

Waihoru
Spreydon-Cashmere Community Board
MINUTES ATTACHMENTS

Date: Tuesday 12 July 2022
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

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Karolin Potter,
The Board Chair,
Spreydon -Cashmere Community Board

Dear Karolin,

A number of residents have contacted the Addington Neighbourhood Association regarding traffic speed in the residential streets of Addington . Residents are concerned with the significant inconsistencies in speed limit across the suburb and consider the speed limits in many parts of the suburb are too high for the narrow and increasingly congested streets. On behalf of Addington residents, the ANA is seeking a consistent 30kph speed limit across all minor streets in the suburb.

Map 1

To illustrate the inconsistencies in speed limit, we have supplied an image of the Addington area boundaries (marked with heavy black broken lines), according to historian John Wilson, who wrote the book *Local Lives; A History of Addington*.

Some streets on the map are highlighted in various colours:

- * Blue represents a 60kph area, the Brougham Street Expressway. and Blenheim Road. Brougham Street Expressway speeds are currently under review by Waka Kotahi.
- * Red represents the 40kph area between Selwyn Street and Lincoln Road, from Brougham Street to Harman Street.
- * Green represents the 30kph area around the Selwyn Street shops and Addington School . Lincoln Road will reduce to 30kph after bus-lanes are completed (in November 2022 ?)
- * Yellow represents streets which are 50kph .

The group of streets between Selwyn Street and Antigua Street are currently in the Central Ward, but are due to return to the Spreydon Ward later this year.

These inconsistencies in speed cause confusion for drivers and lead to rat-running (ie. Taking short-cuts to avoid congestion).

Additionally, Addington streets are narrow and increasingly congested, due to housing intensification and workers parking in the suburb during the day. There is increasing conflict between cyclists, pedestrians and motorists.

Map 2

We are seeking a reduction of the speed limit to 30kph in all minor streets in Addington, if possible.. We have supplied a second map showing a lot more streets reduced to 30kph, marked in green.

Speed marking should also be placed on the roadway surface, to make drivers more aware of the reduced speed, including when changing streets within the 30kph area.

Note Selwyn St end of Rosewarne Street has no signs.

We accept that Brougham Street will remain at 60kph (unless Waka Kotahi decide to reduce it), and that Selwyn and Antigua Streets will possibly remain at 50kph, because of the high traffic volumes which use them (although at peak times , this is aspirational at best). Addington is a transit suburb, which motorists pass through to enter or leave the Central City. At peak times , the traffic is moving at crawl speed.

We have previously been told that a reduction to 30kph is unlikely, as it is too low a speed. We argue that 30kph should be introduced in Addington streets for the following reasons:

1. The proposed Lincoln Road changes include a reduction in speed to 30kph for the section between Barrington Street and Moorhouse Avenue. Now is the time to make co-ordinated changes which reflect more consistency of speed for a primarily residential area.
2. 30kph is a safer speed for areas trying to encourage more pedestrian and bicycle traffic. This was the reason given by CCC for reducing many Central City streets to 30kph. Lower speed equates to better survival rates, should there be an accident.
3. We are not asking for something which has not been done elsewhere. Some other Spreydon-Cashmere Ward streets have been reduced to 30kph, including Selwyn street, in front of the shops. Streets near Cracroft and off Hoon Hay Road near Sparks Road have also been reduced to 30kph. Other wards also have 30kph areas.
4. Proposed changes to the Brougham Street Expressway and the related upgrades are likely to lead to more motorists "rat-running" through minor residential streets, in an attempt to avoid the necessary road works required by the upgrade. We hope that a slower speed limit would discourage such behaviour.

Higher density housing with insufficient off-street parking, compounded with reduced on-street parking, is causing competitive behaviour to get what on-street parking is still available. Many people who work to the North of Moorhouse Avenue park in Addington streets during the working week. Some people are parking where they should not, making it difficult to negotiate the streets..

We need a solution that will slow the traffic without reducing the number of car parks that are available for the rapidly increasing number of residents coming into our suburb. Putting more street obstacles in place might slow the traffic, but it is at the cost of needed parking spaces.

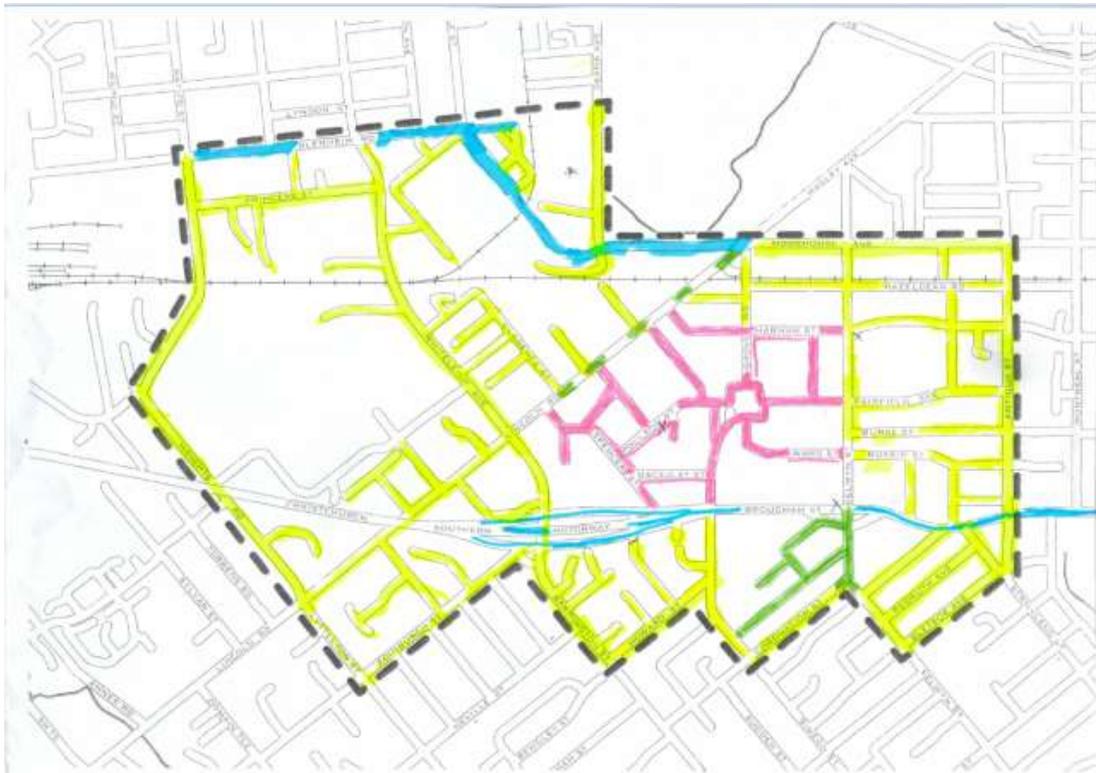
Road humps are not always successful in getting cars to slow down. Traffic calming measures were installed throughout Addington in the 1990s. These have been helpful, but can only do so much if not augmented with lower speed limits.

We need to discourage speed, but allow for a situation where an alternative route might be needed through minor streets, so cannot block entrances to streets, nor create a maze of cul-de-sacs, as some cities have done. An example of this was during the Mosque Attack event, when a part of Brougham Street was closed and heavy traffic (including buses) was redirected down Burke Street, which is very narrow in parts.

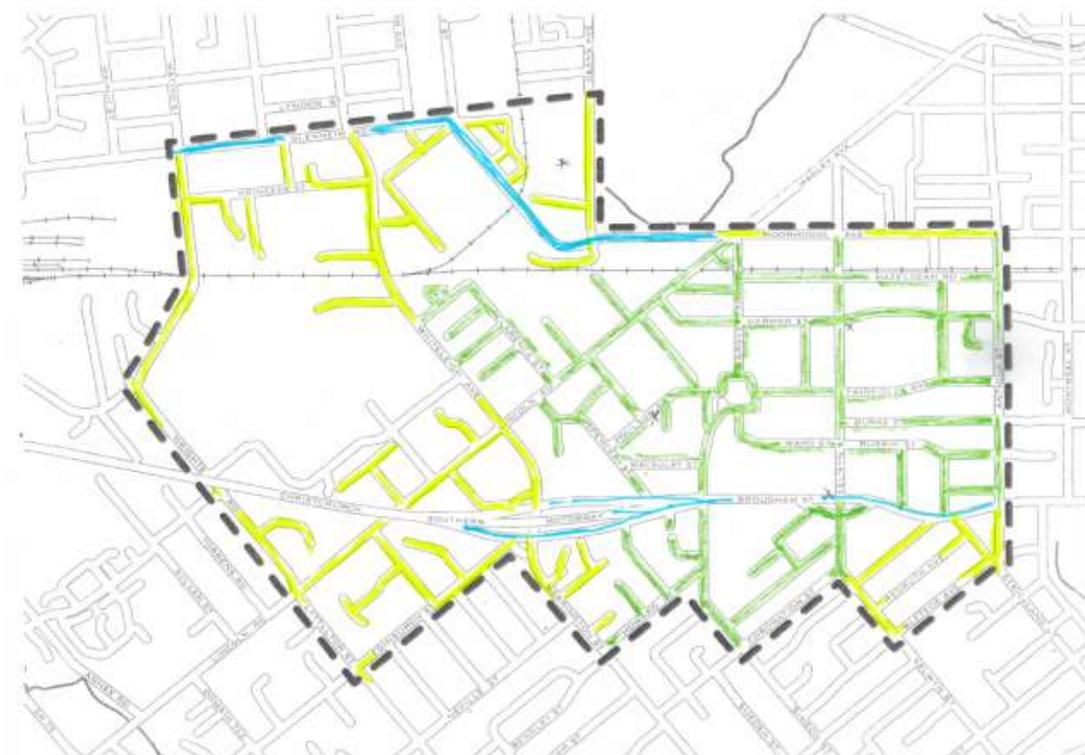
We are, therefore, seeking the Board's help in reducing the speed of traffic in Addington streets to 30kph for as much of Addington as possible.

Regards
Christine Blance, Acting Chairperson
Graham Robinson, Treasurer
and Gareth Wright, Secretary
on behalf of

Addington Neighbourhood Association,
21 Church Square, Addington



Existing Speed Limit



Requested Speed Limit – 30km/h for 'green' roads