

5. **RICCARTON/WIGRAM WORKS AND TRAFFIC COMMITTEE  
REPORT OF 22 SEPTEMBER 2000**

The Board was in receipt of the outcomes of the Works and Traffic Committee meeting of 22 September 2000.

**1. HORNBY/HEI HEI HEAVY COMMERCIAL VEHICLE STUDY**

The Board was in receipt of this study, commissioned earlier in the year to address concerns from residents about the heavy commercial vehicle usage of the residential streets.

The consultant's representative was in attendance, with a suggested two stage strategy for implementation.

The Board **decided** to support the study outcomes and revised the implementation of this into a three stage strategy, which has been forwarded to the City Services Committee for its consideration.

**2. NEW ZEALAND POLICE, HORNBY: REQUEST FOR SUPPORT TO COMBAT DISORDERLY BEHAVIOUR IN THE KLONDYKE INDUSTRIAL SUBDIVISION**

On behalf of the Hornby Police, Messrs John Doyle and Paul Hughes were in attendance.

There have been ongoing concerns relating to the congregation of young people for the purpose of drag racing or burn-outs and general disorderly behaviour. Over recent years this type of activity has been occurring in the Klondyke subdivision.

The City Streets Unit spends a considerable sum of money every year repairing damage to road surfaces caused by these people pouring diesel over it to spin their tyres. The total cost to the community in damages alone exceeded \$100,000 last year.

The Police are limited in what action they can take.

**Options**

(a) Bylaw

The Police have asked Council officers to consider the development of a bylaw that prohibits private cars from entering these undeveloped areas during certain hours.

(b) No Stopping Restriction

An alternative to the bylaw would be a "no stopping" restriction covering the appropriate time of day.

(c) Physical Engineering Works

The development of things such as speed humps, chicanes and other similar obstacles has proved largely ineffective in the past.

(d) Road Closure

The Police have the authority under the Local Government Act to close a road where they believe public disorder exists or is anticipated.

**Conclusion**

This problem is producing a significant unwanted and very unnecessary cost to the Police, the Council and ultimately the community. It is acknowledged that there are perhaps grounds for providing a purpose built facility for this type of activity. In the short term however it is important that steps are taken to eliminate the problem occurring in inappropriate places.

The most cost-effective solution to the problem is a bylaw. This has strong support from the Police and the problem could be overcome quickly. The bylaw would initially apply to roads within the "Klondyke" subdivision and additional roads could be added if/when the problem surfaces elsewhere.

A draft bylaw with an accompanying road schedule was tabled, which is similar to that being used by two Auckland Councils to address the same issue.

Members also saw a video, which graphically highlighted the activities of these young persons.

The Board **decided** to ask the Council, through the City Services Committee, to introduce an appropriate bylaw to restrict the use of the identified roads (within the industrial subdivisions) and that the Board and the Hornby Police be granted speaking rights to promote this.

3. Other Matters Received by the Committee

- Westmorland Residents Association roading and landscaping improvements
- Riccarton Retail Car Parking
- Middleton – Matipo Residents Association traffic issues

The Board **received** the report.