

13. BRYNLEY/SPRINGS AND NEILL/SPRINGS INTERSECTION IMPROVEMENTS

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Corporate Plan Output: Advanced Transportation Planning 9.6 text 12	

This report was received by the Works and Traffic Committee at its meeting held on 24 August 2001.

The Area Engineer sought consideration to the installation of threshold treatments at these two intersection as had been identified in the 1996 Hornby Local Area Traffic Management Plan.

Background

This plan identified the need to reduce the volume and speed of traffic using Brynley Street, Neill Street and Garvins Road between Main South Road and Springs Road.

Surveys confirm that speeds are high. Complaints have also been received concerning the volume of vehicles.

Prioritisation of the proposals within the management plan indicated that the Garvins Road intersection with Springs Road should be addressed first followed by similar work at the Brynley and Neill Street intersections with Springs Road. Work at the Garvins Road intersection was completed in 1999.

Threshold Treatments

It is common practice to treat the "threshold" of such intersections in a manner that reflects the desired contrast in road functions between arterial and local roads. Generally this is achieved by narrowing the intersection of the local road and installing a paved or red asphalt road hump as well as tightening the corner radii. This achieves slower cornering speeds, reduced crossing distances for pedestrians and opportunities for landscape enhancement, all of which contribute to the message being conveyed to motorists that they are entering a changed road environment. The type of treatment proposed at both the Brynley and Neill Street intersections is a standard "Type C" threshold and will be very similar to that already constructed at the Garvins/Springs intersection.

Consultation

A leaflet illustrating and describing the proposals was circulated to the local community in July 2001. The feedback has been varied. Generally there is support for initiatives targeted at reducing the speed of traffic in both roads. However on the specific issue of the proposed threshold treatments there tends to be a significant number of people opposed. Many are opposed on the basis that they believe the proposals will do little to curb speeds in the streets.

Brynley/Springs

Of the 18 submissions in support 10 felt that additional traffic calming along the road would be beneficial.

Of the 11 submissions in opposition 6 were opposed purely on the basis that the proposal would not address concerns relating to the overall speeding problem in the street.

Of the total submissions 10 commented on the need to preserve dual exit lanes.

Neill/Springs

Of the 17 submissions in support 10 felt that additional traffic calming along the road would be beneficial.

Of the 6 submissions in opposition 3 were opposed purely on the basis that the proposal would not address concerns relating to the overall speeding problem in the street.

Of the total submissions 9 commented on the need to preserve dual exit lanes.

Although the majority of submissions support the proposals, the level of opposition is significant enough to justify re-examination of the issues.

Discussion

Both Brynley and Neill Streets serve a local access function only and their role is not to cater for through traffic movements. They are wide and straight therefore conducive to higher vehicle speeds.

The majority of concerns from residents can be appeased by the knowledge that further work is planned and these proposals are merely the start. Widening the throat of the proposed thresholds would also address concerns relating to congestion.

Conclusion

The proposed threshold treatments are the beginning of a commitment to improve the residential amenity for residents in both streets. When viewed in isolation they do not address the issue of excessive speed on either street. But when viewed within the context of the further work proposed in the Traffic management plan it can be seen that they are an important step in the right direction.

Helen Broughton/Mike Mora moved "that further community consultation, via the Wigram Residents Association calling a meeting, be undertaken to discuss the proposals and the concerns raised in response to the leaflet.

On a show of hands, this was **lost**, by two votes in favour to three votes against.

Copies of plans relating to these projects are attached.

- Recommendation:**
1. That the Community Board approve the proposals for Brynley/Springs and Neill/Springs intersections, to the 9 m throat widths.
 2. That the Wigram Residents Association be asked to include this into their next newsletter (to advise community of the decision).
 3. That the Wigram Residents Association engage in dialogue with local Police on the concerns relating to traffic speed on Brynley and Neill Streets.

Chairperson's

Recommendation: That the Committee recommendations above be adopted.