

10. LEWIS/WYN STREETS INTERSECTION – NEIGHBOURHOOD IMPROVEMENT PROJECT

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PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to undertake the 'do nothing' approach for neighbourhood improvement works at the intersection of Lewis Street and Wyn Street.

EXECUTIVE SUMMARY

2. This project was initiated in July 1999 when safety issues associated with the intersection of Lewis Street and Wyn Street were raised by residents. The key issues related to speeding and corner cutting, as well as the "S" bend being seen as a "challenge" for some drivers. This intersection was also identified in the Hillmorton/Manning Cycle Bubble project as an area of concern.
3. Residents in and around the project area advised the Council in February 2005 that the installation of the Give Way control on Lewis Street has assisted in alleviating some of the key issues. However, there were still concerns relating to short-cutting and speeding around the corner from Wyn Street into Lewis Street.
4. The principal aim of this project was defined as "to improve the safety of the intersection at Lewis Street and Wyn Street for all transport modes". Secondary objectives of the project included ensuring that suitable parking and adequate street lighting was provided to meet the reasonable needs of the community.
5. The owners and occupiers in the vicinity of the intersection of Lewis Street and Wyn Street, as well as Dalkeith Street and Downing Street, were consulted via a publicity pamphlet and the "Have Your Say" section of the Council website in December 2005/January 2006. There were 16 responses received in total by the due date of 6 February 2006, of which three supported Proposal 1, four supported Proposal 2, and nine of the respondents supported a 'do nothing' approach.
6. There is strong community support for the 'do nothing' option. The project team holds the view that the available options do not achieve the aim of the project at reasonable cost. Therefore, the 'do nothing' option has been recommended as the preferred option, i.e. to maintain the environment at the intersection of Lewis and Wyn Streets in its existing condition.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The neighbourhood improvement project at the intersection of Lewis Street and Wyn Street is programmed in the Transport and City Street Unit's capital programme for implementation in the 2005/06 financial year. The cost estimates developed for Options 1 and 2 were \$130,700 and \$112,600 respectively. The budget allocation for this 2005/06 capital programme work is \$68,678, a considerable budget short fall of \$62,022 and \$43,922 respectively.
8. This funding is no longer required if the recommended 'do nothing' approach is adopted by the Board.
9. There are no legal implications for this project.

BACKGROUND ON LEWIS/WYN STREETS INTERSECTION NEIGHBOURHOOD IMPROVEMENT PROJECT

10. Lewis Street and Wyn Street are both located within the Spreydon Ward, which falls within the jurisdiction of the Spreydon/Heathcote Community Board. The surrounding area is mostly residential in nature with the exception of a commercial property at 96 Hoon Hay Road (i.e. at the intersection of Lewis Street and Hoon Hay Road), including some shops, a tavern and off-street parking.
11. Lewis Street and Wyn Street are both classified as Local Roads in the City Plan. The most recent traffic survey undertaken in this area (from the Hillmorton Local Area Traffic Management Scheme (LATMS), March 1999), resulted in the following:
 - A one hour AM intersection survey recorded 68 vehicles (67%) entering Lewis Street from the east end of Wyn Street with approximately 5% corner cutting although generally only to a minor degree.
 - A one hour PM intersection survey recorded Lewis Street providing access almost equally to the east or west of Wyn Street. Over 200 vehicles were recorded on Lewis Street during this period.
12. As a result of option development, a speed and volume count was carried out to confirm whether a pedestrian island would be appropriate in a local road environment. The results of this count showed that there were 1504 vpd (20 Aug 2005), and the 85%-ile and maximum speeds were 42.8 km/h and 70.4 km/h respectively.
13. Lewis Street is 10.9 metres wide, and Wyn Street is 9.2 metres wide from kerb to kerb. Dalkeith Street, which is the next street running off Wyn Street, is 9.0 metres wide.
14. The Hillmorton LATMS (March 1999) listed one crash on Lewis Street that was reported to the then Land Transport Safety Authority (LTSA). Cornering speed was the main factor in this non injury accident. There have been no accidents reported to LTNZ in the last five years (i.e. 2000 – 2004); however, there were two accidents reported to the LTSA in 1998. Both incidents involved a vehicle turning right being hit by an oncoming vehicle on Wyn Street.
15. A splitter island was installed at the intersection of Lewis Street and Hoon Hay Road in the late 1990's, as well as the Give Way control at the intersection of Lewis Street and Wyn Street. While these measures have alleviated some of the concerns of residents, there are still concerns about short-cutting and speeding by some motorists.
16. This project was initiated to improve safety issues associated with this intersection. Speeding and corner cutting were considered to be issues, as well as the "S" bend being seen as a challenge to some drivers. This intersection was also identified in the Hillmorton/Manning Cycle Bubble project as an area of concern.
17. Initial community consultation was undertaken in February 2005 by way of door knocking and ascertaining the issues of residents in the area. At that time, the project team deemed that there was enough concern expressed by residents to warrant the project proceeding, with 14 of the 20 properties visited providing a response. Of these 14 respondents, 8 considered that there are some problems with the intersection. The issues raised included:
 - small numbers of boy racers
 - higher than expected traffic volumes
 - vehicles cutting across the head of the intersection
 - some motorists doing donuts and/or wheelies at the head of the intersection.
18. Consultation on two proposals was undertaken in December 2005/January 2006 via a publicity pamphlet and the 'Have Your Say' section of the Council website with the owners and occupiers along this section of Wyn Street, Lewis Street, Downing Street and Dalkeith Street, as well as key stakeholders. Feedback was received from 16 respondents, which was considered carefully in the assessment and selection of the preferred option.
19. Of the 16 responses received, four submitters preferred Proposal 2, three submitters preferred Proposal 1 and nine submitters preferred a 'do nothing' approach. A summary of the submissions made and an evaluation of the issues raised is **attached**.

Options

20. Five options were developed for the intersection of Lewis and Wyn Streets, with the differences restricted to the treatment at the intersection. Options 1 and 5 were developed further for comparison with the 'do nothing' approach during the option design process. Both of these proposals were put forward for consultation via a publicity pamphlet and the 'Have Your Say' section of the Council website in December 2005/January 2006.
21. Proposal 1 included kerb buildouts at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street. Improvements to the width of the footpath were also developed to improve pedestrian and cyclist safety around the inside of the corner of Wyn Street and Downing Street. Proposal 1 also included road narrowing at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street to 7 metres width, with associated landscaping and tree planting at these intersections. No parking restrictions would be required at the intersections, as well as outside 6, 8 and 10 Wyn Street. This proposal exceeded the budget by \$62,022.
22. Proposal 2 included kerb buildouts at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street; however, there was no reduction in the width of the streets, just a tightening of the radius curve of the corners. Improvements to the width of the footpath were also developed to improve pedestrian and cyclist safety around the inside of the corner of Wyn Street and Downing Street. Proposal 2 exceeded the budget by \$43,922.

Preferred Option

23. The preferred option is the 'do nothing' approach.

ASSESSMENT OF OPTIONS

The Preferred Option

24. As stated above, the initiating aim of this project was to improve the safety of the intersection of Lewis and Wyn Streets for all transport modes. Secondary objectives of the project are to ensure suitable parking and adequate street lighting is provided to meet the reasonable needs of the community.
25. The option to 'do nothing' essentially means to do no capital works at the intersection of Lewis Street and Wyn Street, or at Wyn Street/Downing Street and Wyn Street/Dalkeith Street. This would retain the road environment in its existing condition, including on-street parking outside 6, 8 and 10 Wyn Street.
26. There is strong community support for the 'do nothing' option. The project team holds the view that neither of the proposals will achieve the aim of the project at reasonable cost. Whilst both proposals will improve the safety of the intersection by reducing speed around the desired route, the issue of corner cutting will not be eliminated. There have been no crashes recorded at this intersection in the five-year period 2000-2004, and it appears that the installation of the Give Way sign at the Lewis Street/Wyn Street intersection and the splitter island at the Hoon Hay Road/Lewis Street intersection has alleviated the majority of concerns that led to the initiation of the project in 1999. Therefore, the 'do nothing' option has been recommended as the preferred option, i.e. to maintain the environment at the intersection of Lewis and Wyn Streets in its existing condition.

Alternative Options

27. Proposal 1 was circulated for consultation in the publicity pamphlet, and three of the respondents were in favour of this option.

28. This proposal included the following features:

- Kerb buildouts at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street.
- Improvements to the width of the footpath at the corner of Wyn Street and Downing Street to improve pedestrian and cyclist safety.
- Road narrowing at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street to 7 metres width.
- Landscaping and planting of street trees at the intersections.
- No parking restrictions at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street, as well as outside 6, 8 and 10 Wyn Street.

29. Due to the lack of support for this proposal by the residents (19%) and the huge cost of implementation with relatively minor benefits, Proposal 1 was not recommended for implementation. The other shortfall is the removal of 80 metres of existing kerb and flat channel.

30. Proposal 2 was also put out for consultation in the publicity pamphlet, and four respondents were in favour of this proposal.

31. This proposal included the following features:

- Kerb buildouts at the intersections of Lewis Street and Wyn Street, and Wyn Street and Dalkeith Street.
- Improvements to the width of the footpath at the corner of Wyn Street and Downing Street to improve pedestrian and cyclist safety.

32. Due to the lack of support for this proposal by the residents (25%) and the opportunity for motorists to still speed around the intersection of Lewis Street and Wyn Street, Proposal 2 was not recommended for implementation. Other shortfalls of this proposal included the removal of 80 metres of existing kerb and flat channel, and no parking in the vicinity of the intersection.

STAFF RECOMMENDATION

It is recommended that the Board approves the 'do nothing' option for the Lewis/Wyn Streets Intersection – Neighbourhood Improvement Project.

CHAIRPERSON'S RECOMMENDATION

For discussion.

CHAIRPERSON'S COMMENT

I am concerned that of the 16 responses, seven wanted one of the options or "something done" to improve traffic safety.