

**6. RICCARTON/WIGRAM WORKS AND TRAFFIC COMMITTEE  
REPORT OF 19 NOVEMBER 1999 MEETING**

RR 11141

<b>Officer responsible</b> Community Advocate	<b>Author</b> Roger Cave, Community Secretary
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The purpose of this report is to submit the outcomes of the Works and Traffic Committee meeting held on Friday 19 November 1999.

The meeting was attended by Helen Broughton (Chairperson), Ishwar Ganda, David Buist, Bob Shearing and Mike Mora.

In attendance were Martin Maguire (Community Advocate), Paul Burden (Area Engineer), and Roger Cave (Community Secretary).

**1. ISLINGTON RESIDENTS ASSOCIATION PETITION**

An on-site inspection was held with representatives from the Association.

In response to the Association's (228 signatory) petition seeking the removal of heavy vehicles using their residential streets, the Area Engineer (Paul Burden) has produced two reports.

**1.1 Heavy Vehicles – Broomfield, Hei Hei, Islington**

A precis of the comprehensive report noted:

- For many years the residents of this part of the city have expressed concerns with respect to the speed and volume of traffic. In more recent years the excessive use of some roads by heavy vehicles has exacerbated the problem. The issues are well versed and addressed in the Broomfield/Hei Hei LATMS.
- The LATMS provides the basis for determining the future amenity works on roads in this locality. This scheme was initiated following an ongoing dialogue between local residents groups. A significant number of these concerns relate to heavy vehicles. Overall the majority of residents concerns have been supported by survey data.
- Fundamental to the development of any LATMS is the principle of a hierarchy of roads where each road is generally classified with respect to its planned traffic function and the surrounding land users.
- The Broomfield/Hei Hei/Islington area is well served by major and minor arterials as well as collector roads. The Council will continue to reinforce the use of these roads for heavy vehicle use by improving their safety and efficiency while at the same time making local roads less desirable for through traffic.
- Methods of reducing the volume of heavy vehicles on local roads include traffic calming, heavy vehicle restrictions and education.

- The road hierarchy sets the framework for establishing whether such usage is appropriate but the demands of road users as well as residents need to be considered. Removing heavy vehicles from one road may well transfer the problem to another.

In discussion, members, whilst recognising the importance of the LATM and roading hierarchy, addressed the petitioners' concerns and sought to come to workable and sustainable solutions.

- Recommendation:**
1. That various maintenance and visibility shortcomings (identified on site) at the Gilberthorpes, Moffett, Parker, Waterloo intersection be undertaken.
  2. That appropriate signage be placed on the approaches to this intersection advising motorists of the five-leg configuration.
  3. That options for street treatment at the Roberts/Gilberthorpes Roads intersection be investigated, with the view to discourage heavy motor vehicle usage through this intersection.  
(*Bob Shearing asked that his vote against this recommendation be recorded.*)

A motion to place a total heavy motor vehicle restriction on Foremans Road was promoted, but 'lay on the table'.

## 1.2. Halswell Junction Road/Waterloo Road Rail Crossing

A precis of the comprehensive report noted:

- Council amended the Traffic and Parking Bylaw in July 1998 to include the following clause: *"Only vehicles less than nine metres in length shall travel in a northerly direction along Halswell Junction Road between Foremans Road and Waterloo Road."* This amendment was made to reduce the potential of a long vehicle stopping at the intersection and overhanging the railway line.
- Concern is now being expressed that the restriction has diverted heavy vehicles onto Foremans road, a local residential road.
- There appears to be at least three methods of avoiding a conflict situation other than restricting the use of the road by long vehicles.

Option 1 – Stopping Vehicles prior to the rail crossing

Option 2 – Increasing the separation distance between the intersection and the rail crossing

Option 3 – Changing the priority at the intersection

Option 4 – Status Quo

Option 1 has some fairly significant safety considerations to contend with and option 2 is realistically cost prohibitive. The only viable option appears to be option 3. A safety audit on this option would be imperative.

- Recommendation:**
1. That the Board supports option 3 for the Halswell Junction Road/Waterloo Road rail crossing, that is, the placing of compulsory stops on the Waterloo Road approaches to the intersection and removing the (stop) signs from Halswell Junction Road.
  2. That the City Services Committee be requested to endorse this option, and that a safety audit be initiated.
  3. That the local Road Transport Association be advised of the petition, and the recommendations above, to seek voluntary support of their members to consider more appropriate routes for heavy motor vehicles.

## 2. NEXT MEETING

Scheduled for Friday 10 December.

Items to be considered could include:

- Wigram access road onto Springs Road
- Pound Road/Yaldhurst Road intersection
- Hendersons Road traffic issues
- Riccarton Road Traffic Management Plan.

### Chairperson's

- Recommendation:**
1. That the report be received and that the listed recommendations be adopted.
  2. That various maintenance and visibility shortcomings (identified on site) at the Gilberthorpes, Moffett, Parker, Waterloo intersection be undertaken.
  3. That appropriate signage be placed on the approaches to this intersection advising motorists of the five-leg configuration.
  4. That options for street treatment at the Roberts/Gilberthorpes Roads intersection be investigated, with the view to discourage heavy motor vehicle usage through this intersection.
  5. That the Board supports option 3 for the Halswell Junction Road/Waterloo Road rail crossing, that is, the placing of compulsory stops on the Waterloo Road approaches to the intersection and removing the (stop) signs from Halswell Junction Road.

6. That the City Services Committee be requested to endorse this option, and that a safety audit be initiated.
7. That the local Road Transport Association be advised of the petition, and the recommendations above, to seek voluntary support of their members to consider more appropriate routes for heavy motor vehicles.