



SaferRoads Southern Suburbs

A summary of Community Participation

December 2005

Absolutely

POSITIVELY

ME HEKE KI PŌNEKE
WELLINGTON CITY COUNCIL

Wellington

Background to the SaferRoads Project

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

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

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

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

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

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

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

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

Stakeholder Consultation

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

Meetings were held with stakeholders including:

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

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

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

Publicity for the community workshops included a postcard mailed to residents throughout the southern suburbs area – Newtown, Berhampore and Island, Houghton and Owhiro Bays. In addition, SaferRoads posters were displayed around the area including shops. A media release about the SaferRoads project was circulated to local papers and public notices were placed in community newspapers and on the Our Wellington page in the Dominion Post.

Newtown Workshop One

Workshop one was held on 1 November from 7pm to 9pm at St Annes Parish Hall on Emmett Street. Seventeen people attended the workshop along with the SaferRoads project team, ward Councillors and other Council staff.

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

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

Workshop exercises were divided into four main themes:

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

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

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



Community participants placing post it notes on maps of the southern suburbs to identify areas where they think there are road safety issues.

Following workshop one, the issues that had been raised were sorted into themes. These were:

- intersections
- speed
- parking
- pedestrians
- cycling
- general roading issues.

The table on the following pages records the comments that were made at workshop one.

Theme	Issue	Location
Intersections		
	Advance waiting boxes should be provided at key intersections, eg Mein/Riddiford, John/Adelaide/Riddiford, Constable/Riddiford.	
	Give way on Dawson Street/Adelaide Road intersection as a temporary measure before it is closed off as a through road.	Dawson Street/ Adelaide Road
	Cars drive straight through the roundabout heading south in Riddiford Street which endangers the cars and people coming out from Rhodes Street. (2)	Riddiford Street/ Rhodes Street
	Cars travel straight away south at 50 km/hr at the intersection of Riddiford Street and Rhodes Street.	Riddiford Street/ Rhodes Street
	At the intersection of Riddiford Street and Rintoul Street roadmarkings for cycle safety are necessary.	Riddiford Street/ Rintoul Street
	Traffic lights at the intersection of Constable Street and Coromandel Street are needed. (2)	Constable Street/ Coromandel Street
	Please reduce small planter brickwork at the corner of Constable Street and Owen Street. It will make turning east easier and reduce car crashes.	Constable Street/ Owen Street
	Traffic calming and a pedestrian crossing at the intersection of Rintoul Street and Waripori Street are required.	Rintoul Street/ Waripori Street
	The present crossing at the intersection of Coromandel Street and Constable Street does not function well.	Constable Street/ Coromandel Street
	Traffic speeds are too fast at the intersection of Coromandel Street and Mein Street. We recommend removing one parking space on the southwest corner and reducing the height of shrubs in corner beds.	Mein Street/ Coromandel Street
	Cyclists turning right into Riddiford Street would benefit from a head start at the Riddiford and Mein Street intersection.	Mein Street/ Riddiford Street
	There is poor visibility at the intersection of Colombo Street and Rintoul Street. Traffic blocks in the entry of exiting Colombo Street.	Colombo Street/ Rintoul Street
	Four way stop signs at Hall and Hanson Streets are good.	Hall Street/Hanson Street
	Reef Street, The Parade and Derwent Street intersection is confusing and buses still double park.	Reef Street/The Parade/Derwent Street
	It is very difficult to get into the junction of The Parade and Mersey Street. (2)	The Parade/Mersey Street
	Roundabout is great at intersection of The Parade and Dee Street! It helps vehicles slow down.	The Parade/Dee Street
	A roundabout is needed at the intersection of Britomart Street and Stanley Street.	Britomart Street/Stanley Street
	The intersection with Severn Street is dangerous owing to the narrow road width and its location on top of a crest of a hill (which severely limits visibility).	Welland Place/Severn Street
	Left turning traffic from Daniell Street has to swing to avoid the oncoming cars.	Daniell Street/Mein Street
	Correct use of stop signs, drivers failing to stop.	
	Drivers do not look left before turning left and risk pedestrians from the left.	
	Cars not signalling before turning corners.	Hanson Street/Hall Street
	Educate on give way rules at intersections.	Daniell Street, Normanby Street, Donald Street, McLean Street
	Give ways at all intersections.	
	Raised areas with different paving surfaces at intersections and entrances into residential streets.	
	Cars travelling north along Riddiford Street and turning right into Normanby Street seem to catch pedestrians unaware.	Riddiford Street/ Normanby Street

Theme	Issue	Location
Speed		
	Vehicles speed too fast.	Rhodes Street
	Vehicles speed too fast.	Constable Street
	Cars travel too fast and road is too narrow from 290 - 339 Adelaide Road.	Adelaide Road
	Speeding cars are a menace.	Adelaide Road
	Motorists speed south up Adelaide Road and squeeze cyclists into the footpath.	Adelaide Road
	People drive too fast along Rintoul Street heading south (Berhampore end).	Rintoul Street
	We need speed humps to slow the cars at the base of the hill.	Daniell Street
	Vehicles run off road and hit parked cars.	Daniell Street
	Cars travel too fast up and down hills.	Seddon Terrace
	The speed and volume of traffic is excessive between Riddiford and Coromandel Streets. We ask Council to look at traffic calming measures, speed restraint/raised pedestrian crossing at the hospital entrance/Minerva Street.	Mein Street
	Traffic too fast next to Island Bay. The Esplanade especially crossing to Shorland Park.	The Esplanade
	Boy racers in Clyde Street (northern half).	Clyde Street
	School speed zones.	
	Suburban traffic 40 km/hr.	
	Speed limits must be enforced.	
	Educate not to speed.	
	Speed checks on Riddiford Street between Newtown Mall and roundabout and vice versa.	Riddiford Street
	Traffic calming at south end of Riddiford Street.	Riddiford Street
	Speed check in rat run residential streets, eg Daniell Street.	
	City wide 30 km/hr speed limit in residential streets.	
	40 km/hr in side streets.	
	More speed humps in Daniell Street, south.	Daniell Street
	Something to pre-warn motorists to slow down by creating a sense of narrowing from a distance, for example, trees overlapping the street.	
Parking		
	Footpath parking is endemic and blocks mobility scooters and push scooters as well as buggies.	
	People use footpath to park.	Coromandel Street
	Cars park on Eden Street footpath near Medway Street pushing children onto the road.	Eden Street
	Van outside Eclat food place at 470 Adelaide Road often takes up most of the footpath at morning school travel times.	Adelaide Road
	Visibility is compromised by badly designed parking.	Riddiford Street
	City-wide ongoing removal of on street parking.	
	Visibility is compromised by badly designed parking.	Normanby Street
Cycling		
	The green bus lane needs to be marked as a dual bus/cycle lane.	Adelaide Road
	Need safe cycling routes.	
	Cyclists feel vulnerable on Constable Street, especially when cycling uphill. This is due to the narrow street, parked cars both sides and passing buses. Two staff mentioned impatient behaviour of bus drivers as a recurring issue.	Constable Street
	The pedestrian crossing on Adelaide Road near Macalister Park is hazardous to cyclists. Road width is too narrow, leaving insufficient room for a car to overtake a cyclist on the crossing - cyclists must stop and wait for traffic to pass or go out in front of approaching cars and hope they slow down. Can this be either widened or removed?	Adelaide Road

Theme	Issue	Location
Cycling (continued)		
	Formalise western cycle route from Eden Street through Wakefield Park, near nursery, Stanley Street and into Macalister Park, through Rugby League Park and then via quiet routes to South Wellington Intermediate and Basin Reserve schools.	
	Basin Reserve should have cycle lanes between the vehicle lanes to assist bicycles getting into correct lanes. There could also be provision for cycling through the reserve when matches aren't in progress.	
	Examples where safe cycling routes should be investigated are: 1. Tory/Tasman/Douglas/King/John Street (a cyclable zigzag would need to be constructed at Douglas Street, but otherwise looks good) 2. Southern suburbs to Newtown, for example via Macalister Park. 3. Wilson Street as an alternative to Constable Street for access through Newtown to the eastern suburbs.	
	Coloured paving should be used to indicate cycle routes. Where created, cycle lanes should be continuous through intersections.	
	Pedestrian kerb extensions should not be placed in a way that forces cyclists into the path of following traffic, particularly on uphill sections where cyclists are travelling slowly (eg south end of Adelaide Road). Cycle lanes should be marked through kerb extension areas, so motorists are reminded that cyclists will need space.	
	Where roads are narrow, and cyclists are slowed by an uphill gradient, on street parking should be limited, 40 km/hr zones and other traffic calming measures should be pursued.	
	Integration of cycling with public transport should be investigated eg bike carriers could be provided on southern suburbs buses, and WICK should be active in overcoming regulatory issues surrounding these. The southern suburbs could be a good case for a trial.	
	We ask the Council to mark out designated road space for cyclists at key intersections on the Southern Corridor.	
	We ask the Council to undertake regular monitoring of cyclist numbers on the different sections of the Southern Corridor to provide baseline data.	
	Is there a recommended cycle route via Newtown to city?	
	Continue the cycling lane past the hospital.	Riddiford Street
	Cycle markings are badly needed at the intersection of Riddiford Street and John Street for cyclists riding south on Riddiford Street.	Riddiford Street
	Island Bay children that go to South Wellington Intermediate School find Adelaide Road too intimidating to cycle.	Adelaide Road
	A cycle track is needed from Mudges Terrace to Luxford Street.	Mudges Terrace to Luxford Street
	Consider the advanced waiting boxes for cyclists.	Adelaide Road
	Kerb extensions on the narrow road push cyclists into the traffic.	Adelaide Road
	For cyclists riding up to Adelaide Road toward the hospital, a head start traffic light would be useful.	Adelaide Road
	A cycle track is needed.	Rintoul Street
	Sign it as an alternative to Constable Street for cyclists.	Wilson Street
	Don't stop and start cycle route along The Parade and paint it green.	The Parade
	Cat's eyes coming down from Berhampore to The Parade are dangerous for cyclists coming fast downhill.	Berhampore to The Parade
	Marked cycle lanes need to be continued.	The Parade
	Use the green columns as the cycle lanes.	The Parade
	A cycle track is needed from Dover Street to Lavaud Street.	Dover Street to Lavaud Street
	Formalise eastern cycle route from Russell Terrace through Martin Luckie Park and golf course to Dover Street.	Russell Terrace to Dover Street
	Chip seal needed on Hanson Street as it is very rough for cyclists.	Hanson Street

Theme	Issue	Location
Cycling (continued)		
	Education on door opening and hitting cyclists.	
	Schools should be provided with support (eg education) to encourage cycling among appropriate age groups, and reduce the car traffic in the vicinity of schools.	
	Enforce the bus lane to allow cyclists.	
	Non slip paint should be used for roadmarking.	
	Need a safe cycle way for travelling to the city.	
	Head start cycle boxes at traffic lights.	
	Kerb extensions push cyclists into the traffic.	
	Provision for cyclists to use the pedestrian refuges when the road is narrow.	
	Explicit cycle lanes in Adelaide Road or explicit cycle marking in bus lanes.	
	Make footpath cycling legal.	
	Put a cycle lane around the Basin Reserve and even across the cricket space when there is no game.	Adelaide Road
	The cycle unfriendly pedestrian crossing with kerb extensions by Macalister Park. I have noticed that in Oriental Bay there are a couple of kerb extensions that cyclists could easily ride over, as they have gently sloping ramped sides. The Adelaide Road one could be reconstructed like them. The expense would be minor and safety would be greatly improved.	Macalister Park
	Cyclists find the section between Adelaide 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 (between Luxford Street and the retirement village) 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 (eg dual use footpath/cycle path)?	Adelaide Road
	Bus lanes (eg like in Adelaide Road) should be clearly marked as available for cycle traffic.	
Pedestrians		
	Pedestrian short cuts on east side of Island Bay are confusing.	
	Lighting on Russell Terrace is not as good as Rintoul Street or Adelaide Road. Pedestrians feel less safe using this route at night.	Russell Terrace
	There are lots of pedestrians from Riddiford Street to the bus stops outside the hospital.	Riddiford Street
	No footpath and hard to cross to the other side of Adelaide Road.	Adelaide Road
	The visibility of the zebra crossing is poor, please relocate it or make no parking signs on both sides of the road. Give pedestrians more space.	Adelaide Road
	Pedestrian ramps; 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.	Mein Street/Riddiford Street intersection
	Hard for pedestrians to cross over.	Rintoul Street
	Hard for pedestrians to cross over.	Milton Street
	Hard for pedestrians to cross over.	Luxford Street
	Hard for pedestrians to cross over.	Waripori Street
	Mein Street is narrow. Cars parked both sides. High volumes of traffic, no pedestrian crossing.	Mein Street
	Safe pedestrian throughway needed from Hutchison Road to Wellington Indoor Sports Centre to Hall Street.	Hutchison Road to Hall Street
	Hard for pedestrians to cross over.	Medway Street
	Hard for pedestrians to cross over.	The Esplanade
	More places for pedestrians to cross easily by bringing the footpath out and having a traffic island, flat in the middle for the disabled.	

Theme	Issue	Location
General Roding Issues		
	The high quality paving surfaces and detailing, kerb extensions and median refuges are needed in the hospital frontage and John Street intersection.	John Street
	We can use solar powered lights instead of electrical lights to save lots of money.	
	We can use solar powered lights instead of electrical lights to save lots of money.	Basin Reserve
	It is not very clear where the footpath is and where the car area is for the driveways outside Centennial flats.	Centennial Flats
	Are road rage fights considered to be accidents?	
	Noisy.	Lavaud Street
	Road is too narrow for the volume of traffic.	Dawson Street
	Unsuitable as an arterial route.	Dawson Street
	Steep.	Dawson Street
	Not suitable as a route from Newtown to Island Bay or vice versa.	Herald Terrace
	Not suitable as a route from Newtown to Island Bay or vice versa.	Riddiford Street
	A safe access between bus stops and the hospital is needed. We suggest 1. Move the traffic lights and pedestrian crossing closer to the bus stop. 2. Construct a new bus stop a bit further south. 3. Construct a pedestrian refuge between north and south bound traffic.	Riddiford Street
	Can we extend the street southwards?	Constable Street
	Berhampore Service Centre - continue improvement. That is, make it work.	Adelaide Road
	There is no footpath after Waripori Street on the east side of Adelaide Road and it is hard to get into the park.	Daniell Street
	Park entrance and crossing are not safe.	Daniell Street
	Speed humps do not work well at night.	Daniell Street
	Funeral issue: traffic lights splitting up the vehicles following cause problems.	Daniell Street
	The traffic lights should be better phased for the pedestrians, especially the school children at the roundabout of Emmett, Rintoul and Riddiford Streets.	Emmett/Rintoul/ Riddiford Streets
	The crossing between the Post Office and Newtown School; cars turning right into Mein Street run the red light. This is a danger to pedestrians. A red light camera is needed.	Mein Street
	Road is very narrow and I suggest to extend the yellow lines north or take in edge of footpath by 12 to 18 inches to improve the traffic condition.	Mein Street
	Hall Street to South Wellington Intermediate needs a footpath.	Hall Street
	There are vehicles full of high rides around the road and we need to maintain the road surface to a better condition.	The Esplanade
	Move centre line coastward and have parking lines on the house side of the road.	The Esplanade
	Not a safe access to The Learning Connexion at Erskine College.	The Esplanade
	We need to do more things about The Esplanade and Brighton Street.	The Esplanade/Brighton Street
	No exit sign is needed for the entrance between 39 Clyde Street and 16 Tamar Street. It is a cul-de-sac and cars speed uphill and back down frequently.	Clyde Street/Tamar Street
	Motorists coming up Hungerford Road from Lyall Bay seem unaware of the crossroad to the left (View Road South) at the top of the hill around a blind bend, especially those who are going straight on down Hungerford. It would help to: 1. Review the position and size of the hidden side road sign. 2. Mount a mirror on a pole opposite the exit end of View Road South that indicates that cars are coming up.	Hungerford Road
	Too narrow for volume of traffic.	Rintoul Street

Theme	Issue	Location
General Roding Issues (continued)		
	Better street lighting and speed humps are needed in Daniell Street. Accidents happen at night here.	Daniell Street
	"Share the Road" education campaigns should be pursued.	
	Adjust the way you use roads depending on conditions.	
	City-wide fund for training of cyclists, children and adults.	
	Road safety campaigns. Share the road.	
	Downhill vehicles give way to uphill vehicles - drivers need education.	
	More television ads and signs for the road rules.	
	Enforce correct use of bus and cycle lane.	
	More enforcement.	
	Education about no skateboards, cyclists, segways on footpath, shopping area and bus stops.	
	White lines at night when raining is hard to see and sometimes with street shining too. It's dangerous.	
	More bike parking should be available in shopping areas.	
	Rumble strips to make motorists aware, as long as they are safe for bikes.	
	Now the main roads are safer let's get the people to use them.	
	We need roundabouts not traffic lights.	
	Roundabout here.	Basin Reserve
	Road is very narrow and I suggest to extend the yellow lines north, ie from Riddiford Street up to Energy Centre or pave the edge of footpath by 12 to 18 inches to improve the traffic condition.	Constable Street
	It should be signed better in the Basin Reserve to prevent driving in the wrong way.	Basin Reserve
	Heavy trucks using Dawson Street and Blyth Street as a bypass to avoid traffic lights and they are often Council trucks. Traffic calming or idea at ending needed.	Dawson Street and Blyth Street
	Twice in the last week I have seen a ball cross Adelaide Road from Macalister Park towards the village at the park.	

Workshop Two

Workshop two was held on 8 November from 7pm to 9pm at St Annes Parish Hall on Emmett Street. Twenty people attended the workshop along with the SaferRoads project team, ward Councillors and other council staff.

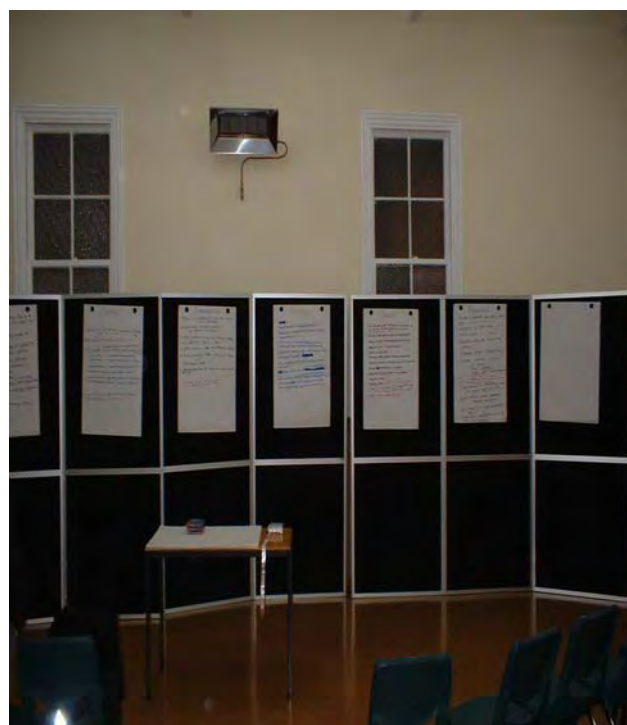
The objective of workshop two was to examine the trends and types of crashes in each area and to develop a high level framework for crash reduction based on community input. Issues identified in workshop one were also presented.

The SaferRoads team worked alongside community participants on a group exercise which aimed to provide possible road safety solutions based on the themes of engineering, education and enforcement initiatives on local roads.

Possible solutions from the group exercise for reducing crashes in the southern suburbs area are outlined on the following pages.



Participants at the community workshops.



Participants comments from the group activity.

Framework for Reducing Crashes in the Southern Suburbs area

from Newtown Workshop Two – 8 November 2005

Theme	Engineering	Education	Enforcement
Intersections			
	Redesign Luxford Street/Adelaide Road intersection. Set light changes to fit with road rules.	Education about intersection behaviour. Especially how to use a roundabout.	
	Adjust gradient or raise the crossing on Mein Street at the Riddiford Street lights for pedestrians.	Driver education to raise awareness of: driver behaviour, driver/vehicle factors and other road safety issues to help reduce road crashes/accidents etc.	
	Traffic calming on Mein Street at the Minerva Street intersection.		
	Raised crossings into residential streets and better lighting at all intersections.		
	Head start boxes for cyclists at all major intersections.		
	Signalise Constable and Owen Streets intersection.		
	Signalise Constable and Coromandel Streets intersection.		
Speed			
	Include islands and trees on wider streets where flush medians have been painted as this reduces the speed of cars eg Roy Street.	Education to overcome perceptions.	40 km/hr in residential streets.
	Better and more visible reminders of the current speed limit.		30 km/hr school zones.
	Speed humps and chicanes suggested for traffic calming.		More police presence.
	Block streets in the middle so they can not be used as through ways.		More driver feedback signs.

Theme	Engineering	Education	Enforcement
Speed (continued)			
	Speed hump at the north end of Daniell Street is hard to see from the south, road narrows sharply. Currently no roadmarking.		
Parking			
	Paint specific car parking bays so that people can't take up two car parks by accident.		Better enforcement of no parking on footpaths.
	Widen roads as they are too narrow and wing mirrors are getting broken.		Residential parking only should be considered in some areas.
	One way roading system as done for the Newtown Festival suggested to manage parking and driving into street.		Infill housing and flat rental developments have no controls or limits related to on street parking.
			Lower cost of parking in the city as it is forcing people to park in the suburbs.
			Enforcement of no parking on yellow lines and no parking on footpaths.
Pedestrians			
	Having a narrow footpath is better than not having one at all.		Low speed on high pedestrian areas.
	Footpaths on both sides of roads, especially Adelaide Road.		Education to pedestrians to wear more visible clothing. Encourage bright coloured cars.
	Improve pedestrian crossings with kerb extensions, extended no parking zones to improve visibility around them, street lighting, traffic lights phasing – clash of left turn on green man.		Education for drivers as to what the diamond symbolises.
	Raise pedestrian crossings.		Compulsory safe/defensive driving courses for licensing.
	Better defined signs for pedestrian routes.		
Cycling			
	Ramps over kerb extensions especially on Adelaide Road by Macallister Park.		Better signage on bus lanes to educate bus drivers.
	Cycle line around kerb extensions.		Education on appropriate lane behaviour for both cyclists and motorists.

Theme	Engineering	Education	Enforcement
Cycling (continued)	<p>More sensitive light change at Berhampore intersection, Luxford Street/Adelaide Road as currently does not turn green for cyclists.</p> <p>Mark alternative cyclist routes as well as engineering these routes to make them rideable.</p>	<p>All drivers to be given a road code regularly and sit licence every two years as well as a defensive driving course.</p> <p>Driver education on giving space to cyclists and for looking for cyclists before opening car doors.</p>	
General Roading Issues			
	Provide bus parking lay-by to reduce congestion and also centre line crossing.		
	Vibraline marking for centre lines.		
	Improve street lighting in high pedestrian and cycling areas.		
	Rumble strips to identify different road areas eg change from 50 km/hr to 40 km/hr zone.		
	Discourage rat running through residential streets.		

Island Bay Workshop One

Workshop one was held on 15 November from 7pm to 9pm at Island Bay School Hall. Eighteen people attended the workshop along with the SaferRoads project team and other Council staff.

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

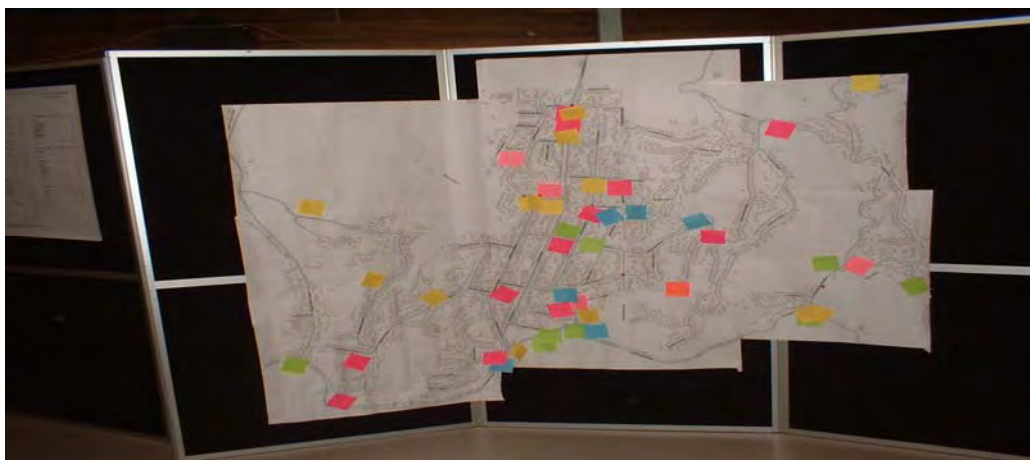
At workshop one, a number of visual displays containing large maps of the area and local crash statistics were displayed. Participants were given a SaferRoads folder pack that contained background information on the project, statistical crash data on Wellington City and the southern suburbs area and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

Workshop exercises were divided into four main themes:

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

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



Post-it notes participants placed on the map at workshop one in Island Bay.

Following workshop one, the issues that had been raised were sorted into themes. These were:

- intersections
- speed
- education
- parking
- cycling
- pedestrians
- enforcement
- general roading issues.

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Intersections		
	Change intersection at Trent Street and Brighton Street into a roundabout.	Trent Street/Brighton Street
	A lot of intersections lead drivers not to recognise road rules, for example, the distance between vehicles. Could we use roundabouts?	
	This intersection is risky but it is not obvious what to do.	Houghton Bay Road/The Esplanade
	Intersection needs to be improved. Roundabout?	Houghton Bay Road/The Esplanade
	The intersection of Houghton Bay Road and Hungerford Road opposite the park is risky and dangerous for turning vehicles as cars are not stopping.	Houghton Bay Road/Hungerford Road
	This intersection did need safety measures.	Dee Street/The Parade
	The roundabout at Dee Street was not necessary.	Dee Street/The Parade
	This roundabout was a complete waste of ratepayer's money. The sloping concrete is now completely worn down so traffic on The Parade doesn't even slow down.	Dee Street/The Parade
	Nonsense roundabout. Size reduced at request of residents. It's bound by four give ways - there are laws about give ways.	Dee Street/The Parade
	Right hand turn from Thames Street into Tiber Street has limited visibility.	Thames Street/Tiber Street
	Extend yellow lines on the corner of Avon Street and Clyde Street to improve visibility.	Avon Street/Clyde Street
	Stop signs are needed at this intersection as people do not stop.	Medway Street/The Parade
	Parked cars outside on The Parade hinder the view when exiting Mersey Street onto The Parade.	Mersey Street/The Parade
	Slow signs are needed on both sides of Eden Street near the Eden Street intersection and further restrict parking.	Eden Street midway between intersections with Freeling and Medway Streets
	Speed humps.	Eden Street midway between intersections with Freeling and Medway Streets
	There has been at least nine crashes over the last five years at the intersection of Medway Street and Eden Street. Something needs to be done to improve this intersection.	Medway Street/Eden Street
	Get rid of the traffic islands by the bus stop on the corner of Mersey Street and The Parade as they significantly hinder the traffic flow.	Mersey Street/The Parade
	Roundabout at this intersection please.	Brighton Street/The Esplanade
	This intersection is very dangerous, roundabout please.	Brighton Street/The Esplanade
	Roundabout here please to help reduce speed.	The Esplanade/Beach Street
	This intersection is very dangerous. Needs major safety improvements.	The Esplanade/Beach Street
	Roundabout here please to help reduce speed.	The Esplanade/Reef Street
	Stop signs here as people do not stop.	Derwent Street/Moselle Street
	Stop signs here as people do not stop.	Derwent Street/Humber Street
	Risky intersection but roundabout not needed.	Happy Valley Road/Owhiro Bay Road
	This intersection needs serious improvement.	Adelaide Road/John Street
	Dangerous intersection. This needs improvement.	Adelaide Road/Colombo Street
	Dee Street/The Parade roundabout is useless. Cars and trucks just drive straight across without slowing. No more roundabouts where they have no effect, please.	Dee Street/The Parade
	How about having every road junction throughout New Zealand marked with give way or stop signs as it is in England?	

Theme	Issue	Location
Speed		
	Speed is an issue on this street.	Clyde Street
	Excessive speed here.	Eden Street
	Speed is an issue on this street.	Mersey Street
	Speed is an issue on this street.	The Parade
	Speed is an issue on this street.	Melrose Road
	Excessive speed here.	168 - 330 Adelaide Road
	The speed limit grossly exceeds 75 km/hr on this 50km/hr street.	Murchison Street
	Speed limit often exceeded on this street.	Frobisher Street
	This is a cycling danger spot as cars pass all along Adelaide Road at speed.	358 - 360 Adelaide Road
	This is a cycling danger spot as cars pass all along Adelaide Road at speed.	Adelaide Road/Waripori Street
	Arterial roads need lower limits through residential areas.	
	Further east along The Esplanade towards Houghton Bay, cars (especially in the weekend when there is also high pedestrian traffic) increase speed along the "straight" between Elsdon Point and the Bait House, presumably to "make up time" after the slow corners around Princess Bay/Houghton Bay.	The Esplanade
	With the potential for an increase in traffic given the tourist "drawcard" of the sinking of the F69 and the proposed marine reserve in the area, some thought could usefully be given to some kind of traffic calming approach along this stretch. This would also slow traffic before coming into the main Island Bay area.	The Esplanade
	This is a narrow street and vehicles travel too fast.	Brighton Street
Education		
	Educate people not to park on footpaths.	
	Educate parents dropping children off at school.	
	Educate children to look left, look right when crossing the road etc. 40 km/hr around schools is not the answer. Teach the parents that are dropping their kids off to park properly.	
	Reduction to 40 km/hr is not the answer. Education about 50 km/hr and the reason why we should be going slower sometimes is more appropriate.	
	City-wide fund for training of cyclists, children and adults.	
	Education needs to be increased, arising responsibilities, indicating, give way rules and good manners.	
	Teach people how to cross roads safely. Pedestrians get hurt because they do not always look.	
	Traffic and cyclists passing spaces improved dramatically immediately after you ran the bubble campaign.	
	Educate how to indicate on roundabouts.	
	Education on vehicles reversing out of driveways too fast for safety of footpath users.	
	Education to drivers that cyclists need space cycling uphill.	
	If people can not use roundabouts appropriately, should they hold a drivers licence?	
Parking		
	There are too many cars here while school and play school are in session. They are badly parked.	11 - 27 View Road
	This is a bus route and buses park on both sides and there is only just enough room for a bus especially on the corner.	Melrose Road
	Parking outside both schools, drop off and pick up, mad.	Thames Street/Clyde Street
	Parking on footpaths is a problem in Brighton Street. Perhaps a parking bay could be provided on the western side.	Brighton Street
	Too much parking on the sidewalk all of the time.	Severn Street south
	Too much parking on the sidewalk all of the time.	Robertson Street
	Get parked cars off the sidewalks.	
	Allow parking only partially on footpaths or halfway out on road on blind corners as is far more dangerous.	

Theme	Issue	Location
Cycling		
	Need safe cycling routes. Signs? Lower speed?	
	A cycle route is needed to bypass Berhampore.	
	Dangerous for cyclists as cars push you off the road.	Adelaide Road
	Cyclists on narrow streets are not staying left and there is not enough room for two cars, cyclists and parking.	
	Do we still need big orange" Watch out for cyclist" signs on Reef Street?	Reef Street
	Cyclists should be allowed to use the footpath on narrow roads, for example, heading into town down Adelaide Road.	
	Concrete pedestrian islands and kerb extensions force cyclists into the path of cars.	
	Road intrusions are dangerous for cyclists.	
	Cycle lanes should not disappear at intersections. They should carry on through.	
	Have cycle lanes going down Happy Valley Road and across the Miramar Peninsula. It's such a popular cycle route.	Happy Valley Road
	Ideal situation for cyclists would be the construction of connecting routes utilising the northern, southern, eastern and western walkways and Mt Victoria. Get the Kennett brothers to make some that hug the contours of the land for example, less up and down that commuters on bikes or runners could use.	
	Cycle lanes on Adelaide Road.	Adelaide Road
Pedestrians		
	Provide pedestrian crossings and wheelchair crossings at various places along the beach including speed humps and speed reducing obstacles (I would suggest at least three pedestrian crossings, one near the bait house, one near the surf club, and one near the playground).	
	The pedestrian crossing at the Basin Reserve causes major hold ups at school times and frustrates drivers badly.	
	Need footpath or a safe walking area here.	Hornsey Road
	Near the supermarket entrance it is dangerous for children to cross the road on their way to school. Medway Street needs a pedestrian crossing.	Medway Street/The Parade
	A short length on the eastern side could do with a footpath.	Brighton Street
	Some islands should be provided to help to organise traffic flows as it is risky for pedestrians in the middle of the huge intersection.	The Esplanade/Brighton Street
	No safe crossing areas for pedestrians.	168 - 330 Adelaide Road
	Need yellow lines around the pedestrian crossing as pedestrians are obscured by 4WDs regularly.	494 - 512 Adelaide Road
	More walking buses to schools. This reduces congestion, frustration and accidents around schools and gets children fit.	
	'Faux' crossings such as in Kilbirnie shopping precinct are not legal pedestrian crossings and are in fact dangerous.	
	A key issue for those of us with children around Island Bay beach are the lack of any safe crossings between the beach and park/surfclub and houses. All of the main pedestrian crossing points are at badly-designed intersections with poor visibility. For example, crossing from the surf club end of the beach to Brighton Rd/Trent St involves negotiating a complex intersection and several blind corners without any refuge bay. Cars roar around these corners at quite dramatic speeds, and even for adults crossing can be a hazardous exercise.	
	The SaferRoads children's access around Island Bay schools don't get used. They hinder traffic flow in and out of intersections, especially roads off Mersey Street and Melrose Road.	
Enforcement		
	Red light camera needed as people do not stop on red lights.	
	Surfers park on the footpath forcing pedestrians, including mothers with pushchairs onto the street.	Houghton Bay Road/The Esplanade

Theme	Issue	Location
Enforcement (continued)		
	Cars block the Hungerford Road footpath. Real enforcement is needed.	Hungerford Road
	Enforcement of parking rules. This is a turn around cul-de-sac. Locals angle park and it makes it impossible to turn around in it.	Buckley Road
	Cars park on the pedestrian walkway all down the street.	Eden Street
	Enforce parents parking around schools.	
	Large vehicles stop too close to pedestrian crossings.	
	Enforce parking on footpaths.	
	Stop parents blocking narrow streets all morning for play school.	
	Enforcement of red lights, stop signs, give way signs (especially but not limited to cyclists) would do more good than speed cameras or revenue gathering.	
	Enforce cars not stopping at pedestrian crossings.	
General Roding Issues		
	Lane markings need correcting; traffic light synchronising needs looking at; red light runners.	
	It is at a dangerous corner. Please provide off-street parking facilities.	Houghton Bay Park
	Please put back the no exit sign in Witham Street.	Witham Street
	These are narrow roads.	Avon Street and Melbourne Road
	The section of The Esplanade from Houghton Bay Road around to Hermit's Cave Point is narrow and risky if cars are speeding.	The Esplanade
	Very narrow between number 55 and Wye Street. There are a lot of problems with the going up and down of cars.	Severn Street
	Should be one way.	Severn Street south
	This section of road is in shocking condition, it is both rough and narrow.	264 - 322 Adelaide Road
	Please reseal and widen this stretch of road. It is too narrow and bumpy and cyclists slow traffic because cars can not pass.	170 - 256 Adelaide Road
	A lot of people do not slow for speed humps. They are in most cases more of a hazard.	Daniell Street
	Improve street lighting for pedestrian and road safety in most areas.	
	Bus routes are congested in places by roundabouts that they can not get around easily or traffic islands that they ride upon.	
	Speed humps do not slow people down. They are just a pain.	
	Council needs to look at developments where they allow up to 30 houses to go up where maybe two houses were. The amount of cars is estimated at least two cars per house.	
	Stop making things difficult for drivers, for example, un-navigable roundabouts. I have seen many drivers unable to indicate at roundabouts as they are too busy steering around them.	
	Some speed humps and roundabouts damage cars. We don't all drive 4WDs.	
	During the SaferRoads assessment record all glass from crashes (indicators, lights etc) to get a better picture.	
	Look at the location of bus stops around the corner of The Parade and Dee Street.	The Parade/Dee Street
	Island Bay shops' bus shelter and cycle lanes need a coat of paint.	Island Bay shops
	Make pick up zones around school.	
	Consider vehicle driver visibility issues with regard to street plantings. Consider how big trees will be in 10 - 20 years.	
	Some simple measures can help, for example, no exit signs discourage rat runners.	
	Closing of the road between the beach and the playground, which would create a wonderful integration between playground and beach. I understand that this will put more pressure on traffic through Derwent Street. Alternatively, this area could be changed into a slow traffic zone (30km max) with sufficient barriers and special pavement.	Island Bay beach
	Narrow roads make it harder for some manoeuvres thereby causing accidents.	

Workshop Two

Workshop two was held on 22 November from 7pm to 9pm at Island Bay School hall. Twenty people attended the workshop along with the SaferRoads project team, ward Councillors and other council staff.

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

The SaferRoads team worked alongside community participants on a group exercise which aimed to provide possible road safety solutions based on the themes of engineering, education and enforcement initiatives on local roads.

Possible solutions from the group exercise for reducing crashes in the southern suburbs area are outlined on the following pages.



Group exercises at the second Island Bay workshop.

Framework for Reducing Crashes in the Southern Suburbs area

from Island Bay Workshop Two – 22 November 2005

Theme	Engineering	Education	Enforcement
Intersections			
	Roundabouts or central islands should be considered on The Esplanade at Brighton Street, Reef Street and Houghton Bay Road.	Educate people to signal before making a turn. There are too many people who never signal.	More police presence on roads where speeding happens frequently, for example, Clyde Street, Derwent Street and Brighton Street.
	Move bus stops away from Dee Street/The Parade intersection.		
	Pedestrian controlled lights at intersections on wide streets with a lot of traffic, particularly near schools and shops.		
	Better give way signage.		
	No more roundabouts.		
Speed			
	No more speed humps.	More mobile speed signs.	
	Take concrete obstructions out of The Parade and treat The Parade and Happy Valley Road as main roads, thereby pulling traffic away from narrower, windy roads (where they go to avoid all the obstructions on The Parade).		
	More speed signs.		
	Change tolerance to 10% rather than 10 km/hr.		
	School speed zones and limited drop off zones for parents.		
	Roundabout at Brighton Street.		
	40 km/hr limit for narrow streets (not main streets).		
	Speed reducing measure on The Esplanade from Houghton Bay Road to Hermit's Cave Point.		
	Slow trucks down on Happy Valley Road, The Esplanade (road to the tip) and The Parade.		
Parking			
	Reverse in angle parking.		
	Limited time drop off zones near schools.		
	Don't allow parked cars on the inside of blind left hand corners on narrow roads.		

Theme	Engineering	Education	Enforcement
Pedestrians			
	Pedestrian crossing at the Basin Reserve/Adelaide Road traffic lights or traffic monitors to supervise school students. Move the bus stop outside the gas station.	Milne Terrace and The Esplanade on the blind bend is dangerous for pedestrians but they still cross.	
	Make Hornsey Road a one way street.	Walking school buses to be encouraged.	
	Brighton Street footpath. Construct footpath closer to the western boundary to form a parking bay, there would then be space for a footpath.	Medway Street crossing. Need to educate children.	
	The Esplanade/Brighton Street; an engineering solution is needed here (but not a roundabout like Lyall Bay).	Need more education on the false crossings through shopping areas.	
	Pedestrian crossing at 494 - 512 Adelaide Road needs to have the yellow lines extended and/or a concrete island/kerb extension.	SaferRoads children's access - education and school patrols are needed.	
	Could a pedestrian crossing please be considered on the corner of Tiber Street and Mersey Street for Frances De Salles School children.		
Cycling			
	Cycle/walking lane around from Happy Valley Road to Lyall Bay and Miramar Peninsula.	Shared cycle/walking group routes to school.	
	Cycle lane to bypass Berhampore.		
	Surely there's a way to put a cycle lane from Hanson Street around the back of Berhampore to Island Bay (Kennett brothers may be able to suggest something).		
General Roading Issues			
	Correct the lane markings on John Street as the arrows are confusing.		
	Put the no exit sign back in Witham Street.		
	More yellow lines on upper Avon Street by Erskine College to stop parking all over the place.		
	Signage on Severn Street from number 55 to Wye Street to indicate narrow road.		
	Last part of Severn Street south by the sea could be made one way.		
	Resealing of rough parts of the road on Adelaide Road, for example, potholes.		

Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the southern suburbs community to contribute to future road safety initiatives in the area. The response from the public to the community involvement has been positive with 38 people attending the workshops in Island Bay and 37 attending the Newtown ones and other interested parties contacting the SaferRoads team directly with their comments.

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

Contact us

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

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

Next Steps

