

1. HORNBY-HEI HEI AND ISLINGTON HEAVY COMMERCIAL VEHICLE STUDY

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Corporate Plan Output: Advanced Transport Planning	

The purpose of this report is to seek approval to commence implementation of a strategy targeted at reducing the adverse effects of heavy commercial vehicles in an area within the Hornby-Hei Hei and Islington communities.

INTRODUCTION

For several months Council staff, consultants and elected members have been working closely with the communities in the Hornby, Hei Hei and Islington areas towards reducing the adverse effects of heavy commercial vehicles (HCVs).

Many initiatives from a variety of sources have been forthcoming culminating in a comprehensive study and report being prepared by Dr Shane Turner from Beca Carter Hollings and Ferner. The majority of residents' associations and Community Board members have generally supported the recommendations of this study. The City Streets Unit also generally supported the recommendations but expressed the desire to implement the recommendations within the context of its "Living Streets" charter.

The unique nature of the area and indeed the recommendations, coupled with the complexity of the issues necessitated a special meeting (including a bus tour) of the City Services Committee on 21 March 2001.

THE NEXT STEPS

The realisation that the extent of the problem being experienced by these communities is in fact relatively unique in contrast to most suburban residential catchments is perhaps the cornerstone for building a successful strategy. The importance of this should not be underplayed, as it is vital in the consideration of subsequent requests that are likely to be forthcoming from other communities following implementation of this strategy.

RE-DEFINING THE AREA

It must be recognised that the original study area as defined by the Community Board, and which is used in Dr Turner's report, extends south of the Main South Road and includes the triangular area of land bounded by Halswell Junction Road, Shands Road and Main South Road. It is proposed that this area be excluded from the application of this strategy. The basis for this is that the area south of the Main South Road is slightly different in character and is significantly complicated by the traffic signals at the Seymour Street/Main South Road/Parker Street junction. Whilst not ruling this area out of future extensions to the area covered by this strategy, resolving the complexities of the Seymour Street issues could cause significant delay to its implementation.

THE STRATEGY

The basis of the strategy is aligned in accordance with Living Streets and is quite straightforward. We accept the "Rooms and Corridors" philosophy. We have built on this to develop strategic HCV routes through the area giving good connectivity by including two key connections that, although classified as "Local" roads, are established and important HCV routes i.e. Halswell Junction Road (Main South to Waterloo) and Roberts Road.

This strategy is essentially the same as Dr Turner's approach but recognises the fine balances that prevail between the traffic carrying function of network roads and the wishes of residents that live on these roads. Basically a HCV ban is proposed on most local roads which may be attractive or may become attractive as HCV short cuts within the area (refer attached map). It should be noted that this is a departure from the normal application of a heavy motor vehicle ban where there is evidence that a particular road experiences high percentages of heavy commercial traffic. Many of the roads involved in this exercise do not have large volumes of HCV's.

Probably the most important aspect of the proposal is the lifting of the existing restriction on vehicle length over the railway line on Halswell Junction Road at the Waterloo Road intersection. As mentioned, this is a vital link considering the proposed ban on Foremans Road from Halswell Junction Road to Parker Street. Re-establishing this as a HCV link will remove the pressure from Foremans Road and to a lesser extent Parker Street. It will also play an important role in terms of connectivity especially as Transit New Zealand moves to possibly signalise the Halswell Junction/Main South intersection. In the intermediate term it also seems logical considering the southern arterial will discharge onto Halswell Junction Road.

To re-establish the Halswell Junction Road link to Waterloo Road the possibility of a vehicle queuing over the railway lines needs to be eliminated. The only practicable way of achieving this is to give Halswell Junction Road traffic priority over Waterloo Road traffic. The preferred method of achieving this is by signalising the intersection (refer attached plan).

CONCLUSION

Throughout the process all parties have essentially been moving towards a common objective which is an improvement to peoples quality of life by minimising some of the adverse effects associated with heavy commercial vehicles. As discussed, the area is suffering from a reasonably unique problem which has highlighted the need for a strategy that is, in itself, unique.

Principally the strategy is aligned to "Living Streets" which endorses the rooms and corridors approach but recognises that all streets are for living. The strategy will ban heavy commercial vehicles from certain roads that are/may be used as short cuts and will confirm the use of other roads. It is intended as a trial. It will be closely monitored and applications of the strategy to other areas will depend on its degree of success.

The application of the strategy in this area is largely dependent on re-establishing the Halswell Junction Road link and cannot be implemented in totality until this has been achieved.

The cost associated with the implementation of the strategy, which includes appropriate signage and the signalisation of the Halswell Junction Road/ Waterloo Road intersection, is estimated at \$90,000.

- Recommendation:**
1. That the information be received.
 2. That the Annual Plan Working Party be requested to include a line item in the Capital Works Programme to fund a project that will ban the through routing of heavy motor vehicles from a number of roads in the Hornby, Islington and Hei Hei areas. A provisional sum of \$90,000 should be set aside for this purpose.
 3. That the following initiatives be taken to implement this project:
 - (i) Install signals to control traffic entering the Halswell Junction Road/Waterloo Road intersection.
 - (ii) Erect appropriate traffic signs to prohibit the through routing of heavy motor vehicles on the following roads:
 - (a) Hei Hei Road
 - (b) Tirangi Street
 - (c) Aurora Street
 - (d) Wycola Avenue
 - (e) Taurima Street
 - (f) Foremans Road (Halswell Junction Road to Parker Street)
 - (g) Steele Street

4. That Special Order proceedings be commenced to alter the Christchurch City Traffic and Parking Bylaw 1991 to include restrictions on the movement of heavy motor vehicles on the roads described in (3) above.
5. That staff report on the traffic flow, cost of possible improvements and other information concerning the Pound Road, Waterloo Road, Main South Road and Pound Road, Yaldhurst Road intersections.