

HALE STREET LINK COUPLET SCENARIOS FEEDBACK
24 May 2006



With the short time frame provided for feedback the Association cannot be deemed to represent the views of individual member organisations in particular those who could be significantly impacted by the HSL and the revised couplet scenarios. Many of these organisations have attended the stakeholder meetings and have been encouraged to submit their own feedback.

The Association requests that the study group fully considers all of the comments raised by individual organisations in the precinct as a part of the overall assessment and final recommendation to Civic Cabinet.

With this in mind the Association feedback on the couplet scenarios are provided below.

The ultimate vision for the Merivale/Cordelia Street area and its immediate environment?

The Association's ultimate vision for these two streets and the immediate environment is for a traffic engineering treatment that can balance the competing needs of local access and through access. Our strong desire is to also establish a high level of connectivity for pedestrians, cyclists, public transport as well as private vehicles.

Our vision is for an active street network where people and traffic can exist in harmony. An environment where people can conduct business, live, work and recreate.

SBBA Position on the Couplet Scenarios

The Association currently favours scenario 2 or 3, to be clear that is; an improved two-way major Cordelia Street and minor Merivale Street.

We are not in a position to make specific comment on the impact of the inclusion or removal of right hand turns other than to raise that without right hand turns on Cordelia Street local access will be adversely impacted with the likelihood that Merivale will have additional traffic pushed onto it.

We suggest that a solution somewhere between scenarios 2 and 3 would be the most appropriate to provide the best solution for all modes of transport.

The SBBA supports the two-way major/minor for these streets for the following reasons;

- Any development/project that improves local access and connectivity is strongly supported.
- The two-way major/minor scenarios are the best option in supporting the Association's position of pedestrian and local traffic connectivity.
- Reinstatement of a two-way flow will promote active streets with the potential, particularly in Merivale Street, for increased commercial, retail and residential activation over time.
- The two-way major/minor will encourage traffic condition more conducive to improved street activation.
- Retention of one-way streets provides a temptation for increased through traffic over time and a higher speed environment.
- Retention of one-way streets is a serious inconvenience to local businesses.

The Association strongly support streetscape improvements to these and other related streets/intersections including improved footpath standards, enhanced footpath lighting, pedestrian refuges to reduce crossing lengths, improved streetscapes, and the addition of landscaping, shade, shelters and street furniture. We are also fully supportive of traffic calming considerations such as 'platooning' and the installation of red-light cameras in both scenarios.