

Councillor Questions and Answers

Pūroro Hātepe | Regulatory Processes Committee meeting of 13 April 2022

The following questions were received from Councillors regarding items on the agenda of the Pūroro Hātepe | Regulatory Processes Committee meeting of 13 April 2022.

Item 2.2 Traffic Resolutions

Edinburgh Terrace and Russell Terrace – Speed Enquiries:

What is the plan and rough timeline to undertake further speed analysis on Russell Terrace?

Our speed data is considered out of date in the vicinity of the intersection of Russell Terrace and Edinburgh Terrace. We have ordered new speed surveys to investigate and assess the speed concerns raised. These surveys will take up to 4 months to be completed due to finding suitable time periods. Russell Terrace safety improvements are already included onto the minor works programme for further investigation on traffic calming measures due to public concerns raised along sections of Russell Terrace primarily speeding concerns.

A timeline to these investigations is uncertain due to the number of projects already prioritised and awaiting delivery. The process of prioritisation starts by collating all proposed improvement projects before ranking them based on their safety and operational issues. The information required for further investigation includes crash data, speed counts, pedestrian counts and surrounding environment.

The reason that we undertake these investigations in a structured way is that we need to assess all safety improvements such as this request in a consistent manner. This makes it possible for us to determine which projects with the greatest safety risks and operational problems will receive a higher priority for investigation, given that there are limited funds for these types of minor works improvements.

How many other complaints have been made about speed on Russell Terrace?

There were 4 complaints made regarding speeding concerns along Russell Terrace.

Regarding the suggestions from submitters on a yellow line to create better visibility from Edinburgh Terrace to northbound traffic on Russell Terrace, are there other incidences where we have done this and had good results? I know the challenge in this case as submitters have said, is that you do need to drive up beyond the rise to see if there is oncoming traffic, which is quite dangerous, as you can't see until you are right out onto the road.

There are sufficient broken yellow lines at the intersection to ensure vehicles are parking well clear of the intersection. The minimum requirement of broken yellow lines is 6 metres at an intersection. This intersection has parking restrictions on both sides in excess of 6 metres when exiting Edinburgh Tce. As part of the officer feedback, we will monitor the intersection after the proposed changes to determine if additional broken yellow lines on Russell Terrace are warranted. We are always aiming to ensure acceptable visibility at the intersection while balancing the need to calm traffic speed along the road. Parked vehicles are a form of roadside friction to discourage drivers from speeding as cars

parked on either side of the road reduce the perceived width of the road to a narrower road, encouraging greater care when driving.

We will also ensure that the yellow stop limit lines are positioned according to the safe guidelines of approximately 1.5 metres from the white dashed continuity line. This will ensure enough visibility when turning out of Edinburgh Terrace as the vehicle will be positioned forward. The existing broken yellow lines at the intersection will also ensure clear visibility in both directions.

Quebec Street:

Was there any further feedback from Greater Wellington about doing the joined-up speed humps rather than the cushions which drivers could be swerving to avoid?

Officers have ordered pedestrians counts for this area to assist the investigation into the pedestrian desire lines and any crossing points as requested by the Residents Association. We will wait for the counts to be completed before beginning further investigations, designs and consideration into changing the speed cushion into speed humps and locations for crossing points along this stretch of road. This investigation is a separate package of work and will form a project outside the Traffic Resolution process. GW will be involved in the designing stage for operational input.

Were you able to write the letter to Perry Aspros to discuss how these decisions had been made? If yes, could you forward this to me as well, please? If not yet, could you let me know when we would be able to do that?

We will respond to Perry Aspros once we have the pedestrian counts information to provide him a timeline on our investigation on the pedestrian desire lines, any crossing points and design of the area in relation to traffic calming measures.