



"The Sign of a Professional"

10 May 2006

**Our Community Plan  
Draft Long Term Plan 2006 - 2016  
Christchurch City Council  
PO Box 237  
CHRISTCHURCH**

### **SUBMISSION – CHRISTCHURCH CITY COUNCIL LONG TERM PLAN**

This submission is being written on behalf of the New Zealand Heavy Haulage Association Inc. We are an Incorporated Society and have been operating since 1964.

This Association represents the interest of those transport companies that transport goods that are either overdimension or overweight or both. These loads travel under special conditions set by Land Transport NZ (when exceeding normal maximum dimensions) or Transit NZ or other road controlling authorities (such as the Council) when the loads exceed the normal axle or gross weights.

These loads are permitted to travel when it is not possible or practical to make the loads any smaller and normally the loads are of local, or national significance in terms of infrastructure or other importance.

It is noted that your draft plan that there is no mention of the need to provide for overdimension or overweight loads and the demands that these place on the roading network. As such we offer the following recommendations for inclusion in the Plan or in some of the strategies and policies that are identified as supporting this section of the Community Plan.

We believe that the recommendations can be fitted into the long-term community outcomes of Prosperity and City Development.

#### **Street and Transport Section, pages 149-150**

##### **Issue 1: Identification of Overweight and Overdimension Routes**

The Council's objectives are to provide residential, collector/arterial and country streets that meet the specific needs of each type of street. We consider that as part of this planning, that the special requirements for the travel of overdimension and overweight loads should be considered. There are particular demands that these loads place on the roading network, in

terms of the dimension envelope they require to travel, and the capacity requirements in terms of weight at for example bridges and culverts.

As an industry sector group we recommend the need to identify and protect overdimension and overweight routes. All it takes is one roading development on one of these routes that is not designed to cater for large loads and this means that alternate routes need to be found – in many cases they are simply not there, or the roads that are being used are not designed for heavy use.

In many cases overdimension and overweight routes coincide with major arterial routes that are also the main freight links.

A particular issue with overweight loads is the provision and possible improvements to bridges with lower weight capacity. If routes are identified with substandard bridges, then one issue that can be factored into a benefit/cost ratio to upgrade bridges is the better ability to provide capacity for overweight loads.

### **Issue 2: Port Access**

This Association draws to the attention of the Council the importance of maintaining links from the arterial routes into Christchurch into the Port. Currently there are reasonable routes for overdimension and overweight loads to access the Port, however in most cases this does require travel over the Port Hills which are Council-owned roads.

We absolutely reinforce the importance of maintaining these links. The Port is a crucial link for overdimension and overweight loads that need to travel between the islands. There are coastal shipping lines that can carry overdimension loads, and we need to ensure that these opportunities and access remains.

One example is the supply of silo's for dairy industry and dairy factory upgrades to cope with increasing demand for production. In recent times there have been numerous upgrades and installations, all of which use overdimension silo's from suppliers in the north island delivered through the Port. In order to maintain the prosperity of all parties concerned, then ensuring that the roads and access to the Port remains, is crucial. The Council needs to take the lead in this respect.

### **Issue 3: Bridge Maintenance and Improvement**

Of most importance to this sector of the transport service industry is the maintenance and possible improvements to bridges on the network. In order for loads traveling on overweight permits to continue accessing the city and surrounds, bridge structures need to be assessed and maintained. As an example, if there is a problem at one of the city's electrical substations, then replacement transformers may need to be brought in, and the overweight nature of these loads means that bridge capacity on the route needs to be preserved.

The Association's experience in recent times with Road Controlling Authorities is that many are struggling to keep up with the demands placed on their bridge structures with the amount of development going on, and to maintain this, we see this as a critical element.

We note that the Council has plan to replace one bridge every 4 years and we suggest that a priority be places on those on the overweight routes which currently have the lowest capacity.

#### **Issue 4: Traffic Signals**

The Association's interest in this area if the installation and maintenance of traffic signals and signs. We recommend that where these are on identified overdimension and overweight routes that an assessment of the impact on the overdimension envelope be made if maintenance or new installations are to be made. This could result in some signals needing to be modified to allow for travel of overdimension loads.

Therefore there may be a need for the Council to make an allowance for more expensive fittings, such as traffic signal poles that can be made to lay down, and alike.

The Association also recommends that the Council liaise with the Association (or a local representative) to ensure that such modifications can be made at the design stage rather than after they have been installed, as this is less costly.

#### **Section 2.5.1 Road Safety**

The Association recognises the need to ensure that traffic calming measures are used wherever appropriate to contribute to a high level of safety on the Council's roads.

We also advocate that these traffic calming measures take account of the large vehicles that use these same roads for the purpose of freight transportation.

In the case of overdimension and overweight loads, then those identified routes for these loads need to be considered as an overlay together with all the other issues that the Council's officers are taking into account when designing these measures.

Therefore it is our recommendation that the Council includes consultation rounds with the Association once the traffic calming measures have been determined to ensure that on the overdimension routes that a correct assessment has been made. Further it is our recommendation that a set of guidelines be used so that roading developments can be designed from day one to suit the needs for overdimension and overweight load travel.

The Association has had a set of these guidelines available to Road Controlling Authorities for a number of years, and we are more than happy to provide these details to the appropriate people at the right time.

### **Conclusion**

The Association recommends that the Council's considers the comments and recommendations made above. We do not wish to be heard in regard to our submission – we believe the submission speaks for itself.

Submission Written by:

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