

### 3. CROYDON STREET / SOUTHAMPTON STREET – NEIGHBOURHOOD IMPROVEMENT PROJECT (NIP)

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<b>Officer responsible:</b>	Manager, Transport & City Streets
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#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to proceed to final design, tender and construction for the Southampton Street/Croydon Streets Neighbourhood Improvement Project.

#### EXECUTIVE SUMMARY

2. This project involves altering road markings on Croydon Street and a splitter island with pedestrian facilities. The purpose of this project is to deter drivers cutting the corner at the intersection, performing "doughnuts" and better delineating the intersection.
3. The historical problems at this intersection were vehicles cutting across the head of the Croydon/Southampton Streets intersection when turning right from Southampton Street into Croydon Street. Vehicles are driving into and out of this intersection at higher than expected speeds, which is attributed to the generous kerb-to-kerb width in both streets. Furthermore, some residents have outlined that some hoons perform "doughnuts" in Southampton Street at the head of the intersection because of the additional road width encroaching into Croydon Street.
4. The objectives of the project, as established in October 2004, are to:
  - (i) Investigate, assess and provide solutions to the problems complained of at the intersection of Croydon and Southampton Streets.
  - (ii) Improve safety for pedestrians, cyclists and vehicles.
  - (iii) Provide improved pedestrian/cycle crossing facilities.
  - (iv) Upgrade any inadequate street lighting (location of street lighting to be looked at).
5. Three options were identified and assessed, including the minimum "do nothing" (i.e. the status quo), kerb build-outs on Croydon Street and the recommended option. The proposal is illustrated on the attached plan and described below.
6. The preferred option involves the construction of a 13 metre long splitter island in Croydon Street at the approach of Southampton Street. The island will have a short nose to allow pedestrians to cross as close as practical along the Southampton Street footpath alignment. The tail of the island will be longer to give the island increased visibility and presence. The island will reduce Southampton Street at the head of the intersection to 14 metres in width, thereby reducing the potential for drivers to perform "doughnuts" in Southampton Street at this location.
7. Croydon Street will maintain two 5.5 metre lanes adjacent to the island that is sufficient to cater for vehicles and a two-way bus route through this intersection.
8. The preferred option also includes installation of no stopping (yellow lines) around the kerb and channel of this intersection, including 6 metres on the south and north side of the intersection on Southampton Street; 19 metres on the southern side of Croydon Street and 20 metres on the northern side of Croydon Street. This will prevent vehicles parking at this intersection for these locations. The centre road line markings need will be extended 29 metres along Croydon Street. These road line and lane markings on the approaches and departure of the intersection within Croydon Street will better delineate and make the intersection more visible.
9. The alternative option (do nothing) was considered if the results of consultation did not find that the problem was still apparent.
10. The views of persons affected have been ascertained through individual visits to each household and discussions with landowners/occupiers. A letter advising of the preferred option was also sent to the wider community. The landowners and occupiers views were reviewed by the project team. At its meeting on 4 October 2004, the Spreydon/Heathcote Community Board accepted a staff recommendation that the project proceed to consultation.

11. In relation to the intersection improvements, the views and preferences of persons affected or likely to have an interest have been ascertained through consultation with the owners and occupiers of the properties in the immediate location of the intersection. Eight of the nine properties immediately adjacent to the intersection were contacted. One eluded successful contact.
12. The historical nature of the problems and issues was that vehicles were cutting across the head of the Croydon/Southampton Streets intersection when turning right from Southampton Street into Croydon Street. Also, vehicles are driving through into and out of this intersection at higher than expected speeds, which is attributed to the generous kerb-to-kerb width in both streets. Furthermore, some residents have outlined that some hoons perform “doughnuts” in Southampton Street at the head of the intersection because of the additional road width encroaching into Croydon Street.
13. All of the eight property owners/occupiers contacted favoured the preferred solution. All residents spoken to expressed satisfaction that the Council were (finally) doing something about this intersection because, as they explained, the intersection is subject to not only ‘drivers cutting the corner but also hoons at night doing “doughnuts” in Southampton Street at the intersection. On this basis this has confirmed the problem and confirmed that the project and design is appropriate.
14. It is evaluated that the residents in the surrounding area most directly affected are in support of the plans and are, in fact, pleased that the Council are proactively pursuing solutions to the problems they have experienced.
15. The implications of this work are that the intersection should control (slow) traffic through it, with vehicles not being able to cut the corner. The reduced street width within Southampton Street should deter vehicles attempting to do “doughnuts”. Also, the no parking lines on the corners of the intersection will enable greater use of the road carriageway with no parked vehicles inhibiting or taking up space for vehicle movements. The design should reduce traffic speeds, provide a more visible intersection and enable safer pedestrian movements across Croydon Street at this intersection.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

16. The cost estimate for this project is \$6,600. The Transport and City Streets Unit’s Neighbourhood Improvement Project works is programmed in the Unit’s capital programme, for implementation in 2005/06 financial year, with a total budget of \$760,000. The budget for this project is fully funded within the unit budgets.
17. There are no legal considerations associated with this project’s preferred option aside from the resolutions outlined in the recommendations below.

## **BACKGROUND ON CROYDON STREET/SOUTHAMPTON STREET NEIGHBOURHOOD IMPROVEMENT PROJECT**

18. This project is a Neighbourhood Improvement Project. It was originally programmed due to neighbourhood complaints. This project has included investigation about the problems to ensure problems still remained.
19. The historical nature of the problems and issues were that vehicles were cutting across the head of the Croydon/Southampton Streets intersection when turning right from Southampton Street into Croydon Street. Also, vehicles are driving through into and out of this intersection at higher than expected speeds, which is attributed to the generous kerb-to-kerb width in both streets. Furthermore, some residents have outlined that some hoons perform “doughnuts” in Southampton Street at the head of the intersection because of the additional road width encroaching into Croydon Street.
20. The crashes near this intersection have been one crash involving a south-bound car on Southampton Street losing control 20 metres south of Croydon Street. The only other crash occurred at the intersection with a car reversing west-bound along Croydon Street. The nature of the complaints and problems identified at this intersection involve vehicles cutting across the intersection face in Croydon Street and vehicles doing “doughnuts” in Southampton Street, across the face of the Croydon Street intersection. The complaints had come from local residents.
21. This project has been twofold; one of investigation to ensure that the problems still existed and secondly, to provide solutions to the problems. The project confirmed the problems still exist. The consultation process then took the preferred option to the residents and sought their feedback on the project. Their feedback was supportive.

### **OPTIONS**

22. Options for this project include the preferred option (a traffic island), kerb build-outs on Croydon Street, or doing nothing (maintain the status quo).
23. These options are fully assessed in Section 3 of this report.
24. The alternative option to the preferred option was discounted because the higher costs associated with kerb build-outs.
25. The preferred splitter island option includes restricting parking on the corners of the intersection which is a cost effective solution in comparison to the other options.

### **PREFERRED OPTION**

26. The preferred option is a traffic island in Croydon Street. This will have a short nose to allow pedestrians to cross closer to the Southampton Street alignment. The tail of the island will be longer to give the island increased visibility and presence.
27. The position of the island also reduces the amount of road space available for drivers to do “doughnuts”.
28. Street lighting has been evaluated. It is proposed to replace the existing outreach arm and fluorescent luminaries at the Southampton Street intersection with a new arm and luminaries.
29. The project has been evaluated in terms of tactile paving by the Foundation for the Blind and their comments relate to pedestrians not being able to cross directly along their continuous path of travel. Unfortunately, this project design cannot achieve the direct line travel and solve the other problems identified.
30. The preferred option is a cost effective and practical solution that recognises the need for pedestrian refuge within the island, and includes no stopping lines on the corners and advance warning “no passing” road markings to better delineate the traffic island.

**STAFF RECOMMENDATIONS**

It is recommended that the Board approve:

- (a) That the proposed neighbourhood improvement project at the Croydon/Southampton Streets intersection be approved to proceed to final design, tender and construction in accordance with the attached plan labelled "TP169401 MJR".
- (b) That the stopping of vehicles be prohibited at any time on the south side of Croydon Street commencing at a point 25 metres east of its intersection with Southampton Street and on the north side of Croydon Street, extending 26 metres in a westerly direction.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be supported.