



# SaferRoads

## Ngaio & Khandallah Consultation Feedback and Implementation Plan

August 2004

**Absolutely**

**POSITIVELY**

ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL

**Wellington**

**NGAIO and KHANDALLAH  
SAFERROADS**

**Consultation Feedback and  
Implementation Plan**

July 2004



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## Introduction

In 2003 Wellington City Council introduced a road safety project called SaferRoads that aims to **reduce the number of crashes in Wellington City by one third by the year 2010**. The SaferRoads project has been designed so the Council can make a contribution to the Government's Road Safety to 2010 strategy. Wellington is the first city in New Zealand to implement a project that links with this 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 it 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 the LTSA confirms that there are still a significant number of 'scattered' accident sites that are more difficult to eliminate. According to overseas research, the most effective way to reduce both concentrated and scattered accidents is by:

- managing traffic on to 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 requires 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.

This unique project integrates engineering, education and enforcement initiatives to reduce crashes by using an area-wide methodology. This means that whole suburbs will be targeted with the focus on total crash reduction rather than alleviating problems on a particular street.

The Implementation Plan outlines the road safety initiatives that will be put in place to reduce crashes in Ngaio and Khandallah over the next seven years as part of the SaferRoads project.

# Community Consultation

## Stakeholder Consultation

To begin the stakeholder consultation phase, the SaferRoads team went out into the Ngaio and Khandallah communities in September 2003 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 (eg telephone, gas and power companies)
- the Road Safety Reference group.

In Ngaio and Khandallah meetings were held with:

- Built Environment discussion group of the Ngaio Forum
- Chartwell School
- Ngaio School
- the Khandallah Forum
- Khandallah School

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

The response from the Ngaio and Khandallah public was very positive with over 60 people attending workshops and other interested parties contacting the SaferRoads team directly with their comments. Detailed technical analysis was undertaken for the Ngaio and Khandallah area to assist in development of a Technical Report and Proposal that aims to reduce the number of crashes by one third by the year 2010 across Wellington.

## **Ngaio and Khandallah Consultation: 8 March – 5 April 2004**

Consultation commenced on 8 March 2004 and closed on the 5 April 2004. During this time a summary booklet outlining the SaferRoads Proposal for Ngaio and Khandallah and a submission form were distributed to Ngaio and Khandallah residents, businesses, and community and forum groups.

The summary document was made available at libraries, Council service centres and on the Wellington City Council website. During the consultation period advertisements were placed in the Dominion Post and community newspapers, and posters were displayed around local businesses and community centres.

## Ngaio and Khandallah Public Meeting

The Ngaio and Khandallah public meeting was held on 25 March at the Nairnville Recreation Centre. The meeting was chaired by Councillor John Morrison and was attended by Councillor Ian Hutchings. Members of the Ngaio and Khandallah Progressive Associations, forum groups and representatives from schools attended.

Comments were made regarding minor changes to the proposals and other road safety issues for inclusion in the Ngaio and Khandallah Implementation Plan.



*Ngaio and Khandallah workshop participants discussing road safety proposals with Council officers.*

The following key milestones have been completed:

Key Formal Consultation Dates	Ngaio and Khandallah	Status
18 February 2004	SaferRoads Technical Review group meeting to discuss and review detailed concept plans.	√
26 February 2004	SaferRoads Steering Committee meeting to review formal consultation documents.	√
8 March 2004	Formal consultation commences.	√
25 March 2004	Ngaio and Khandallah public meeting.	√
April 2004	Consultation ends.	√
July 2004	Submissions reviewed.	√

## **Ngaio and Khandallah Submissions**

In total 126 formal submissions were received during the consultation period for Ngaio and Khandallah:

- 116 submissions were in general agreement with the road safety proposals with some conditions
  - 111 submissions agreed in principal and requested additional changes to the Ngaio and Khandallah implementation plan
  - 5 submissions were in full agreement with the proposals
- 10 submissions were in opposition to the proposal.

## Proposed Speed Reduction

While the proposal to reduce the speed limit in residential areas from 50km/h to 40km/h was contentious and received much media coverage, there were limited submissions in opposition, and a number of submissions in support. It is therefore planned to continue with the proposal to reduce the speed limit.

The Government's Speed Setting Rule requires road controlling authorities to follow a specific process which enables the public to comment on proposed changes.

Wellington City Council is in the process of creating a new bylaw which will consolidate all the existing speed restrictions and will set out the process by which changes to speed limits will be carried out. Running concurrently with setting up the bylaw will be a proposed resolution under this bylaw to enable the Council to reduce the speed limit.

The following extract outlines the criteria for consultation under the Speed Setting Rule:

### **Consultation**

*7.1(1) Before setting a speed limit, or designating or changing an urban traffic area, a road controlling authority must consult with persons that may be affected by the proposed speed limit, in accordance with this section, unless section 4, section 5 or section 10 applies.*

*7.1(2) The persons that must be consulted in accordance with 7.1(1) are:*

- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and*
- (b) a territorial authority that is affected by the existing or proposed speed limit; and*
- (c) any local community that the road controlling authority considers to be affected by the proposed speed limit; and*
- (d) the Commissioner; and*
- (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated; and*
- (f) the Chief Executive Officer of the Road Transport Forum New Zealand; and*
- (g) any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and*
- (h) the Director.*

*7.1(3) A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal.*

As outlined here, considerable consultation is needed before the proposal is put before the Council for their approval.

The SaferRoads team believes that reducing the average speed in Ngaio and Khandallah will have a dramatic effect on the number of crashes in the area. Lowering the speed limit is a significant component in reducing average speeds.

Some submitters have expressed concern about perceived delays and increased travel times; however given that the areas where speed reduction is recommended are quiet residential streets, the difference in travel time would be minimal, if any. It is therefore not considered a valid reason for not proceeding with the proposed speed limit reduction.

## Splitter Islands

There were a number of submissions commenting on the use of traffic islands as a traffic calming tool. The concerns included splitter islands acting to narrow roads, slow vehicles, make turning more difficult, and the islands being difficult for cyclists to negotiate. There were also comments that vehicles would not be able to do u-turns at intersections which had splitter islands.

The SaferRoads team believes that the installation of splitter islands will help to reduce the number of crashes in the area by highlighting intersections, slowing down turning traffic at the junctions, providing a safe refuge for pedestrians, and enabling a second give way sign to be installed in the middle of the road.

Some submitters commented that islands would slowdown emergency service vehicles on their way to an incident. In the design of the splitter islands we have made allowances for large vehicles to turn into and out of the side streets past these islands. Even emergency vehicles need to travel at speeds considered safe in the area they are travelling through. We do not believe this is a significant factor in light of the goal of a one-third reduction in crashes in Ngaio and Khandallah.

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

## Collector Routes

In the process of setting up SaferRoads within this area we identified three types of roads: main roads, collector roads and local roads.

- Main roads are readily identifiable and the speed limit will remain at 50km/h on these main routes.
- Local roads are those roads with residential housing which are generally not used to traverse the suburb. It is proposed that local roads will have a speed limit of 40km/h.
- Collector roads are often residential in character but these roads traverse the suburb and allow drivers to travel from local streets to main roads.

Many submitters agreed that collector roads should also be reduced to 40km/h. However, after examining similar schemes used elsewhere it has been found that collector routes need to be of a high standard so they can be driven on at 50km/h, otherwise drivers tend to ignore lower speed limits on these streets and the lower limit on local streets also. It is therefore not proposed to lower the limits on the identified collector roads.

## Speed Cameras

The SaferRoads Steering Committee endorsed the use of speed cameras as a way of reducing average speeds and therefore reducing the number of crashes in the area in which they are installed. Recent changes to legislation has enabled mobile cameras to be used anywhere at any time. This change could do away with the need for fixed cameras. Work is ongoing in this area.

Discussions are continuing with the Police and the LTSA on funding and installation requirements. Speed camera installation will not be implemented at the time of the engineering changes.

Consideration is currently being given to the installation of driver feedback signs as an alternative or precursor to speed cameras. The feedback signs will show the drivers speed and indicate that they should reduce their speed if they are going too fast.

## Safer Routes to School

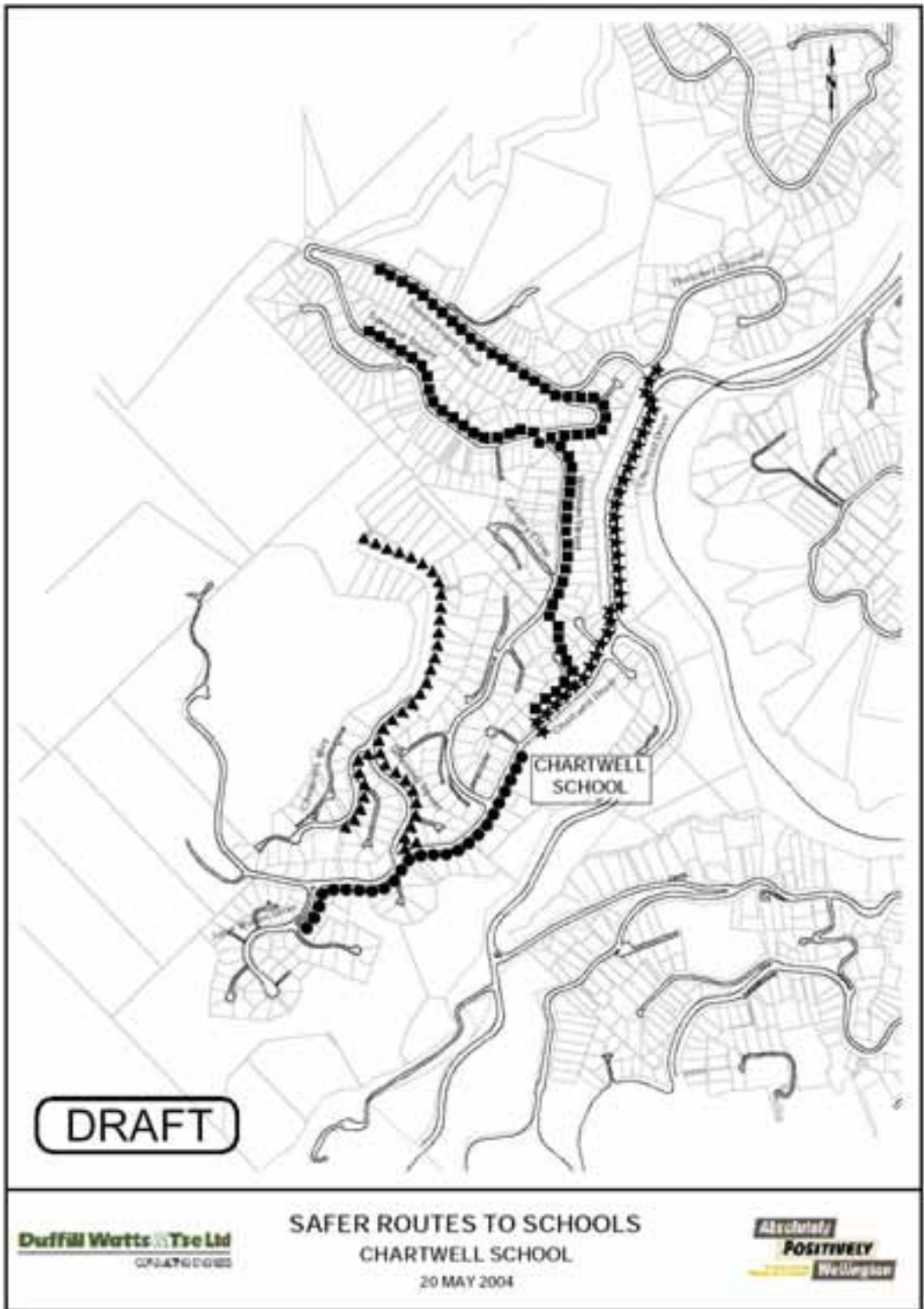
The following five schools in the area are participating in Safer Routes to School: Chartwell, Ngaio, Khandallah, St Benedict's and recently Cashmere Avenue have joined the programme.

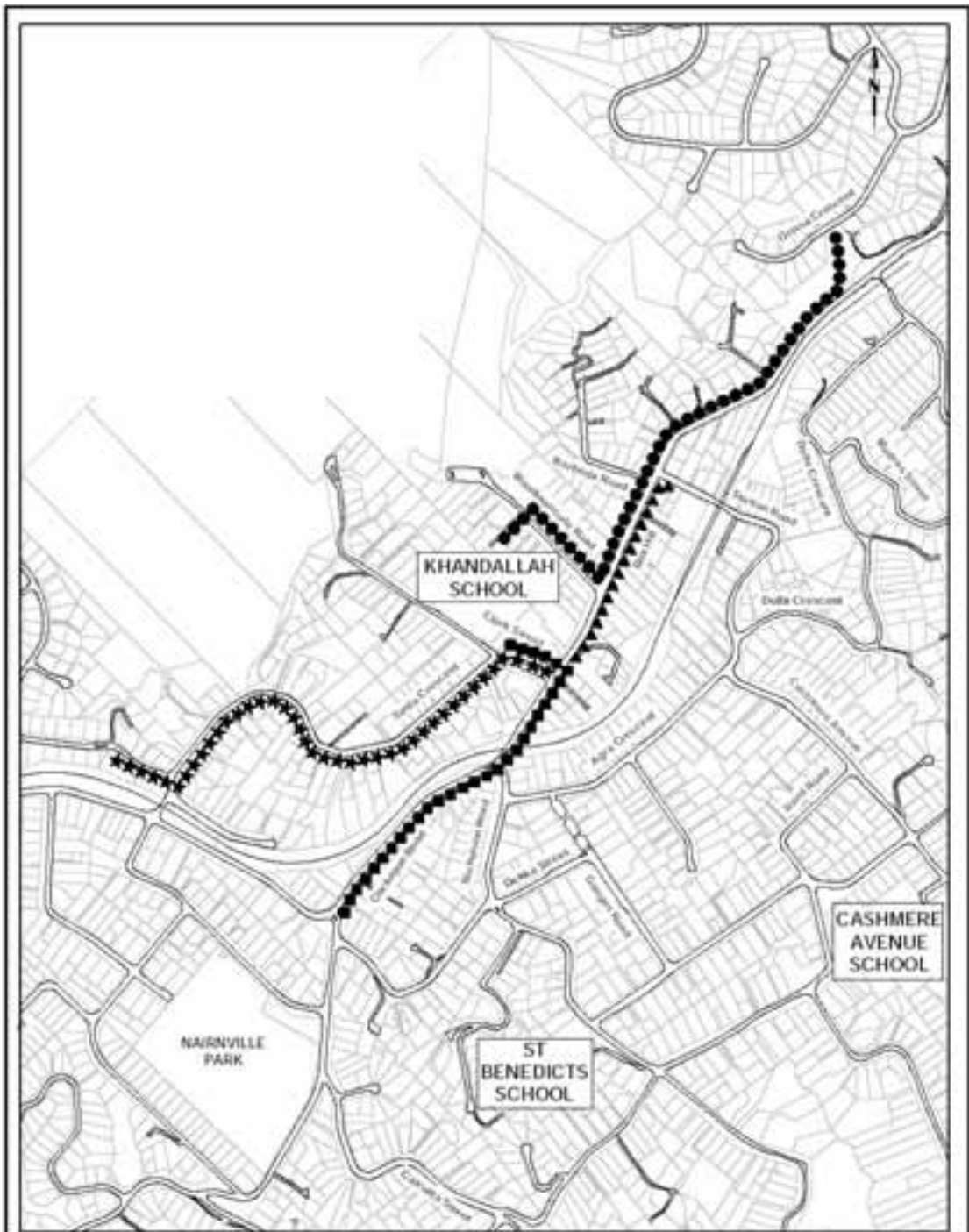
Meetings have been held with each school to develop the Safer Routes programme and final proposals are in the process of being approved by the schools. Our objective is to walk all the routes for each school by the end the second term. Final action plan meetings will be held with all schools except Cashmere Avenue School

Once approval has been received from the school community, construction on physical measures will commence. Construction is expected to be completed by April 2005. The encouragement and education components of the Safer Routes to School will begin in the third term and will be an ongoing programme.

The final action plan for each school will be posted on the SaferRoads website at [www.Wellington.govt.nz](http://www.Wellington.govt.nz) as soon as it is available.

Maps showing Safer Routes for each school follow.



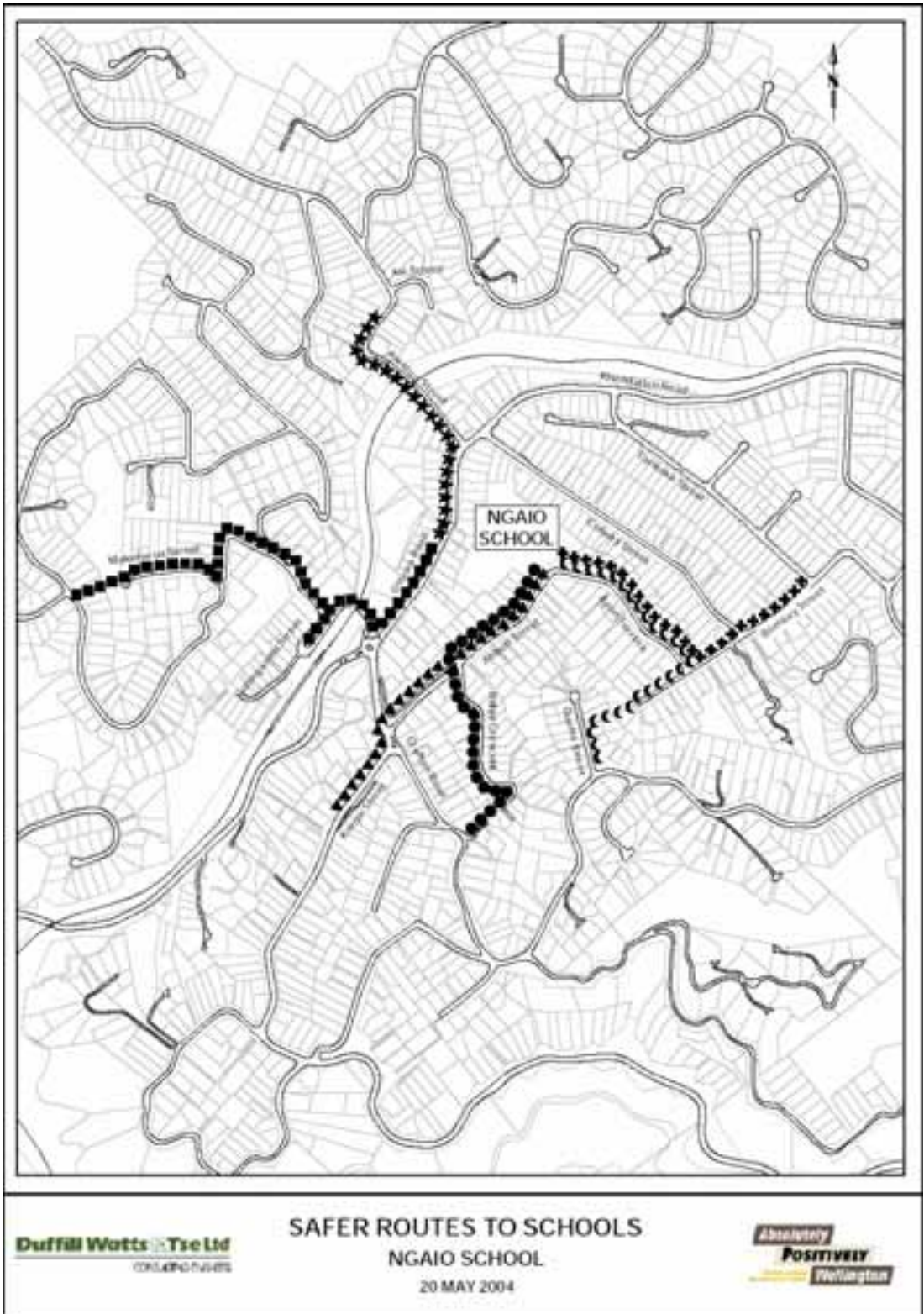


**Duffell Watts & Tse Ltd**  
CONSULTANTS

**SAFER ROUTES TO SCHOOLS**  
**KHANDALLAH SCHOOL**

20 APRIL 2004

**Absolutely**  
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## **Roundabout Education Campaigns**

It is proposed to run campaigns in Ngaio and Khandallah to educate and inform the public about the roading changes planned for the four intersections where roundabouts will be installed.

## **Speed Limit Change Education Campaigns**

Prior to changing the speed limit in local areas, there will be extensive publicity throughout the Ngaio and Khandallah communities and the wider city outlining the reasons for the changes and how they will be introduced. Publicity will continue during and after the speed limits have been introduced. Initial public notification is likely to begin in April 2005.

## **Parking Enforcement Campaigns**

It is proposed to employ a dedicated parking officer who will work closely with schools to provide education on safe parking practices, as well as targeting parking infringements while create a hazard rather than time related offences.

## Final Implementation Table

**Note:** Text in bold refers to changes made to the draft implementation plan outlined in the Ngaio and Khandallah Proposal.

Engineering				
Safer Roads Construction - Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Abbot St - Imlay Cres	Splitter island and bank trimming ( <b>kerb extension added</b> )	High	\$1,600	Nov 04 - Jan 05
Agra Cres - Nicholson Rd	Splitter island	High	\$1,600	Nov 04 - Jan 05
Aplin Tce - Bombay St	Splitter islands	High	\$2,000	Jan - Mar 05
Awarua St - Fox St	Kerb extensions and splitter islands ( <b>crossing point defined</b> )	High	\$12,000	Nov 04 - Jan 05
Benares St - Onslow Rd	Flush island and give way	High	\$500	Nov 04 - Jan 05
Bengal St - Calcutta St	Kerb extensions and splitter islands	High	\$15,000	Nov 04 - Jan 05
Bombay St	Mark centreline	<b>High</b>	\$100	Jan - Mar 05
Bombay St - Colway St	Roundabout	High	\$35,000	Jan - Mar 05
Box Hill - Clark St	Right-turn bay	High	\$8,000	Jan - Mar 05
Box Hill - Station Rd	Kerb extensions	High	\$20,000	Jan - Mar 05
Chartwell Dr - Churchill Dr	Splitter island	High	\$1,100	Nov 04 - Jan 05
Chelmsford St - Claire St	Give way marking and sign	High	\$350	Nov 04 - Jan 05
Chelmsford St - Karamu St	Give way marking and sign	High	\$350	Nov 04 - Jan 05
Churchill Dr	Central islands and flush median	High	\$5,000	Jan - Mar 05
Cockayne Rd	No parking one side	High	\$21,500	Jan - Mar 05
Cockayne Rd - Bankot Cres	Splitter island and give way	High	\$1,800	Nov 04 - Jan 05
Cockayne Rd - Clutha Ave	Kerb extensions and splitter islands ( <b>altered to allow bus turning if required</b> )	High	\$12,000	Nov 04 - Jan 05
Cockayne Rd - Ellora St	Give way marking and sign	High	\$350	Nov 04 - Jan 05
Cockayne Rd - Quetta St	Give way marking and sign	High	\$350	Nov 04 - Jan 05
Colway St	Mark centreline	High	\$150	Nov 04 - Jan 05
Colway St - Bombay St - Mysore St	Improve street lighting	High	\$20,000	Jan - Mar 05
Colway St - Khandallah Rd	Splitter island	High	\$1,200	Nov 04 - Jan 05
Dekka St - Nicholson Rd	Kerb extension and priority ( <b>modified to retain existing road priority</b> )	High	\$22,000	Jan - Mar 05
Delhi Cres - Madras St	Splitter island and give way ( <b>island size checked</b> )	High	\$2,200	Nov 04 - Jan 05
Fox St - Rosalind St	Splitter island and give way	High	\$1,900	Nov 04 - Jan 05
Homebush Rd	Mark centreline and edgeline	High	\$500	Nov 04 - Jan 05

Safer Roads Construction - Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Homebush Rd - Benares St	Kerb extension and give way	High	\$10,000	Jan - Mar 05
Homebush Rd - Onslow Rd	Splitter island and bank trimming ( <b>altered to allow bus turning if required</b> )	High	\$16,000	Jan - Mar 05
Izard Rd - Cashmere Ave	Splitter Island and give way	High	\$1,600	Jan - Mar 05
Izard Rd - Everest St	Splitter islands	High	\$6,000	Jan - Mar 05
Jubilee Rd - Calcutta St	Kerb extensions and splitter islands	High	\$20,000	Nov 04 - Jan 05
Jubilee Rd - Nicholson Rd	Flush island	High	\$250	Nov 04 - Jan 05
Kenya St	No parking one side	High	\$7,200	Jan - Mar 05
Kenya St - Trelissick Cres	Splitter island ( <b>size checked to allow turning</b> )	High	\$2,200	Nov 04 - Jan 05
Lucknow Tce - Cockayne Rd	Splitter island and give way	High	\$1,200	Nov 04 - Jan 05
Lucknow Tce - Khandallah Rd	Relocate limit lines	High	\$500	Nov 04 - Jan 05
Madras St - Gurkha Cres	Splitter island and give way	High	\$2,200	Nov 04 - Jan 05
Mandalay Tce - Cashmere Ave	Flush island and give way	High	\$500	Nov 04 - Jan 05
Motueka St - Chelmsford St	Splitter island and give way	High	\$2,000	Nov 04 - Jan 05
Mysore St - Cockayne Rd	Splitter island and give way	High	\$1,600	Nov 04 - Jan 05
Ngaio Gorge Rd - Trelissick Cres	Splitter island and give way	High	\$2,200	Nov 04 - Jan 05
Ngatoto St - Khandallah Rd	Relocate limit lines	High	\$500	Nov 04 - Jan 05
Nicholson Rd	Mark centreline and edgeline	High	\$550	Nov 04 - Jan 05
Old Porirua Rd	Mark centreline and edgeline	High	\$1,000	Nov 04 - Jan 05
Omar St - Rangoon St	Splitter island and give way ( <b>island size checked</b> )	High	\$2,200	Jan - Mar 05
Ottawa Rd	Pedestrian crossing and traffic signals	High	\$70,000	Jan - Mar 05
Perth St - Crofton Rd	Flush island and give way	High	\$1,000	Nov 04 - Jan 05
Punjab St - Cockayne Rd	Splitter island and bank trimming	High	\$11,000	Jan - Mar 05
Punjab St - Kabul St	Splitter island and give-way	High	\$2,100	Jan - Mar 05
Rangoon St - Burma Rd	Right-turn bay	High	\$1,000	Nov 04 - Jan 05
Rangoon St - Imran Tce	Priority markings	High	\$100	Nov 04 - Jan 05
Ranui Cres - Cashmere Ave	Splitter island	High	\$1,100	Nov 04 - Jan 05
Raumati Tce - Cashmere Ave	Flush island and give way	High	\$500	Jan - Mar 05
Satara Cres - Amapur Dr	Splitter island and give way	High	\$1,600	Nov 04 - Jan 05
Satara Cres - Kapil Gr	Give way marking and sign	High	\$350	Nov 04 - Jan 05
Satara Cres - Ramphal Pl	Splitter island and give way	High	\$2,000	Nov 04 - Jan 05
Silverstream Rd	Chicane	High	\$5,000	Nov 04 - Jan 05

Silverstream Rd - Churchill Dr	Roundabout ( <b>design altered to include carpark exit/entry</b> )	High	\$60,000	Jan - Mar 05
Simla Cres	Edge and centrelines	High	\$200	Nov 04 - Jan 05
Simla Cres - Clark St	Splitter island and give way	High	\$2,000	Nov 04 - Jan 05
Swansea St - Lucknow Tce	Splitter island and give way ( <b>island size checked</b> )	High	\$2,100	Nov 04 - Jan 05
Swansea St - Ngatoto St	Splitter islands and give ways	High	\$6,000	Nov 04 - Jan 05
Thatcher Cres - Silverstream Rd	Splitter island and give way	High	\$2,500	Nov 04 - Jan 05
Various sites	15 threshold pavements	High	\$12,750	Nov 04 - Jan 05
Various sites	Improve street lighting	High	\$40,000	Jan - Mar 05
Waru St, Punjab St, Calcutta St	Mark centreline and edgeline	High	\$800	Nov 04 - Jan 05
Winston St	Chicane	High	\$5,000	Nov 04 - Jan 05
Winston St - Spencer St	Give way marking and sign	High	\$350	Jan - Mar 05
Agra Cres	2 speed humps ( <b>location to be reviewed</b> )	Medium	\$7,000	Jan - Mar 05
Bombay St - Swansea St	Roundabout ( <b>50mm lip included and kerb alteration requirements checked</b> )	Medium	\$12,000	Jan - Mar 05
Box Hill - Cockayne Rd	Paint roundabout	Medium	\$500	Nov 04 - Jan 05
Jubilee Rd	Mark centreline	Medium	\$100	Nov 04 - Jan 05
Mysore St	Mark centreline	Medium	\$100	Nov 04 - Jan 05
Punjab St - Waru St	Splitter island and give way	Medium	\$2,000	Nov 04 - Jan 05
Cassis PI - Dundee PI	Splitter islands and give ways	Low	\$3,000	Jan - Mar 05
Onslow Rd	Armco guard rail upgrade ( <b>scope reduced</b> )	Low	\$5,000	Jan - Mar 05
Rothsay Rd - Awarua St	Roundabout	Low	\$25,000	Nov 04 - Jan 05
Stage 1: targeted residential streets	50 km/h to 40 km/h speed reduction (10 sites)	High	\$5,400	Apr - Jun 05
Stage 2: most residential streets	50 km/h to 40 km/h speed reduction	Low	\$10,000	Apr - Jun 07
Box Hill - Khandallah Rd	Adjust roadmarkings	<b>Deleted</b>	N/A	
Cockayne Rd - Calcutta St	Splitter island	<b>Deleted</b>	N/A	
Khandallah Rd	7 parking lay-bys	<b>Deleted</b>	N/A	
Orari St - Crofton Rd	Splitter island and give way	<b>Deleted</b>	N/A	
Waikowhai St, Khandallah Rd, Box Hill and Burma Rd	No parking both sides	<b>Deleted</b>	N/A	

SaferRoads Minor Safety Projects	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Construction
Cashmere Ave	Parking lay-by and pedestrian crossing improvement	High	\$18,000	Nov 04 - Jan 05
Additional Items to be finalised	Further details available on completion of Safer Routes To School surveys	High	\$53,100	Jan - Mar 05

SaferRoads Footpath Extensions	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Clutha Ave	Footpath extension	Medium	\$30,000	Nov 04 - Jan 05
Khandallah Rd	Footpath extension	Medium	\$55,000	Jan - Mar 05

### Education

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
City wide	Pedestrian Awareness campaign	High	\$1,000	Jan - Mar 05
Ngaio & Khandallah	Roundabout campaign	High	\$5,000	Jan - Mar 05
Ngaio & Khandallah	Speed Limit Awareness campaign	High	\$15,000	Apr - Jun 05
Schools in Ngaio, Khandallah and Crofton Downs	Safer Routes to School programme	High	\$30,000	Jan - Mar 05
City wide	Cycle Awareness campaign	Medium	\$1,000	Jan - Mar 05

### Enforcement

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
All roads in Ngaio and Khandallah	Targeted road policing	High	N/A	Nov 04 - ongoing
City wide	Additional parking staff	High	\$26,000	Nov 04 - ongoing
Burma Road	Fixed speed camera	High	\$45,000	Apr - Jun 05
Khandallah Road	Fixed speed camera	High	\$45,000	Apr - Jun 05

## Programming

Physical construction in Ngaio and Khandallah will be carried out by Works Infrastructure Ltd under the direction and supervision of Becca Infrastructure Ltd. It is expected that physical construction will commence in November 2004.

Individual parties will be notified by Council officers prior to physical works commencing. For more information regarding SaferRoads implementation in Ngaio and Khandallah please contact:

Alan Lowrie  
Construction Project Manager  
Phone: 04 801 3253  
Email: alan.lowrie@wcc.govt.nz

For information regarding speed cameras, speed limits and the consultation process, please contact:

Paul Barker  
Senior Road Safety Engineer  
Phone: 04 801 3266  
Email: paul.barker@wcc.govt.nz

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

Kate Brockett  
Road Safety Coordinator  
Phone: 04 801 3717  
Email: kate.brockett@wcc.govt.nz

## Budget

It is estimated that the total expenditure for Ngaio and Khandallah SaferRoads and associated projects will be \$1,012,000.00

## Conclusion

The proposed road safety changes for Ngaio and Khandallah concentrate on reducing vehicle speeds on all roads using engineering, education and enforcement initiatives including:

- installing traffic features as listed in the implementation table
- increased speed enforcement including the installation of speed cameras and targeted road policing
- increasing parking enforcement
- implementing school and community education campaigns about road safety and the dangers of excessive speed.

This Implementation Plan has been approved by the SaferRoads Steering Committee who endorse the project proceeding to implementation and construction.

Funding for the implementation of this work has been approved through the Annual Plan and was made available on July 1 2004.