

Council has plan for busy Mill Rd

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By ANTONY PALTRIDGE

ROAD humps and curb extensions should put an end to New Plymouth's busy Mill Rd being used as a speed track, the New Plymouth District Council believes.

The council has circulated a proposal, to all residents in the street, which involves placing speed humps at either end of Mill Rd and three sets of curb extensions, which reduce the road to a single lane, between them.

For several years, residents have complained of damage caused by speeding motorists hitting their parked cars and that a narrow, windy and steep neighbourhood road had become a busy short-cut between Dawson St and Carrington St.

Roading engineer John Sutton said that in June 1991, the works and services department sent out a questionnaire to all residents. Of the 69 replies, 11 favoured no change, seven favoured one-way traffic from Carrington St to Dawson St, 13 favoured one-way traffic from Dawson St to Carrington St, 18 favoured humps, six favoured curb extensions and 23 favoured the creation of two cul-de-sacs.

Mr Sutton said the department favoured using humps and curb extensions because there were far less planning problems than if the cul-de-sac option was chosen.

If anyone decided to object to stopping the road to create a cul-de-sac, the matter had to be referred to the Planning Tribunal.

Because through traffic would have to

slow considerably to negotiate the humps and curb extensions, many vehicles would be discouraged from using the street.

While the work would still allow large vehicles to use the road, they would be discouraged from doing so, thereby reducing noise and vibrations in the neighbourhood.

This option would also allow residents and their visitors to keep access to their properties from either end of the street, Mr Sutton said.

He said this method had been successfully used elsewhere in New Zealand as a way of discouraging through traffic.

The final design and costings had not yet been completed and the department was seeking comment from residents

before February 25.

Mr Sutton said it was possible that if the council approved the scheme and the necessary funding, the work might be done in the 1994-95 financial year.

Resident David Shearer, whose parked car was three times hit by speeding vehicles, welcomed the council's proposal.

Other residents he had spoken to were also happy with the idea.

Mr Shearer said he favoured this approach over turning the road into two cul-de-sac streets.

Residents living in any cul-de-sac created in the southern end of the street would be forced to travel by the one-way system and Carrington St to get to the western part of the city.

MILL ROAD TRAFFIC MANAGEMENT SCHEME

