zealand Police for their attention. Traffic calming measures would have little or no effect in curtailing this type of motorist’s behaviour. Mr Astle described much of the problem as being of this nature. The issue of temporary road closure was reported to the Board in July.

The permanent closure of Farnborough Street to through traffic is not supported by City Streets as it provides an important link to and from the wider area of Aranui, for all road users. It is also expected that there would be objections to any road closure that was publicly notified. However, the Board may wish to pursue the road closure of Farnborough Street by contracting City Solutions to undertake the procedure.

Once the expressway is completed, the increase in traffic will be monitored and traffic calming will be implemented when justified on a citywide basis.

The Board may also wish to consider funding traffic calming measures at this stage.

- Recommendations:**
1. That the information be received.
  2. That the Council work with the New Brighton Police to address the "hoon" issue in the Farnborough Street area.
  3. That the effects of the Woolston/Burwood Expressway be monitored before any action is carried out.
  4. That the organiser of the petition be informed of the report.

- Chairperson's Recommendations:**
1. That recommendations 1 to 3 be adopted.
  2. That Farnborough Street/Pages Road be forwarded to City Streets as a priority one project.
  3. That the organiser of the petition be informed of the report and the recommendations.