

13. TRUSCOTTS ROAD ALTERATIONS

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| General Manager responsible: | General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Manager Transport and Greenspace |
| Author: | Barry Cook, Network Operations and Traffic Systems Team Leader |

PURPOSE OF REPORT

1. The purpose of this report is to update the Board on investigations into improving the traffic behaviour in Truscotts Road.

BACKGROUND

2. Board members will recall a deputation by appointment from Bryan Lintott to its 8 March 2006 meeting requesting “a traffic bylaw” at Ferrymead.

DISCUSSIONS

3. The Christchurch City Traffic and Parking Bylaw 1991 allows the Council by way of resolution to add roads to the ninth schedule (Street Racing Prohibition), which provides a ban on vehicles under 3,500 kg from using that road on Friday, Saturday and Sunday nights. This was a mechanism which was very effective at eliminating “hoons” from industrial cul-de-sacs in the Wigram Area.
4. More recently the law has been changed which gives the Police more powers to deal with these issues.
5. Truscotts Road is not an industrial area and there are functions held at Ferrymead Heritage Park at night where vehicles under 3,500 kg are expected to be used. Although bonafide vehicles are exempt, this would make enforcement in this situation very difficult.
6. With the new laws, it is not appropriate or necessary to continue the proliferation at night time vehicle bans across the city.
7. Additionally, Truscott Road is in the process of being legally closed. (Road Stopping).
8. As an interim measure, staff looked at measures that could be installed now, in anticipation of the ‘road stopping’, that would discourage ‘hoon’ behaviour in Truscotts Road. A plan (**Attachment 1**) of a proposal for the intersection of Truscotts Road and Deavoll Place was prepared and circulated for comment.
9. The concept was well received, however, the Heathcote Valley Neighbourhood Association will not support the construction of the proposal until after the ‘road stopping’ has taken place. The proposal is seen as creating other issues like headlights shining into houses and tyres skidding when ‘hoons’ negotiate the new intersection layout.
10. The ‘road stopping’ process is a long and drawn out legal process that is still requiring a number of legal issues to be resolved. Currently it is expected to be complete by mid 2007.

CONCLUSION

11. It is not appropriate to include Truscotts Road in the ninth schedule of the Traffic and Parking Bylaw, particularly when Truscotts Road is going through ‘road stopping’ procedures.
12. It is not appropriate to carry out the proposed works at the intersection of Truscotts Road and Deavoll Place until after the ‘road stopping’ has been completed.

FINANCIAL AND LEGAL

Costs

13. The costs of any works will be within existing budgets.

Legal

14. The “road stopping” will be carried out in terms of the requirements of the Local Government Act 1974.

STAFF RECOMMENDATIONS

- (a) That the information be received.
- (b) That the Board support the installation of the proposed alterations at Truscotts Road and Deavoll Place on completion of the Truscotts Road 'road stopping'.
- (c) That Bryan Lintott be kept informed.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.