

## 6. SAWYERS ARMS ROAD - PEDESTRIAN ROAD CROSSING FACILITY NEAR COTSWOLD AVENUE

<b>General Manager responsible:</b>	General Manager Environment
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to advise the Board in response to a request from a deputation of local residents for a pedestrian crossing island to be installed on Sawyers Arms Road adjacent to Cotswold Avenue.

### EXECUTIVE SUMMARY

2. The local community has raised concerns about the safety and convenience for pedestrians, particularly school children, when crossing Sawyers Arms Road in the vicinity of Cotswold Avenue.
3. Pedestrian activity at this location is principally due to two primary schools (Emmanuel Christian and Cotswold Primary), bus stops, the Workingman's Club and residential development on the north east side of Sawyers Arms Road in particular, the Glasnevin subdivision.
4. Traffic volumes on Sawyers Arms Road have tripled from 1988 to 2006. From the latest traffic count the week day average traffic volume is 9,250 vehicles per day. This is due to the underlying increase in traffic growth, changes to the Johns Road/Sawyers Arms Road intersection control and traffic generated from the Northwood/Styx Mill etc subdivisions. Over the past five years there have been four reported crashes in this vicinity, two involving injuries. No reported crashes involved pedestrians or cyclists. Three of the four crashes occurred at night or at a weekend.
5. Pedestrian surveys reveal that pedestrian activity outside school travel time is relatively light at this location. The maximum activity rate recorded was one pedestrian crossing every five minutes with some 15 minute periods having no pedestrian activity. However, this location is clearly a crossing point for school related pedestrians and the bus stop located at the Workingman's Club. This indicates a very uneven crossing demand. For this reason, it is considered that the most appropriate crossing facility is a central pedestrian island as requested by residents.
6. From a traffic engineering perspective, the appropriate position for an island is considered to be on the south east side of the Cotswold intersection. This would not affect right turning traffic into Cotswold Avenue and avoids the potential conflict with left turning traffic out of Cotswold Avenue with the crossing pedestrian. Coincidentally, this is the position requested by residents and is the location with the highest pedestrian crossing activity. An indicative location plan for clarification purposes only, is shown on the attached diagram.
7. While the initial traffic engineering assessment coincides with the current peak crossing activity and the deputation of residents' wishes, further detailed analysis is needed to determine the optimum remedial solution for this road crossing issue that takes into account all road user requirements and directly affected property owner's feedback, through community consultation.

### FINANCIAL AND LEGAL CONSIDERATIONS

8. There is currently no budget to implement any proposals to address this matter. Subject to a proposal being developed, it would then need to be prioritised into the appropriate budget categories.
9. Any proposals would be subject to the usual project development considerations including consultation, and to compliance with the Road User and Traffic Control Devices Rules.

**STAFF RECOMMENDATION**

That the Board receives the information and notes the proposed development and introduction of this project into the Capital Programme.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.