

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

Officer responsible Community Advocate	Author 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 22 September 2000.

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

1. **WESTMORLAND RESIDENTS ASSOCIATION
ROADING AND LANDSCAPING IMPROVEMENTS**

The Association, in a submission to the Board's Annual Plan (Wish List) process asks:

“With regard to possible roading and landscaping improvements to the entrance of the Westmorland subdivision.

We as a committee are very keen to see a number of changes made and hope that your committee is able to assist us in our endeavours.

Please note the attached plan of the area concerned, with a number of items we would like to see implemented.

It is our hope that you will decide to undertake this work, and we offer our assistance in any way you see fit. We also have some funds aside that we would be very happy to contribute if required.

We feel with the up coming improvements already budgeted for, for the Cashmere Road/Penruddock Rise intersection this would be an ideal time to act, as the cost savings would be great.”

The Committee noted that the City Streets Unit were proposing, in the 2002/03 year, safety works at the Cashmere/Penruddock intersection.

Members were supportive of the request, but it was noted that the Association's proposal could not be seen as 'safety' works, and, therefore the Committee was not in favour of being the sole financial provider (to enable the work to proceed).

Recommendation: That the Westmorland Residents Association submission be received, and held over for possible financial support from the Committee's Community Traffic Management fund later in the year.

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

Dr Shane Turner (Beca Carter), the co-author of the study was in attendance.

After discussing the resident group (and other commercial user group) feedback, the Committee **decided** to support the following 3-stage strategy option:

Stage 1

1. Encourage a reduction in engine brake usage throughout the study area.
2. Initiate truck bans along the following local streets-
 - Foremans Road (Parker Street to Halswell Junction Road)
 - Wycola Avenue
 - Taurima Street
 - Hei Hei Road
3. Request increased speed limit enforcement on Parker Street, Gilberthorpes Road, Buchanans Road, and Waterloo Road (between Gilberthorpes Road and Carmen Road).

Stage 2

- Installation of threshold treatments (traffic calming devices) as per the Broomfield Hei Hei LATM on the following local streets, in this priority order:
 - Foremans Road (Parker Street to Halswell Junction Road)
 - Wycola Avenue
 - Taurima Street
 - Hei Hei Road
- Accept, in principle, traffic signal upgrades at Carmen/Main South, and the new signals at Halswell Junction Road/Main South Road (both being Transit New Zealand responsibilities), but that the Council seek an upgrade of current arterial roads, also.
- Traffic calming on Waterloo Road and Gilberthorpes Road, particularly outside schools and at the Gilberthorpes Road/Parker Street/Waterloo Road intersection.
- Changes to the Waterloo Road/Halswell Junction Road intersection.
- A new railway crossing at the south end of Pound Road

Stage 3 (if stages 1 and 2 prove ineffective in lowering Heavy Commercial Vehicle volumes)

- Heavy vehicle bars on Waterloo Road (Halswell Junction Road to Carmen Road) and Gilberthorpes Road (Roberts to Buchanans Roads).
- Lowering of railway line at Gilberthorpes Road/Parker Street/Waterloo Road intersection to address noise and vibration concerns.
- Additional threshold treatment along Waterloo Road and Gilberthorpes Road.

- Recommendation:**
1. That the above staged strategy for the Hornby Hei Hei Heavy Commercial Vehicle Strategy be endorsed by the Community Board, and that it be referred to the (7 November) City Services Committee for consideration.
 2. That the Board seek speaking rights to the City Services Committee, to support the Board recommendation.

3. RICCARTON RETAIL CARPARKING

This matter was held over.

4. BLENHEIM ROAD DEVIATION: CITY SERVICES COMMITTEE RECOMMENDATION NOT TO SUPPORT

It was **agreed** that the Board Chairperson write to Councillors stating that Community Board is in favour of the deviation proceeding.

5. MIDDLETON MATIPO RESIDENTS ASSOCIATION SUBMISSION

This matter was held over.

6. 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.

Members will be aware of the ongoing concerns relating to the congregation of young people for the purpose of “drag racing” or doing “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 the bylaw. We have strong support from the Police and the problem could be overcome quickly. The bylaw would initially apply to roads within the “Klondyke” subdivision by additional roads could be added if/when the problem surfaces elsewhere.

A draft bylaw, with accompanying road schedule was tabled, this 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.

- Recommendation:**
1. That the Community Board recommend Council introduce a bylaw to restrict the use of roads (as listed in the tabled draft and schedule), being in force between the hours of 9.00 pm Friday to 5.00 am Monday inclusive, and including public holidays.
 2. That this be promoted to the October meeting of the City Services Committee.
 3. That Board and Hornby Police seek speaking rights to that Committee, also.

Chairman's

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3. That the Board seek speaking rights to the City Services Committee, to support the Board recommendation.
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