
REPORT 2
(1215/52/IM)

SAFERROADS NEWTOWN AND BERHAMPORE

1. Purpose of Report

To update the Committee on the progress of the *SaferRoads* project and to seek approval to consult with the Newtown and Berhampore communities on a package of works proposed to be implemented over the next two years.

2. Executive Summary

The *SaferRoads* project has provided an innovative and successful way to make our communities safer and more accessible by reducing road crashes and improving street design. Following community engagement in November 2005 in Newtown and Berhampore, the Council is now ready to report back to these communities with a package of safety measures that will address the safety concerns raised. It is proposed that this work is implemented between January and December 2009.

3. Recommendations

It is recommended that the Committee:

- 1. Receive the information.*
- 2. Agree that officers consult with the Newtown and Berhampore communities on the proposed package of safety measures as part of the city-wide Safer Roads project.*

4. Background

The Council commenced its road safety project – *SaferRoads* – in 2002. The project's initial aims were to reduce the number of crashes in Wellington City by one third by 2010, using a best practice mix of safety engineering, safety education and enforcement measures.

Wellington was the first city in New Zealand to implement this type of approach, linked with Land Transport NZ's national road safety strategy. *SaferRoads* integrates engineering, education and enforcement initiatives to reduce crashes area by area across

Wellington. Whole suburbs are being targeted with the focus on total crash reduction rather than alleviating problems on a particular street. The City was divided into 15 Areas and five Routes, and each area was prioritised to fit with other Council activities e.g. the Centres Programme, Wellington Hospital redevelopment. The programme was flexible enough to respond to timeline changes to other parts of the Council capital programme e.g. Lambton Quay improvement.

To achieve the target of a one third reduction in crashes by 2010 it was calculated that \$21M of expenditure over the period would be needed. The project attracts a 52% subsidy from Land Transport New Zealand. It was originally funded at \$3M/year but in 2006/07 that was reduced to \$1.5M and then further reduced to \$1.0M from 2007/08 onward. This has required the *SaferRoads* programme to be extended out to match the available funding.

The revised schedule now has funding available for Newtown/Berhampore in the 2008/09 and 2009/10 years. Funding for Island Bay/ Houghton Bay and Owhiro Bay area has not been rescheduled, and will need to be considered as part of the reprogramming of the other eight remaining areas of the city.

In 2003 the communities in the first selected areas of Tawa, Ngaio and Khandallah participated in workshops and consultation on a package of measures to reduce the number of crashes in their area. In 2004 work commenced on implementing these safety measures. The project (including community workshops, public consultation and construction) has now been delivered in the following areas.

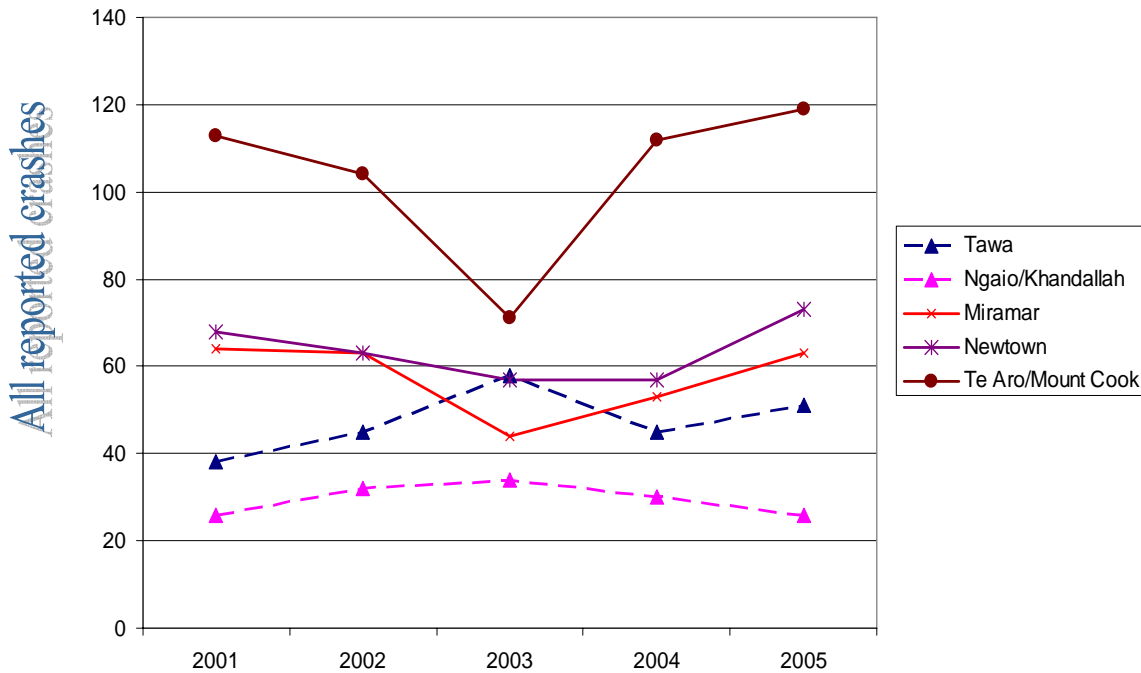
- Tawa
- Khandallah, Ngaio and Crofton Downs
- Thorndon
- Karori
- Northland, Wilton and Wadestown
- Lambton Quay

It is important to note that a key part of the *SaferRoads* project is to reduce speed limits to bring down the severity of crashes occurring and better match the local speed environment. However, this integral part of the project remains to be implemented and has not been completed in the above areas to date. There are a number of reasons for this including the cost of processing speed limit changes and in the case of Tawa, some local resistance to the idea of a mandatory 40km/h speed limit (although there was support for an advisory limit).

The physical design of traffic management measures introduced to date have been designed to achieve engineering objectives and are not always completely sympathetic with the adjoining streetscape. This has in the past led to a number of concerns being raised with Council, and officers are aware of the importance of managing these issues going forward.

Although crash rate statistics need to be analysed over a period of ideally three to five years to see accurate trends, preliminary data for the areas where safety measures have been implemented show that these areas out perform those parts of the city which have not yet had the same comprehensive safety treatment.

Crash Trends – Treated and Untreated Suburbs



5. Discussion

5.1 Newtown/Berhampore Proposal

In 2005 community workshops were held in Newtown/Berhampore and in Island Bay/Houghton Bay and Owhiro Bay. These workshops were held with a view to gaining a community perspective on safety issues in each suburb and possible solutions.

The workshops considered the road safety issues in their suburbs and they identified speed, intersections, pedestrians, cycles, parking and general roading issues such as lighting and road width as key areas that need to be addressed. The analysis of crash numbers and types showed that intersection, parking, pedestrian and loss of control crashes occur in Newtown and Berhampore, correlating with the community feedback.

Following a landscape architect peer review, greater attention has been given to the design of the proposed physical traffic management measures for the Newtown and Berhampore areas to integrate with the local streetscape.

The primary objective of *SaferRoads* is to reduce crashes and a key method to achieve this is to decrease vehicle speeds. By lowering vehicle speeds the likelihood of crashes is significantly reduced and the remaining crashes that do occur are less severe. To achieve this speed reduction a number of measures are proposed including reducing the speed limit on many residential streets from 50km/h to 40km/h. Lowering the speed limit will be supported by physical traffic calming treatments such as kerb extensions, speed humps and additional roadmarking.

Other significant causes of crashes in Newtown and Berhampore are poor intersection intervisibility and traffic 'rat-running' through residential areas. To improve visibility at, and conspicuousness of intersections, kerb extensions and additional road markings are proposed. The proposed lower speed limits and associated traffic calming measures will address concerns with 'rat-running'.

Extensive education programmes aimed at excessive and inappropriate speeds and proper intersection use and subsequent enforcement campaigns will be provided to support the proposed physical measures.

It is proposed to implement a package of works that will reduce the number of crashes in Newtown and Berhampore. In addition to reducing crashes it will address residents' concerns about perceived dangerous sections of road and will address issues raised through the *SaferRoutes* to School programme being delivered to Newtown School, St Anne's School and South Wellington Intermediate School. Berhampore School has raised some concerns but at this stage have not taken the opportunity to participate in the *SaferRoutes* to School programme.

A list of the proposed measures and costs is shown in the Appendix.

It is proposed that in 2008/09 a series of measures be implemented in areas to the east of Riddiford Street including Constable Street. The most significant expense in this area will be the signalisation of two intersections on Constable Street. The construction of the traffic signals will allow for any future lane arrangements to accommodate a bus priority scheme. In addition to the proposed engineering works it is proposed to lower the speed limit on the streets to the east of Riddiford Street but excluding Constable Street, Mansfield Street and Roy Street which are more major traffic routes and would remain at 50km/h.

In 2009/10 it is proposed to implement a series of measures on the streets to the west of Riddiford Street including Berhampore.

Subject to approval and funding, design of the safety measures will begin later this year. Construction is scheduled to begin in January 2009 and be completed by December 2009. Council will fund the project over two financial years but the public will experience it as a seamless project.

During 2009, planning will begin for the next areas for *SaferRoads*. While these are still to be confirmed they are likely to be the Courtenay/Te Aro areas as these have high

numbers of crashes and the greatest annual increase in crashes compared with other parts of the city.

5.2 Proposed Consultation

It is proposed to follow the same methodology that has been used successfully with previous *SaferRoads* community engagements. A pamphlet will be produced showing the extent of the proposed interventions and indicating how the community can have their say. The pamphlet will be distributed to all households in Newtown and Berhampore and be made available through the Council service centres, libraries and on the Council website. The Council will advertise that the project is out for consultation on the Our Wellington page of the Dominion Post and in the community newspapers.

Once submissions have been analysed the Council will respond to each submitter with a final list of works to proceed to construction and explain the decisions made.

As part of the communication process comments on the look and feel of the proposed works will be welcomed.

The consultation will also cover the legal consultation required under the national rules for the setting of speed limits. This will cover the lower speed limit proposed for sub zone areas 1 and 3 as shown in the Appendix. Submissions on the proposed speed limit will need to be considered by Committee before the speed limit bylaw changes can be confirmed. It is expected that a speed limit report will be brought to committee in September this year for approval.

6. Conclusion

The proposals for safety improvements in Newtown & Berhampore are a continuation of the Council's *SaferRoads* project. Officers believe that the safety measures as proposed will result in very worthwhile improvements in community safety. These proposals have been developed out of a process of consultation with the Newtown & Berhampore communities in 2005 and will be taken back to the communities through the further consultation process now proposed.

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Supporting Information

1) Strategic Fit / Strategic Outcome

The project supports the overall goal that Wellington will seek to improve the safety and security of its citizens as they move around the city and region.

2) LTCCP/Annual Plan reference and long term financial impact

The project is contained in the Council Plan # CX445.

3) Treaty of Waitangi considerations

There are no direct treaty considerations needed

4) Decision-Making

This is not a significant decision. The report sets out proposed package of works and corresponding consultation consistent with the LTCCP

5) Consultation

a) General Consultation

Consultation will be consistent with that previously delivered in other areas where *SaferRoads* has been rolled out. The consultation will also be consistent with that required to set speed limits.

b) Consultation with Maori

There has been no specific consultation with Maori about this proposed scheme, but consultation with Maori about the overall *SaferRoads* proposal has taken place and Maori have endorsed its use to provide a safer road network for all road users.

6) Legal Implications

The only legal implications relate to the proposed speed limit but these will be addressed in a future report

7) Consistency with existing policy

This report is consistent with existing WCC policy

APPENDIX

***SAFERROADS* NEWTOWN & BERHAMPORE**

Sub Zone Areas