

9. MOMORANGI CRESCENT PROPOSED NO STOPPING

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on Momorangi Crescent at its entrance section with Main North Road.

EXECUTIVE SUMMARY

2. Staff have received many requests from both residents and users of Momorangi Crescent to investigate the parking and congestion issues in the Crescent. Traffic counts were undertaken over a four week period in July and August 2010. Momorangi Crescent was entered on our minor safety database and, using this data and other criteria, prioritised against other schemes on the database. Based on this prioritisation, Momorangi Crescent has been selected as a minor safety project for this financial year.
3. The situation on Momorangi Crescent is unusual in that it is a no exit road and its only intersection is onto a busy State Highway. There are many non-resident users of Momorangi Crescent, accessing St Bede's College to attend after-school activities and use the sporting facilities provided for the community by the school. The Momorangi Crescent intersection with Main North Road can become very congested during school finish times and major sporting events. The entrance section is only 7.5 metres wide and cars parked on both sides of the street effectively make this a one-way street. Right-turners from Momorangi Crescent onto Main North Road also block left turning traffic. This can cause disruption to traffic on Main North Road and frustration to users of the street, leading to risk taking by motorists.
4. The consultation process will be discussed in further detail in the Consultation Fulfilment section, however initial consultation highlighted two themes that residents in the street felt strongly about. These are St Bede's College issues in general and the intersection of Momorangi Crescent with Main North Road. At this location Main North Road is a State Highway and intersections onto it are controlled by New Zealand Transport Agency (NZTA). NZTA has delegated authority at this intersection and Council can only recommend treatments. Likewise, St Bede's College is an educational facility that is privately owned. Council can recommend options but overall it is St Bede's College's decision whether to progress any of these.
5. Staff are proposing to widen the street at the intersection with Main North Road to provide exclusive left and right-turning lanes at the exit (see **attachment 1**). The right lane will provide for five right turning motorists to be queued and still allow left turning motorists past the queue. The proposal also involves installing inset parking bays on the southern side. This will *retain* six parking spaces along this section of the crescent for residents and street users. On the northern side it is proposed to have a no stopping restriction to maintain traffic flow along this section. This removes on street parking from outside of 238 Main North Road and outside the playground. There has been no comment from residents at 238 Main North Road and they have extensive off street parking. The playground is a local facility and staff would suggest it is designed for residents of Momorangi Crescent to use, therefore parking is not required alongside the total park frontage.
6. Extensive consultation was undertaken to try and resolve resident concerns. In August 2011 staff presented the local community and key stakeholders with three options for improvements in the crescent. Two of these options were for work in the crescent itself and one option was for entrance improvements only. Strong interest was shown by residents who attended an informal meeting held in the street, and via submissions and phone calls.
7. Neither of the options in the crescent received strong support from residents. However entrance improvements were supported by the majority of submitters and comments were made about possible improvements for this option. Based on these results it was decided to progress the scheme at the entrance and to discard the other two options.

8. All submitters were sent a letter informing them of this decision. Each issue submitted during consultation was listed in a separate table and a response was noted beside each comment from staff, NZTA or St Bede's College to better show why this decision was made.
9. The entrance scheme was changed to include some suggestions that submitters had made including widening the street to allow exclusive left and right turning lanes and installing a no stopping restriction to maintain traffic flow, as mentioned in paragraph 5.
10. An information leaflet was distributed to residents of Momorangi Crescent and key stakeholders in early December. One resident phoned expressing disapproval. Three parties attended a drop-in session during this period and although there were additional comments about issues in the street, these residents expressed general support of the proposal.

FINANCIAL IMPLICATIONS

11. The estimated cost of this proposal is \$40,000 and this will be funded through the Minor Safety Projects budget.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

12. The Minor Safety Projects budget is a line item in the 2009-19 LTCCP.

LEGAL CONSIDERATIONS

13. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
14. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions.
15. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. As above.

ALIGNMENT WITH STRATEGIES

19. The recommendations align with the Council Strategies including the Parking Strategy 2003 and Road Safety Strategy 2004.
20. This project aligns with the Council's strategies to create a safe, secure, responsive and sustainable transport network; to relieve traffic congestion and promote active travel.

Do the recommendations align with the Council's strategies?

21. As above.

CONSULTATION FULFILMENT

22. Prior to the initial consultation options, staff met with St Bede's College representatives to find out their understanding of the issues in Momorangi Crescent.

23. In response to residents' concerns about traffic congestion in Momorangi Crescent a consultation leaflet containing three options for consideration was hand-delivered to all residential properties in Momorangi Crescent and sent to key stakeholders including St Bede's College and Canterbury Hockey Association, during a consultation period of three weeks in August 2011, closing Friday 19 August.
24. All options included provision for improvements to access in the entrance section of the street. In addition, Option One also included No Stopping restrictions in the crescent, and Option Two proposed one way traffic flow in the crescent. Option Three presented improvements to the entrance section only.
25. During the consultation period an informal street meeting was attended by approximately 45 residents on Tuesday 9 August between 5pm and 6pm. Strong concerns were expressed about traffic, congestion and safety issues in the street perceived by many as directly resulting from changes and increase in access to St Bede's College and the hockey turf via Momorangi Crescent. It was noted that an additional increase in traffic was the result of a temporary school-sharing arrangement between St Bede's and Marian College, which has concluded at the end of 2011.
26. 31 submissions and a number of phone calls were received in response to the options provided. 29 of the submissions were from residents/and or landowners of Momorangi Crescent. For the crescent itself, the one way option and the 'No Stopping' restriction option received limited support from residents, with the main concern being that residents' parking and access would be compromised in favour of improvements to benefit St Bedes College. Two organisations, NZTA and Canterbury Hockey Association supported a one way street.
27. There was strong support from residents for the proposal to improve the entrance section of the street and additional concerns were expressed about safety and access at the intersection itself.
28. Staff met with a St Bede's College representative who provided responses to key concerns raised in this consultation. NZTA was made aware of the issues raised about the intersection, and provided justification for the existing intersection layout. Residents were provided with a summary of the feedback and a table specifying issues raised and the responses provided by the Council, NZTA and St Bede's. College (See **Attachments 2:** Consultation Feedback Letter to Submitters and **Attachment 3:** Summary of Initial feedback and Project Team Responses).
29. As a result of this consultation and feedback, a plan was developed that includes improvements to the entrance section of Momorangi Crescent incorporating some of the suggestions made by submitters. This plan was released to the residents and key stakeholders as an 'Information Leaflet'. The leaflet was hand delivered to all residents and key stakeholders. During the three week consultation period (ending 22 December 2011) allowing for community comment on the proposal, one resident phoned expressing general disapproval. No other comments were received.
30. An informal drop in session was held in St Bede's College on Wednesday 14 December between 5 pm and 6.30 pm to provide an additional opportunity for residents and stakeholders to voice any concerns. Three separate parties attended this street meeting and although they had comments, most concerns were about other issues and they were all in support of the scheme presented for their street.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

Revoke the following parking restrictions:

- (a) Any existing parking restrictions on both sides of Momorangi Crescent between the intersection with Main North Road and a point 15 metres east of the intersection.

Approve the following:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Momorangi Crescent commencing at its intersection with Main North Road and extending in an easterly direction for

a distance of 87 metres and then around the corner in a north-easterly direction for a distance of 25 metres;

- (b) That the stopping of vehicles be prohibited at any time on the south side of Momorangi Crescent commencing at its intersection with Main North Road and extending in an easterly direction for a distance of 32 metres;
- (c) That the stopping of vehicles be prohibited at any time on the south side of Momorangi Crescent commencing at a point 83 metres from its intersection with Main North Road and extending in an easterly direction for a distance of 4 metres and then around the corner in a south-easterly direction for a distance of 23 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.