



SaferRoads Khandallah

A Summary of Community Participation

November 2003

Background to the SaferRoads Project

This year Wellington City Council has introduced a road safety project called SaferRoads that aims to **reduce accident numbers in Wellington City by a 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 in conjunction with the Land Transport Safety Authority (LTSA), and is supported by the Council's key road safety partners including Transit New Zealand, Transfund New Zealand, Greater Wellington Regional Council, and the New Zealand 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 LTSA 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
- co-ordinating all work that influences road safety.

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

- co-operative 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 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

To begin the community consultation phase, the SaferRoads team went out into the community and met with local groups to inform them about the project.

Meetings were held with stakeholders including:

- Cycle Aware Wellington
- Living Streets Aotearoa (Wellington)
- Stagecoach
- Mana/Newlands Coach Services
- utilities companies (Telecom, gas and power companies)
- the Road Safety Reference Group.

In Khandallah meetings were held with:

- the Khandallah Forum
- Khandallah School.

At the meeting with the Khandallah Forum (21 August 2003) a proposal to hold two community workshops at Cashmere School during October was approved. These workshops were to provide an opportunity for the community to raise concerns about issues in their community and to create a framework for resolution of these issues.

Publicity for the workshops included information posters displayed around the Khandallah area at schools, shops and the library. A media release about the SaferRoads project was circulated to local papers and public notices were placed in community newspapers. The Dominion Post ran an article on SaferRoads which outlined that a series of workshops would be held in Tawa, Ngaio and Khandallah. The Wellington City Council website also listed workshop dates and venues and provided background information.

Workshop One

Workshop one was held on 13 October 2003 from 7-9pm at the Cashmere School with an open session running from 4-7pm. Four members of the community dropped in to the open session, and 11 people attended the first workshop along with the SaferRoads project team, ward Councillors and other Council staff.

The aim of the first workshop was to inform the local community of the project objectives and 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 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 "stuck" these onto wall maps. A separate board was provided for participants to post "non-local" 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 at the Khandallah SaferRoads workshop.

Following the workshop the issues raised were sorted into themes. The themes that came through for Khandallah were:

- speed
- intersections
- pedestrians
- schools
- parking
- cycling
- general roading/ capacity concerns.

The table below is a record of the comments made at the first workshop in Khandallah.

Theme	Issue	Location
Speed		
	Vehicles often cross the centre line when travelling downhill.	Onslow Road
	(at Agra Crescent), traffic is not slowing and stopping at night.	Cashmere Ave
	Need to remind motorists to slow down as they come down the hill.	Burma Road
	Too much speed around this area, leading down to the pedestrian crossing.	Cockayne/Nicholson Road
	Too much speed around this area.	Simla Crescent
	Install a speed camera.	Khandallah Rd
	Street calming in narrow and steep streets - this will help lower the speed and increase safety.	
	Speed is an issue on our main road, as is driver behaviour - lower the speed limit.	
	Traffic speed and safe parking outside schools at drop off/pick up times.	
	Campaigns targeting observation, reducing speed.	
	Reduce speed limit on local roads.	
Intersections		
	Build a fly over at the bottom of Onslow Road.	Onslow Road
	Merging traffic to be improved at intersection of Hutt Road.	Onslow Road
	Turning on to the old Hutt Road north bound is hard for trucks.	Onslow Road
	Access to and from Onslow Road is dangerous.	Lohia Street
	A possible roundabout to ease right turning traffic at John Sims Drive.	Burma Road
	Poor intersection (at Rangoon Street) - no giving way to pedestrians/cyclists and it is dangerous for right turning vehicles.	Burma Road
	Could cut in to the bank to help at this intersection.	Burma Road
	Could make the bridge a one way.	Burma Road
	This is a confusing intersection.	Boxhill/ Station Road
	The roundabout is too small to be effective, most people drive straight over it.	Cockayne/ Nicholson Road
	The roundabout is difficult for large vehicles.	Cockayne/ Nicholson Road
	Difficult to see down Khandallah Road when turning right off Cockayne Road.	Cockayne/ Khandallah Rd
	This intersection is very difficult.	Everest Street/ Izard Road
	Buses are hitting the island as there is not enough turning space.	Ganges Road/ Everest Street
	The intersection needs re-design.	Dekka/Clutha/ Nicholson St
	This is an awkward intersection.	Jubilee/ Calcutta Street
	Right turning traffic from Cockayne Road usually cut corners.	Punjab Street
	In to Punjab Street, a left turn is difficult.	Cockayne Road
	Eliminate 'no left turn' in to Old Porirua Road.	Cockayne Road
	This is a poor intersection.	Ngaio Gorge/ Perth Street
	Large vehicles find it difficult to use a roundabout.	Awarua Street/ Ottawa Road
	Need a right turning lane at Chartwell Drive.	Churchill Drive
	The supermarket needs a right turning bay.	Churchill Drive
	How to use a roundabout properly.	
	Use of indicators.	
	Merging traffic in high density - like a "zip", rather than step by step.	
	Roundabouts eg Nicholson Road.	
	Define priority routes at unclear junctions with road markings.	
	Road markings to guide buses eg at the Clutha Avenue/Cockayne Road intersection.	
	Buses stop too close to the junction, blocking vision eg Burma Road before John Sims Drive.	
Pedestrians		
	Pedestrian crossing by the school - speed issue and visibility of pedestrians is difficult.	Cashmere Ave
	Pedestrian crossing - cyclists and motorists do not give way to pedestrians.	Boxhill/ Station Road
	Problem for pedestrians at the supermarket car entrance.	Ganges Road
	Can there be another crossing from the north side to the south to lead in to Khandallah Village?	Everest Street
	A footpath is needed.	Dekka Street

Theme	Issue	Location
Schools/Childcare		
	The schools (including Khandallah School) attract peaks of traffic congestion.	Cashmere Ave
	Pedestrian crossing by the school - speed issue and visibility of pedestrians is difficult.	Cashmere Ave
	Parents double park when dropping off and picking up children.	Cashmere Ave
	Need more parking outside St Benedict's School.	Everest Street
	When school is in the road is busy.	Colway Street
	Traffic speed and safe parking outside schools at drop off/pick up times.	
	Walking and cycling education programmes in schools with the help of the LTSA.	
	Encourage walking buses to schools.	
	Get school crossings to be tended to by adults not school kids.	
	More parking spaces needed eg Cashmere School.	
Parking		
	More parking is needed to keep the bus stop clear near the bottom of the hill.	Onslow Road
	Parents double park when dropping off and picking up children.	Cashmere Ave
	From Raumati Terrace, cars park on the footpath, speeding issue and there is a blind corner to the left.	Cashmere Ave
	Cars are illegally parking (especially outside the coffee bar).	Ganges Road
	Cars are parking close to or on the bus stop.	Ganges Road
	Need more parking outside St Benedict's School.	Everest Street
	No parking lines on both sides for the entire road.	Jubilee Road
	The bus stop is a problem, not enough room for buses to pull out of the bus stop therefore they do not pull in to it properly.	Waru Street
	Cars park in front of the bus stop.	Waru Street
	Parking on both sides on Saturday morning makes it virtually impossible for motorists.	Lucknow Terrace
	Cars parked on both sides of the road leave little space for motorists.	Cockayne Road
	Parking in the street creates problems for motorists.	Kenya Street
	Widen the street between the rail bridge and Fox Street.	Awarua Street
	Limit parking at the bottom end of the street - train commuters can instead use parking at Ngaio and Crofton Downs stations.	Awarua Street
	Poor visibility and parked cars on Awarua Street make this a dangerous turn at times.	Fox Street
	Traffic speed and safe parking outside schools at drop off/pick up times.	
	Presence of parking wardens in the area will create more awareness of safety.	
	No parking means NO parking - need to enforce this outside Cashmere School.	
	More parking spaces needed eg Cashmere School.	
Cycling issues		
	Vehicles often tailgate cyclists.	Onslow Road
	Cyclists speeding downhill.	Onslow Road
	North bound needs resurfacing as it is very rough for cyclists.	Burma Road
	Heading north bound with the morning sun makes it hard to see cyclists.	Burma Road
	Poor intersection (at Rangoon Street) - no giving way to pedestrians/cyclists and it is dangerous for right turning vehicles.	Burma Road
	All roads need footpaths - one for pedestrians and the other for cyclists.	
General roading issues		
	Frequent rock slides on to the road.	Onslow Road
	The radius on the fifth corner up Onslow Road is too tight for large vehicles.	Onslow Road
	Trees need cutting back.	Cashmere Ave
	North bound needs resurfacing as it is very rough for cyclists.	Burma Road
	Could make the bridge a one way.	Burma Road
	A footpath is needed.	Dekka Street
	Not wide enough.	Lucknow Tce
	Need a right turning lane at Chartwell Drive.	Churchill Drive
	The supermarket needs a right turning bay.	Churchill Drive
	Often it takes a long time to get out of Mitre 10/supermarket.	Churchill Drive
	Improvements need to be made for vehicle movement and footpath problems eg. Dekka Street.	
	Expand and enhance park and ride facilities (parking) at the railway stations.	

Workshop Two

Workshop two was held on 20 October 2003 at Cashmere School. Eighteen members of the public attended along with a resource team from the Council including road safety coordinators, roading and traffic engineers and representatives from LTSA and the Police.

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 local roads.

Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the Khandallah community to contribute to future road safety initiatives in the area. The response from the public to the community involvement has been very positive with over 30 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments. The framework for reducing crashes in Khandallah is outlined on the following pages.

Framework for Reducing Crashes in Khandallah

from Workshop Two – 20 October 2003

Theme	Road Type	Engineering	Education	Enforcement
Speed				
	Main Road	Narrower traffic lanes	Use road watch	Speed cameras (permanent versus mobile)
		School slow zones		
		Roundabouts		
		Warning signs at the beginning of the road		
		KEA - different crossings for schools		
		NO humps on pedestrian crossings		
	Local Roads	School slow zones		
		Constructed kerb narrowing on roads		
		Coloured seal		
Intersections				
	Main Road			
	Onslow/ Hutt Road and Burma/ John Sims Drive	Merging lane longer for right turning traffic		
	Onslow/ Hutt Road	Barrier between merging and closest lane		
	General	Speed signs/ restrictions to warn/ slow traffic where school children cross		
		Signals on pedestrian crossings		
	Local Roads			
	Burma/ Rangoon Road	Widen Burma and create right turning lane		
		Two way bridge		
		No right turn		
	Cashmere/ Agra	Give way in wrong location		
		Slow down traffic by Onslow kindy		
	Cashmere/ Ranui – opposite school end	Yellow lines on one side		
	Station/ Boxhill Burma	Roundabout or lights to slow traffic and provide easier turning		
		Pedestrian crossing in dangerous location		

Theme	Road Type	Engineering	Education	Enforcement
Pedestrians				
	Main Road	Flashing lights for pedestrian crossings around schools	Educate drivers about pedestrians	
		Signal pedestrian crossings	Pedestrian education required	
		Location of crossings for visibility	Children need to be educated about safety	
		Footpaths, preferably two		
		Remove humps		
	Local Roads	At least one footpath		
		Two footpaths where practical		
		Better pedestrian access to bridle track		
		Improve pedestrian safety at supermarket entry/ exit		
		Change entrance to school, apron and path		
Schools				
	Main Road	Special/ temporary speed restrictions	Walking school bus	Speed enforcement
		Clear line of sight to pedestrian crossings	Educating parents/ community to slow down, watch for children and walk if you can	
		Flashing lights for pedestrian crossings	Co-operative approach between Council, MOE, school and community	
		Parking bays		
		No new schools without planned parking solutions		
	Local Roads	Parking for drop off and pick up with restricted time and intervals		Parking on regular basis
		More yellow lines - especially where road reduces to one way		

Theme	Road Type	Engineering	Education	Enforcement
Parking				
	Main Road	More yellow lines on dangerous roads	Education for residents parking on footpath	No parking on footpaths
		Make footpaths and crossings safe to use		Illegal parking for school drop off
		Purchase land for parking - outside Ngaio School		
	Local Roads	Purchase land for parking		
Cycling				
	Main Road	Maintain left road edge	Education of drivers and cyclists	
		Coloured lane	Encourage public transport	
		Cyclists routes		
	Local Roads	Safe routes for child cyclists		

Road types

Main Road: Box Hill, Onslow Road

Local Roads: Dekka Street, Rangoon Street, Ranui Terrace