



SaferRoads Karori Workshops

SaferRoads Karori

A summary of Community Participation

September 2004

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL

Wellington

Background to the SaferRoads Project

Last year Wellington City Council introduced a road safety initiative called SaferRoads that aims to **reduce accident numbers on Wellington City roads by a third by 2010**. The SaferRoads project has been designed so the Council can make a contribution to the Government's *Road Safety to 2010* strategy.

SaferRoads is modelled on successful projects carried out in the United Kingdom, Scandinavia and Australia where an area-based approach has been used to reduce road accidents. The project has been developed in conjunction with the Land Transport Safety Authority (LTSA), and it is supported by the Council's key road safety partners including Transit NZ, Transfund, Greater Wellington and the New Zealand Police.

The Council's previous road accident reduction strategies concentrated on making changes to identified black spots and defined routes. This work is now largely complete. However, analysis from LTSA confirms that there are still a significant number of 'scattered' accident sites that are more difficult to eliminate. A specialist traffic safety consultant was commissioned in 2001 to make recommendations on a new accident reduction strategy for the Council. The *Proposed Road Safety Action Plan for Wellington City Discussion Paper* that outlines current international research and recommendations was developed as a result.

According to overseas research, the most effective way to reduce both concentrated and scattered accidents is by:

- managing traffic onto the right roads so that a safer distribution of traffic is achieved
- managing the speed of traffic so that it circulates more safely
- co-ordinating all work that influences road safety.

To be successful, the SaferRoads project will require the following critical elements:

- co-operative working arrangements between relevant agencies
- on-going political support
- ongoing funding
- acceptance from local communities
- the ability to introduce measures currently outside the legislative framework.

The draft *SaferRoads Project Implementation Plan* divides Wellington into seven geographical areas and routes. It is estimated it will take approximately two years to carry out planning, consultation, design and implementation for each area. Formal project reviews will be carried out during each phase and after the seven-year period.

Stakeholder Consultation

One of the key objectives for the success of the SaferRoads project is community participation and ownership of road safety initiatives. To begin the community consultation phase, the SaferRoads team went out into the community and met with local groups to tell them about the project.

Meetings were held with stakeholders including:

- Cycle Aware Wellington
- Living Streets Aotearoa (Wellington)
- Stagecoach
- Utilities Companies (telecommunications, gas and power companies)
- the Road Safety Reference Group.

In Karori meetings were held with:

- Karori Normal School
- Karori West Normal School
- St Teresa's School.

Local schools were invited to participate with the SaferRoads project to identify specific safety issues and needs that their school may have. Each school was given the opportunity to participate in the Safer Routes to School programme.

The purpose of Safer Routes to School is to make the journey to and from school safer for school-aged road users. The programme aims to work with schools and the community to address the factors which put children at risk on their way to and from school. The outcomes of this programme will be included in the consultation process of the SaferRoads project.

Publicity for the community workshops included a mailbox drop throughout Karori, a SaferRoads billboard on Chaytor Street opposite the Karori tunnel and posters displayed around Karori schools and shops. A media release about the SaferRoads project was circulated to local papers and public notices were placed in community newspapers. Wellington City Council's website www.Wellington.govt.nz also listed workshop dates and venues and provided background information.

Workshop One

Workshop one was held on 4 August 2004 from 7-9pm at Karori Normal School in Donald Street. Twenty-eight people attended the first workshop along with the SaferRoads project team, ward Councillors and other council staff.

The aim of the first workshop was to inform the local community of the project objectives and gather information about road safety issues based on people's local knowledge of the area.

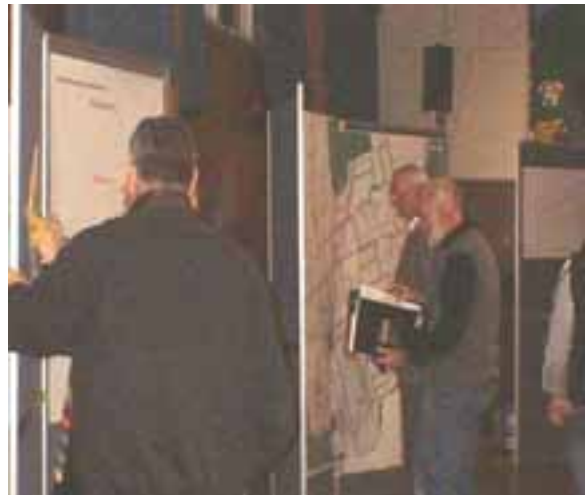
At workshop one, a number of visual displays containing large maps of the area and local crash statistics were displayed. Participants were given a SaferRoads folder pack that contained background information on the project, statistical crash data on Wellington City and Karori and materials for the workshop exercise.

Workshop exercises were divided into four main themes:

1. Engineering
2. Enforcement
3. Education
4. Streetscape.

Community participants wrote down their road safety issues on post-it notes under these themes and put them onto wall maps. A separate board was provided for participants to post "non-local" issues.

Documenting road safety issues in this way was an effective method for identifying road safety trends and issues in the area. Information gathered from the workshop was then analysed to identify common issues and themes to be discussed in workshop two.



Community participants at the first Karori workshop.

Karori residents were given a further opportunity to discuss their road safety issues and learn about the SaferRoads project when the SaferRoads team spent the day at the Karori Mall on 6 August 2004. Large maps and local crash statistics were displayed outside Woolworths and a number of people provided feedback on local road safety issues.



SaferRoads display at Karori Mall.

Following the workshop and the display at Karori Mall the issues raised were sorted into themes. The issues that came through for Karori were:

- intersections
- schools
- cycling
- night time
- speed
- pedestrians
- parking
- general roading issues

In general the feedback from participants could be categorised into three main themes, namely engineering, education and enforcement. The bulk of the feedback from participants related to engineering and no submissions were received on streetscape issues. The table below is a record of the comments made at the first workshop in Karori and at Karori Mall.

Theme	Issue	Location
Intersections		
	Right turn from Chaytor Street is difficult.	Birdwood Street
	Very difficult intersection with Chaytor Street.	Birdwood Street
	Difficult to get out of Burrows Avenue going north at busy times or any time.	Burrows Avenue
	Can't see cars coming along Karori Road.	Campbell Street
	Can't get out of Campbell Street turning right onto Karori, take risks.	Campbell Street
	There is no give way at Firth Terrace, no one slows down or obeys the right hand rule.	Campbell Street
	When exiting Birchwood traffic is held up by the pedestrian crossing which often confuses traffic movements.	Chaytor/ Birdwood Streets
	On down hill side drain is built up, forcing traffic wide, should level off road.	Chaytor Street/ Raroa Crescent
	Merging traffic from Old Karori Road.	Chaytor Street/ Old Karori Road
	Accidents, especially cyclists, need indicator signs.	Chaytor Street/ Old Karori Road
	Signals or roundabout.	Chaytor Street/ Old Karori Road
	Cars block visibility, refer to photos and drawings provided.	Donald Crescent/ Donald Street
	Reduce parking around intersections.	General
	Large cars park too close to intersections.	General
	How to use roundabouts.	General
	Parking too close to intersections and corners.	General
	Check traffic does not cut cyclists off when turning.	General
	Right hand rule.	General
	Change give way signs to be consistent with other countries.	General
	Give way rule - lots of uncontrolled intersections in Karori.	General
	Drivers do not stop at stop signs.	General
	Difficult to turn out of Campbell Street due to volumes.	Karori Road/ Campbell Street
	Difficult due to high volumes, service stations, pedestrian crossing, parking.	Karori/ Parkvale Roads
	Poor visibility at Monaghan Avenue.	Karori Road
	Lots of minor accidents coming left from Monaghan Avenue to Karori Road.	Karori Road
	It's hard to get across at any time during the day or peak hours at Donald Street.	Karori Road
	Poor visibility at Lancaster Street intersection.	Karori Road
	Vehicles are travelling too fast so that you can't see them and as a result I had a crash.	Karori Road
	It's difficult getting out of Beauchamp Street.	Karori Road
	Outside BNZ bolder broken yellow lines are needed to ensure visibility for turning traffic.	Karori Road
	Sun glare makes intersections dangerous for approx three weeks during autumn and spring.	Karori Road
	Cars parked close to intersection especially 4WDs block visibility.	Karori Road
	Roundabout.	Karori Road/ Campbell Street
	Bus stop blocks visibility.	Karori Road/ Beauchamp Street
	4WDs block visibility.	Karori Road/ Beauchamp Street
	Parked cars restrict visibility when exiting Chamberlain Road.	Karori/ Chamberlain Roads
	Difficult for traffic from Old Karori Road. What about a roundabout?	Karori Road/ Chaytor Street
	Large vehicles struggle to make turn. Yellow lines need to be extended on the north side before parking places.	Karori Road/ Lancaster Street

Theme	Issue	Location
Intersections continued		
	Merging traffic slows traffic to city, what about installing lights?	Karori Road/ Homewood Avenue
	Bad visibility onto Terawhiti Terrace off Makara Road, need a street light and mirrors.	Terawhiti Terrace
	Right turning traffic needs priority over traffic turning right into Monaghan Avenue.	Karori Road/ Monaghan Avenue
	South-east corner blocks visibility so cars stick out into road.	Karori Road/ Lancaster Street
	Merging traffic slows traffic to city and it's dangerous.	Karori/ Old Karori Roads
	Upgrade existing lights to a full set as it is almost impossible to enter the main traffic flow.	Karori/ Old Karori Roads
	4WDs block visibility.	Karori/ Parkvale Roads
	Difficult to cross.	Karori/ Parkvale Roads
	Cars turning left into Karori Road cannot see traffic coming from left.	Karori/ Parkvale Roads
	Poor visibility looking right, due to bend.	Karori Road/ Richmond Avenue
	Bus stop restricts visibility. There's conflict between the bus stop, pedestrian crossing and parking for takeaways.	Karori Road/ Tringham Street
	Need traffic lights.	Karori Road/ Campbell Street
	Merging traffic slows traffic to city; install lights?	Karori Road/ Flers Street
	It is difficult to turn into Karori Road due to poor visibility and heavy traffic.	Karori Road/Hatton Street
	Need traffic lights.	Karori Road/Raine Street
	Drivers using mini-roundabouts to u-turn are hit by cars expecting them to exit.	Kilburn Parade
	No one gives way at Karori Road; it needs to be a stop sign.	Makara Road
	People seem not to know how to use stop lights when coming from car park and drive straight through.	Marsden Avenue
	Red lights are often ignored.	Marsden Village
	You can't see approaching traffic on Braithwaite Street.	Messines Road
	Sun gets in your eyes at Braithwaite Street.	Messines Road
	Getting out of Nottingham Street is difficult.	Nottingham Street
	Right turning median needs to be bigger at Karori Road.	Old Karori Road
	Karori Road intersection is difficult.	Old Karori Road
	Need a roundabout at Karori Road; ban right turn from Standen Street.	Old Karori Road
	It's hard to get out of Old Karori Road onto Karori Road.	Old Karori Road
	Merging into Karori Road is dangerous during rush hour.	Old Karori Road
	Cars do not use indicators.	Old Karori Road
	Needs a white stop line for good visibility when coming out of David Crescent.	Parkvale Road
	Poor visibility turning right out of Parkvale Road into Karori Road needs traffic light or circle.	Parkvale Road
	Cars coming up Birdwood Cresecent indicate left into Braithwaite Street but confuse Ponsonby Road drivers.	Ponsonby Road
	Cars don't stop at stop sign.	Ponsonby Road
	Turning right out of Ponsonby Road is difficult.	Ponsonby Road
	Poor visibility for right turn into Marshall Street.	Ranelagh/ Marshall Streets
	Banks restrict visibility turning from Raroa Crescent to Northland tunnel.	Raroa Crescent
	Cars need to Indicate when changing direction.	Raroa Crescent/ Chaytor Street
	Collier Avenue traffic comes too fast onto Richmond Avenue, and fail to give way.	Richmond Avenue
	It's difficult to get out of Richmond Avenue onto Karori Road.	Richmond Avenue
	Cars don't respect give way.	Tringham Street

Theme	Issue	Location
Intersections continued		
	Buses block the intersection.	Tringham Street
	Difficult intersection with Old Karori Road, visibility needs improving.	Rosehaugh Avenue
	Cars turning left don't give way to pedestrians on Karori Road.	Tringham Street
	Verviers Street drivers don't give way to Beauchamp Street.	Verviers Street
	No visibility at Voltaire Street.	Wrights Hill Road
	Cars do not indicate.	South Karori Road
	Bus stop and parked cars cause risk taking.	Victory Crescent
Schools		
	Judder bars or pedestrian crossings needed to help parents with kids cross the road.	Campbell Street
	Lots of roadside parking and pedestrians, make speed a problem.	Campbell Street
	Need a new crossing at the Wellington Teachers College.	Donald Street
	Parking is a problem between Karori Road and Gipps Street because of the bus route and student parking.	Donald Street
	There's congestion before and after school.	Donald Street
	P5 parking outside the school is not enforced.	Donald Street
	Parents park on yellow lines.	Donald Street
	School buses slow traffic.	General
	Parents get children out on the driver's side on busy roads.	General
	Donald Street needs an advance warning of the school patrol at the crossing.	Karori Road
	Pedestrian crossing at Marsden School needs a school patrol.	Karori Road
	Drivers open their doors into the traffic flow after school, which is also dangerous for cyclists.	Karori Road
	The Karori West School bus drives from Hazelwood and stops at Woodhouse, and so children have to cross the road twice.	Karori Road
	Make parking on one side of the road only during school drop off and pickup times.	
	The road between Samuel Marsden School crossing and Karori Normal School is dangerous.	Karori Road
Cycling		
	It is narrow and dangerous for cyclists.	Birdwood Street
	Birdwood Crescent intersection is difficult for cyclists.	Braithwaite Street
	Uphill lane at Joll Street is too narrow; cyclists are cut out. Either remove parking or shorten bus stop.	Chaytor Street
	Not enough space for cars to pass bikes, bikes should have to go in the bus lane.	Chaytor Street
	Remove parking at narrowest bend to fit in uphill cycle lane and shift three lanes over. Cars have to follow cyclists at this point. Two buses and a bike are deadly!	Chaytor Street
	Lanes too narrow, problem for cyclists.	Chaytor Street
	Accidents, especially cyclists, need indicator signs.	Chaytor Street/Old Karori Road
	Cycle route.	Friend/ Raine Streets
	Cycle lane through Appleton Park, along Karori Road to Makara Peak	General
	Cycle lane where practicable, but especially to Makara Peak Bike Park.	General
	Kerb extensions force cyclists into traffic flows.	General
	Traffic islands in middle of road mean cars cannot safely pass cyclists.	General
	Sump grates are not good for cyclists.	General
	The edge of road is rough for cyclists.	General
	Teach cyclists that they can go in bus lanes.	General
	Cyclists on footpaths are dangerous to elderly pedestrians.	General
	Teach cyclists how to pass vehicles, on the left or the right.	General
	Don't cut bikes off when turning.	General
	How to overtake cyclists.	Karori tunnel
	Signs to warn of cyclists.	Makara Hill
	Cyclists are at risk as they hold up pedestrians.	Northland Tunnel
	Loose gravel means that cyclists fall off.	Old Karori Road

Theme	Issue	Location
Night		
	It is too dark by dairy and school.	Allington Road
	Need more lighting by the depot, especially the crossing.	Allington Road
	Some lights are not currently working.	Chaytor Street
	Sodium-based, multi spectral lighting is good.	General
	It is too dark; needs lighting.	Hatton Street
	Some lights are out at present.	Joll Street
	Street lighting is not consistent.	Karori Road
	There are no lights on crucial bends.	Putnam Street
Speed		
	Parking on both sides of the road narrows road; could be a head-on collision, as cars go fast uphill.	Allington Road
	Speed between Epsom and Hathaway Streets.	Allington Road
	Speeds, particularly for cars coming from Chaytor Street.	Braithwaite Street
	Speed bump to help parents crossing road, as there is lots of speeding.	Campbell Street
	40km/h speed zone.	Campbell Street
	Cars go too fast past kindergarten.	Campbell Street
	Speeds.	Campbell Street
	Speed is a concern.	Campbell Street
	Need judder bars like Paekakariki.	Chaytor Street
	Speeds.	Collier Avenue
	Young people drive too fast often in excess of 100km/h.	Donald Street
	Speeds.	Duthie Street
	Speed in street too fast.	Firth Terrace
	45km/h speed limit to reduce crashes.	General
	Karori Road 40km/h; back roads 50km/h.	General
	40km/h for non arterial routes.	General
	Speed humps needed.	Gipps Street
	Buses speeding.	Gipps Street
	Too fast down hill towards mall.	Karori Road
	40km/h speed limit.	Karori Road
	Speed too high which is especially a concern on Saturdays when parking heavy.	Karori Road
	Cars don't slow down when going past the mall.	Karori Road
	Speeding between Marshall and South Karori Road.	Karori Road
	Speeding along Karori Road.	Karori Road
	This road should not be an open road speed limit as cannot safely drive faster than 70km/h.	Makara Hill
	Judder bars to reduce speeds.	Monaghan Avenue
	No judder bars.	Monaghan Avenue
	Vehicle speeds need to come down.	Monaghan Avenue
	Cars speed along flat section (suggest speed reduction).	Montgomery Street
	Vehicles travelling too fast.	Nottingham Street
	Cars speed down Parklands.	Parklands Drive
	Need speed humps - maniac drivers, driving at excessive speeds. Children walk to school along this road.	South Karori Road
	Cars go too fast.	South Karori Road
	Vehicles travelling too fast.	Standen Street
	Speeds.	South Karori Road
	Speeds too fast.	Thurleigh Grove
	Limit should be 40km/h.	Upland Road
	Speeds.	Versailles Street
	Cars racing at the corner of Campbell Street.	Wrights Hill Road

Theme	Issue	Location
Pedestrians		
	Speeds and traffic volumes make this street difficult to cross, especially for parents with kids.	Campbell Street
	It is difficult to cross by Karori Road.	Campbell Street
	Upgrade the footpath as it is used by lots of elderly people.	Campbell Street
	Pedestrian crossing needed for kids at Karori Road.	Campbell Street
	Pedestrian crossing needed near Benburn Park.	Campbell Street
	Pedestrian crossing at Birdwood Crescent is not safe.	Chaytor Street
	Remove at least one park on each side of the crossings so that pedestrians can be seen.	General
	Pedestrian crossing islands are too small eg outside library at mall; cannot see pedestrian past 4WDs.	General
	Pedestrians step onto crossing without waiting.	General
	Cars parking on footpaths obstruct pedestrian traffic, especially at Colliers Avenue.	General
	Cars parking on footpath force pedestrians to walk on road especially streets which only have a footpath on one side.	General
	Pedestrians step onto crossing without waiting.	General
	Need a pedestrian walkway through reserve to Nottingham Street.	Homewood Crescent
	Pedestrian crossing near Donald Street, cars park too close.	Karori Road
	Temporary Crossing for temporary library.	Karori Road
	Parking too close to intersections; drivers and pedestrians cannot see one another, especially 4WDs.	Karori Road
	Narrow footpath on the north side between Homewood Avenue and Marsden Village is unsafe for children.	Karori Road
	The pedestrian crossing near Parkvale Road is badly located for mall customers.	Karori Road
	A pedestrian crossing is needed for Karori Park.	Karori Road
	A pedestrian crossing is needed from the bus stop to the dairy.	Karori Road
	Pedestrians don't use the crossings at South Karori Road.	Karori Road
	Children walking along Karori Road have difficulty crossing side roads.	Karori Road
	The pedestrian crossing near Tringham Street is bad.	Karori Road
	The pedestrian crossing at Parkvale Road has no visibility outside Brumby's.	Karori Road
	Children cross without parents after the patrols go in.	Karori Road
	The pedestrian crossing near Newcombe does not work as drivers go straight through school patrols.	Karori Road
	Signals needed for all school crossings.	Karori Road
	Crossing at Karori School is for children.	Karori Road
	Pedestrians cross against the lights.	Marsden Village
	Close road near Karori Road to make area more pedestrian friendly and safer.	Parkvale Road
	Pedestrian issues.	Parkvale Road
	It is dangerous to cross by Karori Road.	Raine Street
	Difficult pedestrian crossing at intersection of Moana Road.	Raroa Road
	It is very awkward with pedestrian crossing and cars turning left.	The Rigi

Theme	Issue	Location
Parking		
	Make it 'no' parking or allow parking on the footpath on the narrow midway near St Albans.	Allington Road
	Extend yellow lines on the left side of the road, just past St Albans Avenue.	Allington Road
	Remove bottom car park so that buses can fit within their lane.	Chaytor Street
	Penalise illegal parking; especially couriers and loading vehicles.	General
	Need to check more often for illegally parked cars especially on Donald Street.	General
	There is lots of parking on broken yellow lines - Sunshine Avenue dairy.	General
	Parking machines should take money before 8am.	General
	Minimum charge of \$1 is ridiculous.	General
	Angle parking causes problems for buses.	Gipps Street
	The road is too narrow to park on both sides and the no-stopping line has been painted over.	Hathaway Avenue
	Parking is too close to intersections' corners.	Hathaway Avenue
	Parking needs to be restricted on bend.	Hatton Street
	Location of disabled parks needs to be rationalised.	Karori Mall
	Prevent cars parking on bus stop.	Karori Mall
	Shoppers cannot get parks close to the mall because of retailers parking there.	Karori Road
	Cars park too close on the right when turning out of Hatton Street	Karori Road
	Exit to the cricket clubrooms is dangerous; the space between driveways should be no stopping.	Karori Road
	People park on yellow lines for ATM machine.	Karori Road
	Yellow lines are needed between David Crescent and Chaucer Way.	Parkvale Road
	Parked buses create congestion and poor visibility.	South Karori Road
	Could provide more on-site parking.	Teachers College
	Residents parking on corner.	Upland Road
	Angle parking is dangerous - particularly with 4WDs that block visibility.	Parkvale Road
	Difficult parking on the street.	Raroa Road
	Lack of parking at Karori West Normal; it will get worse with the new apartment complex taking out most available parking.	South Karori Road
General roading issues		
	Poor visibility from Braithwaite Street approaching Messines Road.	Braithwaite Street
	Do bus lanes operate all day long? If not then when?	Chaytor Street
	Lane lines are not adhered to by drivers.	Chaytor Street
	Lane lines are terrible.	Chaytor Street
	Green paint on bus lane.	Chaytor Street
	Start bus lane halfway down hill; widen top half so that traffic can more easily pass stopped bus.	Chaytor Street
	There is not enough space uphill if all three lanes are occupied.	Chaytor Street
	Put in another tunnel; with each being one way.	Chaytor Street
	Reduce glare on road markings, as it is difficult to tell which ones are relevant.	Chaytor Street
	Lighting and narrowness of road are dangerous.	Chaytor Street
	Edges of the safety island at the bottom stick out too far - dangerous when a bus has stopped.	Chaytor Street
	Road camber is wrong.	Chaytor Street
	Lanes too narrow up hill - drivers don't stay in lane.	Chaytor Street
	Camber is not good.	Chaytor Street
	Buses don't use bus lanes.	Chaytor Street
	Buses cross centre line.	Chaytor Street
	Bend in lower part.	Collier Avenue
	Lots of traffic.	Duthie/ Braithwaite Streets
	Road works should be clearly signed to ensure no accidents caused by uneven surface.	General
	Traffic islands opposite bus stops halt traffic unless bus is right against kerb.	General

Theme	Issue	Location
General roading issues continued		
	Over 80s drivers need to education in Karori.	General
	Roads too narrow for articulated trucks; use smaller vehicles for deliveries.	General
	Buses need to practice safe driving.	General
	Website needs to show planned road works, reasons and timeframes.	General
	Drivers do not know how to use use medians.	General
	Drivers do not indicate.	General
	Karori has only one community constable.	General
	It is too easy to get a licence.	General
	Encourage reporting of incidents with an 0800 number and follow up.	General
	Drivers do not indicate.	General
	Remove obstacles in centre of the road, at least from rear of bus stops; too much congestion.	Karori Road
	Road markings disappear under lights.	Karori Road
	Bus stop outside number 93 causes problems for vehicles using garages.	Karori Road
	Can't see traffic signals at Marsden Village.	Karori Road
	Brick areas are very slippery in Marsden Village.	Karori Road
	Too many buses at once, three buses at one bus stop; too close to corner Tringham Street.	Karori Road
	Cars get hit when turning from parking area outside dairy near South Karori Road.	Karori Road
	Blind corner.	Khoury Avenue
	Ice on the corner north of Tedder Way.	Montgomery Avenue
	Pine trees darken area and make it icy.	Old Karori Road
	Poor visibility on the hill.	Parklands Drive
	Need to straighten curb near Chaucer Way.	Parkvale Road
	Street too narrow, no more sub divisions wanted.	St Albans Avenue
	Cut back bank near St Teresa's church to widen road.	Karori Road
	Find other ways to move traffic out of Karori.	Karori Road
	Bus lane needed from the mall to Chaytor Street.	Karori Road
	Traffic lights needed at the mall.	Karori Road
	Very narrow road, especially at night when cars park on both sides. A new subdivision will make traffic density horrendous.	St Albans Avenue
	The corner is slippery when wet - up from Epsom Way.	Thurleigh Grove
	Ice on corner with sunshine.	Victory Avenue

Workshop Two

Workshop two was held on 11 August 2004 from 7-9pm at Karori Normal School in Donald Street and 25 people attended along with the SaferRoads project team, ward Councillors and other council staff.

The objective of workshop two was to examine the trends and types of crashes in each area and to develop a high level framework for crash reduction based on community input. Issues identified in workshop one were also presented.

The SaferRoads team worked alongside community participants on a group exercise which aimed to provide possible road safety solutions based on the themes of engineering, education and enforcement initiatives on local roads. Possible solutions from the group exercise for reducing crashes in Karori is outlined on the following pages.



Group exercises at the second Karori workshop.



Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the Karori community to contribute to future road safety initiatives in the area. The response from the public to the community involvement has been very positive with over 50 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments.

The consultation workshops provided a useful insight to the concerns and issues of the Karori community. A number of possible solutions were gathered as part of this process and will form a useful framework for implementing measures in the Karori area to make roads safer for all road users.

Contact us

If you have any road safety issues, concerns or possible solutions please contact the SaferRoads team:

- Send an email to saferrroads@wcc.govt.nz
- Phone the project team on **499 4444**
- Visit the Council website at www.Wellington.govt.nz.

Framework for Reducing Crashes in Karori

from Workshop Two – 11 August 2004

Theme		Engineering	Education	Enforcement
Intersections				
	Roundabouts - yes to principal, maybe to collector, no to local.	Western News traffic feature on local site problems. Citing incidents.	More parking wardens (WCC)	
	Traffic lights - yes to principal, maybe to collector, no to local.	Rest homes education, (safe with age).	Cameras, red lights, speed, CCTV - yes to principal, no to collector	
	Relocate bus stops eg Tringham Street/Karori etc - yes to principal, n/a to collector, n/a to local.	Parents reinforce child's education by example.	Community traffic/parking warden - yes to principal.	
	Restrict parking near intersection - yes to principal kerb extension Chaytor Street/Karori/Old Karori Road, yes to collector.	Student teachers (Donald Street).		
	Signage eg Remember to indicate.			
Schools				
	Alternative pick-up points for school children so parents have somewhere to park.	Can schools provide more parking?	More enforcement of double parkers or illegal parkers around schools.	
	Is there space for school buses to park near schools?	Walking buses?	Lowering the speed limit to 40 km/h near schools.	
	Parking congestion before/after school in: Donald Street/Campbell Street/Karori Road surrounds -	Encourage parents to walk with children to school if they had the option.	Ticketing of illegal parking on/near all crossings especially "school" crossings.	
	Can we make this one way/restricted/5 min/no parking during 2.30-3.30 pm and 8.15-9.00 am. How can we enforce this?	Educating child in how to cross the road and be safe cyclists or pedestrians.	Parent education - all areas - parking enforcements and kids walking to school.	
	Karori Road lights/St Ninians Corner - "yellow hatch intersections" on Karori Road at Donald Street.			
	No buses during peak school hours - they hold up traffic.			
	Marsden Avenue - parking on one side only - great.			
	More yellow lines - either side of Marsden entrance - danger re visibility - need to enter road to see.			

Theme	Engineering	Education	Enforcement
Cycling	Bikes permitted on buses - free? At certain bus times only.	Make cyclists aware they can ride in the bus lane.	Lights front and rear and bright clothing.
	Cleanway on Karori Road. North side 7-9am, south side 4-6pm.	Put a cycle symbol in the bus lane.	Must wear helmets.
	Re-design curb extensions so cyclists can ride through them or over them.	Teach cyclists to ride in the main lane, don't swerve in and out of parked cars.	Enforcement of cyclists of running red lights.
	Roads are getting narrower (ie by adding bus lanes), and cars are getting bigger. Where do cyclists fit into this picture?	Educate motorists to look for cyclists when cars stop to let traffic in they do not check for oncoming cyclists or turning.	Not having lights.
	Cycle lane in Appleton Park, Chaytor Street, Karori Road?	Pedestrians crossing the road without looking for cyclists they are only listening for cars.	Legal enforcement of cyclist equipment, flag, clothing - neon, lighting.
	Maintain edge of road. Remove glass and other sharp objects, cause punctures/accidents.	Cars pass too close, too fast. Drivers need to leave at least one metre from the bike and slowing down to 40km/h would be nice.	
	Sump grates - re-design them as cyclists wheels get stuck.	Education cyclists/motorists to indicate.	
	Sign needed to indicate turning left at Old Karori Road.	Don't burst our bubble.	
	Add an uphill cycle lane on Chaytor Street and Birdwood and Karori Road on up hill parts.	Subsidised safety vests - from ACC?	
	Cycle lanes.	Make cyclists more visible with reflective short leggings.	
	Increase Makara Peak Mountain Bike Park.	Hire a bike.	
	Dual use of bus lanes.		
	Cycle lane over kerb extensions.		
	Replace missing sump grates.		
Night			
	More lights needed over crossings.	Drive at appropriate speeds.	Increased enforcement presence.
	Specialist road surfacing needed to reduce glare.		
	Variable message signs needed at critical locations.		
	Active markings RRPM.		
	White roads?		
	Have consistent lighting.		

Theme	Engineering	Education	Enforcement
Parking			
	More parking required for Karori parking development.	Signage relating to parking needs to be improved.	Parking for disabled drivers at the mall.
	Will there be enough parking for the numbers of people attracted?	Schools need to be encouraged to provide off street parking - eg Donald Street.	More enforcement of illegal parking.
	Provision of more carpark spaces for Park 'n' Ride ie No 12 bus.	Awareness of public transport options to avoid parking issues.	
	Improve street lighting - so parked vehicles can be seen, eg Chaytor Street area.		
	General roading issues		
	Visibility (Chaytor Street) of road markings at night, especially when wet.	Outside schools - parents opening doors without checking for oncoming traffic (Karori Road).	Enforce existing speed limits rather than introduce lower speed limits.
	Park and ride – organised.		Reduction of speed in school zones during school hours - entry/exit.
	Coordinated yellow lines (double) in Chaytor Street.		Higher police presence in Karori Road.
	More pedestrian refuges where visibility limited.		Roving police camera - multi vehicle.