



# SaferRoads

## Ngaio & Khandallah Technical Report

March 2004

**Absolutely**

**POSITIVELY**

We Rise as One  
WELLINGTON CITY COUNCIL

**Wellington**

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# 1. Executive Summary

Wellington City Council has introduced an innovative road safety project called SaferRoads. The objective of this project is to **“reduce the number of crashes in Wellington City by one third by the year 2010”**.

Wellington is the first city in New Zealand to implement a project that links with the Land Transport Safety Authority’s (LTSA) national road safety strategy. The SaferRoads project has been developed in conjunction with the LTSA and it is supported by Council’s key road safety partners including Transit New Zealand, Transfund New Zealand, Greater Wellington, the Regional Council and the New Zealand Police.

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 a focus on total crash reduction rather than alleviating problems on a particular street.

It is proposed to systematically target each suburb of Wellington, looking at the types and trends of crashes within each area, and then developing a unique solution for each area. In the first year the areas of Ngaio, Khandallah and Tawa have been addressed.

In September 2003 the SaferRoads team ran a series of workshops in Ngaio and Khandallah. These workshops provided an opportunity for the community to say what their concerns were and what measures they would like to see introduced in their area.

Detailed analysis was also undertaken of the number and types of crashes within the area to assist the council in developing a plan that would reduce the number of crashes by one third by the year 2010.

This report sets out a proposal that aims to satisfy many of the concerns raised by the community, as well as providing a number of initiatives that will reduce the number of crashes and improve safety within the community.

The primary focus of the proposal is to reduce the speed of traffic through the Ngaio and Khandallah area. This will not only achieve a reduction in crashes but also bring about a reduction in the severity of the remaining crashes. To achieve this speed reduction a number of measures are proposed including reducing the speed limit from the 50 km/h to 40 km/h in some areas. In other areas traffic calming is proposed in conjunction with altered road markings to provide the basis for overall speed reduction. These physical measures will be backed up by an extensive education campaign and subsequent enforcement campaigns.

There is also the significant focus on schools and safety concerns exhibited around schools as part of the SaferRoads project. All five schools in the Khandallah and Ngaio area have been approached to take part in the Safer Routes to School programme. This programme of work is ongoing, however an example of work currently being undertaken in Ngaio School and St Benedicts School is shown within the education section of the proposal.

An implementation plan is included in this report and sets out the road safety initiatives proposed to reduce the number of crashes across Ngaio and Khandallah. These initiatives have been prioritised as high, medium, or low according to their importance in reducing the number of crashes.

Funding for the implementation of this work is subject to annual plan approval but it is anticipated to be available on the 1st July 2004. Detailed design will commence following the outcome of consultation on this report.

## 2. Background to the SaferRoads Project

In 2003 Wellington City Council 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.

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 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 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.



### 3. Community Participation Workshops

#### Stakeholder Consultation – Ngaio

To begin the community consultation phase, the SaferRoads team went out into the community and met with local groups in Ngaio 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. (telephone, gas, power etc)
- the Road Safety Reference Group.

In Ngaio meetings were held with:

- built environment discussion group of the Ngaio Forum
- Chartwell School
- Ngaio School.

At the meeting with the built environment discussion group (7 August 2003) approval was gained to hold two community workshops at the Ngaio Town Hall on 23 and 30 September 2003. These workshops were to provide an opportunity for the community to raise any concerns about road safety in their community and to provide a framework for resolution of these issues.

An open session was scheduled to run before the first workshop so that people could drop in if they were not able to attend the workshop.

Publicity for the workshops included information posters displayed around the Ngaio area at schools, the library and shops. 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 and Open Session

Workshop one was held on 23 September 2003 from 7-9pm at the Ngaio Town Hall on Ottawa Road, with an open session from 4-6pm beforehand. Four members of the community came to the open session to give input. Sixteen 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:

- Engineering
- Education
- Enforcement
- Streetscape.

Community participants were given the opportunity to write down their road safety issues in relation to engineering, education, enforcement and streetscape themes on post-it notes and place them onto the maps. A separate board was provided for participants to post generic “non local” issues in relation to the four themes.



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 for discussion in workshop two.

*The photos show the community participating in the SaferRoads workshops.*



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

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

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

Theme	Issue	Location
<b>Speed</b>		
	Cars travel too fast close to the junction - need speed humps or 40 km/h speed limit.	Silverstream Rd
	Speed humps by Brownies/Playcentre	Silverstream Rd
	Cars travel so fast, it is hard to cross the road safely during morning rush hour - need speed humps or 40 km/hr speed limit.	Cockayne Road
	Used as a speedway.	Aplin Terrace
	The red crossing area needs to be raised (ie. humps). At present motorists think it is a pedestrian crossing.	Ottawa Road
	Traffic travels too fast.	Churchill Drive
	Install a fixed speed camera.	Khandallah Rd
	Speed issue.	Amapur Drive
	Speed is a real issue around the Nairnville Park area.	Cockayne Road
	At the school crossing, motorists drive too fast and are careless.	Boxhill
	Buses speed down here.	Mandalay Tce
	40 km/h speed restriction in all residential areas.	
	Centre islands to divide traffic where possible.	
	Wider footpaths in some areas (eg. Cockayne Road) as the speed of motorists causes concern.	
	Speed zones for schools.	
<b>Intersections</b>		
	Disaster area, especially the crossings/exit to Silverstream Road/train parking area.	Churchill Drive
	The tight corner of Churchill Drive/Silverstream Road often results in cars crossing the centre line when turning from Churchill Drive.	Churchill Drive
	Crofton/Perth/Cockayne intersection is wide so cars cut corners to get to Crofton Road, cutting off vehicles travelling up Cockayne Road.	Perth Street
	It's a very dangerous left turn from Crofton Road in to Cockayne Road - hard to see the traffic coming on your right up Perth Street.	Perth Street
	It's a confusing intersection at Old Porirua/Perth Road - are vehicles able to turn right or not?	Perth Street
	Install a roundabout at this intersection.	Coleway/ Bombay
	There is confusion at this intersection, better signage is needed.	Abbott/Kenya/ Crofton Road
	After the road was resealed the two lanes were not repainted, unclear directions result.	Ottawa Road roundabout
	Take care at the roundabout from Waikowhai Street, two lanes virtually merge in to one.	Ottawa Road roundabout
	It is too narrow on the north west, nearest to the hall.	Ottawa Road roundabout
	Two lanes in to the roundabout means that it is cramped.	Ottawa Road roundabout
	Ottawa Road/Collingwood Corner, too narrow for north bound traffic.	Ottawa Road roundabout
	Traffic turning into Ottawa Road does not indicate thus holding up straight through traffic. Straight through traffic should be in the same lane as Waikowhai Street.	Ottawa Road roundabout

Theme	Issue	Location
<b>Intersections (continued)</b>		
	Drivers do not use the roundabout correctly, especially those travelling north. When turning in to Kenya Street from Waikowhai Street, drivers on your left (going straight ahead) often cut in front.	Ottawa Road roundabout
	The turn right from Kenya Street in to Trelissick Crescent should not be allowed; instead drivers should go to the next entrance opposite Pert Street.	Trelissick Cres
	Lane for right turning traffic from Ottawa Road in to Colway Street.	Colway Street
	Corner of Ngatoto Street/Swansea Street - very sharp corner to turn in to Ngatoto Street.	Ngatoto Street
	This is a difficult intersection.	Simla Cres Khandallah Rd
	Poor visibility coming out of Clutha Avenue.	Clutha Avenue
	Narrow pinch point at the roundabout, needs the corner taken off the footpath curve to fit a car and bicycle.	Nicholson Road
	Trying to get out of this road is a nightmare at all times!	Station Road
	In to and out of this street on to Onslow Road is very dangerous.	Lohia Street
	The new subdivision drive way will come down to a "T" intersection which will mean poor visibility for vehicles entering/exiting.	Homebush/ Mandalay Tce
	The bank needs trimming; it is a gamble when turning towards the city.	Homebush/ Onslow Road
	All roundabouts should be a minimum of 10m wide.	
<b>Pedestrians</b>		
	Pedestrian crossing is invisible in the afternoon sun.	Churchill Drive
	Possibility of a footpath on both sides? Primary school children will not have to cross the road twice to reach Chartwell School.	Churchill Drive
	The pedestrian crossing is obscured by the corner, so even if a car stops, traffic following too closely behind shunt it forward.	Churchill Drive
	Improve signage for the pedestrian crossing - sign for south bound traffic is distracted by the sign for the garden centre.	Churchill Drive
	Pedestrians rush across the crossing to catch a train without regard for motorists.	Churchill Drive
	It is difficult to cross Ottawa Road because of the traffic build up, should stop the infill development.	Ottawa Road
	New island installation on Ottawa Road between BP Station and the school entrance, this will divide the crossing.	Ottawa Road
	Improve the footpath width between Tarikaka Road and #40 Khandallah Road. Access is poor with continuing rock fall.	Tarikaka Road
	Wider footpaths needed in this area.	Upper Cockayne Rd
	There are no footpaths - some pedestrians walk down this road making it quite dangerous.	Onslow Road
	Wider footpaths in some areas (eg. Cockayne Road) as the speed of motorists causes concern.	
	How many drivers know what the diamond on the road means? We were never educated about them.	

Theme	Issue	Location
<b>Schools / Childcare</b>		
	Possibility of a footpath on both sides? Primary school children will not have to cross the road twice to reach Chartwell School.	Churchill Drive
	Need to extend the yellow lines around the Brownie/Playcentre. This will allow those turning out to make the turn easily.	Silverstream Road
	Encourage Ngaio students to arrive by car at Colway Street entrance - this will relieve the congestion at Aplin Terrace/Ottawa Road.	Aplin Terrace
	Difficult for traffic around school arrival/departure times.	Cashmere Ave
	Speed zones for schools.	
	Create incentive schemes for schools to encourage/maintain walking (or bus) to school ie. grants offered.	
	Discourage children from being driven to school.	
	Technically enhanced skills training, plus rewards for school patrols.	
<b>Parking</b>		
	When raining, Crofton Downs railway station overflows in to Churchill Drive/Silverstream Road thus reducing the corner to one lane.	Churchill Drive
	Commuter parking is a severe problem. Needs to be eliminated up around the corner of Silverstream Road.	Churchill Drive
	Need to extend the yellow lines around the Brownie/Playcentre. This will allow those turning out to make the turn easily.	Silverstream Road
	Cyclists have difficulty with parked cars - restrict parking.	Kenya Street
	The children's crèche has caused extra traffic congestion at this intersection.	Perth Street
	Cars park up on the path because the street is so narrow, impossible for pedestrians, Parkwise should patrol it often.	Cockayne Road
	Yellow lines could be painted on one side of Quetta Street. Difficult with cars parked on both sides of the street in particular when coming in to and out of drive ways.	Quetta Street
	Reduce parking on both sides close to the bends.	Setsan Way
	No stopping at the corner by #12, the road is congested at 2.50pm-3.15pm.	Aplin Terrace
	Narrow with cars parked on both sides.	Aplin Terrace
	Install parking availability signs at Ngaio Hall and Ngaio Memorial car park for north travelling motorists.	Ottawa Road
	Yellow lines have not been completed (outside #12) due to parked cars.	Ottawa Road
	Parking allowed only on one side of the street, too narrow for buses to get through during peak hours.	Colway Street
	Some cars park opposite the railway station which makes the road one way.	Awarua Street
	Cars park on both sides therefore visibility is reduced (near the junction with Chelmsford Street).	Rothsay Road
	People park on both sides of the road, makes it narrow and difficult to exit.	Ngatoto Street

Theme	Issue	Location
<b>Parking (continued)</b>		
	Parking on both sides in the weekends, virtually impassable.	Lucknow Tce
	Stringent policing of illegally parked cars; fines should reflect the individual's history of the offence.	
	Parking on footpaths where it forces pedestrians to walk on the road.	
	Parking on one side of the road (safety would also be improved).	
<b>General roading Issues</b>		
	When raining, Crofton Downs railway station overflows in to Churchill Drive/Silverstream Road thus reducing the corner to one lane.	Churchill Drive
	Commuter parking is a severe problem. Needs to be eliminated up around the corner of Silverstream Road.	Churchill Drive
	It is difficult to cross Ottawa Road because of the traffic build up, should stop the infill development.	Ottawa Road
	Consider disallowing the right hand turn in to the BP Petrol Station from the north, blocks up traffic	Ottawa Road
	Engineering work required through this area for clearer vision, especially at the bend.	Motueka Street
	The bank needs trimming for better visibility.	Awarua St/ Fox St
	(Ganges to Iazard Street) very poor street lighting.	Everest Street
	Centre islands to divide traffic where possible.	
	Are you considering the increase in traffic flow if the north west connector road goes through?	
	Wider roads - cyclists, runners!	
	Reinforce - painted road marking messages ie. proper use of flush medians with signs.	
	No cell phones.	
	Aware of issues with motorists - sun glare/physical limitations of vehicles.	
	Need to plant trees to block sunlight - particularly at the top of Burma Road.	
	Cyclists have difficulty with parked cars - restrict parking.	Kenya Street
	Narrow lanes, blind corner at Bengal Street - this is a well used cyclist route for access to the Bridle Track.	Calcutta Street
	Narrow pinch point at the roundabout, needs the corner taken off the footpath curve to fit a car and bicycle.	Nicholson Road
	Wider roads - cyclists, runners!	

## Workshop Two

Workshop two was held on 30 September 2003 at Ngaio Town Hall. Thirteen 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 on local roads.



*Photos: the community participating at SaferRoads workshops.*



## Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the Ngaio 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 60 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments. The framework for reducing crashes in Ngaio follows on the next page.



## Framework for Reducing Crashes in Ngaio from Workshop Two – 30 September 2003

Theme	Road Type	Engineering	Education	Enforcement
<b>Speed</b>				
	<b>Principal</b>	Reduce the speed of traffic around crossings	Use road watch	Tougher laws -blitz
		Consistency	Survival rate	Strengthen the enforcement of existing laws
		Narrower traffic lanes	Safe following distances	Speed cameras (hidden)
		Reduce speed prior to a crossing		More police presence
		Central islands to divide traffic		
	<b>Collector</b>	40 km/hr (eg Cockayne Road)		Mobile speed camera
		Traffic calming (eg roundabouts)		
		Widen Cockayne Road		
	<b>Local</b>	40 km/hr		Target patrols
<b>Intersection</b>				
	<b>Principal</b>	Roundabouts	Indicating at roundabouts	Compulsory Stops
		Marked bays for right turning vehicles	Blocking of intersections	Give way
			Positioning of right turning vehicles	Indicating
	<b>Collector</b>	Central islands		
		Kerb extensions (consideration for cyclists)		
	<b>Local Roads</b>	Priority controls		
<b>Pedestrians</b>				
	<b>Principal</b>	Traffic lights	Educate the community on taking alternative routes	Not parking on footpaths
		Footpaths on each side of the road	Awareness of laws at crossings	Drivers not completely stopping at pedestrian crossings
		School speed zones	Children need to be educated about safety	
		Traffic islands	Not parking on footpaths	
		Wider footpaths		
		Kerb ramps		
		Pedestrian crossing lighting for drivers		
	<b>Collector</b>	Two footpaths (or one that is wide)		Not parking on footpaths
		Reduce parking near intersections		
		Pedestrian crossings		
	<b>Local</b>	At least one footpath & continuity		

Theme	Road Type	Engineering	Education	Enforcement
<b>Schools/Childcare</b>				
	<b>Principal</b>	Lower the speed limit	Walking school bus	Parking
		Traffic calming	Grants to schools who encourage buses	
		Yellow lines	Safe routes to school	
		Traffic islands - Ngaio school in particular		
		Better signage		
	<b>Collector</b>	Drop offs		
		School crossing positions		
<b>Parking</b>				
	<b>Principal</b>	Drop off areas at schools	Educate parents	No parking on footpaths
		Indications towards off street parking		
		Yellow lines outside the library		
		More parking		
		A parking building		
	<b>Collector</b>	Drop off areas at schools		
		Commuter parking at the station		
		Restrict parking to one side		
	<b>Local</b>	Extend the yellow lines on Silverstream Road		
		Restrict parking to one side		
<b>General roading issues</b>				
	<b>Principal</b>	Commuter parking/ park and ride	Two lanes	
		Tidy road side to give an urban feel	Encourage public transport	
	<b>Collector</b>		Two lanes	
	<b>Local</b>		One lane is okay	

### Road types

Collector Road: Cockayne Road

Local Roads: Coleway Street, Quetta Street

## Stakeholder Consultation – Khandallah

The SaferRoads team went out into the Khandallah 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:

- Engineering
- Education
- Enforcement
- Streetscape.

Community participants were given the opportunity to write down their road safety issues in relation to engineering, education, enforcement and streetscape themes on post-it notes and place them onto the maps. A separate board was provided for participants to post generic “non local” issues in relation to the four themes.

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
<b>Speed</b>		
	Vehicles often cross the centre line when travelling downhill.	Onslow Road
	(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.	
<b>Intersections</b>		
	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

Theme	Issue	Location
<b>Intersections (cont)</b>		
	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.	
<b>Pedestrians</b>		
	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
<b>Schools/Childcare</b>		
	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.	
<b>Parking</b>		
	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

Theme	Issue	Location
<b>Parking (continued)</b>		
	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.	
<b>Cycling issues</b>		
	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.	
<b>General roading issues</b>		
	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
<b>Speed</b>				
	<b>Main Road</b>	Narrower traffic lanes	Use road watch	Speed cameras (fixed versus mobile)
		School slow zones		
		Roundabouts		
		Warning signs at the beginning of the road		
		KEA - different crossings for schools		
		No humps on pedestrian crossings		
	<b>Local Roads</b>	School slow zones		
		Constructed kerb narrowing on roads		
		Coloured seal		
<b>Intersections</b>				
	<b>Main Road</b>			
	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		
	<b>Local Roads</b>			
	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
<b>Pedestrians</b>				
	<b>Main Road</b>	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		
	<b>Local Roads</b>	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		
<b>Schools</b>				
	<b>Main Road</b>	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		
	<b>Local Roads</b>	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
<b>Parking</b>				
	<b>Main Road</b>	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		
	<b>Local Roads</b>	Purchase land for parking		
<b>Cycling</b>				
	<b>Main Road</b>	Maintain left road edge	Education of drivers and cyclists	
		Coloured lane	Encourage public transport	
		Cyclists routes		
	<b>Local Roads</b>	Safe routes for child cyclists		

#### Road types

Main Road: Box Hill, Onslow Road

Local Roads: Dekka Street, Rangoon Street, Ranui Terrace



## 4. Proposal

To achieve the objective of a one third reduction in crashes by the year 2010 an integrated approach, combining elements of engineering education and enforcement is proposed.

At the beginning of the process, comments were sought from the community. We received significant feedback on issues in and around schools. As a result, the Safer Routes to School programme has been offered to five schools in this catchment area. The Council is currently working through this programme with the schools. The outcomes will be implemented as part of the SaferRoads project.

There are many instances in the community where safety is compromised by poor parking. It is proposed to restrict parking in certain locations to either improve visibility or ease access. Consultation with affected landowners will be conducted as changes are implemented.

Many engineering options proposed in this report have associated drawings which can be downloaded from the Council website, [www.wcc.govt.nz/rd/saferroads/](http://www.wcc.govt.nz/rd/saferroads/). These drawings are indicative only and will be refined after community consultation.



## 4.1 Engineering

Research indicates that lowering average speeds reduces the number of crashes that occur and reduces the severity of the remaining crashes. The proposed approach for Ngaio and Khandallah therefore concentrates on reducing vehicle speeds on all roads.

Speed reduction will be initiated in a number of ways. Firstly it is proposed to lower the speed limit to 40 km/h in a number of streets. Physical traffic calming elements will be introduced into the network to slow vehicles as well educating residential communities that excessive speed is not acceptable. The level of enforcement will be increased by the installation of speed cameras and targeted road policing.

A roading hierarchy has been identified in Ngaio and Khandallah with main roads being specified as arterial routes and the rest of the suburb split into collector roads and local roads. Collector roads link local roads to the principle roads, and local roads are residential streets. All roads identified as collector roads will remain at 50 km/h. Side roads will be controlled by either give way or stop controls. The level of street lighting will be assessed and upgraded to meet appropriate standards for a collector road. Local roads will be limited to 40 km/h. It is proposed to introduce lower speed limits in two stages. Initially three hilly residential areas will be targeted as 40 km/h, while the speed limit will be reduced in the remainder of the suburb within five years.

The reduction in speed will make crossing roads safer and easier as well as making the roads safer for cyclists using the network. In addition to lowering speeds, it is proposed that intersections which have a poor history of crashes will be addressed with physical traffic features backed up with appropriate education to highlight changes. To reinforce a culture of safer driving it is proposed to increase speed awareness by using a coloured surface on some roads and signs reminding drivers to drive safely.

We have divided Ngaio and Khandallah into five areas, the arterial routes and four sub-zones. Crashes in each area have been analysed and the solution for each one is proposed in the following pages.

Drawings of each proposed treatment have been allocated a drawing reference number i.e. NK-AR-1 which is listed in the following tables. These drawings can be downloaded from [www.wcc.govt.nz/rd/saferroads/](http://www.wcc.govt.nz/rd/saferroads/).

## Description of Area

The north/south arterial route through Ngaio and Khandallah is undulating with residential development on either side. The development to the west rises up into hilly residential areas. There are two discrete areas of residential development to the east. The Khandallah area rises into the hills while the Ngaio area descends sharply down to sea level. There are two arterial routes, Cashmere Avenue/ Onslow Road and Ngaio Gorge Road that provide the roading links from the residential areas down to sea level. There is through-traffic along all three arterial routes to and from other areas of the city and to the Johnsonville/Churton Park areas.

The following initial conclusions have been made from analysis of the LTSA crash data:

- While the number of crashes over 5 years is trending downwards there was an increase in 2002.
- 67% of crashes occur on the main roads
- 34% of all crashes involve loss of control
- 34% of all crashes are rear end/obstruction
- 21% of all crashes are crossing/turning
- 64% of all crashes occur mid block.

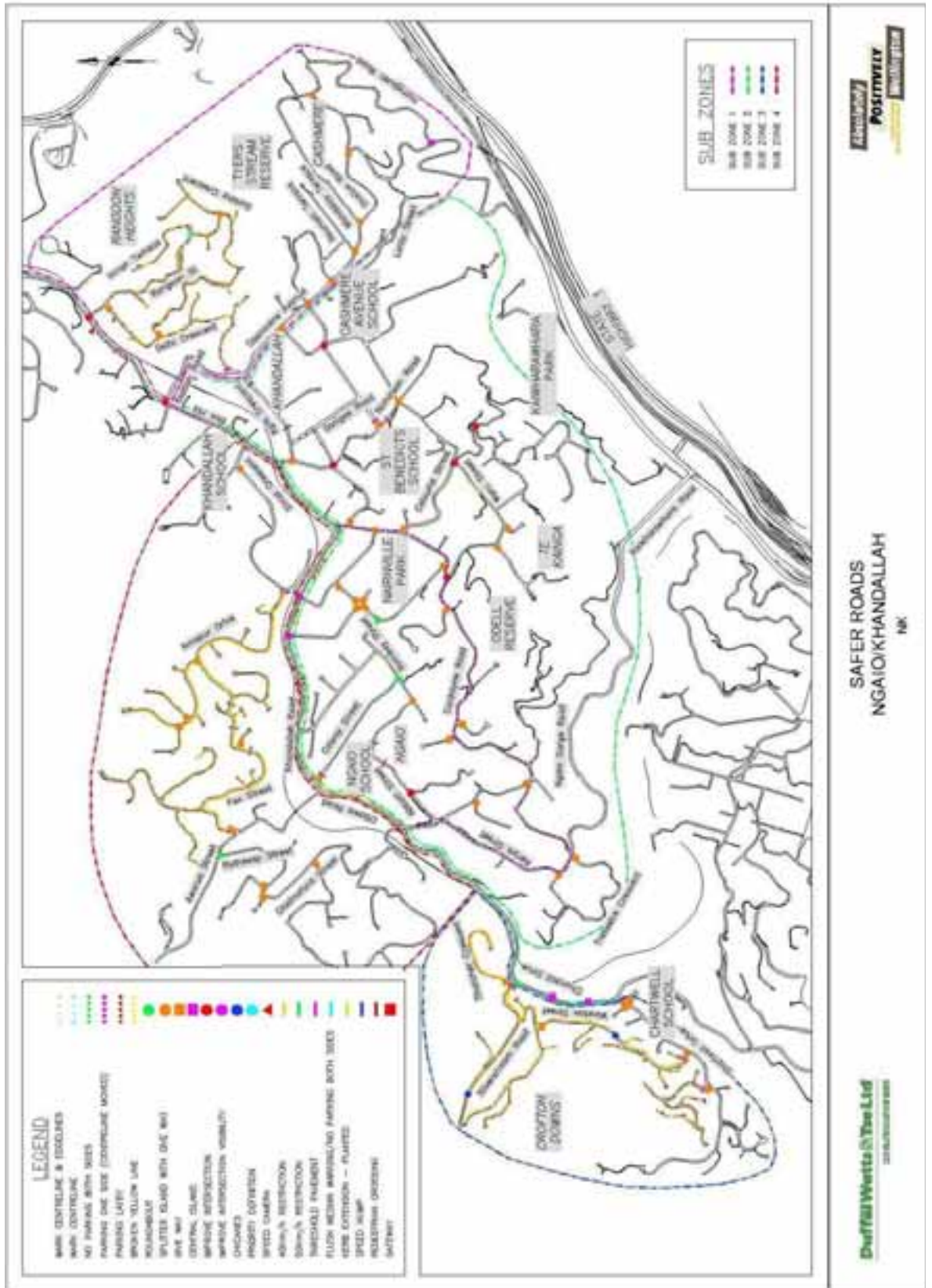
It is clear from the crash analysis that crashes within the Ngaio & Khandallah area occur on the more heavily trafficked routes and that the residential areas are relatively free from crashes.

## Specific Measures

- To better define the roading hierarchy and introduce appropriate measures to reinforce the hierarchy.
- Four sub zones have been the subject of a detailed crash analysis and specific remedial safety measures proposed for each sub zone.

## General Approach

- Provide a consistent theme throughout the residential areas that will provide a perception of a low speed environment.
- Identify measures that will reduce the number of crashes on the principal routes.
- During initial stakeholder input there was little support for lowering the speed limit to anything less than 50 km/h, however it is proposed to introduce a speed reduction to 40 km/h in two stages. In the first stage, the speed limit will be reduced on targeted residential streets. While in stage 2, the speed limit will be reduced on most residential streets.
- Create sub zones where localised measures can be implemented to:
  - Control speeds within the sub zones
  - Improve intersection design and control where necessary that will also provide a visual reminder to all motorists of the need to reduce speed
  - Improve delineation and driver perception on the sub-collector roads.



## Arterial Routes

### i) *Generally*

It is proposed that the following three routes are promoted and engineered as the arterial traffic routes within the area.

North-south - Burma Road, Box Hill Road, Cockayne Road (part), Khandallah Road, Ottawa Road, Waikowhai Road and Churchill Drive.

East-west - Station Road, Cashmere Avenue, Onslow Road, Crofton Road (part), Kenya Street, Ngaio Gorge Road

It is proposed that the following eight routes are promoted and engineered as collector routes within the residential areas:

- **Cashmere**  
Mandalay Terrace, Homebush Road
- **Chartwell**  
Chartwell Drive  
Winston Street
- **Ngaio**  
Cockayne Road, Perth Street  
Colway Street, Bombay Street (part), Mysore Street  
Calcutta Street, Waru Street, Punjab Street  
Simla Crescent (part), Amapur Drive, Fox Street, Awarua Street (part)
- **Khandallah**  
Clutha Avenue, Dekka Street, Ganges Road (part), Everest Street (part), Ranui Crescent (part).

It is proposed that all other streets are classified as residential streets. There are proposed minor works for each of the four sub zones scheduled in this report.

The north-south route has developed historically from the joining of a number of roads into a single arterial route, none of which were designed originally to serve as an arterial route. While there have been improvements made in recent years, there is a need to further develop consistency along the route and to improve the safety features. The following measures are proposed:

Location	Proposed treatment	Drawing reference
Burma Road intersection with Rangoon Street	Alter roadmarkings to allow a conventional right turn bay. This will make the intersection more conspicuous to other drivers.	NK-AR-1
Burma Road intersection with Station Road and Baroda Street	Improve the pedestrian crossing and relocate give way signs and markings to afford more visibility at the stop lines.	NK-AR-2
Box Hill Road intersection with Clark Street	Install a central island to afford protection to the pedestrian crossing and to allow a pedestrian crossing pole to be installed in the middle of the road to make it more obvious. A right-turn bay will also be able to be installed.	NK-AR-3
Box Hill Road and Cockayne Road	Paint the roundabout.	N/A

Location	Proposed treatment	Drawing reference
Khandallah Road and Lucknow Terrace	Relocate give way stop lines further into intersection to afford greater visibility.	NK-AR-4
Khandallah Road and Ngatoto Street	Relocate give way stop lines further into intersection to afford greater visibility.	NK-AR-5
Khandallah Road and Colway Street	Splitter island and give way markings.	NK-AR-6
Burma Road Cockayne Road Khandallah Road	Parking allowed one side only, centreline relocated to maximise traffic lane width available for cyclists; parking bays created where necessary.	NK
Ottawa Road outside BP Petrol Station	Replace pedestrian crossing with traffic signals.	NK
Churchill Drive and Silverstream Road	Install roundabout and improve pedestrian crossing.	NK-AR-7
Churchill Drive	Central islands to keep traffic speeds down.	NK-AR-8 NK-AR-7
Waikowhai Road and Churchill Drive	Parking allowed one side only, centreline relocated to maximise traffic lane width available for cyclists; parking bays created where necessary.	NK
Crofton Road and Kenya Street	Parking allowed one side only, centreline relocated to maximise traffic lane width available for cyclists; parking bays created where necessary.	NK
Station Road	Centre and edge lines.	NK
Cashmere Ave and Onslow Road	Install no-stopping restrictions on horizontal and vertical curves.	NK
Cashmere Avenue and Izard Road	Splitter island and give way control.	NK-AR-10
Cashmere Avenue and Ranui Crescent	Splitter island on southern approach.	NK-AR-11
Outside Cashmere Avenue School	Install a parking bay for drop off and pick up. Install a central island on the pedestrian crossing.	NK-AR-12
Cashmere Avenue and Raumatī Terrace	Flush island and give way control.	NK-AR-13
Cashmere Avenue and Mandalay Terrace	Flush island and give way control.	NK-AR-14
Onslow Road and Benares Street	Flush island and give way control.	NK-AR-15
Onslow Road and Homebush Road	Relocate retaining wall on western side of the intersection so that there is improved visibility from Homebush Road to the right. Install a small central island that still allows u-turns.	NK-AR-16
Onslow Road	Replace terminal ends on Armco barrier to meet current safety standards.	-
Churchill Drive and Chartwell Drive		NK-AR-17

## Collector Roads – Proposed Remedial Measures

Location	Proposed treatment	Drawing reference
Mandalay Terrace and Homebush Road	Improved delineation. Improved lighting. Improved intersection visibility with Onslow Road. Parking restrictions particularly in Mandalay Terrace.	NK
Chartwell Drive	Edge-marker posts at top end. Slow zone by school.	NK
Winston Street	Centreline. No-stopping restriction inside bend by Chartwell Drive; 40 km/h speed limit.	NK
Cockayne Road and Perth Street	Parking allowed one side only, centreline relocated to maximise traffic lane width available for buses and cyclists.	NK
Colway Street, Bombay Street (part) and Mysore Street	Complete centrelining. Improve lighting in Bombay Street.	NK
Calcutta Street, Waru Street and Punjab Street	Complete centrelines. No-stopping restrictions over vertical curves.	NK
Simla Crescent (part), Amapur Drive, Fox Street and Awarua Street (part)	40 km/h speed zone. Top end of Fox Street improved lighting and cats eyes. No-stopping restrictions on horizontal and vertical curves. Slow zone signage and table at each end of top section of Fox Street.	NK-40
Clutha Avenue, Dekka Street, Ganges Road (part), Everest Street (part) and Ranui Crescent (part)	Centreline and parking bays in Dekka Street.	NK

## Sub Zones

Proposed remedial measures in each of the sub zones exclude any works related to the arterial and collector routes passing through any sub zone.

### Sub Zone 1

Sub zone 1 is bounded by Burma Road (including residential streets to the west) and the residential areas to the north of Station Road, Cashmere Avenue, and Onslow Road arterial.

#### i) *Description of Area*

The area including the arterial routes is wholly residential, serviced by hilly, winding, often narrow roads. There are three discrete areas, locally named as Rangoon Heights, Cashmere and a small area generally accessed off Ranui Terrace.



#### ii) *Remedial Works*

Philosophy for the sub area:

- All roads in the three areas lend themselves to 40 km/h speed restriction (with the possible exception of the Mandalay/Homebush collector route). It is proposed to only include the Rangoon Heights area as a 40 km/h zone at this stage.
- It is proposed to introduce coloured paving slow-zone features at the entry points to the residential areas off the arterial routes.
- Some additional delineation would be helpful in some sections of the local road network.

iii) *Remedial Measures*

Location	Proposed treatment	Drawing reference
All intersections with arterial route	40 km/h signage, side road controls	NK-40-1
Arterial intersections with paving at Rangoon Street, Delhi Crescent, Ranui Terrace, Mandalay Terrace and Homebush Road	Slow zone/coloured paving entry points.	NK-Z1
Intersection of Imran Terrace and Rangoon Street	Improve intersection perception of Imran Terrace. Speed humps on the downhill Imran Terrace access to Rangoon Street.	NK-Z1-1
Intersection of Gurkha Crescent and Madras Street	Give way control.	NK-Z1-2
Gurkha Crescent, Madras Street and Omar Street	Use Delhi Crescent existing road marking as an example to follow for no-stopping restriction and on street parking.	-
Delhi Crescent and Madras Street	Splitter island and give way control.	NK-Z1-3
Rangoon Street and Omar Street	Splitter island and give way control.	NK-Z1-4
Homebush Road and Benares Street	Splitter island, give way control and kerb extension.	NK-Z1-5



iii) *Remedial Measures*

Location	Proposed treatment	Drawing reference
Old Porirua Road	Edge marker posts, edge-lines, downhill chevrons, speed advisory signs, hill fencing (see attached example) at steep drop-offs.	NK-Z2
Crofton Road Rama Crescent	Improved centrelining and continuity lines.	
Agra Crescent	Speed humps or chicanes.	NK-Z2-1
Abbot Street	Slow zone defined by school signage/paving.	NK-Z2
Intersection of Abbott Street and Imlay Street	Splitter islands.	NK-Z2-2
Intersection of Swansea Street and Ngatoto Street	Possible change of priorities Splitter islands.	NK-Z2-3
Intersection of Ranui Terrace and Cashmere Avenue	Splitter islands.	NK-AR-13
Intersection of Izard Road, Ranui Crescent and Everest Street	Splitter islands.	NK-Z2-4
Jubilee Road	Complete centreline through to Nicholson Road.	NK-Z2
Intersection of Nicholson Road and Jubilee Road	Flush islands.	NK-Z2-5
Calcutta Street and Nicholson Road	Continue centrelining, edge-lines and edge marker posts at lower end of Nicholson Road.	NK-Z2
Nicholson Road (west)	Improve intersection with Everest Street. Flush island.	NK-Z2-6
Intersection of Clutha Avenue, Dekka Street and Nicholson Road	Priority change.	NK-Z2-7
Cockayne Road and Calcutta Street	Splitter island.	NK-Z2-8
Calcutta Street, Jubilee Road and Waru Street	Splitter island. Kerb extensions.	NK-Z2-9
Calcutta Street and Bengal Street	Splitter island. Kerb extensions.	NK-Z2-10
Agra Crescent and Nicholson Road	Splitter island.	NK-Z2-11
Cockayne Road and Clutha Street	Splitter island. Kerb extensions.	NK-Z2-12
Cockayne Road and Lucknow Terrace	Splitter island and give way control.	NK-Z2-13
Cockayne Road, Mysore Street and Punjab Street	Splitter island	NK-Z2-14
Cockayne Road and Bankot Crescent	Splitter island and give way control.	NK-Z2-15
Cockayne Road and Crofton Road	Flush island and give way control.	NK-Z2-16
Crofton Road and Orari Street	Splitter island and give way control.	NK-Z2-17

***Remedial Measures (continued)***

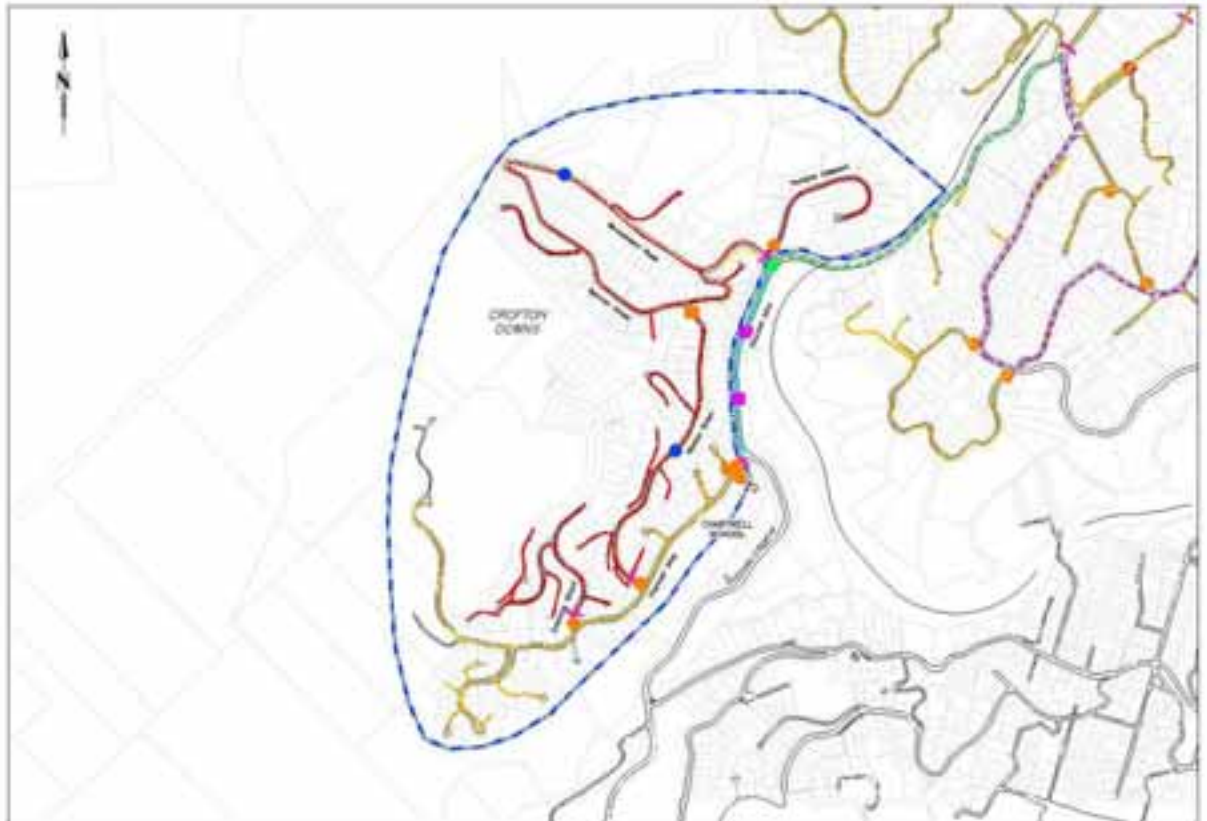
<b>Location</b>	<b>Proposed treatment</b>	<b>Drawing reference</b>
Lucknow Terrace and Swansea Street	Splitter island and give way control.	NK-Z2-18
Swansea Street, Mysore Street and Bombay Street	Roundabout	NK-Z2-19
Bombay Street and Colway Street	Roundabout	NK-Z2-20
Ngaio Gorge Road and Trelissick Crescent	Splitter island and give way control.	NK-Z2-21
Kenya Street and Trelissick Crescent	Splitter island	NK-Z2-22
Punjab Street and Kabul Street	Splitter island and give way control.	NK-Z2-23
Punjab Street and Waru Street	Splitter island and give way control.	NK-Z2-24

### Sub Zone 3 Chartwell

i) *Description of Area*

The Chartwell area is solely residential, with one prominent school. Chartwell Drive continues beyond the built-up area in a rural roadway leading to a parking area accessing a popular walking track.

The area is undulating and rises quite steeply overall. Collector roads within the area are addressed under the appropriate section.



*ii) Remedial Measures*

<b>Location</b>	<b>Proposed treatment</b>	<b>Drawing reference</b>
All intersections off Chartwell Drive and including Silverstream Road	40 km/h signage.	NK-40-3
Thatcher Crescent Silverstream Road	P120 to eliminate poor parking practices by rail commuters.	-
Spencer Street	No-stopping restriction over vertical crests chevron or other device to delineate right angle bend. Continuity lines at Doris Clardon Road.	NK-Z3
Downing Street	Centreline. Continuity line at Admiralty Street. Define slow zone at entrance points. 40 km/h repeaters – chicanes.	-
Winston Street and Chartwell Drive	Splitter island and give way control.	NK-Z3-1
Downing Street and Chartwell Drive	Splitter island and give way control.	NK-Z3-2
Winston Street		NK-Z3-3
Silverstream Road		NK-Z3-4
Thatcher Crescent	Splitter island and give way control.	NK-AR-7
Cassis Place, Dundee Place and Chartwell Drive	Splitter island and give way control.	NK-AR-17

## Sub Zone 4

North of Khandallah Road, bounded by Chelmsford Street to the west and Clark Street to the east.

### i) *Description of Area*

The area is wholly residential with a local school. The collector route is a succession of links over the years as the area has been developed in several directions. The route is poorly designed to serve as a collector route (see separate section). The residential areas are a series of hillside subdivisions taken off the collector route and off Chelmsford Street.

There is no scattering of crashes in the local residential streets; instead crashes are occurring on the collector route and the sub-collector route of Chelmsford Street.



ii) **Remedial Works**

Philosophy for the sub zone (see also collector road section):

- Improved intersection control
- Improved delineation
- Parking restrictions on horizontal and vertical curves with restricted forward visibility
- 40 km/h speed restrictions.

Location	Proposed treatment	Drawing reference
All intersections off collector route	40 km/h restrictions.	NK-40-4
Intersection of Ottawa Road and Chelmsford Street	40 km/h restriction with slow zone parking.	-
Collingwood Street Chelmsford Street Heke Street Motueka Street Rothsay Street	Improved delineation including use of cats eyes on centreline to off set poor lighting at vertical horizontal curves.	-
Intersection of Awarua Street and Rothsay Road	Roundabout.	NK-Z4-1
Intersection of Simla Crescent and Clark Street	Splitter island and give way control.	NK-Z4-2
Clark Street	E/lines and c/lines.	NK-Z4-3
Chelmsford Street and Motueka Street	Splitter island and give way control.	NK-Z4-4
Awarua Street and Fox Street	Splitter island and kerb extension.	NK-Z4-5
Fox Street and Rosalind Street	Splitter island and give way control.	NK-Z4-6
Amapur Drive and Satara Crescent	Splitter island and give way control.	NK-Z4-7
Satara Crescent and Ramphal Terrace	Splitter island and give way control.	NK-Z4-8



## 4.2 Education

As described earlier, much of the proposed education work proposed is focused around schools. All five schools in the area have been offered the Safer Routes to School programme. We are currently working with these schools to further develop the programme. Information from these programmes will be reported at a later date.

Safer Routes to School recommendations will be included in the SaferRoads project. The preliminary results of research conducted at Ngaio and St Benedicts School are summarised below.

In addition to the Safer Routes to School programme, it is proposed to implement a range of other initiatives to contribute towards the reduction crashes in the Ngaio and Khandallah area. This will require an extensive community education campaign highlighting the dangers of speeding and showing advantages of a safer, slower speed regime. Campaigns will be initiated to raise awareness for pedestrians and cyclists, as well as for motorists on how to use the road such as remembering to indicate at roundabouts and using intersections correctly. The Wellington City Council will continue to run Safe with Age courses for the elderly.

### Safer Routes to School

The safety of school children is a community responsibility and therefore requires a community solution. Whilst identifying safer routes we need to acknowledge that the safest route to school is not always the quickest route.

*The safety of children is a community responsibility; their independent use of the community must be preserved.*

### Surveys of Ngaio and St Benedicts Schools

Surveys were carried out in Ngaio and St Benedicts Schools and the local community in November 2003. The survey was supported by staff and the Board of Trustees at each school.

The aim of the surveying was to gather information about:

1. Children's routes and modes of travel to and from school.
2. The safety issues that are faced by children in their community on their way to and from school.

The survey techniques used were:

- Travel Survey
- Travel Survey - classroom activity
- Local Community (key informant) Survey
- Observation Survey.

The information collected from each school will form the basis for developing and implementing a Safe Routes to School Action Plan. It is summarised below.

## Ngaio School Survey Findings

The Ngaio School roll is 418 with a total of 300 families.

### i) *Parent/Guardian Travel Survey – Modes of Transport*

One questionnaire was given to each family at Ngaio School and 151 questionnaires were returned, a return rate of 50%. There was a reasonably even age distribution amongst questionnaires returned, the total number of children included in the analysis was 222.

Mode of transport in average week	Number	Percentage
Walks:		
- with parent/guardian	498	22%
- by themselves	181	8%
- siblings friends	334	15%
- another adult	31	1.4%
Walking/ school bus	41	1.8%
Combination driven/walking	259	12%
<b>Total walkers</b>	<b>1344</b>	<b>60.20%</b>

*Note: The number listed equals a total of 10 journeys per child.*

The most popular walking practice for school children was with parents/guardians (22%), then walking with siblings/friends (15%) and by themselves at (8%).

Other modes of transport	Number	Percentage
Bike/scooter	2	.1
Travel by bus	3	.1
Driven by parent	819	37%
Driven in a car pool	52	2.3%

Entrance used		
Abbott Street	1080	49%
Colway Street	570	26%
Ottawa Road	547	25%

Own a bike?		
Transport change in wet weather?	61	40%

*Note: Many families did not complete these questions; the percentages relate to the number of questionnaires returned.*

A total of 94 families completed the following analysis of why their children did not walk at all/sometimes. Most people gave several reasons why their children did not walk to school ever/sometimes. Going out anyway was the number one reason followed by the age of the children, time factors and road safety issues. Next came difficulties with younger siblings, distance, personal safety, topography, other and health reasons. The most common reason in the ‘Other’ category was after school activities, while people mentioned wet weather as the reason for not walking.

Reasons for not walking	Number	Percentage
Age of children	33	22%
Difficulties with younger siblings	20	13%
Road Safety Issues	30	20%
Going out anyway	58	38%
Topography	14	9%
Time Factor	33	22%
Distance	17	11%
Health Reasons	1	1%
Personal Safety	15	10%
Other	11	7%

ii) **Results Classroom Mode of Transport Survey**

The weather over the week beginning 10 November was mixed.

**Junior School = 184 students**

Day/time	Walk	Car	Car/walk	Other	Absent	Total	Abbott	Colway	Ottawa
Total	574	834	111	12	95	1626	796	424	306
%	35	51	7	1	6		49	26	19

**Senior School = 207 students**

Day/time	Walk	Car	Car/walk	Other	Absent	Total	Abbott	Colway	Ottawa
Total	757	651	154	6	109	1677	639	394	525
%	45	39	9	0	6		38	24	31

*One senior class did not begin the chart until Wednesday afternoon. Therefore the results of the senior and total school are both understated.*

**Total School = 418 students**

Day/time	Walk	Car	Car/walk	Other	Absent	Total	Abbott	Colway	Ottawa
Total	1462	1586	286	18	224	3576	1515	900	924
%	41	44	8	1	6	3576	42	25	26

In summary, in the week of 10 November 35% of juniors walked to/from school, 45% of seniors walked to/from school, with a total of 41% of students walking to/from school.

For vehicle travel, 51% of juniors, 39% of seniors travelled to school by car, a total of 44%.

An interesting statistic is the number of children using a combination of being driven and walking to/from school. This totalled 9% in the senior school and 7% in the junior school making an overall total of 8%.

Transport Mode	Junior School	Senior School	Total School
Walk	35%	45%	41%
Car	51%	39%	44%
Car/Walk	7%	9%	8%
Other	1%	Less than 1%	1%

Entrance	Junior School	Senior School	Total School
Abbott St	49%	38%	42%
Colway St	26%	24%	25%
Ottawa St	19%	31%	26%

Abbott St is the most frequently used entrance (42%), with 26% using the Ottawa St entrance and 25% using Colway St.

### iii) *Observation Survey*

At Ngaio School the three entrances and surrounding streets were observed on five separate occasions. Any unsafe driving practices were noted. Four of the observations were carried out when the weather was dry and one when the weather was wet.

Location	Colway St			Abbott St			Ottawa St		
	Dry	Wet	Total	Dry	Wet	Total	Dry	Wet	Total
<b>Offence</b>									
Parking on bus stop	4	3	7						
Parking across driveway	4	1	5	6	1	7			
Stopping on a bus stop	1	3	4						
Not using crossing (without adult)					1	1			
Not using crossing (with adult)				4	3	7			
Reversing from & into driveways	24		24	25	8	33			
Stopping on broken yellow lines				11		11			
Parking on broken yellow lines					2	2			
Parking on footpath				24	10	34	1	5	6
Parking longer than stipulated				1	3	4			
Child getting out of car on wrong side	1		1	1		1			
U-turns				1		1			
Parking on wrong side of street				1		1			

### iv) *Key Informants Survey*

Four people returned information which is summarised in the Community Feedback tables in section 6.

## Conclusions and Recommendations for Ngaio School

The number of children already walking to/from school is between 50% and 60% (includes car/walk) of all school journeys. The Safer Routes to School programme aims to assist these children to get to and from school safely and to encourage more children and parents to do so.

Many parents (8%) drop their children at safe points along the route to school for them to continue the journey by foot. This is an encouraging practice and once again we look to increasing this percentage.

Between 40% and 44% of Ngaio School children travel to/from school by car. Some of the reasons parents gave for their children not walking were: the age of the children, distance, after school activities, topography, personal safety, difficulties with younger siblings and health reasons.

Those who expressed their concern with road safety issues are the key group we would like to focus on. Going out anyway and a time factor may also be addressed for some parents as they may feel more comfortable with their children to walking to and from school once their road safety issues have been addressed.

### Recommendations:

- Action is taken to trim overgrown foliage as identified.
- On-site investigations take place to further identify engineering concerns.

A further recommendation that the following points also be considered as essential for inclusion in the action planning process:

- Parent/driver behaviour.
- New development at Huntleigh Park Way
- Community education of the importance of safe driving practices in and around Ngaio, especially immediately before and after school (community newspaper/letter).
- Practical training for all Ngaio School children on using safer routes to school.

The information gathered from the Ngaio School survey will form the foundation for the next phase of the programme - action planning.

## St Benedict's School Survey Findings

St Benedict's School at 50 Nicholson Road, Khandallah is a Catholic school which caters for years one to eight. It has a roll of 259 pupils. A survey was conducted at St Benedict's School and in the local community November 2003.

### i) *Parent/Guardian Travel Survey – Modes of Transport*

A questionnaire was given to each of the 145 families enrolled with the school. Sixty-three questionnaires were returned, a return rate of 43%. The age distribution amongst questionnaires returned was reasonable even, with 104 children reflected in the analysis summarised below.

Mode of transport in average week	Number	Percentage
Walks with an adult	76	7.3%
Walks by themselves	90	8.7%
Walks siblings friends	128	12.3%
Total of walking journeys	294	28.3%

*Note: the number equals a total of 10 journeys per child.*

The most popular walking practice for the children surveyed was with siblings/friends (12.3%), then walking by themselves (8.7%) followed by walking with an adult (7.3%).

Mode of transport	Number	Percentage
<b>Cycles</b>		
- with an adult	0	0
- by themselves	21	2%
- with siblings/friends	6	.6%
Total of cycle journeys	27	2.6%
<b>Scooters</b>		
- with an adult	3	.3%
- by themselves	17	1.6%
- with siblings/friends	3	.3%
Total of scooter journeys	23	2.2%
<b>Other</b>		
Travel by bus	40	3.8%
Driven by parent	626	60%
Driven in a car pool	30	2.9%

*Note: numbers recorded equal a total of 10 journeys per child.*

The majority of students (63%) are driven to school, including car pooling. The most likely reason for this high percentage is that, because the school is of Catholic denomination students come from a wide intake area.

Number of regular walkers	Number	Percentage
- always walk	11	11%
- sometimes walk	45	43%
<b>Total number of possible walkers</b>	56	53.8%

Own a Bike?	57	54.8%
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*Note: only a few families completed this question.*

Forty-nine families completed the following analysis about why their children walked to school sometimes or did not walk at all. Most people gave several reasons why their children did not walk to school. Distance and the age of the children was the most common reason followed by road safety issues, time factor and going out anyway. The next most common reasons were personal safety, difficulties with younger siblings and health reasons. Other reasons for not walking were topography (too hilly) and wet weather.

Reasons for not walking	Number	Percentage
Distance	22	21.2%
Age of children	22	21.2%
Road safety issues	16	15.4%
Time factor	15	14.4%
Going out anyway	13	12.5%
Personal safety	11	10.6%
Difficulties with younger siblings	5	4.81%
Other	5	4.8%
Health reasons	1	.96%

ii) **Results Classroom Mode of Transport Survey**

The tables below outline the different modes of transport junior and senior school children use to get to school.

**Junior School** (year 1 & 2) = 70 students

	Walk	Bus	Cycle	Car	Scooter	Other	Absent	Total
Number of children	33	2	0	559	0	0	41	635
%	5	0	0	88	0	0	6	99%

A high percentage of students (88%) travelled by car to and from school, while 33% walk.

**Senior School** = 187 students

	Walk	Bus	Cycle	Car	Scooter	Other	Absent	Total
Number of children	384	83	73	1017	2	0	99	1658
%	23	5	4	61	0	0	6	99%

Fewer senior school students travel to school by car (61%) and 23% walk.

**Total School** = 257 students

	Walk	Bus	Cycle	Car	Scooter	Other	Absent	Total
Number of children	417	85	73	1 576	2	0	140	2293
%	18	4	3	69	0	0	6	100%

In summary during the week beginning 17 November, 69% of pupils from St Benedict's School travelled by car; 18% walked; 4% used the bus; 3% biked and less than 1% came by scooter.

The classroom survey shows 6% more children travel by car compared to 63% estimated in the parental/guardian questionnaire. This may be due to the changeable weather in the week recorded.

Transport Mode	Parental Survey	Classroom Survey
Car/car pool	63%	69%
Walk	28%	18%
Bus	4%	4%
Cycle	3%	3%
Scooter	2%	Less than 1%
Absent		6%

All classes were also asked the following question:

How many children would like to be able to walk to school?

Junior School	Senior School	Total School
49	71	120
70%	38%	47%

Two thirds of junior students would be keen to walk to school if it was possible. Over one third of senior students were keen to walk to school making a total of nearly half the school preferring to walk if possible.

### iii) *Observation Survey*

These school and surrounding streets were observed on six separate occasions; any unsafe driving practices were noted. All of the observations were made when the weather was dry.

Offence	Everest St	35 Nicholson St	Nicholson Rd outside school gate	Nicholson Rd - up hill	Total
Parking on bus stop	11				11
Parking/stopping across drive way	50	11	10		71
Not using crossing (without an adult)			2		2
Not using crossing with an adult					
Reversing from and into driveways	25	11	7	6	49
Stopping on broken yellow lines		4	3	6	13
Parking on broken yellow lines					

Offence	Everest St	35 Nicholson St	Nicholson Rd outside school gate	Nicholson Rd - up hill	Total
Parking on footpath		10	2		12
Parking longer than what is stipulated					
Child getting out of car on wrong side	2	5			7
U turns					
Parking wrong side of street			1	9	10

**Comment:** from all of the observation points - the majority of children were getting out of the car on the safe side of the road.

iv) **Key Informants Survey**

Two residents had provided information which has been summarised in the Community Feedback tables.

**Education Issues**

The topography of Khandallah with its hilly narrow roads can prove challenging for pedestrians and drivers alike. Many of the road concerns identified require education and could be further improved if everyone became more considerate drivers. In particular drivers need to be more aware of the problems children face negotiating their way to and from school and recognise how they can make this journey safer for the children in their community.

**Conclusions and Recommendations**

The material gathered through these surveys has provided extremely useful information for the Safer Routes to School Programme and the full report will provide the foundation for the programme’s next phase - Action Planning.

Taking into consideration that St Benedict’s School is a Catholic school with a wide intake area the number of children already walking to and from school is good being ranging between 18% and 28% of all school journeys. The Safer Routes to School Programme aims to assist these children to get to and from school safely and to encourage more children and parents to walk also.

Vehicle travel sits somewhere between 63% and 69% of all school journeys. Parents identified the reasons why their children didn’t walk and some of these such as the age of the children, topography, personal safety, difficulties with younger siblings and health reasons will always be an issue.

We suggest encouraging parents not living within a walkable distance of the school to drop their children off at safe points along the route for them to continue the journey by foot. Parents are more likely to do this once they know that their road safety concerns have been addressed.

**Recommendations:**

- Action is taken to trim overgrown foliage as identified
- On-site investigations are undertaken to identify engineering concerns.
- St Benedict's School develops road safety procedures and identifies encouragement, education and enforcement strategies for 2004.

Further recommendations are that the following points be considered as essential for inclusion in the action planning process:

- Parent/driver behaviour
- Community education about the importance of safe driving practices in and around Khandallah, especially immediately before and after school (community newspaper/letter).
- Practical training for all St Benedict's School children on using safer routes to and from school.

# SaferRoutes to School Summary

## Encouragement/Policy, Education, Enforcement and Engineering for Schools

The four essential components of the Safer Routes to School Programme are Encouragement/Policy, Education, Enforcement and Engineering. Engineering is one component of the programme and will only be effective if supported by these other initiatives.

### Encouragement/Policy

This is a school community responsibility and requires the development of Road Safety Procedures and ongoing encouragement strategies, which support joint modes of transport more active modes of transport, and discourages bad driving practices.

### School Road Safety Policy

Schools need to have good policies on road safety in place covering issues such as pedestrian, bike, scooter, skateboard, and school bus safety, child pick up/drop off safety and a commitment to road safety education.

### Encouragement

- Look for ways to encourage and reward good behaviour
- Include road safety policy information in new entrant packs
- Support initiatives such as the walking, taking the school bus, ‘walk to school’ days & car pooling
- Target bad driving practices for education (perhaps one a week), e.g. stopping/parking on yellow lines
- Make one day a week a ‘walking day’
- Use every opportunity to keep road safety in everyone’s minds e.g. school newsletters, assemblies and special events
- Look into alternative solutions for repeated bad behaviour due to circumstances.



## 4.2 Enforcement

Enforcement in the Ngaio and Khandallah area will focus on excessive speed and unsafe parking practices. The Police have agreed to target speeding and to make regular patrols of school locations before and after school.

It is proposed to install two fixed speed cameras as part of this project. It is also proposed to utilise the existing speed camera zones by increasing the presence of the mobile speed camera in these areas.

The police have agreed to target speed enforcement and intersection enforcement in response to concerns raised by the community, and the type of crashes reported in Tawa. They have also agreed to raise their profile before and after school on roads close to schools.

There will also be an increase in the presence of parking enforcement officers at schools before and after-school. This will target the poor and illegal parking practices exhibited by many of the parents. This increased enforcement will extend to the shopping areas at other times of the day.

There have been many concerns expressed about the practice of parking on footpaths. Often this requires pedestrians to walk onto the road to get past a poorly parked vehicle. It is proposed to enforce this illegal and antisocial practice.



## 5. Implementation Plan

This draft implementation schedule identifies each proposed road safety initiative for Ngaio and Khandallah, its priority, estimated cost and the drawing number reference, which corresponds to maps which can be downloaded from [www.wcc.govt.nz/rd/saferroads/](http://www.wcc.govt.nz/rd/saferroads/).

Engineering				
Location	Treatment	Map no.	Priority	Estimate
Box Hill - Cockayne Rd	Paint roundabout	-	Medium	\$500
Onslow Rd	6 armco terminals (guard rails)	-	Medium	\$9,000
Colway St - Bombay St - Mysore St	Improve street lighting	-	High	\$20,000
Khandallah Rd	7 parking lay-bys	NK	Low	\$84,000
Box Hill - Khandallah Rd	Adjust roadmarkings	NK	High	\$28,000
Waikowhai St, Khandallah Rd, Box Hill and Burma Rd	No parking both sides	NK	High	\$8,500
Various sites	15 threshold pavements	NK	High	\$12,750
Stage 1: targeted residential streets	50 km/h to 40 km/h speed reduction (10 sites)	NK-40-1, NK-40-3 & NK-40-4	High	\$5,400
Stage 2: most residential streets	50 km/h to 40 km/h speed reduction		Low	\$10,000
Various sites	Footpath extensions	Not shown	Medium	\$85,000
Various sites	Improve street lighting	Not shown	High	\$40,000
Arterial Routes				
Rangoon St - Burma Rd	Right-turn bay	NK-AR-1	High	\$1,000
Box Hill - Station Rd	Kerb extensions	NK-AR-2	High	\$20,000
Box Hill - Clark St	Right-turn bay	NK-AR-3	High	\$8,000
Lucknow Tce - Khandallah Rd	Relocate limit lines	NK-AR-4	High	\$500
Ngatoto St - Khandallah Rd	Relocate limit lines	NK-AR-5	High	\$500
Colway St - Khandallah Rd	Splitter island	NK-AR-6	High	\$1,200
Silverstream Rd - Churchill Dr	Roundabout	NK-AR-7	High	\$60,000
Thatcher Cres - Silverstream Rd	Splitter island & give-way	NK-AR-7	High	\$2,500
Churchill Dr	Central islands & flush median	NK-AR-8 & NK-AR-9	High	\$5,000
Izard Rd - Cashmere Ave	Splitter Island & give way	NK-AR-10	High	\$1,600
Ranui Cres - Cashmere Ave	Splitter island	NK-AR-11	High	\$1,100
Cashmere Ave	Parking lay-by	NK-AR-12	Medium	\$18,000
Raumati Tce - Cashmere Ave	Flush island & give way	NK-AR-13	High	\$500
Mandalay Tce - Cashmere Ave	Flush island & give way	NK-AR-14	High	\$500
Benares St - Onslow Rd	Flush island & give way	NK-AR-15	High	\$500
Homebush Rd - Onslow Rd	Splitter island & bank trimming	NK-AR-16	High	\$16,000
Chartwell Dr - Churchill Dr	Splitter island	NK-AR-17	High	\$1,100
Cassis Pl - Dundee Pl	Splitter islands & give ways	NK-AR-17	Medium	\$3,000
Ottawa Rd	Pedestrian crossing and traffic signals	NK-AR-18	High	\$70,000
Sub zone 1				
Rangoon St - Imran Tce	Priority markings	NK-Z1-1	High	\$100
Madras St - Gurkha Cres	Splitter island & give way	NK-Z1-2	High	\$2,200
Delhi Cres - Madras St	Splitter island & give way	NK-Z1-3	High	\$2,200
Omar St - Rangoon St	Splitter island & give way	NK-Z1-4	High	\$2,200

**Engineering (continued)**

Location	Treatment	Map no.	Priority	Estimate
Homebush Rd - Benares St	Kerb extension & give way	NK-Z1-5	High	\$10,000
<b>Sub zone 2</b>				
Kenya St	No parking one side	NK-Z2	High	\$7,200
Cockayne Rd	No parking one side	NK-Z2	High	\$21,500
Mysore St	Mark centreline	NK-Z2	Medium	\$100
Bombay St	Mark centreline	NK-Z2	Medium	\$100
Colway St	Mark centreline	NK-Z2	High	\$150
Jubilee Rd	Mark centreline	NK-Z2	Medium	\$100
Waru St, Punjab St, Calcutta St	Mark centreline & edgeline	NK-Z2	High	\$800
Nicholson Rd	Mark centreline & edgeline	NK-Z2	High	\$550
Homebush Rd	Mark centreline & edgeline	NK-Z2	High	\$500
Old Porirua Rd	Mark centreline & edgeline	NK-Z2	High	\$1,000
Cockayne Rd - Quetta St	Give way marking & sign	NK-Z2	High	\$350
Cockayne Rd - Ellora St	Give way marking & sign	NK-Z2	High	\$350
Agra Cres	2 speed humps	NK-Z2-1	Medium	\$7,000
Abbot St - Imlay Cres	Splitter island & bank trimming	NK-Z2-2	High	\$1,600
Swansea St - Ngatoto St	Splitter islands & give ways	NK-Z2-3	High	\$6,000
Izard Rd - Everest St	Splitter islands	NK-Z2-4	High	\$6,000
Jubilee Rd - Nicholson Rd	Flush island	NK-Z2-5	High	\$250
Everest St - Nicholson Rd	Flush median	NK-Z2-6	High	\$500
Dekka St - Nicholson Rd	Kerb extension & priority	NK-Z2-7	High	\$22,000
Cockayne Rd - Calcutta St	Splitter island	NK-Z2-8	High	\$1,100
Jubilee Rd - Calcutta St	Kerb extensions & splitter islands	NK-Z2-9	High	\$20,000
Bengal St - Calcutta St	Kerb extensions & splitter islands	NK-Z2-10	High	\$15,000
Agra Cres - Nicholson Rd	Splitter island	NK-Z2-11	High	\$1,600
Cockayne Rd - Clutha Ave	Kerb extensions & splitter islands	NK-Z2-12	High	\$12,000
Lucknow Tce - Cockayne Rd	Splitter island & give way	NK-Z2-13	High	\$1,200
Punjab St - Cockayne Rd	Splitter island & bank trimming	NK-Z2-14	High	\$11,000
Mysore St - Cockayne Rd	Splitter island & give way	NK-Z2-14	High	\$1,600
Cockayne Rd - Bankot Cres	Splitter island & give way	NK-Z2-15	High	\$1,800
Perth St - Crofton Rd	Flush island & give way	NK-Z2-16	High	\$1,000
Orari St - Crofton Rd	Splitter island & give way	NK-Z2-17	High	\$2,000
Swansea St - Lucknow Tce	Splitter island & give way	NK-Z2-18	High	\$2,100
Bombay St - Swansea St	Roundabout	NK-Z2-19	Medium	\$12,000
Bombay St - Colway St	Roundabout	NK-Z2-20	High	\$35,000
Ngaio Gorge Rd - Trelissick Cres	Splitter island & give way	NK-Z2-21	High	\$2,200
Kenya St - Trelissick Cres	Splitter island	NK-Z2-22	High	\$2,200
Punjab St - Kabul St	Splitter island & give- way	NK-Z2-23	High	\$2,100
Punjab St - Waru St	Splitter island & give way	NK-Z2-24	High	\$2,000
Aplin Tce - Bombay St	Splitter islands	NK-Z2-25	High	\$2,000

**Engineering (continued)**

Location	Treatment	Map no.	Priority	Estimate
<b>Sub zone 3</b>				
Winston St - Spencer St	Give way marking & sign	NK-Z3	High	\$350
Winston St - Chartwell Dr	Splitter island & give way	NK-Z3-1	High	\$1,200
Chartwell Dr - Downing St	Splitter island & give way	NK-Z3-2	High	\$1,400
Winston St	Chicane	NK-Z3-3	High	\$5,000
Silverstream Rd	Chicane	NK-Z3-4	High	\$5,000
<b>Sub zone 4</b>				
Chelmsford St - Claire St	Give way marking & sign	NK-Z4	High	\$350
Chelmsford St - Karamu St	Give way marking & sign	NK-Z4	High	\$350
Rothsay Rd - Awarua St	Roundabout	NK-Z4-1	Medium	\$25,000
Simla Cres - Clark St	Splitter island & give way	NK-Z4-2	High	\$2,000
Simla Cres	Edge & centrelines	NK-Z4-3	High	\$200
Motueka St - Chelmsford St	Splitter island & give way	NK-Z4-4	High	\$2,000
Awarua St - Fox St	Kerb extensions & splitter islands	NK-Z4-5	High	\$12,000
Fox St - Rosalind St	Splitter island & give way	NK-Z4-6	High	\$1,900
Satara Cres - Amapur Dr	Splitter island & give way	NK-Z4-7	High	\$1,600
Satara Cres - Ramphal Pl	Splitter island & give way	NK-Z4-8	High	\$2,000
Satara Cres - Kapil Gr	Give way marking & sign	NK-Z4-8	High	\$350

**Education**

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

**Enforcement**

Location	Treatment	Map no.	Priority	Estimate
Khandallah Road	Fixed speed camera	NK	High	\$45,000
Burma Road	Fixed speed camera	NK	High	\$45,000
All roads in Ngaio and Khandallah	Targeted road policing		High	N/A
City wide	Additional parking staff		High	\$52,000



## 6. Feedback from the Community

Project Area	Street Name	Location	Issue	Response
Ngaio			40 km/h speed restriction in all residential areas.	It is proposed to trial a 40 km/hr restriction in three residential areas.
Ngaio			All roundabouts should be a minimum of 10m wide.	Mini roundabouts offer a cheaper practical solution
Khandallah			Ambiguity over whether cars should stop for pedestrians.	Drivers must always be prepared to stop for pedestrians whether on a crossing or not.
Ngaio			Are you considering the increase in traffic flow if the north west connector road goes through?	Yes this has been considered.
Ngaio			Aware of issues with motorists - sun glare and physical limitations of vehicles.	Issue is unclear.
Khandallah			Boys often drop soccer balls whilst waiting, very dangerous for all concerned when they try to retrieve them.	Issue is unclear.
Khandallah			Campaigns targeting observation and reducing speed.	Appropriate campaigns are being proposed.
Ngaio			Centre islands to divide traffic where possible.	This is proposed.
Ngaio			Colour coded road markings for speed limits.	A gateway with coloured paving is proposed at the change of speed limit.
Khandallah			Concern about the ability of drivers of four wheel vehicles being able to see small children.	Not part of the SaferRoads project
Ngaio			Consideration for all members of the public.	Agree.
Ngaio			Create incentive schemes for schools to encourage and maintain walking or bussing to school by offering grants.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points.
Ngaio			Discourage children from being driven to school.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points.
Khandallah			Encourage people to use public transport.	Agree.
Khandallah			Encourage walking buses to schools.	Agree, it is proposed to deliver a Safer Routes to School Programme within each school.
Ngaio			Enforcement need not be punitive.	Agree.

Project Area	Street Name	Location	Issue	Response
Khandallah			Get school crossings to be tended by adults not school kids.	As part of the Safer Routes to School programme it is proposed to work with the school communities on the safest way to get children across busy roads, this may mean that adults will be required to operate the school patrols.
Ngaio			Governing dynamics of road use - do not insult anybody and stay out of each others way.	Agree.
Ngaio			Harbourside sub-division - there is a blind corner to the right at the very bottom of the shared cycle way footpath. Will become a problem when traffic increases.	Not part of the SaferRoads proposal at this time.
Ngaio			How many drivers know what the 'diamond' on the road means? We were never educated about them.	A pedestrian campaign is proposed.
Khandallah			How to use a roundabout properly.	Agree, it is proposed to run campaigns on the correct use of roundabouts.
Khandallah			Make the bus lanes permanent not part-time (7am - 9am etc) also ban parking in them. Currently motorists do not observe.	It is proposed to increase enforcement of this activity.
Ngaio			Make the bus lanes permanent not part-time (7am - 9am etc) also ban parking in them. Currently motorists do not observe.	It is proposed to increase enforcement of this activity.
Khandallah			Merging traffic in high density - like a zip, rather than step by step.	Agree a campaign is proposed at a later date.
Ngaio			No cell phones while driving.	This is an issue the LTSA are dealing with.
Khandallah			No parking means NO parking, need to enforce this outside Cashmere School	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah			One parent said her children identified stranger danger as being greatest hazard.	It is proposed to work through this issue as part of the Safer Routes to School programme
Khandallah			Parents who drive up the school driveway.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Ngaio			Parking on footpaths is dangerous when it forces pedestrians to walk on the road.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.

Project Area	Street Name	Location	Issue	Response
Khandallah			Parking on footpaths.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.
Ngaio			Parking on one side of the road, safety would also be improved.	Parking restrictions are proposed for a number of streets to improve the safety for all road users.
Ngaio			Police hotlines are needed for observations reported by the public.	This is available using the Police Community Roadwatch programme or by contacting your local Police Station
Ngaio			Positive and ethical message design.	Issue is unclear.
Khandallah			Presence of parking wardens in the area will create more awareness of safety.	It is proposed to increase the presence of both Police and parking enforcement.
Ngaio			Promote a positive code of conduct for drivers.	Agree; campaigns will be run to introduce a positive driving culture within Wellington City.
Ngaio			Promotion of car pools and safer trips plus walking and public transport.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points.
Ngaio			Recognition through positive identification, positive reinforcement promoting encouragement through skill and trust.	Agree; campaigns will be run to introduce a positive driving culture within Wellington city.
Ngaio			Reinforce painted road marking messages for example proper use of flush medians with signs.	Often difficult to use signs as well as roadmarking; awareness could be raised by better education
Ngaio			Select shrubs rather than trees.	Agree; the correct use and position of roadside vegetation is important.
Khandallah			Speed is an issue on our main road, as is driver behaviour - lower the speed limit.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio			Speed zones for schools.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah			Speeding traffic.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Khandallah			Street calming in narrow and steep streets - this will help lower the speed and increase safety.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio			Stringent policing of illegally parked cars. Fines should reflect the individual's history of the offence.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.
Ngaio			Technically enhanced skills training, plus rewards for school patrols.	Agree, it is proposed to run programmes within the schools.
Khandallah			Thought needs to be given to bus line supervision; children are being bullied and physically abused while waiting.	As part of the Safer Routes to School programme it is proposed to work through this issue with the School.
Khandallah			Traffic congestion especially in the afternoon.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah			Traffic congestion, could be solved with public transport incentives.	Agree.
Khandallah			Traffic speed and safe parking outside schools at drop off and pick up times.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah			Traffic travels too fast for a built up area.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio			Uphold the law, protect the innocent, and serve the public.	Agree.
Khandallah			Use of indicators.	Agree, it is proposed to run campaigns on the correct use of indicators.
Ngaio			Vegetation control.	Agree
Khandallah			Walking and cycling education programmes in schools with the help of the LTSA.	Agree, it is proposed to run programmes within the schools.

Project Area	Street Name	Location	Issue	Response
Khandallah			We have had bullying by older boys catching buses.	As part of the Safer Routes to School programme it is proposed to work through this issue with the school.
Ngaio			Wider roads for cyclists and runners.	It is proposed to limit parking on a number of roads to improve safety for all road users.
Ngaio	Abbott St	Intersection Kenya Street	There is confusion at this intersection, better signage is needed.	Agree
Khandallah	Agra Cres	All	Busy intersection and can only cross on Agra Crescent by old fire station.	Issue is unclear.
Ngaio	Amapur Dr	All	Speed issue.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Amritsar St	All	Bad footpath surfaces.	Arrangements have been made for repair.
Khandallah	Amritsar St	All	Overgrown trees.	Trimming of vegetation and cleaning of the path has been arranged.
Ngaio	Aplin Tce	All	Narrow with cars parked on both sides.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Ngaio	Aplin Tce	All	Used as a speedway.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio	Aplin Tce	Ottawa Road	Encourage Ngaio students to arrive by car at Colway Street entrance as this will relieve the congestion at Aplin Terrace and Ottawa Road.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Ngaio	Aplin Tce	Outside number 12	No stopping at the corner as the road is congested at 2.50pm - 3.15pm.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Awarua St	Bottom end of Street.	Limit parking at the bottom end of the street - train commuters can instead use parking at Ngaio and Crofton Downs stations.	Parking restrictions are proposed to improve safety.

Project Area	Street Name	Location	Issue	Response
Khandallah	Awarua St	Bridge Street and Fox Street	Widen the street between the rail bridge and Fox Street.	Unfortunately the cost of this is too prohibitive.
Ngaio	Awarua St	Fox Street	The bank needs trimming for better visibility.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Awarua St	Ottawa Road	Large vehicles find it difficult to use roundabout.	The roundabout is designed to allow large vehicles to run over it.
Ngaio	Awarua St	Railway Station	Some cars park opposite the railway station which makes the road one way.	Parking restrictions are proposed to improve safety.
Khandallah	Baroda St	All	Footpath only on one side, so have to cross at the bottom of the street. This is dangerous as cars come around the corner too fast and difficult for children to see.	Improvements are proposed for this intersection.
Khandallah	Baroda St	Box Hill Road	A small road to cross at the end of Baroda Street, but difficult to cross with cars turning from Box Hill Road.	Improvements are proposed for this intersection.
Khandallah	Benares St	All	Speed of cars.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Blackbridge Rd	Top of road	It is difficult to look for traffic when turning at the top of the road.	This will be looked at next year.
Khandallah	Box Hill Rd	All	School patrol swing signs out in morning causing cars to brake quickly.	Improvements are proposed
Khandallah	Box Hill Rd	All	A worry to cross, use Khandallah school patrol – slight hill before crossing heading south from Johnsonville, cars do not always have time to stop.	Improvements are proposed.
Khandallah	Box Hill Rd	All	Crossing very busy in the morning traffic.	Improvements are proposed.
Khandallah	Box Hill Rd	All	Crossing very dangerous, particularly in winter with sunstrike.	Improvements are proposed.
Khandallah	Box Hill Rd	All	Heavy traffic in the morning.	Agree.
Khandallah	Box Hill Rd	All	Heavy traffic, speeding, poor driver behaviour.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	All	Poor visibility because of the hill.	There are no works proposed at this time.
Khandallah	Box Hill Rd	All	Speed hump is a traffic hazard.	This has been removed.
Khandallah	Box Hill Rd	All	Speed of vehicles especially approaching pedestrian crossings and at intersections.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Khandallah	Box Hill Rd	All	Speeding and busy traffic.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	All	Speeding and traffic congestion make it difficult for children to get across the zebra crossing even when the school patrol is present.	Improvements are proposed.
Khandallah	Box Hill Rd	All	Speeding and vast numbers of vehicles.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	All	Speeding, busy, poor visibility.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	All	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	All	The speed of traffic was a concern in the entire area in particular Box Hill Road.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	All	Traffic congestion.	There are no works proposed at this time.
Khandallah	Box Hill Rd	Brow of road into centre	Speed of cars.	It is proposed to lower the speed limit on some of the residential roads to 40 km/h and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	Clark Street	Cars turning right from Box Hill Road into Clark Street cause cars to build up behind, if they stop on centre line can only just squeeze past on the left.	Improvements are proposed
Khandallah	Box Hill Rd	Intersection Baroda Street	Pedestrian crossing at difficult intersection.	Improvements are proposed for this intersection.
Khandallah	Box Hill Rd	Intersection Baroda Street	Speeding cars that frequently fail to stop for pedestrians despite the crossing. Traffic congestion makes it difficult to get out of side streets.	Improvements are proposed for this intersection.
Khandallah	Box Hill Rd	Intersection Clark Street	Very busy.	Improvements are proposed for this intersection.

Project Area	Street Name	Location	Issue	Response
Khandallah	Box Hill Rd	Intersection Cockayne Road	Traffic congestion.	There are no works proposed at this time.
Khandallah	Box Hill Rd	Intersection Nicholson Road	Busy roundabout.	There are no works proposed at this time.
Khandallah	Box Hill Rd	Intersection Nicholson Road	Cars turning from three directions at roundabout, making it safer to use route from Nicholson Road and Ganges Road.	There are no works proposed at this time.
Khandallah	Box Hill Rd	Intersection Nicholson Road	Quite a busy intersection with a fairly constant stream of traffic.	There are no works proposed at this time.
Khandallah	Box Hill Rd	Intersection Nicholson Road	Very busy and no crossing.	There are no works proposed at this time.
Khandallah	Box Hill Rd	Intersection Station Road	Pedestrian crossing - cyclists and motorists do not give way to pedestrians.	Improvements are proposed for this intersection.
Khandallah	Box Hill Rd	Intersection Station Road	This is a confusing intersection.	Improvements are proposed for this intersection.
Khandallah	Box Hill Rd	Intersection Station Road	This is a major concern for children's safety as motorists speed down the hill.	Improvements are proposed for this intersection.
Khandallah	Box Hill Rd	Outside number 35	Dangerous entering and exiting the Anglican Parish.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Congestion and dangerous driving.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Crossing opposite Box Hill Railway Station is not safe; cars do not stop to let children cross if they are on their own.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Difficult to cross Box Hill Road in the mornings, especially before the patrol arrives.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Main crossing can take up to 5 minutes before able to cross.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Pedestrian crossing placed too close to Clark Street. Should be placed further south, past Clark Street.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Traffic congestion and speed.	Improvements are proposed.
Khandallah	Box Hill Rd	Pedestrian Crossing	Use rail under bridge to cross Box Hill Road as school patrols are too slow due to traffic flow. Because of this, you need to cross at corner of Clark Street before the wardens.	It is proposed to deliver a Safer Routes to School programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Box Hill Rd	Pedestrian Crossing	Very busy with patrols having difficulty getting opportunities for crossing.	Improvements are proposed.

Project Area	Street Name	Location	Issue	Response
Ngaio	Box Hill Rd	School Crossing	At the school crossing, motorists use excess speed and are careless.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Box Hill Rd	Woodmancote Road	Narrow road with no space for right turn.	There are no works proposed at this time.
Khandallah	Burma Rd	All	Could make the bridge one-way.	Improvements are proposed.
Ngaio	Burma Rd	All	Need to plant trees to block sunlight, particularly at the top of Burma Road.	There are no works proposed at this time.
Khandallah	Burma Rd	All	Need to remind motorists to slow down as they come down the hill.	Agree.
Khandallah	Burma Rd	All	North bound needs resurfacing for cyclists as it is very rough.	There are no works proposed at this time.
Khandallah	Burma Rd	Broadmeadows	No safe crossing anywhere.	Not part of the SaferRoads project at this time, however it is proposed to install a pedestrian facility.
Khandallah	Burma Rd	Intersection	Could cut into the bank to help at this intersection.	Improvements are proposed for this intersection.
Khandallah	Burma Rd	John Sims Drive	A possible roundabout to ease right turning traffic.	Not part of the SaferRoads project at this time
Khandallah	Burma Rd	John Sims Drive	Burma Road is so busy I will not let my son bike to school.	Not part of the SaferRoads project at this time
Khandallah	Burma Rd	John Sims Drive	Concern crossing Burma Road.	Not part of the SaferRoads project at this time, however it is proposed to install a pedestrian facility.
Khandallah	Burma Rd	John Sims Drive	No crossing up Khandallah end.	Not part of the SaferRoads project at this time, however it is proposed to install a pedestrian facility.
Khandallah	Burma Rd	John Sims Drive	No footpath on the Broadmeadows side of Burma Road.	Not part of the SaferRoads project at this time
Khandallah	Burma Rd	John Sims Drive	No pedestrian crossing; footpath only starts from access on Orissa Crescent, causing children to cross a very busy street to get to the footpath on the other side.	Not part of the SaferRoads project at this time, however it is proposed to install a pedestrian facility.
Khandallah	Burma Rd	John Sims Drive	No safe crossing to footpath at bottom of Broadmeadows.	Not part of the SaferRoads project at this time, however it is proposed to install a pedestrian facility.
Khandallah	Burma Rd	John Sims Drive	Speeding traffic - not possible to cross the road at the bottom of Broadmeadows.	Not part of the SaferRoads project at this time, however it is proposed to install a pedestrian facility.
Khandallah	Burma Rd	John Sims Drive	Speeding traffic.	Not part of the SaferRoads project at this time.
Khandallah	Burma Rd	John Sims Drive	Too dangerous to cross with children.	Not part of the SaferRoads project at this time.
Khandallah	Burma Rd	John Sims Drive	Turning out of Broadmeadows onto Burma Road can be difficult with parked buses obstructing the road and continual road works.	Not part of the SaferRoads project at this time.
Khandallah	Burma Rd	North	Heading north bound with the morning sun makes it hard to see cyclists.	There are no works proposed at this time.

Project Area	Street Name	Location	Issue	Response
Khandallah	Burma Rd	Rangoon Street	Poor intersection - no giving way to pedestrians/ cyclists and it is dangerous for right turning vehicles.	Improvements are proposed for this intersection.
Khandallah	Calcutta St	All	Blind corner.	Improvements are proposed for this intersection.
Khandallah	Calcutta St	All	Footpath very narrow on Calcutta Street, making it very difficult to cross the road on the sweeping corner yet no footpath on the other side.	There are no works proposed at this time.
Ngaio	Calcutta St	Bengal Street	Narrow lanes and a blind corner at Bengal Street. This is a well used cyclist route for access to the Bridle track.	Improvements are proposed for this intersection.
Khandallah	Calcutta St	Jubilee Road and Izard Road	This is a busy through route, would be beneficial to reverse priority at the Jubilee and Nicholson Road corner.	This is likely to increase speeds along Jubilee Road to get up the hill. Potential for an increase in the number and severity of crashes at the intersection.
Khandallah	Cashmere Ave	Agra Crescent	No safe crossing point.	Improvements are proposed for this intersection.
Khandallah	Cashmere Ave	Agra Crescent	Traffic is not slowing and stopping at night.	Improvements are proposed for this intersection.
Khandallah	Cashmere Ave	All	Cars parked on footpath, causing children to walk on the road.	It is illegal to park on a footpath, it is proposed to increase enforcement of this illegal and antisocial activity.
Ngaio	Cashmere Ave	All	Difficult for traffic around school arrival and departure times.	It is proposed to deliver a Safer Routes to School programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Cashmere Ave	All	Fast traffic.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cashmere Ave	All	The schools (including Khandallah School) attract peaks of traffic congestion.	It is proposed to deliver a Safer Routes to School programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Cashmere Ave	All	Trees need cutting back.	Arrangements have been made for vegetation to be trimmed.
Khandallah	Cashmere Ave	From Raumati Terrace	Cars park on the footpath, speeding issue and there is a blind corner to the left.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Cashmere Ave	Onslow Road	Speed of cars.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cashmere Ave	Outside 73 – 79	Parked cars where there is a hump in the road causing poor visibility.	It is proposed to install no stopping restrictions on horizontal and vertical curves.

Project Area	Street Name	Location	Issue	Response
Khandallah	Cashmere Ave	Pedestrian crossing by school	Pedestrian crossing by the school - speed issue and visibility of pedestrians is difficult.	Central Islands are proposed for this crossing
Khandallah	Cashmere Ave	School	Main gate by school is too narrow especially at peak times with pick up and drop off.	It is proposed to deliver a Safer Routes to School programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Cashmere Ave	School	Parents double park when dropping off and picking up children.	Through the Safer Routes to School programme it is proposed to educate parents about unsafe driving practices around schools.
Khandallah	Cashmere Ave	Station Road	No good areas to cross.	There are no works proposed at this time.
Ngaio	Chelmsford St	Outside number 12	Travelling towards Heke Street cars are constantly parked outside 12 Chelmsford Street forcing cars on other side of road onto a blind corner.	It is proposed to install no stopping restrictions on horizontal and vertical curves.
Ngaio	Churchill Dr	All	Possibility of a footpath on both sides? Primary school children will not have to cross the road twice to reach Chartwell School.	There are no works proposed at this time.
Ngaio	Churchill Dr	All	Traffic travels too fast.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Churchill Dr	Chartwell Drive	Need a right turning lane at Chartwell Drive.	Agree
Khandallah	Churchill Dr	Chartwell Drive	The supermarket needs a right turning bay.	Agree, this is proposed
Ngaio	Churchill Dr	Crofton Downs Railway Station	When raining, Crofton Downs Railway Station overflows into Churchill Drive and Silverstream Road thus reducing the corner to one lane.	It is proposed to install no stopping restrictions on horizontal and vertical curves.
Ngaio	Churchill Dr	Pedestrian crossing	Improve signage for the pedestrian crossing. Sign for south bound traffic is distracted by the sign for the garden centre.	A roundabout is proposed to slow traffic in advance of the crossing.
Ngaio	Churchill Dr	Pedestrian crossing	Pedestrian crossing is invisible in the afternoon sun.	A roundabout is proposed to slow traffic in advance of the crossing.
Ngaio	Churchill Dr	Pedestrian crossing	Pedestrians rush across the crossing to catch a train without regard for motorists.	A roundabout is proposed to slow traffic in advance of the crossing.
Ngaio	Churchill Dr	Pedestrian crossing	The pedestrian crossing is obscured by the corner, so even if a car stops traffic following too closely, cars behind shunt it forward.	A roundabout is proposed to slow traffic in advance of the crossing.
Ngaio	Churchill Dr	Silverstream Road	Commuter parking is a severe problem. Needs to be eliminated up around the corner of Silverstream Road.	It is proposed to install no stopping restrictions on horizontal and vertical curves.

Project Area	Street Name	Location	Issue	Response
Ngaio	Churchill Dr	Silverstream Road	Disaster area, especially the crossings and exit to Silverstream Road and train parking area.	A roundabout is proposed to slow traffic in advance of the crossing.
Ngaio	Churchill Dr	Silverstream Road	The tight corner of Churchill Drive and Silverstream Road often results in cars crossing the centre line when turning from Churchill Drive.	A roundabout is proposed to slow traffic in advance of the crossing.
Khandallah	Churchill Dr	Supermarket	Often it takes a long time to get out of Mitre 10 and the supermarket.	It is proposed to alter the road markings to allow turning bays.
Khandallah	Clark St	All	Car always in front of school gate.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Clark St	All	Cars parked opposite the drop off zone hinder visibility.	Parking restrictions around schools will be reviewed through the Safer Routes to School programme.
Khandallah	Clark St	All	Cars parking on yellow lines.	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Clark St	All	Grey Mark 4 Zephyr permanently parked opposite Clark Street entrance causes problems using the driveway.	Parking restrictions around schools will be reviewed through the Safer Routes to School programme.
Khandallah	Clark St	All	Hard to enter the school gate in the morning as many cars go in and out becoming very busy.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Clark St	All	Lack of higher level controlled crossing – on wet days children can wait a long time to cross.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	All	No proper crossing, poor visibility, traffic congestion.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	All	No safe crossing point other than during school patrol.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	All	Vehicles speeding down after dropping off children.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Khandallah	Clark St	All	Very busy intersection with parents dropping off children as well as Simla Crescent traffic.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	Intersection Clark Street	Busy intersection.	It is proposed to work through this issue as part of the Safer Routes to School programme.

Project Area	Street Name	Location	Issue	Response
Khandallah	Clark St	Intersection Simla Crescent	Very difficult at this busy intersection with cars speeding down Clark Street from School drop off zone and traffic congestion after school.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Clark St	Khandallah School	School drop off area overly congested and many impatient parents.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Khandallah	Clark St	Pedestrian Crossing	It is great having teaching staff at the end of the day who take responsibility when needed at the Clark Street crossing point to help the children cross and occasionally hold up traffic to let this happen.	Agree
Khandallah	Clark St	Pedestrian Crossing	Pedestrian crossing placed too close to Simla Crescent becoming a traffic hazard.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	Simla Crescent	No easy safe route as foot entry via drop off & driveway are dodgy. Not practical to walk down to Simla Crescent, cross there to get to patrolled crossing and recess or archway. Both of those crossings are near intersections and would also be iffy.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	Simla Crescent corner	Pedestrian crossing needed – school patrol is not enough.	It is proposed to work through this issue as part of the Safer Routes to School programme.
Khandallah	Clark St	Woodmancote Street	Driving and parking habits of some parents before and after school are putting children at risk.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Khandallah	Clutha Ave	All	Blind Corner.	
Khandallah	Clutha Ave	All	Dangerous to cross.	Improvements are proposed for the intersection of Nicholson Road. These improvements will assist pedestrians
Khandallah	Clutha Ave	All	Fast cars on this crossing.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Clutha Ave	All	Large, wide intersection with poor visibility for drivers especially in winter with sunstrike.	Improvements are proposed for this intersection
Khandallah	Clutha Ave	All	No continuous footpath and children are forced to cross twice.	There are no works proposed at this time.
Khandallah	Clutha Ave	All	No footpath down one side of street causing children to cross more often.	There are no works proposed at this time.
Khandallah	Clutha Ave	All	No safe crossing place where road bends.	There are no works proposed at this time.

Project Area	Street Name	Location	Issue	Response
Khandallah	Clutha Ave	All	Poor visibility and no safe crossing.	Improvements are proposed at the intersections of Cockayne road and of Nicholson Road.
Khandallah	Clutha Ave	All	Poor visibility and traffic travelling inappropriately fast.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Clutha Ave	All	Poor visibility at intersection.	Improvements are proposed at the intersections of Cockayne road and of Nicholson Road.
Ngaio	Clutha Ave	All	Poor visibility coming out of Clutha Avenue.	Improvements are proposed at the intersections of Cockayne road and of Nicholson Road.
Khandallah	Clutha Ave	All	Very busy intersection.	Improvements are proposed at the intersections of Cockayne road and of Nicholson Road.
Khandallah	Clutha Ave	Intersection Nicholson Road	Dangerous intersection with speeding vehicles, sunstrike and no safe crossing place.	Improvements are proposed for this intersection
Khandallah	Clutha Ave	Intersection Nicholson Road	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Clutha Ave	Intersection Nicholson Road	Very busy intersection, traffic from four directions.	Improvements are proposed for this intersection.
Khandallah	Cockayne Rd	All	Bus route, commuter traffic, bends, one sided footpath are problems.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio	Cockayne Rd	All	Cars park on the footpath because the street is so narrow, impossible for pedestrians. Parkwise should patrol it often.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Cockayne Rd	All	Cars parked on both sides of the road leave little space for motorists.	It is proposed to restrict parking to one side only and to reposition the centreline between the outside of the parked cars and the opposite kerb line. This will allow wider traffic lanes and safer through traffic.
Ngaio	Cockayne Rd	All	Cars travel so fast and it is hard to cross the road safely during morning rush hour.	It is proposed to restrict parking to one side only and to reposition the centreline between the outside of the parked cars and the opposite kerblines. This will allow wider traffic lanes and safer through traffic.
Khandallah	Cockayne Rd	All	Crossing not very safe with drivers travelling too fast and do not look.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Khandallah	Cockayne Rd	All	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	All	Tricky to cross here as cars coming from many directions, cars approach the pedestrian crossing very fast as drivers are concentrating on the roundabout not the crossing.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio	Cockayne Rd	All	Wider footpaths in some areas as the speed of motorists causes concern.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	Around Setsan Road	Narrow road causing near misses as cars are driving on wrong side of road due to parked cars.	It is proposed to restrict parking to one side only and to reposition the centreline between the outside of the parked cars and the opposite kerblines. This will allow wider traffic lanes and safer through traffic.
Ngaio	Cockayne Rd	Bus route to Ngaio Gorge	Encourage more traffic to use the bus route via Cockayne Road to Ngaio Gorge.	Agree
Khandallah	Cockayne Rd	Intersection Clutha Avenue	No safe crossing point along a busy road and busses obstructing view.	Improvements are proposed for this intersection
Khandallah	Cockayne Rd	Intersection Clutha Avenue	No safe crossing.	Improvements are proposed for this intersection
Khandallah	Cockayne Rd	Intersection Cockayne Road	Cars failing to stop at the marked crossing, due to lack of signage, speed and sunstrike at certain times of the year for traffic heading to Johnsonville.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	Intersection Cockayne Road	Congestion.	Not part of the SaferRoads project
Khandallah	Cockayne Rd	Intersection Khandallah Road	Busy intersection.	Not part of the SaferRoads project
Khandallah	Cockayne Rd	Intersection Nicholson Road	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	Intersection Nicholson Road	The roundabout is difficult for large vehicles.	The roundabout functions as it was intended.
Khandallah	Cockayne Rd	Intersection Nicholson Road	The roundabout is too small to be effective, most people drive straight over it.	The roundabout functions as it was intended.

Project Area	Street Name	Location	Issue	Response
Khandallah	Cockayne Rd	Intersection Nicholson Road	Too much speed around this area leading down to the pedestrian crossing.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	Intersection Nicholson Road	Traffic is heavy and fast with footpath very close to the edge of the road, along with overhanging shrubbery.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	Khandallah Road	Difficult to see down Khandallah Road when turning right off Cockayne Road.	There are no works proposed at this time.
Khandallah	Cockayne Rd	Nairville Park	No safe crossing.	There are no works proposed at this time.
Ngaio	Cockayne Rd	Nairville Park	Request crossing placed outside as there is a hump in the road that makes it hard for children to see cars coming.	There are no works proposed at this time.
Ngaio	Cockayne Rd	Nairville Park	Speed is a real issue around the Nairville Park area.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Cockayne Rd	Nicholson Road	Overhanging shrubbery.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Cockayne Rd	Old Porirua Road	Eliminate 'no left turn' into Old Porirua Road.	Old Porirua Road is not suitable as a commuter route, it is not intended to remove the ban and let all traffic use the road.
Khandallah	Cockayne Rd	Right hand side before Ellora Street	Narrow road causing near misses as cars are driving on wrong side of road due to parked cars.	It is proposed to restrict parking to one side only and to reposition the centreline between the outside of the parked cars and the opposite kerbline. This will allow wider traffic lanes and safer through traffic.
Ngaio	Cockayne Rd	Upper	Wider footpaths needed in this area.	There are no works proposed at this time.
Ngaio	Colway St	All	Parking allowed only on one side of the street, too narrow for buses to get through during peak hours.	Parking restrictions around schools will be reviewed as part of the Safer Routes to School programme.
Khandallah	Colway St	All	When school is in, the road is busy.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Ngaio	Colway St	Bombay Street	Install a roundabout at this intersection.	A roundabout is proposed
Ngaio	Colway St	Ottawa Road	Lane for right turning traffic from Ottawa Road in to Colway Street.	This is proposed.

Project Area	Street Name	Location	Issue	Response
Khandallah	Dekka St	All	A footpath is needed.	Issue is unclear.
Khandallah	Dekka St	Ganges Road	No safe crossing point.	There is a pedestrian facility at the intersection.
Khandallah	Dekka St	Ganges Road	Speed without looking if anyone on crossing.	It is proposed to run pedestrian awareness campaigns.
Khandallah	Dekka St	In to Clutha Avenue	Buses in particular seem to speed.	There are proposed changes for the bus stops in this area.
Khandallah	Dekka St	Intersection Nicholson Road	The intersection needs re-design.	There are no works proposed at this time.
Khandallah	Delhi Cres	Shortland Street	No footpath on two sides of this corner.	There are no works proposed at this time.
Khandallah	Everest St	All	Can there be another crossing from the north side to the south to lead into Khandallah Village?	There are no works proposed at this time.
Khandallah	Everest St	All	Lack of parking during drop off and pick up times. This could be made easier by considerate parent drivers.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Khandallah	Everest St	All	Lack of parking for safe drop off.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Everest St	All	Narrow and traffic congestion.	Not part of the SaferRoads project
Khandallah	Everest St	All	No safe crossing point, poor visibility and very busy at school drop off and pick up times.	Improvements are proposed near the school, and all parking restrictions around the school will be reviewed as part of the Safer Routes to School programme.
Khandallah	Everest St	All	Often dog poop on street.	Not part of the SaferRoads Project.
Ngaio	Everest St	Ganges Road to Iazard Street	Very poor street lighting.	Street lighting will be reviewed and upgraded as necessary.
Khandallah	Everest St	Intersection Nicholson Road	Cluttered footpath, need a crosswalk on Everest Street between Nicholson Road and Ganges Road.	This is proposed.
Khandallah	Everest St	Iazard Road	This intersection is very difficult.	Improvements are proposed for this intersection.
Khandallah	Everest St	Iazard Road and Ranui Terrace	Very wide unaligned intersection, poor visibility, no safe crossing place when walking on either side.	Improvements are proposed for this intersection.
Khandallah	Everest St	Near Nicholson Road	Often the footpath is blocked with rubbish.	Council will clean this if notified of the problem.
Khandallah	Everest St	St Benedicts School	Need more parking outside St Benedicts School.	There is no proposal to increase the amount of on street parking, however parking restrictions around the school will be reviewed as part of the Safer Routes to School programme
Khandallah	Fox St	Awarua Street	Poor visibility and parked cars on Awarua Street make this a dangerous turn at times.	Improvements are proposed for this intersection.

Project Area	Street Name	Location	Issue	Response
Khandallah	Ganges Rd	Agra Crescent	Cars travelling too fast approaching the village - need signs to warn of elderly and children pedestrians.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Ganges Rd	Agra Crescent	No zebra crossings, pedestrians nor cars seem to know who to give way to since these crossings were changed a few years ago.	It is proposed to run pedestrian awareness campaigns.
Khandallah	Ganges Rd	All	In places, narrow footpath on one side causing children to drift onto the road.	There are no works proposed at this time.
Khandallah	Ganges Rd	All	No crossings anywhere.	There are pedestrian facilities throughout the village
Khandallah	Ganges Rd	Close to or on bus route	Cars are parking close to or on the bus stop.	It is proposed to increase enforcement of this illegal and dangerous activity.
Khandallah	Ganges Rd	Everest Street	Buses are hitting the island as there is not enough turning space.	Parking has been restricted to ease the turn.
Khandallah	Ganges Rd	Everest Street	No safe crossing.	A pedestrian refuge island has been installed.
Khandallah	Ganges Rd	Everest Street	Very busy intersection, especially when school finishes. Buses run over the corners of the island and footpath at this intersection making it dangerous should a child be waiting there.	Parking has been restricted to ease the turn for buses so they don't run over the island.
Khandallah	Ganges Rd	Outside coffee bar	Cars are illegally parking.	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Ganges Rd	Supermarket entrance	Problem for pedestrians at the supermarket car entrance.	The supermarket is reviewing their carpark operations.
Khandallah	Homebush Rd	Intersection Onslow Road	No footpath, cars parked on corner at the safest crossing point.	Improvements are proposed for this intersection.
Ngaio	Homebush Rd	Onslow Road	The bank needs trimming; it is a gamble when turning towards the city.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Homebush Rd	Onslow Road	Turning out of Homebush Road onto Onslow Road is a problem because of the blind corner and speed of traffic coming down Onslow Road. In the weekends buses turn right out of Homebush Road onto Onslow Road heading up the hill. This is a difficult manoeuvre in a bus when there is a blind corner and traffic heading fast down Onslow Road.	Improvements are proposed for this intersection.
Ngaio	Homebush Rd	T intersection Mandalay Terrace	The new sub-division drive way will come down to a T intersection which will mean poor visibility for vehicles entering and exiting.	There are no works proposed at this time.

Project Area	Street Name	Location	Issue	Response
Khandallah	Hutt Rd	All	Educate cyclists on using cycle lanes rather than the motorists road way.	Cyclist are not required to use the cycleway, but are encouraged to use the area they are most comfortable with, many cyclist choose to use the road because this is safer for them.
Khandallah	Jalna Ave	All	Footpath disappears on one side of the road.	There are no works proposed at this time.
Khandallah	Jubilee Rd	All	Footpath ceases on one side of Jubilee Road, having to cross and then cross back again.	There are no works proposed at this time.
Khandallah	Jubilee Rd	All	No parking lines on both sides for the entire road.	This is not proposed.
Khandallah	Jubilee Rd	All	Overgrown shrubbery and problem dogs.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Jubilee Rd	All	Path runs out, having to make two extra crossings.	There are no works proposed at this time.
Khandallah	Jubilee Rd	All	Problem dogs.	Not part of the SaferRoads project.
Khandallah	Jubilee Rd	All	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Jubilee Rd	Intersection Calcutta Street	Awkward corner.	Improvements are proposed for this intersection.
Khandallah	Jubilee Rd	Intersection Calcutta Street	This is an awkward intersection.	Improvements are proposed for this intersection.
Khandallah	Jubilee Rd	Intersection Ranui Crescent	Poor visibility.	Improvements are proposed for this intersection.
Khandallah	Jubilee Rd	Top of Amritsar Street	Road curves and overgrown flaxes, safer further down but the path runs out.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Karachi Cres	All	Poor footpath.	There are no works proposed at this time.
Ngaio	Kenya St	All	Cyclists have difficulty with parked cars - restrict parking.	It is proposed to restrict parking to one side only to improve the safety of all through traffic including cyclists.
Khandallah	Kenya St	All	Parking in the street creates problems for motorists.	It is proposed to restrict parking to one side only to improve the safety of all through traffic including cyclists.
Khandallah	Khandallah Rd	All	Cars speed around blind corners.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Khandallah Rd	All	Crossings, cars speed and do not always stop.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Ngaio	Khandallah Rd	All	Install a fixed speed camera.	It is proposed to install a fixed speed camera.
Khandallah	Khandallah Rd	All	Overgrown shrubbery.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Khandallah Rd	All	Speeding, especially around blind corners.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Khandallah Rd	All	Traffic congestion and overgrown shrubbery.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Khandallah Rd	Box Hill Road	Very busy road.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Khandallah Rd	Intersection Cockayne Road	No safe crossing point.	There are no works proposed at this time.
Ngaio	Khandallah Rd	North Side of road	Vegetation and planting needs to be addressed.	There are no works proposed at this time.
Khandallah	Khandallah Rd	Simla Crescent	Dangerous crossing, cars travel too fast and sunstrike causes problems at this crossing.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Khandallah Rd	Simla Crescent	No safe crossing - station access makes this busy.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Khandallah Rd	Simla Crescent	Two pedestrians recently hit on this crossing.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Lohia St	Onslow Road	Access to and from Onslow Road is dangerous.	There are no works proposed at this time.
Khandallah	Lucknow Tce	All	Not wide enough.	There are no works proposed at this time.
Ngaio	Lucknow Tce	All	Parking on both sides in the weekends, virtually impassable.	All parking restriction to be reviewed.
Khandallah	Lucknow Tce	All	Parking on both sides on Saturday morning makes it virtually impossible for motorists.	All parking restriction to be reviewed.
Khandallah	Lucknow Tce	Swanlea Street	No safe crossing place and busy intersection.	Improvements are proposed for this intersection.
Ngaio	Mandalay Tce	All	Buses speed down here.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Ngaio	Motueka St	At bend	Engineering work required through this area for clearer vision.	There are no works proposed at this time.
Ngaio	Ngaio Gorge Rd	All	A guard rail is needed to stop cars from going into the park.	There are no works proposed at this time.
Ngaio	Ngaio Gorge Rd	All	Could bus lanes be extended up the Gorge? Will encourage and reward users as traffic jams are common in rush hour traffic.	There are no works proposed at this time.
Khandallah	Ngaio Gorge Rd	All	Cycle lanes are needed.	There are no works proposed at this time.
Ngaio	Ngaio Gorge Rd	Bus stop at bottom of road	The bus stop at the bottom of the gorge needs to be shifted 100m west as currently it blocks a lane at the traffic lights when stopped.	There are no works proposed at this time.
Ngaio	Ngaio Gorge Rd	Perth Street	A right turning lane from the Gorge into Perth Street.	There are no works proposed at this time.
Khandallah	Ngaio Gorge Rd	Perth Street	This is a poor intersection.	There are no works proposed at this time.
Khandallah	Ngatitooa St	All	No vision when exiting on to Khandallah Road.	Improvements are proposed for this intersection.
Ngaio	Ngatitooa St	All	People park on both sides of the road, makes it narrow and difficult to exit.	Improvements are proposed for this intersection.
Ngaio	Ngatoto St	Corner of Ngatoto Street and Swansea Street	Very sharp corner to turn in to Ngatoto Street.	Improvements are proposed for this intersection.
Ngaio	Nicholson Rd	All	Narrow pinch point at the roundabout, needs the corner taken off the footpath curve to fit a car and bicycle.	There are no works proposed at this time.
Khandallah	Nicholson Rd	All	No footpath on same side as school and teachers park all day in an excellent pick up and drop off zone.	There are no works proposed at this time.
Khandallah	Nicholson Rd	All	Poor visibility and footpath only on one side.	There are no works proposed at this time.
Khandallah	Nicholson Rd	All	Traffic congestion.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Nicholson Rd	Between Clutha Avenue and Everest Street	Often blocked to two way traffic.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Khandallah	Nicholson Rd	Everest Street	Bus stop too close to corner.	Parking restrictions around the school will be reviewed as part of the Safer Routes to school programme
Khandallah	Nicholson Rd	Intersection Dekka Street	Difficult to find a safe crossing area because of many junctions.	Improvements are proposed for this intersection.

Project Area	Street Name	Location	Issue	Response
Khandallah	Nicholson Rd	Intersection Clutha Avenue	No safe crossing point and poor visibility. Lack of footpaths on both sides between Clutha Avenue and St Benedicts School causing us to cross the roads five times but this could be cut down to twice.	Improvements are proposed for this intersection.
Khandallah	Nicholson Rd	Intersection Everest Street	No safe crossing point, very busy, speeding, traffic congestion, poor visibility, stopping and parking on yellow lines and buses block view.	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Nicholson Rd	Intersection Everest Street	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Nicholson Rd	Intersection Everest Street	Stopping and parking on yellow lines.	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Nicholson Rd	Intersection Jubilee Road	Poor driver visibility to the right including the shrubbery on side of road.	Improvements are proposed for this intersection.
Khandallah	Nicholson Rd	Intersection Torwood Road	Difficult to cross here, traffic coming from four directions – often at speed.	Improvements are proposed for this intersection.
Khandallah	Nicholson Rd	Intersection Torwood Road	Drivers travelling too fast.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Nicholson Rd	Jubilee Road	Difficult to cross as a lot of cars turning.	Improvements are proposed for this intersection.
Khandallah	Onslow Rd	5th Corner up	The radius on the 5th corner up Onslow Road is too tight for large vehicles.	There are no works proposed at this time.
Khandallah	Onslow Rd	All	Cyclists speeding downhill.	Cyclists are no different to any other vehicle. They have a right to be on the road and are subject to the rule of the road and can be subsequently prosecuted if those rules are broken.
Khandallah	Onslow Rd	All	Frequent rock slides onto the road.	There are no works proposed at this time.
Khandallah	Onslow Rd	All	Motorists and cyclists being considerate to each other - both up and down hill.	Agree, a cyclist awareness campaign is proposed.
Ngaio	Onslow Rd	All	There are no footpaths and some pedestrians walk down this road making it quite dangerous.	There are no works proposed at this time.

Project Area	Street Name	Location	Issue	Response
Khandallah	Onslow Rd	All	Vehicles often tailgate cyclists.	Cyclists are no different to any other vehicle. They have a right to be on the road and are subject to the rule of the road and can be subsequently prosecuted if those rules are broken.
Khandallah	Onslow Rd	All	Very busy and narrow in parts.	There are no works proposed at this time.
Khandallah	Onslow Rd	Bottom of hill	Build a fly over at the bottom of Onslow Road.	There are no works proposed at this time.
Khandallah	Onslow Rd	Bottom of hill	More parking is needed to keep the bus stop clear near bottom of hill.	There are no works proposed at this time.
Khandallah	Onslow Rd	Intersection Homebush Road	Poor visibility.	Improvements are proposed for this intersection.
Khandallah	Onslow Rd	Intersection Homebush Road	Speeding cars.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Onslow Rd	Intersection Hutt Road	Merging traffic to be improved at intersection of Hutt Road.	There are no works proposed at this time.
Khandallah	Onslow Rd	Intersection Hutt Road	Turning in to the old Hutt Road north bound is hard for trucks.	There are no works proposed at this time.
Khandallah	Orissa Cres	Walkway	Bush track is steep, mossy, damp and dark, making it feel scary.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Orissa Cres	Walkway	Personal safety is a concern as it is very bushy and secluded walkway.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Orissa Cres	Walkway	Safety aspect.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Orissa Cres	Walkway	Steep path and worry about personal safety because of close bushes.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Orissa Cres	Walkway	Very overgrown, mossy etc.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Orissa Cres	Walkway	Walkway in bush is potential personal danger.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Orissa Cres	Walkway	Walkway is not visible or open, so not safe for children to use.	Arrangements have been made to tidy up the walkway and trim vegetation.
Khandallah	Onslow Rd	All	Vehicles often cross the centre line when travelling downhill.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Ngaio	Ottawa Rd	All	It is difficult to cross Ottawa Road because of the traffic build up, should stop the infill development.	It is proposed to reduce the speed limit along Ottawa Road to 40 km/hr and to replace the pedestrian crossing outside the service station with traffic signals.
Ngaio	Ottawa Rd	Between BP Service Station and School	Consider disallowing the right hand turn in to the BP Petrol Station from the north, blocks up traffic.	It is proposed to reduce the speed limit along Ottawa Road to 40 km/hr and to replace the pedestrian crossing outside the service station with traffic signals.
Ngaio	Ottawa Rd	Between BP Service Station and School	New island installation on Ottawa Road between BP Station and the school entrance as this would help divide the crossing.	It is proposed to reduce the speed limit along Ottawa Road to 40 km/hr and to replace the pedestrian crossing outside the service station with traffic signals.
Ngaio	Ottawa Rd	Collingwood Street corner	Too narrow for north bound traffic.	Issue is unclear.
Ngaio	Ottawa Rd	Ngaio Hall and Ngaio Memorial car park	Install parking availability signs at Ngaio Hall and Ngaio Memorial car park for north travelling motorists.	Agree, this is proposed.
Ngaio	Ottawa Rd	Outside number 12	Yellow lines have not been completed due to parked cars.	Arrangements have been made for this to be completed.
Ngaio	Ottawa Rd	Red crossing area	The red crossing area needs to be raised. At present motorists think it is a pedestrian crossing.	It is proposed to run an awareness campaign.
Ngaio	Ottawa Rd	Roundabout Waikowhai Street	After the road was resealed, the two lanes were not repainted causing unclear directions as a result.	Arrangements have been made for this to be completed.
Ngaio	Ottawa Rd	Roundabout Waikowhai Street	Drivers do not use the roundabout correctly, especially those travelling north. When turning in to Kenya Street from Waikowhai Street drivers on your left (going straight ahead) often cut in front.	Agree, it is proposed to run campaigns on the correct use of roundabouts.
Ngaio	Ottawa Rd	Roundabout Waikowhai Street	It is too narrow on the north west, nearest to the hall.	There are no works proposed at this time.
Ngaio	Ottawa Rd	Roundabout Waikowhai Street	Take care at the roundabout from Waikowhai Street as the two lanes virtually merge into one.	There are no works proposed at this time.
Ngaio	Ottawa Rd	Roundabout Waikowhai Street	Traffic turning into Ottawa Road does not indicate thus holding up straight through traffic. Straight through traffic should be in the same lane as Waikowhai Street.	It is proposed to run a roundabout awareness campaign.
Ngaio	Ottawa Rd	Roundabout Waikowhai Street	Two lanes in to the roundabout mean that it is cramped.	There are no works proposed at this time.
Ngaio	Perth St	Crèche	The children's crèche has caused extra traffic congestion at this intersection.	Parking restriction will be reviewed.

Project Area	Street Name	Location	Issue	Response
Ngaio	Perth St	Ambala Way, Ellora Street and Setsan Way	There are some problems for buses on this bus route due to the parking of vehicles on the sides of these roads. Around Ambala Way, Ellora Street and Setsan Way seems to be the pinch point. Buses passing these cars have to cross centre lines and/ or use the whole of the road. Due to the width of the road and the corners this is concern for accidents with oncoming traffic.	It is proposed to restrict parking to one side only and to reposition the centreline between the outside of the parked cars and the opposite kerbline. This will allow wider traffic lanes and safer through traffic.
Ngaio	Perth St	Intersection Crofton Road	It is very dangerous turning left from Crofton Road in to Cockayne Road as it is hard to see the traffic coming on your right up Perth Street.	Improvements are proposed for this intersection.
Ngaio	Perth St	Intersection Crofton Road	This intersection is wide so cars cut corners to get to Crofton Road, cutting off vehicles travelling up Cockayne Road.	Improvements are proposed for this intersection.
Ngaio	Perth St	Intersection Old Porirua Road	It is a confusing intersection at Old Porirua Road and Perth Road, are vehicles able to turn right or not?	The only turn that is not allowed is the left turn from Cockayne Road.
Ngaio	Perth St	Left hand side before Crofton Street	Narrow road causing near misses as cars are driving on wrong side of road due to parked cars.	It is proposed to restrict parking to one side only and to reposition the centreline between the outside of the parked cars and the opposite kerbline. This will allow wider traffic lanes and safer through traffic.
Khandallah	Punjab St	Cockayne Street	A left turn into Punjab Street is difficult.	Improvements are proposed for this intersection.
Khandallah	Punjab St	Cockayne Street	Right turning traffic from Cockayne Street usually cut corners.	Improvements are proposed for this intersection.
Khandallah	Punjab St	Cockayne Street	Turning left in to Cockayne Road is hard as visibility to the right is restricted.	Improvements are proposed for this intersection.
Ngaio	Quetta St	All	Yellow lines could be painted on one side of Quetta Street as it is difficult with cars parked on both sides of the street when coming into and out of drive ways.	Parking restriction will be reviewed.
Khandallah	Rangoon St	All	Speeding cars and blind corners.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Rangoon St	All	Speeding.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Ranui Cres	Cashmere School	Traffic congestion.	Parking restriction will be reviewed.

Project Area	Street Name	Location	Issue	Response
Ngaio	Rothsay Rd	Near junction at Chelmsford Street	Cars park on both sides therefore visibility is reduced.	Parking restriction will be reviewed.
Khandallah	Satara Cres	Amapur Drive	No safe crossing.	There are no works proposed at this time.
Ngaio	Setsan Way	All	Reduce parking on both sides close to the bends.	Parking restriction will be reviewed.
Ngaio	Silverstream Rd	All	Cars travel too fast close to the junction - need speed humps or 40 km/h speed limit.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio	Silverstream Rd	Play centre	Need to extend the yellow lines around the Brownies and play centre. This will allow those turning out to make the turn easily.	Parking restriction will be reviewed.
Ngaio	Silverstream Rd	Play centre	Speed humps by Brownies and play centre.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Simla Cres	All	Downhill speeding is common in the morning.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Simla Cres	All	Footpath narrow and shrubbery encroaching on footpath.	Arrangements have been made to have the vegetation trimmed.
Khandallah	Simla Cres	All	Footpath on other side runs out before the corner.	There are no works proposed at this time.
Khandallah	Simla Cres	All	Has no footpath forcing children to cross a road that can be very busy.	
Khandallah	Simla Cres	All	Keen to start a walking school bus.	Agree, It is proposed to deliver a Safer Routes to School Programme within each school.
Khandallah	Simla Cres	All	No footpath on our side of the street- my child has to cross on an S bend.	There are no works proposed at this time.
Khandallah	Simla Cres	All	Shrubbery encroaching on footpath.	Agree, It is proposed to deliver a Safer Routes to School Programme within each school.
Khandallah	Simla Cres	All	Speed along Simla Crescent.	There are no works proposed at this time.
Khandallah	Simla Cres	All	Speeding.	Arrangements have been made to have the vegetation trimmed.
Khandallah	Simla Cres	All	Too much speed around this area.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.

Project Area	Street Name	Location	Issue	Response
Khandallah	Simla Cres	All	Very narrow footpath around sharp bend.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Simla Cres	Amapur Drive	Crossing is reasonably dangerous without a parent as you have to cross over to get to the only pedestrian crossing on the other side.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Simla Cres	Amapur Drive	Difficult to cross.	There are no works proposed at this time.
Khandallah	Simla Cres	Amapur Drive	No safe crossing.	There are no works proposed at this time.
Khandallah	Simla Cres	Amapur Drive	Poor visibility and speeding traffic.	There are no works proposed at this time.
Khandallah	Simla Cres	Amapur Drive	Quite a few cars morning and afternoon.	There are no works proposed at this time.
Khandallah	Simla Cres	Amapur Drive	Speeding, traffic congestion due to railway line, busy intersection and no safe crossing point.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Khandallah	Simla Cres	Clark Street	Buses doing u-turns at the top of Simla Crescent to park in Clark Street bus stop on school side.	Issue is unclear.
Khandallah	Simla Cres	Clark Street	Overgrown shrubbery.	Trimming of vegetation and cleaning of the path has been arranged.
Khandallah	Simla Cres	Intersection Clark Street	No safe crossing place.	There are no works proposed at this time.
Khandallah	Simla Cres	Intersection Grange Road	Speed especially approaching the village.	It is proposed to lower the speed limit on some of the residential roads to 40 km/hr and to control speed on main roads through traffic calming, educating and enforcement.
Ngaio	Simla Cres	Intersection Khandallah Road	This is a difficult intersection.	There are no works proposed at this time.
Khandallah	Simla Cres	Railway Station	The crossing is there but the road is very busy, with so many cars parked on Simla Crescent next to the station making it hard for children to cross. Often more cars parked waiting to meet the train.	There are no works proposed at this time.
Khandallah	Simla Cres	Railway Station	Traffic is busy and lots of cars park on Simla Crescent.	There are no works proposed at this time.
Khandallah	Station Rd	All	Concern about the crossing.	Improvements are proposed for this intersection and pedestrian crossing.
Khandallah	Station Rd	All	No crossing at present and is too far down from the school.	There are no works proposed at this time.

Project Area	Street Name	Location	Issue	Response
Ngaio	Station Rd	All	Trying to get out of this road is a nightmare at all times.	Improvements are proposed for this intersection.
Khandallah	Station Rd	Delhi Crescent	Secluded steps.	Issue is unclear.
Khandallah	Station Rd	Intersection Burma Road	Intersection very busy.	Improvements are proposed for this intersection.
Khandallah	Station Rd	Railway Line	Need a crossing north.	Issue is unclear.
Ngaio	Tarikaka St	Tarikaka Road and 40 Khandallah Road	Improve the footpath width between Tarikaka Road and 40 Khandallah Road. Access is poor with continuing rock fall.	There are no works proposed at this time.
Ngaio	Trelissick Cres	Kenya Street	The turn right from Kenya Street in to Trelissick Crescent should not be allowed; instead drivers should go to the next entrance opposite Perth Street.	There are no works proposed at this time.
Khandallah	Wadestown Rd	All	People parking on either side of the street make it hard to drive up and down the road as you need to weave in and out of parked cars.	There are no works proposed at this time.
Ngaio	Wadestown Rd	Bus stop at shops	Cars parked on the Wadestown shops bus stop cause blockage and risk taking.	It is proposed to increase enforcement of this illegal and antisocial activity.
Ngaio	Wadestown Rd	Opposite Library	Buses stop on this road causing blockage to motorists heading into the city, impatient drivers overtake and there are accidents opposite the Library because there is a blind corner.	There are no works proposed at this time.
Khandallah	Waru St	All	Cars park in front of the bus stop.	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Waru St	All	The bus stop is a problem, not enough room for buses to pull out of the bus stop therefore they do not pull into it properly.	There are no works proposed at this time.
Khandallah	Waru St	Intersection Calcutta Street	Poor visibility.	Improvements are proposed for this intersection.
Khandallah	Woodmancote Rd	All	Designated drop off point.	Improvements are proposed near the school, and all parking restrictions around the school will be reviewed as part of the Safer Routes to School programme.
Khandallah	Woodmancote Rd	All	Is the bus stop still used? If not more safe parking would be available if it was removed.	Improvements are proposed near the school, and all parking restrictions around the school will be reviewed as part of the Safer Routes to School programme.
Khandallah	Woodmancote Rd	Entrance	Cars parking on broken yellow lines on school side of road are blocking vision and causing congestion on the narrow road.	It is proposed to increase enforcement of this illegal and antisocial activity.
Khandallah	Woodmancote Rd	Entrance	Cars parking on bus stop in restricted times and obscuring warden's vision.	It is proposed to increase enforcement of this illegal and antisocial activity.

## 7. Conclusion

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

- stage 1: initially lowering the speed limit from 50 km/h 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 including:
  - 4 roundabouts
  - 49 splitter islands
  - 36 give way controls
  - 2 speed humps
  - 11 kerb extensions
  - 4 pedestrian refuge islands
  - 2 chicanes.
- increasing parking enforcement, especially around schools and the shopping villages
- increased speed enforcement including the installation of speed cameras and targeted road policing
- running school and community education campaigns about road safety and the dangers of excessive speed.

This technical report has been reviewed and approved by the SaferRoads technical review group and strategic managers from the LTSA, New Zealand Police, Transit New Zealand, Greater Wellington, Transfund New Zealand, Council officers and ward Councillors.

The proposal has also been approved by the SaferRoads Steering Committee and both groups endorse the project proceeding to consultation.

The consultation period runs from 8 March until 5 April 2004, during this time the Council is asking for submissions from the public.

Following consultation, submissions will be analysed and the implementation plan will be reviewed and refined to reflect feedback from the public and key road safety partners. The *SaferRoads for Ngaio and Khandallah Report and Implementation Plan* will provide a summary of the outcome.

Funding for the implementation of this work is subject to Annual Plan approval but is anticipated to be available on the 1st July 2004. Detailed design will commence following the outcome of the SaferRoads consultation process.



## 8. Drawings / maps

Drawing and maps listed in this report can be downloaded from the Council website, [www.wcc.govt.nz/rd/saferroads/](http://www.wcc.govt.nz/rd/saferroads/).