

Report No:	RESC11-04-04
File No:	RD3332
Date:	18 April 2011
Decision Required	

REPORT SUMMARY

Report to: Chair and Members, Engineering Services Committee
Meeting Date: 28 April 2011
Subject: Crescent Street at Wensley Road – Partial Closure
Report Author: Steve Elkington, Transportation Projects Engineer

EXECUTIVE SUMMARY

At the Engineering Services Committee meeting in November 2010 a report recommended that public consultation be carried out on two proposals for treating the intersection of Crescent Street at Wensley Road. The two proposals recommended for consultation were:

- Option 1 - the closure of Crescent Street at Wensley Road to all vehicle traffic;
- Option 2 - the partial closure of Crescent Street at Wensley Road to traffic turning out of Crescent Street.

The reason for reviewing this intersection is due to improve safety. The Crescent Street approach on to Wensley Road is very steep and has limited sight lines for drivers exiting Crescent Street. The intersection crossing of Crescent Street is awkward with steep ramps and cross-fall causing stability issues for pedestrians, wheelchair and mobility bound users.

Consultation has produced a clear preference for option 2.

RECOMMENDATION/S

That Council receives this report and adopts option 2.

DRAFT RESOLUTION

THAT the Engineering Services Committee receives the report Crescent Street at Wensley Road – Partial Closure, RESC11-04-04; and
THAT the Engineering Services Committee approves the partial closure of Crescent Street at the intersection with Wensley Road to all traffic entering on to Wensley Road as noted in the report, RESC11-04-04.

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1. Purpose

- 1.1 The purpose of this report is to discuss the feedback received regarding two options consulted on for the full and partial closure of Crescent Street at Wensley Road. The report recommends that the Committee approves the partial closure of Crescent Street at Wensley Road which has the overwhelming support of submitters.

2. Background

- 2.1 The main reason for reviewing the intersection of Crescent Street at Wensley Road is due to its operating safety. The Crescent Street approach on to Wensley Road is very steep and has limited sight lines causing problems for drivers exiting Crescent Street. Also for pedestrians and particularly wheel chair and mobility bound users travelling along the eastern side footpath on Wensley Road, crossing the intersection of Crescent Street is awkward with steep ramps and cross-fall causing stability issues.
- 2.2 At the Engineering Services Committee meeting in November 2010, a report was presented recommending that public consultation be carried out for two proposals for treating the intersection of Crescent Street at Wensley Road. The two proposals recommended for consultation were:
- Option 1 - the closure of Crescent Street at Wensley Road to all vehicle traffic; and
 - Option 2 - the partial closure Crescent Street at Wensley Road to traffic turning out of Crescent Street.
- 2.3 Plans of the two options are attached for information.

2.4 Consultation was undertaken over a two month period from late November 2010 to 31 January 2011. The consultation process involved using four strands to engage feedback including:

- Personal letter to local affected residents on Crescent Street and Blair Terrace;
- Public display in the foyer of the Richmond Council office;
- Article in Newsline – The Mag
- Article in Waimea Weekly and Richmond Leader.

3. Present Situation/Matters to be Considered

3.1 The poor sightlines for drivers exiting Crescent Street on to Wensley Road;

3.2 The poor accessibility due to steepness of the existing pram ramps and road surface at the Crescent Street and Wensley Road intersection. Also the sightline for observing traffic on Crescent Street approaching Wensley Road is poor.

4. Financial/Budgetary Considerations

4.1 The estimated cost of the physical changes at the intersection of Crescent Street and Wensley Road irrespective of option has been roughly estimated at less than \$20,000. This cost is subsidised by NZTA by 59% and funded from Council's Minor Road Improvements budget.

5. Options

5.1 Option one is for the full closure of Crescent Street at Wensley Road thereby preventing all vehicles entering or leaving Crescent Street at this intersection.

5.2 Option two is for the partial closure of Crescent Street at Wensley Road thereby banning traffic entering on to Wensley Road at this intersection.

6. Pros and Cons of Options

6.1 Option one

Pros:

1. Speeding through traffic will be eliminated;

2. The road will have very little local traffic other than to the 12 local residential properties that gain access off this end of Crescent Street;
3. The eastern side footpath of Wensley Road will be able to be built across the current Crescent Street intersection at a constant grade thereby rectifying the current steep section. Footpath users then will not have to watch out for traffic.

Cons:

1. Several of the uphill side accessways are angled towards Wensley Road due to Crescent Street rising up towards Wensley Road. Drivers exiting at least three accessways could have difficulties turning on to Crescent Street in one manoeuvre. However, a Council long wheel based vehicle has been used on two of these access way and found that turning out of the driveways can be achieved in one manoeuvre at low speed. Under Option One all of the twelve accessways on Crescent Street will only be able to be approached from the easterly direction of Blair Terrace. The accessways otherwise operate the same as they do now when approached from the easterly direction or departed in this direction. In both cases irrespective of which side of the road the accessways are on require the driver to either swing on to the opposite side of the road when departing or entering the access way.
2. Large vehicles can only approach the properties from one direction. This is not seen necessarily as a problem as the section of road being closed off is relatively short at approximately 100metres and large vehicle would drive up the road and back up or down the access or back-up the road and then drive forward when leaving Crescent Street. In the case of the accessways that slope up the hill this may require drivers of particularly large trucks on departing the access to back down the road. Alternatively these drivers may choose to back-up the road and access the property front ways then back down the drive and drive out of the road in a forward direction. These types of visits by large trucks would be expected to be few. The current road width allows for an eight metre ridged truck to make a three point turn using one of the driveways which all occupy a reasonable amount of road reserve due to the narrow carriageway width at 7.5 metres.
3. The additional trip time and inconvenience for local residents in the area wishing to access Wensley Road or the western area of Richmond including SH6. Whilst drivers will find alternative routes it is acknowledged that for some the current route is a timesaver.

4. Additional right turning traffic from Oxford Street into Crescent Street could cause traffic to bank up through the Oxford Street and Wensley Road Roundabout by blocking through traffic. This intersection has the capacity to handle additional traffic. However at the intersection of Oxford Street at Crescent Street, there is only estimated to be stacking for two east bound vehicles turning from Oxford Street into Crescent Street. Depending on how these drivers position their vehicles in the centre of the road determines whether through traffic can pass on the inside. Whilst local drivers will find alternative routes Option Two does allow an alternative route for drivers to access properties in the Crescent Street and Blair Terrace residential areas.

Note: A marked right turn bay would cause the cycle lane to be part of the through lane.

6.2 Option Two

Pros:

1. Locals will still have the convenience of quick access off Wensley Road into the Crescent Street and Blair Terrace residential and bordering areas.
2. The twelve private accessways on Crescent Street affected by the partial closure will be able to be approached from the Wensley Road direction. This would make it easier when towing a trailer to access the properties on the uphill side.
3. Trucks making deliveries or picking-up will be able to drive through without having to back up or alternatively down the road. The full closure allows for an eight metre rigid truck to do a three point turn using one of the driveways. These driveways all occupy a reasonable amount of road reserve. Crescent Street is approximately 7.5 metres wide which is a normal width for a residential access place under Council's Engineering Standards.
4. Sightline issues for drivers now entering on to Wensley Road will cease to be an issue;
5. East bound traffic off Wensley Road and Waverly Street can still use this shorter route provided by Crescent Street;
6. The eastern side footpath along Wensley Road at Crescent Street would be partly reconstructed to improve longitudinal and cross-fall

grade whilst pedestrians will only need to watch out for turning traffic from Wensley Road and will have a greatly improved sight lines;

Cons:

1. Speeding traffic coming down the hill from Wensley Road is still likely to be present however, by changing the priority control on the northern leg of Crescent Street at Blair Terrace and instead installing an intersection control on the western leg of Wensley Road at Blair Terrace will reduce speeds slightly. Otherwise more effective measures may be necessary such as traffic calming.

2. The additional trip time and inconvenience for local residents in the area wishing to access Wensley Road or the western area of Richmond including SH6. Whilst drivers will find alternative routes it is acknowledged that for some the current route is a time saver.

6.3 Submissions

- 6.4 Council received 42 submissions with 45 responses with two submissions received from the same person but supporting the other option. A summary of submissions is attached at the end of this report.

- 6.5 The process however was worthwhile from Council’s perspective and reinforces the fact that local residents know best the issues with their local road network. The submissions received were all helpful with some providing detailed comment whilst others simply stated the preferred option.

- 6.6 The following table summarises the numbers supporting the two options or the status quo.

Option 1 – Closure	Option 2 – Partial Closure	Opposed to Option 1 & 2
13	29	3
29%	64%	7%

- 6.7 Appended at the back of this report is a summary of the submissions received. Several bound copies of submissions are available for viewing prior to the meeting and will also be made available to Councillors at the meeting.

- 6.8 Some of the issues raised included:

- Five submissions supported the need to improve the footpath for users;
- One submission suggested a trial period for Option 2 - partial closure;
- The issue for some was the length of detour and inconvenience to take an alternative route;
- Some were concerned about how the intersection of Oxford and Crescent Streets intersection would operate with more turning traffic;
- One resident whose access is off Crescent Street raised the issue of the acute angle of their driveway and how by restricting the intersection could make it particularly difficult for entering and exiting their property.
- The speed of traffic including boy racers on Crescent Street;
- Steepness of the Crescent Street vehicle approach to Wensley Road;
- Not a nice intersection Crescent Street at Wensley Road to use;
- Some Wensley Road residents prefer to turn left from Wensley Road into Crescent Street to avoid crossing Wensley Road into the north bound lane;
- Large vehicles must be able to turn off Wensley Road into Crescent Street;
- The vertical curve on Crescent Street near Shearer Terrace and potential conflict with parked vehicles;
- Steepness of the footpath approaches, pram ramps on Wensley Road at Crescent Street and road crossing point of Crescent Street;
- One submission raised the issue of traffic be able to turn around in Crescent Street.

7. Evaluation of Options

7.1 Whilst option two is considered the better half-way house approach, a number of residents in Crescent Street will be disappointed as option one was seen as a solution to through and speeding traffic.

- 7.2 Either option will create issues for motorists in terms of using an alternative route but this is no different than any trip that we all make as drivers in that seldom is there a direct route to our destination.
- 7.3 Changing the intersection of Crescent Street at Wensley Road is related to the safety involving the footpath accessibility on Wensley Road and stopping a vehicle manoeuvre that is considered by many to be unsafe due to poor sightlines. Evidence from locals suggest the intersection is considered unsafe when accessing Wensley Road and hence why the volumes of vehicles using it is low (See appendix 2).
- 7.4 It is recognised that with pushing more traffic on to the other leg of Crescent Street between Oxford Street and Blair Terrace, that some minor improvements on this section of Crescent Street will be necessary. It is envisaged this work will involve marking a section of centre line over the vertical crest near the intersection of Shearer Crescent with some associated parking restrictions along the western side kerb.

8. Significance

- 8.1 This is not considered a significant decision for Council as the issues regarding the intersection of Wensley Road and Crescent Street have existed for a considerable time.

9. Recommendation/s

- 9.1 That the Engineering Services Committee receives this report.
- 9.2 That the Engineering Services Committee agrees to the partial closure of Crescent Street at Wensley Road that will allow drivers of vehicles turning from Wensley Road to enter Crescent Street.

10. Timeline/Next Steps

- 10.1 The proposed partial closure will be notified in coordination and prior to the planned work which would occur in Council's 2011/12 Financial year.
- 10.2 All submitters to the two options proposed will be notified of Council's decision shortly after the confirmed minutes from this meeting are released.

11. Draft Resolution

11.1 That the Engineering Services Committee receives the report entitled Crescent Street at Wensley Road – Partial Closure, RESC11-04-04; and

11.2 That the Engineering Services Committee approves the partial closure of Crescent Street at the intersection with Wensley Road to all traffic entering on to Wensley Road as noted in the report RESC11-04-04.

Appendices:

1. Plan of the two options.
2. Schedule of Submitters (Including summary of issues raised).
3. Peak Pedestrian & Traffic Movements - Intersection of Crescent Street/ Wensley Road/Waverley Street.
4. Local Road Network - Daily Traffic Volumes