

## 9. DYERS/LINWOOD INTERSECTION UPGRADE

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Corporate Plan Output: Capital Works	

The purpose of this report is to advise and receive feedback from the Community Board regarding the capital works project proposed for the intersection of Dyers Road and Linwood Avenue.

### BACKGROUND

This project has been bought forward into this years capital works programme as a substitution from the draft annual plan for intersection improvements at the Bealey / Carlton Mill / Harper / Park intersection which have been delayed due to legal issues.

Because of this substitution the planning to construction process for this intersection improvement is having to be fast tracked so that construction can begin within this financial year.

The proposed timeline for the project is as follows:

- 4<sup>th</sup> September 2000 – Contract let for the economic analysis of the project to secure Transfund subsidy.
- 19<sup>th</sup> September – Sign off on concept by City Streets Concept Review Team.
- 29<sup>th</sup> September 2000 – Drawings of proposed intersection layout finalised.
- A.s.a.p. after 29<sup>th</sup> September 2000 – Completion of the economic analysis, peer review of the analysis and safety audit of the proposed layout.
- 13<sup>th</sup> October 2000 – Public consultation begins.
- Before 8<sup>th</sup> December 2000 - Acceptance by Transfund New Zealand of the economic analysis and commitment to fund the project.
- 8<sup>th</sup> December 2000 – Brief finalised for detailed design.
- 23<sup>rd</sup> February 2001 – Construction contract documents finalised.
- 2<sup>nd</sup> March 2001 – Pre construction safety audit.
- 10<sup>th</sup> March 2001 – Construction tendered.
- 21<sup>st</sup> March 2001 – Construction tenders close.
- 28<sup>th</sup> March 2001 – Construction tender accepted
- May / June 2001 - Construction

The Dyers / Linwood intersection is currently controlled by a single lane roundabout which has a poor accident history. The social cost of crashes in the five years from 1996 to 1999 is approximately \$2.6m or \$0.52m / year. (Source LTSA).

The intersection also suffers from significant delays in the morning peak when queues on the Humphreys Drive approach of Linwood Avenue can extend over 700m upstream of the intersection.

The economic analysis of upgrading the intersection has been tendered to consultants because of resource constraints within City Streets. Previous, now out of date, estimates of the benefit / cost ratio put it well in excess of the current Transfund New Zealand cut off of 3.0.

## **THE PROPOSAL**

It is proposed that the existing roundabout be replaced by traffic signals. The available budget for the project as shown in the annual plan is \$400,000.

The traffic signals will significantly reduce the morning peak traffic queues. With the inclusion of overhead mast arms for the traffic signals, which are highly visible to oncoming traffic, crashes at the intersection are also expected to significantly reduce.

A diagram outlining the proposal will be tabled at the meeting.

The signalisation includes cycle lanes and pedestrian crossing facilities on all approaches.

## **NEXT STEPS**

To report the project to the City Services Committee to seek the committee's support for seeking community views on the proposal.

**Recommendation:** That the Community Board receives the information.

**Chairman's  
Recommendation:** For discussion.