

10. MOORHOUSE AVENUE/MONTREAL STREET INTERSECTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek Board support and recommendation to the Council, for the Moorhouse Avenue/Montreal Street intersection project to proceed to implementation and for the new traffic restrictions associated with the Moorhouse Avenue/Montreal Street intersection project.

EXECUTIVE SUMMARY

2. The study area relating to this report includes a section on the northern side of Moorhouse Avenue between St David Street and Montreal Street, specifically in relation to the on-street parking options proposed outside 179 Moorhouse Avenue.
3. The project was initiated as a result of a crash reduction study undertaken in 2003, which identified intersections along Moorhouse Avenue requiring remedial safety work. Upgrading the intersection to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersection.
4. This project was initially developed and progressed to consultation in conjunction with other intersection projects identified along Moorhouse Avenue. However, in presenting the Moorhouse Avenue project to the Board on the 22 March 2006, a deputation was made with respect to on-street parking at 179 Moorhouse Avenue, to which the Community Board sought further investigation
5. The proposal presented at this meeting (22 March 2006) was to remove two parking spaces to allow the development of an extended left turn lane along Moorhouse Avenue from Montreal Street. The longer lane allowed for improved intersection capacity at peak times, and improvements to intersection safety by improved lane discipline of queued vehicles.
6. To facilitate a compromise with the business operator at 179 Moorhouse Avenue an alternative preferred option has been proposed in this report. The preferred option, as outlined in **Attachment 1**, proposes that the two car parks currently located outside 179 Moorhouse Avenue, be restricted to no parking Monday to Friday and P60 parking on weekends, with the left turn lane at this location extended from 43 to 60 metres.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The estimated total cost for the Moorhouse Avenue/Montreal Street intersection project is approximately \$25,000 inclusive of all consultation, design, construction and project management.
8. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2006/2007 financial year.
9. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Board support and recommend that the Council:

- (a) Approve the Moorhouse Avenue/Montreal Street intersection project to proceed to implementation (as detailed in Attachment 1).

- (b) Approve the following resolutions for new traffic restrictions associated with the Moorhouse Avenue/Montreal Street intersection project:

Remove Existing Parking Restriction

- (i) That the existing parking restriction removed from the north side of Moorhouse Avenue at its present position commencing at a point 49.5 metres west of the intersection with Montreal Street and extending 12 metres in a westerly direction.

New No Stopping

- (ii) That the stopping of vehicles be prohibited on Monday to Friday on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 12 metres.

New parking restriction

- (iii) That the parking of vehicles be restricted to a maximum period of 60 minutes on Saturday and Sunday on the north side of Moorhouse Avenue commencing at a point 49.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 12 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

PROJECT INITIATION AND DEVELOPMENT

10. In 2003 the Council funded a crash reduction study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate.
11. The study identified a number of intersections along Moorhouse Avenue as areas requiring remedial safety work. Upgrading the intersections to improve safety also provided the Council with an opportunity to improve the cycle facilities and efficiency of the intersections.
12. The improvements at the Moorhouse Avenue/Montreal Street intersection were initially developed in conjunction with other intersection projects identified along Moorhouse Avenue ie the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project.
13. The Moorhouse Avenue project went to the Board on 22 March 2006 for their support, prior to being presented to Council for approval. The following deputation was made at the Board meeting:

"Arnold Kremer, Popular Cars Ltd, was in attendance to speak about the above matter. Operating a business from 179 Moorhouse Avenue, Mr Kremer had requested that the current three on-street parking spaces be retained (the Transport and City Streets Unit has sought to remove two of these so as to provide an extended left-turn lane on Moorhouse Avenue into Montreal Street)."
14. Consequently the Board recommended the following in regard to the Moorhouse project:

"The Board agreed with staff recommendations with the exception of 1 (ii) that related to a deputation to the Board [Mr Kremer] in respect of the on-street parking at 179 Moorhouse Avenue, to which the Board has sought further investigation."
15. Hence, this report is specifically in relation to the options proposed at the westbound Moorhouse Avenue approach to Montreal Street. The delay in presenting this report was due to the overall Moorhouse Avenue project not gaining approval from Council in April 2006. A Council cycleway workshop held on 21 November 2006 showed that the Council was now supportive of the project and willing to have the report re-submitted for consideration in the New Year.

DESCRIPTION OF SITE

16. The study area relating to this report includes a section on the northern side of Moorhouse Avenue between St David Street and Montreal Street.
17. Moorhouse Avenue is a six-lane, median-divided arterial route. At the Moorhouse Avenue/Montreal Street intersection, the Moorhouse Avenue westbound approach traffic volumes are approximately 1,560, 1,650 and 1,980 vehicles per hour in the morning peak, interpeak and evening peak respectively.
18. The section of road between Montreal Street and St David Street is 100 metres in length, consisting of three through lanes, one right turn lane (70 metres in length) and one left turn lane (43 metres in length)
19. The surrounding area includes two car dealers - Wheeler Motor Company at 171 and 175 Moorhouse Avenue and Popular Cars at 179 Moorhouse Avenue. There are currently seven on-street car parks located outside these businesses, which are restricted at all times to P60 parking.

CONSULTATION

20. Draft preferred scheme options were developed based on the project objectives. The objectives identified for the Moorhouse Avenue project, which are relevant to the Moorhouse Avenue/Montreal Street intersection include to:

- Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
 - Improve the safety of cyclists.
 - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
21. Prior to formal consultation on the preferred schemes, one-on-one consultation was undertaken with business operators and property owners where the proposal included the removal of parking.
22. At this stage, feedback was received from the business operator at 179 Moorhouse Avenue, about the removal of three car parks outside this property. In response to this, a video survey was requested to confirm the traffic and parking demand at this intersection. To ensure all views were considered, it was proposed that the results from the survey be discussed in conjunction with feedback received from formal consultation. Hence, no changes were made to the preferred option at this location prior to formal consultation.
23. Formal consultation was implemented in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' booklet.

FEEDBACK FROM CONSULTATION

24. With respect to the lane configuration at the Moorhouse Avenue/Montreal Street intersection the following submissions were made:
- Thirteen written submissions were made from cyclists supporting the proposed cycle lanes along the length of Moorhouse Avenue.
 - One written submission was received from the business operator at 179 Moorhouse Avenue (Popular Cars) requesting that all three on-street parks proposed to be removed to provide an extended left turn lane on Moorhouse Avenue into Montreal Street, be retained.
25. In response to this request the project team agreed to reinstate one of these three parks. This decision was based on the results of a video survey undertaken in November 2005 (as summarised below). Analysis confirmed that during the weekday there were queuing issues at this intersection and that parking demand was relatively low in comparison to current parking capacity. However, it was concluded that the western most car park could be reinstated without a significant negative effect on queuing.

Options	Car park Capacity (# car parks)	Left Turn Lane Length (m)	Traffic Peak: 0800-0900		Parking Peak: 1200-1300
			Time Car park Capacity is full (mins) %	% Red Lights Queue Formed	Time Car park Capacity is full (mins) %
Existing	7	43	(0 min) 0%	50%	(0 min) 0%
Remove Three Parks	4	67	(0 min) 0%	20%	(20 min)33%
Remove Two Parks	5	60	(0 min) 0%	27%	(10 min)17%

26. The option recommended to the Board on 22 March 2006, therefore included the removal of two car parks outside 179 Moorhouse Avenue to allow the left hand turn lane to be extended from 43 to 60 metres. However, the business operator at 179 Moorhouse Avenue was not satisfied with this compromise and made a deputation to the Board that all three parks remain, or alternatively a clear way be established for these two parks during the weekday morning peak traffic.
27. Consequently, the Board requested that a decision regarding the on-street parking at 179 Moorhouse Avenue be put on hold until further investigation, in particular weekend traffic counts, be undertaken.

28. In response to this request the preferred option was reinvestigated and an alternative preferred option is now proposed as outlined in the subsequent section.

OPTIONS

29. Three options discussed in this report include:
- (a) Option A: The preferred option (Attachment 1), for P60 parking on Weekends Only and no parking during the week for the two eastern most car parks outside 179 Moorhouse Avenue.
 - (b) Option B: Retain the status quo.
 - (c) Option C: Remove the two eastern most car parks outside 179 Moorhouse Avenue permanently.

Preferred Option Assessment

Recommended Option: Option A

30. This option is the recommended option and is detailed in Attachment 1. The option consists of the following elements:
- (a) Restricting the two car parks currently located outside 179 Moorhouse Avenue to no parking Monday to Friday and P60 parking on weekends. (The third car park originally proposed for removal during initial consultation will remain P60 at all times).
 - (b) Extending the left turn lane, on the Moorhouse Avenue westbound approach to Montreal Street from 43 to 60 metres.
31. This option will result in the following social and economic benefits:
- (a) **Social:** The current on-street parking capacity will remain during weekends, when parking demand is highest.
 - (b) **Economic:** Vehicle operating savings and travel time savings will result due to improved efficiency of the Montreal/Moorhouse intersection and resulting decrease in vehicle queues.

Alternative Options Assessment

Alternative Option: Option B Status Quo

32. Maintaining the status quo will result in no changes to the on-street parks or lane approaches to the Moorhouse Avenue westbound approach to Montreal Street.
33. Maintaining the status quo will not result in any social, environmental or economic benefits.
34. Additionally, maintaining the status quo is inconsistent with the Council's Parking Strategy:
35. On an arterial road the strategy aims *"To give priority to the safe and efficient and sustainable movement of people and goods over the provision of parking. The primary function of arterial roads is the safe and efficient movement of people and goods. Where there is conflict between parking and the flow of traffic on arterial roads, parking may be restricted or removed"*. Option B is in conflict with this strategic aim as it gives priority to parking over that for efficient transportation.

Alternative Option: Option C

36. This option is the same as that proposed to the Board as part of the overall Moorhouse Avenue project in 22 March 2006. The option consists of the following elements:
- (a) Removing the two car parks currently located outside 179 Moorhouse Avenue. (The third car park originally proposed for removal during initial consultation will remain P60 at all times).

- (b) Extending the left turn lane, on the Moorhouse Avenue westbound approach to Montreal Street from 43 to 60 metres.
37. This option will result in the economic benefits of improved vehicle operating savings and travel time savings, due to improved efficiency of the Montreal Street/Moorhouse Avenue intersection and resulting decrease in vehicle queues.
38. However, this option will result in decreased parking capacity during the weekdays and weekends.

PREFERRED OPTION

39. Option A has been selected as the preferred option, as outlined in Attachment 1. The option proposes that the two car parks currently located outside 179 Moorhouse Avenue, be restricted to no parking Monday to Friday and P60 parking on weekends, with the left turn lane at this location extended from 43 to 60 metres.
40. The preferred option has been selected because:
- (a) It best satisfies the project's aims and objectives from the options considered, while best balancing the views of the stakeholders.
 - (b) The option will fulfil the objectives set out in the Council's Parking Strategy.
- (c) Option A will improve the efficiency of the intersection and reduce queuing, providing economical benefits in travel time savings and vehicle operating savings.