



Light Motor Vehicle Prohibition and Traffic Calming Policies

Council Workshop – 22 May 2024

Purpose of the workshop

Staff are providing information about, and seeking feedback on, the proposed Light Motor Vehicle Prohibition Policy and Traffic Calming Policy.

These policies have been developed in response to the ongoing issues caused by nuisance driving.

Background

These policies are intended to sit under, and be read alongside, Clause 14 and Schedule 7 of Council's Traffic Bylaw.

They provide context and criteria for how Council may seek to implement prohibitions and/or traffic calming treatments to address antisocial driving behaviours.

LMV Prohibition - Recommended Consideration Points

- Whether the street is in a residential, rural or industrial area.
- The volume of overnight traffic and on-street parking.
- The length of the road or area and the number of entry and exit points for signage and for participants to evade enforcement.
- The frequency of activity and number of participants.

Discussion Points - LMVP

Location of prohibitions

Section 5.3 Locations where prohibitions may be suitable:

- a) Rural or industrial areas with little overnight traffic or on-street parking;
- b) Shorter roads, or sections of longer roads, with concentrated antisocial driving activity and which have:
 - i. few entry points that need signage; and
 - ii. few exit points where participants can disperse quickly if police attend;
- c) Roads where there is regular nuisance driving activity attracting gatherings of drivers and spectators.

Section 5.4 Locations where restrictions or prohibitions are not suitable:

- a) Areas or roads where activity is low in frequency and/or participant numbers, or where lower activity levels are spread out over a significant distance;
- b) Long roads with large numbers of entry and exit points;
- c) Residential roads where there is likely to be legitimate night traffic and on-street parking.

Do elected members have any questions or suggestions for suitability criteria of potential locations?

Discussion Points - LMVP

Criteria for restrictions or prohibitions

Section 5.6 Council may consider restrictions or prohibitions for roads, portion(s) of roads or other areas that meet the following criteria:

- a) Council is the road controlling authority and the road fits the locations listed in 5.3.
- b) There is a history of complaints of cruising and impacts on the road or in the area.
- c) There is evidence of issues, including damage to the road.
- d) Prohibiting or restricting nighttime access to the road is a proportional response to the issues reported.

Do elected members have any questions or suggestions for criteria restrictions?

Evolution Drive / Gateway Road



- Request was for the intersection
- Review showed that this forms part of a route, with multiple opportunities for antisocial behaviour
- Area is contained
- Has limited use at night
(Note: HCV's are excluded under the bylaw)

Considered suitable for including in Bylaw

Tahuna Road / Rutherford Road

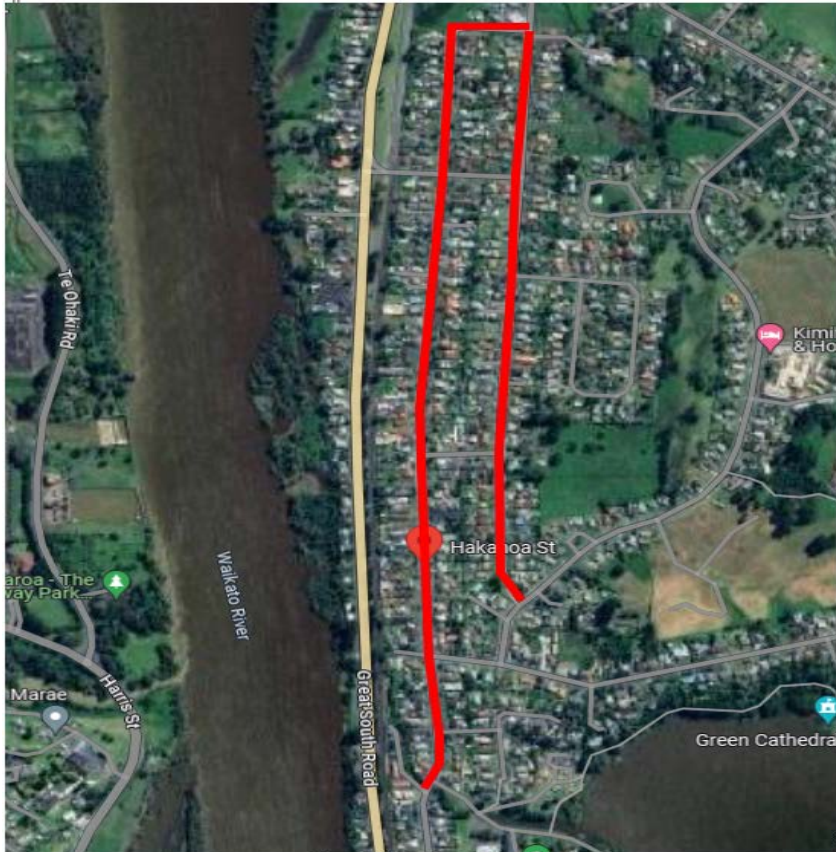


- Request was for the intersection – activity is primarily confined to the intersection
- Access to the area is not contained
- High use through routes including traffic at night

Not considered suitable for including in Bylaw

Alternative treatment required

Hakanoa Street and Bailey Street



- Area is not contained – multiple access points
- Residential accesses
- On street parking

Difficult for Police to determine illegitimate use of the street

Not considered suitable for including in Bylaw

Alternative treatment needed

Golf Road



- Area is contained
- Low use especially at night
- Use of Golf Course facilities at night would need to be considered
- Supports camera located in the area

Requires further investigation

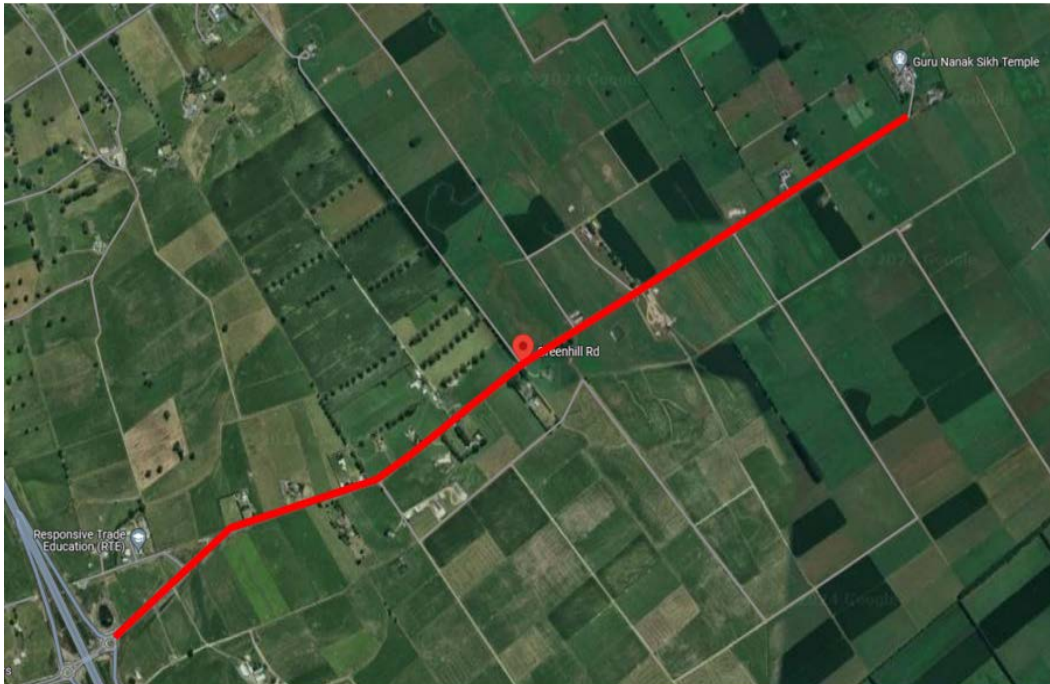
Greenhill Road

- Area is contained
- Access to primarily residential properties
- Community facility (Sikh Temple) on the same road

Potential issues with determining legitimate use of the road

Requires further investigation
– may need alternative treatment

Not considered suitable for traffic calming



Discussion Points - LMVP

Do elected members have any other feedback on the Draft Light Motor Vehicle Prohibition Policy?

Traffic Calming - Recommended Consideration Points

- The speed limit and residential nature of the street.
- Whether the issue is caused by through traffic or residents.
- The type of driver behaviour causing the issue.
- The impact on public transport and emergency services.
- The risk to vulnerable road users.

Discussion Points - TCP

Criteria for implementing TCDs

Section 5.5: When investigating the implementation of TCDs, Council will consider the following criteria:

- a) Speed limit and residential nature of the street.
- b) Whether the issue is caused by through traffic or residents.
- c) Driver behaviour and speed.
- d) Impact on emergency services and public transport.
- e) Risk to vulnerable road users eg proximity to a school, hospital or pedestrian area.

Do elected members have any questions or suggestions for criteria restrictions?

Discussion Points - TCP

Section 5.6: Due to road safety concerns and heavy vehicle convenience factors the following roads will not be considered for traffic calming devices:

- Roads with speed limits greater than 50km/hr.
- Unsealed roads.
- Major traffic routes including state highway, arterial and primary collector roads.
- Bus routes (excluding school buses).
- Emergency vehicle access routes.
- Roads frequently used by heavy vehicles.
- Roads or sections of road shorter than 250m or longer than 1km.
- Cul-de-sac roads.

Where the problem is caused by residents of the street.

Do elected members have any questions or suggestions for criteria restrictions?

Evolution Drive / Gateway Road



- Industrial area
- Low speed area
- Large number of HCV's

Not considered appropriate for traffic calming

Tahuna Road / Rutherford Road



- HCV route
- High speed area
- Tracking doesn't permit traditional intersection treatment

Trialling use of alternative roadmarking products to disrupt the road surface while maintaining clear delineation

Hakanoa Street and Bailey Street



- Residential areas
- Parallel roads – need to determine which has the lower hierarchy
- Long road – has number of crossroads so could be broken into specific sections for treatment
- Alternative routes available

Suitable for further investigation

Church Street



- Residential area with a school
- Walking and cycling activity
- Alternative routes available

Suitable for further investigation

Discussion Points - TCP

Do elected members have any other feedback on the Draft Traffic Calming Policy?

Next steps from here

Staff will work to incorporate any changes as directed by this workshop and aim to bring the policies before the Policy and Regulatory Committee on 18 June, seeking adoption.