

4. HIGHSTED ROAD – PEDESTRIAN SAFETY

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The purpose of this report is to respond to the recommendation of the Board's Works, Traffic & Environment Committee at its meeting on 17 August 2004, and seek Board's approval to proceed with a modified option 4, as recommended by the Committee.

BACKGROUND

The report to the 17 August 2004 Committee meeting and the minutes of the meeting, for the Highsted Road item are **attached** for reference. The recommendation from that meeting is:

“that a single pedestrian island be provided in Highsted Road in a position to be identified and reported on by staff to the 31 August 2004 Board meeting and further that the modified proposal incorporate stop controls at the Cardome and Drysdale Street intersections and a single parking bay in Highsted Road.”

DISCUSSION

Further assessment of a single island option has determined that the most appropriate location would be as illustrated in the Committee's report for option 4. Surveys indicated that pedestrians cross at all positions between, and including the original 2 island option (option 1). Therefore if a single island is pursued locating it centrally will minimise the overall deviation from current crossing points, for any particular desired crossing point. Option 5, **attached**, illustrates the island position, with other proposed changes to mitigate safety concerns raised in earlier reports.

While a traffic threshold at the Cardome Street intersection would be consistent with reinforcing the road hierarchy and would also slow turning traffic, the combination of a greater stopping distance and installation of a stop control on Cardome Street, will address the left turn vehicle verses crossing pedestrian conflict. The Board's Committee was concerned about the necessity of the proposal to install a traffic threshold on Drysdale Street. To overcome the reported concern about the left turning vehicle conflict with crossing pedestrians (note: option 5 has the island positioned closer to the Drysdale intersection, compared to the Cardome intersection), a stop control and corner rounding modification is proposed to reduce this potential conflict. The Board's Committee was also concerned with extent of parking restriction. The extent of no stopping has been minimised whilst retaining safety for vehicle passage and sightlines through this area. It has been previously reported that parking bays on the northwest and southeast sides could be considered. The option 5 island position creates technical difficulties with a bay on the northwest side. Parked cars in the bay would block the crossing access, and the bay would interfere with power reticulation and street trees. A bay could be installed on the southeast side. This would also affect street trees. The pre-design estimate for option 5 is \$46,200.

CONCLUSION

Following assessment of many options to assist children crossing Highsted Road (including a detailed assessment of 5 options most recently reported), option 5 has emerged as the option which can both assist children crossing the roadway and reduce the impact on residents parking within a manageable project cost. This option would appear to require further consultation due to the removal of street trees and fundamental changes from the originally consulted option.

Staff

Recommendation: That subject to the Board's consideration of the stakeholders submissions, Option 5 as shown on TP 160405, be approved for implementation.

Chairman's

Recommendation: That the above recommendation be adopted.