

Appendix A: Notes from Workshop One

Intersections

Issue	Location	Response
Advance waiting boxes should be provided at key intersections, eg Mein/Riddiford Streets, Adelaide Road/John Street/Riddiford Street, Constable/Riddiford Streets.		The Council is currently developing a citywide cycle strategy. This issue will be considered further once this framework has been established.
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	Give way control is proposed as a permanent measure. It is not currently proposed that Dawson Street be closed as a through road.
Cars drive straight through the roundabout heading south in Riddiford Street which endangers the cars and people coming out from Rhodes Street. (2 responses)	Riddiford Street/ Rhodes Street	Raised speed cushions on approaches to the roundabout are proposed.
Cars travel straight away south at 50kmh at the intersection of Riddiford Street and Rhodes Street.	Riddiford Street/ Rhodes Street	
Roadmarkings for cycle safety are necessary at the intersection of Riddiford Street and Rintoul Street.	Riddiford Street/ Rintoul Street	The Council is currently developing a citywide cycle strategy. This issue will be considered further once this framework has been established.
Traffic lights at the intersection of Constable Street and Coromandel Street are needed. (2 responses)	Constable Street/ Coromandel Street	New traffic signals are proposed.
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	Existing kerb extensions will be altered if proposed traffic signals proceed at this intersection.
Traffic calming and a pedestrian crossing at the intersection of Rintoul Street and Waripori Street are required.	Rintoul Street/ Waripori Street	New traffic signals incorporating a signalised cross walk are proposed for these intersections.
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	Shrubs have been replaced with low growing varieties.
Cyclists turning right into Riddiford Street would benefit from a head start at the Riddiford and Mein Street intersection.	Mein Street/ Riddiford Street	The Council is currently developing a citywide cycle strategy. This issue will be considered further once this framework has been established.
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	Kerb extensions are proposed to improve visibility and pavement hatching to reduce intersection blocking.
Four way stop signs at Hall and Hanson Streets are good.	Hall Street/Hanson Street	Agree.

Intersections

Issue	Location	Response
A roundabout is needed at the intersection of Britomart Street and Stanley Street.	Britomart Street/Stanley Street	A roundabout is one option being proposed. Another option is kerb extensions at the intersection.
Left turning traffic from Daniell Street has to swing to avoid the oncoming cars.	Daniell Street/Mein Street	Easing of the existing kerb extension is proposed. This may result in the loss of one carpark.
Correct use of stop signs, drivers failing to stop.		Propose to request additional police enforcement in key areas such as this.
Drivers do not look left before turning left and risk hitting pedestrians from the left.		The Council will continue to run advertising campaigns and programmes to educate the public on the safe use of the city's roads.
Cars not signalling before turning corners.	Hanson Street/Hall Street	
Educate on 'give way' rules at intersections.	Daniell/Normanby /Donald McLean Streets	Existing Land Transport New Zealand education campaigns.
Give ways at all intersections.		It is proposed to either give way or stop control on all side roads joining a main road.
Raised areas with different paving surfaces at intersections and entrances into residential streets.		Gateway treatments are proposed at entrances to all residential streets where the speed limit drops from 50kmh to the proposed 40kmh.
Cars travelling north along Riddiford Street and turning right into Normanby Street seem to catch pedestrians unaware.	Riddiford Street/ Normanby Street	Kerb extensions have recently been constructed at this intersection.

Speed

Issue	Location	Response
Vehicles speed too fast.	Rhodes Street	Additional roadmarkings are proposed to narrow traffic lanes.
Vehicles speed too fast.	Constable Street	New traffic signals are proposed at the Constable/Owen Streets and Constable/Coromandel Streets intersections.
Cars travel too fast and road is too narrow from 290–339 Adelaide Road.	Adelaide Road	Possible installation of driver feedback signs and also additional police enforcement.
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	Additional speed humps between Normanby Street and Constable Street are proposed.
Vehicles run off road and hit parked cars.	Daniell Street	Unsure of issue. Additional roadmarkings are proposed along Daniell Street to provide better guidance to traffic.

Speed

Issue	Location	Response
Cars travel too fast up and down hills.	Seddon Terrace	Unsure of issue. Seddon Terrace is relatively short and narrow.
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	A new pedestrian crossing at Minerva Street isn't appropriate with the nearby signalised crossing at the Mein/Riddiford Streets intersection.
School speed zones.		It is proposed to reduce speeds on some residential roads to 40kmh and to control speed on main roads through traffic calming, education and increased enforcement.
Suburban traffic 40 kmh.		It is proposed to reduce speeds on some residential roads to 40kmh.
Speed limits must be enforced.		It is proposed to control speeds through traffic calming measures, increased enforcement and education.
Educate not to speed.		Agree.
Speed checks on Riddiford Street between Newtown Mall and roundabout and vice versa.	Riddiford Street	Recent kerb extension construction in this area may have addressed this issue.
Traffic calming at south end of Riddiford Street.	Riddiford Street	
Speed check in rat run residential streets, eg Daniell Street.		Driver feedback signs, additional speed humps and new kerb extensions are proposed on Daniell Street.
City wide 30kmh speed limit in residential streets.		It is proposed to reduce speeds on some residential roads to 40kmh.
40kmh in side streets.		
More speed humps in Daniell Street, south.	Daniell Street	Speed humps on steep gradients often contribute to an increase in crashes. Driver feedback signs and new kerb extensions are proposed on the southern section of Daniell Street.
Something to pre-warn motorists to slow down by creating a sense of narrowing from a distance, eg trees overlapping the street.		In transition areas between 50kmh and the proposed 40kmh, coloured thresholds are proposed. Elsewhere a number of measures are available, such as kerb extensions, chicanes and speed humps. These will be installed as appropriate.

Parking

Issue	Location	Response
Footpath parking is endemic and blocks mobility scooters, push scooters and buggies.		Increased enforcement of this illegal activity is proposed.
People use footpath to park.	Coromandel 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	Recent kerb extension construction in this area may have addressed this issue.
Citywide ongoing removal of on street parking.		Unsure of comment. Is this a request to remove parking?
Visibility is compromised by badly designed parking.	Normanby Street	A new kerb extension to improve visibility at the entrance to the New World supermarket is proposed.

Cycling

Issue	Location	Response
The green bus lane needs to be marked as a dual bus/cycle lane.	Adelaide Road	The recently introduced Land Transport (Road User) Rule permits cyclists to use a marked bus lane. Additional signage may be considered during the development of the Council's cycle strategy.
Need safe cycling routes.		Agree. The Council is currently developing a citywide cycle strategy to consider cycling issues.
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 Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
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	
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.		

Cycling

Issue	Location	Response
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.		The roads encircling the Basin Reserve are administered by Transit New Zealand. This issue will be passed on to them for consideration.
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.		The Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
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, 40kmh zones and other traffic calming measures should be pursued.		The Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
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 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?		No, however, the Council is currently developing a citywide cycle strategy and this issue may be considered further once this has been established.

Cycling

Issue	Location	Response
Continue the cycling lane past the hospital.	Riddiford Street	The Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
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	The Council has invited all local schools to participate in the Council's Safer Routes to School programme. This programme aims to identify and to remove or mitigate road safety issues specific to that school.
A cycle track is needed from Mudges Terrace to Luxford Street.	Mudges Terrace to Luxford Street	The Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
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	
Cat's eyes coming down from Berhampore to The Parade are dangerous for cyclists coming fast downhill.	Berhampore to 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	The Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established
Chip seal needed on Hanson Street as it is very rough for cyclists.	Hanson Street	Unsure of comment. Hanson Street is currently chip sealed.
Education on door opening and hitting cyclists.		The Council will continue to run advertising campaigns and programmes to educate the public on the safe use of the city's roads.
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.		The Council has invited all local schools to participate in the Council's Safer Routes to School programme. This programme aims to identify to remove or mitigate road safety issues specific to that school.
Enforce the bus lane to allow cyclists.		The recently introduced Land Transport (Road User) Rule permits cyclists to use a marked bus lane. Additional signage may be considered in the development of the Council's cycle strategy.

Cycling

Issue	Location	Response
Non slip paint should be used for roadmarking.		Recent research suggests that the thickness of paint has more bearing on cycle safety than the paint's slip resistance.
Need a safe cycle way for travelling to the city.		Council are currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
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.		The recently introduced Land Transport (Road User) Rule permits cyclists to use a marked bus lane. Regarding the provision of cycle lanes on Adelaide Road, this issue will be considered once the Council's cycle strategy has been developed.
Make footpath cycling legal.		The Council is currently developing a citywide cycle strategy. These issues will be considered further once this framework has been established.
Put a cycle lane around the Basin Reserve and even across the cricket space when there is no game.	Adelaide Road	The roads encircling the Basin Reserve are administered by Transit New Zealand. This issue will be passed on to them for consideration.
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	It was not the intention for the kerb extensions on Oriental Parade to be ramped for cyclists. Providing such a ramped kerb extension puts pedestrians and cyclists at conflict with each other.
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	It is proposed to prohibit parking on the eastern side of Adelaide Road between the Berhampore Golf Course and Luxford Street to allow the provision of cycle lanes on both sides of the road. This proposal will however be subject to the Council's cycle strategy which is currently being developed to provide a city wide cycle framework.

Cycling

Issue	Location	Response
Bus lanes (eg like in Adelaide Road) should be clearly marked as available for cycle traffic.		The recently introduced Land Transport (Road User) Rule permits cyclists to use a marked bus lane. Additional signage may be considered in the development of the Council's cycle strategy.

Pedestrians

Issue	Location	Response
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	The Council is currently upgrading the entire city's streetlights to comply with national streetlight standards. This particular issue will be passed on to the Council's streetlight asset manager.
There are lots of pedestrians from Riddiford Street to the bus stops outside the hospital.	Riddiford Street	The redevelopment of the hospital will allow for bus stop and taxi improvements.
No footpath and hard to cross to the other side of Adelaide Road.	Adelaide Road	As part of its footpath extension programme the Council have plans to join the footpath between the retirement village and Luxford Street later this year.
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	Additional no parking lines are proposed on the eastern side of the pedestrian crossing opposite Chilka Street.
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	A 'raised threshold' is not appropriate at this busy intersection. Raised thresholds are typically restricted to the entrances of low volume, usually no exit streets. This issue will be passed on to the Council's maintenance team to consider remedial works to the existing pedestrian ramps.
Hard for pedestrians to cross over.	Rintoul Street	Two additional crossing points are proposed on Rintoul Street. One signalised pedestrian crossing opposite South Wellington Intermediate School and a new pedestrian crossing near Stoke Street.
Hard for pedestrians to cross over.	Milton Street	Improvements including crossing facilities are proposed at the intersection of Rintoul/Luxford/Milton Streets intersection.
Hard for pedestrians to cross over.	Luxford Street	A crossing point including a central refuge island is proposed near number 7 Luxford Street.

Pedestrians

Issue	Location	Response
Hard for pedestrians to cross over.	Waripori Street	New traffic signals, including signalised crosswalks, are proposed at the intersection of Waripori Street and Rintoul Street. In addition, a crossing point with a central refuge island is proposed outside the Waripori Street entrance to the South Wellington Intermediate School.
Mein Street is narrow. Cars parked both sides. High volumes of traffic, no pedestrian crossing.	Mein Street	A new crossing point with a central refuge island is proposed on the crest of Mein Street, opposite number 60.
Safe pedestrian thoroughway needed from Hutchison Road to Wellington Indoor Sports Centre to Hall Street.	Hutchison Road to Hall Street	This issue falls outside the scope of the SaferRoads project as the pedestrian thoroughfare is through private property (albeit partly owned by the Council). This will be passed on to the appropriate Council department for consideration.
More places for pedestrians to cross easily by bringing the footpath out and having a traffic island, flat in the middle for the disabled.		Additional crossing points are being provided where possible and as appropriate.

General Roding Issues

Issue	Location	Response
The high-quality paving surfaces and detailing, kerb extensions and median refuges are needed in the hospital frontage and John Street intersection.	John Street	The footpath along the hospital frontage will be resurfaced in association with the hospital redevelopment. Issues at the John Street/Riddiford Street/Adelaide Road intersection will be considered as a stand alone project separate to SaferRoads.
We can use solar powered lights instead of electrical lights to save lots of money.		Although worth consideration, solar powered street lighting is still an emerging technology and this type of lighting is currently cost prohibitive.
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	Agree. Council may consider marking a white line between the footpath and the flats' parking area.
Are road rage fights considered to be accidents?		No, although they are often a result of an accident.
Noisy.	Lavaud Street	Speed cushions to discourage speeding and noisy traffic are proposed.

General Roading Issues

Issue	Location	Response
Road is too narrow for the volume of traffic.	Dawson Street	A traffic platform is proposed on Blythe Street to discourage through traffic. Southern kerb side parking is to be prohibited to reduce the occurrence of damage to parked cars.
Unsuitable as an arterial route.	Dawson Street	
Steep.	Dawson Street	Agree.
Not suitable as a route from Newtown to Island Bay or vice versa.	Herald Street	Agree.
Not suitable as a route from Newtown to Island Bay or vice versa.	Riddiford Street	Agree, however Riddiford Street is identified on the Council's district plan as a collector road and can therefore be expected to carry high volumes of traffic.
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 southbound traffic.	Riddiford Street	The intersection of the new hospital vehicle entrance and Riddiford Street is to be signalled as part of the hospital redevelopment and will incorporate a pedestrian cross walk. The existing signalled pedestrian crossing will be relocated to suit the new pedestrian entrance to the hospital.
Can we extend the street southwards?	Constable Street	We assume to widen the carriageway in which case, yes. However, this would be cost prohibitive toward any possible improvements.
Berhampore Service Centre - continue improvement. That is, make it work.	Adelaide Road	Issue is unclear as to what is wrong.
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	As part of its footpath extension programme the Council have plans to join the footpath between the retirement village and Luxford Street later this year.
Park entrance and crossing are not safe.	Daniell Street	It is anticipated that the proposed additional speed humps on Daniell Street will slow traffic sufficiently for pedestrians to cross safely to the park.
Speed humps do not work well at night.	Daniell Street	Propose to repaint hatching on speed humps with reflectorised paint.
Funeral issue: traffic lights splitting up the vehicles following cause problems.	Daniell Street	Unfortunately traffic signal phasing cannot distinguish between funeral and general traffic.
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	Will request that the Council's Traffic Signals Manager considers reviewing the pedestrian phases to give more crossing time.

General Roading Issues

Issue	Location	Response
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	As part of the hospital redevelopment, the traffic signals at this intersection will be reconfigured. At present, it is not the Council's policy to install red light cameras.
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	It is preferred to maintain Mein Street at its current narrow width to discourage additional traffic from using this street as a 'rat run' through to Constable Street.
Hall Street to South Wellington Intermediate needs a footpath.	Hall Street	Unsure of issue – footpaths currently exist between Hall Street and South Wellington Intermediate School.
Too narrow for volume of traffic.	Rintoul Street	Agree, however Riddiford Street is identified on the Council's district plan as a collector road and can therefore be expected to carry high volumes of traffic.
Better street lighting and speed humps are needed in Daniell Street. Accidents happen at night here.	Daniell Street	Additional speed humps are proposed for Daniell Street. Regarding the streetlight issue, the Council is currently upgrading the entire city's streetlights to comply with national streetlight standards. This particular issue will be passed on to the Council's Streetlight Asset Manager.
"Share the Road" education campaigns should be pursued.		The Council will continue to run advertising campaigns and programmes to educate the public on the safe use of the city's roads.
Adjust the way you use roads depending on conditions.		Existing Land Transport New Zealand "Drive to the Conditions" campaign.
City wide fund for training of cyclists, children and adults.		The Council has existing road safety education programmes for cyclists, children and aged road users.
Road safety campaigns. Share the road.		The Council will continue to run advertising campaigns and programmes to educate the public on the safe use of the city's roads.
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.		Education campaigns on the correct use of bus and cycle lanes are proposed.
More enforcement.		Requests for additional enforcement at identified areas of concern will be made to the appropriate agencies.

General Roading Issues

Issue	Location	Response
Education about no skateboards, cyclists, segways on footpath, shopping area and bus stops.		The Council will continue to run advertising campaigns and programmes to educate the public on the safe use of the city's roads.
White lines at night when raining is hard to see and sometimes with street shining too. It's dangerous.		Agree. It is the Council's policy to use reflectorised paint when painting new or re-painting old roadmarkings.
More bike parking should be available in shopping areas.		The Council will consider installing cycle stands at particular locations provided there are sufficient requests from the community.
Rumble strips to make motorists aware, as long as they are safe for bikes.		Rumble strips work well in highlighting a different environment to the motorists. However, they generally create an unacceptable level of noise in residential areas.
Now the main roads are safer let's get the people to use them.		Agree, and this is one of the main objectives of the SaferRoads programme.
We need roundabouts not traffic lights.		There are conditions where traffic signals manage traffic more effectively than a roundabout, and vice versa.
Roundabout here.	Basin Reserve	Unsure of issue. Transit New Zealand and Wellington City Council have plans to install traffic signals at the intersection of Adelaide Road and Rugby Street, opposite the 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	The remaining on street parking is important to the neighbouring businesses. Widening the street would be cost-prohibitive toward any possible improvements.
It should be signed better in the Basin Reserve to prevent driving in the wrong way.	Basin Reserve	Unsure of comment.
Heavy trucks using Dawson Street and Blythe Street as a bypass to avoid traffic lights and they are often Council trucks. Traffic calming or idea at ending needed.	Dawson Street and Blythe Street	A traffic platform is proposed on Blythe Street to discourage through traffic. Southern kerbside parking is to be prohibited to reduce the occurrence of damage to parked cars.
Twice in the last week I have seen a ball cross Adelaide Road from Macalister Park towards the village at the park.		The occasional ball rolling across Adelaide Road from Macalister Park can be reasonably expected. Of greater concern is the behaviour of the person recovering the ball.

Appendix B: Notes from Workshop Two

Framework for Reducing Crashes in Newtown and Berhampore

Workshop Two

Engineering	Education	Enforcement
Intersections		
Redesign Luxford Street/Adelaide Road intersection. Set light changes to fit with road rules.	Educate 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.	Educate to overcome perceptions.	40kmh in residential streets.
Better and more visible reminders of the current speed limit.		30kmh 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.
Speed hump at the north end of Daniell Street is hard to see from the south, road narrows sharply. Currently no roadmarking.		

Engineering	Education	Enforcement
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.	Educate pedestrians to wear more visible clothing.	Low speed on high pedestrian areas.
Footpaths on both sides of roads, especially Adelaide Road.	Encourage bright coloured cars.	
Improve pedestrian crossings with kerb extensions, extended no parking zones to improve visibility around them, street lighting, traffic light phasing – clash of left turn on green man.	Educate 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 Macalister 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.	
More sensitive light change at Berhampore intersection, Luxford Street/Adelaide Road as currently does not turn green for cyclists.	All drivers to be given a road code regularly and sit licence every two years as well as a defensive driving course.	
Mark alternative cyclist routes as well as engineering these routes to make them rideable.	Driver education on giving space to cyclists and for looking for cyclists before opening car doors.	

Engineering**Education****Enforcement****General Roading Issues**

Provide bus parking lay-by to reduce congestion and also centre line crossing.

Vibraline marking for centre lines.

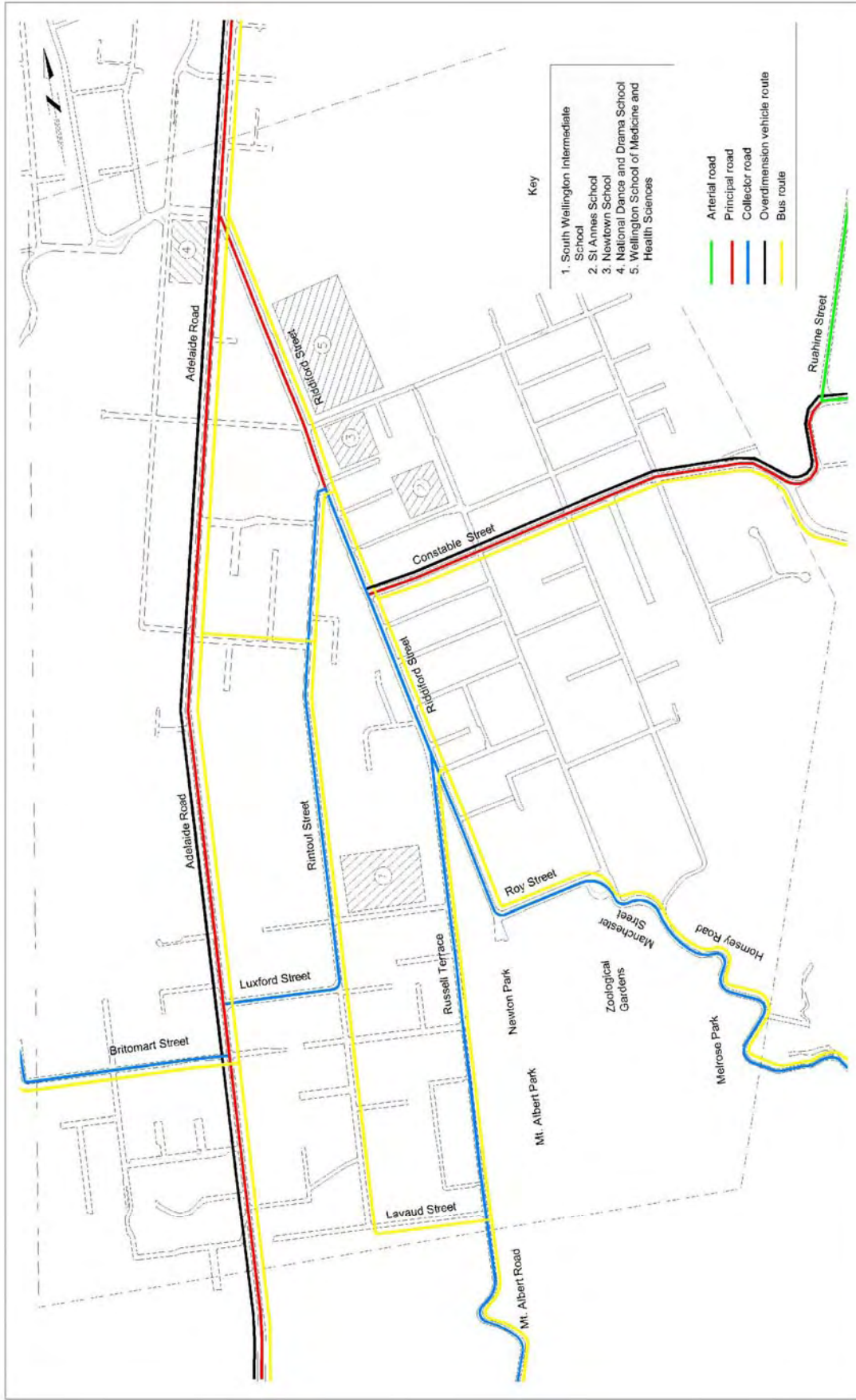
Improve street lighting in high pedestrian and cycling areas.

Rumble strips to identify different road areas eg change from 50kmh to 40kmh zone.

Discourage 'rat running' through residential streets.

Appendix C:

Newtown/Berhampore Road Hierarchy Map



Appendix D:

LTNZ Briefing Notes on Road Safety Issues 2007



briefing notes road safety issues

Wellington City

Land Transport New Zealand has prepared this road safety issues report. It is based on reported crash data and trends for the 2002–2006 period.

The intent of the report is to highlight the key road safety issues and be a resource to identify possible ways to reduce the number of road deaths and injuries in Wellington City.

This report is the eighth road safety report for Wellington City. Most of the data in this report applies to both local roads and state highways. Where relevant the details of the crashes on local roads and state highways are provided and discussed.

In each new report the latest year's data is added to a five year block and the oldest dropped, so it is unlikely that the core issues for any local body would change radically from report to report.

The issues chosen for this report are drawn from either the most common crash types, those that appear over-represented when Wellington City is compared to similar local bodies and the nation average, or those with high social cost (relating mainly to high numbers of fatal and serious crashes).

We have included a brief overview of crashes in Wellington City for 2006.

Major road safety issues		2006 road trauma	
Wellington City		Casualties	
Vulnerable road users		Deaths	7
Rear end/obstruction		Serious casualties	63
Crossing/Turning		Minor casualties	433
Loss of control at bends			
Nationally		Crashes	
Speed		Fatal crashes	7
Alcohol		Serious injury crashes	62
Failure to give way		Minor injury crashes	353
Restraints		Non injury crashes	1434

Overview of crashes in 2006

In 2006 on local roads in Wellington City there were 320 injury crashes and 1072 non-injury crashes, in addition there were 102 injury crashes and 362 non-injury crashes on State Highways, as reported by the New Zealand Police.

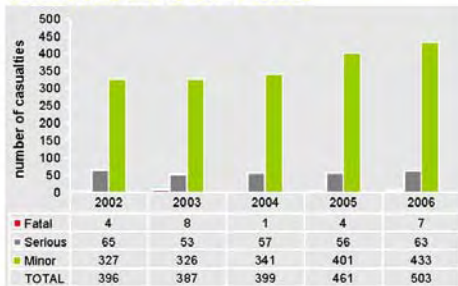
The table below shows the number of injuries resulting from 2006 crashes by rural or urban areas for both local roads and state highways (rural is defined as an area with a speed limit of 80km/h or more).

	Casualties in 2006			
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	4	87	91
Urban	7	59	346	420
Total	7	63	433	503

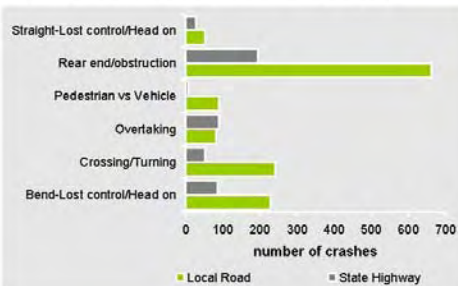
It should be noted that 3 out of 7 fatalities in 2006 were pedestrians.

Number of casualties in 2006 is the highest in the last five years. Fatalities in the district have been rising since 2004, whereas the number of serious injuries is fluctuating between 53 and 65 over the last five years. The number of minor injuries reported is increasing.

Casualties trend 2002-2006



The following table shows the distribution of the injury and non-injury crashes on local roads and state highways in year 2006 by movement category.



Further information about 2006 injury and non-injury crashes on:

Local roads

- Worst month August (148 crashes), best month February (75 crashes)
- Worst day Friday (256 crashes), best day Sunday (151 crashes)
- Wet road 22 percent
- Night time 34 percent
- Mid-block 61 percent
- Social cost of crashes \$85m
- At fault male driver (injury crashes) 68 percent
- Full NZ licence (injury crashes) 66 percent of the at fault drivers

State highways

- Worst month July (62 crashes), best month September (21 crashes)
- Worst day Wednesday (98 crashes), best day Saturday (43 Crashes)
- Wet road 34 percent
- Night time 39 percent
- Mid-block 64 percent
- Social cost of crashes \$28m
- At fault male driver (injury crashes) 66 percent
- Full NZ licence (injury crashes) 62 percent of the at fault drivers

It has been observed nationally that there is a growing group of drivers who have not been exiting the graduated licence system and are choosing to stay on restricted licences. This is making it increasingly difficult to distinguish drivers who are truly inexperienced from those that should have moved to a full licence. As a consequence it is more difficult to target educational material.

In Wellington City, in the year 2006, 22 percent of at fault drivers in injury crashes were the holder of a learner or a restricted driving licence.

Licence status	Injury crashes percentage of at fault drivers	
	Wellington City	New Zealand
Full	64.7	58.4
Learner	6.6	9.5
Restricted	15.7	17.6
Never licensed	1.6	2.2
Disqualified	1.4	1.7
Overseas	3.0	4.2
Expired	< 1	0.5
Other/unknown	6.6	5.6

Vulnerable road users

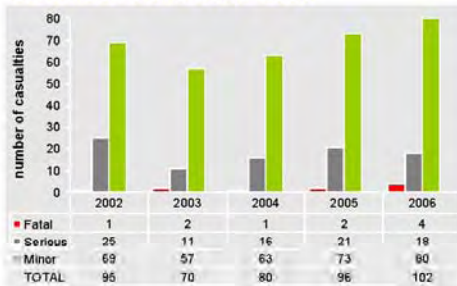
Vulnerable road users are those who have very little physical protection in the event of a crash and are therefore susceptible to severe injuries.

On 24 February 2005, the Government launched *Getting there - on foot, by cycle*, its strategy to advance walking and cycling in New Zealand transport. It is vitally important to recognise that promotion alone of cycling and walking alone is not going to be effective at increasing their mode share unless they can be made safer.

Pedestrian

Pedestrian injuries feature highly in the total road injury picture in Wellington City, representing 20 percent of all injuries and 42 percent of all fatalities.

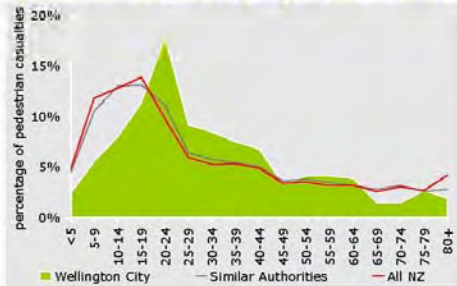
Casualties trend 2002-2006



Most pedestrian crashes occurred on urban roads, of which 54 percent occurred away from intersections. Twenty-nine percent of these crashes occurred during the hours of darkness.

Wellington City is experiencing a problem with significant numbers of pedestrian crashes involving young people crossing road. Approximately 30 percent of pedestrians injured during this five-year period were between 15 and 24 year of age. Young people under 15 years of age constitute 16 percent of

Pedestrians injured by age 2002-2006



the pedestrians injured in crashes. The recent decision by Police to enforce a lower speed tolerance around schools is a strong step in creating a safer lower speed environment for young pedestrians.

Following are the non driver crash factors involved in pedestrian crashes:

- 28 percent involved pedestrians crossing roads heedless of traffic
- 11 percent of pedestrians were intoxicated
- 8 percent involved pedestrians crossing roads without following traffic signals.

Pedestrian crashes are concentrated on arterial and collector roads. The top five locations are shown in the table below.

Location	Number of pedestrians injured
Taranaki St / Courtenay Pl	13
Willis St / Abel Smith St	8
Lambton Quay and Grey St	7
Kent / Majoribanks St	7
Willis St / Mercer St	7

Further information regarding 2002 -2006 pedestrian injury crashes:

Local roads (90 percent of crashes)

- The most common crash type was for a pedestrian crossing the road being hit by a driver approaching from their right (47 percent)
- 4 deaths, 84 serious injuries and 309 minor injuries
- Worst months June to August (over 40 crashes each)
- Worst day of week Friday (21 percent), best day Sunday (8 percent)
- Pedestrians were at fault in 69 percent of incidents

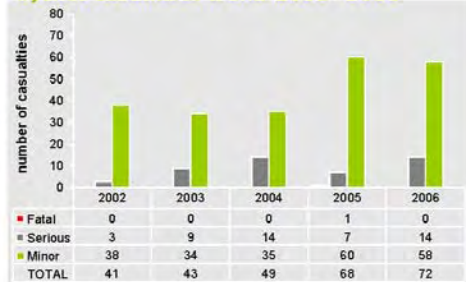
State highways

- 5 deaths, 9 serious injuries and 33 minor injuries
- Worst month March (20 percent), best months September and December (3 percent each)
- Worst day of week Wednesday (25 percent), best day Sunday (2 percent)
- Pedestrians were at fault in 69 percent of incidents

Cyclists

Cyclist injury incidents in Wellington City, represented only 13 percent of all injuries and 4 percent of all fatalities in the last five years. Most (97 percent) cycling crashes occurred on urban roads. Almost half of the cycling crashes occurred at intersections and only 30 percent during night hours.

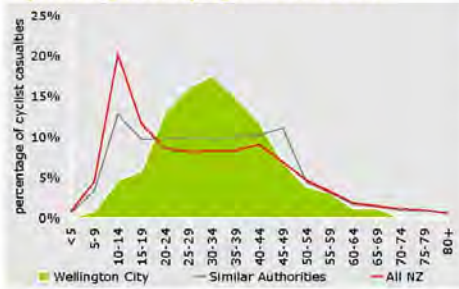
Cyclist casualties trend 2002 -2006



Last year (2006) more cycles than cars were imported into New Zealand. It is certainly noticeable in many areas across the country that there are many more cyclists using the roads than in past years. Consequently the number of cyclist casualties have increased.

Cyclist injuries are not spread evenly across all age distributions as shown in the chart below. Approximately three-quarters of all the injured cyclist were between 20 and 45 years of age.

Cyclist injured by age 2002 -2006



Further information regarding 2002 to 2006 cyclist crashes in local roads and state highways are:

- 1 death, 47 serious injuries and 225 minor injuries
- The most common crash type was a *crossing or turning movement*
- 51 percent at intersections
- 20 percent at night time
- Worst month March (14 percent)
- Worst days of the week Tuesday and Wednesdays (21 percent each)
- 78 percent of cyclists injured were male

Motorcyclists

In 2006 motorcyclists accounted for 9.5 percent of road fatalities in New Zealand. Motorcyclist injuries in Wellington comprise 12 percent of all injuries and make up 7 percent of all fatalities. The total number of injuries as well as fatalities and serious injuries were highest in 2006 comparison to any single year in the last five year period.

Motorcyclist casualties trend 2002 -2006

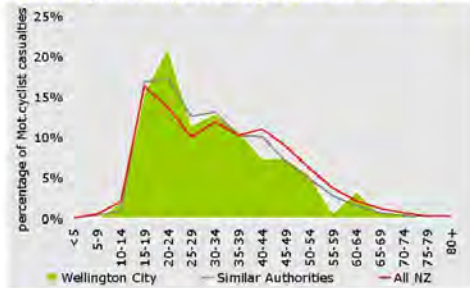


Nationally motorcycling fatalities dropped from a high of 20 percent of all fatalities in 1988 to just 6 percent in 2003. Since then there has been a significant increase in motorcycle registrations and this has reversed the downward trend.

Most (89 percent) motorcycling crashes happen on urban roads, mid blocks (55 percent) and during daylight hours (70 percent).

Almost 50 percent of motorcycle casualties were in the 15 to 30 year age group, the majority of which were males. The 20 to 24 year age group accounted for more than 20 percent of casualties.

Motorcyclist injuries by age 2002 -2006



Further information regarding motorcycling crashes between 2002 and 2006 on:

Local roads

- 75 percent of motorcycle crashes
- 1 death, 27 serious injuries and 79 minor injuries
- The most common crash type was a *crossing or turning movement* (34 percent). The second was *rear end/obstruction* (29 percent) and *loss of control at bend* (13 percent)
- 46 percent at intersections
- 26 percent at night time
- 15 percent on wet roads
- Worst month August (13 percent), best month November (5 percent)
- Worst day of week Friday (34 percent), best day Sunday (15 percent)
- 70 percent of motorcyclists injured were male.

State highways

- 25 percent of motorcycle crashes
- 2 deaths, 4 serious and 35 minor injuries
- The most common crash type was *rear end/obstructions* (36 percent). The second was *overtaking crashes* (32 percent) followed by *crossing/turning* (15 percent)
- 40 percent at intersections
- 40 percent at night time
- 13 percent on wet roads
- Worst month June (13 percent), best month December (2 percent)
- Worst day of the week Friday (25 percent), best day Wednesday (8 percent)
- 81 percent of motorcyclists injured were male

Rear-end crashes

Rear-end and obstruction type crashes were the most common crash type in Wellington City representing 46 percent of all injury and non-injury crashes in 2006.

Between 2002 and 2006, there were 3 fatal, 39 serious injury, 406 minor injuries and 2528 non-injury rear-end/obstruction crashes recorded in Wellington City. These crashes resulted in 3 fatalities, 40 serious injuries and 522 minor injuries.

Crash numbers have been fluctuating over the last five years as shown in the following graph:

Rear-end injury casualties 2002-2006



The five most common crashes in this category are:

- collision with the end of a queue of traffic
- collision with a parked vehicle
- collision with a U turning vehicle (turning from the left)
- collision with a slower vehicle
- collision with a vehicle waiting to make a right turn

Driver factors play a significant part in crashes of this type. The number of crashes involving poor observation, which includes drivers failing to notice other traffic in front slowing, has increased in recent years. Unsafe following distances is also commonly recorded as a contributing factor and increased in 2006.

Rear-end and obstruction crashes are often not at intersections nor a site specific problem. They can more commonly be attributed to a specific route.

The following table lists the licence status of at fault drivers of rear end/obstruction crashes:

Licence status	Injury crashes percentage of at fault drivers	
	Wellington City	New Zealand
Full	75.7	60.9
Learner	4.9	9.4
Restricted	10.0	14.8
Never licensed	1.2	2.5
Disqualified	0.6	0
Overseas	1.8	3.7
Expired	0.6	0
Other/ Unknown	5.1	6.3

Further facts about rear-end/obstructions related injury and non-injury crashes in Wellington City (2002 -2006) on:

Local roads

- 28 serious and 268 minor injuries
- Male drivers 63 percent at fault in injury crashes
- Most common crash factor *poor observation*
- Drivers at fault aged between 30-49 years old are over represented
- 6 percent alcohol over limit
- Worst month August (10 percent), best month January (6 percent)
- Worst day of week Friday(18 percent), best day Sunday (10 percent)

State highways

- 3 deaths, 12 serious injuries and 215 minor injuries
- Male drivers 65 percent at fault in injury crashes
- Most common crash factor *poor observation*
- Drivers at fault aged between 30-49 years old are over represented
- 4 percent over alcohol limit
- Worst months July (13 percent), best months January and February (6 percent each)
- Worst day of week Wednesday (20 percent), best day Sunday (9 percent)

"Poor observation" includes not only not looking for other road users, but also being distracted and not seeing other road user until too late.

Crossing/turning

Crashes due to crossing/turning movements are the second most common crash type in Wellington City. This includes both intersection and driveway manoeuvres.

During the five year period 2002 to 2006 there were 52 serious injury and 297 minor injury crashes. These resulted in 55 serious injuries and 364 minor injuries.

Crossing/turning crashes	2002	2003	2004	2005	2006
Injury crash	61	57	67	82	82
Non-injury crash	195	150	179	177	214
Total	256	207	246	259	296

The table below shows the locations of the five intersections with the highest number of crashes in Wellington City between 2002 and 2006.

Intersection name	Total crashes 2002 - 2006	Injury crashes 2002 - 2006	Total crashes in 2006
Karori Rd /Chaytor St	8	7	1
SH1N Vivian/Willis St	19	5	5
Tawa Off SBD / Takapu Rd	13	5	4
Customhouse Quay / Johnston St	10	4	2
SH 1N /Hamilton Rd	11	4	1

Crashes at T junctions in urban areas are the most common type of intersection crash reported, followed by Cross (X) junctions crashes at urban areas.

Junction type	Rural	Urban
T	10	443
Driveways	1	208
Cross (X)	12	416
Y	7	63
Roundabout		79
Multi Rd Junction		13

The most common crash is one in which vehicles failed to give way when turning right from a side road or driveway. The second highest is the one in which vehicles failed to find a safe gap in opposing traffic while making a right hand turn.

Intersections present most drivers with one of their biggest driving challenges. In Wellington City we see

a significantly higher proportion of at fault drivers with a full driver licences than the national average.

The table below shows licence class of at fault drivers:

Licence Status	Injury crashes percentage of at fault drivers	
	Wellington City	New Zealand
Full	74.3	60.9
Learner	6.4	9.4
Restricted	12.0	14.8
Never Licensed	0.8	2.5
Disqualified	0.5	0
Overseas	1.7	3.7
Expired	0.5	0
Other/ Unknown	3.6	6.3

Further facts about crossing/turning related crashes in Wellington City (2002 to 2006):

Local roads

- 50 serious injuries and 296 minor injuries
- Male driver 55 percent at fault in injury crashes
- Most common crash factor *failure to give way when turning to non turning traffic*
- 20 percent on wet roads
- 28 percent at night time
- Worst months March and July (10 percent each), best month January (5 percent)
- Worst day of week Friday (18 percent), best day Sunday (10 percent)

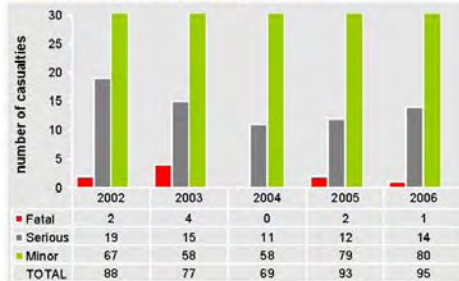
State highways

- 5 serious injuries and 67 minor injuries
- Male drivers 67 percent at fault in injury crashes
- Most common crash factor *failure to give way when turning to non turning traffic*
- 12 percent on rural roads
- 22 percent on wet roads
- 41 percent at night time
- Worst months April and May (12 percent each), best month September (4 percent)
- Worst days of week Friday and Saturday (11 percent each), best day Thursday (16 percent)

Loss of control at bends

Between 2002 and 2006, there were 9 fatal, 63 serious injury, 239 minor injury and 1018 non-injury crashes recorded in Wellington City that occurred at bends. These crashes resulted in 9 fatalities, 71 serious injuries and 342 minor injuries.

Casualties trend 2002-2006



When drivers lose control of their vehicles they often crash into roadside hazards such as ditches, banks, poles or trees. Hitting these objects can result in a relatively minor off-road event, turning into something far more serious.

Some of the common roadside hazards struck in a loss of control crash in Wellington City were onto or over banks (235), parked vehicles (219) guard rails (213), fence (177) and poles (144) from a total of 1360 objects struck.

The following table lists the main characteristics of these loss of control crashes.

Crash characteristic	Statistic
Single vehicle	58 percent
Roadside object struck	1360 objects
Alcohol (related to injury crashes)	23 percent
Excessive speed for the conditions	41 percent
Road factors	19 percent
Poor handling (related to injury crashes)	43 percent
Rural road	26 percent
Wet road	38 percent
Night time	48 percent

The following table lists the licence status of at fault drivers of loss of control crashes at bends:

Licence Status	Injury crashes percentage of at fault drivers	
	Wellington City	New Zealand
Full	49.3	51.1
Learner	13.9	10.7
Restricted	19.3	17.9
Never Licensed	4.2	4.1
Disqualified	2.5	2.8
Overseas	3.9	5.6
Expired	1.0	0.9
Other/ Unknown	5.8	6.8

A higher than national average proportion of at-fault learner and restricted drivers being involved in the injury crashes is a matter of concern.

Further facts about loss of control at bends related to injury crashes between 2002 and 2006 on:

Local roads

- 5 deaths, 48 serious injuries and 242 minor injuries
- 69 percent of at fault drivers are male in injury crashes
- Most common crash factor is *poor handling*, closely followed by *excess speed*
- Most common at fault age range 15-19 years old
- 21 percent alcohol over limit in injury crashes
- Worst months July and August (10 percent each)
- Worst day of week Saturday (18 percent), best day Tuesday (10 percent)

State Highways

- 4 deaths, 23 serious injuries and 100 minor injuries
- 67 percent of at fault drivers are male in injury crashes
- Most common crash factor *poor handling*
- Most common at fault age range 20-24 years old
- 25 percent were over the alcohol limit in injury crashes
- Worst month - December (13 percent), best month May (3 percent)
- Worst day of week Friday (18 percent), best day Monday (10 percent)

National issues

Speed

Speed *too fast* was recorded in 17 percent of all nationally reported injury crashes in the last five years. In Wellington City 12 percent of injury crashes recorded *too fast* as a factor resulting in 10 deaths and 295 other injuries. Injuries related to speed in 2006 is the highest in the last five year period.

Nationally 67 percent of the speed-related crashes involved Loss of control / heads-on. Alcohol and Poor Handling were the other driver factors most often associated with speed. Male drivers aged under 24 years old were most involved in speed-related crashes.

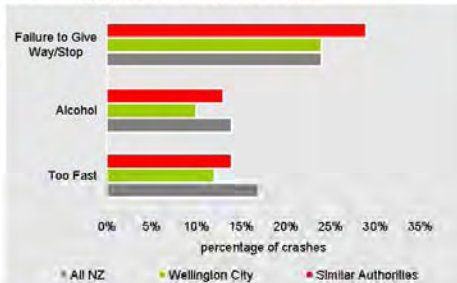
Alcohol

Alcohol was involved in 14 percent of all nationally reported injury crashes in the last five years. In Wellington City, this factor is present in 10 percent of injury crashes and has resulted in 9 deaths and 228 other injuries. The number of injury crashes involving alcohol in Wellington City is increasing.

Most (85 percent) of alcohol crashes were in urban areas. Fifty-five percent of these involved Loss of control/head-on crashes. Travelling too fast, pedestrian factors and poor handling were often associated with alcohol.

Failure to give way

Failure to give way or stop was reported in 24 percent of all nationally reported injury crashes for the last five years. In Wellington City this factor is also cited in 24 percent of injury crashes and has resulted in 1 death and 494 other injuries. Most (85 percent) of these are crossing/turning manoeuvres often associated with failure to look for other parties. For drivers at fault in injury crashes 56 percent are male and all age groups are represented.



Restraints

The Ministry of Transport conducts surveys of restraint use. The results of these surveys are at a regional level, and may not be fully appropriate to a Territorial Authority. The results are obtainable from the Ministry of Transport website.

<http://www.transport.govt.nz/belts-index/>

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Appendix E:
CAS Crash List Detail Report

Crash List: DVV NEWTOWN 2003-07 (490 crashes)

Total Injury Crashes:	104
Total Non-Injury Crashes:	386
	490

Crash Type	Number	%
Overtaking Crashes:	24	5
Straight Road Lost Control/Head On:	37	8
Bend - Lost Control/Head On:	38	8
Rear End/Obstruction:	242	49
Crossing/Turning:	102	21
Pedestrian Crashes:	44	9
Miscellaneous Crashes:	3	1
TOTAL:	490	100 %

Intersection/Midblock	Number	%
Intersection:	199	41
MidBlock:	291	59
TOTAL:	490	100 %

Environmental Factors	Number	%
Light/Overcast Crashes:	340	69
Dark/Twilight Crashes:	150	31
TOTAL:	490	100 %
Wet/Ice:	74	15
Dry:	415	85
TOTAL:	489	100 %

Day/Period	Number	%
Weekday 6:00am - 9:30am:	59	12
(Mon 6am - 9:30am - 3:30pm:	125	26
Fri 5.59pm)3:30pm - 7:00pm:	104	21
7:00pm - 6:00am:	63	13
Weekend 6:00am - 9:30am:	9	2
Fri 6pm - 9:30am - 3:30pm:	50	10
Mon 5.59am)3:30pm - 7:00pm:	27	6
7:00pm - 6:00am:	52	11
TOTAL:	489	100 %

Vehicles	Number	%
Car	803	95
Van/UTE	82	15
Truck	24	5
Bus	28	6
Motorcycle	21	4
Bicycle	22	4
TOTAL:	980	129 %

Driver/Vehicle factors	No. Inj. Crashes	% Inj. Crashes
Alcohol	9	9
Too fast	4	4
Failed Giveaway/Stop	32	31
Failed Keep Left	5	5
Overtaking	3	3
Incorrect Lane/posn	5	5
Poor handling	11	11
Poor Observation	40	38
Poor judgement	15	14
Disable d/old/fill	3	3
Pedestrian factors	34	33
Vehicle factors	2	2
Other	16	15
TOTAL:	179	173 %

Environmental factors	No. All Crashes	% All Crashes
Road factors	26	5
Weather	3	1
TOTAL:	29	6 %

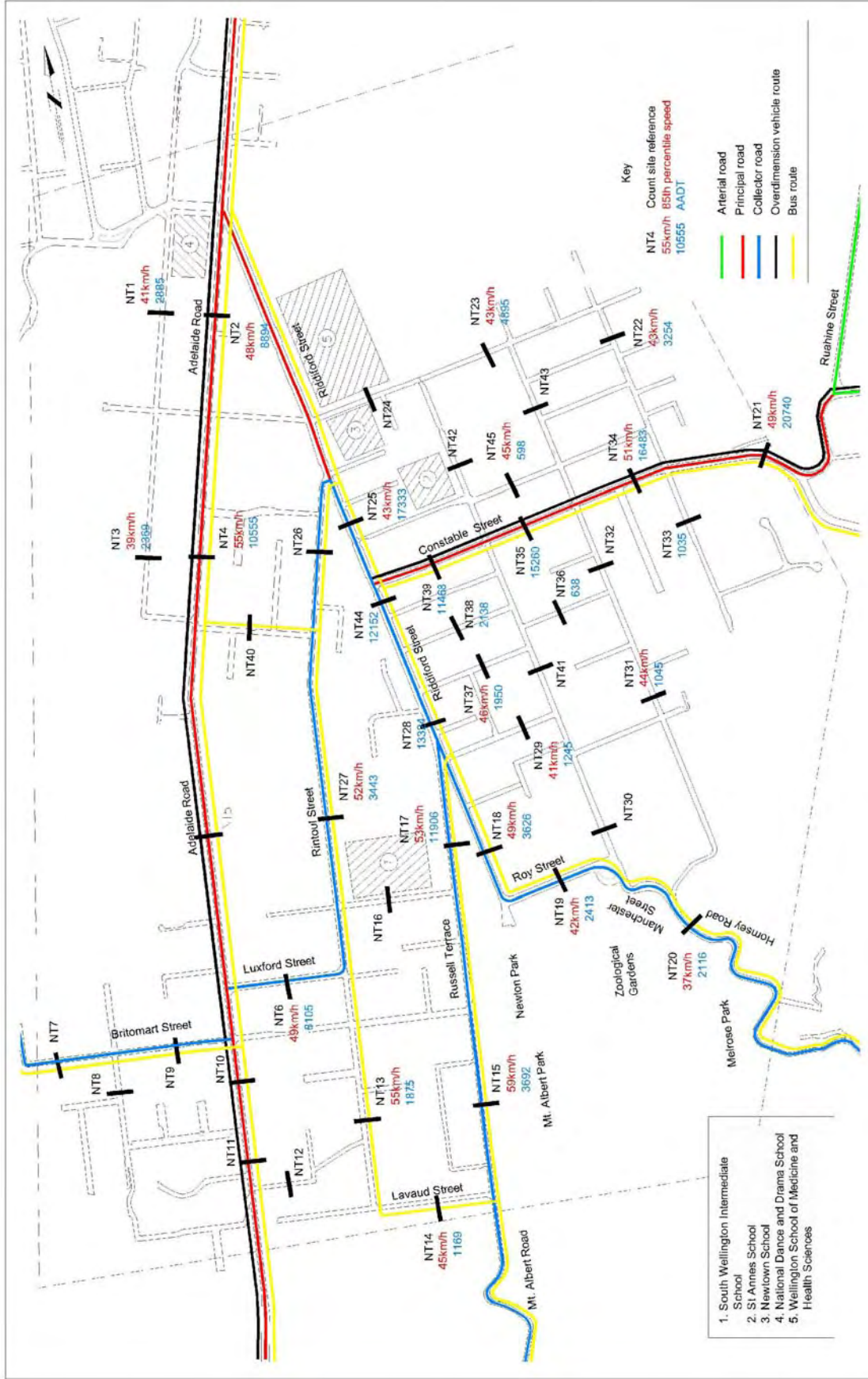
Object Struck	Number	%
Cliff Bank	1	0
Over Bank	1	0
Fence	7	1
House Or Bldg	7	1
Traffic Island	3	1
Phone Box Etc.	1	0
Kerb	2	0
Parked Vehicle	148	30
Post Or Pole	3	1
Vehicle	15	3
Traffic Sign	2	0
Tree	2	0
Stray Animal	1	0
Other	2	0
TOTAL:	195	37 %

Crash Numbers	Fatal	Serious	Minor	Non-Inj
Year				
2003	1	3	16	48
2004	0	4	17	44
2005	0	2	13	80
2006	0	9	20	107
2007	0	1	18	107
TOTAL:	1	19	84	386

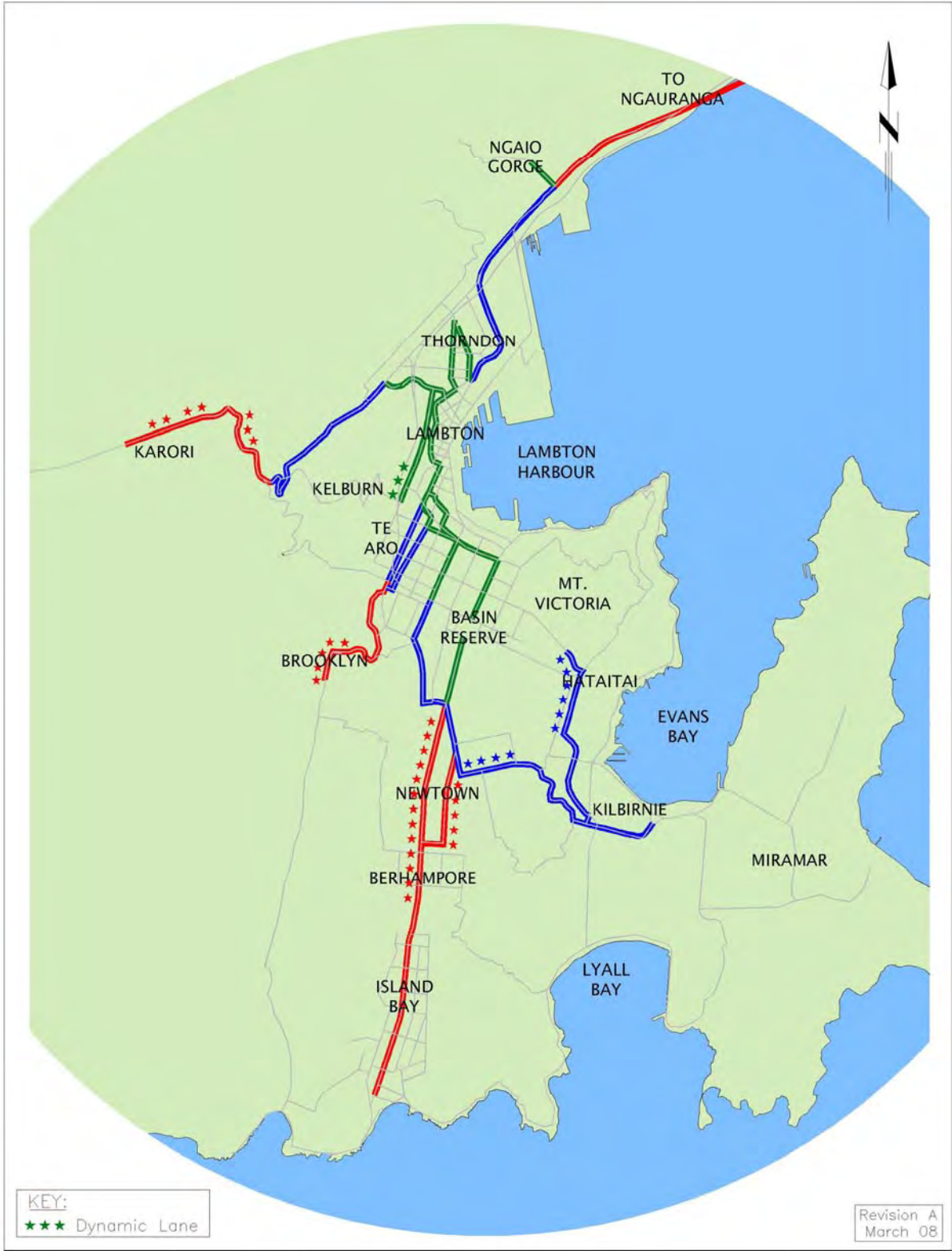
Note: Percentages represent the % of crashes in which the vehicle, cause or object appears.

Appendix F:
CAS Crash Map

Appendix G:
Traffic Speeds/Volumes Map



Appendix H:
Bus Lane Implementation Map



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Wellington City Bus Lanes Implementation Plan 3

Duffill Watts & Tse Ltd
CONSULTING ENGINEERS

**Absolutely
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Wellington**
Put Wellington City Council

Appendix I:
Concept Drawings