

6. HORNBY/HEI HEI HEAVY VEHICLE STUDY

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The purpose of this report is to seek the City Services Committee's consideration of the recommendations from the Riccarton/Wigram Community Board concerning heavy vehicle movements in the Hornby/Hei Hei area.

This report was considered at the 6 December 2000 meeting of the Riccarton/Wigram Community Board.

BACKGROUND

For several years residents in the Hornby, Hei Hei, Broomfield and Islington suburbs have experienced the adverse effects of heavy commercial vehicle movements through the area. While the majority of these movements are confined to the arterial and state highway network, there are increasing reports of infiltration and short-cutting of these vehicles through local residential streets. A large petition was presented to the Riccarton/Wigram Community Board in September 1999. The petition sought action to mitigate the negative effects.

In response to these concerns the Board commissioned Beca Carter Hollings and Ferner to undertake a heavy vehicle study of the area. The purpose of the study was to firstly quantify the extent of the problem and secondly to develop a series of options to mitigate the impact of heavy vehicle movements on the community. The study builds on the Local Area Traffic Management Scheme completed in 1998, but concentrates specifically on heavy vehicle movements.

Dr Shane Turner, Traffic Engineer from Beca Carter Hollings and Ferner will be in attendance to deliver a presentation on the findings of the study together with some recommendations.

CONSULTATION

Consultation was an integral element in the study. Residents groups, commercial vehicle operators and other stakeholders were involved in discussions with both the consultants and Council staff at every stage in the study from the identification of key issues through to the development of options.

RICCARTON/WIGRAM COMMUNITY BOARD RECOMMENDATIONS

After receiving a draft report containing three options followed by a further period of consultation on the three options by stakeholders, the Riccarton/Wigram Community Board made several recommendations. These involve 3 stages as follows:

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 bans 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.

CITY STREETS UNIT VIEW

The City Streets Unit is generally supportive of the efforts to reduce the adverse effects of heavy commercial vehicles on people's quality of life 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. In some circumstances banning such vehicles from one road can lead to significant increases on other roads. Banning heavy vehicles on Waterloo Road for example is likely to increase the volumes on Buchanans Road and Main South Road. The residents of Buchanans Road in particular have expressed concern in the past regarding the existing levels of heavy vehicle use.

The introduction of heavy vehicle bans on "local" roads justified primarily by the fact that they are "local" roads is a reasonably bold proposal. In the past a heavy vehicle ban has been implemented where there is evidence to show that a particular road experiences high percentages of heavy vehicle traffic.

The report provides information on the volumes of heavy commercial vehicles using Foremans Road but there is little information concerning the volumes along the 3 other roads that the Board seeks bans on. It may be important to establish first that the volumes of heavy vehicles are in fact significant in comparison to other traffic movements. Whilst a "blanket" ban on these roads would find considerable favour with local residents, the Committee should be mindful of the ramifications across the City. However, the approach seems reasonably consistent with some of the desired outcomes of the "Living Streets process". The issue of banning heavy vehicle movements on lower level network roads is significant and requires careful consideration. For this reason it is suggested that the issue be included for examination under the appropriate "Key Result Area" in the "Living Streets Charter"

The staged recommendations form a "package" proposal that is designed for implementation over the short, medium and long term. Stage 3 is only activated if stages 1 and 2 are ineffective. The effectiveness of stages 1 and 2 cannot be gauged for several years and therefore further consultation closer to the time would be essential if this stage was to be seriously considered.

The traffic calming sought for many of the roads in the area is generally supported, however this should be carefully aligned to the current philosophies for creating living streets. The cost implications of implementing this traffic calming are significant and the unit is mindful of the need to view these initiatives in the context of other priorities on a citywide basis.

Encouraging a reduction in the use of engine braking is supported. Recent papers on the topic suggest that the extent of the problem has significantly reduced in the past few years. The Road Transport Association is addressing the issue by informing drivers of the effects that inappropriate use can have not only on the community but also to their vehicles. It is suggested that we work with such organisations to continue the downward trend of inappropriate use of engine brakes.

The City Streets Unit recommendations are as follows:

1. That the Committee support efforts to reduce the adverse effects of heavy commercial vehicles on people's quality of life.
2. That the Committee support the banning of heavy vehicles on Foremans Road between Halswell Junction Road and Parker Street based on the high percentages.

That all other aspects of the staged recommendations be supported subject to the following:

3. That the banning of heavy vehicles on lower order (local and collector) roads (where, due to low percentages a ban would not traditionally be considered) be examined through the appropriate "Key Result Area" of the "Living Streets Charter".
4. That all proposed traffic calming be aligned to the "Living Streets" philosophies.
5. That thorough consultation be continued throughout the process of consideration and implementation.

COMMUNITY BOARD RECOMMENDATIONS

The Community Board has been involved in this process since September 1999 and has had meetings with residents' groups, employed a traffic consultant to undertake the comprehensive study and have been on site inspections of the various issues raised in the petition.

The major difference between the Community Board's recommendations and those of the City Streets Unit are that City Streets Unit suggest that the blanket truck bans be included under the appropriate Living Streets charter processes.

The Community Board wishes to reaffirm its earlier recommendations and seek speaking rights at today's meeting, the Board to be represented by its Chairman, Mike Mora, and the Chairman of the Board's Works and Traffic Committee, Helen Broughton.

- Recommendation:**
1. That the Committee support efforts to reduce the adverse effects of heavy commercial vehicles on people's quality of life.
 2. That the Committee support the banning of heavy vehicles on Foremans Road between Halswell Junction Road and Parker Street based on the high percentages.

That all other aspects of the staged recommendations be supported subject to the following:

3. That the banning of heavy vehicles on lower order (local and collector) roads (where, due to low percentages a ban would not traditionally be considered) be examined through the appropriate "Key Result Area" of the "Living Streets Charter".
4. That all proposed traffic calming be aligned to the "Living Streets" philosophies.
5. That thorough consultation be continued throughout the process of consideration and implementation.

Chairman's

Recommendation: That recommendations 1-5 as suggested by the City Streets Unit be implemented.