

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Gary Clark, Transportation Manager
Report prepared by Steve Elkington, Transportation Project Engineer

REFERENCE: RD3332

DATE: 29 October 2010

SUBJECT: **Crescent Street at Wensley Road Intersection – Proposed Changes – RESC-10-11-06**
Report prepared for meeting of 11 November 2010

1 PURPOSE

- 1.1 The purpose of this report is to seek approval from the Engineering Services Committee to undertake public consultation on the proposal to alter the intersection of Crescent Street at Wensley Road to make it safer, by either closing-off Crescent Street to all vehicle movements or restricting these to turning in only.

2 BACKGROUND

- 2.1 Several years ago an elderly mobility scooter user toppled-off their scooter whilst crossing the intersection of Crescent Street at Wensley Road.
- 2.2 A contributing factor to the mobility scooter toppling over was apparently due to the steep grade of Crescent Street roadway at Wensley Road combined with the steep pram crossing ramp of the eastern side Wensley Road footpath at Crescent Street.
- 2.3 Crescent Street has a Stop Control due to there being limited visibility when looking in both directions along Wensley Road. Crescent Street also has a steep approach on to Wensley Road that requires drivers to hold the vehicle whilst looking for a gap in the traffic.

Location Map - See over



Wensley Road at Crescent Street



Looking back towards Richmond



Pram Ramp on uphill southern side

2.4 The existing grade on the road where the vehicle is stopped is 1-in-5 (ideally this should be almost a level area in which to stop and start from) and the grade of the path at the pram ramp in the second photo is 1-in-3.7 (ideally this should be 1-in-12).

2.5 Intersection Usage - Vehicle Turning & Pedestrian Count

An intersection turning count to identify existing vehicle movements and pedestrian volumes was undertaken on 2 September 2009 at the peak morning, midday and late afternoon periods, which are considered a good indicator of the intersection usage. The traffic movements for both turning in and out are shown below and are relatively low in term of vehicle movements for Wensley Road which is 6500 vehicles per day and Crescent Street between Blair Terrace and Oxford Street at 690 vehicles per day. Based on the peak period movements no attempt has been made to try and convert these into a 24hour figure.

2.6 The peak hours for vehicle movements are shown below.

	In	Out	Pedestrians
am peak (8:00-9:00am)	11	10	12
Inter peak (12:00-1:00pm)	17	8	9
pm peak (4:45-5:45pm)	26	16	9
Totals	54	34	30

2.7 Further to the above, the survey identified that peak hourly pedestrian volume occurs between 3.15–4.15pm with 22 pedestrians crossing the Crescent Street intersection.

2.8 Crash Statistics

In the last five years two crashes have been reported on Wensley Road near the intersection of Crescent and Waverley Streets. Both incidents occurred at night and alcohol was a major factor.

2.9 Alternative Route

Appended to this report is a map showing the alternative routes in the local area with current traffic volumes.

3 COMMENT

3.1 The preferred option which will be consulted on is to close off the intersection of Crescent Street at Wensley Road to all vehicle movements. However, an alternative to this preferred option will also be floated for comment. This will be for Crescent Street to remain open to vehicles turning from Wensley Road only. It is considered safer for drivers turning into Crescent Street from Wensley Road than for vehicles turning on to Wensley Road or crossing it diagonally to access Waverley Street.

3.1 By altering the intersection this will allow safer and improved pedestrian access across it. The section of Wensley Road at the intersection will also be made safer for through traffic including cyclists due to less turning traffic in this vicinity.

3.2 It is not considered economically justifiable to upgrade the Crescent Street leg of the intersection with Wensley Road to allow it to operate more safely with full vehicle movements due to such low traffic usage.

3.3 Speaking with several locals they support closing off the Crescent Street intersection at Wensley Road.

3.4 Signage and Alternative Routes

Signage at the intersection of Crescent Street and Blair Terrace would be installed to inform drivers that the road is closed. This intersection would, in time, also be altered as the predominant turning movement would be from Blair Terrace towards Oxford Street or from Crescent Street into Blair Terrace. Drivers turning at the terminus of Crescent Street would be required to make a three point turn as both the carriageway and legal road reserve width are limiting.

3.5 Estimate

The work will be funded from the New Zealand Transport Agency's subsidised Work Category "Minor Improvements" which attracts a subsidy rate of 59%. The physical work, depending on the option at Wensley Road, is expected to cost between \$10,000-\$15,000.

3.6 Consultation Plan

It is planned to undertake consultation early in the new year over a four week period. The proposal will be advertised in the Nelson Mail and Council's Newslines. Also it is hoped an article can be run in Newslines. A letter inviting submissions will be sent to all Emergency Services as well as residents of the bottom end of Crescent Street between Blair Terrace and Wensley Road.

3.7 Reporting Back to the Committee

Once submissions have closed early in 2011, the public response will be reported back to the committee with a recommendation.

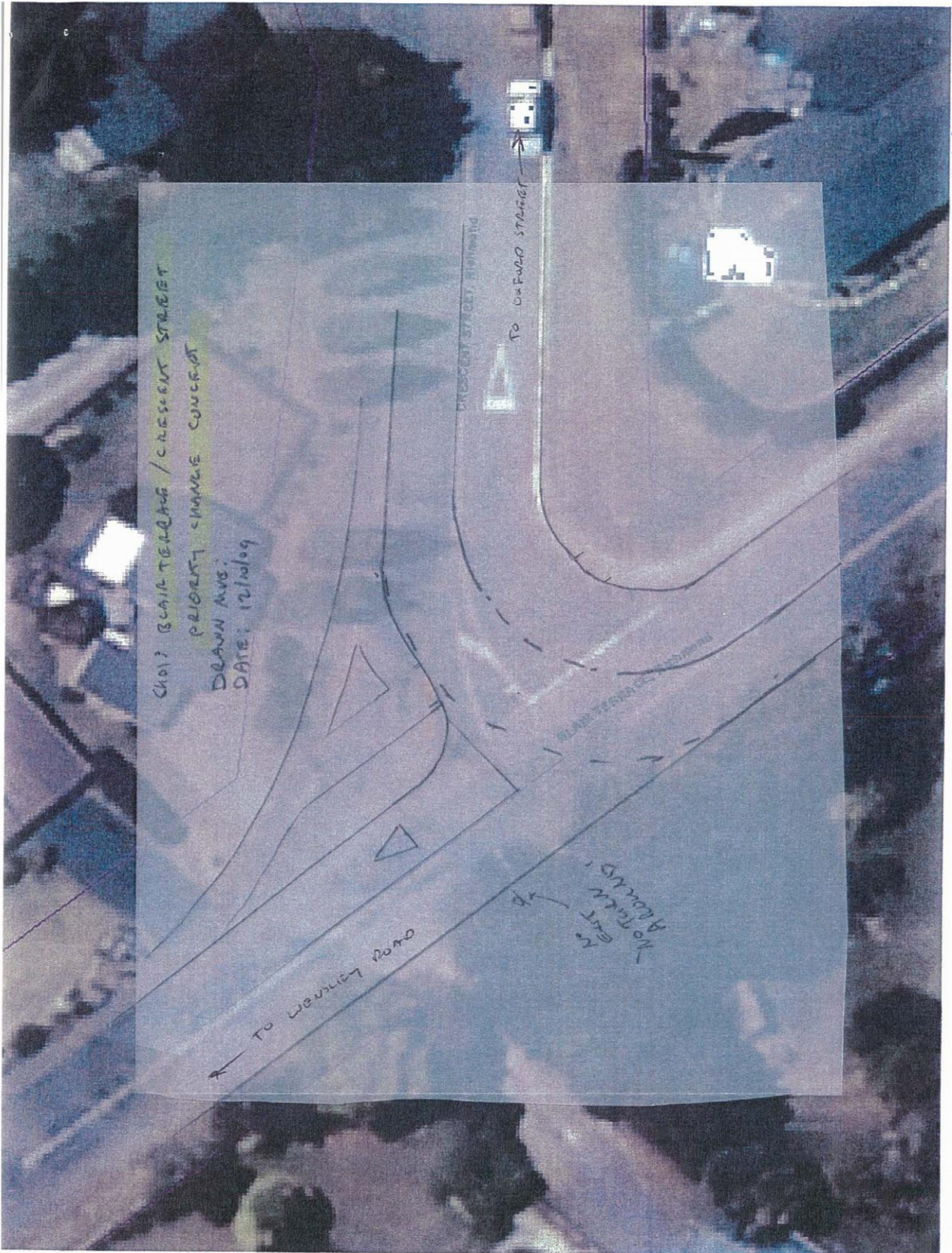
4 RECOMMENDATION

THAT the Engineering Services Committee, approve of public consultation being undertaken on the closure and entry only options for Crescent Street intersection at Wensley Road as noted in this report RESC10-11-XX.

Gary Clark
Transportation Manager



Alternative Vehicle Routes and Current Traffic Counts



Proposed Future Intersection Treatment at Crescent Street and Blair Terrace