

SaferRoads

Newtown and Berhampore Proposal

Consultation Period: 16 June–14 July 2008

Our aim is to reduce road crashes by at least one third.



A word from Councillor Foster

I am pleased to have introduced SaferRoads to the people of Wellington. This programme aims to reduce road crashes by at least one third. SaferRoads uses an innovative, community-based approach to make our roads safer for pedestrians, cyclists and drivers.

The SaferRoads team has been out in your community talking to local residents, business associations and



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

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

Andy Foster
Councillor
Wellington City Council

Background to SaferRoads

Wellington City Council began SaferRoads in 2003, Wellington is the first city in New Zealand to implement a programme that links with the Government's national road safety strategy.

SaferRoads integrates engineering, education and enforcement initiatives to reduce crashes across Wellington. Whole suburbs are targeted, with the focus on total crash reduction rather than alleviating problems on particular streets.

Consultation

In November 2005, the SaferRoads team and ward councillors ran a series of workshops in Newtown. These workshops provided an opportunity for the community to discuss road safety concerns. The response from Newtown and Berhampore residents was very positive, and ward councillors support the programme proceeding to consultation.

In response to community consultation and budget requirements, an implementation plan has been devised by the Council's consultants, Duffill Watts, Consulting Group for Newtown and Berhampore.

A formal consultation period will run from 16 June until 14 July 2008. During this time, the Council will accept submissions from the public on the proposed changes (see the enclosed submission form – *Proposed Road Safety Initiatives* for details).

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

Newtown and Berhampore SaferRoads meeting
Wednesday 2 July at 7pm
St Anne's Parish Hall
Emmett Street
Newtown





Proposal

Research shows that lowering average speeds reduces the number and severity of crashes and severity. The proposed approach for Newtown and Berhampore concentrates on:

- ✘ the introduction of traffic signals at key locations including Constable Street and Rintoul Street
- ✘ lowering the speed limit to 40kmh on most residential streets
- ✘ using traffic-calming devices to slow speeding vehicles
- ✘ introducing driver feedback signs
- ✘ increased parking enforcement
- ✘ running school and community education campaigns about road safety
- ✘ increased speed enforcement, including targeted road policing.

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

Engineering

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

The majority of traffic improvements are planned for Constable Street because most crashes occur on this stretch of road.

Other measures designed for non-arterial roads aim to discourage non-residential traffic from using residential streets and reduce average speeds.

Education

In conjunction with SaferRoads, the Council is promoting the *Safer Routes to School* programme, which aims to make the journey to and from school safer for children.

Safer Routes to School is run through schools to identify and solve road safety problems for children.

The Police, their youth education service, parking enforcement officers, traffic engineers and other agencies will work with Council road safety advisors to educate and encourage school children to use the road safely, whether they are pedestrians or cyclists.

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

Other road safety campaigns will focus on safer road use for motorists, such as to indicate at roundabouts, reminders to use intersections correctly, and to drive at a safe speed in residential areas.

Enforcement

The Police have agreed to focus on excessive speed and appropriate intersection usage in Newtown and Berhampore in response to community concern. Parking enforcement officers will focus on illegal parking practices around schools. Poor parking will also be targeted during the SaferRoads programme and the Police will make regular patrols before and after school.

Proposed lower speed limits

40kmh zones

It is proposed to reduce the speed limit to 40kmh on residential roads as shown on the map on page 4. We aren't proposing to reduce the 50kmh speed limit on Constable Street, Riddiford Street, Mansfield Street or Roy Street.

Background

Setting speed limits

In February 2003, the Government introduced the Land Transport Rule: Setting of Speed Limits (2003). This rule allows road-controlling authorities to set enforceable speed limits.

In October 2004, a new speed-limit setting bylaw was approved by Wellington City Council. This was a requirement under the Land Transport Rule. It allows the Council to make amendments to speed limits by way of resolution on all roads under its control and in certain designated locations specified in the bylaw.

Speed surveys were completed at 45 sites during May and June 2006 on a mix of arterial, principal, collector roads and residential streets in Newtown and Berhampore.

The proposed restrictions would apply to all vehicles at all times. The speed reduction is considered safer and more appropriate and is in line with the speed many motorists already travel at in the area. Research shows that for every kilometre that speeds are lowered there is a 2 to 3 percent reduction in the number of crashes. Lowering the speed limit also reduces the severity of the crashes that do occur.

Consultation

Before the Council can make any changes to the speed limits, consultation with affected parties must take place.

The speed limit consultation is being carried out under the Council's Speed Limit Bylaw. A formal consultation period will run from 16 June until 14 July 2008. During this time, the Council will accept submissions from the public on the proposed changes to the speed limits (see the enclosed submission form – *Proposed Speed Limit Changes* for details).

You are also welcome to make an oral submission to the Council on the proposed speed limit changes. Having considered all written and oral submissions, the Council will make a final decision on the proposal.

If the Council decides to proceed with the planned speed reductions, the new speed limits are likely to be in place by January 2009.

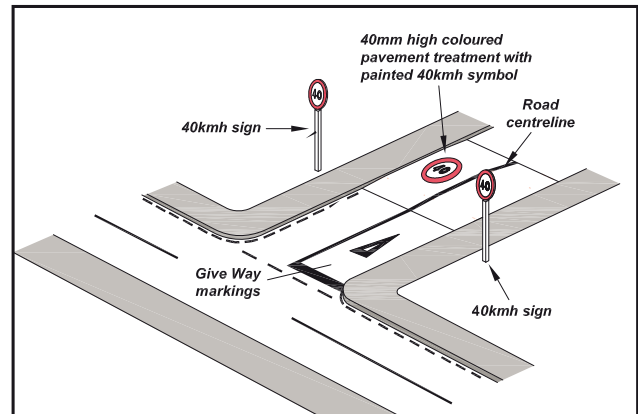
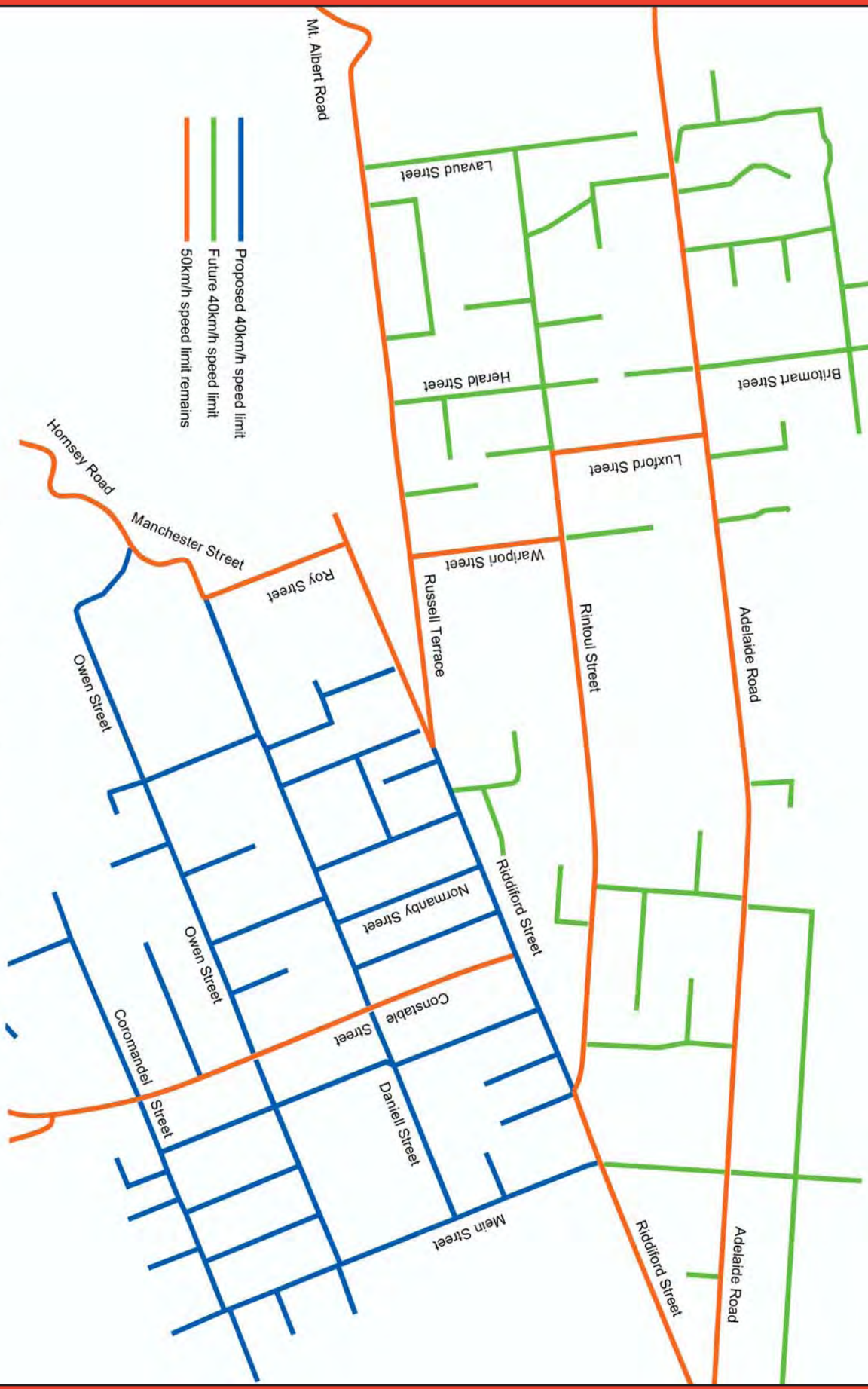


Diagram 1: An example of road markings for speed reduction.



SAFERROADS NEWTOWN AND BERHAMPORE
Proposed speed limits



Driver feedback signs

Driver feedback signs have been used successfully overseas to address speed concerns and educate drivers to change their behaviour. These signs show approaching motorists their speed. When they are travelling too fast, the feedback sign displays Slow Now, encouraging them to reduce their speed.



Wellington was the first city in New Zealand to introduce these signs as an alternative to speed cameras.

Kerb extensions

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

Roadmarkings

Improving roadmarkings, such as centrelines and edgelines, along designated arterial routes helps motorists drive more safely, especially at night.

Priority controls

All intersections in Newtown and Berhampore will have GIVE WAY or STOP signs to provide clear directions for motorists and remove any ambiguity about right of way.

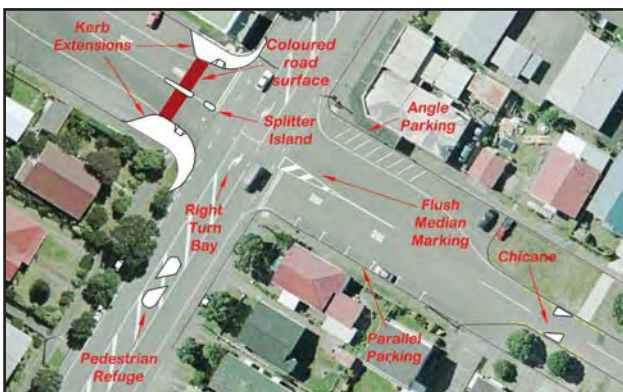


Diagram 2: Examples of traffic features indicated on the map and listed in the draft implementation plan on pages 7 and 8.

Speed humps along Daniell Street and Owen Street have already been effective in reducing speeds on these streets. It is proposed to install speed humps on some additional residential streets in Newtown and Berhampore.



Speed humps are a proven method of reducing speed on residential streets.

Streetscape

Any proposed safety measures will need to complement the existing streetscape. Newtown and Berhampore have a unique sense of place with a vibrant and well supported shopping precinct and a multicultural society in a high density residential area. Street planting proposed in conjunction with the safety measures will need to be in keeping with the existing street character, but must not restrict the visibility of vehicles, pedestrians and cyclists.

Road safety map

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

More information available

If you would like more information about the proposed changes, please refer to the Newtown and Berhampore Technical Report, which can be downloaded from the Council website, or phone 499 4444 for a copy to be posted out to you.

Implementation Plan

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

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

Education			
Location	Road safety initiative	Priority	(\$ Estimate
Newtown/Berhampore	Speed limit awareness campaign	High	1,000
Citywide	Intersection use campaign	High	1,000
Citywide	Pedestrian awareness campaign	High	1,000
Citywide	Cycle awareness campaign	Medium	1,000
All Newtown and Berhampore schools	Safer Routes to School programme	High	300,000

Enforcement			
Location	Road safety initiative	Priority	(\$ 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

Engineering					
Location	Road safety initiative	Reference number	Priority Estimates (\$)		
			High	Medium	Low
Adelaide Road between Wakefield Park and Britomart Street	Remove parking, new cycle lane	NSR1			10,500
Dawson/Chatham/Blythe streets	Broken yellow lines, traffic calming ramp	NSR2, NSR11 & NSR12		30,000	
Adelaide Road pedestrian crossing near Chilka Street	Broken yellow lines	NSR3	400		
Morton Street/Stanley Street	Give way control and central island	NSR4		5,000	
Britomart Street/Stanley Street	Option 1: Central islands and kerb extensions	NSR5/1			22,000
Britomart Street/Stanley Street	Option 2: Central islands and roundabout	NSR5/2	34,000		
Britomart Street	School Kea crossing	NSR6		3,000	
Adelaide Road/Torquay Terrace	Kerb extension and give way control	NSR8		11,500	
Adelaide Road north of Torquay Terrace	Crossing point	NSR8		11,500	
Adelaide Road/Stoke Street	Kerb extensions and give way control	NSR9	23,000		
Adelaide Road/Colombo Street	Option 1: Kerb extension and remove parking in front of numbers 288-290	NSR10/1			11,500
Adelaide Road/Colombo Street	Option 2: No exit from Colombo Street onto Adelaide Road and left turn only from Adelaide Road into Colombo Street	NSR10/2		10,000	
Adelaide Road/Hall Street	Install LED lanterns, alter phasing and trim vegetation	-	6,000		
Rintoul/Luxford/Milton streets	Kerb extensions	NSR13	25,000		
Luxford Street	Crossing point, kerb extensions and central refuge island	NSR14	19,000		
Rintoul Street/Waripori Street	Signalise intersection including pedestrian crosswalks	NSR15		180,000	
Waripori Street – outside SWIS	Crossing point with kerb extensions	NSR16/1			18,000
Waripori Street – outside SWIS	School crossing point with kerb extensions	NSR16/2	25,000		
Rintoul Street – outside SWIS	Signalised crosswalk	NSR17		90,000	
Rintoul Street/Stoke Street	Relocate bus stop, kerb extension and new pedestrian crossing	NSR18		18,000	
Rintoul Street/Millward Street	Kerb extension and give way control	NSR19		6,000	
Rintoul Street/Colombo Street	Kerb extension, give way control and yellow hatching	NSR20		11,500	

Engineering					
Location	Road safety initiative	Reference number	Priority Estimates (\$)		
			High	Medium	Low
Mt. Albert Road	Curve speed advisory signs, chevrons and advance warning signs	NSR21	3,500		
Lavaud Street	Speed cushions and parking bays	NSR22	5,000		
Herald Street	Kerb extensions and flush median with raised islands	NSR23		40,000	
Russell Terrace/Waripori Street	Flush island and remove parking	NSR24	3,000		
Russell Terrace/Riddiford Street/Rhodes Street/Mansfield Street	Speed cushions, replace island planting and improve intersection signage	NSR25			10,000
Rhodes Street	Speed humps with plantings	NSR26			22,000
Daniell/Lawrence/Princess streets	Kerb extensions and give way controls	NSR27			19,000
Princess Street	Traffic platform	NSR28			5,500
Daniell Street/Rhodes Street	Flush island and give way control	NSR29			1,000
Daniell Street/Donald McLean Street	Flush island and give way control	NSR29			1,000
Daniell Street/Normanby Street	Kerb extension, flush island and give way control	NSR29			9,000
Daniell Street/Harper Street	Kerb extension, flush island and give way control	NSR29			6,000
Daniell Street	Roadmarkings and speed humps	NSR29			36,300
Owen Street	Speed humps	NSR30			22,000
Lawrence Street/Owen Street	Intersection control and speed humps	NSR30			24,200
Daniell Street/Constable Street	Lanterns on arms LED lanterns to all approaches and reduce kerb extension	NSR31	125,000		
Constable Street/Owen Street	Traffic signals with crossing	NSR32	200,000		
Constable Street/Coromandel Street	Traffic signals with crossing	NSR33	200,000		
Constable Street/Alexandra Road	Crossing with central refuge islands	NSR34	5,000		
Constable Street/Hiropi Street	Kerb extensions, give way control and angle parking	NSR35	25,000		
Daniell Street/Wilson Street	Option 1: Kerb extensions	NSR36/1			35,000
Daniell Street/Wilson Street	Option 2: Reduce width of Wilson Street at intersection	NSR36/2	25,000		
Mein Street/Minerva Street	Kerb extensions, pedestrian platform and give way control	NSR37	16,000		
Daniell Street/Mein Street	Option 1: Ease existing kerb extension, crossing point, roadmarkings and remove Mein Street parking	NSR38/1	13,000		
Daniell Street/Mein Street	Option 2: Reconstruct existing kerb extension	NSR38/2			13,000
Mein Street – opposite number 60	Crossing point, kerb extension and central refuge island	NSR39	8,000		
Mansfield Street/Roy Street	Kerb extensions and give way control	NSR40		34,000	
Normanby Street	Kerb extension and speed humps	NSR42			30,000
Riddiford Street/Constable Street	New lanterns, extend lane lines and repeat lane arrows and construct small island	NSR44	7,000		
Adelaide Road opposite Macalister Park	Pedestrian ramp	NSR45		4,500	
Rintoul Street	Speed cushions	NSR46	10,000		
Adelaide Road	Roadmarkings	-	3,000		
All proposed 40kmh streets adjoining 50kmh streets (38 sites)	Speed limit signs and threshold treatment	NSR47	106,500		
All minor streets adjoining main roads (64 sites)	Give way or stop controls	-	50,000		
Totals			939,900	455,000	305,000

Your input is welcome

Submissions can be made to the Council until 14 July 2008. Use the submission forms attached to submit your feedback on the road safety initiatives and the proposed speed limit changes. The proposed road safety initiatives and the proposed speed limit changes are two separate initiatives and you will need to fill in both forms if you wish to comment on both.

SaferRoads NEWTOWN AND BERHAMPORE SUBMISSION FORM – PROPOSED ROAD SAFETY INITIATIVES

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

Mr / Mrs / Ms / Miss / Dr (circle which applies)

First name(s) _____

Last name _____

Street address _____

Phone _____

Email _____

- Do you agree with the priorities listed for the road safety initiatives on pages 7 and 8 of this booklet? Yes / No
If you answered yes, please go to question 3.
- If you do not agree with some of the priorities, please list the road safety initiative with the priority ranking you suggest and briefly tell us why. Priorities are: High, Medium, Low or No (if you do not want the initiative listed to happen).

Changing priority:

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

- Are there any additional road safety initiatives for Newtown/Berhampore that you would like to see included? Please list them with your reasons why:

Additional road safety changes:

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

Further comments:

Please send this form and any additional submission material by 14 July 2008 to: Wellington City Council, Transport Planning Group (CAB2), Freepost 57412, PO Box 2199, Wellington.

The submissions will be analysed and summarised in the SaferRoads Newtown and Berhampore Consultation Feedback and Implementation Plan. This document is expected to be available on our website in September 2008.

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

SaferRoads NEWTOWN AND BERHAMPORE SUBMISSION FORM – PROPOSED SPEED LIMIT CHANGES

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

Mr / Mrs / Ms / Miss / Dr (circle which applies)

First name(s) _____

Last name _____

Street address _____

Phone _____

Email _____

I am writing this submission (tick box) as an individual on behalf of an organisation

Name of organisation _____

Yes, I agree with the entire proposal to reduce the speed limit

No, I disagree with the entire proposal to reduce the speed limit

I mostly agree with the proposed limits except for:

Street name:	Appropriate speed limit:

Would you like to present your submission on the proposed speed limit changes to the committee considering the proposal?

Yes

No

Write any other comments you would like to make here:

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