

## 8. SAWYERS ARMS ROAD AT COTSWOLD AVENUE INTERSECTION

<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8656
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Peter Rivers, Project Manager

### PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the safety improvement works in Sawyers Arms Road over the Cotswold Avenue and Glasnevin Drive intersections. The report was considered by the Shirley/Papanui Board on 5 September 2007. The outcome will be conveyed to Board members at the meeting.

### EXECUTIVE SUMMARY

2. The project is on the boundary between the Shirley/Papanui Community Board area and the Fendalton/Waimairi Community Board area adjacent to The Papanui Club and Emmanuel Christian School. There are bus stops opposite each other on both sides of Sawyers Arms Road outside The Papanui Club. The immediate surrounding area is residential (within the block) with farm/market garden land to the northwest.
3. The primary objectives for the project include: provide a safer crossing for pedestrians over Sawyers Arms Road; maintain or enhance existing levels of service for other road users; ensure adequate street lighting; make provision for right turning motorists where appropriate.

### FINANCIAL IMPLICATIONS

4. This project is programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2007/2008 financial year with a budget of \$327,440 (to be shared with three other pedestrian improvement projects). The cost estimate for this project is \$56,633.

### Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

### LEGAL CONSIDERATIONS

6. Community Board resolutions are required to approve the new traffic restrictions. There are no other legal implications for this project.

### Have you considered the legal implications of the issue under consideration?

7. As above.

### ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with the LTCCP Community Outcome – A Safe City and the Capital Works Programme – Safety Improvement Projects. Aligns with the Transport and Greenspace Unit's Safety Improvements and School Road Safety Projects of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

### Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Contributes to providing a safe transport system LTCCP Safety Outcome, pg 151.

### ALIGNMENT WITH STRATEGIES

10. This project is consistent with key Council strategies including the Parking Strategy, Road Safety Strategy, Pedestrian Strategy and Cycling Strategy.

### Do the recommendations align with the Council's strategies?

11. As above.

## CONSULTATION FULFILMENT

12. A seminar was held with the Fendalton/Waimairi and Shirley/Papanui Community Boards on 28/5/2007 and 30/05/2007 respectively, prior to the preferred concept plan for Sawyers Arms Road being presented to the public for consultation. Community consultation was undertaken in June 2007 on the preferred concept plan. This included two street meetings held on 10 and 11 June 2007 and the visiting of all properties with proposed no stopping restrictions.
13. Approximately 235 households in surrounding area and other interested parties (including Cotswold and Emmanuel Christian Schools) were consulted. One hundred and fifty responses have been received. The majority of respondents (86%) were in general support of the proposal.

## STAFF RECOMMENDATION

It is recommended that the Board:

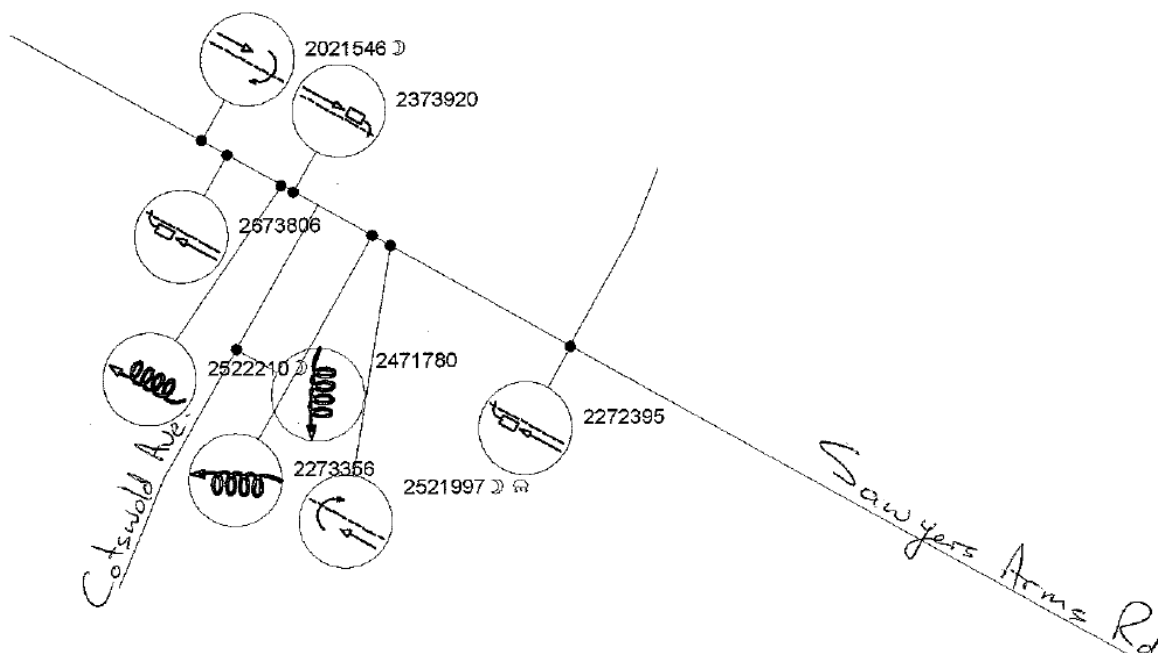
- (a) Approve the Sawyers Arms Road Crossing facility project to proceed to final design, tender and construction, as shown on the construction plan (**Attachment 1**).
- (b) Approve revoking the following current stopping prohibitions:
  - (i) That the existing prohibition of stopping of vehicles on the north side of Sawyers Arms Road commencing at a point 51m east of its intersection with Cotswold Avenue and extending 26 metres in an easterly direction be revoked and replaced with the following :
- (c) Approve the following new "no stopping" restrictions:
  - (i) Sawyers Arms Road, south side from a point 64 metres west of the intersection with Cotswold Avenue to the intersection with Cotswold Avenue
  - (ii) Sawyers Arms Road, south side, from a point 20 metres east of the intersection with Cotswold Avenue to the intersection with Cotswold Avenue.
  - (iii) Sawyers Arms Road, south side, from a point 32 metres east of the intersection with Cotswold Avenue to a point 87 metres east of the intersection with Cotswold Avenue.
  - (iv) Sawyers Arms Road, north side, from a point 67m west of the intersection with Cotswold Avenue east to a point 25 metres east of the intersection with Glasnevin Drive.
  - (v) Cotswold Avenue, west side, from the intersection with Sawyers Arms Road south for a distance of 8 metres.
  - (vi) Cotswold Avenue, east side, from the intersection with Sawyers Arms Road south for a distance of 8 metres.
- (d) Approve moving existing bus stops as follows:
  - (i) That the existing bus stop be revoked from the north side of Sawyers Arms Road at its present position commencing 35 metres east of the intersection with Cotswold Avenue and extending 17 metres in an easterly direction, and reinstated on the north side of Sawyers Arms Road commencing 18 metres west of the intersection with Glasnevin Drive and extending 12 metres in a westerly direction.
  - (ii) That the existing bus stop be revoked from the south side of Sawyers Arms Road at its present position commencing 36 metres east of the intersection with Cotswold Avenue and extending 19 metres in a easterly direction, and reinstated on the south side of Sawyers Arms Road commencing 20 metres east of the intersection with Cotswold Avenue and extending 12 metres in an easterly direction.

## CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

## BACKGROUND (THE ISSUES)

14. The Land Transport Safety Crash Analysis System shows there have been eight crashes between 2000 and 2006. Three were classified as minor injury crashes. Five of the eight crashes involved stationary vehicles waiting to turn or U-turning vehicles.



15. The public have identified to elected members and staff that crossing Sawyers Arms Road in this area is difficult, particularly for children and the elderly. In 2005 a petition supporting this view was submitted with 57 signatures.

## CONSULTATION RESULTS

16. Strong support for the project has been received from the parents of school pupils and staff at the Christian Emmanuel and Cotswold Schools (see **attachment 2**),
17. A number of local residents in Sawyers Arms Road have expressed concern about the removal of parking outside their properties.
18. Several residents have stated that there was agreement at the time of the opening of Emmanuel School that resident's on-street parking would not be affected and that they perceive that this is now happening with this project.
19. Support for the project has also been received from some patrons of the Papanui Club who walk to the club.

## THE OBJECTIVES

20. The primary objectives for the project are as follows:
- (a) Provide a safer crossing across Sawyers Arms Road, particularly for students of Emmanuel Christian School and Cotswold Primary School.
  - (b) Maintain or enhance existing levels of service for other road users including bus users and cyclists.

21. The secondary objectives for the project are as follows in priority order:
  - (a) Ensure adequate street lighting is provided.
  - (b) Make provision for right turning motorists to address accidents associated with right turning movements.

#### **THE OPTIONS**

22. Four options were developed for the Sawyers Arms Road crossing facility including a do nothing option. Option 4 was selected as the preferred option and was the option taken to the community for consultation.
23. Option 1 involves no changes to the existing street arrangement. The existing carriageway width of 12m and lane markings for the length of the project are retained, no physical works are proposed.
24. Option 2 consists of the introduction of a 2m wide flush median, a 9m pedestrian refuge island opposite No. 303 Sawyers Arms Road (outside the Working Men's Club), indented bus bays and the introduction of no stopping lines on the northern and southern sides of Sawyers Arms Road for the length of the Project.
25. In order to provide better delineation for motorists and cyclists this option considers the implementation 3.3m traffic lanes and 1.6m cycle lanes for the length of the Project. This is in accordance with the City Plan guidelines for a Minor Arterial. The narrow carriageway width necessitates that the bus bays be indented and parking is restricted on both sides of Sawyers Arms Road in order to achieve the proposed lane widths.
26. Option 3 consists of the introduction of a 2m wide flush median, 9m pedestrian refuge island opposite No. 303 Sawyers Arms Road (outside the Working Men's Club), an indented bus bay and no stopping lines on the northern side of Sawyers Arms Road.
27. This option retains an amount of parking on the south side of Sawyers Arms Road; however the resulting 3.8 metre lane width is inadequate as a shared facility for vehicles and cyclists and is a safety concern.

#### **THE PREFERRED OPTION**

28. Option 4 consists of the introduction of a 2m wide flush median, 9m pedestrian refuge island opposite No. 303 Sawyers Arms Road (outside the Working Men's Club), and no stopping lines on both sides of Sawyers Arms Road for the length of the Project.
29. The introduction of the 2m wide flush median will provide a refuge for right turners into the Working men's Club and the back to back right turn facility provides refuge for right turners into the Emmanuel Christian School and into Cotswold Street. These facilities, focus on minimising the crashes associated with stationary vehicles (rear end crashes) and with right turners crashes.
30. A 9m pedestrian refuge island is provided opposite No. 303 Sawyers Arms Road, between the northbound and southbound bus stop and provides a safer crossing point across Sawyers Arms Road, particularly for the students of Emmanuel Christian School and Cotswold Primary School pupils living in the Glasnevin Drive area.
31. No stopping on either side of Sawyers Arms Road enable the implementation of 4.9m shared traffic lanes for motorists and cyclists. Although the proposal does not include lane marking for cycle lanes the layout allows for its future implementation if required.
32. The bus stops are relocated to improve sightlines and minimise narrowing of the through vehicle traffic lanes in the vicinity of the pedestrian refuge island.

## ASSESSMENT OF OPTIONS

### The Preferred Option

#### 33. Option 4

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on the social, cultural, environmental and economic wellbeing of the community. Increased safety for pedestrians by providing a safe refuge in between the two vehicle lanes, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Loss of on street parking.
<b>Cultural</b>	-	-
<b>Environmental</b>	-	-
<b>Economic</b>	-	Estimate \$56,633
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Consistent with the Community Outcomes, and in particular the strategic direction for a safe transport system.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>No specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>External consultation has indicated that the preferred option is supported by the community.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		

## Maintain the Status Quo (if not preferred option)

### 34. Option 1

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	No loss of car parks.	No enhancement of pedestrians' ability to cross Sawyers Arms Road.
<b>Cultural</b>	-	-
<b>Environmental</b>	-	-
<b>Economic</b>	No outlay of capital cost.	-
<b>Extent to which community outcomes are achieved:</b>  No improvement to improved road safety or school road safety community outcomes		
<b>Impact on the Council's capacity and responsibilities:</b>  Existing situation will continue with no improvement to the overall traffic conditions in this street.		
<b>Effects on Maori:</b>  No specific effects on Maori identified.		
<b>Consistency with existing Council policies:</b>  Inconsistent with the road safety improvement aspect of the capital programme works outlined in the LTCCP 2006-2016.		
<b>Views and preferences of persons affected or likely to have an interest:</b>  This option is not supported by petitioners or the majority of consultation respondents.		
<b>Other relevant matters:</b>  No other relevant matters identified.		

## Other Options

### 35. Option 2

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on the social, cultural, environmental and economic wellbeing of the community. Increased safety for pedestrians by providing a safe refuge in between the two vehicle lanes, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points. Increased safety for cyclists in the immediate area of the project.	Possible increased risk to cyclists outside the area of works. Westbound cycle lane is blocked when bus is stopped at the bus stop.
<b>Cultural</b>	-	-
<b>Environmental</b>	-	-
<b>Economic</b>	-	As for preferred option plus the cost of two bus stop indentations (estimated additional cost \$40,000)
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Improved pedestrian safety.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>No specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>Members of the community supporting the preferred option would be also likely to support this option.</p> <p><b>Other relevant matters:</b></p> <p>Treatment would be inconsistent with the rest of Sawyers Arms Road.</p>		

36. Option 3

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Positive impact on the social, cultural, environmental and economic wellbeing of the community. Increased safety for pedestrians by providing a safe refuge in between the two vehicle lanes, and for vision-impaired pedestrians through the inclusion of tactile pavers at road crossing points.	Increased risk to cyclists.
<b>Cultural</b>	-	-
<b>Environmental</b>	-	-
<b>Economic</b>	-	As for preferred option plus the cost of one bus stop indentation (estimated additional cost \$20,000)
<p><b>Extent to which community outcomes are achieved:</b></p> <p>Improved pedestrian safety.</p> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p><b>Effects on Maori:</b></p> <p>No specific effects on Maori identified.</p> <p><b>Consistency with existing Council policies:</b></p> <p>Consistent with the road safety capital programme works in the Council's 2006-2016 LTCCP.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>Members of the community supporting the preferred option would be also likely to support this option. However there are significant safety disbenefits for cyclists.</p> <p><b>Other relevant matters:</b></p> <p>No other relevant matters identified.</p>		