

SaferRoads

Karori Proposal

Consultation Period: 8 August – 5 September 2005

Our aim is to reduce road crashes by one third by 2010.



A word from our Mayor

I am pleased to introduce SaferRoads to the people of Wellington. This project aims to reduce road crashes by one third by 2010. SaferRoads uses an innovative community-based approach to making our roads safer for pedestrians, cyclists and drivers.

The Council is working with our key road safety partners including Land Transport New Zealand, Transit New Zealand, Greater Wellington Regional Council and the New Zealand Police on this project.



The SaferRoads team has been out in the community talking to local residents, business associations and schools about the best ways to improve the safety of our roads.

I would like to thank everyone who has attended SaferRoads workshops or already made a submission about road safety issues in your area. I invite you to take a few minutes to read through the information provided here and send us your comments.

SaferRoads reflects the Council's commitment to making Wellington roads safer for all and we welcome your input.

Kerry Prendergast

The Mayor
Wellington City Council

Background to SaferRoads

Wellington City Council has introduced an innovative road safety project called SaferRoads. This project aims to **reduce the number of crashes in Wellington city by one third by 2010.**

Wellington is the first city in New Zealand to implement a project that links with the government's national road safety strategy. SaferRoads integrates engineering, education and enforcement initiatives to reduce crashes area by area across Wellington. Whole suburbs will be targeted, with the focus on total crash reduction rather than alleviating problems on a particular street.

Consultation

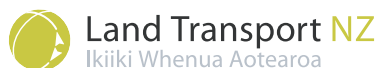
In August 2004 the SaferRoads team and ward councillors ran a series of workshops in Karori. These workshops provided an opportunity for the community to discuss road safety concerns. The response from Karori residents was very positive and ward councillors support the project proceeding into consultation.

In response to community consultation and budget requirements, an implementation plan has been devised by the Council's consultants, Traffic Concepts and Beca Infrastructure. This plan outlines the proposed engineering, education and enforcement initiatives for Karori.

A formal consultation period will run from 8 August – 5 September 2005. During this time the Council will be accepting submissions from the public on the proposed changes - see the enclosed submission form for details.

A community meeting will be held to provide further information about the proposal:

Karori SaferRoads meeting
Wednesday 24 August at 7pm
Karori Normal School
Donald Street
Karori





Proposal

Research shows that lowering average speeds reduces the numbers of crashes that occur and also the severity of those crashes that do happen. The proposed approach for Karori concentrates on reducing road speeds by:

- the introduction of traffic signals at key locations along Karori Road
- lowering the speed limit to 40 km/h on most residential streets
- using traffic calming devices to slow speeding vehicles
- introducing driver feedback signs
- increased parking enforcement
- running school and community education campaigns about road safety
- increased speed enforcement including targeted road policing.

Reducing motorists' speed will make crossing roads safer and easier for pedestrians as well as making the roads safer for cyclists to use. In addition to lowering speeds, it is proposed to restrict parking in certain locations to improve visibility and ease access for residents.

Engineering

The road engineering measures proposed for Karori aim to create a culture of safer driving. Road improvements will include traffic signals, road markings, signage, pedestrian refuges, kerb extensions and the introduction of 40 km/h speed limits on residential streets.

The majority of traffic improvements are planned for Karori Road because most crashes occur on this stretch of road. Other measures designed for non-arterial roads aim to discourage non-residential traffic from using residential streets and reduce average speeds.

Education

In conjunction with SaferRoads the Council is promoting the *Safer Routes to School* programme which aims to make the journey to and from school safer for children. All four schools in Karori have been approached to take part in this programme.

Safer Routes to School is run through schools to identify and solve road safety problems for school-aged children. The Police, their youth education service, parking enforcement officers, traffic engineers and other agencies will work with Council road safety advisors to educate and encourage school children to use the road safely, whether they are pedestrians or cyclists.

The programme also aims to reduce the number of parents driving their children to and from school by encouraging children to walk, cycle or carpool. Fewer cars on the road near schools will improve safety for all.

Other road safety campaigns will focus on safer road use for motorists, such as remembering to indicate at roundabouts, using intersections correctly, and reinforcing the need to drive at a safe speed within residential areas.

Enforcement

The Police have agreed to focus on excessive speed and appropriate intersection usage in Karori in response to community concern. Parking enforcement officers will focus on illegal parking practices around schools and poor parking near the shopping village. A campaign targeting footpath parking will also be implemented during the SaferRoads project and the Police will make regular patrols before and after school.

Traffic Signals

After careful consideration, the installation of traffic signals is proposed at key locations along Karori Road and Chaytor Street.

Due to the road width and traffic patterns along this route traffic signals are seen as the most appropriate engineering solution.

Signals will ensure that motorists have safe right-turning facilities and pedestrian refuges at each intersection which will ensure pedestrians can safely cross Karori Road.

Wellington City Council has undertaken an investigation to test the proposed traffic signal arrangements on the main arterial routes to determine:

- how traffic signals will change traffic patterns
- any potential delays, especially during the peak morning traffic period.

This has shown that the introduction of traffic signals will reduce average travel times along Karori Road into the city by approximately three minutes, while travel times from the city into Karori may increase by just over a minute as shown in the table below:

	Into the city	Into Karori
Average observed travel times	11 mins 6 secs	3 mins 51 secs
Computer modelled travel time (existing)	10 mins 33 secs	4 mins 22 secs
Computer modelled travel time (traffic signals)	7 mins 55 secs	5 mins 50 secs

The proposed traffic signals will be set to ensure good traffic flow and optimal travel times along Karori Road.

those motorists who currently make right turns onto the main road.

Traffic signals will provide residents with safer, more convenient accessibility to Karori Road, especially for

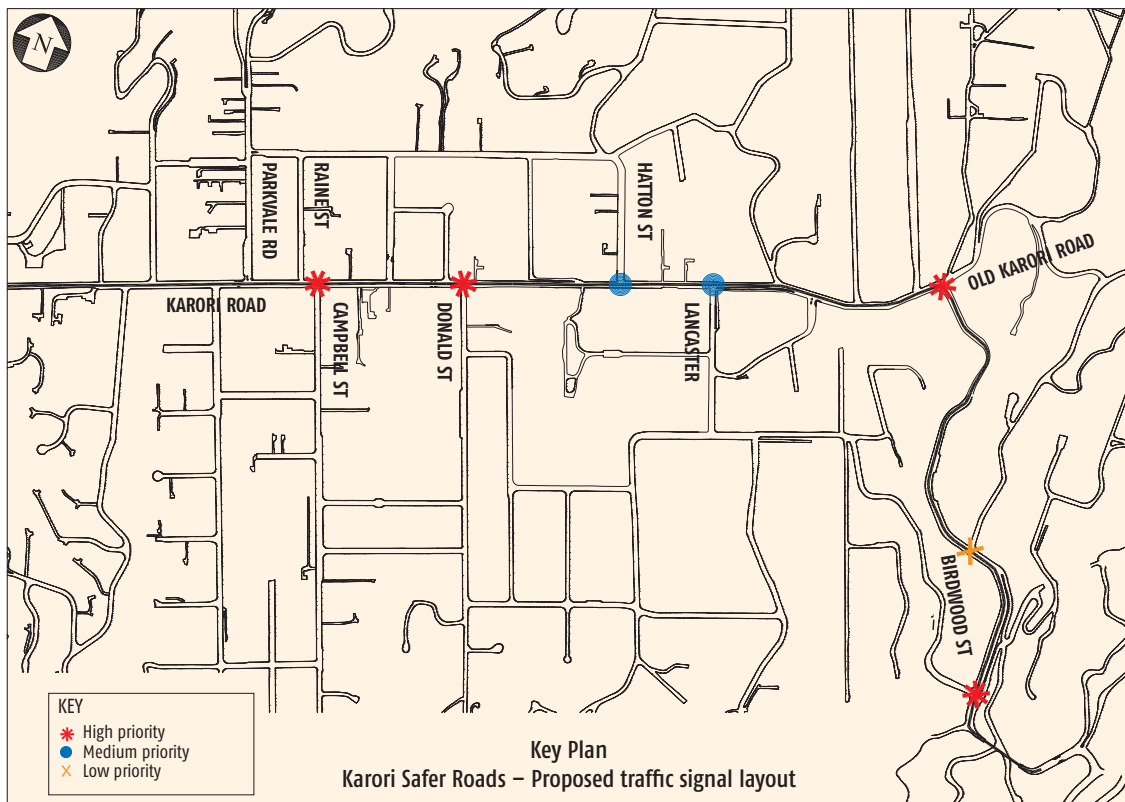
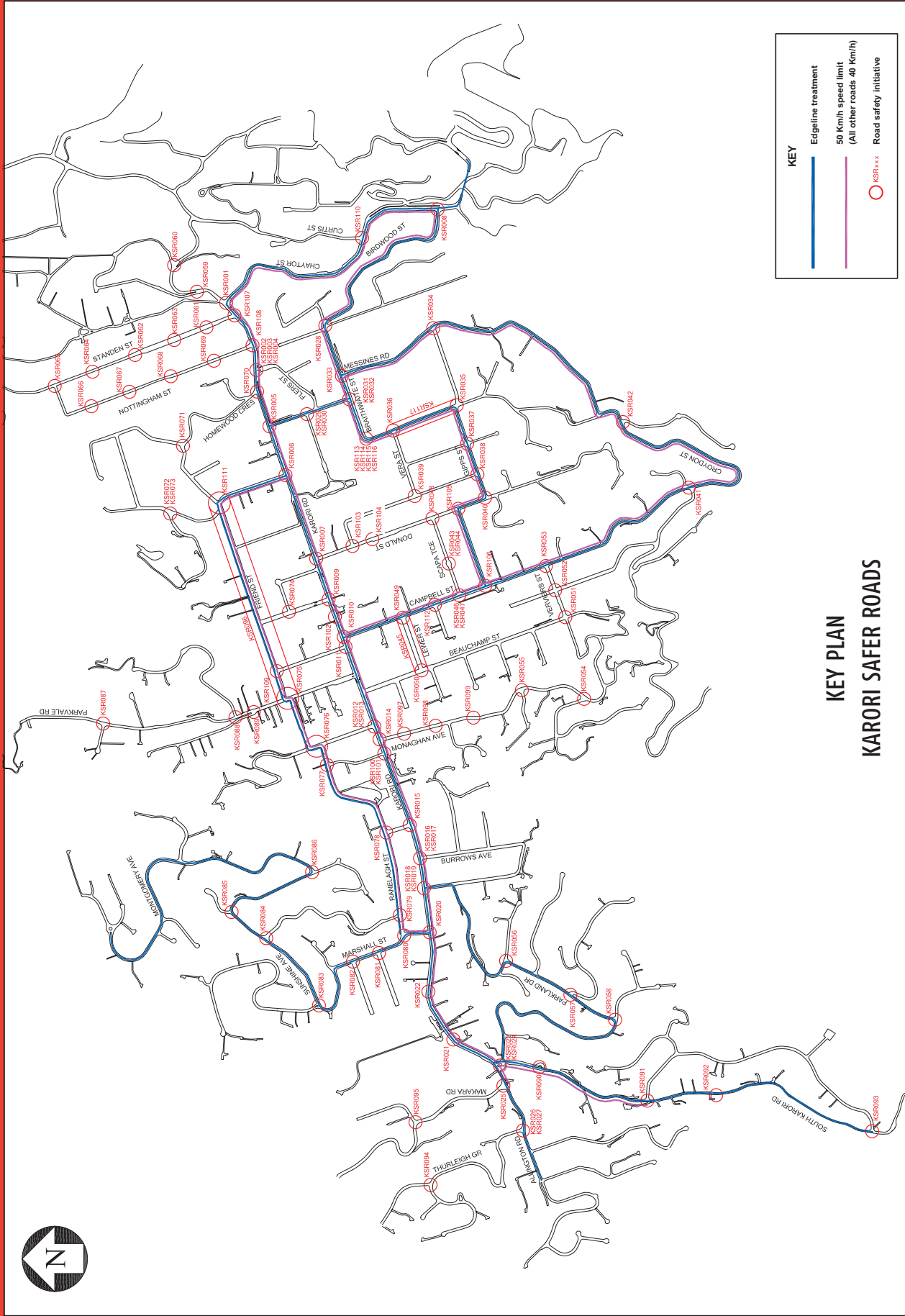





Diagram 1: proposed traffic signal locations.



KEY	
	Edgeline treatment
	50 Km/h speed limit (All other roads 40 Km/h)
	Road safety initiative

KEY PLAN
KARORI SAFER ROADS

Driver Feedback Signs

Driver feedback signs have been used successfully overseas to address speed concerns and educate drivers to change their driving behaviour. These signs show approaching motorists their speed and when they are travelling too fast the feedback sign displays "Slow Now", encouraging them to reduce their speed. Wellington is the first city in New Zealand to introduce these signs as an alternative to speed cameras.

Kerb Extensions

Narrowing residential streets with kerb extensions is an effective method of reducing the speed of motorists. Kerb extensions also provide safe crossing points for pedestrians.

Roundabouts

It is proposed to install roundabouts at key locations in Karori where road width allows. Roundabouts encourage good traffic flow for turning traffic and encourage speed reduction, which reduces the frequency and severity of crashes.

Road Markings

Road markings such as centrelines and edgelines are proposed along designated arterial routes to help motorists drive more safely, especially at night.

Priority Controls

All intersections in Karori will be controlled by give way or stop signs to provide clear directions for motorists and remove any ambiguity about right of way.



Diagram 2: examples of traffic features indicated on the map and listed in the draft implementation plan on pages 7, 8 and 10.

Road safety map

The map on the previous page shows proposed road safety initiatives for Karori. These initiatives are listed in the implementation plan on pages 7, 8 and 10.



Speed Humps

Speed humps along Friend Street and Ranelagh Street have already been effective in reducing speeds on these streets. It is proposed to install speed humps on some additional residential streets in Karori.

40 km/h Zones

It is proposed to reduce the speed limit to 40 km/h on all non-arterial roads in Karori. The speed limit will remain at 50 km/h on main arterial routes, including Karori Road, Friend Street, Hatton Street, Campbell Street, Ranelagh Street and Parkvale Road, as shown on the map on the previous page.

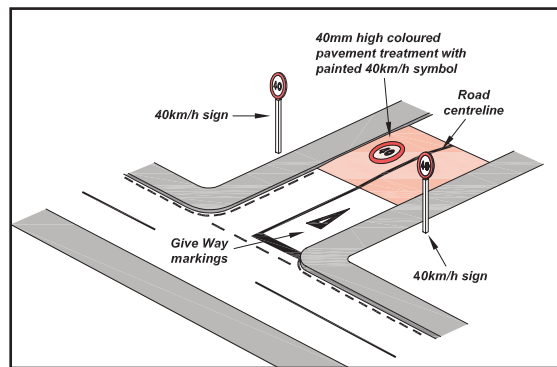


Diagram 3: an example of roadmarkings for speed reduction.

More information available

If you would like more information about the proposed changes, please refer to the Karori Technical Report, which can be downloaded from the Wellington City Council website www.Wellington.govt.nz or phone 499 4444 for a printed copy.

Implementation Plan

This implementation plan identifies each proposed road safety initiative for Karori, with the recommended priority and estimated cost for completing the work.

The current budget for implementing the project will ensure that all of the high priority and most of the medium priority initiatives listed will be implemented within the next two years. However, some medium and low priority initiatives may not be implemented as part of the SaferRoads project but may be included in other Council projects.

Priorities: ■ High ■ Medium ■ Low

Education

Location	Road safety initiative	Priority	Cost estimate
Karori schools	Safer Routes to School programme	High	\$30,000
City wide	Pedestrian awareness campaign	High	\$1000
City wide	Cycle awareness campaign	Medium	\$1000
Karori	Speed limit awareness campaign	High	\$15,000

Enforcement

Location	Road safety initiative	Priority	Cost estimate
Karori Road	Driver Feedback Signs	High	\$45,000
All roads in Karori	Targeted road policing	High	N/A
City wide	Contribution to additional parking staff	High	\$10,000

Engineering

Location	Road safety initiative	Reference number	Priority Estimate (\$)		
			Low	Medium	High
Various sites	Threshold pavements (coloured road surfaces)				80,000
Most residential streets	50km/hr to 40km/hr speed restriction				20,000
Karori Road/Old Karori Road	Traffic signals and median islands	KSR01			115,000
Karori Road/Flers Street	Kerb extension and traffic calming ramp	KSR02	14,000		
Karori Road/Flers Street	Kerb extension and median island	KSR03	9200		
Karori Road/Flers Street	Kerb extension, median island and ramp	KSR04			15,200
Karori Road/Lancaster Street	Traffic signals	KSR05		91,000	
Karori Road/Hatton Street	Traffic signals	KSR06		96,000	
Karori Road/Donald Street	Traffic signals	KSR07			96,000
Chaytor Street/Birdwood Street	Traffic signals	KSR08			120,000
Karori Road/Reading Street	Median island	KSR09		3500	
Karori Road/Campbell/Raine Streets	Traffic signals	KSR10			135,000
Karori Road/Campbell/Raine Streets	Traffic signals	KSR11	96,000		
Karori Road/Chamberlain Road	Kerb extension and median island	KSR12			8100
Karori Road/Chamberlain Road	Kerb extensions and median islands	KSR13	17,800		
Karori Road/Monaghan Avenue	Give way and flush median	KSR14			400
Karori Road/Morley Street	Median island	KSR15			2500
Karori Road/Burrows Avenue	Give way and flush median	KSR16	600		
Karori Road/Burrows Avenue	Give way, flush median and traffic calming ramp	KSR17			5300
Karori Road/Richmond Avenue	Give way and flush median	KSR18	600		
Karori Road/Richmond Avenue	Give way, flush median and traffic calming ramp	KSR19			5300
Karori Road/Tringham Street	Kerb extension and median island	KSR20			13,000
Karori Road	Kerb extension and median island	KSR21			5500
Karori Road	Kerb extension and median island	KSR22			5500
Karori Road/South Karori Road	Kerb extensions	KSR23	16,000		
Karori Road/South Karori Road	Kerb extensions	KSR24		21,300	
Allington Road/Makara Road	Kerb extension and median island	KSR25			16,000
Allington Road/Thurleigh Grove	Roundabout and kerb extension	KSR26			26,000

Engineering (continued)

Location	Road safety initiative	Reference number	Priority Estimate (\$)		
			Low	Medium	High
Allington Road/Thurleigh Grove	Kerb extension	KSR27		6500	
Birdwood Street/Mallam Street	Kerb extension and median island	KSR28		5700	
Lancaster Street/Marsden Avenue	Kerb extensions	KSR29	6100		
Lancaster Street/Marsden Avenue	Kerb extensions and traffic calming ramp	KSR30		11,100	
Braithwaite Street/Lancaster Street	Kerb extensions and median islands	KSR31	12,500		
Braithwaite Street/Lancaster Street	Roundabout and kerb extension	KSR32			34,000
Braithwaite Street/Messines Road	Kerb extension	KSR33	3500		
Messines Road/Plymouth Street	Median island	KSR34		2500	
Duthie/Gipps/Plymouth Streets	Median islands and kerb realignment	KSR35		14,400	
Duthie Street/Vera Street	Traffic calming ramp	KSR36			4500
Gipps Street/Shirley Street	Roundabout	KSR37		18,800	
Gipps Street/Cooper Street	Traffic calming ramp	KSR38			6100
Cooper Street/Vera Street	Traffic calming ramp	KSR39			4500
Donald Street/Gipps Street	Median island	KSR40			5900
Croydon Street/Wrights Hill Road	Roundabout and kerb extension	KSR41		20,000	
Croydon Street/Versailles Street	Give way and flush median	KSR42			500
Scapa Terrace	Planted island (close street)	KSR43			7500
Scapa Terrace	Chicane	KSR44		5000	
Lewer Street/Campbell Street	Kerb extensions and median island	KSR45		17,800	
Campbell Street/Scapa Street	Traffic calming ramp	KSR46			5100
Campbell Street/Scapa Street	Kerb extensions and traffic calming ramp	KSR47			16,500
Donald Street/Scapa Street	Traffic calming ramp	KSR48			5300
Campbell Street/Lewer Street	Kerb extensions	KSR49		10,300	
Beauchamp Street/Lewer Street	Kerb extensions	KSR50		10,900	
Verviers Street/Beauchamp Street	Give way and flush median	KSR51			400
Verviers Street/Kano Street	Roundabout	KSR52		36,700	
Verviers Street/Campbell Street	Give way and flush median	KSR53			400
Monaghan Avenue/Paparata Street	Give way and flush median	KSR54			500
Monaghan Avenue/Hawick Street	Median island	KSR55			2900
Collier Avenue/Parklands Drive	Kerb extension	KSR56			4400
Parklands Drive/Landsdowne Terrace	Give way and flush median	KSR57			400
Woodhouse Avenue/Parklands Drive	Kerb extension	KSR58			6400
Old Karori Road/Rosehaugh Avenue	One way	KSR59		900	
Whitehead Street/Seaforth Terrace	Kerb extension	KSR60		9200	
Standen Street	Speed hump	KSR61	3500		
Standen Street	Speed hump	KSR62	3500		
Standen Street	Speed hump	KSR63	3000		
Standen Street	Speed hump	KSR64	3500		
Standen Street/Cross Street	Give way	KSR65			300
Nottingham Street	Speed hump	KSR66	3500		
Nottingham Street	Speed hump	KSR67	3500		
Nottingham Street	Speed hump	KSR68	3500		
Nottingham Street	Speed hump	KSR69	3500		
Karori Drive/Homewood Avenue	Kerb extension and traffic calming ramp	KSR70			9200
Homewood Avenue/Homewood Crescent	Roundabout and speed hump	KSR71		17,500	
Hauraki Street/Hatton Street	Kerb extensions	KSR72	12,200		
Hauraki Street/Hatton Street	Roundabout and kerb extension	KSR73		29,700	
Reading Street/Newcombe Crescent	Traffic calming ramp	KSR74			4500

SaferRoads KARORI SUBMISSION FORM

Please fill out the form below, or enter your submission online in the project section of the Council website at www.Wellington.govt.nz.

1. Do you agree with the priorities listed for the road safety initiatives on pages 7, 8 and 10 of this booklet? Yes / No
If you answered yes, please go to question 3.

2. If you do not agree with some of the priorities, please list the road safety initiative with the priority ranking you suggest and briefly tell us why.
 Priorities are: High, Medium, Low or 'No' (if you do not want the initiative listed to happen).

Changing Priority:

Proposed road safety initiative	Location	Current priority	Suggested priority	Why do you suggest this change in priority?

3. Are there any additional road safety initiatives for Karori that you would like to see included? Please list them with your reasons why:

Additional Road Safety Changes:

Road safety change or addition	Suggested priority	Why do you recommend this change or addition?

Further Comments:

Please send this form and any additional submission material by 5 September 2005 to: Wellington City Council, Freepost 57412, PO Box 2199, Wellington.

The submissions provided will be analysed and summarised in the SaferRoads for Karori Report & Implementation Plan. This document is expected to be available on our website in October 2005.

For further information, please refer to www.Wellington.govt.nz ; email us at saferroads@wcc.govt.nz or phone 499 4444.

Engineering (continued)

Location	Road safety initiative	Reference number	Priority Estimate (\$)		
			Low	Medium	High
Parkvale/Friend/Samuel Parnell Road	Median island	KSR75			5100
Samuel Parnell Road /Chamberlain Road	Flush medians	KSR76		2000	
Darwin Street/Eagle Street	Median island	KSR77		1700	
Ranelagh Street/Morley Street	Median island	KSR78		2100	
Ranelagh Street/Sunshine Avenue	Median island	KSR79		2400	
Tringham Street/Ranelagh Street	Kerb extension and median island	KSR80			8900
Marshall Street/Fernlea Avenue	Traffic calming ramp	KSR81		6000	
Marshall Street/Hildreth Street	Traffic calming ramp	KSR82		6300	
Sunshine Avenue/Percy Dyett Drive	Pedestrian ramps	KSR83		2100	
Sunshine Avenue	Kerb extensions and splitter island	KSR84		11,700	
Victory Avenue/Tobruk Street	Roundabout	KSR85	12,000		
Victory Avenue/Montgomery Avenue	Kerb extensions and median island	KSR86			9900
Parkvale Road/Canterbury Street	Give way and flush median	KSR87			600
Parkvale Road/David Crescent	Speed hump	KSR88	3000		
Parkvale Road/Cornford Street	Kerb extension	KSR89		5500	
South Karori Road	Traffic calming ramp	KSR90		4500	
South Karori Road/Hazelwood Avenue	Give way	KSR91			400
South Karori Road	Traffic calming ramp	KSR92		4500	
South Karori Road/Hazelwood Avenue	Traffic calming ramp and give way	KSR93			4900
Thurleigh Grove/Paddington Grove	Give way	KSR94			450
Makara Road/Khoury Avenue	Give way and flush median	KSR95			600
Friend Street	Right hand turn bays	KSR96			1800
Monaghan Avenue	Traffic calming ramp	KSR97			4500
Monaghan Avenue	Traffic calming ramp and give way	KSR98			4900
Monaghan Avenue	Traffic calming ramp	KSR99			4500
Karori Road/Eagle Street	Traffic calming ramp and give way	KSR100			4900
Karori Road/Eagle Street	Planted island (close street)	KSR101	7600		
Karori Road	Edgelines	KSR102			400
Donald Street/Cooper Street	Traffic calming ramp, kerb extension and give way	KSR103			7500
Donald Street	Kerb extension and school crossing	KSR104			8000
Donald Street/Firth Terrace	Give way painted median and traffic calming ramp	KSR105		2000	
Campbell Street/Firth Terrace	Kerb extensions and median island	KSR106		6000	
Karori Road/Standen Street	Median island	KSR107			2800
Karori Road/Nottingham Street	Trimming existing median island	KSR108	3100		
Friend Street/Raine Street	Median island	KSR109		3500	
Chaytor Street/Curtis Street	Traffic signals	KSR110	140,000		
Friend Street/Homewood Avenue	Traffic calming ramp	KSR111	4500		
Cargill Street/Campbell Street	Traffic calming ramps and kerb extensions	KSR112	11,400		
Duthie Street/Braithwaite Street	Flush median	KSR113		700	
Duthie Street/Braithwaite Street	Flush median and speed hump	KSR114	4200		
Duthie Street/Braithwaite Street	Flush median and median island	KSR115		2700	
Duthie Street/Braithwaite Street	Flush median and speed humps	KSR116			7700
Duthie Street/Braithwaite to Gipps Street	Speed humps	KSR117		7000	
Total			401,800	499,500	865,950

Your input is welcome

We are now accepting submissions from the public until 5 September 2005. Use the submission form on the back page to submit your feedback on the road safety initiatives listed here.