

15. BARNES ROAD - TRAFFIC MATTERS

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Corporate Plan Output: Neighbourhood Improvements 9.5.54	

The purpose of this report is to provide information for the Board concerning traffic matters in Barnes Road.

HISTORY

Until recently the section of Barnes Road between the railway line and Cavendish Road was a narrow semi-rural local road that carried a very low volume of traffic. In 1995 attempts were made through the City Plan process, to have the railway crossing closed to motor vehicles however because of one or two objections from adjoining property owners, this was not possible. Since that time TRANZ RAIL have sought to upgrade their line through the crossing and they have queried the continued road usage. It was suggested that they pursue some power through the Railway Transport Act to close the crossing to all but pedestrians and cyclists however in 1998 the Act was amended and the management of railway was changed so that they no longer have that empowerment to impede road usage.

The development of the adjoining Regents Park subdivision to the north of Barnes Road has transformed the rural character and greatly increased the potential for through traffic to use this road. A condition of the subdivision excluded any direct vehicle access to Barnes Road from the internal roads in Regents Park. Intensification and the rapid development of this subdivision and others in this area have significantly increased the volumes of traffic on Barnes Road and all the surround roads.

CURRENT SITUATION

A traffic volume and speed count has just been completed in the western section of Barnes Road. The results of traffic and speed count: up to 624 vpd Mean speed 62.75 kph, 85% speed 77kph where the posted speed limit is 50kph. It was estimated that at the time of the proposed closure there were 200 to 250 vpd. As there have been no additional units built in the residential section of Barnes Road, almost all of the increase is in through traffic.

The impending development of Chequer Packaging Ltd, with legal access only on to Barnes Road, is now likely to further impact on the road. About 26 heavy trade vehicle trips are generated by the factory each day. The management of this business have indicated that they are very amenable to directing their carriers to constraining truck access to the Cavendish Road approach. It would not be easy for the large trucks currently used by them to negotiate through the eastern residential section of Barnes road that has been modified by physical traffic calming.

Pedestrian use of Barnes Road appears to have increased in line with vehicular traffic. The narrowness of the available road does not allow formation of a footpath and in view of the speed with which vehicles are travelling through, it is obvious that for safety reasons some severe forms of traffic calming will have to be introduced near the entrance to the Chequer Packaging Ltd property. About 26 heavy trade vehicles trips are generated by the factory each day. Speed humps would not be considered appropriate treatment for this road however other traffic calming measures and landscape treatment could be introduced to retain some of the character. Kerb-side parking may be restricted through this section and the side of the road delineated to emphasise and enhance the pedestrians rights.

There are intentions to form a walkway/cycle access through the park reserve land that follows the rail line from Sturrocks Road through to Barnes Road. It has been proposed that the City Streets Unit complete the link with this footpath from Barnes Road to the established streets in Regency Park and the Board has moved to support this facility with funding. The link can be completed through to Styx Mill Reserve.

With the increased through traffic it is even less likely that closure of the road at the railway line could now be approved through the City Plan Process. The Redwood Residents Association has asked that the signs and approaches to the railway crossing be upgraded and the City Streets Unit is working through these things at present.

Recommendation: That the information be received.

Chairperson's

Recommendation: That the officer's recommendation be adopted and that a meeting be held with residents of Regents Park subdivision to discuss the vehicle access and use of Barnes Road.