



SaferRoads Tawa

A Summary of Community Participation

November 2003

Background to the SaferRoads Project

This year Wellington City Council has introduced a road safety project called SaferRoads that aims to **reduce accident numbers in Wellington City by a third by 2010**. The SaferRoads project has been designed so the Council can make a contribution to the Government's *Road Safety to 2010* strategy.

SaferRoads is modelled on successful projects carried out in the United Kingdom, Scandanavia and Australia where an area-based approach has been used to reduce road accidents. The project has been developed in conjunction with the Land Transport Safety Authority (LTSA), and it is supported by the Council's key road safety partners including Transit New Zealand, Transfund New Zealand, Greater Wellington Regional Council, and the New Zealand Police.

The Council's previous road accident reduction strategies concentrated on making changes to identified black spots and defined routes. This work is now largely complete. However, analysis from 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.

The draft *SaferRoads Project Implementation Plan* divides Wellington into seven geographical areas and routes. It is estimated it will take approximately two years to carry out planning, consultation, design and implementation for each area. Formal project reviews will be carried out during each phase and after the seven-year period.

Stakeholder Consultation

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

Meetings were held with stakeholders including:

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

In Tawa meetings were held with:

- Tawa Progressive and Ratepayers Association
- Tawa Rotary
- Tawa Community Board
- Hampton Hill School
- Linden School
- Greenacres School
- Tawa School
- Tawa Intermediate
- Tawa College
- St Francis Xavier School.

At the meeting with the Tawa Community Board (14 August 2003) a proposal to hold two community workshops at the Tawa Committee Rooms in Cambridge Street during September 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 Tawa 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

Workshop one was held on 10 September 2003 from 7-9pm at the Tawa Committee Rooms. Twenty nine members of the community attended the first workshop along with the SaferRoads project team, ward Councillors and other Council staff.

The aim of the first workshop was to inform the local community of the project objectives and gather information about road safety issues based on people's local knowledge of the area.



At workshop one, a number of visual displays containing large maps of the area and local crash statistics were displayed. Participants were given a SaferRoads folder pack that contained background information on the project and materials for the workshop exercise.



Workshop exercises were divided into four main themes:

1. Engineering
2. Enforcement
3. Education
4. Streetscape.

Community participants wrote down their road safety issues on post-it notes under these themes and “stuck” these onto wall maps. A separate board was provided for participants to post “non-local” issues.

Documenting road safety issues in this way was an effective method for identifying road safety trends and issues in the area. Information gathered from the workshop was then analysed to identify common issues and themes to be discussed in workshop two.

The photos below show the community participating in the workshop by placing “post-it” notes on the maps and theme boards indicating their areas of concern about road safety.



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

- speed
- intersections
- pedestrians
- cyclists
- schools
- night issues
- parking
- general roading concerns.

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

Theme	Issue	Location
Speed		
	Speeding.	
	Speed humps in Findlay Street, Linden.	
	Motorway off ramp should have signage to slow traffic (as used by Transit NZ).	
	Can not walk to the bus as crossing the road is too dangerous - especially Oriel Avenue.	
	Speed cameras are needed between the motorway bridge and Mahoe Street, particularly in the evening.	Collins Avenue
	Speed issue - road narrows to one lane around the kindy/school at drop off and pick up times.	Victory Cres/ Cullen Place
	Speed not safe for children at the primary school, Maori preschool or park.	
	Marking of parking spaces at Hampton Hill school I- otherwise backing out in to path of speeding cars.	
	Set of traffic lights necessary to slow the traffic.	Main Road/Surrey Street
	Speed humps needed.	Duncan Street
	Speed humps needed.	Oxford Street
	Speeding an issue with youth.	
	Oriel Avenue used as a race track.	
	Speed along Main Road near Lyndhurst roundabout.	
	Cars go too fast need speed humps.	Davidson Crescent
Intersections		
	Better education on roundabouts.	
	Second gear through roundabouts.	
	Teach people not to stop needlessly, maintain speed so that can go or stop easily.	
	Many drivers wait till roundabout is free of traffic - slows the flow of traffic.	
	Change road entry - different asphalt and colour through areas eg Balliol Drive to Oriel Avenue.	
	No one knows how to give way at this intersection - change to a roundabout.	Hinau Street/Collins Avenue
	Poor visibility- put stop signs at intersection with Collins Avenue.	Handyside Street
	Poor visibility - put stop signs at intersection with Collins Avenue.	Coates Street
	Road realignment needed for this intersection.	Raroa Tce/ Mahoe Street
	Roundabout needed.	Main Road/Victory Crescent
	Set of traffic lights necessary to slow the traffic.	Main Road/Surrey Street
	Poor intersection layout.	Ngatittoa/larsen
	Need to use indicator signs.	
	Thirty nine percent of crashes in Tawa involve failing to give way.	
	Better education on roundabouts.	
	Second gear through roundabouts.	
	Teach people not to stop needlessly, maintain speed so that they can go or stop easily.	
	Many drivers wait till roundabout is free of traffic - slows the flow of traffic.	
	Change road entry - different asphalt and colour through areas eg Balliol Drive to Oriel Avenue.	
	No one knows how to give way at this intersection - change to a roundabout.	Hinau St/ Collins Avenue
	Poor visibility- put stop signs at intersection with Collins Avenue.	Handyside Street
Pedestrians		
	Blind rises and bends - Oriel Avenue in particular, unsafe for crossing.	
	Crossings by retirement villages.	
	Should be judder bars before a pedestrian crossing to help slow traffic.	
	All pedestrian lanes that link between streets should be sign posted so that better used.	
	Can not walk to the bus as crossing the road is too dangerous - especially Oriel Avenue.	
	Footpath between 30 Raroa Terrace - crest of hill in Mahoe Street.	
	Needs a crossing point.	Linden School
	More street lighting is needed - end up walking on the road to see properly.	
	Pedestrian crossing is needed - a number of accidents have occurred around the schools.	
	A pedestrian crossing is needed to get to the swimming pool.	Main Road
	A pedestrian crossing is needed outside St Francis Xavier School.	
	A pedestrian crossing is needed at the intersection of McLellan and Main Road.	

Theme	Issue	Location
Cyclists		
	Bike paths.	
	Shared foot/cycle area on the Main Road to make it safe for children.	
	Streets need to be more cycle friendly.	
	Advertise cycle training courses then parents can support it.	
	Need better signage to stop cyclists continuing on to the motorway.	
	Three percent of crashes in Tawa involve cyclists.	
	Bike paths.	
	Shared foot/cycle area on the Main Road to make it safe for children.	
Schools		
	Drop zones.	
	More regular programmes for schools on traffic awareness/ walking to school.	
	Advertise cycle training courses then parents can support it.	
	Can not walk to the bus as crossing the road is too dangerous - especially Oriel Avenue.	
	Education packs for schools, can get their input through the consultation process.	
	Parents who call to kids from across the road, rather than using a crossing.	
	Encourage children to walk to school - will reduce traffic around these times.	
	Pedestrian crossing is needed - a number of accidents have occurred around the schools.	
Night time crashes		
	Needs better road marking - cars often drive down the middle at night.	Collins Avenue
	Needs better road marking - cars often drive down the middle at night.	Woodman Drive
	Street lights are covered by trees.	Lupin Terrace/Spicer Place
	More street lighting is needed - end up walking on the road to see properly.	
	Twenty nine percent of crases in Tawa happen at night.	
Parking		
	All angled parking should be designed to standards used in supermarket carparks.	
	Remove parking next to the crossing on the Main Road (next to the Post Shop).	
	Vertical parking is very narrow on Main Road particularly in front of 330 Main Rd (church), cars are also being parked sideways.	
	Angle of car parks on the Main Road in the centre of Tawa.	
	Yellow lines are on the wrong side of the footpath - outside Tawa Intermediate.	Ranui Terrace
	1800 students arriving and leaving - parking chaos!	Tawa College/Intermediate
	Marking of parking spaces at Hampton Hill school - otherwise backing out in to path of speeding cars.	
	Parking bay is needed for St Francis Xavier School.	
	Angle parking along Main Road causes problems when drivers want to turn right into parks.	Main Road
	Cars park with two wheels on footpath.	
	Cars park on yellow lines around schools.	
	Ngatittoa Street to narrow, cars block visibility.	
	Ten percent of crashes in Tawa involve hitting a parked vehicle.	
General roading issues		
	Public transport incentives.	
	Sun struck roads.	
	Discourage greedy developers who propose unsafe roads.	
	Road widths are too narrow to handle two way traffic.	
	Road surfaces tend to be all sorts - depends on the budget?	
	Traffic from Linden is forced through Tawa as no motorway access exists.	
	Remove bottle necks caused by pedestrians off ramps.	
	Change road entry - different asphalt and colour through areas eg Balliol Drive to Oriel Avenue.	
	Needs better road marking - cars often drive down the middle at night.	Collins Avenue
	Needs better road marking - cars often drive down the middle at night.	Woodman Drive
	Realignment of the street needed.	Beauchamp Street
	Ngatittoa Street to narrow, cars block visibility.	
	Remove or keep low the planting in the middle of the roundabouts.	

Workshop Two

Workshop two was held on 18 September 2003 at the Tawa Committee Rooms. Thirty four 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 for local roads.

These photos show members of the community working with road safety professionals to find solutions to issues raised in the previous workshop.



Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the Tawa 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 Tawa is outlined on the following pages.

Framework for Reducing Crashes in Tawa

from Workshop Two – 18 September 2003

Theme	Road Type	Engineering	Education	Enforcement
Speed				
	Principal	Speed limit signs	Roadside ads	Report speeding drivers
		Roundabouts	Audible speed device	Speed cameras
		Road markings		
		No speed humps		
		More median islands		
		Road narrowing		
	Collector	Better road markings		
		Median strips		
		Speed limit at schools		
		Speed humps - schools/shops		
		Low roundabouts		
	Local	Lower speed limits		
Intersections				
	Principal	Roundabouts to slow the traffic on Main Road	Cutting corners	Largely on the principal road
		Make sure vegetation does not inhibit vision	Compliance with signals	Red light cameras
		A bridge over the rail line -Tawa Junction		
		Rationalisation of pedestrian crossings		
		Priority should be defined at T junctions		
	Collector	Roundabouts - small size	Roundabouts when intersecting with principal roads	Enforcement by police eg.Duncan/Taylor
		Small islands	Road markings - clear at night/bad weather?	
		Channelisation (lighting dependent)		
		Stop and giveaway markings		
	Local Roads	Case by case basis		
Pedestrians				
	Principal	Better planning for pedestrian needs- retirement villages/schools/industrial areas	Alternative routes	
		Continuous footpaths on these main routes	More school patrols - training	
		Better positioned pedestrian crossings	Better "road sense" education	
		Signalised controlled crossings		
		Speed controls - humps, kerb extensions		

Theme	Road Type	Engineering	Education	Enforcement
Cyclists				
	Principal	Middleton Road needs a cycle lane/signs	Need to educate cyclists and drivers with regard to: Roundabouts/intersections	Wearing helmets Giving way to cyclists as you would with other cars
	Collector	A dedicated cycleway could be provided from Oxford Street to Gee Street - only if parking was restricted to one side of the road	Helmets Lights Peripheral vision - children Road rules	
	Local	All roads need cycle signage	Respecting cyclists eg opening doors	
Schools				
	Principal	Install pedestrian crossings and islands Install speed humps Supervised crossings (relevant schools)	Speed Educate at primary school/intermediate Crossing usage Non-marked crossings	Speed cameras WCC-Parkwise
	Collector	Widen roads and footpaths No parking opposite schools Increase drop off zones	Parents and teachers should be role models and educate their children Encourage walking to school Parents should drop off on the school side	
	Local	Fluro green signs and 30km/hr speed limit Tawa Intermediate -The Drive and south of Te Reinga View: these roads need adequate footpaths for students	No parking on yellow lines	
Night				
	Principal	Improve lighting Signage Fewer angled parks - reduces visibility	Driving in dusk Safe parking Wet weather driving	WOF checks Dusk

Theme	Road Type	Engineering	Education	Enforcement
Parking				
	Principal	Need a roundabout at the northern end of the shopping centre to reduce the flow and increase the ability to access carparks	Awareness of cars reversing from angled parks eg reduce speed/warning signs	Proper parking eg outside the 'Pink Pineapple'
		Redesign parks to enable drivers to have a better view of oncoming traffic (without reducing the number of parks available)		Timed parking
				Consistent approach to parking
	Collector	Reduce/eliminate the parking on one side of the road depending on its width	Newspapers	More disabled parking for the number of people who are elderly in Tawa
		Sheltered 'drop off zones' for school pupils	Letter box drops	
		Yellow lines over individual driveways to ensure access	School newsletters	Empowerment of school designates to ensure correct parking
		More off-road parking at sports venues		
General roading				
	Principal	Wheel stops in the angled parks on the main road - cars are put in to the wrong gear and hit pedestrians on the footpath	Education of parking alternatives	No differentiation between short and long term parking
		Redesign the angled parks so that you do not have to back in to the active traffic	Encourage the use of public transport	More visible police presence
		Cover car parks off the Main Road to improve their desirability or covered walkways	General road safety education	Speed cameras
		Planning of safe walkways		Pay attention to the timing of trouble spots eg railway stations, schools, peak hours
		Car park dimensions - allow for 4WDs		
		Use of coloured asphalt		
	Collector	Widen roads	Educate parents about school road matters and consideration	
		Car park entrances adjacent to railway crossings		
		Provisions for mobility scooters		
		Use of more roundabouts		

Road types

Principal Road: Main Road, Tawa

Collector Road: Duncan Street, Oriel Ave, Woodman Drive

Local Roads: Findlay Street, Sunrise Boulevard