

6. SALTAIRE STREET - A LIVING STREET

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The purpose of this report is to inform the Board of the feedback received as a result of the release of a publicity brochure on the Saltaire Street Living Street proposal to the wider community for comment.

BACKGROUND

Saltaire Street is a short street linking Marriotts Road with Bower Avenue in New Brighton. It is scheduled for kerb and channel renewal in the 2004/05 financial year and a budget of \$195,000 has been allocated. It is part of the Living Streets showpiece project portfolio.

Approval was given by the Board at its 14 July 2003 meeting to follow the Community Based Collaboration Process for Living Streets (attached). A meeting and workshop was held with local residents and residents' associations on 11 August 2003 from which draft objectives were developed. The Board endorsed these objectives and approved the release of the draft options to meet the objectives for comment at the 15 September 2003 Board meeting. A second meeting with residents was then held on 13 October 2003. At this meeting those in attendance showed overwhelming support for a single option, which the Board then agreed at its 10 November 2003 meeting to distribute to the wider community for comment.

WHERE ARE WE IN THE PROCESS?

We are currently at Stage 7 of the process: *"Refine the option based on the outcomes of Stage 6 feedback"* (see attachment).

OBJECTIVES

The objectives were endorsed by the Board at the 15 September 2003 Board meeting and agreed upon by the local residents at the 13 October 2003 public meeting. The objectives are:

1. To significantly reduce the volume of through traffic.
2. To reduce the speed of traffic.
3. To enhance the streetscape.

The endorsement of the first objective is significant to the discussion relating to the proposed design of the Saltaire Street/Marriotts Road intersection. To significantly reduce the volume of through traffic, restrictions to turning movements are fundamental. Significant reductions in traffic volume would not occur through the use of speed humps or narrowings due to the attractiveness of Saltaire Street as a through route.

COMMENTS FROM THE WIDER COMMUNITY

Nearly 3,000 publicity leaflets were distributed to households bounded by Bower Avenue, Beach Road, Marine Parade, Pacific Road, Tedder Avenue, Marriotts Road, and Rookwood Avenue. This is the likely catchment for regular users of Saltaire Street. Responses were received from 87 households through the post-paid submission process. A petition containing 453 signatures has also been received.

The focus of all the submissions is the proposed design of the Saltaire Street/Marriotts Road intersection. The balance of the proposal received very little comment.

In total 536 responses (including the petition) were received in opposition to the intersection design and five in support.

The main reasons submitters oppose the intersection design are:

- Disadvantages to through traffic in terms of travel time by being diverted from current route.
- Increased pressure on the Marriotts Road/Bower Avenue and Marriotts Road/Rookwood Avenue intersections that are perceived to be substandard and/or unsafe.

- Increased traffic volumes on Marriotts Road are perceived to have an adverse effect on the levels of safety outside community facilities; that is, the crèche and church.
- Increased traffic volumes on other roads within the catchment are perceived to have adverse effects.

DISCUSSION

The amount and content of the submissions reflects the strong opposition to the intersection design from the wider community. This should not be viewed as a failing of the process. Moreover, the process has worked well. A good understanding has been gained of the issues concerning the residents of Saltaire Street and how they see these being addressed and a good understanding has been gained of the issues concerning the wider community. Although some residents from the wider community would have welcomed an invitation to the early planning workshops, this would have been counter-productive in terms of vastly conflicting objectives and options. What is important is that people have had an opportunity to have their say and be heard.

The issues raised by submitters are their opinions and perceptions and these are important. Quantifying any decrease in the level of service or safety to the roads or intersections that would experience increased traffic volumes is possible, however, unlikely to change people's perceptions. For example, both Marriotts Road/Rookwood Avenue and Marriotts Road/Bower Avenue intersections have good safety records but this may not affect the community view that both are dangerous. Similarly there is little correlation between traffic volume and road safety outside churches or crèches; however, the community sees increased traffic as a threat to the level of safety for people attending these facilities.

The proposal has little impact from the traffic engineering perspective. The capacity of the network is not affected and existing intersections can absorb the changes in demand.

The process has clearly revealed that the most contentious issue is that of accessibility. There is no doubt that although Saltaire Street has a "local road" classification, it provides an important link in the trip patterns of many people within this community. This needs to be balanced against the quality of life issues raised by the residents of Saltaire Street who experience the adverse effects of this traffic.

Ideally we should be attempting to maximise motorists' use of the arterial network for all trips. Saltaire Street provides the shortest and most convenient access onto the arterial network (Bower Avenue). However, as mentioned in previous reports there is clear indication in the North New Brighton Neighbourhood Plan that Marriotts Road south of Pacific Road should act as a collector and distributor of traffic for the catchment. This is signalled by the absence of any traffic calming features along this stretch. The use of Saltaire Street is discouraged in the Neighbourhood Plan.

CONCLUSION

There is significant opposition to the component of the Saltaire Street project involving the design of the intersection with Marriotts Road. The balance of the project is well supported by the majority of Saltaire Street residents with little or no comment from the wider community.

The issues for and against the proposed design are finely balanced. On one hand Saltaire Street is important to the community as a convenient and perceived safer route onto and off the arterial network. On the other hand significantly reducing the volume of through traffic on Saltaire Street would improve the quality of life for its residents and help support the key result areas associated with this Living Streets showpiece project.

Staff

- Recommendations:**
1. That the information be received.
 2. That the Board consider the intersection design at Marriotts Road/Saltaire Street in the Saltaire Street Living Street proposal.

Chairperson's

- Recommendations:**
1. That the information be received.
 2. That the Board acknowledge the value of Saltaire Street for accessibility by North New Brighton residents.
 3. That the intersection proposal for Marriotts Road/Saltaire Street be designed to safely carry two-way traffic.

4. That traffic calming measures be designed within Saltaire Street to calm through traffic speed and to encourage the use of alternative routes.
5. That Saltaire Street residents be consulted regarding the traffic calming measures.
6. That the balance of the Saltaire Street Living Street project be endorsed by the Board to proceed to Stage 7 of the process when the traffic calming measures have been approved by the Board.