

Ref: 14069  
26 August, 2014

Auckland Transport  
Private Bag 92250  
AUCKLAND 1142

Attention: Adrian Price

Dear Sir

***COWIE STREET RESIDENTS ASSOCIATION, SARAWIA STREET UNDERPASS,  
TRAFFIC ENGINEERING SUMMARY***

As requested, we outline below a summary of our meeting with the Cowie Street Residents Association (CSRA) traffic consultant and provide comment on the traffic engineering aspects of the report titled "The Solution for the Newmarket Level Crossing Closure – Sarawia Street Underpass Fully Compliant Update" dated August 2014 (CSRA 2014 August Report). We have also developed a Matrix comparison between the Sarawia Street underpass option and the Cowie Street bridge option related to traffic safety considerations.

**1. Meeting with Traffic Consultant**

At the meeting that we attended with CSRA on Thursday 5 June 2014 an undertaking was made to meet with the CSRA traffic consultant to review the resident's option for the Sarawia Street underpass.

We met with the traffic consultant (John Parlane) on Thursday 19 June 2014 and provided him with a copy of the Traffic Safety Review (August 2013) that we had done of two of the previous underpass options. He was unaware of this previous safety review.

We talked through the issues raised at a high level and agreed that any further design work would need to consider and appropriately address the traffic safety issues raised in the previous review.

**2. Comment on Traffic Engineering Aspects of August 2014 Report**

We have reviewed the traffic engineering comment made by John Parlane included in Section 3 of the CSRA August 2014 Report. The comments included in Section 3 are consistent with our description of the meeting as outlined in 1 above.

Auckland Office:  
P O Box 60-255, Titirangi, Auckland 0642  
Level 1, 400 Titirangi Road, Titirangi Village  
Tel: (09) 817 2500  
Fax: (09) 817 2504  
[www.trafficplanning.co.nz](http://www.trafficplanning.co.nz)

Whilst the traffic engineering comments made in the CSRA August 2014 Report suggest that the comments made in our Traffic Safety Review<sup>1</sup> “in no way indicate that the option is not feasible”, there are nevertheless a number of traffic engineering issues that would need to be addressed before the option could be considered to be feasible.

### 3. Sarawia Street Underpass versus Cowie Street Bridge Option

Outlined in the following table is a comparison of the traffic safety issues identified for the underpass option versus the bridge option.

Issue	Underpass Option	Bridge Option
Vehicle Tracking on Approach	Needs further work	No issue
Limited Visibility on Approaches	Needs further work	No Issue
Vertical Alignment	No Issue	Needs further work
Adverse Camber	Needs further work	Needs further work
Footpath Gradient	Needs further work	Needs further work

Of the two broad options (underpass versus bridge), the underpass requires more work to confirm that the issues raised can be resolved.

We trust that the above is sufficient for your purposes for now. If you require further information, please contact the undersigned.

Yours faithfully

**TRAFFIC PLANNING CONSULTANTS LTD**



Bryce Hall

[bryce@trafficplanning.co.nz](mailto:bryce@trafficplanning.co.nz)

<sup>1</sup> Proposed Rail Underpass, Laxon Terrace-Sarawia Street, Traffic Safety Review dated August 2013.

