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Introduction

In 2003, Wellington City Council introduced an innovative road safety programme called SaferRoads. This programme is aimed at reducing the number of road crashes in the city by one third – by targeting an entire suburb rather than the previous approach of treating individual ‘black spot’ sites.

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 crashes.

SaferRoads integrates engineering, education and enforcement to target key road safety deficiencies in the roading network in order to achieve the target crash reductions.

While SaferRoads aims to reduce crashes by at least one third, associated benefits include slower traffic speeds, improved driver behaviour and generally a safer environment for all road users.

Since 2003, SaferRoads has been implemented in Tawa, Ngaio, Khandallah, Northland, Wilton, Wadestown, Thorndon and Karori. Crash statistics are showing early success in Tawa, Ngaio and Khandallah. It is too early to draw any conclusions on the other four suburbs; however feedback from the community has, on the whole, been positive.

A key part of SaferRoads is community involvement. In previous years, the Council engaged the public at a very early stage to seek their views on road safety issues in their suburbs. Community feedback was combined with extensive analysis of crash numbers, types and locations to develop a plan that would achieve SaferRoads objectives.

In November 2005, the Newtown and Berhampore communities were invited to workshops on road safety issues. 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 are prevalent in Newtown and Berhampore, correlating with the community feedback.

The best way to reduce crashes by at least one third is to decrease vehicle speeds. By lowering vehicle speeds, the likelihood of crashes is drastically reduced and the crashes that do occur are less severe. Reducing the speed limit on many residential streets from 50kmh to 40kmh will be supported by physical traffic-calming measures such as kerb extensions, speed humps and additional roadmarkings.

Other significant causes of crashes in Newtown and Berhampore are poor intersection intervisibility and traffic ‘rat-running’ (driving through residential streets to avoid congestion on main roads) in residential areas. To improve noticability of and visibility at intersections, kerb extensions and additional roadmarkings are proposed. The lower speed limit and associated traffic-calming measures will address ‘rat-running’.

Extensive education programmes aimed at speeding and proper intersection use and subsequent enforcement campaigns will support the physical measures.

There are also significant safety concerns around schools. Local schools are taking part in the Safer Routes to Schools education programme. This programme aims to reduce road hazards and encourage more foot and bicycle trips to school by providing safer and more convenient routes.

The Council is currently developing a citywide cycle plan for the implementation of new cycle facilities. Where a cycle issue is more strategic than site specific, it will be deferred until the cycle plan is approved.

The Council is also investigating extending the city's existing bus lane network. A number of engineering measures have been proposed along these planned bus routes, and in many cases, the two will be mutually exclusive. Careful consideration will be applied when deciding priorities and whether the proposals are compatible.

The final implementation plan outlines the road safety initiatives that will be put in place to reduce crashes in Newtown and Berhampore. This plan has been approved by Councillors to proceed to construction.

The engineering measures are estimated to cost approximately \$1.2 million. However, it is unlikely that the existing budget will be enough to successfully complete SaferRoads in Newtown and Berhampore. The work may take a few financial years to complete.

Community consultation

Stakeholder consultation

At the inception of SaferRoads, the Council met with stakeholders to tell them about the philosophy behind SaferRoads and to invite their comment and ideas as to how this programme could be successfully implemented. These stakeholder groups included:

- Newtown Residents Association
- Cycle Aware Wellington
- Living Streets Wellington.

SaferRoads will impact on the way the Newtown and Berhampore communities use their roads so it was important that they were involved from the outset. The community's acceptance and ownership of the SaferRoads programme was vital to its successful implementation. A key objective for this programme is community participation.

The SaferRoads team ran two workshops in November 2005 in Newtown. These workshops provided an opportunity for the community to discuss their road safety concerns and suggest any measures they would like to see introduced to reduce the number of crashes in their community.

The response from the Newtown and Berhampore communities was very positive with nearly 40 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments. Detailed technical analysis was undertaken for the Newtown and Berhampore area to assist in the development of a technical report and proposal of initiatives.

Local schools were also invited to identify road safety issues specific to their school. Each school was also given the opportunity to take part in the Council's Safer Routes to School programme. Newtown, St Anne's, Berhampore and South Wellington Intermediate Schools have accepted the Council's invitation and we have been working with them to identify safety issues in their areas.



Workshop one participants



Workshop two participants

Newtown and Berhampore formal consultation

Public consultation was from 16 June to 14 July 2008.

A total of 6946 consultation brochures and submission forms were delivered to Newtown and Berhampore residents, businesses, and community and forum groups during the week before the consultation started.

The brochure was also available from libraries, Council service centres and on the City Council website. During the consultation period advertisements were placed in the Dominion Post and community newspapers.

A public meeting was also held during the consultation period in Newtown. The meeting was facilitated by Councillors Celia Wade-Brown, Bryan Pepperell and Andy Foster.

Comments were made regarding minor changes to the proposals and other road safety issues for inclusion in the Newtown and Berhampore proposed implementation plan.

Proposed road safety initiatives

We received a total of 99 submissions on the proposed road safety initiatives (see appendix one), where a further 157 additional road safety initiatives were proposed (see appendix two).

The feedback we received on the proposal was extremely positive.

Do you agree with the priorities listed for the road safety initiatives?	Yes	No	Mostly agree	Mostly disagree
	41	7	50	1

Please note:

Yes = People agreed with the all of the proposed road safety initiatives.

No = People were against all of the proposed road safety initiatives.

Mostly agree = People agreed with most of the proposal with some minor changes.

Mostly disagree = People disagreed with most of the proposed road safety initiatives but still want to see some of the proposed road safety initiatives be implemented.

In addition to the public consultation, councils are required to consult with key stakeholders, and this was undertaken during August 2008. Two responses were received from the New Zealand Automobile Association Incorporated (AA) and the New Zealand Transport Agency (NZTA).

Proposed speed limit changes

During the consultation, 85 submissions were received, where 72 supported the proposal. Two submitters mostly agreed to the lower limit with minor modifications while 11 were opposed.

All 72 submitters who agreed with the proposal felt that the proposed speeds would create a much safer environment for all road users. Some submitters also wanted to see more streets lowered to 40kmh, eg Constable Street, Rintoul Street and Adelaide Road, or for streets to be further reduced to 30kmh. Some other suggestions included:

- a blanket 40kmh limit throughout Newtown – providing greater safety for cyclists, pedestrians and residents
- a 40kmh zone around schools would be sufficient
- that the 40kmh limit proposed wasn't going far enough and a 30kmh on all non-arterial routes would be safer. Current research overseas suggests 30kmh is more effective in reducing crashes and promoting vehicle safety
- to include more streets in the speed limit reductions eg Constable Street, Riddiford Street, John Street, Rintoul Street and Waripori Street
- that the speed limits in Newtown should be prioritised with Berhampore and that the new limits come into effect at the same time.

Speed limits that were requested outside of what was in the proposal are listed in appendix four.

There were two submitters that mostly agreed to the proposal with minor modifications.

The 11 submitters that were opposed to any reduction in the speed limit had a number of reasons:

- The installation of traffic-calming measures would be enough to lower speeds.
- Most drivers already drive to the conditions and new limits will be impossible to enforce.
- Having a mixture of 40kmh and 50kmh limits will be confusing and the additional signage will impact on streetscape.
- The reduction is unnecessary and more driver education is required.
- The few that already speed will not change their driving behaviour anyway.

Responses were also received from New Zealand Police, AA and NZTA. New Zealand Police and NZTA are in support of all the proposed lower speed limits. AA is not in support of lowering all of the speed limits proposed.

Both the New Zealand Police and the AA chose to make oral submissions which outlined their reasons for supporting/not supporting the lower speed limit.

A summary of the submissions received is outlined below. Of the 85 submissions received, the majority wish to see the speed limit reduced. To view the detailed table see appendix three.

Do you agree with the entire proposal to reduce the speed limit to 40kmh?	Yes	No	Mostly agree
	72	11	2

Please note:

- *Yes = People agreed with the entire proposal and believe the speed limit should be reduced to 40kmh. Some also thought the limit should be reduced to 30kmh.*
- *No = People were against the entire proposal to reduce the speed limit to 40kmh.*
- *Mostly agree = People agreed with most of the proposal but wanted some streets to remain at 50kmh, or more streets reduced to 40kmh (eg arterial roads).*

The results demonstrate a strong community support for the proposed changes.

Submitters were also given an opportunity to have their submission heard and nine chose to do so. Submissions were presented to the Strategy and Policy Committee on 4 September 2008.

In response to the written and oral submissions the setting of a 40kmh speed limit would:

- set a more appropriate speed limit on residential streets
- send a message to drivers that community streets deserve respect
- improve safety
- improve liveability.

Reducing the speed limit will also allow Police to enforce more reasonable speeds on side streets and help the community identify where speeding is occurring and where traffic-calming such as speed humps might be beneficial.

The 40kmh speed limit is only suitable for roads where there is dense housing and which do not form part of the arterial road network. The new speed limit on side streets won't affect trucks or service vehicles that travel on arterial routes, since these routes will remain at 50kmh.

While Riddiford Street forms part of the main arterial route, we received strong support from the local community and businesses that a 40kmh speed limit be implemented through the shopping area of Riddiford Street.

A similar project carried out by Wellington City Council in Lambton Quay/Willis Street where speeds were reduced from 50kmh to 30kmh has shown a reduction in the severity of crashes. The new 40kmh speed limit will have a similar affect on Riddiford Street and will also allow vehicles to travel at an appropriate speed when the shopping area has low usage.

The 30kmh speed limit requested by submitters doesn't meet the criteria set out by the Land Transport Rule: Setting of Speed Limits (2003). Speeds must be within five kilometres of the proposed changed speed limit. Current speeds on residential streets are around 44kmh. A risk of setting a speed limit too low is that it could encourage drivers to overtake.

The greatest reduction to cycle crashes will be achieved by lowering the speed limit and making improvements to intersections. The Council acknowledges that our

transport corridors aren't always of sufficient width to accommodate all modes of transport safely and we try constantly to balance the risks associated with travel.

As requested by some submitters, the creation of 30kmh school zones throughout Wellington would have a significant cost attached – estimated at around \$3.5million. Trials carried out overseas and in New Zealand have concentrated on schools that are located on state highways or on arterial routes. Schools in the Wellington area are generally operating out of residential streets where speed limits are not high. We have had no children injured due to speeding vehicles around school areas in the Wellington region in the last five years.

The new 40kmh speed limits along with driver feedback signs, improved crossing points, traffic signals and ongoing education programmes such as the Council's Safer Routes to School and Walking School Buses will improve safety and encourage more children and parents to walk to school.

The new speed limits will be implemented in early 2009 and will be enforced by the Police at all times. The new 40kmh limit will apply to the following streets:

Arney Street
Balmoral Terrace
Blucher Avenue
Cardall Street
Colville Street
Coromandel Street
Corunna Avenue
Daniell Street
Donald McLean Street
Douro Avenue
Emmett Street
Ferguson Street
Green Street
Harper Street
Hiropi Street
Horner Street
Lawrence Street
Mein Street
Minerva Street
Newtown Avenue
Normanby Street
Owen Street
Paeroa Street
Picton Avenue
Princess Street
Princess Terrace
Regent Street
Rhodes Street
Riddiford Street*
Seddon Terrace
Somerset Avenue
Wilson Street
Wingate Terrace

* From Mein Street intersection to Rhodes Street intersection.

Key milestones

The following key milestones have been completed:

Key formal consultation dates	Newtown and Berhampore	Status
16 June	Formal consultation commences	√
2 July	Newtown and Berhampore public meeting	√
14 July	Formal consultation ends	√
July/August	Submissions reviewed	√
4 September	Oral submission hearings	√
23 September	SaferRoads Newtown and Berhampore – proposed final implementation plan report presented to the Strategy and Policy Committee and was approved	√
23 September	SaferRoads Newtown and Berhampore – proposed speed limit changes report presented to the Strategy and Policy Committee, who recommend the report to Council for approval	√
24 September	SaferRoads Newtown and Berhampore – proposed speed limit changes report approved by Council unanimously	√

Proposed next steps

Construction will be implemented in the areas to the east of Riddiford Street, including Constable Street, in 2008/09. 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 2009/10 construction will be implemented on the streets to the west of Riddiford Street including Berhampore.

Before construction begins, all directly affected residents will be contacted by the Council to make sure that they are aware of the work and give them an opportunity to make comment. It is proposed that construction will begin in January 2009 and be completed by the end of the year.

Traffic-calming measures are being installed throughout the Berhampore area in 2009. This will bring speeds down to a level where the Council can legally start the process of reducing the current speed limits from 50kmh to 40kmh.

We have had strong support from local residents, schools, kindergartens, Newtown and Berhampore Residents Associations, New Zealand Police and NZTA for lower speed limits throughout the Berhampore area.

Public consultation will take place in early 2010 proposing lower speed limits in Berhampore.

Basic elements of the SaferRoads programme for Newtown and Berhampore

The elements listed below will play an important part in reducing crashes in the Newtown and Berhampore areas. These include:

- traffic signals at key locations including Constable Street and Rintoul Street
- lowering the speed limit on a number of streets in Newtown (see table on page 8)
- using traffic-calming devices to slow speeding vehicles
- driver feedback signs, which show approaching motorists their speed
- increased parking enforcement
- increased speed enforcement, including targeted road policing.

Traffic signals

One of the main components of the programme is the introduction of traffic signals at key locations along Constable Street and Rintoul Street. The use of the traffic signals was carefully considered along with other intersection layouts such as roundabouts. Due to the road widths and traffic patterns along these routes, traffic signals were recommended as the most appropriate measure to provide motorists with safe turning facilities and meet pedestrian needs along these routes.

Any change in the current intersection layouts is likely to result in delays for some road users while being more beneficial for others.

Intersection control

A number of crashes on Wellington roads are the result of motorists failing to give way at an intersection. This is due to a number of reasons that include speed, poor driver observation and failing to understand the 'give way to the right' rule. Some work on this rule has shown that significant safety improvements could be made if this law was changed to reflect the rest of the world. As no such law change is proposed at the moment, we believe it is appropriate to control all intersections to better guide motorists and improve safety at intersections.

'Give way' or 'stop' controls will be introduced to all intersections in Newtown and Berhampore. Exceptions to this are where other intersection controls are proposed such as traffic signals and roundabouts. The cost of implementing priority controls at all intersections is relatively small compared to the safety gains.

No stopping restrictions at intersections

As well as better controls, other changes are needed to make intersections safer and easier to use. A number of submitters believe further parking restrictions around intersections are needed so motorists exiting side roads are able to see clearly. The current legal requirement for broken yellow lines at intersections is six metres. Broken yellow lines will be painted at all intersections in Newtown and Berhampore. This will improve visibility at intersections.

Intersection median islands (splitter islands)

There were a number of submissions commenting on the use of traffic islands as a traffic-calming measure. Concerns included median islands impacting on narrow roads, slow vehicles making turning more difficult, and the islands being difficult for cyclists to negotiate.

The Council believes that the installation of median islands will help reduce the number of crashes in the area by highlighting intersections, slowing down turning traffic at junctions, providing a safe refuge for pedestrians, and enabling a second ‘give way’ sign to be installed in the middle of the road. A median island should make things safer for cyclists. It is safer for cyclists to use the middle of the traffic lane at intersections rather than skirting down the left hand side of the road. An education campaign on safe cycling at intersections is planned.

Some submitters commented that islands would slow down emergency service vehicles on their way to an incident. In the design of the median islands, we have made allowances for large vehicles to turn into and out of the side streets past these islands. Furthermore, these emergency vehicles must slow down as they use these intersections due to their size and the equipment they carry. It should also be noted that even emergency vehicles need to travel at speeds considered safe in the area they are travelling through. We do not believe median islands will impact on the actual speed emergency vehicles negotiate corners.

Allowances will be made for pedestrians in the construction of the islands so that people can cross the road safely one lane at a time by pausing on the road between the islands.

Driver feedback signs

Driver feedback signs have been used successfully overseas and in Wellington 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 and display ‘Slow Now’

These signs are already installed along a number of arterial routes on the Wellington city road network. While surveys regarding their effectiveness are still being carried out, early results show that there has been a significant speed reduction at these sites.

Streetscape

An important part of the road safety improvements for Newtown and Berhampore will include landscaping. Any proposed safety measures such as median islands, kerb extensions and speed humps will include planting where possible. This landscaping will typically be low planting and will be in keeping with the existing street character. It will not restrict the visibility of vehicles, pedestrians and cyclists.

Safer Routes to School

Newtown, Berhampore, St Anne’s and South Wellington Intermediate schools have actively been participating in the Safer Routes to School programme.

Meetings have been held with all four schools. Engineering, education and enforcement issues for each community have been highlighted and discussed and solutions have been sought.

Council officers, representatives from the schools, parents, children, and in some cases classes of children, walked the routes. Potential hazards were identified and changes will be made to help make each route safer.

Education and enforcement is ongoing – schools continue to educate about road safety and Council parking enforcement staff regularly monitor parking behaviour near school gates.

When all the engineering changes are completed, the Council will work closely with schools to encourage more families to walk.

Cyclist education campaigns

A number of campaigns will be run in Wellington, Newtown and Berhampore to educate both motorists and cyclists about appropriate road behaviour and safe driving practices.

Speed limit change education campaigns

There will be extensive publicity throughout Newtown, Berhampore and the wider city outlining the reasons for the changes and how they will be introduced. Publicity will continue during and after the speed limit has been introduced. A specific campaign for Newtown and Berhampore will start at the beginning of 2009 when the new speed limits are put in place.

Parking enforcement campaigns

The Council employs a dedicated parking warden who works closely with schools to provide education on safe parking practices. The warden concentrates on targeting parking infringements that create a hazard rather than on time-related offences.

Final implementation table

The text in bold refers to changes made to the draft implementation plan following public consultation. The budget for implementing the programme will ensure all of the high priority and most of the medium priority initiatives will be implemented within the next two financial years. Some medium and low-priority initiatives may not be implemented as part of the SaferRoads programme but included in other Council projects.

Education			
Location	Road safety initiative	Priority	Cost estimate (\$)
Newtown and Berhampore	Speed limit awareness campaign	High	1000
Citywide	Intersection use campaign	High	1000
Citywide	Pedestrian awareness campaign	High	1000
Citywide	Cycle awareness campaign	High	1000
Newtown School, St Anne's School, South Wellington Intermediate School and Berhampore School	Continuing Safer Routes to School programme	High	20,000
			24,000

Enforcement

Location	Road safety initiative	Reviewed priority	Cost estimate (\$)
Adelaide Road, Britomart Street, Constable Street, Mein Street, Riddiford Street, Rintoul Street and Russell Terrace	Driver feedback signs (four signs)	High	60,000
All Newtown and Berhampore roads	Targeted speed enforcement	High	N/A
All Newtown and Berhampore roads	Increased parking enforcement	High	N/A
			60,000

Engineering

Location	Road safety initiative	Ref No.	Reviewed priority	Cost estimate (\$)
Adelaide Road between Wakefield Park and Britomart Street	Remove parking, new cycle lane	NSR1	Low	10,500
Dawson/Chatham/Blythe streets	Broken yellow lines, traffic-calming ramp	NSR2, NSR11 & NSR12	Medium	30,000
Adelaide Road pedestrian crossing near Chilka Street	Broken yellow lines	NSR3	High	400
Morton Street/Stanley Street	Give way control and central island	NSR4	Medium	5000
Britomart Street/Stanley Street	Central islands and roundabout	NSR5/2	High	34,000
Britomart Street	School kea crossing	NSR6	Medium	3000
Adelaide Road/Torquay Terrace	Kerb extension	NSR8	Low	11,500
Adelaide Road north of Torquay Terrace	Crossing point	NSR8	Medium	11,500
Adelaide Road/Stoke Street	Kerb extensions and give way control	NSR9	High	23,000
Adelaide Road/Colombo Street	Option 1: Kerb extension and remove parking in front of numbers 288-290	NSR10/1	High	10,000
Adelaide Road/Hall Street	Install LED lanterns, alter phasing and trim vegetation	-	High	6000
Rintoul/Luxford/Milton streets	Kerb extensions	NSR13	High	25,000
Luxford Street	Crossing point, kerb extensions and central refuge island	NSR14	High	19,000
Rintoul Street/Waripori Street	Signalise intersection including pedestrian crosswalks	NSR15	Medium	180,000
Waripori Street – outside SWIS	Crossing point with kerb extensions	NSR16/1	Low	18,000
Rintoul Street – outside SWIS	Signalised crosswalk	NSR17	Medium	90,000
Rintoul Street/Stoke Street	Relocate bus stop, kerb extension and new pedestrian crossing	NSR18	Medium	18,000

Engineering (continued)

Location	Road safety initiative	Ref No.	Reviewed priority	Cost estimate (\$)
Rintoul Street/Millward Street	Kerb extension and give way control	NSR19	Low	6000
Rintoul Street/Colombo Street	Kerb extension, give way control and yellow hatching	NSR20	High	11,500
Mt. Albert Road	Curve speed advisory signs, chevrons and advance warning signs	NSR21	Medium	3500
Lavaud Street	Speed cushions and parking bays	NSR22	High	15,000
Herald Street	Kerb extensions and flush median with raised islands	NSR23	Medium	40,000
Russell Terrace/Waripori Street	Flush island and remove parking	NSR24	Medium	3000
Russell Terrace/ Riddiford Street/Rhodes Street/Mansfield Street	Replace island planting and improve intersection signage	NSR25	Medium	15,000
Rhodes Street	Speed humps with plantings	NSR26	Medium	22,000
Daniell/Lawrence/Princess streets	Kerb extensions and give way controls	NSR27	Medium	19,000
Princess Street	Traffic platform	NSR28	Low	5500
Daniell Street/Rhodes Street	Flush island and give way control	NSR29	Low	1000
Daniell Street/Donald McLean Street	Flush island and give way control	NSR29	Low	1000
Daniell Street/Normanby Street	Kerb extension, flush island and give way control	NSR29	Medium	9000
Daniell Street/Harper Street	Kerb extension, flush island and give way control	NSR29	Medium	6000
Daniell Street	Roadmarkings and speed humps	NSR29	Medium	36,300
Owen Street	Speed humps	NSR30	Medium	22,000
Lawrence Street/Owen Street	Intersection control and speed humps	NSR30	Low	24,200
Daniell Street/Constable Street	Lanterns on arms, LED lanterns to all approaches and reduce kerb extension	NSR31	Medium	125,000
Constable Street/Owen Street	Traffic signals with crossing	NSR32	High	200,000
Constable Street/Coromandel Street	Traffic signals with crossing	NSR33	High	200,000
Constable Street/Alexandra Road	Crossing with central refuge islands	NSR34	High	5000
Constable Street/Hiropi Street	Kerb extensions, give way control and angle parking	NSR35	High	25,000
Daniell Street/Wilson Street	Option 2: Reduce width of Wilson Street at intersection	NSR36/2	High	25,000
Mein Street/Minerva Street	Kerb extensions, pedestrian platform and give way control	NSR37	High	16,000
Daniell Street/Mein Street	Option 1: Ease existing kerb extension, crossing point, roadmarkings and remove Mein Street parking	NSR38/1	High	13,000
Mein Street – opposite number 60	Crossing point, kerb extension and central refuge island	NSR39	High	8000
Mansfield Street/Roy Street	Kerb extensions and give way control	NSR40	Low	34,000

Engineering (continued)

Location	Road safety initiative	Ref No.	Reviewed priority	Cost estimate (\$)
Normanby Street	Kerb extension and speed humps	NSR42	Medium	30,000
Riddiford Street/ Constable Street	New lanterns, extend lane lines and repeat lane arrows and construct small island	NSR44	High	7000
Adelaide Road opposite Macalister Park	Pedestrian ramp	NSR45	Medium	4500
Rintoul Street near Blythe Street	Speed cushions	NSR46	High	10,000
Adelaide Road	Roadmarkings	-	High	3000
Rintoul Street	Roadmarkings	-	High	2500
All proposed 40kmh streets adjoining 50kmh streets (34 sites)	Speed limit signs and threshold treatment	NSR47	High	106,500
All minor streets adjoining main roads (64 sites)	Give way or stop controls	-	High	50,000
				1,599,400

Programming

Physical construction in Newtown and Berhampore will be carried out by Transfield Services under the direction and supervision of Wellington City Council. It is expected that construction will commence in January 2009.

Directly affected parties will be notified by Council officers prior to construction work commencing. For more information regarding SaferRoads implementation in Newtown and Berhampore please contact:

Adrian Mitchell
Projects Engineer
Phone: 803 8047
Email: adrian.mitchell@wcc.govt.nz

For information regarding driver feedback signs, speed limits and the consultation process, please contact:

Stuart Bullen
Transport Planning Engineer
Phone: 803 8242
Email: stuart.bullen@wcc.govt.nz

For information on the *Safer Routes to School* programme, please contact:

Michelle Stevenson
Transport Safety Education Coordinator
Phone: 803 8635
Email: michelle.stevenson@wcc.govt.nz

Budget

It is estimated that the total expenditure for Newtown and Berhampore SaferRoads and associated projects will be approximately \$1.2 million.

Conclusion

The proposed road safety changes for Newtown and Berhampore concentrate on reducing vehicle speeds on all roads by including the following initiatives:

- installing traffic features as listed in the implementation table
- lowering the speed limit to 40kmh on all non-arterial routes in Newtown (see table on page 8)
- increased speed education and enforcement including the installation of driver feedback signs and targeted road policing
- increasing parking enforcement especially around schools and shopping villages
- school and community education campaigns about road safety and the dangers of excessive speed.

The final implementation plan has been approved by the Strategy and Policy Committee and the speed limit change has been approved by all Councillors. All endorse proceeding to construction and implementation.

**APPENDIX ONE:
PROPOSED ROAD SAFETY INITIATIVES SUBMISSIONS
AND OFFICER RESPONSES**

Submissions and officers responses

Submissions were sent by mail and through the Wellington City Council website. Formal and informal submissions received have been responded to by Council officers and are outlined below. The number of submissions received about specific issues is indicated in brackets in the table below.

Location	Current priority	Road safety initiative	Submission	Response
Adelaide Road between Wakefield Park and Britomart Street (NSR1)	Low	Remove parking, new cycle lane	High: (4)	<p><i>The proposed cycle lane is currently in isolation and its implementation should wait until the Council's Cycling Plan has been adopted. The proposal will then be considered within an overall strategy and becomes part of a continuous and connected cycle route.</i></p> <p><i>If implemented, the detailed design will consider the suggested lane width configurations 2.1m wide parking/1.8 m cycle lane/ 2 x 3m traffic. Another option, although not fully compliant with Austroad Guidelines, is to narrow the parking lane to 1.8 m to force parked cars close to the kerb, provide a 1.8m lane for cyclists, a 3m northbound traffic lane and a wider 3.4 m wide southbound lane.</i></p>
			<ul style="list-style-type: none"> ➤ Insufficient infrastructure and safety for cyclists. ➤ This is a very dangerous piece of road for cyclists - a new cycle lane would really help avoid accidents in this area. ➤ All cycle lanes should be given priority and many more built. There's only one in this plan. ➤ We really need some more cycle lanes on all of Adelaide Road. 	
			Low: (41)	
			Very low: (1)	
			Opposed: (12)	
<ul style="list-style-type: none"> ➤ Unnecessary. Few cyclists. No alternative parking for old homes, why this stretch, what would happen to cyclists at the end of the cycle lane? ➤ This would force residents who are paying high rates into already overcrowded side streets in an area because the houses are very old and are not designed to build garages. Those that can should be subsidised by the Council. I already have parking problems to safely pick up my grandchildren to transport them to and from school. Their school is outside of their living area. ➤ The proposed 1.2m cycle lane here does not meet the Austroads guidelines, as illustrated in my submission. It needs to be at least 1.8m wide, while the parking lane should be at least 2.1m wide. Traffic lanes should be 3m wide to prevent dangerous overtaking as above. City Council exposes itself to a serious risk of liability if it builds cycle facilities which do not meet Austroads guidelines. A cycle lane that meets Austroads guidelines should be built heading north on Adelaide Road between Island Bay and Stoke Street. It is a popular cycling route with high traffic volumes. 				

Location	Current priority	Road safety initiative	Submission	Response
Adelaide Road between Wakefield Park and Britomart Street (NSR1) (continued)	Low	Remove parking, new cycle lane	<ul style="list-style-type: none"> ➤ It is dangerous to put in a cycle lane of 1.2 m beside parked cars. That gives cyclists a false sense of security, but puts them right in the path of car doors opening. One possibility is to move the parking from the western side of Adelaide Road and reduce the lane width (western side) from 3.5m to 3m, thus giving another 0.5m to add to the cycle lane (to bring it up to the recommended width of 1.8m). The lane beside the parked cars should be left at 3.5m. Where the cycle lane crosses side streets, it must be well-marked with cycle symbols and coloured asphalt. The coloured asphalt is really important, as it provides an obviously different surface that shows up on a dark and wet night. (Yes, cyclists ride on dark wet nights!). ➤ We are very concerned about the proposed cycle lane on Adelaide Road. A cycle lane of 1.2m beside parked cars is dangerous. It sends a message to cyclists that this is a safe area for them, but it puts them right in the path of car doors opening with nowhere to escape to. Please do not implement the 1.2m cycle lane beside parked cars. 	<i>Please see comments on previous page.</i>
Dawson/Chatham/Blythe streets (NSR2, NSR11, NSR12)	Medium	Broken yellow lines, traffic-calming ramp	<p>Medium: (42)</p> <ul style="list-style-type: none"> ➤ I very much appreciate the Council initiatives to make Newtown and Berhampore safer for pedestrians, particularly our children. Also traffic-calming along Dawson/Chatham/Blythe streets where I live would be nice – but I would happily put that money towards the Waripori/Rintoul intersection traffic lights instead as the level of risk and numbers of people affected are much, much higher. Please feel free to contact me with any questions. Thank you for the opportunity to make this submission. <p>Opposed: (7)</p>	<i>The Dawson/Chatham/Blythe streets traffic-calming measures and the Waripori/Rintoul streets traffic signals have been prioritised as 'medium' priority projects and the benefits of each will be compared to decide which proceeds before the other. It is anticipated that the overall project funding will permit both projects to proceed.</i>
Adelaide Road pedestrian crossing near Chilka Street (NSR3)	High	Broken yellow lines	<p>High: (41)</p> <p>Opposed: (7)</p>	
Morton Street/Stanley Street (NSR4)	Medium	Give way control and central island	<p>Medium: (41)</p> <p>Opposed: (7)</p>	
Britomart Street/Stanley Street (NSR5/1)	Low	Option 1: Central islands and kerb extensions	<p>Low: (34)</p> <p>Opposed: (13)</p> <ul style="list-style-type: none"> ➤ I don't support the use of kerb extensions as they aren't cycle friendly and we should be encouraging cyclists. 	<i>The preferred intersection treatment is option two, the roundabout as shown on NSR5/2. While this option retains one kerb extension, this serves an important purpose in that it enables pedestrians to better see approaching traffic.</i>

Location	Current priority	Road safety initiative	Submission	Response
Britomart Street/Stanley Street (NSR5/1) (continued)	Low	Option 1: Central islands and kerb extensions	<ul style="list-style-type: none"> ➤ I support option two, central islands and roundabout, over option one. Many people use this intersection to turn around, and a roundabout would make things much easier and safer as it is difficult at certain times of the day to see other traffic easily as the intersection is currently configured. ➤ I have never seen any traffic flow problems on this intersection nor any actual or near crashes nor any incidents involving pedestrians. ➤ These are a hazard for cyclists in the way they are currently proposed. Extensions should not stick out any further than would allow for a 1.2m marked cycling space plus a 3m traffic lane between the extension and centre line. All central islands should be removed in places where these widths are not achievable. 	<i>The proposed intersection measures are primarily intended to manage speeds along Britomart Street. The secondary benefit is to provide intersection control.</i>
Britomart Street/Stanley Street (NSR5/2)	High	Option 2: Central islands and roundabout	<p>High: (37)</p> <ul style="list-style-type: none"> ➤ Travelling south on Stanley Street and attempting to turn west up the hill on Britomart Street is very dangerous – if vehicles are parked up the hill on the northern side of Britomart Street, it is VERY difficult/impossible to see vehicles coming down the hill. Typically the technique used is to creep out across the intersection very slowly hoping nothing is coming down Britomart Street and if there is, that they will see you and stop before you get too far out. As a parent of children that attend the Berhampore Kindergarten, this is a trip that my family make two times a day and have done for five years. A busy intersection – it is an accident waiting to happen. Restrict parking on the northern side of Britomart Street uphill of the intersection to improve visibility for vehicles at the intersection. 1. Should be effective. 2. Relatively cheap/easy solution. I have just submitted a comment re the Stanley/Britomart intersection but have now just read some of the proposal - I should have read this first. I would very much support the high priority given for a roundabout at this intersection for the reasons outlined in my earlier submission. Thanks. ➤ I support option two, central islands and roundabout, over option one. Many people use this intersection to turn around, and a roundabout would make things much easier and safer, as it is difficult at certain times of the day to see other traffic easily as the intersection is currently configured. 	<i>This proposal extends the existing no-parking lines on the northern side of the uphill section of Britomart Street to improve sight lines.</i>

Location	Current priority	Road safety initiative	Submission	Response
Britomart Street/Stanley Street (NSR5/2) (continued)	High	Option 2: Central islands and roundabout	Opposed: (8)	<i>The proposed intersection treatments are primarily intended to manage speeds along Britomart Street. The secondary benefit is to provide intersection control.</i>
			➤ I have never seen any traffic flow problems on this intersection nor any actual or near crashes nor any incidents involving pedestrians.	
Britomart Street (NSR6)	Medium	School kea crossing	Medium: (41)	
			Opposed: (7)	
Adelaide Road/Torquay Terrace (NSR8)	Medium	No parking lines	Medium: (41)	<i>The proposed kerb extensions do not protrude any further than a parked car. However during design painted markings will be considered as an alternative to the kerb extension on the corner of Adelaide Road and Torquay Terrace.</i>
			Low: (1)	
			➤ These extensions are designed badly for cyclists. They make life very difficult as they squeeze us into the traffic, and from a car's perspective we are seen to be swerving into their path. Could they be redesigned so we can ride over them, with a lower kerb?	
			Opposed: (11)	<i>The kerb extension outside number 358 Adelaide Road will remain as it provides improved visibility for pedestrians crossing the road, particularly when cars are parked at the kerbside.</i>
Adelaide Road north of Torquay Terrace (NSR8)	Medium	Crossing point	Medium: (41)	<i>The centreline opposite number 358 Adelaide Road will be centred between the kerblines and the proposed kerb extension to widen the southbound traffic lane.</i>
			Opposed: (7)	
Adelaide Road/Stoke Street (NSR9)	High	Kerb extensions and give way control	High: (41)	<i>At the detailed design stage, replacing the kerb extension on the western side of Adelaide Road at the Stoke Street intersection with painted markings will be considered. This will need to be balanced with the need to provide a safe crossing point for pedestrians.</i>
			Opposed: (13)	
			➤ I would like the proposed kerb extension on the western side of Adelaide Road just before Stoke Street to be removed from the plans, as that is right at the place where cyclists going to Hanson Street would be slowing to turn at the same time as they are vulnerable to being 'squeezed' by traffic from behind. (2)	
Adelaide Road/Colombo Street (NSR10/1)	Low	Option 1: Kerb extension and remove parking in front of 288-290 Adelaide Road	High: (3)	<i>This site will be identified for additional parking enforcement to resolve the illegal parking issues in front of numbers 288 and 290 Adelaide Road.</i>
			➤ It is extremely difficult to see vehicles travelling in both directions on Adelaide Road when exiting Colombo Street. At present there are painted lines in front of number 288-290 but this has done nothing to stop people parking here making this one of Wellington's most dangerous intersections. I not only believe the kerb extension is URGENTLY required but also believe that kerb extensions should be installed and parking removed from the other side of Colombo Street as well as it is extremely difficult to see traffic travelling north into the city on Adelaide Road.	<i>This option will improve visibility for vehicles exiting Colombo Street, however it does require the removal of more parking on Adelaide Road.</i>
			➤ Prefer option one. The current problems are due to poor visibility. This is a dangerous corner at present.	

Location	Current priority	Road safety initiative	Submission	Response
Adelaide Road/Colombo Street (NSR10/1) (continued)	Low	Option 1: Kerb extension and remove parking in front of 288-290 Adelaide Road	<ul style="list-style-type: none"> ➤ The one lane exit from Colombo Street into Rintoul Street can be badly congested due to Salvation Army vehicles parked between the building and five or so more vehicles parked on the road. I want access and exit for ambulance and fire engines to be at both ends of the street. It took many years before the exit north from Colombo Street into Adelaide Road was made safe and that was largely due to my input. I regard the status quo now good, so long as traffic officers patrol the corner now and then to ticket vehicles parked on the diagonal lines. If the lines are clear, and mostly they are, the exit to the north is fine. 	<i>Unsure of issue. The Rintoul Street end of Colombo Street is two way.</i>
			Low: (42)	
			<ul style="list-style-type: none"> ➤ I'm not necessarily opposed, as such, but as an affected resident I do have some concerns that I would like you to consider when making a decision. Whichever option you choose for Adelaide/Colombo intersection, would you please make sure that 290 (and 288) Adelaide Road residents can get their cars out of their garages safely and with relative ease. At the moment it can be difficult to back out safely if cars are closely parked on either side, particularly if they are RVs, trucks/vans, or vehicles with a trailer hitch. The current kerb extension on Colombo Street also makes it difficult to exit from 290 Adelaide Road at times when closely parked cars require the driver to reverse straight back rather than on a slight angle – not much room for manoeuvring into the traffic flow. This is particularly difficult at peak traffic times. Thank you for considering this submission. Please let me know that it has been received and considered. 	
Adelaide Road/Colombo Street (NSR10/2)	Medium	Option 2: No exit from Colombo Street onto Adelaide Road and left turn only from Adelaide Road into Colombo Street	Opposed: (13)	<p><i>This option prohibits vehicles from exiting Colombo Street into Adelaide Road and resolves the issue of exiting vehicles being unable to see approaching cars.</i></p> <p><i>This site will be identified for additional parking enforcement to resolve the illegal parking issues in front of numbers 288 and 290 Adelaide Road.</i></p>
			High: (1)	
			<ul style="list-style-type: none"> ➤ Cars coming out of Colombo Street can not see oncoming vehicles – creates a real hazard. 	
			Medium (43)	
			<ul style="list-style-type: none"> ➤ I'm not necessarily opposed, as such, but as an affected resident I do have some concerns that I would like you to consider when making a decision. Whichever option you choose for Adelaide/Colombo intersection, would you please make sure that 290 (and 288) Adelaide Road residents can get their cars out of their garages safely and with relative ease. 	

Location	Current priority	Road safety initiative	Submission	Response
Adelaide Road/Colombo Street (NSR10/2) (continued)	Medium	Option 2: No exit from Colombo Street onto Adelaide Road and left turn only from Adelaide Road into Colombo Street	<p>Opposed: (12)</p> <ul style="list-style-type: none"> ➤ Agree this is a very dangerous corner but turning from Colombo Street to Rintoul Street is already congested (at times near impossible). Yellow lines on Adelaide Road are often parked on blocking vision. ➤ I am strongly against this as it blocks access to the street at one end. I believe that this stance has been taken as it is the cheapest way for Council to deal with a difficult intersection. It forces residents to exit Colombo Street via Rintoul Street meaning they must use the very busy Riddiford Street if heading into the city. I believe the best solution is option one, although I would like to see the kerb extensions installed on both sides of Colombo Street on Adelaide Road as it is difficult to see vehicles travelling in both directions on Adelaide Road when exiting Colombo Street. ➤ Prefer option one. (2) ➤ The right turn into and left turn out of Colombo Street must be retained at least for cyclists. It provides the best route when travelling between Macalister Park and Newtown by avoiding the unnecessary extra climb going over Stoke Street or the extra distance and multiple traffic light delays going via Hall Street. ➤ Don't support effectively making Colombo Street one way. Traffic will have to detour a much larger block if coming from Rintoul Street side. 	<p><i>The proposed yellow hatch markings at the Colombo Street and Rintoul Street intersection and shown on drawing NSR20 will solve some of the reported congestion issues.</i></p> <p><i>This option is one that eliminates the opportunity for crashes to occur by preventing an unsafe manoeuvre. The alternative, option one, does permit traffic to exit Colombo Street into Adelaide Road. However it requires additional parking to be removed.</i></p> <p><i>This option permits both left and right turns into Colombo Street. All traffic will be prohibited from exiting Colombo Street into Adelaide Road. Cyclists travelling from Newtown to Macalister Park can use Rintoul and Stoke streets.</i></p> <p><i>By prohibiting traffic exiting Colombo Street to Adelaide Road, through traffic is channelled onto the more appropriate collector roads.</i></p>
Adelaide Road/Hall Street (-)	High	Install LED lanterns, alter phasing and trim vegetation	<p>High: (41)</p> <p>Opposed: (7)</p>	
Rintoul/Luxford/Milton streets (NSR13)	High	Kerb extensions	<p>High: (41)</p> <p>Opposed: (13)</p> <ul style="list-style-type: none"> ➤ There are two bus routes that use Rintoul Street – No. 1 Island Bay and 22 Southgate. These initiatives will create unnecessary obstructions for buses (some of them trolley buses), particularly when people occasionally park in stupid places along the kerb – this can make it very difficult for bus drivers. Putting speed cushions in Lavaud Street, and any other street that is on a bus route, is a very poor idea. This will make commuting into town on the bus even slower than it is now. (I thought the WCC wanted to encourage the use of public transport?). Besides, I have seen no evidence that vehicles speed along Lavaud Street – it is only a short street after all. 	<p><i>The proposals have considered bus traffic, and the detailed design of the kerb extensions and islands will ensure that the buses will continue to manoeuvre through the intersection.</i></p> <p><i>Speed cushions are specifically designed so that buses can pass over them with little or no effect to the 'ride'. Speed cushions have been successfully implemented in other areas of Wellington.</i></p> <p><i>Although speeds may not exceed the current legal limit, they are considered too high for a narrow street such as Lavaud Street</i></p>

Location	Current priority	Road safety initiative	Submission	Response
Luxford Street (NSR14)	High	Crossing point, kerb Extensions and central refuge island	High: (41) Low: (1) ➤ Unnecessary as people almost never cross half-way along Luxford Street. Opposed: (13)	
Rintoul Street/Waripori Street (NSR15)	Medium	Signalise intersection including pedestrian crosswalks	High: (3) <p>This is an extremely difficult place to cross, yet is used by probably over 200 10-13-year-olds most days. The corner is one of the main routes between Island Bay/Berhampore to Newtown and beyond. There are multiple streams of traffic to monitor in order to decide when to cross. Visibility is limited by both the corner and the rise in Waripori Street close by. I walk to and from Newtown School most days with my youngest child, so have had plenty of opportunity to notice how difficult the crossing is for us and many others. Unfortunately, for students coming to intermediate from the south-east, this Waripori/Rintoul intersection is the lesser of the two evils to cross. The alternative of crossing Luxford Street is even worse for multiple traffic streams, limited visibility and traffic density. Of course there is a good crossing system at the other end of Luxford Street, but intermediate students are more likely to choose between their closest options. The students also tend to be in groups – and from observation, focusing on traffic isn't necessarily their highest priority (fairly natural given their ages). Probably the best way to understand the issues is to cross that intersection on foot around 8.30am and 3.10pm with a young child, pushchair or bicycle. It's not even safe to stand in the middle of the road as cars frequently 'cut the corner' and their visibility is limited (indeed the traffic lights should not permit traffic to turn whilst pedestrians are permitted to cross as the visibility for motorists is too limited). I think the increasing reality for school children over the coming years will be that they will have to walk longer distances to school. For this reason, there is also an argument for installing traffic lights at the Russell Terrace end of Waripori Street too. But given the expense of two sets of traffic lights at this stage, the best choice for traffic lights is at this Rintoul Street intersection of Waripori Street. This is because Rintoul Street is a safer route for walking to Newtown School or St Anne's School even for children coming from Russell Terrace south of Waripori Street. I would love to see these traffic lights be made a high priority with installation before the 2009 school year begins with another cohort of intermediate students.</p>	<i>Agree with comments.</i>

Location	Current priority	Road safety initiative	Submission	Response
Rintoul Street/Waripori Street (NSR15) (continued)	Medium	Signalise intersection including pedestrian crosswalks	<ul style="list-style-type: none"> ➤ A child is going to be killed soon - it is terrifying crossing this intersection. ➤ This is where the most pedestrian crossings and car direction changes occur. The current arrangement is unsafe with a give way sign on Rintoul Street, stop sign on Luxford Street which isn't easily noticeable and yellow lines badly worn out. If a crossing was to go in, this would be the best place to put one. <p>Medium: (41)</p> <p>Opposed: (8)</p> <ul style="list-style-type: none"> ➤ The drive across this area is already slow – please don't make it worse by making cars stop unnecessarily at this intersection. Banning parking within 50m to increase visibility and marking the intersection out more clearly is sufficient. 	<i>This busy intersection has a high concentration of vulnerable, school-aged pedestrians and provision to help them safely cross the road is required. The phasing of the traffic signals will be arranged so that all traffic (vehicular and pedestrian) has a fair opportunity to cross or travel through the intersection.</i>
Waripori Street – outside SWIS (NSR16/1)	Low	Crossing point with kerb extensions	<p>Low: (43)</p> <p>Opposed: (12)</p> <ul style="list-style-type: none"> ➤ You have a controlled crossing at NSR15, SWIS students should use this. Crossing as suggested will interrupt flow and cause bottleneck as it is a short street. 	<i>This crossing point does not give priority to pedestrians. They have to wait for a break in the traffic before crossing the road.</i>
Waripori Street – outside SWIS (NSR16/2)	High	School crossing point with extensions	<p>High: (42)</p> <p>Low: (1)</p> <p>Opposed: (12)</p>	
Rintoul Street – outside SWIS (NSR17)	Medium	Signalised crosswalk	<p>High: (1)</p> <ul style="list-style-type: none"> ➤ School priority. <p>Medium: (41)</p> <p>Opposed: (8)</p> <ul style="list-style-type: none"> ➤ NSR15 should achieve the same thing with signalised intersection and pedestrian crosswalks. 	<i>Rather than pedestrians having 'priority' over the vehicular traffic as currently happens with the existing pedestrian crossing, the signalised crosswalk will manage the crossing depending on where the demand lies.</i>
Rintoul Street/Stoke Street (NSR18)	Medium	Relocate bus stop, kerb extension and new pedestrian crossing	<p>Medium: (41)</p> <p>Opposed: (13)</p>	
Rintoul Street/Millward Street (NSR19)	Medium	Kerb extension and give way control	<p>Medium: (41)</p> <p>Opposed: (12)</p>	
Rintoul Street/Colombo Street (NSR20)	Medium	Kerb extension, give way control and yellow hatching	<p>Medium: (42)</p> <p>Opposed: (12)</p>	

Location	Current priority	Road safety initiative	Submission	Response
Mt Albert Road (NSR21)	High	Curve speed advisory signs, chevrons and advance warning signs	<p>High: (41)</p> <p>Opposed: (8)</p> <p>➤ Signs are okay, but the road on the blind corner between the Chinese Cultural Centre and the intersection with Volga Street really needs to be widened – there is no way one of these modern buses can negotiate that corner without driving onto the wrong side of the road – they are just too long. This makes it very dangerous for traffic coming in the opposite direction and for cyclists who struggle up the hill in danger of being run into the bank.</p>	<p><i>To widen sections of Mt Albert Road would incur a considerable cost well beyond the SaferRoads budget. There have been no reported crashes involving buses here in the past five years.</i></p> <p><i>Shared footpath cycle lanes for steep uphill roads are being considered as part of the Council's draft Cycling Policy.</i></p>
Lavaud Street (NSR22)	High	Speed cushions and parking bays	<p>High: (42)</p> <p>➤ Continuous accidents – cars and motorbikes speed into tennis courts at the end of Rintoul Street. Change to speed hump on Rintoul Street by the park.</p> <p>Opposed: (8)</p> <p>➤ There are two bus routes that use Rintoul Street, No. 1 Island Bay and 22 Southgate. These initiatives will just create unnecessary obstructions for the buses (some of them trolley buses), particularly when people occasionally park in stupid places alongside the kerb – this can make it very difficult for bus drivers (the new buses are even longer than the old). Putting speed cushions in Lavaud Street, and any other street that is on a bus route, is a very poor idea. This will make commuting into town on the bus even slower than it is now. (I thought the WCC wanted to encourage the use of public transport?). Besides, I have seen no evidence that vehicles speed along Lavaud Street – it is only a short street after all.</p>	<p><i>Due to Lavaud and Rintoul streets being a bus route, speed cushions are the appropriate speed management device.</i></p> <p><i>Speed cushions are specifically designed so that buses can pass over them with little or no effect to the 'ride'. Speed cushions have been successfully implemented in other areas of Wellington.</i></p> <p><i>Although speeds may not exceed the current legal limit, they are considered too high for a narrow street such as Lavaud Street.</i></p>
Herald Street (NSR23)	Medium	Kerb extensions and flush median with raised islands	<p>High: (1)</p> <p>➤ Motorists often use this as a thoroughfare and will regularly speed. Suggest speed humps as a number of children live in this street and there is also a childcare centre.</p> <p>Medium: (41)</p> <p>Opposed: (13)</p> <p>➤ There is very little traffic along here. It would be a waste of money.</p>	<p><i>The provision of speed humps on Herald Street, particularly on the steeper section at the Russell Terrace end may cause vehicles to lose control creating a new issue for the street.</i></p> <p><i>High speeds have been reported as an issue along Herald Street rather than the volume of traffic.</i></p>
Russell Terrace/ Waripori Street (NSR24)	High	Flush island and remove parking	<p>High: (41)</p> <p>Opposed: (7)</p>	

Location	Current priority	Road safety initiative	Submission	Response
Russell Terrace/Riddiford Street/Rhodes Street/Mansfield Street (NSR25)	Low	Speed cushions, replace island planting and improve intersection signage	<p>Low: (41)</p> <p>Opposed: (9)</p> <p>➤ A 40kmh speed limit may be appropriate, and should be enforced, but using speed cushions/speed bumps/judder bars drags the speed of traffic well below this speed (typically to 15-25 kmh) and punishes everyone – not just speedsters. Making cars travel slower than necessary and/or use a lower gear than necessary and/or come to a complete stop when they don't need to increases: wear-and-tear on the car, fuel use and air pollution. Speed cushions/bumps are also notoriously hard to get right when it comes to shape – the ones on Daniell Street are just awful, and really knock around my car, passengers and load no matter what speed I cross them at. I really hate them! Please enforce speed limits without punishing safe drivers!</p> <p>➤ Not necessary, street isn't long enough.</p>	<p><i>A 40kmh limit is not appropriate at this intersection as Riddiford Street and Russell Terrace are collector roads designed to carry through traffic.</i></p> <p><i>Speed cushions have been deleted from this proposal.</i></p>
Rhodes Street (NSR26)	Low	Speed humps with plantings	<p>Low: (41)</p> <p>Opposed: (10)</p> <p>➤ Not necessary, street isn't long enough.</p> <p>➤ We agree that just putting up signs to reduce speeds is not a good idea – speed reductions need to be encouraged by better design. Making it clear that roads are shared by cars, walkers, trucks, cyclists and buses and educating all to use the space responsibly creates a safer environment. Speed humps are often an effective way of slowing motorists, but speed cushions (eg Scorching Bay) are preferable to speed humps for cyclists.</p> <p>➤ The speed cushions as proposed for Rintoul Street near Blythe Street, for example, are preferable to speed humps for cyclists, as they give the option of riding between the lumps to avoid bumping up and over.</p>	<p><i>The speed humps are to manage speeds along the residential section of Rhodes Street and discourage through traffic.</i></p> <p><i>The profile of the speed humps do not cause discomfort to cyclists travelling over them at an appropriate speed.</i></p>
Daniell/Lawrence/Princess streets (NSR27)	Low	Kerb extensions and give way controls	<p>Low:</p> <p>Opposed:</p>	
Princess Street (NSR28)	Low	Traffic platform	<p>Low: (41)</p> <p>Opposed: (7)</p>	
Daniell Street/Rhodes Street (NSR29)	Low	Flush island and give way control	<p>Low: (41)</p> <p>Opposed: (7)</p>	
Daniell Street/Donald McLean Street (NSR29)	Low	Flush island and give way control	<p>High: (1)</p> <p>➤ It is very difficult to cross between these streets, particularly when going to and from Carara Park which is used heavily by a large number of people.</p> <p>Low: (41)</p> <p>Opposed: (7)</p>	<p><i>The provision of new roadmarkings and additional speed humps will help reduce vehicle speeds making a safer environment for pedestrians.</i></p>

Location	Current priority	Road safety initiative	Submission	Response
Daniell Street/Normanby Street (NSR29)	Low	Kerb extension, flush island and give way control	High: (1)	<p><i>The provision of new roadmarkings and additional speed humps will help reduce vehicle speeds making a safer environment for pedestrians.</i></p> <p><i>The proposed kerb extensions provide a safe crossing point for pedestrians. The detailed design of the extensions will ensure access into and out of the side streets is not unduly restricted.</i></p>
			➤ It is very difficult to cross between these streets, particularly when going to and from Carara Park which is used heavily by a large number of people.	
			Low: (41)	
			Opposed: (13)	
Daniell Street/Harper Street(NSR29)	Low	Kerb extension, flush island and give way control	High: (1)	<p><i>The provision of new roadmarkings and additional speed humps will help reduce vehicle speeds making these streets less attractive as a short-cut route.</i></p> <p><i>The proposed kerb extensions provide a safe crossing point for pedestrians. The detailed design of the extensions will ensure access into and out of the side streets is not unduly restricted.</i></p>
			➤ Drivers use this as a cut through to Berhampore or the supermarket.	
			Low: (41)	
			Opposed: (13)	
Daniell Street (NSR29)	Low	Roadmarkings and speed humps	Medium: (1)	<p><i>The provision of new roadmarkings and additional speed humps will help reduce vehicle speeds making these streets less attractive as a short-cut route.</i></p> <p><i>The approximate locations of the additional speed humps are shown on concept drawing NSR29. The exact location will be determined at the detailed design stage and will include consultation with immediately affected neighbours.</i></p> <p><i>The profile of the speed humps do not cause discomfort to cyclists travelling over them at an appropriate speed.</i></p>
			➤ To reduce the speed of those who use these streets as cut throughs.	
			Opposed: (10)	
			<p>➤ We already have at least five speed humps along Daniell Street. It would be good to know where more are being placed to see how necessary they are.</p> <p>➤ We agree that just putting up signs to reduce speeds is not a good idea – speed reductions need to be encouraged by better design. Making it clear that roads are shared by cars, walkers, trucks, cyclists and buses and educating all to use the space responsibly creates a safer environment. Speed humps are often an effective way of slowing motorists, but speed cushions (eg Scorching Bay) are preferable to speed humps for cyclists.</p> <p>➤ The speed cushions as proposed for Rintoul Street near Blythe Street, for example, are preferable to speed humps for cyclists, as they give the option of riding between the lumps to avoid bumping up and over.</p>	
Owen Street (NSR30)	Low	Speed humps	Medium: (1)	<p><i>The provision of additional speed humps will help reduce vehicle speeds making these streets less attractive as a short-cut route.</i></p>
			➤ To reduce the speed of those who use these streets as cut throughs.	

Location	Current priority	Road safety initiative	Submission	Response
Owen Street (NSR30) (continued)	Low	Speed humps	<p>Low: (41)</p> <p>Opposed: (9)</p> <ul style="list-style-type: none"> ➤ We agree that just putting up signs to reduce speeds is not a good idea – speed reductions need to be encouraged by better design. Making it clear that roads are shared by cars, walkers, trucks, cyclists and buses and educating all to use the space responsibly creates a safer environment. Speed humps are often an effective way of slowing motorists, but speed cushions (eg Scorching Bay) are preferable to speed humps for cyclists. ➤ The speed cushions as proposed for Rintoul Street near Blythe Street, for example, are preferable to speed humps for cyclists, as they give the option of riding between the lumps to avoid bumping up and over. 	<i>The profile of the speed humps do not cause discomfort to cyclists travelling over them at an appropriate speed.</i>
Lawrence Street/Owen Street (NSR30)	Low	Intersection control and speed humps	<p>Low: (41)</p> <p>Opposed: (9)</p> <ul style="list-style-type: none"> ➤ The speed cushions as proposed for Rintoul Street near Blythe Street, for example, are preferable to speed humps for cyclists, as they give the option of riding between the lumps to avoid bumping up and over. ➤ We agree that just putting up signs to reduce speeds is not a good idea – speed reductions need to be encouraged by better design. Making it clear that roads are shared by cars, walkers, trucks, cyclists and buses and educating all to use the space responsibly creates a safer environment. Speed humps are often an effective way of slowing motorists, but speed cushions (eg Scorching Bay) are preferable to speed humps for cyclists. 	<i>The profile of the speed humps do not cause discomfort to cyclists travelling over them at an appropriate speed.</i>
Daniell Street/Constable Street (NSR31)	High	Lanterns on arms LED lanterns to all approaches and reduce kerb extension	<p>High: (41)</p> <p>Opposed: (9)</p> <ul style="list-style-type: none"> ➤ Too many traffic lights. Cut out those at Owen Street. Look at one way flow in Coromandel and Owen streets north to reduce problems at those intersections. Any lights need to be carefully sequenced to avoid stop start – costly – increased fuel consumption. ➤ Unnecessary - traffic is already slow along Constable Street. Would impede buses. 	<i>The traffic lights are to manage vehicles taking short cuts (rat running) through the residential streets and encourage this traffic back on to the appropriate collector road, Constable Street. The traffic signals will also provide controlled pedestrian crosswalks to improve the safety for pedestrians crossing Constable Street. All of the traffic signals along Constable Street will be coordinated to manage the traffic flow.</i>

Location	Current priority	Road safety initiative	Submission	Response
Constable Street/Owen Street (NSR32)	High	Traffic signals with crossing	<p>High: (41)</p> <ul style="list-style-type: none"> ➤ It is great to see that lights are going here. We witness near misses at the crossing everyday. It is traumatic for my staff to see and hear the misses and to witness people being knocked over on the crossing. I urge the council to implement this part of the plan as soon as possible before more people are hit and injured or worse. 	<p><i>The traffic signals will provide controlled pedestrian crosswalks to improve the safety for pedestrians crossing Constable Street.</i></p>
			<p>Low: (2)</p> <ul style="list-style-type: none"> ➤ Because there are lights at Daniell Street, you propose Coromandel (which is reasonable as the dead end is hard to get out of) so if lights each side why clog up Constable with more lights? ➤ Traffic lights at Coromandel Street and Daniell Street is enough. 	<p><i>The traffic lights are to manage vehicles taking short cuts (rat-running) through the residential streets and encourage this traffic back on to the appropriate collector road, Constable Street. The traffic signals will also provide controlled pedestrian crosswalks to improve the safety for pedestrians crossing Constable Street. All of the traffic signals along Constable Street will be coordinated to manage the traffic flow.</i></p>
			<p>Opposed: (13)</p> <ul style="list-style-type: none"> ➤ There is absolutely no justification to making the journey up Constable Street worse than it already is. To make these intersections safer I would suggest that you: limit the speed on Constable Street to 40kmh, make these intersections much more clearly marked and ban parking within 50m of the intersections to increase visibility. Making cars travel slower than necessary and/or use a lower gear than necessary and/or come to a complete stop when they don't need to increases: wear-and-tear on the car, fuel use, and air pollution. ➤ Too many traffic lights. Cut out those at Owen Street. Look at one way flow in Coromandel and Owen streets north to reduce problems at those intersections. Any lights need to be carefully sequenced to avoid stop start - costly - increased fuel consumption. ➤ Unnecessary - traffic is already slow along Constable Street. Would impede buses. ➤ Have a roundabout instead. ➤ Not needed, crossings are enough. Bring speeds down to 30-40kmh instead. ➤ Pedestrian rights are diminished by replacing pedestrian crossings with signal controlled crossings and drivers pay less attention approaching such crossings relying entirely on the lights. Such crossings delay pedestrians and will result in some pedestrians not waiting. If safety is the concern here then the speed limit on Constable Street should be reduced to 40kmh. 	<p><i>Roundabouts are not appropriate on Constable Street due to the very limited space available to provide an effective roundabout that will not restrict traffic flow.</i></p>

Location	Current priority	Road safety initiative	Submission	Response
Constable Street/ Coromandel Street (NSR33)	High	Traffic signals with crossing	High: (41)	<p><i>The traffic lights are to manage vehicles taking short cuts (rat-running) through the residential streets and encourage this traffic back on to the appropriate collector road, Constable Street. The traffic signals will also provide controlled pedestrian crosswalks to improve the safety for pedestrians crossing Constable Street. All of the traffic signals along Constable Street will be coordinated to manage the traffic flow.</i></p> <p><i>Roundabouts are not appropriate on Constable Street due to the very limited space available to provide an effective roundabout that will not restrict traffic flow.</i></p>
			<p>➤ I am very much in favour of the traffic lights at this intersection and agree they should have a high priority.</p> <p>Opposed: (13)</p> <p>➤ Too many traffic lights. Cut out those at Owen Street. Look at one way flow in Coromandel and Owen streets north to reduce problems at those intersections. Any lights need to be carefully sequenced to avoid stop start - costly - increased fuel consumption.</p> <p>➤ There is absolutely no justification to making the journey up Constable Street worse than it already is. To make these intersections safer I would suggest that you: limit the speed on Constable Street to 40kmh, make these intersections much more clearly marked and ban parking within 50 metres of the intersections to increase visibility. Making cars travel slower than necessary and/or use a lower gear than necessary and/or come to a complete stop when they don't need to increases: wear-and-tear on the car, fuel use, and air pollution.</p> <p>➤ Unnecessary - traffic is already slow along Constable Street. Would impede buses.</p> <p>➤ Have a roundabout instead.</p> <p>➤ Not needed, crossings are enough. Bring speeds down to 30-40kmh instead.</p> <p>➤ Pedestrian rights are diminished by replacing pedestrian crossings with signal controlled crossings and drivers pay less attention approaching such crossings relying entirely on the lights. Such crossings delay pedestrians and will result in some pedestrians not waiting. If safety is the concern here then the speed limit on Constable Street should be reduced to 40kmh.</p>	
Constable Street/ Alexandra Road (NSR34)	High	Crossing with central refuge islands	High: (41) Opposed: (8)	
Constable Street/ Hiropi Street (NSR35)	High	Kerb extensions, give way control and angle parking	High: (42)	<p><i>An informal turning area currently exists at the end of Hiropi Street. This will be formalised and additional turning facilities will be considered at the detailed design stage.</i></p> <p><i>The kerb extensions do not protrude into Constable Street and are not an issue for</i></p>

Location	Current priority	Road safety initiative	Submission	Response
Constable Street/ Hiropi Street (NSR35) (continued)	High	Kerb extensions, give way control and angle parking	<p>Opposed: (14)</p> <ul style="list-style-type: none"> ➤ Too dangerous for cyclists entering and exiting Hiropi Street. ➤ Kerb extensions can be fatal for cyclists, pushing them into traffic. With chicanes they also confuse pedestrians about whether it is safe to cross. ➤ The brochure identifies two functions for kerb extensions – reducing motorists’ speed and providing safe crossing points for pedestrians. The speed reduction seems to me, irrelevant in this case. The high volume of traffic on Constable Street means that vehicles turning out of Hiropi Street left or right invariably have to slow down or pause before being able to complete their turn. Turning left from Constable Street into Hiropi Street – vehicles are highly likely to be slowing down to make the turn. The only situation which speed can be an issue is when vehicles turn right from Constable Street into Hiropi Street, a tricky turn when a lot of traffic is coming down Constable Street. It is tempting for the driver making the turn to seize the moment and accelerate into Hiropi Street when a gap appears in the downhill traffic. It seems to me that narrowing the entrance to Hiropi Street with kerb extensions isn’t going to make the right turning drivers turn safer or easier. With a narrower road entrance to aim for, the driver has less room to manoeuvre and may be even more likely to speed up to get through the intersection. I accept kerb extensions could improve pedestrian safety but feel the gains would be offset by the increased risk from speeding vehicles making the right hand turn from Constable Street. The proposed give way for traffic turning out of Hiropi Street; the intersection is a de facto ‘give way’ intersection already. The volume of traffic on Constable Street means turning vehicles have to pause and wait for a gap. Vehicles parked on Constable Street often make it difficult to see traffic, particularly for drivers trying to turn right out of Hiropi Street giving all the more reason to proceed with caution. 	<p><i>Constable Street cycle traffic. The kerb extensions shadow the angle parked vehicles on Hiropi Street and maintain cycle and motor vehicles within the traffic lanes.</i></p> <p><i>Kerb extensions do reduce vehicle speeds and provide safe crossing points for pedestrians. These kerb extensions also provide a physical impediment to vehicles parking too close to the intersection and shadow the angle parking.</i></p> <p><i>Providing a narrower exit from Hiropi Street will force vehicles to slow and be more aware of approaching traffic. Where an intersection is very wide, it is more likely that motorists will exit at higher speeds and often try to get into smaller gaps in the traffic flow than may be safe. A significant contributing factor in intersection crashes is excessive speed.</i></p> <p><i>It is one of the intentions of the SaferRoads programme to control all side roads with either ‘give way’ or ‘stop’ control’s to provide a consistent city-wide message to road users.</i></p>

Location	Current priority	Road safety initiative	Submission	Response
Constable Street/ Hiropi Street (NSR35) (continued)	High	Kerb extensions, give way control and angle parking	So, in most cases, formally marking the intersection with "give way" signs is going to make very little difference to what happens already. The only situation in which clarification of right of way will make a difference is when there is a vehicle A attempting to turn right out of Hiropi Street at the same time as there is a vehicle B waiting to turn right from Constable Street into Hiropi Street. At the moment this situation gets very confused - it seems that a lot of drivers don't know/don't care about the right-hand rule, so in this instance "give way" signs would help but why bother? Additional parking spaces might be of some benefit to the people who live in the immediate vicinity, but I can't see that they will have any positive effects on pedestrian or vehicle safety.	<i>See previous page for comments.</i>
Daniell Street/Wilson Street (NSR36/1)	Low	Option 1: Kerb extensions	<p>High: (2)</p> <ul style="list-style-type: none"> ➤ Far too many people drive up the wrong way. Two cats have been killed, two boys knocked off their bikes. Signage is poor. People race up the wrong way to ensure they reach the other end before traffic comes in the Riddiford Street end. I prefer proposal one as it gives good parking on the left side of the street before exiting. I would appreciate better signs being erected as proposed changes will take months. The sooner something is done the better as I can see it getting a lot worse if cars are going to be held up with any work going on in subsequent streets. ➤ To reduce speed and accidents. In the interim we need better signage. Our street is one way but still many cars go up it the wrong way. This is dangerous. <p>Low: (41)</p> <p>Opposed: (12)</p>	<i>Both options will significantly narrow the intersection of Wilson and Daniell streets making it more obvious that it is one-way.</i>

Location	Current priority	Road safety initiative	Submission	Response
Daniell Street/Wilson Street (NSR36/2)	High	Option 2: Reduce width of Wilson Street at intersection	High: (41)	<i>We are looking into creating Wilson Street as a preferred cycle route by changing intersection controls, lowering speed limits, improving signage and advancing cycle phasing.</i>
			Opposed: (10)	
			<ul style="list-style-type: none"> ➤ I am opposed to angle parking on Wilson Street (beside Daniell Street) as it is lethal for cyclists. It is unacceptable to compromise cyclist safety to accommodate parking. ➤ Please do not put angle parking on Wilson Street, it is lethal for cyclists. ➤ We are strongly opposed to having angle parking on Wilson Street (beside Daniell Street). It is lethal for cyclists. Our observations are that competition for parking spaces is not that critical on Wilson Street. If there is any pressure, it would be from staff working at the hospital, and we think it is unacceptable to compromise cyclist safety to accommodate commuter parking. 	
Mein Street/Minerva Street (NSR37)	High	Kerb extensions, pedestrian platform and give way control	High: (41) Opposed: (12)	
Daniell Street/Mein Street (NSR38/1)	High	Option 1: Ease existing kerb extension, crossing point, roadmarkings and remove Mein Street parking	High: (37)	<i>Agree with comments.</i>
			<ul style="list-style-type: none"> ➤ I support option one over option two. ➤ I prefer option one. This is an awkward intersection, especially with parking on the northern side of Mein Street directly opposite the intersection. Removing the parking and reducing the kerb extension will make this a much safer intersection. 	
			Opposed: (7)	
Daniell Street/Mein Street (NSR38/2)	Low	Option 2: Reconstruct existing kerb extension	Low: (35) Opposed: (13)	
Mein Street – opposite number 60 (NSR39)	High	Crossing point, kerb extension and central refuge island	High: (41) Opposed: (13)	
Mansfield Street/Roy Street (NSR40)	Medium	Kerb extensions and give way control	Medium: (41) Opposed: (12)	
Normanby Street	Low	Kerb extension and speed humps	Low: (41)	
			Opposed: (13)	
Riddiford Street/Constable Street (NSR44)	High	New lanterns, extend lane lines and repeat lane arrows and construct small island	High: (41)	
			Opposed: (7)	
Adelaide Road opposite Macalister Park (NSR45)	Medium	Pedestrian ramp	Medium: (41)	
			Opposed: (7)	

Location	Current priority	Road safety initiative	Submission	Response
Rintoul Street (NSR46)	High	Speed cushions	High: (42) Opposed: (7)	
All proposed 40kmh streets adjoining 50kmh streets			<i>See appendix three for a summary of the submissions received.</i>	
Adelaide Road	High	Roadmarkings	High: (41) Opposed: (7)	
All minor streets adjoining main roads (64 sites)	High	Give way or stop controls	High: (41) Opposed: (7)	
Adelaide Road, Britomart Street, Constable Street, Mein Street, Riddiford Street, Rintoul Street and Russell Terrace	High	Driver feedback signs (four)	High: (42) ➤ The driver feedback signs are a good idea, but speed cameras and red light cameras also need to be an integral part of the SaferRoads programme. Medium: (1) ➤ Would slow down speed. Low: (1) ➤ If the other measures work no need for same. Opposed: (8) ➤ Driver feedback signs are distracting, confusing and ambiguous. For example, your photo shows a sign that says "Your speed is too slow".	<i>Speed cameras and red light cameras are currently being trialled in Auckland and are controlled by New Zealand Police and not by local authorities. We work closely with New Zealand Police to discuss prioritising intersections with safety issues throughout the Wellington area.</i> <i>Driver feedback signs installed in other Wellington suburbs have been proven to aid in the reduction of excessive speeds.</i>
Newtown/Berhampore	High	Speed limit awareness campaign	High: (41) Medium: (1) ➤ Speed in Newtown isn't a major issue, too much parking is. Opposed: (7)	<i>While vehicles may not exceed the current 50kmh speed limit, their speeds are often inappropriate for the environment, especially in narrow, congested residential areas.</i>
Citywide	High	Intersection use campaign	High: (41) Opposed: (7)	
Citywide	High	Pedestrian awareness campaign	High: (41) Opposed: (7)	

Location	Current priority	Road safety initiative	Submission	Response
Citywide	Medium	Cycle awareness campaign	High: (8)	<i>The priority has been changed from medium priority to high priority on the proposed final implementation plan.</i>
			<ul style="list-style-type: none"> ➤ As a cycle commuter for the past four years, I have noticed increased risk in the past six months. This includes drivers (bus and car) and pedestrians not being aware or respecting sharing roads with cyclists. ➤ Insufficient infrastructure and safety for cyclists. ➤ To promote cycling safely throughout the Wellington region, therefore encouraging more cyclists. ➤ This is a comparatively level part of central Wellington and is filled with schools, Massey etc so high usage and high safety should be encouraged with dedicated bike lanes. ➤ Cyclists are as important as pedestrians and cars. ➤ Council should be encouraging more people to cycle. Cycle safety is a major reason why more people don't cycle - they feel unsafe. ➤ Cyclists need to be educated about issues like riding predictably and not skimming alongside parked cars (in case drivers open their doors without looking). This is particularly important right now (with high petrol prices and an awareness of emissions and personal activity levels) as there are a lot more cyclists around and not all of them are experienced in urban road riding. ➤ Cycling awareness and lanes should be prioritised. We are all trying to cycle as a family, but safety is a key issue. 	
			Medium: (40)	
			Opposed: <ul style="list-style-type: none"> ➤ Wellington isn't a bicycle city and much better education of road rules and courtesy should be given to those already on the road. We as motorists have to respect cyclists but they don't show us respect and keep to the same rules as when I was young. 	
All Newtown and Berhampore schools	High	Safer Routes to School programme	High: (41) <ul style="list-style-type: none"> ➤ We strongly support the Council promoting the Safer Routes to School programme, auditing streets to identify and remedy hazards, and enforcing parking regulations around schools. Making streets safer will encourage more children to walk to school, thus cutting the number of cars causing a hazard around schools. 	<i>The Safer Routes to School programme has identified street networks that need improvement to encourage children to walk to school. We are proposing to upgrade existing pedestrian crossings, install traffic signals and to improve key crossing points to reduce the number of vehicle journeys around the school gates.</i>

Location	Current priority	Road safety initiative	Submission	Response
All Newtown and Berhampore schools (continued)	High	Safer Routes to School programme	<p>Opposed: (8)</p> <p>➤ We do not support the proposal to spend \$300,000 on school education programmes. Education programmes are ineffective in comparison to practical solutions. Don't waste money on them. Instead give our kids a fighting chance by installing pedestrian crossings at strategic points and lowering the speed limit on streets adjacent to schools.</p>	
All Newtown and Berhampore roads	High	Targeted speed enforcement	<p>High: (41)</p> <p>➤ We support more enforcement of driving speeds, using driver feedback signs, speed cameras and red light cameras. Red light jumping has become prevalent in recent times, with drivers accelerating when lights turn orange, rather than slowing down. This is particularly dangerous for pedestrians stepping onto the road when the green light shows.</p> <p>Opposed: (7)</p>	<p><i>Parking on footpaths is particularly hazardous to vulnerable road users. Enforcement will be carried out when safety to pedestrians is compromised. We understand the importance of parking and traffic flow through Newtown and Berhampore. The SaferRoads programme along with the Riddiford Street hospital upgrade are working together to improve traffic flow.</i></p>
All Newtown and Berhampore roads	High	Increased parking enforcement	<p>High: (41)</p> <p>➤ We agree with increased parking enforcement, particularly parking on footpaths. It is safer for pedestrians and cars if cars park on the road, where they are supposed to be. If this reduces the width available for cars to drive on, then they have to drive more slowly, which increases safety.</p> <p>Opposed: (8)</p> <p>➤ We have such a lack of parking in our area, it seems a lot of money is to be spent on slowing everything down but nothing on getting a better flow to the basin, or giving us somewhere to park.</p>	

General Road Safety Submissions

Road safety initiative	Submission	Response
Kerb extensions	<ul style="list-style-type: none"> ➤ Please eliminate or reduce a number of the engineering features present in the technical drawings as being not only overkill but counterproductive in intent. Proposed engineering changes for features around kerb extensions, chicanes, speed humps and any other style of feature where current parking is reduced. Most features seem to be engineered with a garden plot, sweeping curves and so forth, removing parks unnecessarily. Because if you do not, you will adversely affect the residents' ability to park safely and legally. Enforcement will not work as residents have to park somewhere and locally. For almost all, this means on-street parking. So excessive engineering features in the name of safety will be ineffective if people are forced to park on top of them. Safety will be reduced, not enhanced. The appearance of garden plots taking up valuable parking space is not an appreciated feature for either resident or visitor. This will be particularly an issue if residential density increases and more and more people go to work on public transport. They will still keep their cars, but will leave them parked on the street for use on weekends. Thereby making the problem worse for others. I have lived in Newtown for 25 years and was a participant in the workshops (where some of these engineering concepts were NOT discussed or considered) and can prove my contention by pointing out what has happened in some areas where such initiatives have already been implemented. ➤ I don't support the use of kerb extensions as they aren't cycle friendly and we should be encouraging cyclists. ➤ We do not support the use of kerb extensions; they make it impossible for cyclists to use the road safely. ➤ These are a hazard for cyclists in the way they are currently proposed. Extensions should not stick out any further than would allow for a 1.2m marked cycling space plus a 3m traffic lane between the extension and centreline. All central islands should be removed in places where these widths are not achievable. ➤ These create a potential hazard for cyclists in the way that they are currently proposed. We do not believe it is acceptable to make the extensions stick out as far as a parked car merely in order to enable car parking to be allowed right up to the extension. A parking survey of parking should be undertaken to determine whether there is significant pressure for space or not. If it is not heavily parked, then the extensions as planned are very likely to cause difficulties for cyclists because they will be tempted to ride in the (empty) parking area and then squeeze out into the traffic lane at the extension. We ask that the extensions do not stick out any further than would allow for a 1.2m cycling space (marked as a cycle lane) plus a 3m traffic lane between the extension and centre line. In addition, we ask that all central islands be removed in places where these widths are not achievable. Having a smaller extension would enable pedestrians to gain better sight lines, and the parking should be pulled back from the edge of the extension to increase visibility. If there are parked cars near to the extension, the pedestrian is protected by that anyway. The danger to cyclists is when there are not many cars parked, and in that case the visibility for pedestrians is not an issue. ➤ Kerb extensions can be fatal for cyclists, pushing them into traffic. With chicanes they also confuse pedestrians about whether it is safe to cross. 	<p><i>Kerb extensions provide no more of a hazard to cyclists than a parked car would. They have a proven ability of slowing through traffic – making the road safer for all road users.</i></p>

Road safety initiative	Submission	Response
Kerb extensions (continued)	<ul style="list-style-type: none"> ➤ Hard kerb extensions are an added hazard for cyclists. They create user conflicts where motorists attempt to pass cyclists at these 'pinch points'. Soft, rideable kerbs would be less of a hazard for cyclists. ➤ Consider very carefully whether kerb extensions are safe for cyclists. In many cases it seems that drivers are not sure whether they are supposed to wait for cyclists to pass through kerb extensions or whether there is room to drive alongside them. Maybe an education campaign asking drivers to wait for cyclists to pass these extensions would increase safety. As a cyclist I have been abused by drivers when riding past kerb extensions. I think the council has a responsibility to ensure that any new changes to the road are safe for the increasing number of cyclists travelling on Adelaide Road. ➤ I do not agree with kerb extensions. Most of the streets in the area are narrow, effectively one-lane carriageways. Kerb extensions force motorists to make a wide turn, going over the centreline of the street being turned into, thereby into the line of oncoming traffic. Alternatively the turning vehicle is liable to mount the kerb extension. I prefer no kerb extensions and extended 'no parking' at each intersection. ➤ These should be looked at very carefully to make sure they are not creating a hazard for cyclists. It is not acceptable to make the extensions stick out as far as a parked car merely in order to enable car parking to be allowed right up to the extension. Also, a survey of parking should be undertaken to determine whether an area is constantly filled with parked cars or not. If not, then the extensions are very likely to cause difficulties for cyclists because they will get squeezed into riding in the parking area. ➤ I fully support kerb extensions giving opportunity for tree planting and slowing down through perceived tight entrances. 	<p><i>Please see previous page for comments.</i></p>
SaferRoads programme	<ul style="list-style-type: none"> ➤ Spending \$1.7m of ratepayer's money on this project is unwarranted for the very limited additions to safety. 	<p><i>We have received good support for this programme from key stakeholders including the Newtown and Berhampore Residents Associations, New Zealand Police and submissions from local residents.</i></p>
Speed humps	<ul style="list-style-type: none"> ➤ The speed cushions as proposed for Rintoul Street near Blythe Street, for example, are preferable to speed humps for cyclists, as they give the option of riding between the lumps to avoid bumping up and over. 	<p><i>Speed cushions on designated bus routes and key cycle routes such as Scorching Bay is the Council's preferred traffic-calming measure. Other route's speed humps are a more effective traffic-calming measure.</i></p>

APPENDIX TWO:

PROPOSED ADDITIONAL ROAD SAFETY INITIATIVES SUBMISSIONS AND OFFICER RESPONSES

Additional Road Safety Changes

Through the SaferRoads formal consultation period, submitters also requested additional road safety changes including suggested priorities.

Location	Suggested priority	Road safety initiative	Submission	Response
Adelaide Road	Not given	Roadmarkings for cycle safety	As outlined in the document Cycle Network and Route Planning Guide (Draft 2003, Roger Boulter), these roadmarkings can be introduced on a trial basis if Council is in doubt about their effectiveness in improving road safety. A trial period of six months should be sufficient for an assessment.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Adelaide Road	High	Remove trees	Remove every second or third gum tree on Adelaide Road footpaths for better vision.	<i>The visibility of drivers isn't hindered by the gum trees. The streetscape would suffer considerably if these were removed.</i>
Adelaide Road	High	More cycle aware signage	Cycling is a great commuting option in Wellington. It gets more cars off the road and is better for health and environmental reasons. It is becoming extremely scary to bike through Berhampore and Newtown because of both people/awareness factors and road design factors.	<i>Cycle signage could have some small temporary benefit but would quickly be ignored as drivers revert back to what they know.</i>
Adelaide Road	High	Remove parking and replace with cycle lane	All street-side parking should be removed from Adelaide Road between John Street and the Island Bay Golf Club. It is very dangerous trying to cycle along this road. Cycle lanes to replace all street-side parking. This would help a lot of people from Berhampore and Island Bay to cycle to work, which is understandably unpopular at the moment.	<i>The proposal to remove on-street parking will be considered in the Council's Cycling Policy. Recent surveys show a heavy demand for on-street parking as there is limited off-street parking available to residents.</i>
Adelaide Road	High	Cycle lane	A good cycle lane for as much of Adelaide Road as possible. There are increasing numbers of cyclists cycling this route – and with petrol prices on the increase this is only likely to increase. I feel the Council has a responsibility to make the road safe for all users – including cyclists, and the Adelaide Road route is not currently very safe for cyclists.	<i>A proposed designated cycle lane and its implementation should wait until the Council's Cycle Policy has been adopted so that it can be considered within an overall strategy of the roading network.</i>
Adelaide Road	Not given	Pedestrianise with buses down the centre	Would be ideal long term.	<i>This is being looked into as part of the Adelaide Road "Planning for the future" project.</i>
Adelaide Road	Not given	Widen road	So many kerb extensions. Perhaps it would be better to tighten the footpaths and widen the road. Adelaide Road is much too narrow. However, the parking is needed. You could fit another lane down Adelaide Road – increase the flow and reduce frustration; that would reduce angry driving.	<i>To widen the road and reduce the footpath's width would incur considerable costs which are well beyond the budget we have for the SaferRoads programme.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Adelaide Road	Not given	Traffic flow improvement	Can traffic flow through Adelaide Road past the John Street intersection also be improved, especially the Adelaide Road traffic heading to Island Bay?	<i>This is being considered in another Council project.</i>
Adelaide Road	Not given	Cycle lane	A cycle lane that meets Austroads guidelines should be built heading north on Adelaide Road between Island Bay and Stoke Street. It is a popular cycling route with high traffic volumes.	<i>The Council is currently developing a Cycling Policy which will address the issues and needs on Adelaide Road.</i>
Adelaide Road	High	NSR1 – change to cycle lane	We ask that you move the parking to the eastern side of Adelaide Road, reduce the lane beside the parked cars to 3m and mark a 0.4m 'buffer zone' between the parked cars and the lane, and reduce the lane width on the western side from 3.5m to 3m, thus giving another 0.6m to add to the cycle lane (to bring it up to recommended width of 1.8m). To clarify, the cross-section would be: Eastern side - 1.8m parking with edgeline - 0.4m buffer with edgeline – 3m traffic lane - centreline – 3m traffic lane - edgeline then 1.8m cycle lane with 'no stopping' lines beside kerb - western side. Where the cycle lane crosses side streets, it must be well marked with cycle symbols and coloured asphaltting, to alert drivers entering or exiting the side streets to the fact that cyclists may be there.	<i>The Council acknowledges that our transport corridors are not always of sufficient width to accommodate all modes of transport safely. We constantly try to balance the risks associated with all road users.</i>
Adelaide Road (by Lavaud Street)	High	Pedestrian crossing	This is such a busy bus stop, there are always people waiting for a bus but you can't cross the road to get to the bus.	<i>A pedestrian crossing would be difficult to install due to issues of safety, removal of high demand on-street parking and traffic flow.</i>
Adelaide Road (southern end)	Medium	Crossing point and speed restrictions	Unable to cross to bus stops with high traffic volume. Excessive speed on this stretch of road is a problem.	<i>Speed needs to be reduced before a pedestrian crossing would be considered here. We are proposing a driver feedback sign be installed on Adelaide Road.</i>
Adelaide Road/Britomart Street intersection	Not given	Intersection improvements	This intersection had nine accidents and needs improvements such as a right turn arrow into Britomart Street heading south.	<i>There isn't enough road width to create an extra lane which is required to install a turning arrow. Recent improvements to the signal phasing have allowed all traffic a fair opportunity to cross or travel safely through this intersection.</i>
Adelaide Road/Hall Street intersection	Not given	Intersection improvements	This intersection had nine accidents and needs attention.	<i>Signal phasing, improved signage and roadmarking upgrades are proposed to reduce crashes at this intersection.</i>
Adelaide Road between Wakefield Park and Britomart Street	Not given	Parking	Where do these people park their cars?	<i>Parking is considered when we implement changes to the road. We consider safety issues when on-street parking is removed.</i>
Adelaide Road/Luxford Street intersection	Not given	Intersection improvements	This intersection had 11 accidents including four injury accidents. Improvements need considering such as pedestrian barriers to prevent jay-walking.	<i>Improvements have been made at this intersection to light phasing which has significant benefits to pedestrian's crossing. We have seen a reduction in injury crashes over the past five years.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Adelaide Road to Stoke Street to Hanson Street	Not given	Designated cycling route	We ask this route be formalised and sign-posted as cycling routes, with particular consideration given to making them more pleasant for cycling on. This is used by many cyclists already, particularly when travelling from the city towards Berhampore. Cyclists often use Adelaide Road in the other direction, connecting with the northern part of Adelaide Road at John Street so they can use the bus lane.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Adelaide Road turning into Britomart Street	High	Green turning arrow	Safety: Turning right traffic (into Britomart Street) backs up quickly if there is a lot of traffic from Island Bay. Turning left traffic (into Britomart Street) has to give way to turning right traffic. This only partially blocks the traffic from Island Bay. Some cars wait behind a left turning vehicle, some try and overtake it causing a possible collision with right hand turning traffic.	<i>There isn't enough road width here to create the extra lane required to install a green turning arrow. Delays and safety have been recently surveyed with improvements made to signal phasing so that all traffic and pedestrians have a fair opportunity to cross or travel through the intersection.</i>
Adelaide Road/Britomart Street intersection	High	Replace existing flush median marking in Adelaide Road south of Britomart Street with a splitter island	To discourage northbound vehicles from overtaking yielding left-turning vehicles. South-facing traffic in Adelaide Road, turning right into Britomart Street from the holding bay, have the right-of-way over north-facing vehicles turning left into Britomart Street. This is frequently negated by northbound vehicles pulling out over the flush median marking and overtaking the yielding vehicle. This is a hazardous and frustrating situation with those vehicles already turning in danger of being rammed and prevents others from commencing the turn. The situation was just as bad when the northbound lane was narrower and there were double yellow centrelines.	<i>A splitter island still wouldn't stop some vehicles from trying to overtake a left-turning vehicle on Adelaide Road northbound. Recent surveys of this intersection has led to an improvement with the signal phasing so that all traffic and pedestrians have a fair opportunity to cross or travel through the intersection.</i>
Adelaide Road/ Drummond/ Broomhedge/King/Oxford/ Brown/Girton/Douglas/ Alfred streets	Low	Elevated footpath crossing	This is where the road level is increased to be level with the footpath (is often cobbled), creating in effect a speed bump for motorists and an informal right-of-way for pedestrians. It is often used on main routes with high foot traffic and intersects with minor side streets with low vehicle traffic.	<i>This is outside the SaferRoads programme scope of work. These issues are being looked into as part of the Adelaide Road "Planning for the future" project.</i>
Adelaide Road/Hall Street	Not given	Trim vegetation	TRIM vegetation should mean just that carried out by arborists.	<i>Agree.</i>
Adelaide Road/Luxford Street intersection	Not given	Intersection improvements	When a car has turned left from Britomart Street into Adelaide Road and then wishes to make a right turn from Adelaide Road into Luxford Street, when they get to the second intersection the lights are red and he is the only vehicle in sight; what is happening is that when the lights turn green they turn green for straight through	<i>This intersection suffered a poor safety record resulting in pedestrian injury crashes. This necessitated the use of a red arrow to ensure traffic is fully stopped. Recent changes to the traffic signal phasing has improved the traffic flow.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Adelaide Road/Luxford Street intersection (continued)	Not given	Intersection improvements	<p>traffic but the red arrow appears for right turning traffic. This stays that way until lights go amber and then red as if traffic is coming along Luxford Street (when on many occasions there is no traffic) and only when lights for traffic in Adelaide Road will a green right arrow appear. What therefore is happening (and I have noticed a number of vehicles, both commercial and private) doing is one of these three things:</p> <p>i) either proceeding north until past the lights and then turning right ii) proceeding north and then turn into the petrol station and drive back onto Luxford Street iii) turn and go along the wrong side of the road (where curved portion is) from Adelaide Road into Luxford Street. It seems to me that the lights here are triggered by traffic proceeding north along Adelaide Road before it gets to the Britomart Street intersection. My question is does the Council intend to fix the problem or will it do nothing until there have been a number of accidents and/or there is a fatal accident.</p>	<i>See comments on previous page.</i>
Adelaide Road/Riddiford Street intersection	High	Traffic lights timing	<p>When crossing on the pedestrian crossing from one side of Riddiford Street to the other, often traffic is still turning from John Street well after the pedestrians have been signalled that it is safe to cross. This problem is a serious one. I personally have had several near misses. The cause of this problem is probably due to motorists running amber or even red lights, however could easily be fixed with adjustments of the timing on the traffic lights allowing for a greater buffer between the two signal changes.</p>	<i>This is outside the scope of the SaferRoads programme. The improvements to this intersection are being carried out as part of the John Street/hospital upgrade project. Plans are to prohibit right turning traffic from Adelaide Road into Riddiford Street and left-turning traffic from Riddiford Street into Adelaide Road.</i>
Adelaide Road/Waripori Street corner	High	Restriction of parking here. Take several metres away from corner to allow for visibility.	<p>Visibility is restricted when turning right and partially restricted when turning left from Waripori Street into Adelaide Road. People park right up to both sides of the road on Adelaide Road leaving you no choice but to get half-way in the road before you can see if it is safe to turn. An accident hasn't happened yet but it's only a matter of time. Could this be done through some kerb extensions?</p>	<i>We will control this intersection with a give way control on Waripori Street, giving safer sight distances for exiting vehicles.</i>
All intersections	High	Police monitoring	<p>Police monitoring intersections during rush hour to issue tickets for all the red lights being run. This is going to cause a serious accident. It's a real issue.</p>	<i>Police enforce red light running throughout Wellington city.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Britomart Street	High	Speed humps	I live at 148 Britomart Street, Berhampore. We have been here for 10 years. We have seen approximately 20 accidents occur on this corner bend, eight of those involved vehicles going over the footpath and down the bank. Often drivers do not wish police to be involved. We need speed humps after the traffic has increased going past the park. We need speed humps to stop the boy racers at night. We need speed humps for the safety of pedestrians. We need speed humps to slow traffic because of parents and children attending sporting events. At Liardet Park the carpark is across the road. Children do not have their minds on traffic when they cross the road to their cars. Outside the Council flats, some children just dash across the road. I have had two near misses. They walk across that road to the day care centre. This area of road is a HAZARD. I am not concerned with the odd bus. The traffic MUST be slowed by humps in order to avoid fatalities. It is nerve-wracking at certain times. The Council put the arrows in at my request. They have made no difference at all. In fact since they have been erected two more cars have gone over the south edge and one van drove up the road into the electrical substation. People don't want their accidents recorded as they don't want to be done for dangerous driving. Of course, there is a school and a kindergarten as well as the salvation army crèche. The sports grounds are in use all year round.	<i>The proposed intersection improvements are primarily intended to manage speeds along Britomart Street. The secondary benefit is to provide intersection control. Speed humps would not be appropriate in Britomart Street due to steepness and the likelihood of an increase in loss of control crashes.</i> <i>Liardet Street has recently had speed humps installed by Macalister Park to reduce speed and discourage rat-running.</i>
Britomart Street	High	Speed humps	No reason given.	<i>Not appropriate due to the steepness of the street.</i>
Britomart Street intersection	Not given	Light system	The light system at the Britomart Street intersection has planning flaws – I can show you what they are. I informed the engineer when it was first put in, but they didn't take any notice. Also, there needs to be the facility to cross on the north end of that intersection. Kids don't like crossing three roads when one will do, so they cross opposite the Karate dojo. The lights at the other intersection move too slowly to let traffic through at peak times. There's often nothing up Adelaide Road, but you can't get to those spaces. So sometimes on Saturdays traffic is backed up Britomart Street to our house! The arrow turns are a total confusion if you're coming from the city. You think if you're turning left you should give way, but it takes ages for people to realise	<i>The phasing of traffic signals will be arranged so that traffic and pedestrians have a fair opportunity to cross or travel through both intersections. All traffic signals are coordinated to manage traffic flow.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Britomart Street intersection (continued)	Not given	Light system	that those coming from the Island Bay end into Luxford have a red arrow and are waiting for that! At times, there are so many decisions going on at that intersection which is just a T shape intersection, it is such a worry for pedestrians. They rely on drivers both noticing them, at the same time as they are concentrating on looking right to see if it is free for them to go into Adelaide Road.	<i>See comments on previous page.</i>
Britomart Street/Adelaide Road intersection	Not given	Intersection improvements	Current layout – if a car is signalling a right turn from Adelaide Road into Britomart Street and another car is signalling a left turn from Adelaide Road into Britomart Street and therefore has to give way to the other car but another car coming straight through overtakes as they wish to continue along Adelaide Road. I am not sure what the white markings on Adelaide Road at this intersection are for (thick white irregular shape with diagonal lines inside) but if they mean no passing they are not working. I have witnessed numerous near misses at this intersection because of this. Is it possible to turn those white markings into raised concrete or alternatively change the timing of the lights? Another problem here is the very short time vehicles waiting to turn right from Adelaide Road into Britomart Street; anyone not used to the system will stay stopped when the light turns from green to amber as they do not realise this is the only opportunity they have to turn right. Also, I have started to notice a number of vehicles proceeding north along Adelaide Road and who know the phasing of the lights and are starting to run both amber and red lights. Lastly, at peak times when cars proceeding north or south along Adelaide Road fail to leave the intersection clear when they can clearly see they do not have a clear exit. This means traffic coming down Britomart Street can not turn left (road blocked in any case) or right when this is clear.	<i>Traffic-calming platforms are used as part of a comprehensive traffic-calming scheme such as Bay Road, Kilbirnie. Any concept of shared road space for pedestrians and vehicles requires the creation of a low speed-calmed traffic environment. The installation of traffic-calming ramps has led to slower vehicle speeds, more awareness from pedestrians and no reported crashes.</i>
Britomart Street/Stanley Street	High	Extend dotted lines in all directions	Major problem of visibility coming up Britomart Street from Adelaide Road. No, or little room for roundabout or islands. Also, currently a large truck parks at weekends and right on L by the school hall reducing visibility.	<i>The preferred roundabout option serves an important purpose as pedestrians will be able to better see approaching traffic.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Citywide	High	Clearly marked kerb extensions	These are a menace but if we must have them they must be clearly marked with white or yellow paint.	<i>Agree with comments. All kerb extensions should be painted white with hazard markings.</i>
Citywide	High	Speed humps instead of traffic-calming ramps	These are confusing. Pedestrians think they are pedestrian crossings when they aren't. There are several in Bay Road, Kilbirnie. Also on the Marina side of Waitangi Park. A simple speed hump would be better (and cheaper).	<i>Traffic-calming platforms are used as part of a comprehensive traffic-calming scheme such as Bay Road, Kilbirnie. Any concept of shared road space for pedestrians and vehicles requires the creation of a low speed-calmed traffic environment. The installation of traffic-calming ramps has led to slower vehicle speeds, more awareness from pedestrians and no reported crashes.</i>
Citywide	High	Bus/driver/cycle awareness campaign	No reason given.	<i>We have ongoing education campaigns covering all road users.</i>
Citywide	Not given	Driver feedback signs	These could read "beware of school kids" at 3pm, "beware of pedestrians" and "beware of cyclists", not just speed. A huge amount of awareness-raising needs to happen; cars are not the only road users!	<i>Driver feedback signs can display messages only as speed indicators. Messages will be considered when driver feedback signs are installed.</i>
Citywide	Not given	Remove all intersection signage	While I commend the desire to reduce accidents by reducing speeds, have you thought of trying the system invented in the Netherlands, where they actually remove all signs at intersections, force people to slow down and make eye contact etc. Is Wellington ready for this? You could trial this in an older suburb that has lots of intersections and is not a main thoroughfare suburb. Seatoun and Island Bay would be likely contenders. Newtown and Berhampore might be worth trying too.	<i>Systems from overseas have little resemblance to Wellington streets. Speeds are currently too high and streets are inappropriate for this type of traffic-calming. We would need to engineer speeds first and foremost. We will look into whether signage on local streets is needed.</i>
Citywide	Not given	Traffic-calming	Please take buses into consideration when contemplating adding obstructions on the streets (kerb extensions etc) - they have a difficult job as it is with Wellington's narrow streets.	<i>All engineering measures consider bus manoeuvres. Go Wellington will be involved during the detailed design stages.</i>
Citywide	High	Cycle lanes	Narrowing roads intermittently is a huge cycle hazard. Cycle lanes need to be given priority. If combined with bus lanes then the lane needs to be wide enough to allow both to pass safely.	<i>Cycle lanes in bus lanes are being looked into as part of the bus priority scheme project.</i>
Citywide	Medium	Ineffectiveness of speed humps with regard to 4WD vehicles	I have personally witnessed the ineffectiveness of speed bumps with regard to 4WD vehicles, with the drivers of these vehicles revelling in the fact that they can traverse speed humps at high velocity, and using this fact in part to justify owning such a vehicle in an urban environment. To this end I would suggest using the chicane/speed bump combination over the stand alone speed bump.	<i>Speed humps are designed to slow all vehicle speeds, driving over them in a 4WD too quickly does cause discomfort to the driver and damage to the vehicle. Chicanes need wider road width to be installed and the removal of on-street parking spaces.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Citywide	Not given	Citywide cycle strategy	This should be included in the cycle awareness campaign and incorporated with the road engineering.	<i>Agree. Where possible, road engineering is incorporated.</i>
Citywide	Not given	Retest drivers	Drivers should also be regularly re-tested, at least on their knowledge of the road code. While we realise that this isn't something that Wellington City Council can make happen, we ask that you raise this issue with central government. It affects the well-being of our city.	<i>This is outside the scope of works for SaferRoads. Central government decides on these issues.</i>
Citywide	Not given	Detector loops	At all traffic signals, the detector loops should be sensitive enough to pick up the fact that a cyclist is waiting. Signal phasing should be much quicker (preferably the whole cycle should happen within a minute) so that waiting times are not so long – it isn't such an issue waiting for 1.5 minutes if you are sheltered by a car, but it can be unpleasantly long if you are a cyclist or pedestrian.	<i>Traffic phasing of signals will be arranged so that all traffic have a fair opportunity to cross or travel through all intersections.</i>
Colombo Street	Not given	Reduce commuter parking	Reduce commuter parking here and have a mixture of residents and paid parking.	<i>The current parking review will give guidelines to Council officers regarding the resident's parking spaces.</i>
Colombo Street/Adelaide Road corner	Medium	Visibility issue	In the option of left hand turn only into Adelaide Road, the issue of visibility needs to be addressed. Cars parked to the north of Colombo Street on the eastern side of Adelaide Road prevent drivers exiting Colombo Street seeing southbound traffic.	<i>The option prohibits vehicles exiting Colombo Street as visibility issues are prevalent with its current format.</i>
Colombo Street/Adelaide Road junction	Not given	Medium	Keep Colombo Street/Adelaide Road junction monitored by traffic patrols against parking on stripes.	<i>It is proposed to change the current intersection layout as safety, parking and enforcement is an issue with the current layout.</i>
Constable Street	Not given	Bus stop	The bus stop from the south side of Constable Street at Coromandel Street should be moved 10 or 20 metres up the hill to improve visibility for traffic turning from Coromandel Street into Constable Street.	<i>We are working with Go Wellington and affected residents and the local dairy to see if improvements can be made to the current arrangement.</i>
Constable Street	Not given	Peak hour clearways	Peak hour clearways from 7am – 9am and 4pm – 6pm on alternate sides of the road from Riddiford Street to Daniell Street.	<i>Peak hour clearways will be considered as part of the bus priority scheme project.</i>
Constable Street	High	Combined cycle/ pedestrian pathway	This is a very dangerous street to cycle. I would propose a combined cycle/ pedestrian pathway on this street with cars to give way to cycles and pedestrians at crossings. Pedestrian and cycle activated lights might be installed. Constable Street is the main connection for cyclists between Kilbirnie, Miramar and Newtown. I feel very vulnerable cycling this street, parked cars force one out into the traffic, which because the road is narrow, cars are very reluctant to give you room I have had a number of close calls on this street, I now cycle on the footpaths.	<i>Council acknowledges that our transport corridors are not always of sufficient width to accommodate all modes of transport safely. We constantly try to balance the risks associated with vulnerable road users. We are looking at making Wilson Street a preferred cycle route with intersection changes and a lower speed limit.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Constable Street	Medium	Bus priority	Popular bus route. Cyclists could also use a separate lane.	<i>This will be considered as part of the bus priority scheme project.</i>
Constable Street	High	Shared bike and pedestrian path	Constable Street is too narrow with parked cars on each side and buses coming through regularly.	<i>Shared cycle and pedestrian paths will be considered as part of the Council's Cycling Policy.</i>
Constable Street	Not given	Parking	Should limit parking on Constable Street as it is too narrow and is dangerous for cyclists.	<i>There is insufficient room to provide cycle lanes that meet best practice on Constable Street. Cycle lanes are being looked into as part of the bus priority scheme.</i>
Constable Street	High	Reduce footpath widths	Investigation could be made into reducing both footpath widths to give the road/cycle users more room whilst leaving parking on both sides – the parked cars provide safety for pedestrians. This is the road indicated with the accidents; traffic lights will assist this for both vehicles and pedestrians. However, as the road is narrow in parts for such a high use road, a couple of feet of additional width would provide greater visibility and more room for cyclists. Maintaining the parking on both sides provides protection to pedestrians and parking for residents.	<i>To widen the road and reduce the footpath widths would incur considerable costs which are well beyond the SaferRoads programme budget.</i>
Constable Street/ Coromandel Street	High	Roundabout	Roundabout instead of traffic lights.	<i>Roundabouts are not appropriate on Constable Street due to the very limited space available to provide an effective roundabout that at the same time wouldn't restrict traffic flow. Traffic signals provide the safest junction control for all road users.</i>
Constable Street/ Coromandel Street	High	Central lane for right turning	Surely traffic lights will create a significant disruption to the traffic flow? Would a central lane for right turning and bleeding in traffic be better? It would still allow turning but wouldn't slow the traffic.	<i>All of the traffic signals will be coordinated to manage traffic flow. Traffic signals provide the safest junction control for all road users.</i>
Constable Street/Owen Street	High	Roundabout	Roundabout instead of traffic lights.	<i>Roundabouts are not appropriate on Constable Street due to the very limited space available to provide an effective roundabout that at the same time wouldn't restrict traffic flow. Traffic signals provide the safest junction control for all road users.</i>
Constable Street/Owen Street	High	Central lane for right turning	Surely traffic lights will create a significant disruption to the traffic flow? Would a central lane for right turning and bleeding in traffic would be better? It would still allow turning but wouldn't slow the traffic.	<i>All of the traffic signals will be coordinated to manage traffic flow. Traffic signals provide the safest junction control for all road users.</i>
Daniell Street/Constable Street intersection	Not given	An extra turning lane on all corners which will allow traffic to go straight ahead by using either one of two lanes	There is good reason for traffic turning into Daniell Street – this is not going to go away even if the 40kmh restriction is introduced. This street is used: (i) to avoid the narrow busy “main street” (ie cars turning left and right or stopping to park on the main street by the New World and McDonalds) (ii) in some cases would this not be advantageous for the pedestrians in “main street” Newtown by the New World ...to	<i>There is insufficient road width on Constable Street to create extra turning bays. Traffic signals and traffic-calming measures in Daniell Street and Normanby Street are to manage vehicles taking short cuts through the residential areas and encourage rat-running traffic back on to the appropriate collector road.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Daniell Street/Constable Street intersection (continued)	Not given	An extra turning lane on all corners which will allow traffic to go straight ahead by using either one of two lanes	<p>minimise an already busy narrow shopping area street (iii) to access the New World carpark (this access is safer than the “main street” of Newtown - due to having to have three eyes in three places. If turning left into Normanby Street heading towards the zoo you need to look left for the pedestrians crossing Normanby Street who do not look, they just walk out (this has increased since the kerbside has been added) and then right for turning traffic and then behind for traffic that is going straight ahead; hence a lot safer to go Daniell Street then right into Normanby Street then right into the New World carpark. Why is turning traffic out of the New World carpark going onto a speed hump??? Is this safe? This area is naturally calmed by access to the New World carpark. Was there any study actioned out of business hours and when it is dark – as this is one spot that has a different traffic flow after working hours and at night? (iv) for access to the businesses within the street and the south end of Newtown (v) for access to the services heading north ie churches, hospital and school (vi) by the traffic that is bypassing through Newtown to the suburbs in the south (vii) and lastly, people will use this street to avoid traffic lights. Hence the reasons will not go away therefore let’s make it user-friendly for all users and ratepayers, not just the pedestrians. This would keep the traffic flowing especially with the increase of proposed traffic lights. It would also assist in peak hours or traffic jams. In regards to the suggested two changes the existing pedestrian kerbside would not be required to control the traffic which is such a tight turn when one turns into Daniell Street towards Mein Street. This actually puts the drivers at risk as it forces turning traffic into the path of oncoming traffic. (In peak times it is easier for drivers who can not cross the busy traffic when leaving the petrol station to turn left into Constable Street then left into the tight entrance of Daniell Street heading towards Mein Street).</p>	<i>Please see comments on previous page.</i>
Daniell Street/Constable Street intersection	Not given	A diagonal crossing	<p>This highly used crossing joins one side of Newtown to the other. (i) Daniell Street going towards the hospital; is the back street entrance to school, entrance to a busy church and the hospital. (ii) Daniell Street going towards the</p>	<i>This busy intersection has a high concentration of vulnerable school-aged pedestrians and provisions to help them cross the road safely are required. We have to balance the need to provide a safe crossing point for pedestrians and provide traffic flow on collector roads.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Daniell Street/Constable Street intersection (continued)	Not given	A diagonal crossing	zoo: Is the access to the zoo, misses the town centre (minimises passing through traffic in the Newtown centre allowing a more pleasant experience for the pedestrians), accesses to businesses and access to the New World carpark. People walk this way to bypass the busy town area. It would minimise the need for people on the Kilbirnie/Regent Park side (zoo end) of Daniell Street who feel they have to cross Daniell Street (which is so busy due to the many streets that feed into Daniell Street within a short period of space) before they get to the traffic lights at the corner of Daniell and Constable streets. The suggested two changes; the existing pedestrian kerbside would not be required to control the traffic which is such a tight turn when one turns into Daniell Street towards Mein Street. This actually puts the drivers at risk as it forces turning traffic into the path of oncoming traffic. (Peak times it is easier for drivers who can't cross the busy traffic; when leaving the petrol station; to turn left into Constable Street then left into the tight entrance of Daniell Street heading towards Mein Street).	<i>The phasing of these signals at this intersection will be arranged so that all road users have a fair opportunity to cross or travel safely through the intersection.</i>
Dawson Street/Adelaide Road intersection	Not given	Improved visibility	It's often a matter of guesswork when turning right into Adelaide Road from Dawson Street. Drivers can't see what's coming from Island Bay direction and so have to make a quick acceleration to get onto Adelaide Road towards town. At present, parked cars, especially big utes and SUVs block visibility. These are parked on Adelaide Road too near the corner of Dawson Street. Perhaps the parking area can be moved further away from Dawson Street to give us a clear view of what traffic is coming from Island Bay.	<i>The topography in Dawson Street makes improvements to this intersection difficult to address. We would have to remove a significant amount of on-street parking along Adelaide Road to get the desired sight distance.</i>
Donald McLean Street and Daniell Street corner	High	Stop sign	I would like to see a stop sign here instead of a give way sign. I see too many cars not even giving way. They seem to think they will just sneak through as cars are going over the hump coming down Daniell Street.	<i>All intersections will be controlled either by a give way or stop control.</i>
Farnham Street	Not given	Speed limit enforcement and other traffic-calming measures	Farnham Street is a through route from Brooklyn to Berhampore. It is a steep street with cars parked on both sides of the road as few houses have off-street parking. Cars are driving fast up and down the middle of the road which is dangerous for other cars and pedestrians trying to cross the road.	<i>Farnham Street is outside the scope of works for this part of the SaferRoads programme. We will look at traffic-calming in Farnham Street through our minor safety works programme.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Hall Street/Riddiford Street intersection	High	Monitoring lights	I've nearly been hit twice by cars not stopping at red lights crossing Riddiford Street to collect children from Newtown School. It's a dangerous intersection for pedestrians.	<i>We will install signage advising vehicles to give way to pedestrians. We will also look into giving pedestrians green time before vehicles.</i>
Herald Street	High	Speed humps	Herald Street is a quiet residential street with a number of families with young children. The street is quite steep and drivers often use it as a through route between Rintoul Street and Russell Terrace, driving far too fast down the hill then accelerating up the other side. It needs speed humps to discourage this dangerous practice. We think that speed humps would be more effective in reducing speed and safer for cyclists than the proposed kerb extensions.	<i>The provision of speed humps on Herald Street, particularly on the steeper section may cause vehicles to lose control creating a crash history that currently doesn't exist for this street. Lower speed limits are being considered to help cyclists.</i>
Herald Street and Rintoul Street	High	Concurve mirror	To allow visual access to oncoming traffic over the rise onto Luxford Street. When entering Herald Street crossing Rintoul Street can be hazardous as traffic is difficult to see/hear coming over the rise and down Rintoul Street. This is used by kids and families alike travelling to schools. For example, SWIS and Berhampore Primary; traffic will often speed down Rintoul Street with limited visibility over the rise making stopping difficult.	<i>Improvements to this intersection will help with visibility issues. Crossing points for pedestrians are to be located in Herald Street, Rintoul Street and Luxford Street. This will significantly improve safety for children attending the local schools.</i>
Herald Street/Riddiford Street intersection	Not given	Speed humps, crossing or kerb extension	We walk this way to school. It is hard to cross as the cars have a blind spot going over the hill from the south. If they are speeding there isn't enough time for them to slow down if we are crossing the road.	<i>We have improved crossing points along Herald Street. Proposed lower speed limits are also being considered.</i>
Hiropi Street	Medium	Remove tree outside number 13	To allow parking space in front of property – ties in with angle parking suggested in the Council proposal.	<i>Local streets should have streetscape appeal and not be dominated by parking.</i>
Hiropi Street	High	Chicane or speed hump with plantings after number 13	To slow traffic heading to the end of the street. In particular, traffic heading to the rear townhouses/village drive extremely fast – many younger children all along the street cross the road and speeds are excessive and dangerous. Humps/chicane would force traffic to slow.	<i>We will look into traffic-calming measures in Hiropi Street once we have surveyed vehicle speeds and volume through here.</i>
Hiropi Street	Not given	Improve visibility	Visibility exiting Hiropi Street right is poor due to parking on Constable Street. Could install a mirror on the opposite side of the road to assist.	<i>We are proposing to install a give way control with better forward visibility at this intersection.</i>
Intersection of Rintoul Street and Luxford/Milton streets	High	Pedestrian refuge	If we are trying to improve pedestrian safety in Newtown and Berhampore it makes sense to be conscious of the pedestrian links between these two suburbs. There is such a link which goes from Newtown Park through towards Berhampore School and crosses both these busy and hard to cross streets.	<i>We are proposing three crossing points around this intersection and installing traffic signals at the Rintoul Street/Waripori Street intersection to greatly improve pedestrian safety here.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Island Bay to CBD	High	Off-road cycle route from Island Bay to the CBD	Cycling is a great commuting option in Wellington. It gets more cars off the road and is better for health and environmental reasons. It is becoming extremely scary to bike through Berhampore and Newtown because of both people/awareness factors and road design factors.	<i>The Council is currently developing a Cycling Policy and off-road cycle routes will be addressed within this.</i>
John Street	High	Cyclist signs	Watch for cyclist's signs or "Give cyclist's priority" at traffic lights - particularly at the big John Street intersection.	<i>Cycle signage could have some temporary benefit but would quickly be ignored as drivers revert back to what they know.</i>
Lavaud Street by the park	High	Widen road	The whole road needs to be widened. It gets jammed every weekend.	<i>To widen the road would incur considerable costs well beyond the SaferRoads budget. This problem only occurs for a short period of time over the weekend.</i>
Luxford Street	Not given	Stop sign	People don't read the stop sign for turning right from Luxford Street to Rintoul Street. They can not see the sign and few apply the right-hand rule of the Road Code.	<i>The proposed intersection design will improve safety for right turning vehicles.</i>
Luxford Street to Rintoul Street	Not given	Designated cycling route	Route should be formalised and sign-posted as a cycling route, in particular making them more pleasant for cycling on. Many cyclists from Island Bay will use Adelaide Road, but the hill puts some current (and probably most potential) cyclists off. Should be a good alternative route available, this one is much flatter, and has the advantage of connecting with the Newtown shops. It should definitely not be a 50kmh area.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore when it is considered within an overall strategy.</i>
Luxford Street to Berhampore Golf Course	Not given	Dual use footpath/cycle path	Cyclists find this section of road from Berhampore Golf Course to Luxford Street is too narrow to ride comfortably along with passing buses, so they ride on the footpath. They also ride on the footpath on the uphill section towards Macalister Park, as cycle speed is very slow, car speeds fast, and the road narrow. Can parking be restricted during peak hours? Can anything else be done to improve cycle safety?	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore when it is considered within an overall strategy.</i>
Mein Street	Not given	Traffic-calming	The speed and volume of traffic are excessive between Riddiford and Coromandel streets, especially during peak hours. The street is lined on both sides with parked cars, which restricts visibility for vehicles and pedestrians leaving the hospital entrance. There are no pedestrian crossings apart from at the Riddiford Street intersection. Need some form of traffic-calming, in particular, some form of speed restraint/raised pedestrian crossing at the hospital entrance/Minerva Street. Further up Mein Street at the intersection of Coromandel Street, traffic speeds are also too fast. Visibility for drivers turning from Coromandel Street into	<i>We have plans to install pedestrian crossing points in Mein Street. We are proposing a reduced speed limit to 40kmh to improve safety for all road users. The proposed plan is to relocate existing parking spaces, install raised centre islands and improvements to all intersections along Mein Street.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Mein Street (continued)	Not given	Traffic-calming	Mein Street is restricted. Recommend moving one parking space (on southwest corner) and reducing height of shrubs in corner beds. Several near misses have been seen here.	<i>Please see previous page for comments.</i>
Mein Street	High	Removal of parking	Remove parking spaces on one side of Mein Street between Daniell Street, Owen Street and Coromandel Street near the intersection. It isn't currently wide enough for two cars without the possibility of mirrors being hit, cyclists being jammed in and car doors opening and being hit. The theory that a narrow street makes driver's drive slower is unrealistic. I often walk down Mein Street and some drivers are speeding, mainly after the speed hump.	<i>We have plans to install pedestrian crossing points in Mein Street. We are proposing a reduced speed limit to 40kmh to improve safety for all road users. The proposed plan is to relocate existing parking spaces, install raised centre islands and improvements to all intersections along Mein Street.</i>
Mein Street between Daniell Street and Riddiford Street	High	Remove on-street parking	To improve sight lines for crossing Mein Street.	<i>We have plans to install pedestrian crossing points in Mein Street. We are proposing a reduced speed limit to 40kmh to improve safety for all road users. The proposed plan is to relocate existing parking spaces, install raised centre islands and improvements to all intersections along Mein Street.</i>
Mt Albert Road	High	Widen road	To give vehicles and cyclists more room to negotiate the blind corner. Widen Mt. Albert Road down the bottom alongside the park to allow kerbside parking on the western side of the street alongside the park. Vehicles used to transport players to weekend sports games in Martin Luckie Park have resorted to parking up the bank on the other side of the road because there is not enough room for them all along Lavaud Street (it is not feasible to suggest they should all be using public transport to and from their games – weekend bus services are just not frequent enough).	<i>To widen sections of Mt. Albert Road would incur considerable costs well beyond the budget for SaferRoads. Vehicle parking around local streets on Saturdays are for a short period of time only, with no difficulties at other times.</i>
Newtown Avenue	Not given	One way street	Consider making one-way.	<i>Residents and businesses in Newtown Avenue and Normanby Street requested traffic-calming in the residential part of the streets to stop rat-running but didn't want a one-way system in place due to concerns over the increase in speed and extra journey time.</i>
Newtown	Medium	Residents parking	This could provide some revenue for making Newtown's roads safer and prevent congestion of residential streets.	<i>We are currently reviewing the parking in Newtown which covers requests for more residents parking.</i>
Newtown School	Not given	40kmh flashing signs	Installing temporary 40kmh "flashing signs" outside schools. These limits are activated by the school and are only operational in the morning and afternoon periods when students are arriving/leaving school.	<i>Currently the criteria set out by the New Zealand Transport Agency for installing these signs isn't met at this school. The driver feedback signs outside the school area can display messages as well as the speeds of vehicles.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Newtown and Berhampore	Not given	Increased use of engineering measures	Increasing engineering control measures (eg judder bars) on residential streets to lower speeds and discourage rat-running.	<i>Speed humps are being proposed where local residents have requested them due to speed and rat-running. We consider all road users when installing speed humps along streets and are aware of the opinion that too many installed would not be of benefit to motorists.</i>
Newtown and Berhampore	Not given	Parking	Please prepare residents in Newtown that main streets will be needed for bus priority lanes, eg Rintoul Street, Constable Street, Adelaide Road etc. Streetside parking in congested thoroughfare suburbs like Berhampore and Newtown is going to need to be eliminated – it is not a divine right after all.	<i>The bus priority scheme will look into dedicated bus lanes in peak times, which would affect on-street parking.</i>
Newtown and Berhampore	Not given	Street signage/furniture	Must be well designed and placed appropriately.	<i>Agree with comments. This will be done.</i>
Newtown and Berhampore	Not given	Parking enforcement	Please include illegal parking on corners which makes intersections unsafe. Put roadmarkings in and then enforce them.	<i>Agree with comments. This will be done.</i>
Newtown and Berhampore	Not given	Streetscape	Street planting needs to be done with the future growth in mind so that they are not of inappropriate height, density and are therefore savagely cut/removed in a short time span. If decorative grillwork, rails are used, they need (where placed around trees) to be checked as trees expand. Most of the trees on Riddiford Street are now strangled by the decorative grilles which are now into the tree boles.	<i>As part of the SaferRoads programme for Newtown and Berhampore, landscaping will be included where possible to fit the existing streetscape into the design. Ongoing maintenance will be carried out in conjunction with Parks and Gardens staff.</i>
Newtown and Berhampore	Not given	Roadmarking paint	Please could Council consider cyclists when choosing their paint supplier, and use non-slip paint on all roadmarkings.	<i>All selected painted roadmarkings consider all road users.</i>
Newtown and Berhampore	High	Cycle lanes	Where are they? Especially on Rintoul Street. Try biking up this in peak hour with buses etc. Please can you consider cyclists, they are increasing in numbers as cheap oil disappears.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Newtown and Berhampore	Not given	Safe routes	Have child and bicycle safe routes.	<i>We have the Safer Routes to School programme which improves safety to all schools in Newtown and Berhampore. The proposed lower speed limits will increase the safety to vulnerable road users.</i>
Newtown and Berhampore	High	Improvement to road layouts for safer cycling	A major improvement in road layouts to enable and encourage cyclists. Cyclists from children to adults need safe, smooth-flowing routes that don't push them into traffic at odd moments or at the end of cycle lanes (as seen at eg Adelaide Road/Basin Reserve). Newtown streets are narrow and crowded and leave little room for error by cyclists or drivers. Yet is a compact suburb, well suited to cycling and pedestrians. A full re-design of the plan should create alternative cycle routes separate from main traffic lanes.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Newtown and Berhampore	High	Cycle lanes	Where a cycle lane crosses side streets, it must be well-marked with cycle symbols and coloured asphalt, to alert drivers entering or exiting the side streets to the fact that cyclists may be there.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Newtown and Berhampore	High	Cycle lanes	Too many cars on the road. We give priority to cars, instead we should be discouraging cars and increasing public transport, walking and cycling. As petrol goes up and we have to reduce car emissions these measures will be essential. Will also make roads safer.	<i>The Council is encouraging increased use of public transport, walking and cycling. The Cycling Policy aims to improve the safety and convenience of cycling and cycling facilities throughout the city.</i>
Newtown and Berhampore	Not given	Monitoring cyclist numbers	We ask Council to undertake regular monitoring of cyclist numbers on the different sections of the southern corridor, to provide good baseline data on volumes of traffic at various times of day, and to monitor increases/decreases over time.	<i>Regular monitoring of cycle numbers is being considered as part of the Council's Cycling Policy.</i>
Newtown and Berhampore	High	Parking	Parking is at a premium on most streets so it is important to try to avoid taking too many parking spaces out with the calming measures. This is particularly important as the area's population intensifies.	<i>Safety issues especially around intersections override on-street parking spaces. Roads are designed for traffic flow and on-street parking is permitted where possible.</i>
Newtown and Berhampore	Not given	More cycle lanes where possible	Help to educate motorists that cyclists need space and have rights (remember don't burst their bubble campaign). Where cycle lanes aren't possible move the inside lane 30-600 away from the kerb. Moving the inside lane marking will move motorists away from the kerblines and give cyclists a little more space. Narrowing the lane will help slow traffic and help to provide your desired speed reduction.	<i>Ongoing education campaigns to all road users. The Council acknowledges that our transport corridors are not always of sufficient width to accommodate all modes of transport. We constantly try to balance the risks and needs associated with travel.</i>
Newtown and Berhampore	Not given	More shared use of off-road pathways	On narrow, winding uphill roads where there is under utilised footpaths such as Hutchison Road, these should be considered for a shared use pathway.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Newtown and Berhampore	Not given	Roadmarkings for cycle safety	Because there are no cycle markings at all on the roads in Newtown, motorists are not prompted to think about watching for cyclists. It's not surprising if the prevailing attitude of motorists is that cyclists should take second place on the road, and that it is entirely the cyclist's responsibility to keep out of the way of vehicle traffic at intersections. Appropriate roadmarkings would change these assumptions. There are currently a lot of cyclists in Newtown, many of them travelling to and from Wellington Hospital (60-70 staff cycle to work on the average weekday). We ask Council to mark out designated road space for cyclists at key	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Newtown and Berhampore (continued)	Not given	Roadmarkings for cycle safety	intersections on the southern corridor, following LTNZ approved guidelines.	<i>See previous page for comments.</i>
Newtown and Berhampore	Not given	Signs	We would like to see all pedestrian shortcuts, steps and walkways clearly signposted so that people on foot can find them easily. There are many such pedestrian ways in Newtown, and they are safer, more pleasant and quicker for people walking. Roads which are sign posted "No Exit" but have a pedestrian exit at the end, should be marked "No Exit for Cars" or "Pedestrian Exit Only".	<i>We will work with Living Streets to identify pedestrian ways. All signs that are installed will be in keeping with the existing streetscape.</i>
Newtown and Berhampore	Not given	On-street parking	I support the removal of on-street parking in order to make space for cycle lanes. As traffic volumes decline there is less demand for on-street parking. Safety ought not to be traded off for the convenience of people who want to park on public property.	<i>Removing on-street parking in order to replace it with cycle lanes should wait until the Council's Cycling Policy has been adopted so it can be considered within an overall strategy.</i>
Newtown and Berhampore	Not given	Lane width	Traffic lanes should either be 3m wide, to prevent motorists passing cyclists, or 4.2 m to allow safe passing. Lane widths between three and 4.2m creates uncertainty - "Can I squeeze past here?" - and I believe is the prime reason more people do not cycle in Wellington. I was hit by a car whose driver told me they were trying to pass within the centreline. The lane just wasn't wide enough.	<i>Traffic lanes on collector and principal routes are 3.5m. Any less than this and delays will be encountered. We have to consider who uses these roads. 4.2m- wide lane widths will create speed issues.</i>
Newtown and Berhampore	Not given	Education campaigns	A comprehensive 'share the road' campaign, to educate motorists, cyclists and walkers to be aware of each other's needs is a high priority. A 'don't burst my bubble' campaign aimed at drivers, to show them how to behave around cyclists, should be run each year. Bus, taxi and truck drivers in particular need an education and awareness programme. Bus drivers are professionals, and should behave better than the average motorist. Campaigns to remind drivers and car passengers to look before opening doors should be run as part of this Safer Roads programme. Cyclists also need to be educated about issues like riding predictably and not skimming alongside parked cars. The variable message signs are a good idea, but speed cameras and red light cameras also need to be an integral part of the Safer Routes programme.	<i>The Council has ongoing safety education campaigns covering all road users. SaferRoads considers vulnerable road users in Newtown and Berhampore.</i>
Newtown and Berhampore	Not given	Education campaigns	Alongside the engineering changes, a high priority is to run a comprehensive 'share the road' campaign, to educate motorists, cyclists and pedestrians to be aware of each other's needs. A 'don't burst my bubble' campaign,	<i>The Council has ongoing safety education campaigns covering all road users. SaferRoads considers vulnerable road users in Newtown and Berhampore.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Newtown and Berhampore (continued)	Not given	Education campaigns	police campaigns targeting motorist behaviour, and speed cameras need to be an integral part of the Safer Routes programme.	<i>Please see comments on previous page.</i>
Newtown and Berhampore	Not given	Advance waiting boxes and cycle-specific green light	Advance waiting boxes for cyclists at traffic signals (with a lead-in cycle lane) should be installed as a matter of course. Particular places to start are the Constable/Riddiford intersection, Luxford/Adelaide intersection, Waripori/Rintoul intersection (particularly on Waripori Street where there is a separate left turn lane), and Rintoul/Riddiford intersection. Also at Constable/Coromandel intersection, particularly for traffic heading west, to make it easier for cyclists to turn right into Coromandel Street to access Wilson Street (and the cycle route as above). These markings are also better for pedestrian safety, since they pull the cars back further from the pedestrian crossings. Along with the advance waiting boxes, there should be a cycle-specific green light that gives the cyclists a couple of seconds lead time to get through the intersection ahead of the motor vehicles. Intersections are a particular danger point for cyclists, and anything that makes them more visible to motorists and gets them out of the way of turning vehicles is good.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i> <i>The phasing of traffic signals should be arranged so that all traffic has a fair opportunity to cross or travel through the intersection.</i>
Newtown and Berhampore	Not given	Advance waiting boxes and cycle-specific green light	Advance waiting boxes for cyclists at all traffic signals (with a lead-in cycle lane) should be installed. These markings are also better for pedestrian safety, since they pull the cars back further from the pedestrian crossings. Along with the advance waiting boxes, there should be a cycle-specific green light that gives the cyclists a few seconds lead time to get through the intersection ahead of the motor vehicles. Intersections are a particular danger point for cyclists, and anything that makes them more visible to motorists and gets them out of the way of turning vehicles is good. At all traffic signals, the detector loops should be sensitive enough to pick up the fact that a cyclist is waiting.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i> <i>The phasing of traffic signals should be arranged so that all traffic has a fair opportunity to cross or travel through the intersection.</i>
Newtown and Berhampore	Not given	Reduce uncontrolled intersections	Reducing the number of uncontrolled intersections and restricting turning movements at other intersections.	<i>All intersections will be controlled with either a give way or stop control.</i>
Newtown and Berhampore	Not given	Stop rat-running	Where there is a known problem with rat-running (eg Mein and Coromandel streets, Daniell/Normanby/Donald Mclean streets, and probably others), the roads should preferably be closed to through traffic (with cycle bypasses) or	<i>The closing of streets to stop rat-running generally doesn't solve the problem it just moves it on to nearby streets.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Newtown and Berhampore (continued)	Not given	Stop rat-running	maybe have single lane carriageway chicanes with cycle bypasses (which would enable residents to get access but force opposing traffic to negotiate right of way). Both of these solutions are used overseas.	<i>Traffic-calming measures proposed in these streets along with lower speed limits on local streets will reduce rat-running and improve safety.</i>
Newtown and Berhampore	Not given	Speed humps	These should be gentle to slow down, not damage the car suspension.	<i>Speed humps have a standard design and vehicle suspensions are damaged if travelled over at inappropriate speeds.</i>
Newtown and Berhampore	Not given	Traffic signal light phasing	With the new traffic signals on Constable Street (Owen and Coromandel streets) the lights should be phased to suit the desired speed. When drivers see a row of green lights ahead, it encourages them to hurry, to try to get through all sets of traffic signals before they turn red. This may seem a small detail, but it makes a big difference to the functioning of the system.	<i>All of the traffic signals will be coordinated to manage traffic flow efficiently.</i>
Newtown and Berhampore	Not given	Shared footpaths	We would like you to consider designating footpaths as shared pedestrian-cyclist spaces on narrow, winding and hilly roads, for uphill cyclists only. The speed that a cyclist travels up is not much different from walking pace. Hornsey Road is a good example of where this may work.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Newtown and Berhampore	Not given	Safe cycle routes	Constable Street with its narrow width and heavy traffic including buses is completely unsuitable for cyclists. I understand WCC are looking at making the parallel street to Wilson Street the safe cycle route and support this initiative. Peak hour clearways on Riddiford Street (from Constable Street to Adelaide Road) will increase cycle safety by eliminating the risk of parked vehicles opening doors on cyclists.	<i>We are considering making Wilson Street a preferred cycle route through Newtown. Riddiford Street and Constable Street (uphill) would be safer for cyclists when the bus priority project installs designated bus lanes during peak times which can also be used by cyclists.</i>
Newtown and Berhampore	Not given	Look for other opportunities to put in cycle lanes	We also ask that you look for other opportunities to put in cycle lanes of a recommended standard such as on Luxford Street. These help to remind drivers cyclists are using these roads too. Where there is no space for a standard cycle lane, we ask that you move the inside lane marking in towards the centreline (leaving just a 3m lane width). This gives cyclists a little space and the narrower lanes help to reduce driver speeds. It would need to be done in conjunction with yellow no stopping lines so motorists don't think they can park there. This can be done on all streets; it is just a lane marking, so over-dimension vehicles (eg on Constable Street and Adelaide Road) can use the extra width when needed.	<i>Cycle lanes in isolation have safety issues attached. The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Newtown and Berhampore main routes	High	Cycle lanes	Needed on main routes such as Adelaide Road, Rintoul Street and Constable Street. People need to be encouraged to use bikes as transport options by providing safer riding. Currently, riding on Berhampore's narrow roads is very dangerous. More cycle lanes are needed – promote cycling as a safe option.	<i>The current bus priority scheme looks into allowing cyclists in bus lanes. Extra cycle lanes should wait until the Council's Cycling Policy has been adopted so they can be considered within an overall strategy.</i>
Newtown and Hataitai	High	Pedestrian way between here	You can not walk safely between Newtown and Hataitai. Many of us do from Newtown to Kilbirnie School and Hataitai Playcentre. It is especially bad crossing at the roundabout at the end of Constable Street – try it with a pram in rush hour! A few playcentre people drive for this very reason as it is safer.	<i>We are proposing crossing points in Constable Street to improve safety and a pedestrian crossing is being installed at Kilbirnie Crescent/Duncan Terrace to help children attending Kilbirnie School and Hataitai Playcentre.</i>
Normanby Street	Not given	One way street	Consider making this one-way.	<i>Residents and businesses in Newtown Avenue and Normanby Street requested traffic-calming in the residential part of the streets to stop rat-running but didn't want a one-way system in place due to concerns over the increase in speed and extra journey time.</i>
Owen Street	High	Speed humps	Should be larger – same form as north side Wilson/Daniell streets; that hump really works.	<i>Speed hump profiles are a standard design.</i>
Owen Street (Zoo end)	High	Speed	Please could you look at the speed here? Trucks, big and small, motor vehicles, cars, vans etc speed around the blind bend outside 212, 214, 216 etc. To back out of our little drive (214) is really unsafe. There have been some very close calls, near bad accidents on this corner.	<i>We will look into speeds on this section of Owen Street. The crash history has been investigated and there have been no reported crashes here in the past five years on this section of Owen Street.</i>
Owen Street/Wilson Street	High	Improve visibility	Do something to improve the visibility of car and pedestrians to traffic coming from Constable Street. Too many accidents and near misses are happening.	<i>Agree with comments. We have a proposal to remove on-street parking that park too close to intersections.</i>
Riddiford Street	Not given	Bus lane markings	The green bus lane needs to be marked as a dual-use bus/cycle lane so all parties are clear that it is intended for cycle use. It is heavily used.	<i>Current Council policy is to use road signs to indicate what vehicles are allowed to use bus lanes.</i>
Riddiford Street	Not given	Peak hour clearways	Peak hour clearways from 7am – 9am and 4pm to 6pm on alternate sides of the road from Mein Street to Constable Street.	<i>Peak hour clearways will be considered as part of the bus priority scheme project.</i>
Riddiford Street	Not given	Raised median	Consider a raised median on the length of Riddiford Street from Constable Street to Donald McLean Street.	<i>A raised median would not be of benefit to unrestrained passengers travelling by public transport. We are considering a change in road colour or pavers to coincide with any speed changes along Riddiford Street.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Riddiford Street	High	Cycle awareness signs	Newtown is the only place I've ever been knocked off my bike. It's a bit hair raising with shops, pedestrians, buses, cars etc. I think a few well placed signs "Watch for cyclists" signs would help. Or "Give cyclists priority" at traffic lights – particularly at the big John Street intersection.	<i>Cycle signage could have some temporary benefit but would quickly be ignored as drivers revert back to what they know.</i>
Riddiford Street	Not given	Hospital bus stop	Traffic speeds and volumes outside the hospital are consistently high, as it is a main through route. A large number of people travel to and from the hospital daily on the bus. Most of those using the northbound bus stop jay-walk across two lanes of fast moving traffic to get to or from the bus stop, as to use either of the controlled crossings involve a detour of 150-200m. A count of pedestrians entering and leaving the hospital on November 1st and 2nd 2005 showed that 50-60 people per hour are crossing the road adjacent to the hospital entrance. This situation is unacceptable, and is a serious road safety issue. A better solution needs to be found - please can Council provide hospital staff, patients and visitors with a safe access to this bus stop where it is needed. Can the traffic lights and pedestrian crossing be moved closer to the bus stop? Now that there is no hospital entrance beside them, there is no particular reason for them to stay in that position. Or construct a new bus stop (with more than two seats) a bit further south? Or at least construct a pedestrian refuge between north and southbound traffic?	<i>Currently this section of Riddiford Street is being upgraded as part of the Wellington hospital upgrade project. Traffic lanes, pedestrian crossings and bus stops are all subject to change within the project.</i>
Riddiford Street	High	Pedestrian crossing outside New World	There are large numbers of pedestrians crossing Riddiford Street outside New World. Currently there exists a refuge island, but with car parks (and the associated parking cars) either side and a lot of turning traffic from the McDonalds and Newtown Avenue, it is a fairly dangerous situation. I suggest a zebra crossing for this well trodden path, or at an absolute minimum, kerb extensions either side of the refuge island allowing safe entry and exit points for crossing the road.	<i>The recent upgrade in Riddiford Street resulted in major upgrades for pedestrians crossing with a wide flush median with protection for pedestrians. Surveys of pedestrians crossing Riddiford Street showed pedestrians were crossing anywhere along the road and wouldn't use a pedestrian crossing as much as they should.</i>
Riddiford Street	High	Dual carriageway	In front of hospital can now be a proper dual carriage nearly all the way to the Basin Reserve. Thought needs to be given to how to provide safety and room for cyclists. The road is about to be redone, so it makes sense to fully review what can be achieved for all modes of transport. Room and safety for cyclists is important	<i>Outside the scope of the SaferRoads programme.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Riddiford Street (continued)	High	Dual carriageway	especially where they wish to go straight and end up having to be squished in the middle of the two lanes (eg the Mein Street corner when going south, and John Street corner going north and south into Adelaide Street).	<i>See comments on previous page.</i>
Riddiford Street	High	Paving and contouring	Paving and contouring along Riddiford Street across the entrance to Wilson Street and others on the same side. This has been the cause of much confusion and many near misses as pedestrians (especially running toddlers and children, texting teenagers and others not being hyper-vigilant) see and feel no differentiation between the footpath they have been on and the road they cross. It seems to have been an aesthetic decision rather than a safe and practical one to do this in the first place.	<i>Raised platforms are primarily intended to manage speeds. When we have a mix of shared road space involving pedestrians and vehicles, it requires the creation of a low speed-calmed traffic environment. The installation of raised platforms has led to slower vehicle speeds and more awareness of pedestrians.</i>
Riddiford Street	Medium	Wilson Street sign in the island	As an occasional driver I find that the sign is unsafe as it blocks the clear view of oncoming traffic and therefore makes it harder to make a safe decision about when to cross into Wilson Street.	<i>Proposed changes to the Wilson Street island will remove the existing sign and improve safety at this intersection.</i>
Riddiford Street	High	Cycle lane	Widen the road to put in a cycle lane as Riddiford Street is dangerous to cycle along from Hall Street to Russell Terrace.	<i>To widen Riddiford Street we would have to reduce the footpath widths. This would incur considerable costs which are well beyond the budget of SaferRoads.</i>
Riddiford Street outside the hospital	Not given	Traffic signals	This stretch of road had 25 accidents including five injury accidents. The road is currently being widened so that there are two lanes in each direction. I would assume that traffic lights will be installed so that turning traffic and pedestrians can safely enter/leave this major facility.	<i>This section of Riddiford Street is currently being upgraded as part of the Wellington hospital upgrade project. Traffic signals are being installed as part of this project.</i>
Riddiford Street and Adelaide Road	High	Cycle lane	I cycle every day and would like a cycle lane along the main road - zoo (Mansfield Street) all the way down to the basin reserve, Adelaide Road, Riddiford Street. Also, the cycle lane provided along the side of the motorway (heading across Cuba Street) is useless since there are no on and off-ramps for cyclists where we need them. The kerbs get in the way and the traffic lights make the cycle lane vulnerable. It should be on the left-hand side not the right.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Riddiford Street/John Street/Adelaide Road	Not given	Intersection improvements	Can the awkward steps on the 'V' part be reconstructed with a ramp? They can not be negotiated easily by people with restricted mobility. I have seen a woman with a buggy wait for the red light cross signal, then wheel it out onto the road and back onto the footpath above the steps to go south up Adelaide Road. For cyclists riding up Adelaide Road towards the	<i>This intersection improvement is part of the Wellington hospital upgrade project and is outside the scope of the SaferRoads programme.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Riddiford Street/John Street/Adelaide Road (continued)	Not given	Intersection improvements	hospital, this intersection is hazardous. It is narrow, and without markings or a head start, cyclists are forced by passing buses and cars to ride in the gutter. The surface is very rough, and would benefit from maintenance. The gutter has a very cycle unfriendly sump grate in it; a staff member recently caught his wheel in this and had a fall here, but fortunately wasn't run over. This could be easily replaced. A head start traffic light would be useful here, long enough for cyclists to get around the corner – it's only a few metres. Cyclists riding south on Riddiford Street – it is unclear where they should position themselves to go straight ahead and avoid being cut off by left-turning traffic. Cars in the left lane do not always turn left up John Street, which complicates the situation. Cycle markings are badly needed here so cyclists are clear on where to position themselves, and drivers are clear on where to make room for them.	<i>Please see comments on previous page.</i>
Riddiford Street McDonalds/Mall	High	Pedestrian crossing	It could slow some of the traffic down who ignore the speed restrictions. It is also impossible to cross the road when traffic is heavy and there are no crossings for school children between Constable Street – south of Riddiford Street.	<i>The recent upgrade in Riddiford Street has resulted in major improvements for pedestrians and a slower speed environment to all road users.</i>
Riddiford Street outside Mr Bun	Low	Pedestrian crossing outside New World	This location currently has a kerb extension and refuge island, however given the traffic flow on this stretch of road it can take a long time to cross encouraging risk taking.	<i>The recent upgrade in Riddiford Street has resulted in major improvements for pedestrians and a slower speed environment to all road users.</i>
Riddiford Street, Mr Bun bus stop	High	Footpath bottleneck	There is a serious bottleneck in the high traffic footpath outside the Mr Bun bakery created by the indented bus stop. This bottleneck is made even tighter by the use of the footpath by a retailer for selling produce and flowers. I believe it is only a matter of time before somebody unwittingly steps out in front of a bus whilst trying to avoid the clogged up footpath. I have no practical suggestions to remove the indented bus stop, however the banning of the externalised grocery store in this instance would be a great improvement.	<i>All retailers are expected to adhere to the Council's Footpath Policy which has guidelines on what space shop frontages are allowed to occupy.</i>
Riddiford Street/current emergency entrance into hospital	Medium	Elevated footpath crossing	This is where the road level is increased to be level with the footpath (is often cobbled), creating in effect a speed bump for motorists and an informal right-of-way for pedestrians. It is often used on main routes with high foot traffic and intersects with minor side streets with low motorist traffic.	<i>Raised platforms are used where we have a mix of shared road space involving pedestrians and vehicles. They create a low speed environment resulting in lower vehicle speeds and more awareness from pedestrians.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Riddiford Street/Constable Street	Not given	Roadmarkings for cycle safety	Roadmarkings needed here for cycle safety, refer to Cycle Network and Route Planning Guide.	<i>Roadmarkings and signage could have some temporary benefit but would quickly be ignored as drivers revert back to what they know.</i>
Riddiford Street/Donald McLean Street	Low	Elevated footpath crossing	This is where the road level is increased to be level with the footpath (is often cobbled), creating in effect a speed bump for motorists and an informal right-of-way for pedestrians. It is often used on main routes with high foot traffic and intersects with minor side streets with low motorist traffic.	<i>Raised platforms are used where we have a mix of shared road space involving pedestrians and vehicles. They create a low speed environment resulting in lower vehicle speeds and more awareness from pedestrians.</i>
Riddiford Street/Mein Street	Not given	Head start for cyclists	Cyclists turning right (out of Mein Street) into Riddiford Street would benefit from a head start.	<i>The phasing of traffic signals will be arranged so that all traffic has a fair opportunity to cross or travel through the intersection.</i>
Riddiford Street/Mein Street	Not given	Pedestrian ramp improvements	Pedestrian ramps at this intersection – the 'V' is too deep for safe access by wheelchairs and mobility scooters. Pavement levels are dictated by manholes, so a raised threshold (as at Emmett Street) would be a good solution.	<i>This is a maintenance issue we have raised with the appropriate Council staff to be actioned.</i>
Riddiford Street/Mein Street	High	Red light camera	A staff member who uses the crossing between the Post Office and Newtown School corner daily regularly sees northbound cars turning right into Mein Street run the red light. This is a danger to pedestrians – they expect to be safe on the crossing, and drivers running the red light are often obscured behind buses waiting at the lights. I note that Council maps show the highest incident rate of any intersection in the study are here. It should receive high priority for a red light camera.	<i>We will install signage advising vehicles to give way to pedestrians. Police are aware of vehicles red light running throughout Wellington enforce appropriate measures.</i> <i>This intersection is on the Police priority list when red light cameras become available.</i>
Riddiford Street/Newtown Avenue	High	Elevated footpath crossing	This is where the road level is increased to be level with the footpath (is often cobbled), creating in effect a speed bump for motorists and an informal right-of-way for pedestrians. It is often used on main routes with high foot traffic and intersects with minor side streets with low motorist traffic.	<i>Raised platforms are used where we have a mix of shared road space involving pedestrians and vehicles. They create a low speed environment resulting in lower vehicle speeds and more awareness of pedestrians.</i>
Riddiford Street/Normanby Street	Medium	Elevated footpath crossing	This is where the road level is increased to be level with the footpath (is often cobbled), creating in effect a speed bump for motorists and an informal right-of-way for pedestrians. It is often used on main routes with high foot traffic and intersects with minor side streets with low motorist traffic.	<i>Raised platforms are used where we have a mix of shared road space involving pedestrians and vehicles. They create a low speed environment resulting in lower vehicle speeds and more awareness of pedestrians.</i>
Riddiford Street/Herald Street intersection	Not given	Speed humps, crossing or kerb extensions	We walk this way to school. It is hard to cross as the cars have a blind spot going over the hill from the south. If they are speeding there isn't enough time for them to slow down if we are crossing the road.	<i>We are proposing to install driver feedback signs to slow vehicle speeds along collector roads. Improved crossing points are also proposed.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Rintoul Street (82)	Not given	Broken yellow lines	The car parks on Rintoul Street to the left and right to our drive are a bit too close, which makes it difficult to see oncoming traffic from both directions when pulling out.	<i>We are looking at improving visibility outside this property by installing broken yellow lines.</i>
Rintoul Street	High	Speed hump	A speed hump is needed just south of the Herald Street intersection as cars speed down Rintoul Street towards Luxford Street and if you are turning right from Herald Street into Rintoul Street it is impossible to see what is coming down the hill if cars are parked right up to the broken yellow lines on the left of the intersection. Other option is to extend the broken yellow lines further up the road. I would also suggest another hump be installed either side of the tennis club so cars must slow down to take the corner.	<i>Rintoul Street is part of a bus route and we are proposing installing speed cushions which allow buses to travel through without discomfort to passengers while slowing vehicle speeds down to an acceptable level.</i>
Rintoul Street	High	More cycle aware signage	Cycling is a great commuting option in Wellington. It gets more cars off the road and is better for health and environmental reason. It is becoming extremely scary to bike through Berhampore and Newtown because of both people/awareness factors and road design factors.	<i>The Council is developing a Cycling Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Rintoul Street	High	Broken yellow lines	More yellow lines on either side of driveways to make it safer to get out of them. Cars parked on either side of driveways obstruct a safe view of oncoming traffic/buses.	<i>Broken yellow lines can be installed one metre past existing driveways. Any closer than this requires a traffic resolution to be produced before they can be installed. L bars are a better solution.</i>
Rintoul Street	Not given	Crossing spaces	The crossing spaces are very dangerous for the elderly and SWIS students who cross in great numbers 8-9am and 3-4pm and workers 8-9am and 5-7pm.	<i>Traffic signals and a signalised pedestrian crossing will improve safety for all road users.</i>
Rintoul Street/Colombo Street	High	Elevated footpath crossing	This is where the road level is increased to be level with the footpath (is often cobbled), creating in effect a speed bump for motorists and an informal right of way for pedestrians. It is often used on main routes with high foot traffic and intersects with minor side streets with low motorist traffic.	<i>Raised platforms are used where we have a mix of shared road space involving pedestrians and vehicles. They create a low speed environment resulting in lower vehicle speeds and more awareness from pedestrians.</i>
Rintoul Street/Lavaud Street	High	Speed hump	Continuous accidents here – put speed hump on Rintoul Street by the park.	<i>We are proposing speed cushions as part of our traffic-calming along Lavaud Street due to buses using the street.</i>
Rintoul/Luxford/Milton streets intersection	High	Signalised crossing	Extremely dangerous to pedestrians. Streets are too wide to cross. People/drivers do not stop when turning right from Luxford Street to Rintoul Street. Often close collisions with drivers in cars on give way heading north on Rintoul Street – only give way. Need pedestrian crossing lights as at other Luxford/Adelaide intersection which is now safe. This matter has been raised	<i>We have significant improvements proposed for this intersection for all road users. Traffic signals are proposed for the Rintoul Street/Waripori Street intersection.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Rintoul/Luxford/Milton streets intersection (continued)	High	Signalised crossing	many times in the past with WCC but no response or priority has been made. NZ Police know it is dangerous.	<i>See comments on previous page.</i>
Ruahine Street to Mt Victoria tunnel and Wellington Road	High	Traffic lights and roundabout	Safety and quicker and safer way to make the turn across the street as it is hard to see for sure when and if a car is coming up from the street from Mt. Victoria Tunnel as they make the turn very fast. Traffic lights should be introduced at the turn off Ruahine Street to Mt. Victoria Tunnel and Wellington Road and a roundabout built there.	<i>Outside the scope of the SaferRoads programme.</i>
Russell Terrace	Not given	Speed restrictions or driver feedback signs	Cars often speed along here at least 70kmh. Road narrows and it feels dangerous when cycling along.	<i>We are proposing to install driver feedback signs along Russell Terrace to reduce vehicle speeds.</i>
Russell Terrace/Mansfield Street/Rhodes Street/Riddiford Street	Medium	Pedestrian safety measures	If we are trying to improve pedestrian safety in Newtown and Berhampore it makes sense to be conscious of the pedestrian links between these two suburbs. There is such a link which goes from Newtown Park through towards Berhampore School and crosses both these busy and hard to cross streets.	<i>All of these streets have intersection improvements proposed which incorporates better crossing and visibility for pedestrians.</i>
Russell Terrace between Waripori Street and Herald Street	High	Pedestrian refuge	If we are trying to improve pedestrian safety in Newtown and Berhampore it makes sense to be conscious of the pedestrian links between these two suburbs. There is such a link which goes from Newtown Park through towards Berhampore School and crosses both these busy and hard to cross streets.	<i>The Council is developing a Walking Policy and this should address the needs and issues in Newtown and Berhampore so that it is considered within an overall strategy.</i>
Russell Terrace/Edinburgh or Herald Terrace	Medium	Crossing or an island	A crossing or an island to get over to Newtown Park No. 2 as currently it is very dangerous trying to cross with children as cars speed both ways here.	<i>We will look into a crossing point in Herald Street in the form of a centre island. We would consult with affected residents about the loss of on-street parking.</i>
South Wellington Intermediate School	Not given	40kmh flashing signs	Installing temporary 40kmh “flashing signs” outside schools. These limits are activated by the school and are only operational in the morning and afternoon periods when students are arriving/leaving school.	<i>Currently the criteria set out by the New Zealand Transport Agency for installing these signs isn't met at this school. The driver feedback signs outside the school area can display messages as well as the speeds of vehicles.</i>
Stanley Street	High	Speed humps	People whiz through Stanley Street as a shortcut to Brooklyn from Island Bay. We would like some traffic calming measures in this street.	<i>We will look into traffic-calming Stanley Street. Improvements to traffic signals at Britomart Street will reduce rat-running in Stanley Street.</i>
Stanley Street (Britomart Street end)	High	Mirror	We think a simple mirror would suffice for visibility exiting the kindergarten end of Stanley Street into Britomart Street. Also restricting parking to the right so that cars exiting Stanley Street from the kindergarten end can see cars entering the intersection. We are concerned about the safety of the exit from Stanley Street	<i>The preferred intersection treatment is option two (roundabout) as shown on NSR5/2. The roundabout will enable pedestrians to better see approaching traffic and creates safe crossing points for pedestrians. The roundabout will create a safer and slower environment for all road users.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Stanley Street (Britomart Street end) (continued)	High	Mirror	(kindergarten end) into Britomart Street. When cars are parked on the right hand side there is no visibility of vehicles coming down Britomart from the hairpin bend. Often pulling in to Britomart is a "matter of faith" as to whether you are going to encounter another vehicle – either from the left or the right. Your proposal seems costly and difficult to fit in the available space.	<i>Please see comments on previous page.</i>
Streets off Rintoul Street between Luxford Street and Lavaud Street	Medium	Improved designated parking	Unstructured/unmarked bays results in poor pedestrian safety.	<i>We will look into roadmarkings in certain streets where parking creates safety issues.</i>
Streets with schools	Not given	Parking ban within 50m of all crossing points	To increase visibility.	<i>We have a designated Parkwise safety officer that educates and enforces parking within school boundaries.</i>
Waripori Street	High	Pedestrian crossing	Waripori Street needs a proper pedestrian crossing for the school pupils trying to walk to South Wellington Intermediate School. We encourage our children to walk because it is good for their health and good for the environment but dangerous roads make this risky at the moment. Safer roads would help encourage children to be active.	<i>We are working closely with South Wellington Intermediate School (SWIS) regarding safety for children. We have a number of proposed safety improvements around all schools in Newtown and Berhampore.</i>
Waripori Street	High	Pedestrian crossing outside SWIS	The proposal to put a crossing point with kerb extensions into the Rintoul Street/Waripori Street intersection while leaving the speed limit at 50kmh is a mistake. A crossing point sounds fine – until one realises that it does not mean a pedestrian crossing – just a point where pedestrians can take pot luck with the traffic in a more organised way. This is like setting up a shooting gallery with our kids as the clay ducks. Waripori Street is a very busy street, which many unaccompanied school-aged children must cross to get to SWIS or to visit Newtown shops. As part of a school science project our son (a pupil at SWIS) recently spent two mornings in June 2008 counting the number of cars traversing and pedestrians crossing Waripori Street between Rintoul Street and Russell Terrace between 8.30am and 9.00am. He found that even in the middle of winter when pedestrian traffic is likely to be lighter, between 73 and 90 children and adults crossed Waripori Street where there are no controlled crossings. During this time, nearly 300 cars, trucks or buses roared along the street. So no one vehicle went by every six seconds; while a child or adult tried to cross every 25 seconds. This is a fatality waiting to happen and a solution is needed urgently.	<i>We are working closely with SWIS regarding safety for children. We have a number of proposed safety improvements around all schools in Newtown and Berhampore.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Waripori Street/Rintoul Street	Not given	Traffic-calming	Crossing this intersection is hazardous, as cars routinely travel too fast around this corner. Some form of traffic-calming and a pedestrian crossing at this intersection is required. Many school pupils cross here.	<i>We are proposing traffic signals at this intersection. Traffic signals will provide the safety junction control for all road users.</i>
Waripori Street/Russell Terrace	High	Pedestrian safety measures	Extremely busy intersection. Almost impossible to cross the road in either direction as is always a vehicle. Need for pedestrian measures here. This intersection is dangerous for pedestrians. One relies on courteous vehicles to stop and wait for pedestrians to cross.	<i>We have proposals to increase crossing points in Waripori Street and lower Russell Terrace.</i>
Wellington Zoo to Kilbirnie	High	Tunnel	One of the main problems with traffic in Newtown is that the suburb forms a cross-road for traffic from Island Bay, eastern suburbs, and the city. A clear route along Adelaide Road or Rintoul Street leading to a tunnel from the Zoo to Kilbirnie would reduce pressure on the Mt. Victoria Tunnel; provide a useful backup to it (no more 'single point of failure' in the road network); enable new public transport, and remove many of the cars that only seek to traverse Newtown on their way to another suburb.	<i>A proposed tunnel is outside the scope of works for SaferRoads.</i>
Wilson Street	High	Create an eastern suburbs-bound cycle lane, make Wilson Street one way towards the eastern suburbs or leave as a two lane road	I do not want Wilson street to become one-way towards Newtown. At present it is a very safe street for cyclists to use on the way to Kilbirnie, Lyall Bay, Hataitai and Miramar. If it becomes one way as suggested, cyclists will be forced to use the narrow and very busy Constable Street, which involves holding up traffic as cyclists will be going uphill so be riding slowly. The cyclists will also be at the mercy of many buses that use this street. Please rethink the direction of Wilson Street. I ride from Brooklyn to Kilbirnie and Miramar as part of my daily commute. I always use Wilson street when riding from Newtown to Kilbirnie/Miramar as it is a much safer route than Constable and Mein streets which are both very busy at peak hour traffic times. Cycling is to be promoted to create a carbon neutral Wellington, stopping cyclists from riding on Wilson Street by making it one-way will not help people get out of cars and look at alternatives. Create an eastern suburbs-bound cycle lane, make Wilson Street one-way towards the Eastern suburbs or leave as a two lane road. I recommend this for safety of cyclists. Constable and Mein streets are both too busy to ride on safely. As this is about safety for pedestrians and	<i>We are looking into creating Wilson Street as a preferred cycle route by changing intersection controls, lower speed limits, signage and advanced cycle phasing in the proposed traffic signals at Constable Street/Coromandel Street intersection. Creating an eastern suburbs cycle path should wait until the Council's Cycling Policy has been adopted so that it can be considered in an overall strategy.</i>

Location	Suggested priority	Road safety initiative	Submission	Response
Wilson Street (continued)	High	Create an eastern suburbs-bound cycle lane, make Wilson Street one way towards the eastern suburbs or leave as a two lane road	cyclists I am very surprised that road planners didn't think of these issues.	<i>See comments on previous page.</i>
Wilson Street	Not given	Designated cycle route	For many years the Council has said that Wilson Street is a good (de facto) cycling route as an alternative to going up Constable Street, and it was marked as such on the Council's cycling route map. Please can we have that formalised, with priority given to cyclists travelling up Wilson Street at the intersections with Daniel, Owen and Coromandel streets. This should be signed as a cycling route, with information about where it leads. It would also be good to have it two-way, with good right-turning facilities for cyclists coming from Kilbirnie (at the Constable/Coromandel intersection lights). The design would have to include ways to stop cars from using it as a rat-run, eg by having road closures with cycle bypasses.	<i>We are looking into creating Wilson Street as a preferred cycle route by changing intersection controls, lower speed limits, signage and advanced cycle phasing in the proposed traffic signals at Constable Street/Coromandel Street intersection.</i>
Wilson Street	Not given	Designated cycle route	We ask this route be formalised and sign-posted as cycling routes, with particular consideration given to making them more pleasant for cycling on. Priority should be given to cyclists travelling up Wilson Street at the intersections with Daniell, Owen and Coromandel streets. It should be signed as a cycling route, with information about where it leads. It should be preferably a two way route, with good right-turning facilities for cyclists coming from Kilbirnie (at the Constable/Coromandel streets intersection lights). The design would have to include ways to stop cars from using it as a rat-run eg by having a road closure with cycle bypasses, probably between Owen and Coromandel streets. A nearby example of road closures can be seen on Carrington and Howard streets between Wallace and Tasman streets (though they don't have good cycle bypasses).	<i>We are looking into creating Wilson Street as a preferred cycle route by changing intersection controls, lower speed limits, signage and advanced cycle phasing in the proposed traffic signals at Constable Street/Coromandel Street intersection.</i>
Wilson Street/Owen Street	High	Signage	Give way signs should be stop signs. Check accident reports.	<i>We are looking at changing the give way sign to a stop sign here.</i>

APPENDIX THREE:

**SUMMARY OF SUBMISSIONS RECEIVED ON THE PROPOSED SPEED LIMIT
CHANGE**

Road	Proposed speed limit	Speed limit submitters thought appropriate		
		30kmh	40kmh	50kmh
Arney Street	40kmh	7	66	10
Balmoral Street	40kmh	7	66	10
Blucher Avenue	40kmh	7	66	10
Cardall Street	40kmh	7	66	10
Colville Street	40kmh	7	66	10
Coromandel Street	40kmh	7	66	10
Corunna Avenue	40kmh	7	66	10
Daniell Street	40kmh	7	66	10
Donald McLean Street	40kmh	7	66	10
Douro Avenue	40kmh	7	66	10
Emmett Street	40kmh	7	66	10
Ferguson Street	40kmh	7	66	10
Green Street	40kmh	7	66	10
Harper Street	40kmh	7	66	10
Hiropi Street	40kmh	7	66	10
Horner Street	40kmh	7	66	10
Lawrence Street	40kmh	7	66	10
Mein Street	40kmh	7	66	10
Minerva Street	40kmh	7	66	10
Newtown Avenue	40kmh	7	66	10
Normanby Street	40kmh	7	66	10
Owen Street	40kmh	7	66	10
Paeroa Street	40kmh	7	66	10
Picton Avenue	40kmh	7	66	10
Princess Street	40kmh	7	66	10
Princess Terrace	40kmh	7	66	10
Regent Street	40kmh	7	66	10
Rhodes Street	40kmh	7	66	10
Riddiford Street (from its intersection with Mein Street)	40kmh	8	65	10
Seddon Terrace	40kmh	7	66	10
Somerset Avenue	40kmh	7	66	10
Wilson Street	40kmh	7	66	10
Wingate Terrace	40kmh	7	66	10

APPENDIX FOUR:

ADDITIONAL SPEED LIMIT REQUESTS OUTSIDE OF THE PROPOSAL

Road	Proposed speed limit	No. of submissions	Submission
Adelaide Road	40kmh	3	<ul style="list-style-type: none"> ➤ Adelaide Road should be 40kmh. Speed on Adelaide Road is an issue, particularly the southern end and in particular heavy traffic ie trucks. Drivers tend to speed up as it is a straight, flat stretch of road. ➤ Adelaide Road should also be 40kmh. Berhampore and Newtown has a different character to many suburbs. There are numerous (and growing) numbers of cyclists and pedestrians (including children) at all hours - sometimes late at night. Their safety should be of utmost importance. They should be able to safely get to bus stops, shops, town, schools, hospital etc. ➤ Arterials routes should be 40kmh, side streets 30kmh.
Britomart Street	40kmh	3	<ul style="list-style-type: none"> ➤ Should be 40kmh all the way up until the last house. ➤ Britomart Street should also be 40kmh. As I have lived on that corner and have already experienced a car crashing through my fence and stopping short of the house by half a metre. I recommend that the speed limit down Britomart Street be reduced to 40kmh and be implemented from now immediately. There are near misses on that crossroad daily. ➤ Should be 40kmh.
Citywide	40kmh	1	<ul style="list-style-type: none"> ➤ I agree with reducing the speed limits, but I believe that you are thinking far too small. If I have to go home from Constable Street through Hall Street I have in the space of a couple of hundred metres four speed changes. The problem is that the amount of information that we have to process while driving is increasing instead of decreasing. This might be alright for young people with a young mind, but for us older citizens it is often too much to cope with. I would like to propose the following. It has to do with safer roads, so the Council should declare the whole of the Wellington region (except for motorways) to be 40kmh. The cost of implementing your system is prohibitive with even more traffic signs, signs painted on the roads etc. The plan is bizarre. Please simplify the whole system so that older people can deal with it. It is far too complicated.
Colombo Street	30kmh	1	

Road	Proposed speed limit	No. of submissions	Submission
Constable Street	40kmh	9	<ul style="list-style-type: none"> ➤ If this is where the accidents are then this is where the speeds should be limited. Please limit your attention to streets that are problem streets and leave others alone. ➤ Street is very narrow and is a main bus route, and a major arterial route. It also has a high pedestrian count and at least three pedestrian crossings. I have been knocked over by a car on a pedestrian crossing on Constable Street. My strong suggestion is that for this street, for safety reasons, a mandatory safer speed limit of 40kmh is deployed. ➤ Rintoul and Constable streets are narrow with parking on both sides of the road, busy bus routes and cycle routes. Due to the high congestion and side street traffic merging into Constable Street I feel that they need to have reductions. As a cyclist I always cycle on the footpath on these roads which is then a disadvantage for walkers. I live in Brixham Way and driving onto Rintoul Street is a dangerous act due to poor visibility of parked cars on the yellow lines. ➤ The main problem with the intersections on Constable Street is the excessive and variable speed of traffic, especially cars descending the street. Also, a 40kmh speed limit is consistent with the proposal for central Riddiford Street, which will otherwise create a bottleneck for traffic. Thirdly, a 40kmh speed limit will be much safer for cyclists on this congested road, without reducing overall travel time for most motor vehicles. ➤ A 40kmh limit on Constable Street would certainly be desirable; 50kmh on this road is excessive and not safe. ➤ Constable Street should be reduced to 40kmh, and the phasing of the new lights should be set to encourage that speed. ➤ Constable Street should be restricted to 40kmh. This would improve safety for the pedestrian crossing (NSR32 & NSR33). It would also be consistent with the 40kmh limit for "central" Riddiford Street into the middle of which it flows. If the whole street is not so limited then at an absolute minimum it should be between Riddiford and Daniell streets. ➤ Arterial roads should be 40kmh and side streets 30kmh.
Herald Street	30kmh	1	<ul style="list-style-type: none"> ➤ Current research from overseas suggests that 30kmh is more effective in reducing accidents and promoting vehicle safety.
Herald Street	40kmh	1	<ul style="list-style-type: none"> ➤ Should be 40kmh.
Hornsey Road	40kmh	1	<ul style="list-style-type: none"> ➤ Arterials routes should be 40kmh, side streets 30kmh.
John Street	40kmh	1	

Road	Proposed speed limit	No. of submissions	Submission
Lavaud Street (Rintoul Street to Russell Terrace)	40kmh	2	<ul style="list-style-type: none"> ➤ Should be 40kmh. ➤ Should be 40kmh. I've lived there and it's a crazy street. It doesn't need to be 50kmh – it's hard to get to that speed anyway since it's a short street.
Luxford Street	40kmh	3	<ul style="list-style-type: none"> ➤ I travel this street almost every day – there is no safe way that 50kmh can be reached safely, as the road is narrow and has high traffic volume and also has parking on both sides of the street. A realistic speed limit of 40kmh would be consistent with the surrounding area proposal. It would also lessen the need for speed change signs. ➤ Luxford and Rintoul streets should also be reduced to 40kmh, so there is an alternative to riding up and over Adelaide Road for the less hardy cyclists to use. ➤ Should definitely be reduced to 40kmh, so that cyclists have an alternative to Adelaide Road. This would also provide a connection from Island Bay to the Newtown shopping area.
Manchester Street	40kmh	1	<ul style="list-style-type: none"> ➤ Arterials routes should be 40kmh, side streets 30kmh.
Mt. Albert Road	40kmh	1	<ul style="list-style-type: none"> ➤ Arterials routes should be 40kmh, side streets 30kmh.
Newtown and Berhampore	40kmh	2	<p>The proposal to selectively reduce the speed limit on side streets within the Berhampore, Newtown area appears very badly thought through and appears to be knee-jerk safety. Most streets are narrow and cluttered with visual distraction and many speed limit signs will confuse, if they are ever noticed. Especially signs leaving the side streets where you will see a 50 and be immediately confronted with either a stop sign or a traffic light and presumably another 40 sign on the other side of the intersection (thereby making it legal to speed through an intersection - hello). The observation is made in the council brief that speeds in excess of 40 are impractical anyway and this is certainly my experience. If you wish to make the entire of Newtown a 40kmh zone, then this might make more sense but it must include all the main arteries as well. Most fatalities and accidents happen on Constable Street and yet this street is not designated as a 40kmh zone. Why not? If reduced speed reduces accidents, how can you possibly advocate lowering speeds in non accident streets and not where they actually happen? If anyone is now injured or killed in any main street within this zone, are WCC staff willing to accept responsibility for this due to professional negligence. On the subject of the flashing speed signs, I suggest that they have their best effect where they can be plainly seen on wide roads (or otherwise conducive to speed) with an expansive and uncluttered field of view.</p>

Road	Proposed speed limit	No. of submissions	Submission
Newtown and Berhampore (continued)	40kmh	2	<p>I can not think of anywhere in Newtown where they could be best utilised, even Adelaide Road (which is probably the best and perhaps only choice) is moot. Further, if speed humps are introduced in the manner suggested it will effectively reduce the practical speed down toward 30kmh or less without the need for confusing speed restrictions.</p> <ul style="list-style-type: none"> ➤ Another way of looking at this is a financial cost in signage for the Council. One single set of signs at the perimeter of the lower speed limit zones would be more cost effective to the Council and also less confusing to the driving public. You could use for example a sign indicating "You are now entering a safe speed zone - 40kmh applies."
Newtown and Berhampore	30kmh	3	<ul style="list-style-type: none"> ➤ Speed limit should be introduced at the same time in both areas and a 30kmh limit should be considered. ➤ 40kmh is too fast, 30kmh is recommended in residential streets. ➤ Traffic speed should be reduced to 30kmh.
Newtown and Berhampore (around schools)	30kmh	2	<ul style="list-style-type: none"> ➤ Even if you don't reduce all non-arterial roads to 30kmh, please at least reduce the speed to that around schools. ➤ 30kmh speed limit around schools. We ask you to look at the Australian example, where 'school zones' operate during school terms and daytime hours. It is great that you are working on a safer routes to school programme with the schools but reducing speeds is critical if parents are to feel confident about allowing their children to bike or walk to school.
Newtown and Berhampore arterial roads	40kmh	2	<ul style="list-style-type: none"> ➤ We would like the speed limits reduced to 30kmh on residential streets, and 40kmh on arterial roads such as Adelaide Road, Constable Street, Riddiford Street, Russell Terrace and Rintoul Street. Arterial roads around schools should have a 30kmh speed limit, perhaps using the example of the Australian school zones which operate in daytime during school terms. ➤ I would prefer to see them reduced to 30kmh on the non-arterial routes plus the main shopping area on Riddiford Street, with the arterials set at 40kmh.
Newtown and Berhampore residential streets (excluding arterial roads)	30kmh	2	<ul style="list-style-type: none"> ➤ We would like the speed limits reduced to 30kmh on residential streets. A limit of 30kmh on residential streets is in keeping with the "Home Zone" limits in the UK. Residential streets should be used only for traffic to the area, and as safe, alternative routes for children walking to school, out of the way of fast traffic. A 30kmh speed limit, along with traffic-calming devices, such as speed humps and cushions and give way signs, will reduce the amount and speed of non-residential traffic on these streets.

Road	Proposed speed limit	No. of submissions	Submission
Newtown and Berhampore residential streets (excluding arterial roads) (continued)	30kmh	2	➤ I would prefer to see them reduced to 30kmh on the non-arterial routes plus the main shopping area on Riddiford Street, with the arterials set at 40kmh.
Riddiford Street	30kmh	2	➤ Narrow, lots of kerb extensions and traffic islands, people crossing road, cars pulling in and out of car parks or McDonalds or side streets. ➤ Could be 30kmh as in the city.
Rintoul Street	40kmh	7	➤ Rintoul and Constable streets are narrow with parking on both sides of the road, busy bus routes and cycle routes. Due to the high congestion and side street traffic merging into Constable Street I feel that they need to have reductions. As a cyclist I always cycle on the footpath on these roads which is then a disadvantage for walkers. I live in Brixham Way and driving onto Rintoul Street is a dangerous act due to poor visibility of parked cars on the yellow lines. ➤ Shouldn't be classified as a collector road, too narrow, parked cars on both sides, planned kerb extensions make it even narrower, school, elderly home etc. ➤ Luxford Street to Lavaud Street should be 40kmh. ➤ Should be reduced to 40kmh, access to school off here. ➤ Luxford and Rintoul streets should also be reduced to 40kmh, so there is an alternative to riding up and over Adelaide Road for the less hardy cyclists to use. ➤ Should definitely be 40kmh, so that cyclists have an alternative route to Adelaide Road. This would also provide a connection from Island Bay to the Newtown shopping area.
Rintoul Street	30km/h	1	➤ Current research from overseas suggests that 30kmh is more effective in reducing accidents and promoting vehicle safety.
Rintoul Street around SWIS	40kmh	1	➤ Given safety concerns this should be reduced to 40kmh. This will provide safety to school children.
Roy Street	40kmh	1	➤ This is another place where a speed reduction to 40kmh is a high priority.
Russell Terrace	40kmh	2	➤ Russell Terrace is a speed hazard as people seem to plant their foot down as they head to Mt. Albert Road. ➤ Arterial roads should be 40kmh, side streets 30kmh.
All streets with schools	40kmh	1	

Road	Proposed speed limit	No. of submissions	Submission
Waripori Street	40kmh	5	<ul style="list-style-type: none"> ➤ Waripori Street outside SWIS is one of the most dangerous streets around Newtown. The children crossing make my heart race because cars just refuse to slow down and I guarantee if they stood there with a speed camera, nearly all cars would be exceeding 50kmh. ➤ Needs to be reduced to 40kmh. School access off here. Has a block of flats with lots of children crossing to access the school. ➤ We think that the proposal to put a crossing point with kerb extensions into the Rintoul Street/Waripori Street intersection while leaving the speed limit at 50kmh is a mistake. A crossing point sounds fine – until one realises that it does not mean a pedestrian crossing – just a point where pedestrians can take pot luck with the traffic in a more organised way. This is like setting up a shooting gallery with our kids as the clay ducks. Waripori Street is a very busy street, which many unaccompanied school-aged children must cross to get to SWIS or to visit Newtown shops. As part of a school science project our son (a pupil at SWIS) recently spent two mornings in June 2008 counting the number of cars traversing and pedestrians crossing Waripori Street between Rintoul Street and Russell Terrace between 8.30am and 9.00am. He found that even in the middle of winter when pedestrian traffic is likely to be lighter, between 73 and 90 children and adults crossed Waripori Street where there are no controlled crossings. During this time, nearly 300 cars, trucks or buses roared along the street. So no one vehicle went by every six seconds; while a child or adult tried to cross every 25 seconds. This is a fatality waiting to happen and a solution is needed urgently. For pedestrian safety reasons, we believe the speed limit on this street should be reduced as well to 30-40kmh. ➤ This is another place where a speed reduction to 40kmh is a high priority.
Waripori Street	50kmh	1	<ul style="list-style-type: none"> ➤ Waripori Street – I believe it is pointless in lowering the speed limit on both of the cul-de-sac parts of Waripori Street. They are both extremely short and narrow, and no one exceeds 30kmh anyway.
Waripori Street (between Russell Terrace and Rintoul Street)	40kmh	1	<ul style="list-style-type: none"> ➤ I travel this street almost every day – there is no safe way that 50kmh can be reached safely, as the road is narrow and has high traffic volume and also has parking on both sides of the street. A realistic speed limit of 40kmh would be consistent with the surrounding area proposal. It would also lessen the need for speed change signs.
Waripori Street (around SWIS)	40kmh	1	<ul style="list-style-type: none"> ➤ Given safety concerns this should be reduced to 40kmh. This will provide safety to school children.