

# SaferRoads

## Ngaio and Khandallah Proposal

Consultation Period: 8 March – 5 April 2004

Our aim is to reduce road crashes by one third by 2010.



### A word from the Councillor Hutchings

I am pleased to introduce SaferRoads to the people of Wellington. This project aims to reduce road crashes by one third by 2010. SaferRoads uses an innovative community-based approach to making our roads safer for pedestrians, cyclists and drivers.



The Council is working with our key road safety partners including the Land Transport Safety Authority (LTSA), Transit New Zealand, Transfund New Zealand, Greater Wellington Regional Council and the New Zealand Police on this project.

The SaferRoads team has been out in the community talking to local residents, business associations and schools about the best ways to improve the safety of our roads.

I would like to thank everyone who has attended SaferRoads workshops or already made a submission about road safety issues in your area. I now invite you to take a few minutes to read through the information provided here and send us your comments.

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

### Ian Hutchings

Chair, City Infrastructure Committee  
Wellington City Council

### Land Transport Safety Authority

"LTSA supports SaferRoads and we are working with Wellington City Council and other organisations on this pilot which provides a new approach to improving safety in the city."

Demetra Kennedy  
Regional Manager

### Greater Wellington Regional Council

"A key objective of the Regional Land Transport Strategy, produced by Greater Wellington Regional Council is to provide a safer community for everyone through an effective and safe transport system. Greater Wellington is delighted to be involved in the SaferRoads project and is fully supportive of the safety gains that are sought."

### Dave Watson

Divisional Manager of Transport

### New Zealand Police

"Wellington Police have an active road safety focus. We support this initiative and welcome the opportunity to be involved in SaferRoads in partnership with other key road safety organisations."

### Inspector Allan Boreham

Road Policing Manager

### Transit New Zealand

"Wellington prides itself on its good road safety record and this project will make it even better. SaferRoads needs all the organisations involved in our roading system to pool their efforts and Transit NZ is pleased to be part of that. Transit is committed to improving safety on all our state highways. Working together we can achieve our aim to reduce accident levels by one third by 2010."

### Brian Hasell

Regional Manager

### Transfund New Zealand

"Transfund supports the initiative taken by Wellington City Council in its SaferRoads project. If the project meets initial expectations it should offer a valuable tool for other urban authorities to use in achieving further reductions in crash rates."

### Ian Hunter

Regional Manager



## Background



## Background to SaferRoads

Wellington City Council has introduced an innovative road safety project called SaferRoads. This project aims to **reduce the number of crashes in Wellington city by one third by 2010.**

Wellington is the first city in New Zealand to implement a project that links with the LTSA's national road safety strategy. SaferRoads integrates engineering, education and enforcement initiatives to reduce crashes area by area across Wellington. Whole suburbs will be targeted with the focus on total crash reduction rather than alleviating problems on a particular street.

## Consultation

In September and October 2003 the SaferRoads team and ward councillors ran a series of workshops in Ngaio and Khandallah. These workshops provided an opportunity for the community to discuss road safety concerns. The response from the Ngaio and Khandallah communities was very positive and ward councillors support the project proceeding to consultation.

An implementation plan has been drafted which outlines proposed engineering, education and enforcement initiatives for Ngaio and Khandallah. This plan was devised in response to community consultation, engineering reports and budget requirements.

A formal consultation period will run from 8 March – 5 April 2004. During this time the Council will be accepting submissions from the public – see the form on the back of this booklet for further information. A community

meeting will also be held to provide information about the proposed road safety changes:

**SaferRoads Ngaio and Khandallah meeting**  
**Thursday 25 March 2004 at 7pm**  
**Nairnville Recreation Centre**  
**Corner of Cockayne Road and Lucknow Terrace**  
**Khandallah**

## Proposal

Research shows that lowering average speeds reduces the number of crashes that occur and reduces the severity of those crashes that do happen. The proposed approach for Ngaio and Khandallah concentrates on reducing road speeds on some local roads by:

- stage 1: initially lowering the speed limit from 50 kilometres an hour to 40 km/h on targeted streets
- stage 2: lowering the speed limit to 40 km/h on most other residential streets within five years
- using traffic features to slow vehicles (e.g. speed humps, coloured road surfaces, signs)
- running a community education campaign about the dangers of excessive speed
- increasing enforcement and targeted road policing.

The reduction in speed will make crossing roads safer and easier for pedestrians as well as making the roads safer for cyclists to use.

In addition to lowering speeds, it is proposed to restrict parking in certain locations to improve visibility and ease access for residents. Proposed parking restrictions are shown on the map on pages 4 and 5 of this booklet.

## Engineering

It is proposed that intersections with a poor history of crashes will be improved and traffic features will be introduced to slow traffic and improve safety for pedestrians and cyclists. Proposed traffic features for Ngaio and Khandallah area such as:

- 4 roundabouts
- 49 splitter islands
- 36 give way controls
- 2 speed humps
- 11 kerb extensions
- 4 pedestrian refuge islands
- 2 chicanes.

See the drawing below for an explanation of these traffic enhancements and the map on pages 4 and 5 for proposed locations.

In addition to these traffic features, street lighting will be reviewed and upgraded as required and new footpaths will be constructed in some locations.

The local community will be informed about all road safety initiatives once they are agreed upon, and before they are implemented.

## Education

In response to community feedback about issues in and around schools, all five schools in the Ngaio and Khandallah area have been approached to take part in the Safer Routes to School programme. This road safety programme aims to make the journey to and from school safer for children.

Other road safety campaigns will focus on safer road use by motorists, such as remembering to indicate at roundabouts, using intersections correctly, and reinforcing the need to drive at a safe speed within residential areas.

### Safer Routes to School

The Safer Routes to School programme will be run in each



school to identify and solve child road safety problems. The Police, their youth education service, parking enforcement, traffic engineers and other agencies will also have input. The programme focuses on reducing the number of cars arriving at the school gate by encouraging children to walk, cycle, or carpool to and from school. Fewer cars on the road near schools will improve safety for all. The Safer Routes to School programme will teach school children how to use the road safely as pedestrians and cyclists.

## Enforcement

Enforcement in the Ngaio and Khandallah area will focus on excessive speed and unsafe parking practices. The Police have agreed to target speed enforcement and intersection enforcement in response to community concern.

Parking enforcement will be increased with a focus on illegal parking practices around schools, and poor parking near the shopping villages. A campaign targeting footpath parking will also be implemented during the SaferRoads project and the Police will make regular patrols before and after school.

It is proposed to develop two new speed camera sites, one on Khandallah Road and one on Burma Road as part of this project as well as increasing the presence of the mobile speed camera in the Ngaio and Khandallah area.

## Ngaio and Khandallah map

The map on the following page shows the proposed road safety initiatives for Ngaio and Khandallah. These initiatives are listed in the draft implementation plan on pages 6 and 7.

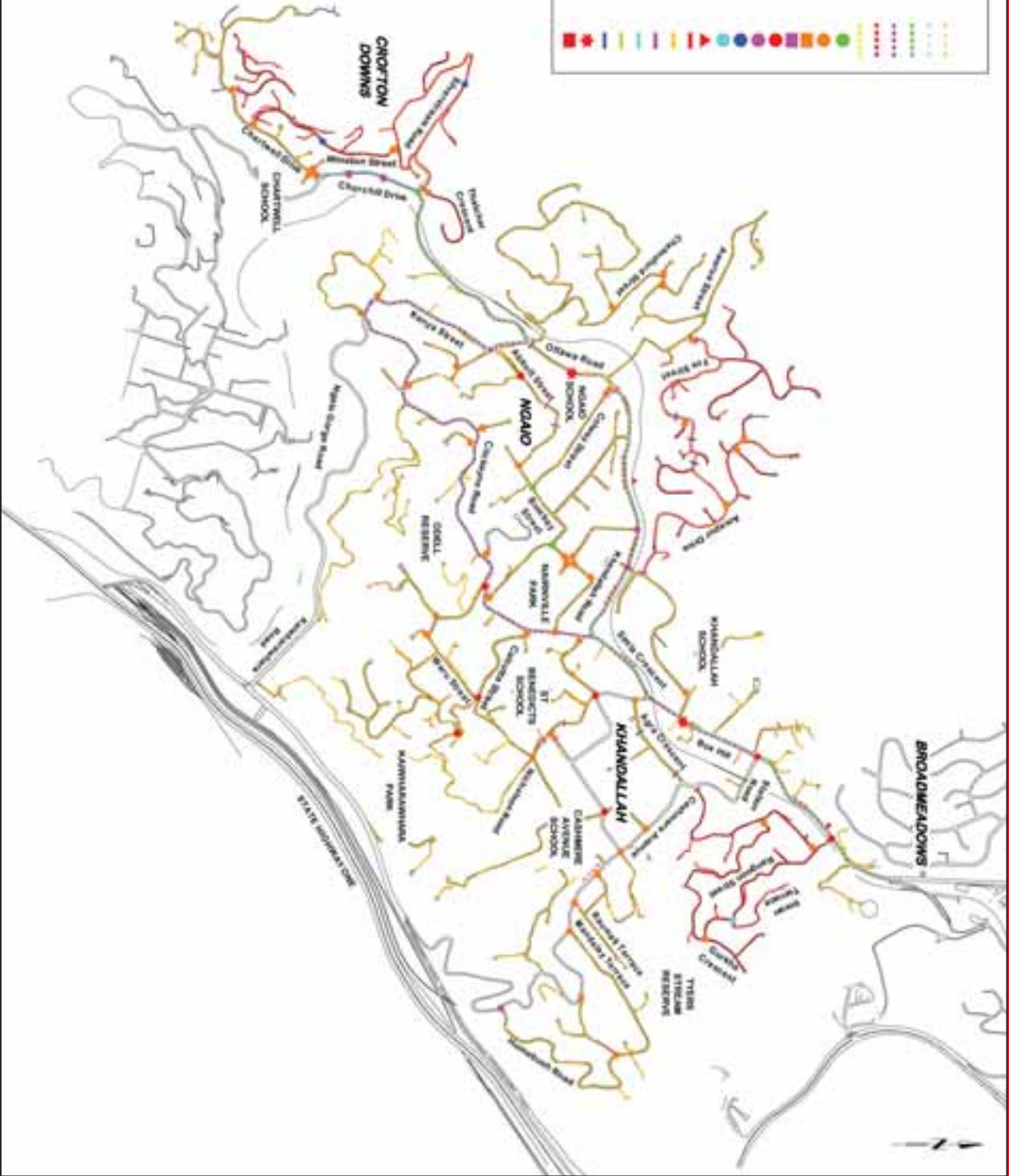
## More information available

If you would like more detailed information about the proposed changes, please refer to the Ngaio and Khandallah Technical Report which can be downloaded from the Wellington City Council website [www.wcc.govt.nz](http://www.wcc.govt.nz) or phone 499 4444 for a printed copy.

This drawing shows examples of traffic features indicated on the map and listed in the draft implementation plan on pages 6 and 7.

**KEY**

MARK CENTERLINE & EDGE LINES	●
MARK CENTERLINE	○
NO PARKING BOTH SIDES	○
PARKING ONE SIDE (CENTERLINE MOTION)	○
PARKING LANE	○
REMOVE YELLOW LINE	○
ROUNDABOUT	○
SPALTERS ISLAND WITH ONE WAY	○
ONE WAY	○
CENTRAL ISLAND	○
IMPROVE INTERSECTION	○
IMPROVE INTERSECTION VISIBILITY	○
CICADAES	○
PRIORITY DEFINITION	○
SPEDS - CANAL	○
SPEDS RESTRICTION 30 TO 40KPH PROPOSED	○
SPEDS RESTRICTION 50 TO 60KPH (CURRENT)	○
THRESHOLD 0.5 PAVEMENT	○
FLUSH MEDIAN MAINTAINING PARKING BOTH SIDES	○
KEEP INTERSECTION - PLANTIES	○
SPEDS 0.5 MARK	○
PRESERVE CROSSING	○
GATEWAY	○



# Implementation Plan

The draft implementation plan outlines proposed road safety initiatives for Ngaio and Khandallah, with the recommended priority and estimated cost for completing the work.

The current budget for implementing the proposed work will enable most of the initiatives listed here to be implemented in the next two years. High priority works will still be undertaken if further initiatives are added as a result of consultation or the budget is constrained at a later date. However some medium and low priority initiatives may not be implemented as part of the SaferRoads project but may be included in other Council projects.

Priorities:  High  Medium  Low

## Engineering

Location	Road safety initiative	Priority	Cost estimate
Box Hill - Cockayne Road	Paint roundabout	Medium	\$500
Onslow Road	6 guard rails (not shown)	Medium	\$9,000
Colway Street - Bombay Street - Mysore Street	Improve street lighting	High	\$20,000
Khandallah Road	7 parking lay-bys	Low	\$84,000
Box Hill - Khandallah Road	Adjust priority definition (roadmarkings)	High	\$28,000
Waikowhai Street, Box Hill, Khandallah and Burma Road	No parking both sides	High	\$8,500
Various sites	15 threshold pavements (coloured road surfaces)	High	\$12,750
Stage 1: Targeted streets (see map)	50 km/h to 40 km/h (10 sites)	High	\$5,400
Stage 2: Most residential streets	50 km/h to 40 km/h	Low	\$10,000
Various sites	Footpath extensions	Medium	\$85,000
Various sites	Improve street lighting	High	\$40,000
Rangoon Street - Burma Road	Right-turn bay	High	\$1,000
Box Hill - Station Road	Kerb extensions	High	\$20,000
Box Hill - Clark Street	Right-turn bay	High	\$8,000
Lucknow Terrace - Khandallah Road	Relocate limit lines	High	\$500
Ngatoto Street - Khandallah Road	Relocate limit lines	High	\$500
Colway Street - Khandallah Road	Splitter island	High	\$1,200
Silverstream Road - Churchill Drive	Roundabout	High	\$60,000
Thatcher Crescent - Silverstream Road	Splitter island and give way	High	\$2,500
Churchill Drive	Central islands and flush median	High	\$5,000
Izard Road - Cashmere Avenue	Splitter island and give way	High	\$1,600
Ranui Crescent - Cashmere Avenue	Splitter island	High	\$1,100
Cashmere Avenue	Parking lay-by	Medium	\$18,000
Raumati Terrace - Cashmere Avenue	Flush island and give way	High	\$500
Mandalay Terrace - Cashmere Avenue	Flush island and give way	High	\$500
Benares Street - Onslow Road	Flush island and give way	High	\$500
Homebush Road - Onslow Road	Splitter island and bank trimming	High	\$16,000
Chartwell Drive - Churchill Drive	Splitter island	High	\$1,100
Cassis Place - Dundee Place	Splitter islands and give ways	Medium	\$3,000
Ottawa Road	Pedestrian crossing and traffic signals	High	\$70,000
Rangoon Street - Imran Terrace	Priority markings	High	\$100
Madras Street - Gurkha Crescent	Splitter island and give way	High	\$2,200
Delhi Crescent - Madras Street	Splitter island and give way	High	\$2,200
Omar Street - Rangoon Street	Splitter island and give way	High	\$2,200
Homebush Road - Benares Street	Kerb extension and give way	High	\$10,000
Kenya Street	No parking one side	High	\$7,200
Cockayne Road	No parking one side	High	\$21,500
Mysore Street	Mark centreline	Medium	\$100
Bombay Street	Mark centreline	Medium	\$100
Colway Street	Mark centreline	High	\$150
Jubilee Road	Mark centreline	Medium	\$100
Waru Street, Punjab Street, Calcutta Street	Mark centreline and edgeline	High	\$800
Nicholson Road	Mark centreline and edgeline	High	\$550
Homebush Road	Mark centreline and edgeline	High	\$500
Old Porirua Road	Mark centreline and edgeline	High	\$1,000
Cockayne Road - Quetta Street	Give way marking and sign	High	\$350
Cockayne Road - Ellora Street	Give way marking and sign	High	\$350
Agra Crescent	2 speed humps	Medium	\$7,000
Abbot Street - Imlay Crescent	Splitter island and bank trimming	High	\$1,600
Swansea Street - Ngatoto Street	Splitter islands and give ways	High	\$6,000

## Engineering (continued)

Location	Road safety initiative	Priority	Cost estimate
Izard Road – Everest Street	Splitter islands	High	\$6,000
Jubilee Road – Nicholson Road	Flush island	High	\$250
Everest Street – Nicholson Road	Flush median	High	\$500
Dekka Street – Nicholson Road	Kerb extension and priority	High	\$22,000
Cockayne Road – Calcutta Street	Splitter island	High	\$1,100
Jubilee Road – Calcutta Street	Kerb extensions and splitter islands	High	\$20,000
Bengal Street – Calcutta Street	Kerb extensions and splitter islands	High	\$15,000
Agra Crescent – Nicholson Road	Splitter island	High	\$1,600
Cockayne Road – Clutha Avenue	Kerb extensions and splitter islands	High	\$12,000
Lucknow Terrace – Cockayne Road	Splitter island and give way	High	\$1,200
Punjab Street – Cockayne Road	Splitter island and bank trimming	High	\$11,000
Mysore Street – Cockayne Road	Splitter island and give way	High	\$1,600
Cockayne Road – Bankot Crescent	Splitter island and give way	High	\$1,800
Perth Street – Crofton Road	Flush island and give way	High	\$1,000
Orari Street – Crofton Road	Splitter island and give way	High	\$2,000
Swansea Street – Lucknow Terrace	Splitter island and give way	High	\$2,100
Bombay Street – Swansea Street	Roundabout	Medium	\$12,000
Bombay Street – Colway Street	Roundabout	High	\$35,000
Ngaio Gorge Road – Trelissick Crescent	Splitter island and give way	High	\$2,200
Kenya Street – Trelissick Crescent	Splitter island	High	\$2,200
Punjab Street – Kabul Street	Splitter island and give way	High	\$2,100
Punjab Street – Waru Street	Splitter island and give way	High	\$2,000
Aplin Terrace – Bombay Street	Splitter islands	High	\$2,000
Winston Street – Spencer Street	Give way marking and sign	High	\$350
Winston Street – Chartwell Drive	Splitter island and give way	High	\$1,200
Chartwell Drive – Downing Street	Splitter island and give way	High	\$1,400
Winston Street	Chicane	High	\$5,000
Silverstream Road	Chicane	High	\$5,000
Chelmsford Street – Claire Street	Give way marking and sign	High	\$350
Chelmsford Street – Karamu Street	Give way marking and sign	High	\$350
Rothsay Road – Awarua Street	Roundabout	Medium	\$25,000
Simla Crescent – Clark Street	Splitter island and give way	High	\$2,000
Simla Crescent	Edge and centrelines	High	\$200
Motueka Street – Chelmsford Street	Splitter island and give way	High	\$2,000
Awarua Street – Fox Street	Kerb extensions and splitter islands	High	\$12,000
Fox Street – Rosalind Street	Splitter island and give way	High	\$1,900
Satara Crescent – Amapur Drive	Splitter island and give way	High	\$1,600
Satara Crescent – Ramphal Place	Splitter island and give way	High	\$2,000
Satara Crescent – Kapil Grove	Give way marking and sign	High	\$350

## Education

Location	Road safety initiative	Priority	Cost estimate
Schools in Ngaio, Khandallah and Crofton Downs	Safer Routes to School programme	High	\$30,000
Ngaio and Khandallah	Roundabout campaign	High	\$5,000
City wide	Pedestrian awareness campaign	High	\$1,000
City wide	Cycle awareness campaign	Medium	\$1,000
Ngaio and Khandallah	Speed limit awareness campaign	High	\$15,000

## Enforcement

Location	Road safety initiative	Priority	Cost estimate
Khandallah Road	Permanent speed camera	High	\$45,000
Burma Road	Permanent speed camera	High	\$45,000
All roads in Ngaio and Khandallah	Targeted road policing	High	N/A
City wide	Additional parking staff	High	\$52,000

### Your input is welcome

We are now accepting submissions from the public until 5 April 2004. Use the submission form on the back page to submit your feedback on the road safety initiatives listed here.

# SUBMISSION FORM SaferRoads Ngaio and Khandallah

Please fill out the form below, or enter your submission online at [www.wcc.govt.nz](http://www.wcc.govt.nz)

1. Do you agree with the priorities listed for the road safety initiatives on pages 6 and 7 of this booklet? Yes / No  
If you answered yes, please go to question 3.
2. If you do not agree with some of the priorities, please list the road safety initiative with the priority ranking you suggest and briefly tell us why.  
Priorities are: High, Medium, Low or 'No' (if you do not want the initiative listed to happen).

## Changing Priority:

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

3. Are there any additional road safety initiatives you would like to see included for Ngaio and Khandallah? Please list them with brief reasons why.

## Additional Road Safety Changes:

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

## Further Comments:

Please send this form and any additional submission material by 5 April 2004 to: SaferRoads, Wellington City Council, FreePost 57412, PO Box 2199, Wellington.  
The submissions provided will be analysed and summarised in the SaferRoads for Ngaio and Khandallah Report and Implementation Plan.  
This document will be available on our website from May 2004.

For further information, please refer to [www.wcc.govt.nz](http://www.wcc.govt.nz) or email us at [saferroads.submissions@wcc.govt.nz](mailto:saferroads.submissions@wcc.govt.nz) or phone 499 4444.