13. BOWER AVENUE/SANDY AVENUE PROPOSED "STOP" CONTROL

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1.   The purpose of this report is to seek the approval of the Board for the installation of a "Stop" control against Sandy Avenue at the Bower Avenue intersection.

EXECUTIVE SUMMARY

2.   The Council has received complaints from Freeville School and the Police concerning the level of safety for pedestrians at the intersection of Bower Avenue and Sandy Avenue. The intersection is currently an uncontrolled "T" junction with the normal *"give way to the right"* rule applying. There are several factors that are causing concern at this intersection. The factor that generates most concern is that vehicles turning left out of Sandy Avenue onto Bower Avenue glance to their right to check for approaching traffic but fail to notice pedestrians crossing Bower Avenue to their left. Vehicles can turn left at inappropriate speeds and can quickly be in conflict with vulnerable pedestrians. Bower Avenue has specifically been narrowed immediately north of the Sandy Avenue intersection to provide a crossing point for pedestrians, in particular pupils from Freeville School. The wide "open" nature of the intersection tends to lead to inappropriate cornering speeds. Observations of the behaviour of motorists at the intersection also reveals some confusion as to priority and some instances of vehicles turning right into Sandy Avenue from Bower Avenue *"cutting"* the corner at speed. There is a general concern regarding the level of safety at the intersection.

3.   Sandy Avenue is classified a *"local"* road, and Bower Avenue is classified a *"minor arterial"* road in the City Plan. Both roads have a 50kph speed limit although observations of vehicles on Bower Avenue suggest the operating speed is approaching 60kph. The higher status of Bower Avenue in the road network combined with the operating speed suggests that typically motorists turning right from Bower Avenue into Sandy Avenue should have priority over motorists turning right out of Sandy Avenue into Bower Avenue. The current road rules give priority to motorists turning right out of Sandy Avenue, conflicting with the anticipated operation of the intersection.

4.   There have been two reported crashes at the intersection within the last five years. One crash involved a north bound vehicle on Bower Avenue losing control turning left into Sandy Avenue. Another involved a south bound vehicle on Bower Avenue colliding with a vehicle waiting to turn right into Sandy Avenue. Two minor injuries resulted from the latter. Both crashes appear unrelated to the intersection being uncontrolled.

5.   The preferred option to address the issues of concern and improve road safety is the installation of a "Stop" sign and markings against Sandy Avenue at the Bower Avenue intersection. This will encourage motorists exiting Sandy Avenue, particularly those turning left, to stop and check properly for traffic and pedestrians.

6.   Although there is adequate visibility such that a "Give-way" control would typically be considered appropriate to address the issues of corner cutting and confusion as to priority, this would tend not to adequately address the primary concern of pedestrians crossing Bower Avenue being vulnerable to left turning vehicles exiting Sandy Avenue. The "Stop" control option would significantly improve the level of safety for these pedestrians as well as resolve the priority, corner cutting and confusion issues. Both Freeville School and the Police support this option.

FINANCIAL AND LEGAL CONSIDERATIONS

Cost

7.   Signs and markings are provided for within existing budgets.

Legal

8.   The Land Transport Rules provide for the installation of stop controls.

STAFF RECOMMENDATION

It is recommended that the Board agree that a "Stop" control is placed against Sandy Avenue at the Bower Avenue intersection.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendation be adopted.