

### 13. MOA RESERVE – PROPOSED “NO STOPPING”

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Jeff Owen, Consultant

#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval to install ‘No Stopping’ lines at the entrances to MOA Reserve in Ely Street, Melrose Street and Moa Place.

#### EXECUTIVE SUMMARY

2. Board members will recall that the final landscape concept plan for Moa Reserve was presented to the Board meeting on Wednesday 27 September 2006 for approval.
3. Within that report to help further alleviate the parking and access issues, it was proposed that yellow “No Stopping” lines be placed either side of the Ely Street entrance, across the service vehicle entrance on Moa Place and outside the new entrance on Melrose Street. It is also proposed to install a cut down in the kerb at the Melrose Street entrance to allow cyclists to enter and exit. The Transport and Greenspace Unit had consulted with Officers from the Capital Programme (Transport) and the Network Operations teams who have advised that they would be in support of this proposal.
4. At that meeting the Board **resolved** to approve:
  1. *The landscape concept plan for the development of MOA Reserve (as shown in Attachment 1 of the report), to proceed to final design, tender and construction.*
  2. *Provision of a cut down in the kerb at the Melrose Street entrance to MOA Reserve. A separate report will be provided to the Board seeking its formal approval to no stopping restrictions at the Melrose Street, Ely Street and Moa Place entrances to the reserve.*
5. The proposed ‘No Stopping’ is consistent with Transport and Greenspace guidelines for no stopping at pedestrian and cycleway cutdowns.
6. Consultation with the stakeholders including the MOA Neighbourhood Committee has taken place within the consultation process for the landscape concept plan
7. To improve road safety and visibility for pedestrians and cyclists it is proposed to install broken yellow “no stopping” lines at each entrance to the reserve as shown on the attached plan. This is considered to be the most cost effective and practical solution to the problem.

#### FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$100.

#### Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation of road markings is within LTCCP Street and Transport operational budgets.

#### LEGAL CONSIDERATIONS

10. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

#### Have you considered the legal implications of the issue under consideration?

11. As above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

12. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety.

#### **Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

13. This contributes to improve the level of service for safety.

#### **ALIGNMENT WITH STRATEGIES**

14. The recommendations align with the Council's Parking Strategy 2003.

#### **Do the recommendations align with the Council's strategies?**

15. As above.

#### **CONSULTATION FULFILMENT**

16. Consultation has been carried out with the stakeholders and the Moa Neighbourhood Committee.

#### **STAFF RECOMMENDATIONS**

It is recommended that the Board approve:

- (a) The stopping of vehicles be prohibited at any time on the north side of Ely Street commencing at the western boundary of number 38 Ely Street and extending in a westerly direction for a distance of 6 metres.
- (b) The stopping of vehicles be prohibited at any time on the north side of Ely Street commencing at a point 16 metres west the western boundary of number 38 Ely Street and extending in a westerly direction for a distance of 5 metres.
- (c) The stopping of vehicles be prohibited at any time on the south side of Melrose Street commencing at a point 4.5 metres west of the western boundary of number 24 Ely Street and extending in a westerly direction for a distance of 10 metres.
- (d) The stopping of vehicles be prohibited at any time at the cul-de-sac head of Moa Place commencing 16.5 metres east of the western boundary of number 17 Moa Place and extending around the cul-de-sac for a distance of 10 metres.

#### **CHAIRMAN'S RECOMMENDATION**

For discussion.