

Petition: Officers' Response

Title: Traffic Calming Measures for Sunshine Ave and Victory Ave, Karori

Primary Petitioner: Jay Wards
Total Signatures: 34

Presented by: Paul Barker
Contact officer: Steve Spence
Director responsible: Derek Fry

Officers' recommendation:

Officers recommend that the Committee:

1. Receive the petition and refer it to officers to inform their work

Background:

The Petition "Traffic Calming Measures for Sunshine Ave and Victory Ave, Karori" was initiated by Jay Wards of 14 Sunshine Ave.

The petition is from residents of 14 to 46 Sunshine Avenue and 2 to 12 Victory Avenue. A total of 34 signatures were collected between 24 July 2012 and 3 August 2012.

Officers' response:

A traffic count taken outside #34 Sunshine Avenue shows that there are approximately 1100 vehicles per day in both directions. The mean speed was recorded at 52km/h and the 85th percentile speed at 59km/h.

A traffic count taken further up the hill outside #12 Victory Avenue shows a slightly higher volume of 1600 vehicles per day. At this location the mean speed was recorded at 49 km/h and the 85th percentile at 43km/h

The NZ Transport Agency's crash database for the most recent complete five year period, 2007-2011 shows three reported crashes on this section of road. These three crashes exclude the two recent crashes mentioned by the petitioner. Of the three crashes, only the one near the intersection of Victory Avenue and Tobruk Street involved an injury; this was an 11year old cyclist travelling downhill at speed and lost control and hit a bus head on suffering serious injury.

While traffic calming is desirable on this section of road as the measured speeds are higher than expected for a local road, the mechanisms for calming are difficult to implement safely and could be expensive.

It is Councils experience and supported by international experience that speed humps installed on roads with grades such as Sunshine Avenue can create more of a hazard and be a problem. We use speed humps generally as a deterrent to using a road as well as a speed reducing mechanism.

Things that could be considered:

Traffic Calming Measure	Issues	Costs
Speed Humps	Not suitable for buses, generally not accepted on inclines. To be effective humps would need to be placed at 70m intervals with the first being at a point before motorists get their speed up. We would likely need 6 humps	\$40,000

Speed Cushions	Similar to speed humps, can be used with buses and ok on gentle inclines, Sunshine & Victory would require 6 sets of cushions	\$60,000
Roundabout at Sunshine & Victory intersection	Very localised but significant impact on reducing speed however it will need to be designed to accommodate a bus.	\$30,000
Roadmarking	Install double yellow centrelines and edge lines to reinforce narrowness of the traffic lanes, potentially effective low cost option	\$1500
Driver speed feedback signs	Electronic signs that indicate when drivers should reduce their speed.	\$14,000
Chicanes	Not very effective on a bus route and low volume roads. Not recommended for this route	N/A

Whatever form of traffic calming is selected for this road it would likely draw significant opposition from the remaining residents of Victory Avenue and those residents of Montgomery Avenue and the streets that feed off it.

The programme for 2012/13 minor safety works is in place with projects either under construction or ready to be constructed. It is recommended that officers prioritise this request for traffic calming work against the many other requests to help inform the works programme in future years.