

10. HORNBY – HEI HEI AND ISLINGTON HEAVY COMMERCIAL VEHICLE STUDY

Officer responsible
City Streets Manager

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The purpose of this report is to update the Committee on progress aimed at introducing heavy commercial vehicle (HCV) bans on the use of certain roads in the Hei Hei/Islington residential areas and possible improvements at the Pound Road/Waterloo Road and Pound Road/Yaldhurst Road intersections.

BACKGROUND

The Committee will recall the decisions of the special meeting of the Committee that was held on 30 April 2001 which were endorsed by the Council at its meeting on 24 May 2001. The Council resolved:

- *That the Annual Plan Working Party be requested to include a line item in the Capital Works Programme to fund a project that will ban the through routing of heaving motor vehicles from a number of roads in the Hornby, Islington and Hei Hei areas. A provisional sum of \$90,000 should be set aside for this purpose.*
- *That the following initiatives be taken to implement this project:*
 - (i) *Install signals to control traffic entering the Halswell Junction Road/Waterloo Road intersection.*
 - (ii) *Erect appropriate traffic signs to prohibit the through routing of heavy motor vehicles on the following roads:*
 - a. *Hei Hei Road*
 - b. *Tirangi Street*
 - c. *Aurora Street*
 - d. *Wycola Avenue*
 - e. *Taurima Street*
 - f. *Foremans Road (Halswell Junction Road to Parker Street)*
 - g. *Steele Street*
- *That Special Order proceedings be commenced to alter the Christchurch City Traffic and Parking Bylaw 1991 to include restrictions on the movement of heavy motor vehicles on the roads described in (3) above.*
- *That staff report on the traffic flow, cost of possible improvements and other information concerning the Pound Road, Waterloo Road, Main South Road and Pound Road, Yaldhurst Road intersections.”*

A copy of a plan of the HVC study proposals is attached to this report.

DISCUSSION

The provision has been made in the draft budget to implement the proposals to erect traffic signs to prohibit the through routing of motor vehicles on certain roads in the Hei Hei and Islington residential areas and to install traffic signals to control traffic entering the Halswell Junction Road/Waterloo Road intersection. It is intended that special order proceedings be commenced to alter the Christchurch City Traffic and Parking Bylaw 1991 following adoption of the 2001/02 capital works programme by the Council.

Transit NZ have confirmed that, over the next two years, Carmen Road will be widened from the railway line through to Main South Road and the traffic signals at the Carmen Road/Main South Road/Shands Road intersection upgraded to cater for increases in traffic flow along the State Highway. Transit NZ is committed to improving this route and have also made provision to upgrade the Carmen Road/Buchanans Road and Halswell Junction Road/Main South Road intersections within the next five years.

POUND ROAD

The City Streets Manager was asked to report on “*traffic flow, cost of possible improvements and other information concerning the Pound Road, Waterloo Road, Main South Road and Pound Road, Yaldhurst Road intersections*”. The Council is committed to improving arterial routes that are currently used by the trucking industry and the investigation into possible improvements to the roading network in the future.

One of the suggestions is that more use be made of Pound Road as a bypass for heavy motor vehicles. Once signed as a “bypass” for traffic travelling through the western part of the city, Pound Road remains as a link between Templeton and Yaldhurst and is designated as a Collector Road. Since the routing of State Highways 1 and 73 through Masham Road/Carmen Road in the late 1980’s, the Road Controlling Authority (Transit NZ) concentrated traffic on the major arterial which is the Russley Road, Masham Road, Carmen Road and Main South Road link through Hornby.

Advance direction and intersection direction signs have been retained along Pound Road to provide motorists with local and long distance destination information. However, the Collector Road no longer has “bypass” status.

At a recent meeting with members of the Road Transport Association, truck operators confirmed that more use would be made of Pound Road provided that connections with SH1 at Templeton and with SH 73 (Yaldhurst Road) were improved.

POUND ROAD/YALDHURST ROAD (SH 73) INTERSECTION

Improvements at this junction have been carried out in recent years. The crash rate has declined due to improved visibility, new directional signs and road widening to provide for turning traffic from the state highway. Further improvements could be carried out to overcome delay problems for motorists turning right from Pound Road onto the state highway. However, this could involve considerable expense as it is likely that only a roundabout would fully satisfy the need for improved turning facilities for traffic. A roundabout would also impose significant disbenefits to the major traffic flow (along the state highway) and would be unlikely to attract support from Transit NZ. The timeframe for this type of project would be beyond the current five year capital works programme.

POUND ROAD/WATERLOO ROAD/BARTERS ROAD/MAIN SOUTH ROAD (SH1) INTERSECTIONS

If Pound Road was to be realigned to intersect Waterloo Road so as to improve visibility for south bound traffic, more use would be made of the collector road link by heavy motor vehicles. However, to improve the situation (access to State Highway 1) a new link would need to be established across the railway line severing the direct link between Barthers Road and the Main South Road. If such a project was to proceed it would need to be ranked against a similar proposal that was suggested two or three years ago to deviate adjacent Kirk Road away from the existing at grade rail crossing at Templeton to form a new junction with the state highway. It is suggested that, before any proposal to realign roads that cross the railway to link with Main South Road at Templeton a strategy needs to be developed for the area.

METROPOLITAN CHRISTCHURCH TRANSPORT STRATEGY

A study, that will lead to a long term strategy for an integrated transport system for Christchurch City has been commenced. Included in this study is a proposal to investigate a western bypass of Hornby. This could involve a direct link from Russley Road across to Pound Road to connect with a southwestern city bypass at Templeton. Investigation of this proposal is being progressed now as part of a specific study into the roading network of south-west Christchurch for which the Council and Transit NZ are the principal partners.

CONCLUSION

The Council recognises the importance of providing for the movement of goods and people on the arterial network of roads (including state highways) in the city. An integrated transport system strategy is needed to deal with future growth in living and business zones and, although projects can be developed to improve safety within the existing network, new road links need to be fully analysed before road controlling authorities such as Transit NZ and the Council can commit resources.

Chairman’s

Recommendation: That the information be received.