

3. SAWYERS ARMS ROAD NEAR THE COTSWOLD AVENUE AND GLASNEVIN DRIVE INTERSECTIONS

General Manager responsible:	General Manager, City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager – Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of the report is to seek the approval of the Boards to proceed to final design, tender and construction of the safety improvement works (Option 9 – **Attachment 3**) in Sawyers Arms Road near the Cotswold Avenue and Glasnevin Drive intersections. This report will be considered by both the Shirley/Papanui and Fendalton/Waimairi Community Boards, due to its location on the boundary of the two Boards.

EXECUTIVE SUMMARY

2. A scheme was previously implemented in this location in 2007, which included installing a pedestrian refuge island, introduction of a 2 metre wide flush median, no stopping lines on both sides of Sawyers Arms Road for the length of the project, stop markings at Cotswold Avenue, relocation of existing bus stops, and back to back right turn bays at Cotswold Avenue/Emmanuel Christian School. Since the improvements were implemented in 2007, the Council has received feedback from the local community raising concerns which generally focus on safety and on-street parking provision. Following a meeting between the Council, Councillors, local residents and the Papanui Club users on 25 June 2009, BECA were commissioned by the Council to undertake an independent review of the overall current layout, and to further consult with the local community/key stakeholders in order to develop an option which aims to mitigate these concerns.
3. The primary objectives for the project include improving safety for vehicles accessing the Papanui Club, and maintaining or improving pedestrian safety along this section of road. The secondary objectives were to maintain or improve safety for vehicles accessing Emmanuel Christian School, Cotswold Avenue and Glasnevin Drive, maintain or improve on-street parking provision, existing bus stop locations and provisions for cyclists.
4. The concept design has now been completed and is ready to be progressed to final design, tender and construction.

FINANCIAL IMPLICATIONS

5. The estimated cost of this proposal is approximately \$22,500.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. The installation of road markings and signs is within the LTCCP Streets and Transport Budgets.

LEGAL CONSIDERATIONS

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

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

8. As above

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

10. As above

ALIGNMENT WITH STRATEGIES

11. 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?

12. As above

CONSULTATION FULFILMENT

13. A review was completed on all past feedback sent to the Council following the implementation of the existing scheme in 2007. Following this one-on-one meetings, telephone discussions and on-site visits were completed with key stakeholders and the local community. Key stakeholders included the Papanui Club, Emmanuel Christian School, Cotswold School, local residents along Sawyers Arms Road as requested by Barbara Purvis the liaison for the local residents. The purpose of these meetings was to engage with the involved parties, to ensure that all of their concerns raised previously had been captured and understood by the project team, and to check that no additional or new issues had arisen.
14. During these meetings, a number of options have been explored and final refinements were made to the scheme option on 21 October 2009 taking account of the community feedback and the independent safety audit completed on Option 7 and Option 8.
15. The final Scheme Option – Option 9 was provided to the key stakeholders and immediately affected residents and they were advised of the Community Board date for them to attend if they wanted their views on Option 9 to be heard.

STAFF RECOMMENDATION

It is recommended that the Boards:

- (a) Approve the Sawyers Arms Road Safety project to proceed to final design, tender and construction, as shown on the preferred option plan (**attached** Option 9).
- (b) Approve revoking the following current stopping prohibitions:
 - (i) That all existing no stopping resolutions and parking restrictions on the north side of Sawyers Arms Road from Cotswold Avenue and extending 74 metres in a westerly direction be revoked.
 - (ii) That all existing no stopping resolutions and parking restrictions on the south side of Sawyers Arms Road from Cotswold Avenue and extending 74 metres in a westerly direction be revoked.
 - (iii) That all existing no stopping resolutions and parking restrictions on the north side of Sawyers Arms Road from Cotswold Avenue to Glasnevin Drive be revoked.
 - (iv) That all existing no stopping resolutions and parking restrictions on the south side of Sawyers Arms Road from Cotswold Avenue to 13 metres west of its intersection with Glasnevin Drive be revoked.
 - (v) That all existing no stopping resolutions and parking restrictions on the north side of Sawyers Arms Road from Glasnevin Drive and extending 26 metres in an easterly direction be revoked.
 - (vi) That all existing no stopping resolutions and parking restrictions on the south side of Sawyers Arms Road from 13 metres west of its intersection with Glasnevin Drive and extending 35 metres in an easterly direction be revoked.
 - (vii) That all existing no stopping resolutions and parking restrictions on the west side of Cotswold Avenue from Sawyers Arms Road and extending 11 metres in a southerly direction be revoked.

- (viii) That all existing no stopping resolutions and parking restrictions on the east side of Cotswold Avenue from Sawyers Arms Road and extending 11 metres in a southerly direction be revoked.
 - (ix) That all existing no stopping resolutions and parking restrictions on the west side of Glasnevin Drive from Sawyers Arms Road and extending 17 metres in a northerly direction be revoked.
 - (x) That all existing no stopping resolutions and parking restrictions on the east side of Glasnevin Drive from Sawyers Arms Road and extending 17 metres in a northerly direction be revoked.
- (c) Approve the following new “no stopping” restrictions:
- (i) That the stopping of vehicles be prohibited at any time on the north side of Sawyers Arms Road commencing 13 metres west of its intersection with Cotswold Avenue and extending 123 metres in an easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Sawyers Arms Road at its intersection with Glasnevin Drive and extending 18 metres in a westerly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Sawyers Arms Road at its intersection with Glasnevin Drive and extending 26 metres in an easterly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road at its intersection with Cotswold Avenue and extending 67 metres in a westerly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road at its intersection with Cotswold Avenue and extending 18 metres in an easterly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road commencing 32 metres east of its intersection with Cotswold Avenue and extending 62 metres in an easterly direction.
 - (vii) That the stopping of vehicles be prohibited at any time on the south side of Sawyers Arms Road commencing seven metres west of its intersection with Glasnevin Drive and extending 29 metres in an easterly direction.
 - (viii) That the stopping of vehicles be prohibited at any time on the west side of Cotswold Avenue at its intersection with Sawyers Arms Road and extending 11 metres in a southerly direction.
 - (ix) That the stopping of vehicles be prohibited at any time on the east side of Cotswold Avenue at its intersection with Sawyers Arms Road and extending 11 metres in a southerly direction.
 - (x) That the stopping of vehicles be prohibited at any time on the west side of Glasnevin Drive at its intersection with Sawyers Arms Road and extending 17 metres in a northerly direction.
 - (xi) That the stopping of vehicles be prohibited at any time on the east side of Glasnevin Drive at its intersection with Sawyers Arms Road and extending 17 metres in a northerly direction.
- (d) Approve the following new “clearway” restrictions:
- (i) That the stopping of vehicles be prohibited, from 8.15am to 9.15am and 2.30pm to 3.30pm, on school days on the north side of Sawyers Arms Road commencing 13 metres west of its intersection with Cotswold Avenue and extending 54 metres in a westerly direction.

- (e) Approve moving the existing bus stop as follows:
 - (i) That the existing bus stop be revoked from the south side of Sawyers Arms Road at its present position commencing 19 metres east of the intersection with Cotswold Avenue and extending 13 metres in an easterly direction, and reinstated on the south side of Sawyers Arms Road commencing 18 metres east of the intersection with Cotswold Avenue and extending 14 metres in an easterly direction.

JOINT CHAIRPERSONS' RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

- 16. A scheme was previously implemented in this location in 2007, which included installing a pedestrian refuge island, introduction of a 2 metre wide flush median, no stopping lines on both sides of Sawyers Arms Road for the length of the project, stop markings at Cotswold Avenue, relocation of existing bus stops, and back to back right turn bays at Cotswold Avenue/Emmanuel Christian School.
- 17. Since the improvements were implemented in 2007, the Council has received feedback from the local community raising concerns which generally focus on safety and on-street parking provision.
- 18. Following a meeting between the Council, Councillors, local residents and the Papanui Club users on 25 June 2009, BECA were commissioned by the Council to undertake an independent review of the overall current layout, and to further consult with the local community/key stakeholders in order to develop an option which aims to mitigate these concerns.
- 19. The key findings from the review of background information and discussions with key stakeholder and residents are detailed below:
 - (a) The existing pedestrian refuge was needed. The crossing demand is not large, but the facility is highly beneficial to those who do have to cross this minor arterial road. Its main usage was by parents and children from Cotswold School;
 - (b) The position of the pedestrian refuge was making it difficult for right turning vehicles into the Papanui Club to manoeuvre out of the way of through traffic, which is exacerbated when a bus is stopped at bus stop on the southern side of Sawyers Arms Road;
 - (c) Concerns regarding positioning of the back to back right turn bays and confusion over waiting and turning vehicles; and
 - (d) Loss of on-street parking in the area.

CONSULTATION RESULTS

- 20. Support for Option 7 (**attachment 1**) was received from the majority of the workshop attendees including the Papanui Club, Emmanuel School, Cotswold School and the resident representative for Sawyers Arms Road.
- 21. However a number of local residents on Sawyers Arms Road near Glasnevin Drive, where the bus stop on the southern side of Sawyers Arms Road was proposed to be relocated to, along with Glasnevin Drive and Ballybrack Place residents signed a petition opposing the relocation of the bus stop to the proposed location, as it was not seen as been in the best interest of road safety in their area.
- 22. Option 7 provided to key stakeholders was refined (to Option 9) taking into consideration the road safety audit recommendations and concerns of the local residents near Glasnevin Drive.
- 23. The preferred option, Option 9 (**attachment 3**), was provided to the workshop attendees along with the dates for the Community Board meetings if they had any concerns they wanted to raise regarding this final Option 9.

THE OBJECTIVES

24. The primary (must do) objectives for the project are as follows:
 - (a) Improve safety for vehicles accessing the Papanui Club; and
 - (b) Maintain or improve pedestrian safety along this section of road.
25. The secondary objectives (would like to do, but add cost) for the project are as follows:
 - (a) Maintain or improve safety for vehicles accessing Emmanuel Christian School, Cotswold Avenue and Glasnevin Drive;
 - (b) Maintain or improve on-street parking provision;
 - (c) Maintain or improve the existing bus stop locations; and
 - (d) Maintain or improve provision for cyclists.
26. It is also cited potential limitations to achieving these objectives. Firstly the physical width and nature of the carriageway restrict the number of feasible improvement options possible. Secondly the funding amount for an improvement project is also limited and the length of time to seek funding in the next Long Term Council Community Plan (LTCCP) round may delay the project objectives being achieved within a desirable timeframe.

THE OPTIONS

27. Six options were originally developed for the Sawyers Arms Road area including a do nothing option. All six options were tabled at the workshop. The key objective of the workshop was to discuss each of the options, with the aim of hearing feedback from the attendees, with a particular focus on two of the six improvement options, which were described as preferred options as they best met the project objectives. It was noted that the options were presented at a conceptual level, as several other stages of refinement were required.
28. Following the workshop Option 7 was developed, which considered all the feedback received at the workshop. This option included the removal of right turn bays west of Cotswold Avenue and on-street parking provided with clearway restriction from 8.15 – 9.15am and 2.30–3.30pm on School Days, relocation of the existing pedestrian refuge island 15m east, widened flush median, from 2 metres to 2.5 metres, to facilitate right turning traffic into the Papanui Club, and relocation of the westbound bus stop (southern side of the road) approximately 85 metres eastwards to outside 295 Sawyers Arms Road. This would see the removal of two parking spaces outside 295 Sawyers Arms Road, leaving one parking space, however approximately eight parking spaces would be reinstated west of Cotswold Ave (outside of clearway times). As well as physical changes, some educational measures would be implemented, including a Traffic Management Plan/Travel Plan by Emmanuel Christian School, and Papanui Club providing guidance to members on the correct way to position their vehicles in the flush median.
29. Option 8 (**attachment 2**) was also developed and provided to the safety auditor with Option 7. The main difference between Option 7 and 8 was the location of the bus stop on the southern side of Sawyers Arms Road. Under Option 8 the bus stop would remain in its current location. It would however be remarked to current Council bus stop guideline standards. The flush median will also be positioned 0.5 metres further north on the carriageway than its current location to provide more space for westbound traffic to manoeuvre around a stopped bus. The flush median will still be widened to 2.5 metres to facilitate the right turn into the Papanui Club. This still leaves a 3.5 metres (minimum) traffic lane for eastbound traffic.
30. Option 9, the preferred option was then developed taking into consideration the feedback received from the community and the recommendations of the independent safety audit that was completed on Option 7 and 8 in October 2009.

THE PREFERRED OPTION

31. Option 9 is the preferred option. The main difference between Option 8 and 9 is the removal of the proposed on street parking (with clearway restriction) on the southern side of Sawyers Arms Road west of Cotswold Avenue. Full details of Option 9 are provided below.

32. West of Cotswold Avenue – Option 9 involves the removal of the back-to-back right turn bays, which were installed in 2007 for Cotswold Avenue and Emmanuel Christian School. This will be replaced with a centre line. On-street parking will be provided with clearway restriction from 8.15 – 9.15am and 2.30–3.30pm on School Days, on the northern side of Sawyers Arms Road just west of Cotswold Avenue. No stopping restrictions will remain on the southern side of Sawyers Arms Road west of Cotswold Avenue following feedback from the independent safety audit. This will provide space for traffic travelling westbound to manoeuvre around vehicles turning in to Emmanuel Christian School at any time of the day improving the traffic flow for through vehicles. Space is available for eastbound traffic to manoeuvre around a vehicle waiting to turning right into Cotswold Avenue outside of clearway times, as the no stopping restriction extends approximately 15 metres back from the Cotswold Avenue centreline. This proposed change provides four additional parking spaces in this section of Sawyers Arms Road, which is expected to be more than sufficient to cater for the likely on-street parking demand.
33. Cotswold Avenue Intersection with Sawyers Arms Road – the current Stop restriction will remain unchanged.
34. Pedestrian Refuge Island – the existing pedestrian refuge island east of Cotswold Avenue will be relocated eastwards by 15m to provide more space for Papanui Club users to manoeuvre into the flush median to turn right into the club. The flush median will also be widened to 2.5 metres to provide more width for vehicles turning right into the club. The flush median will also be moved 0.5 metres north on the carriageway to provide additional space for westbound traffic to manoeuvre around any buses stopped at the bus stop. This still leaves a 3.5 metres (minimum) traffic lane for eastbound traffic. The relocation of the island will not impact on visibility to pedestrians crossing in this location. These changes will reduce the current congestion around the Papanui Club entrance by providing more space for right turning traffic to position in the flush median out of the westbound traffic lane and also provide enough space for through traffic to manoeuvre between a bus and right turning traffic (into the Papanui Club) if required.
35. Bus Stops – under this option the bus stop on the southern side remains in its current location. Some improvements will be made around this bus stop to improve safety. The bus stop will be remarked to the current Council bus stop guideline standards i.e. 14 metres long and 2.7 metres wide, more space will be provided for westbound traffic, a wider flush median will be provided for traffic turning into the Papanui Club and the current driver change over that occurs at this bus stop will be changed to another stop in the area. The bus stop on the northern side of the carriageway will remain in its current location, just west of the Glasnevin Drive intersection.
36. Parking – overall the preferred option provides an on street parking gain of four parking spaces.
37. As well as physical changes, some educational measures would be implemented. One educational measure was the implementation of a Traffic Management Plan/Travel Plan by Emmanuel Christian School to minimise its traffic impacts by minimising particularly the impact of westbound through traffic and right turning vehicle movements. The Council school travel plan co-ordinator to liaise with Emmanuel Christian School.
38. The other educational measure was the Papanui Club providing guidance to members on the correct way to position their vehicles in the flush median. The Christchurch City Council can provide support/advice as required. Possible approach could be marked up drawings and a video display of the wrong and correct way of manoeuvring into the access. The Council will also be discussing with the Papanui Club some recommendations from the road safety audit regarding the entrance/exit layout and signage.

ASSESSMENT OF OPTIONS

The Preferred Option – Option 9

	Benefits (current and future)	Costs (current and future)
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Social	Positive impact on the social, cultural, environmental and economic wellbeing of the community. Pedestrian safety will be maintained by continuing to provide a safe refuge with good sight distance. Traffic safety will be improved for traffic turning right into the Papanui Club and around the bus stop. Four car parks will be reinstated west of Cotswold Avenue.	Possible increased risk to cyclists on north side of carriageway adjacent to pedestrian refuge due to traffic lane narrowing. However improvements are made for cyclists on the southern side of the carriageway.
Cultural	-	-
Environmental	-	-
Economic	-	\$22,500

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular safety and community.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the council strategies including the parking strategy, road safety strategy, pedestrian strategy and cycling strategy.

Views and preferences of persons affected or likely to have an interest:

External consultation indicates that the preferred option would be supported by the community.

Other relevant matters:

No other relevant matters identified.

Maintain the Status Quo (if not preferred option)

	Benefits (current and future)	Costs (current and future)
Social		No enhancements to vehicular safety, or gain in on street car parking.
Cultural		
Environmental		
Economic	No outlay of capital cost.	

Extent to which community outcomes are achieved:

The existing 2007 improvements are maintained.

Impact on the Council's capacity and responsibilities:

Existing situation will continue with no improvement to the overall traffic conditions in this area.

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

The improvements completed in 2007 were consistent with the road safety improvement aspect of the capital works programme. No further improvements are proposed, which has an increased degree of risk when compared to Option 9.

Views and preferences of persons affected or likely to have an interest:

This option is not supported by the local residents and key stakeholders.

Other relevant matters:

No other relevant matters identified.

Option 7

	Benefits (current and future)	Costs (current and future)
Social	<p>Positive impact on the social, cultural, environmental and economic wellbeing of the community. Pedestrian safety will be maintained by continuing to provide a safe refuge with good sight distance. Traffic safety will be improved for traffic turning right into the Papanui Club and around the bus stop.</p> <p>Eight car parks will be reinstated west of Cotswold Avenue.</p>	<p>Two car parks will be lost west of Glasnevin Drive due to the relocation of the bus stop.</p> <p>Safety concerns regarding through traffic being blocked by right turn movements into Emmanuel School during and outside clearway times.</p>
Cultural		
Environmental		
Economic		<p>As for the preferred option plus the cost of two extra clearway signs (estimated additional cost \$800)</p>

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular safety and community.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the council strategies including the parking strategy, road safety strategy, pedestrian strategy and cycling strategy.

Views and preferences of persons affected or likely to have an interest:

External consultation indicates that Option 7 is supported by the majority of key stakeholders but is not supported by the residents on Sawyers Arms Road near Glasnevin Drive, and some Glasnevin

Drive and Ballybrack Place residents. This includes the property owners immediately adjacent to the proposed relocated bus stop.

Other relevant matters:

No other relevant matters identified.

Option 8

	Benefits (current and future)	Costs (current and future)
Social	<p>Positive impact on the social, cultural, environmental and economic wellbeing of the community. Pedestrian safety will be maintained by continuing to provide a safe refuge with good sight distance. Traffic safety will be improved for traffic turning right into the Papanui Club and around the bus stop.</p> <p>Six car parks will be reinstated west of Cotswold Avenue.</p>	<p>Possible increased risk to cyclists on north side of carriageway adjacent to pedestrian refuge due to traffic lane narrowing. However improvements are made for cyclists on the southern side of the carriageway.</p> <p>Safety concerns regarding through traffic being blocked by right turn movements into Emmanuel School during and outside clearway times.</p>
Cultural	-	-
Environmental	-	-
Economic	-	As for the preferred option plus the cost of two extra clearway signs (estimated additional cost \$800)

Extent to which community outcomes are achieved:

Consistent with the Community Outcomes, and in particular community and safety although there is less of an improvement to safety under this option than Option 9 due to the right turning concerns into Emmanuel School during and outside clearway times.

Impact on the Council's capacity and responsibilities:

Minimal impact on the Council's capacity and responsibilities to undertake its functions.

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with the council strategies including the parking strategy, road safety strategy, pedestrian strategy and cycling strategy.

Views and preferences of persons affected or likely to have an interest:

External consultation indicates that the preferred option would be supported by the community.

Other relevant matters:

No other relevant matters identified.