

6. MORRISON AVENUE NEIGHBOURHOOD IMPROVEMENT WORKS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Shirley/Papanui Community Board's approval to proceed to final design, tender and construction for the Morrison Avenue Neighbourhood Improvement Project.

EXECUTIVE SUMMARY

2. The specific objectives of this report are to: -
 - Slow through traffic in Morrison Avenue.
 - Discourage vehicles from shortcutting through Morrison Avenue.
 - Enhance the frontage of the proposed reserve in liaison with the Greenspace Unit.
3. The present statistics for Morrison Avenue measured outside the proposed park are: -
 - Traffic volume - 1,700 vehicles per day, which suggests some vehicles are short cutting.
 - Vehicle speeds - The mean vehicle speed is 48 kph.
15% of vehicles travel at a speed of more than 55 kph.
 - Road width - The existing carriageway is approximately 12.5 metres wide.
 - Accident record - The Land Transport Safety Authority records show five minor accidents have been reported in the last five years from 1998 to 2003. This report is appended.
4. Three options were identified and assessed: -
 - A. The recommended option as illustrated on the attached plan TP 168701 and described below.
 - B. Closing the centre portion to vehicular traffic as illustrated on attached sketch 1727s3, would form two cul de sacs, thereby stopping short cutters, and reducing vehicle numbers.
 - C. The minimum; "do nothing" (i.e. the status quo).
5. The preferred option includes the installation of a threshold and platform at the Sawyers Arms Road/Morrison Avenue intersection, and the installation of three narrowings with raised platforms and landscaping to slow down vehicular traffic.
6. The views of persons affected have been ascertained through a public site meeting, a publicity pamphlet distribution to residents, property owners, and interested parties; and individual property visits as required. The property owners and occupiers view have been taken into account and reviewed by the project team.

FINANCIAL AND LEGAL CONSIDERATIONS

7. This Neighbourhood Improvement Project is programmed in the Transport and City Streets

- (ii) That the stopping of vehicles be prohibited at any time on the west side of Morrison Avenue commencing at a point 87 metres north from its intersection with Langdons Road and extending in a northerly direction for a distance of 13 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the east side of Morrison Avenue commencing at a point 219 metres north from its intersection with Langdons Road and extending in a northerly direction for a distance of 47 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the west side of Morrison Avenue commencing at a point 221 metres north from its intersection with Langdons Road and extending in a northerly direction for a distance of 45 metres.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Morrison Avenue commencing at a point 164 metres south from its intersection with Sawyers Arms Road and extending in a southerly direction for a distance of 13 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Morrison Avenue commencing at a point 162 metres south from its intersection with Sawyers Arms Road and extending in a southerly direction for a distance of 12 metres.
- (vii) That the stopping of vehicles be prohibited at any time on both sides of Morrison Avenue commencing at its intersection with the south side of Sawyers Arms Road and extending in a southerly direction for a distance of 13 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road commencing at a point 15 metres west of its intersection with the west side of Morrison Avenue and extending in a easterly direction a distance of 40 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

BACKGROUND ON THE PROPOSED MORRISON AVENUE TRAFFIC SAFETY IMPROVEMENTS

10. In the past Council received complaints from residents in the area requesting that something be done about the speed and number of vehicles using Morrison Avenue (a local road). A Local Area Traffic Management Scheme has been developed for the area that recommends a moderate traffic restraint at the Sawyers Arms Road intersection and three moderate speed restraints between Sawyers Arms Road and the shops at Langdons Road. These restraints were prioritised as a Neighbourhood Improvement Work and placed in the Capital Works Programme for the 2004/2005 financial year.
11. In the last five years there have been five minor accidents in Morrison Avenue reported to NZ Land Transport which have involved excess speed. This report is appended. Local residents advise there have been several more minor accidents that have occurred and been unreported. In 2005 there have been two speed related accidents that have not been reported as the offending vehicles were driven away. The first accident occurred when a speeding car hit a power pole and the second after a car turning right into Morrison Avenue off Sawyers Arms Road hit a parked car. It is not known if anyone has been injured in these two incidents.
12. A community barbeque was held with the Greenspace Unit on the proposed reserve in August 2004, which some members of the Board attended. The purpose of the barbeque was for the Transport and City Streets and Greenspace Units to advise the Morrison Avenue community of roading and reserve works proposed for their street. Options were discussed and feedback obtained. This feedback indicated that the proposed works shown on plan TP 168701 appended were preferred.
13. To check that Council staff had interpreted the responses correctly and to inform parties unable to attend the barbeque the attached publicity pamphlet (arranged by the Greenspace and the Transport and City Streets Units) was distributed to all residents, property owners, and other interested parties. This pamphlet demonstrated how the traffic safety objectives for the project would be achieved using platforms and narrowing's along Morrison Avenue with a threshold at Sawyers Arms Road intersection. The reserve improvements are the subject of a separate report.
14. A summary of the comments from the community relating to the proposed traffic safety improvements is as follows: -

15. **Major Issues**
Possible vandalism (mainly to trees).
Objection to narrowing, trees, and platform in front of the reserve.
Objection to narrowing at the ends of the street.
Loss of parking along the reserve frontage.
Sight lines need improving for drivers exiting from Morrison onto Sawyers Arms.
Loss of visibility between drivers and pedestrians outside the park with the proposed trees.
16. **Minor Issues**
Can a seat be installed at the entrance to Morrison Avenue?
Street lighting needs improvement.
Provide disabled parking at the shops.
17. **General**
Fantastic.
We have been waiting too long for this to happen.
Suggests greater security required to prevent vandals ruining it.
Feels there is no point in making improvements unless vandalism is curbed.
Suggests greater security required in area to prevent vandalism.
Suggests security cameras be installed in Morrison Ave and the park.
Suggests that better street lighting be provided along Morrison Ave.
Wants a street party when it is finished!
18. **Traffic Control**
Disagrees with traffic platform, road narrowing and trees in front of reserve.
Does not support road narrowing at the end of streets.
Stop the trucks coming out of Boyne Ave.
Feels steps need to be taken to reduce commercial/industrial traffic in Morrison and Boyne Avenues.
Hopes plan will slow traffic down.
Consider the visibility of the exit onto Sawyers Arms Road –exit is difficult due to speed of traffic.
19. **Parking**
Will there be sufficient on street parking near the reserve?
Suggests placing parking restrictions on both sides of Morrison Ave outside shops.
Requires further information on street parking when bowls are being played
20. **Landscaping**
Shields park from view.
Does not support more planting of any kind because vegetation debris contributes to flooding.
Plant more mature trees.
The overgrown gum tree outside No. 55 Morrison Ave needs trimming down.
The trees south of the bowling club driveway could block the sightlines for exiting cars.
The trees and plantings either side of the raised traffic platforms may restrict vision for drivers

OPTIONS

21. There were three options considered.
- A. The recommended option as illustrated on the attached plan TP 168701 and described below.
 - B. Closing the centre portion to vehicular traffic to form two cul de sacs.
 - C. The minimum; “do nothing” (i.e. the status quo).

PREFERRED OPTION

22. The preferred option involves the construction of a threshold and platform at the Sawyers Arms Road/Morrison Avenue intersection, and three narrowings with raised platforms and landscaping spaced at regular intervals along Morrison Avenue to slow down vehicular traffic.

ASSESSMENT OF OPTIONS

23. All three options have been assessed as follows.

- A. The preferred option, including no parking restrictions in the narrowings and on the corners of the intersection has the support of the vast majority of the community and will effectively meet the objectives of the project.
- B. The closing of the centre portion to vehicular traffic option while meeting all the objectives of the project to a strong degree was discounted because it reduced the efficiency of the local transport network and a significant majority of community objected to it.

A do nothing (maintain the status quo) option fails to meet the objectives of the project and does not address the complaints of the local community.

THE PREFERRED OPTION (A)

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> ▪ Traffic speeds will be lowered by the works creating a safer traffic environment. ▪ The number of traffic accidents will be reduced. 	It will take fractionally longer to travel the length of Morrison Avenue.
Cultural	<ul style="list-style-type: none"> ▪ Nil 	Nil
Environmental	<ul style="list-style-type: none"> ▪ Morrison Avenue is enhanced through the provision of landscaping. 	Minor landscape maintenance costs.
Economic	Reduction in traffic incident/accident costs.	Capital expenditure.
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome <i>O C i i d e a c h i c e f h i g, e a b i l i a d a c c e e a c e , a d a a g e f i l i e h a a l l e l e e j a a c c e a b l e a l i f l i f e</i> by providing a high quality transportation network.</p> <p>Also contributes to <i>O C i i f a c e a d e i e a e a a g e d e f f e c i e l , a e e i e c h a g i g e e d a d f c l g- e a i a b i l i</i> by managing all assets to optimise their value and usefulness over the long-term.</p> <p>Impact on Council’s capacity and responsibilities: There will be a minute increase in the load on the Council's landscape contractors to maintain the landscaping on each side of the narrowings.</p> <p>Effects on Maori: It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies: Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the Transport and City Streets Unit’s Asset Management plan.</p> <p>Views and preferences of persons affected or likely to have an interest: Views on the proposed traffic safety improvements in Morrison Avenue were sought for Options (A and B) at the on site meeting. The comments from the community for the preferred option were in support 79, against 5.</p> <p>Other relevant matters: Nil</p>		

THE CUL DE SAC OPTION (B).

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> ▪ Large % reduction in traffic volumes. ▪ A safer street for pedestrians and all residents. ▪ There would be no vehicular traffic opposite the reserve making it a lot safer for children. 	<ul style="list-style-type: none"> • Vehicles will not be able to drive the length of Morrison Avenue. • Loss of efficiency for local transport network – vehicles will have to travel further. • There would be a minor increase in journey times.
Cultural	<ul style="list-style-type: none"> ▪ Nil 	<ul style="list-style-type: none"> ▪ Nil
Environmental	<ul style="list-style-type: none"> ▪ The streetscape is enhanced through the provision of landscaping. 	<ul style="list-style-type: none"> ▪ Would encourage the use of environmentally friendly transport.
Economic	<ul style="list-style-type: none"> ▪ Reduction in traffic incident/accident costs. 	<ul style="list-style-type: none"> ▪ Capital expenditure. ▪ Minutely higher landscape maintenance costs. ▪ Increased fuel costs for local vehicle users.

EXTENT TO WHICH COMMUNITY OUTCOMES ARE ACHIEVED:
 Primary alignment with community outcomes through the LTCCP 1004:
 A City of Healthy and Active People; this includes “O Ci ide he a ala db il e i e ha e able e le e j l ga d heal h lie .”
 A Safe City; this includes “O Ci ba f a difa c e a i i e afe a d ec i f all e le f ci e, i j a d haza d .”
 A Liveable City; this proposal assists in providing a high quality and safer transport network.

IMPACT ON COUNCIL’S CAPACITY AND RESPONSIBILITIES:
 It will increase the load on the Council’s landscape contractors to maintain the landscaping between the cul de sac heads, if they were to be installed.

EFFECTS ON MAORI:
 There are no known effects on Maori.

CONSISTENCY WITH EXISTING COUNCIL POLICIES:
 The proposal is consistent with the Councils policies including Community Outcomes from the LTCCP 2004: A City of Healthy and Active People; this includes O Ci ide he a ala db il e i e ha e able e le e j l ga d heal h lie .
 A Safe City; this includes O Ci ba f a difa c e a i i e afe a d ec i f all e le f ci e, i j a d haza d .
 The proposal is in accordance with the Traffic Management function of the Transport sector of the LTCCP. This sets out performance measures, including T affi c i a b l e e hl a d a f e l from the LTCCP 2004 and CCC Financial Plan and Programme 2004.

Views and preferences of persons affected or likely to have an interest:
 Consultation has revealed that a significant number of respondents were unhappy with this option due to increased distances they would have to drive and the inconvenience it would cause them. The majority of residents north of the reserve and the Bowling Club members would have to use the Greers Road and Main North Road intersections at each end of Sawyers Arms Road which suffer from congestion at peak times.

OTHER RELEVANT MATTERS:
 No other relevant matters.

MAINTAIN THE STATUS QUO (OPTION C)

	Benefits (current and future)	Costs (current and future)
Social	Nil	<ul style="list-style-type: none"> ▪ Residents continue to feel the street is not safe due to the speed of traffic. ▪ A disappointed community when expectations that something is going to be done about safety is not.
Cultural	Nil	Nil
Environmental	Nil	The Morrison Avenue streetscape is not enhanced.
Economic	<ul style="list-style-type: none"> ▪ No capital expenditure costs. ▪ Will save landscape maintenance monies. 	Continued cost of accidents.

Extent to which community outcomes are achieved:

Maintaining the status quo is not aligned to any Community Outcomes.

Impact on Council's capacity and responsibilities:

The Christchurch City Council will be failing to take this opportunity to make a street safer for its residents as they have requested.

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the asset management plan.

Views and preferences of persons affected or likely to have an interest:

Given that significant feedback in support was received for the option distributed for public consultation it is considered that there is some support for not maintaining the status quo.

Other relevant matters:

Nil