



P0111100000

# SaferRoads

## Tawa Consultation Feedback and Implementation Plan

June 2004

**Absolutely**

**POSITIVELY**

ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL

**Wellington**

# Table of Contents

1.	Introduction.....	1
2.	Community Consultation.....	2
3.	Submissions and Additional Road Safety Programmes.....	5
4.	Final Implementation Table.....	23
5.	Programming.....	28
6.	Conclusion .....	29

# 1. Introduction

In 2003 Wellington City Council introduced a road safety project called SaferRoads that aims to **reduce the number of crashes in Wellington City by one third by the year 2010**. The SaferRoads project has been designed so the Council can make a contribution to the Government's Road Safety to 2010 strategy. Wellington is the first city in New Zealand to implement a project that links with this strategy.

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

The Council's previous road accident reduction strategies concentrated on making changes to identified black spots and defined routes. This work is now largely complete. However, analysis from the LTSA confirms that there are still a significant number of 'scattered' accident sites that are more difficult to eliminate. According to overseas research, the most effective way to reduce both concentrated and scattered accidents is by:

- managing traffic on to the right roads so that a safer distribution of traffic is achieved
- managing the speed of traffic so that it circulates more safely
- co-ordinating all work that influences road safety.

To be successful, the SaferRoads Project requires the following critical elements:

- 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.

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

The Implementation Plan outlines the road safety initiatives that will be actioned to reduce crashes in Tawa over the next seven years as part of the SaferRoads project.

## 2. Community Consultation

### Stakeholder Consultation

To begin the stakeholder consultation phase, the SaferRoads team went out into the community and met with local groups to inform them about the project in September 2003.

Meetings were held with stakeholders including:

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

In 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 School
- Tawa College
- St Francis Xavier School

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

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

### Tawa Consultation: 8 March –5 April 2004

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

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

## Tawa Public Meeting

A public meeting to outline the proposed road safety changes for Tawa was held on Tuesday 23 March at the Council Committee Rooms. The meeting was chaired by Councillor Ngaire Best and was attended by Councillors Robert Armstrong, Ian Hutchings, Helen Ritchie and Celia Wade-Brown, Members of the Tawa Community Board and schools also attended. In total over 120 people attended this meeting.

Comments made at the Tawa meeting on the road safety proposal were generally positive and there was a large amount of support for the road safety initiatives, including the introduction of speed limits. Comments were also made regarding minor changes to the proposal, additional streets to be included, and other road safety issues that could be incorporated into the Tawa Implementation Plan.

*The photos below show the Tawa community discussing road safety proposals with Council officers.*



The following key milestones have been completed:

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

## Tawa Submissions

In total 142 formal submissions were received during the consultation period for Tawa. 135 submissions were in general agreement with the SaferRoads Tawa Proposal with some conditions:

- 129 submissions agreed in principle and requested additional changes to the proposal
- 6 submissions were in full agreement, and
- 7 submissions were in opposition to the proposal.

### 3. Submissions and Additional Road Safety Programmes

Submissions were sent by mail and through the electronic submission process via the Wellington City Council website. Formal and informal submissions received have been responded to by council officers and are outlined below. The number of submissions received is indicated in brackets in the table below.

Location	Road safety initiative	Submission	Response
Various sites	57 threshold pavements	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>- The proposed position of coloured thresholds will confuse both pedestrians and motorists as it is perceived as a pedestrian crossing.</li> <li>- If the thresholds are to be painted it must be with non-slip paint.</li> </ul> <p><b>High:</b></p> <ul style="list-style-type: none"> <li>- Support speed reductions in designated local streets. (2)</li> <li>- Support 40km/h and would like to see this introduced to all non-arterial routes across the city. (2)</li> </ul> <p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>- More policing of current speed limit instead of changing it. (5)</li> <li>- Insufficient evidence has been provided to justify 40km/h speed limits and will not make a difference to the number of accidents. (5)</li> <li>- Keep it uniform throughout Wellington and New Zealand. (4)</li> <li>- Making it 40km/h will not slow people down - driver and pedestrian education is what is needed. (3)</li> <li>- Do not penalise drivers who stick to speed limits.</li> <li>- Other initiatives especially enforcement should diminish the need to lower speed limit.</li> <li>- Will cause road rage.</li> <li>- Not justified for a couple of hours a day of peak congestion or school hours.</li> <li>- Modern cars are not built to maintain a low constant speed. (3)</li> <li>- Do not change. (4)</li> </ul>	<p>The coloured threshold will be a non-slip surface and will be away from the junction so it will not to be confused with a crossing facility.</p> <p>Refer to the comments made under the section 'Proposed Speed Reduction' on page 16.</p>
Most residential streets	50km/h to 40km/h		

		<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>– Reduce the speed limit on all roads – this ensures consistency. (4)</li> <li>– Only around schools, play centres and kindergartens. (5)</li> <li>– Roads that are used as through roads need to be retained at 50km/h.</li> <li>– Support 40km/h but would like to see it introduced by neighbourhood and not entire suburb.</li> <li>– Include other streets: Main Road (shopping centre), Duncan Street, Tawa Street, Larsen Crescent, Fyvie Avenue, Oriel Avenue, Kiwi Crescent, Collins Avenue, Willowbank Road and Hinau Street. (44)</li> <li>– Only on roads that are narrow, winding, have poor visibility, are steep, etc. (2)</li> <li>– Only at peak times. (2)</li> </ul>	
Cycle route	Signs and ramps	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>– Should be high priority as a high proportion of cyclists are children.</li> <li>– Cycling promotes health.</li> <li>– Will stop cyclists using footpaths when there are no cycle tracks.</li> </ul> <p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>– Having a gateway here suggests that everything south is not considered part of the ‘safer’ area.</li> </ul>	Agree, the cycle route will be implemented as part of the SaferRoads project.
Main Road - Boscobel Lane	Gateway signs	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>– Having a gateway here suggests that everything south is not considered part of the ‘safer’ area.</li> </ul>	Agree, it is now proposed to locate the gateway signs closer to Willowbank Road.
Main Road – Redwood Avenue	Roundabout	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>– This is a dangerous intersection.</li> <li>– It is almost impossible to turn right into the Main Road at peak times.</li> <li>– Ensure that access to Oriel Avenue is controlled.</li> <li>– Roundabout should be a high priority.</li> <li>– Traffic build-up in Redwood Ave and makes it difficult to merge with south flowing traffic.</li> </ul> <p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>– No to the roundabout, unless it is linked with Dressmart entry/ exit.</li> </ul>	It is planned to install the roundabout as proposed at the intersection. The site adjacent to the intersection is currently up for redevelopment. Discussions with the developer will ensure that the roundabout fits with their proposal.
Main Road - Linden Avenue	Roundabout	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>– No to the roundabout, unless it is linked with Dressmart entry/ exit.</li> </ul>	It is not possible to link the roundabout with the Dressmart driveway.
		<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>– Need to ensure there is a left-hand turn lane, otherwise traffic turning right will build up.</li> </ul>	The proposal to install a roundabout at this intersection is proving to be difficult. It may not be possible to build the roundabout the size shown in the consultation plans. To achieve access to adjacent properties the roundabout will need to be modified. Affected residents will be consulted.

Location	Road safety initiative	Submission	Response
Main Road - Redwood School Main Road - Redwood Park Main Road – St Francis Xavier Main Road – Church Main Road - Grassleas Reserve Main Road – Linden Park	Island threshold Island threshold Island threshold Island threshold Island threshold Island threshold	<b>Opposed:</b> <ul style="list-style-type: none"> <li>– Islands would further restrict the flow of traffic.</li> <li>– Some of the locations seem wrong; some roads seem too narrow to have parking and a centre island.</li> </ul>	Given that there was a level of concern with the vehicle speeds along Main Road, and that it is not possible to install speed humps as requested by some members of the community, it is proposed to reduce travel speeds by narrowing traffic lanes and having a more defined vehicle path.  As a result of discussions during the consultation period some of the islands will be relocated or re-designed to provide pedestrians with better access.
Tawa interchange	100km/h to 50km/h	<b>High:</b> <ul style="list-style-type: none"> <li>– Priority for the Tawa Interchange speed reduction must be high, not medium as proposed - it is a dangerous off-ramp.</li> </ul> <b>Medium:</b> <ul style="list-style-type: none"> <li>– Too dangerous to travel 100km/h. (3)</li> <li>– Well supported and long overdue.</li> </ul> <b>Opposed:</b> <ul style="list-style-type: none"> <li>– Merging traffic with a differential speed is dangerous. (2)</li> <li>– Majority of vehicles do not travel 100km/h around loop but at least they can accelerate.</li> <li>– The reduction in speed will see cars slamming on brakes and causing a back log.</li> </ul>	It is now proposed to reduce the speed on the interchange to 70km/h.
Collins Avenue - Hinau Street	Splitter island and give way	<b>Conditional:</b> <ul style="list-style-type: none"> <li>– 100km/h is too fast but 50km/h is too slow – the Tawa Interchange should be 70km/h. (8)</li> </ul> <b>Conditional:</b> <ul style="list-style-type: none"> <li>– Replace with a roundabout as this area is very busy most days.</li> <li>– Give way markings are well overdue but put in a splitter island only if the kerb extensions are removed.</li> </ul>	The existing kerb extensions and proposed island will help to ensure that pedestrians crossing Hinau Street will only have to cross one lane of traffic.

Location	Road safety initiative	Submission	Response
Findlay Street	3 speed humps	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Speed humps might not be required once roundabout at Main Road and Collins Avenue has been implemented.</li> </ul> <p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Consider the placing of speed humps closer to the corner of Gee Street.</li> </ul>	<p>Because this road is being promoted as a safe cycle route, speed humps are still required for cycle safety. The position of the humps will be reviewed at the time of construction, and directly affected residents will be given an opportunity to comment.</p>
Raroa Terrace	Footpath	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Good but it needs to be extended down the eastern side of Mahoe Street as far as Collins Avenue.</li> </ul>	<p>This extension has been allowed for in the footpath future works programme.</p>
Ranui Terrace - Collins Avenue	Splitter island	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>Welcomed by residents.</li> </ul>	
Coates Street	Speed hump	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>Priority should be high as there is a blind corner to the left of Collins Avenue.</li> </ul>	<p>Priority will be given to this initiative.</p>
Handyside Street	Speed hump	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>Priority should be high as there is a blind corner to right of Collins Avenue.</li> </ul>	<p>Priority will be given to this initiative.</p>
Duncan Street - Tawa Street	Roundabout	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>Priority should be high as it is difficult crossing from Taylor Terrace to Duncan Street.</li> </ul>	<p>Priority will be given to this initiative.</p>
Duncan Street - Tawa College	Gateway	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Unsafe for cyclists and emergency vehicles.</li> </ul>	<p>Allowances will be made for cyclists. Through-lane widths will meet standard best practice.</p>
Duncan Street - Tawa Intermediate	pedestrian crossing		
Stephen Street - Duncan Street	Splitter island and give ways	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Give way markings are needed but a splitter island is a waste of funds as it is a tight corner now.</li> </ul>	<p>Islands will be altered to make them shorter to allow safer turning in this narrow street.</p>

Location	Road safety initiative	Submission	Response
Oxford Street	2 speed humps	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Speed humps should be on Main Road not Oxford Street.</li> </ul> <p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Have two speed humps between Oxford Street and Surrey Street and one south end of Oxford Street</li> <li>Planned speed humps extend to Surrey Street roundabout.</li> <li>Speed is excessive down Oxford Street. Extend speed humps along street. (4)</li> <li>More speed humps are needed in the west carpark on the corner of Oxford and Cambridge Streets.</li> </ul>	<p><b>Response</b></p> <p>Because this road is being promoted as a safe cycle route, speed humps are still required for cycle safety. The position of the humps will be reviewed at the time of construction and directly affected residents will be given an opportunity to comment. The northern section of Oxford Street will be monitored once the cycle-way is installed and humps may be added at a later time if warranted.</p>
Tawa Street	Central island - pedestrian refuge	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Should be moved 20 metres to the west of the railway line without inconveniencing pedestrians.</li> </ul> <p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>This will not solve problem of getting onto Main Road due to volume of traffic.</li> </ul>	<p>The proposed location is the most suitable location.</p>
Fyvie Avenue - Main Road	Splitter island	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>This will not solve problem of getting onto Main Road due to volume of traffic.</li> </ul> <p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>A roundabout would be better than a splitter island.</li> </ul> <p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Add 'No parking' at intersection.</li> </ul> <p><b>Low:</b></p> <ul style="list-style-type: none"> <li>Problem speeders still get a good run up from travelling down hill.</li> </ul> <p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Turriff Crescent/ Fyvie Avenue and St Aidans Way/ Fyvie Avenue should be priority marked ahead of St Aidans Way and Bishop Glen.</li> </ul> <p><b>High:</b></p> <ul style="list-style-type: none"> <li>May slow speeders, but they will still seem to speed up to the hump before hard breaking.</li> </ul> <p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Do not think it will fit as corner is too tight now.</li> </ul> <p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Sunrise Boulevard is narrow and already marked to allow traffic to join southbound traffic and works well.</li> </ul>	<p>While the splitter island will do little to help getting into and out of the Main Road the proposed roundabout at Linden Ave will help.</p> <p>All parking restrictions will be reviewed as part of the implementation of the engineering works.</p> <p>All parking restrictions will be reviewed as part of the implementation of the engineering works.</p> <p>Improved road marking and signage will help to control vehicle speeds.</p> <p>These will be marked with a give way control also.</p> <p>The proposed refuge will not affect through-lane widths nor will it affect turning into and out of Oriel Avenue.</p> <p>The proposed splitter islands will not hinder traffic joining the Main Road but will create a safer junction.</p>
Chester Road - Wilfred Street	Kerb extension and splitter island	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>A roundabout would be better than a splitter island.</li> </ul>	<p>All parking restrictions will be reviewed as part of the implementation of the engineering works.</p>
Kiwi Crescent – Tui Terrace	Splitter island and give way	<p><b>Low:</b></p> <ul style="list-style-type: none"> <li>Add 'No parking' at intersection.</li> </ul>	<p>Improved road marking and signage will help to control vehicle speeds.</p>
Kiwi Crescent – Larsen Crescent	Splitter island and give way and priority	<p><b>Low:</b></p> <ul style="list-style-type: none"> <li>Problem speeders still get a good run up from travelling down hill.</li> </ul>	<p>These will be marked with a give way control also.</p>
Bishops Glen - St Aidans Way	Give way	<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>Turriff Crescent/ Fyvie Avenue and St Aidans Way/ Fyvie Avenue should be priority marked ahead of St Aidans Way and Bishop Glen.</li> </ul>	<p>These will be marked with a give way control also.</p>
Oriel Avenue - Larsen Crescent	Central island - pedestrian refuge	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>May slow speeders, but they will still seem to speed up to the hump before hard breaking.</li> </ul> <p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Do not think it will fit as corner is too tight now.</li> </ul>	<p>The proposed refuge will not affect through-lane widths nor will it affect turning into and out of Oriel Avenue.</p>
Sunrise Boulevard - Main Road	Splitter islands	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>Sunrise Boulevard is narrow and already marked to allow traffic to join southbound traffic and works well.</li> </ul>	<p>The proposed splitter islands will not hinder traffic joining the Main Road but will create a safer junction.</p>

Location	Road safety initiative	Submission	Response
Tawa schools	Safer Routes to School programme	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>- I support the planned education initiatives as I believe ignorance or non-observance of existing road rules especially around intersections is by far the major problem.</li> <li>- Roundabouts are a good idea but need to educate drivers how to use them. (3)</li> <li>- While more roundabouts, speed humps, etc will improve road safety, driver education is less costly and safer.</li> <li>- Encourage schools to develop walking buses to get kids to school safely.</li> <li>- Educate (or re-educate) drivers on how to respond when they are faced with an emergency response vehicle.</li> <li>- College and intermediate students need education in pedestrian crossing etiquette.</li> <li>- Educate drivers on road courtesy and lane merging.</li> <li>- Better driver education by lowering the cost of lessons.</li> <li>- Education is the only real way to get anyone to abide by laws.</li> </ul>	Targeted road safety campaigns will be run in Tawa and citywide, while other campaigns will be run to compliment the engineering works.
Tawa	Roundabout campaign	<ul style="list-style-type: none"> <li>- Roundabouts are a good idea but need to educate drivers how to use them. (3)</li> </ul>	
City wide	Pedestrian awareness campaign	<ul style="list-style-type: none"> <li>- While more roundabouts, speed humps, etc will improve road safety, driver education is less costly and safer.</li> <li>- Encourage schools to develop walking buses to get kids to school safely.</li> </ul>	
City wide	Cycle awareness campaign	<ul style="list-style-type: none"> <li>- Educate (or re-educate) drivers on how to respond when they are faced with an emergency response vehicle.</li> </ul>	
Tawa	Speed limit awareness campaign	<ul style="list-style-type: none"> <li>- Educate drivers on road courtesy and lane merging.</li> <li>- Better driver education by lowering the cost of lessons.</li> <li>- Education is the only real way to get anyone to abide by laws.</li> </ul>	
Main Road	2 speed cameras	<p><b>High:</b></p> <ul style="list-style-type: none"> <li>- Support speed cameras (fixed or mobile), they definitely have a significant beneficial impact on motorist behaviour. (2)</li> <li>- Agree with enforcement, especially a speed camera on Duncan Street.</li> <li>- Speed cameras should act as a deterrent.</li> <li>- Need to be operated on an 'any time' basis.</li> </ul> <p><b>Low:</b></p> <ul style="list-style-type: none"> <li>- Only as a last enforcement action.</li> </ul>	The SaferRoads Steering Committee endorsed the use of speed cameras as a way of reducing average speeds and therefore reducing the number of crashes in the area they are installed. Recent changes to legislation has enabled mobile cameras to be used anywhere at anytime. This change could do away with the need for fixed cameras. Work is still ongoing in this area.
Duncan Street	Speed camera	<p><b>Opposed:</b></p> <ul style="list-style-type: none"> <li>- They are revenue devices. (6)</li> <li>- Usage of speed humps on Main Road and Duncan Street would eliminate the need of fixed cameras.</li> <li>- The position on Main Road would be a waste, with the pedestrian crossings and the roundabout, traffic is sometimes at a standstill.</li> <li>- Spend money on education. (2)</li> </ul>	Discussions are still taking place with the Police and the LTSA on funding and installation requirements. Speed camera installation will not be implemented at the time of the engineering changes.

		<p><b>Conditional:</b></p> <ul style="list-style-type: none"> <li>- Operate them only around 8 – 9am and 3 – 4pm Monday – Friday.</li> <li>- Speed cameras should be considered when residents report speeding along their street.</li> <li>- Speed camera direction appears to only relate to south bound traffic, could it not cover both directions?</li> <li>- Placement of them around the McLellan area instead.</li> <li>- One of permanent speed cameras for Main Road should be a mobile and moved around.</li> </ul>	
--	--	--	--

## General Road Safety Submissions

Road safety initiative	Submission	Response
Kerb Extensions:	<ul style="list-style-type: none"> <li>- Kerb extensions move traffic closer and become dangerous for pedestrians.</li> </ul>	Kerb extensions slow through-traffic and reduce the amount of road the pedestrians have to cross.
Speed Humps:	<ul style="list-style-type: none"> <li>- The road surface should be a coarser chip size than normal, so as to give an audible warning to drivers and riders.</li> <li>- In more residential streets, especially long straight streets.</li> <li>- Speed humps, if too steep, can cause damage to vehicles, and if too low, have no effect.</li> <li>- Put cycle gap in speed hump.</li> </ul>	Speed humps will be designed to standard best practice and will be made suitable for cyclists.
Splitter Islands:	<ul style="list-style-type: none"> <li>- Putting splitter islands along a number of residential back streets will not have an impact on the number of crashes.</li> <li>- Not in favour of concrete obstructions which could cause rather than prevent accidents.</li> <li>- All splitter islands will delay traffic reaching incidents and will be a hazard to emergency response vehicles.</li> <li>- Any road features would impede transport. It should be designed so that it does not prevent transport of over-dimension or overweight loads.</li> <li>- Any installation of speed humps should be postponed indefinitely.</li> <li>- Will increase the likelihood of accidents as it will reduce the room to manoeuvre, and increase frustration.</li> </ul>	See response above.

## Additional Road Safety Changes

Through the SaferRoads formal consultation period, additional road safety changes and suggestions were noted.

Location	Road safety initiative	Response
Boscobel Lane	<ul style="list-style-type: none"> <li>Reduce flush median and mark cycle lane.</li> </ul>	<p>There is not sufficient width to allow a cycle lane and marked turning lanes. It is proposed however to re-mark the road to better cater for cyclists.</p> <p>We are currently working with Tawa School, and looking at better ways to improve the pedestrian facility on Cambridge Street.</p>
Cambridge Street:	<ul style="list-style-type: none"> <li>Traffic calming measures</li> <li>Pedestrian crossing</li> </ul>	<p>We are currently working with Tawa School, and looking at better ways to improve the pedestrian facility on Cambridge Street.</p>
Chester Road and Wilfred Street:	<ul style="list-style-type: none"> <li>'No parking' is needed as this is a very dangerous blind corner.</li> <li>Confusing signage at intersection.</li> <li>Intersection needs improvement. (2)</li> </ul>	<p>It is proposed to undertake improvements at this intersection and to review the parking restrictions.</p>
Collins Avenue:	<ul style="list-style-type: none"> <li>The bridge is blocking visibility when turning right from Beauchamp Street.</li> <li>Speed reduction. (3)</li> <li>With Findlay Terrace, footpath extension is too wide. Cars cannot get past and this causes a long delay. (2)</li> <li>Pedestrian crossing. (3)</li> </ul>	<p>The bridge is a known problem which is very expensive problem to resolve, it is therefore not proposed to alter the bridge at this stage.</p>
Fyvie Avenue:	<ul style="list-style-type: none"> <li>Difficult right turn onto Main Road as poor visibility.</li> </ul>	<p>This is proposed to re-mark the Main Road to allow more effective turning into and out of Fyvie Avenue.</p>
Hinau Street:	<ul style="list-style-type: none"> <li>Make Hinau Street and Collins Avenue two lanes as this would reduce queues when the rail barrier comes down.</li> <li>Speed humps to slow traffic. (4)</li> <li>Shift footpath back from the kerb as this will increase pedestrian safety.</li> <li>Speed camera.</li> <li>It's a race track because both sides are utilised for commuter parking.</li> </ul>	<p>The kerb extensions improve the safety of the pedestrian crossing. As this is a collector road, speed humps are not possible. The road will be marked with a centreline and edgelines to better define the road and help reduce vehicle speeds.</p>
Larsen Crescent:	<ul style="list-style-type: none"> <li>'No parking' restrictions.</li> <li>Intersection requires a clearly defined give way sign and better visibility around island.</li> <li>Speed reduction. (2)</li> </ul>	<p>A review of all parking restrictions will be undertaken once intersections have been altered.</p>
Lincoln Avenue:	<ul style="list-style-type: none"> <li>No parking restrictions. (4)</li> <li>Speed reduction.</li> <li>Pedestrian crossing.</li> </ul>	<p>Parking restrictions will be reviewed. Lincoln Ave is a street with a proposed speed limit of 40km/h. It is not proposed to install a pedestrian crossing.</p>
Linden Avenue:	<ul style="list-style-type: none"> <li>Where is the cyclist provision on the Main Road?</li> <li>Planting at pedestrian cribs obstructs the view of approaching trains for children.</li> </ul>	<p>The proposed roundabout will be designed to allow for cyclist use. The Council's Parks Unit has been made aware of the potential hazard associated with planting at the railway crossing.</p>

Location	Road safety initiative	Response
Main Road:	<ul style="list-style-type: none"> <li>- Angle car parking – the present system is dangerous. (7)</li> <li>- Encourage parking at rear of shops with access through Lotto shop</li> <li>- More car parking.</li> <li>- Cycle route through the Main Road.</li> <li>- Remove or reduce centre painted island and reduce angle car parks.</li> <li>- Disabled parking – there are no disability car parks available near the two chemists.</li> <li>- Increase speed limit to 70km/h.</li> <li>- Limit parking outside St Francis Xavier School.</li> <li>- Median from Cambridge Street to Essex Street to prevent cars crossing road for parking.</li> <li>- Pedestrian verge or refuge.</li> <li>- Bus stop needs moving south of the pedestrian crossing.</li> <li>- Road markings draw north bound traffic too close to parked cars.</li> <li>- Speed humps. (3)</li> <li>- Intersection with Victory Crescent is difficult to get out of with volume of traffic and blind corners.</li> <li>- Intersection with Surrey Street needs improvement. Overgrown vegetation and give way lines are painted too far back.</li> <li>- Dressmart entry/ exit causing delays. (3)</li> <li>- Roundabout with The Drive provides poor visibility when trying to cross the road.</li> <li>- Roundabout with The Drive needs speed humps to slow traffic.</li> </ul>	<p>The angle parking won't be changed. However the road will be re-marked to give more room to manoeuvre.</p> <p>An alternative cycleway via Findlay/Oxford street is proposed. Parking will be reviewed outside St Francis Xavier School. There will be no speed humps on the Main Road. However vehicles will be slowed with islands, signs and roadmarking changes.</p> <p>Discussions will be held with DressMart and the developers of the site opposite Redwood Avenue to see what can be done to improve traffic flow.</p>
Olivia Crescent:	<ul style="list-style-type: none"> <li>- The speed hump limits view down Hampton Hill Road – can the road be re-contoured?</li> <li>- House on corner with red roof needs to remove vegetation off road.</li> </ul>	<p>Changes to the road alignment are expensive and are unfortunately not included in this project. Vegetation will be trimmed and removed where possible.</p>
Oriel Avenue:	<ul style="list-style-type: none"> <li>- Speed restriction. (2)</li> <li>- Paint white centre median.</li> <li>- Street is narrow, do not see how island could fit there.</li> <li>- Speed humps.</li> <li>- Pedestrian refuge. (2)</li> <li>- With Larsen Cres – blind spot between humps, could road be re-contoured to improve visibility?</li> </ul>	<p>The speed limit is proposed to remain at 50km/hr. There will be improved roadmarkings and pedestrian refuges will be looked at as part of the Redwood Safer Routes to School programme.</p>
Oxford Street:	<ul style="list-style-type: none"> <li>- No parking restriction.</li> <li>- It is unwise to have an uncontrolled intersection on a cycle route which will be used by children who do not necessarily know the right-hand give way rule</li> <li>- Speed humps – need to be extended further down Oxford Street. (6)</li> </ul>	<p>No parking restrictions will be included over vehicle entrance ways close to the school and other areas where there is a high demand on parking.</p> <p>The uncontrolled intersection will be replaced with a give way control. The need for speed humps at the north end of Oxford Street will be reviewed and they may be added at a later stage.</p>

Location	Road safety initiative	Response
Pembroke Street:	<ul style="list-style-type: none"> <li>- 'No parking' restrictions.</li> </ul>	The need for 'no parking' restrictions will be reviewed through the Safer Routes to School programme
Peterhouse Street:	<ul style="list-style-type: none"> <li>- Lighting – better lighting at the island as it is a sharp bend.</li> <li>- Vegetation from the garden on the corner restricts visibility.</li> </ul>	Lighting will be improved at the bend and vegetation trimmed and removed where possible.
Peterhouse Street:	<ul style="list-style-type: none"> <li>- Lighting – better lighting at island as it is a sharp bend.</li> <li>- Vegetation from the garden on the corner restricts visibility.</li> </ul>	Lighting will be improved. The Council's Parks Unit has been made aware of the hazard.
Railway Crossing:	<ul style="list-style-type: none"> <li>- Speed humps – ensures vehicles cannot speed over the crossing when the barrier is coming down.</li> <li>- Paint yellow diagonal lines and educate people that they cannot enter until crossing is clear.</li> </ul>	Speed humps are not proposed at the railway crossing however yellow lines will be reinstated.
Ranui Terrace:	<ul style="list-style-type: none"> <li>- Lighting to subway behind Tawa College and Intermediate still needs attention.</li> <li>- Broken yellow lines have not been re-instated back to Matai Terrace.</li> </ul>	Arrangements have been made to fix the lighting, and to reinstate the broken yellow lines.
Redwood Avenue:	<ul style="list-style-type: none"> <li>- Intersection at Pembroke Street requires give way signs. (2)</li> <li>- Mark the access with Main Road, 'no right turn' and make more definite car refuge space for cars turning right from carpark and heading north.</li> </ul>	A give way at Pembroke Street will be included. It is not proposed to ban any turns.
Spicer Place:	<ul style="list-style-type: none"> <li>- Improve entrance from Spicer Place through the reserve at the back of the school.</li> </ul>	It is not proposed to improve access as part of the SaferRoads project.
St Aidans Way:	<ul style="list-style-type: none"> <li>- Needs a give way control with Fyvie Avenue.</li> </ul>	Agree.
Stephen Street:	<ul style="list-style-type: none"> <li>- With Duncan Street – concern over driveway access.</li> </ul>	The island will be modified to allow better driveway access.
Surrey Street	<ul style="list-style-type: none"> <li>- Right turning traffic onto Main Road has no visibility – give way lines need shifting with vegetation trimmed.</li> </ul>	It is proposed to re-mark this intersection.
Takapu Street:	<ul style="list-style-type: none"> <li>- Over railway bridge needs barriers.</li> <li>- Intersection with Bing Lucas Drive needs to be included in safety proposals.</li> </ul>	This is not proposed to alter the bridge. Bing Lucas Drive intersection will be reviewed as part of the Grenada North Safety Review.
Taylor Terrace:	<ul style="list-style-type: none"> <li>- Removal of grass berms to increase parking.</li> <li>- Speed humps.</li> </ul>	It is not proposed to increase parking through this programme.
Tawa Interchange:	<ul style="list-style-type: none"> <li>- Needs better signage.</li> </ul>	Transit New Zealand has been advised of the request.
The Drive:	<ul style="list-style-type: none"> <li>- 'No parking' restriction.</li> </ul>	Parking restrictions will be reviewed.
Victory Crescent:	<ul style="list-style-type: none"> <li>- Intersection with St Aidans Way requires a narrow island divide.</li> <li>- Speed camera.</li> </ul>	An island will be included in the Works programme. A permanent speed camera is not proposed.
Willowbank Road:	<ul style="list-style-type: none"> <li>- 4-way intersection needs engineering improvement.</li> <li>- Speed reduction.</li> <li>- Is being overlooked in the SaferRoads project.</li> </ul>	Given the narrowness and volume of traffic along Willowbank Road it is difficult to make further improvements. The Northern Growth Management Plan identifies the intersection as needing major work.
Woodman Drive:	<ul style="list-style-type: none"> <li>- Traffic calming (2).</li> <li>- Speed humps (2).</li> <li>- Pedestrian crossing.</li> </ul>	As this is a collector road speed humps are not possible. The road will be marked with a centreline and edgelines to better define the road and reduce vehicle speeds.
Redwood School:	<ul style="list-style-type: none"> <li>- Consult with church the use of carpark for parents</li> </ul>	This is being worked through as part of Redwood School's Safer Routes to School programme.

Location	Road safety initiative	Response
St Francis Xavier School:	<ul style="list-style-type: none"> <li>- Pedestrian crossing outside school. (2)</li> <li>- Parking restriction outside school as business people park there all day.</li> <li>- Speed humps along Main Road to slow traffic going past school.</li> <li>- Maintain alley-way between school and squash club.</li> </ul>	A car pedestrian facility is being provided. The parking restrictions will be reviewed. It is not feasible to install speed humps along the Main Road.
Tawa Schools:	<ul style="list-style-type: none"> <li>- Slow zones around all schools at pick-up and drop-off peak times. (3)</li> <li>- Main Road to have controlled crossings.</li> </ul>	We are currently working with the schools to identify their requirements.
Tawa College:	<ul style="list-style-type: none"> <li>- Parking one side only outside of Tawa College.</li> <li>- Pedestrian crossing outside Tawa College – closest crossing is half kilometre away.</li> <li>- No parking restrictions outside of Tawa College.</li> </ul>	A pedestrian crossing is being provided at the northern boundary of the College. Parking restrictions will be reviewed.
Tawa Intermediate:	<ul style="list-style-type: none"> <li>- Many Intermediate students need to be educated about cycling and walking.</li> </ul>	Discussions will take place with the staff of the Intermediate School with a view towards providing training.
Cycle Lanes:	<ul style="list-style-type: none"> <li>- Mark cycle lanes to narrow the road which will have double benefit – slow traffic speed as well as improving cyclists safety</li> </ul>	Agree, this is proposed.
Enforcement:	<ul style="list-style-type: none"> <li>- Ticket slow or erratic drivers as they cause frustration and are dangerous.</li> </ul>	Agree.
Footpaths:	<ul style="list-style-type: none"> <li>- It would be good to have footpaths down both sides of roads, particularly the main and collector roads.</li> <li>- People park on footpaths and parents with buggies cannot get past.</li> </ul>	The Council is currently working towards having at least one footpath on every road in the city. It is proposed to increase the level of enforcement of footpath parking.
Parking:	<ul style="list-style-type: none"> <li>- Where roads are not wide enough for four cars abreast, restrict them to one side of parking only</li> </ul>	This is proposed on some roads.
Roundabouts:	<ul style="list-style-type: none"> <li>- Planting – critical planting at all intersections should be kept low to enable drivers to see indicator lights.</li> </ul>	Agree.
Signs:	<ul style="list-style-type: none"> <li>- There are too many signs warning of speed kills – people just switch off.</li> <li>- Replace speed signs with day-glow yellow ones so people can see them clearly.</li> </ul>	Speed signs must be shown in the same form as those currently used throughout New Zealand.

## Proposed Speed Reduction

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

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

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

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

### Consultation

- 7.1(1) Before setting a speed limit, or designating or changing an urban traffic area, a road controlling authority must consult with persons that may be affected by the proposed speed limit, in accordance with this section, unless *section 4*, *section 5* or *section 10* applies.
- 7.1(2) The persons that must be consulted in accordance with *7.1(1)* are:
- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and
  - (b) a territorial authority that is affected by the existing or proposed speed limit; and
  - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit; and
  - (d) the Commissioner; and
  - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated; and
  - (f) the Chief Executive Officer of the Road Transport Forum New Zealand; and
  - (g) any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and
  - (h) the Director.
- 7.1(3) A road controlling authority must consult by writing to the persons in *7.1(2)* advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal.

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

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

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

## Splitter Islands

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

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

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

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

## Collector Routes

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

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

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

## Safer Routes to School

Three schools in Tawa are participating in Safer Routes to School. They are Redwood School, Hampton Hill School and Tawa School.

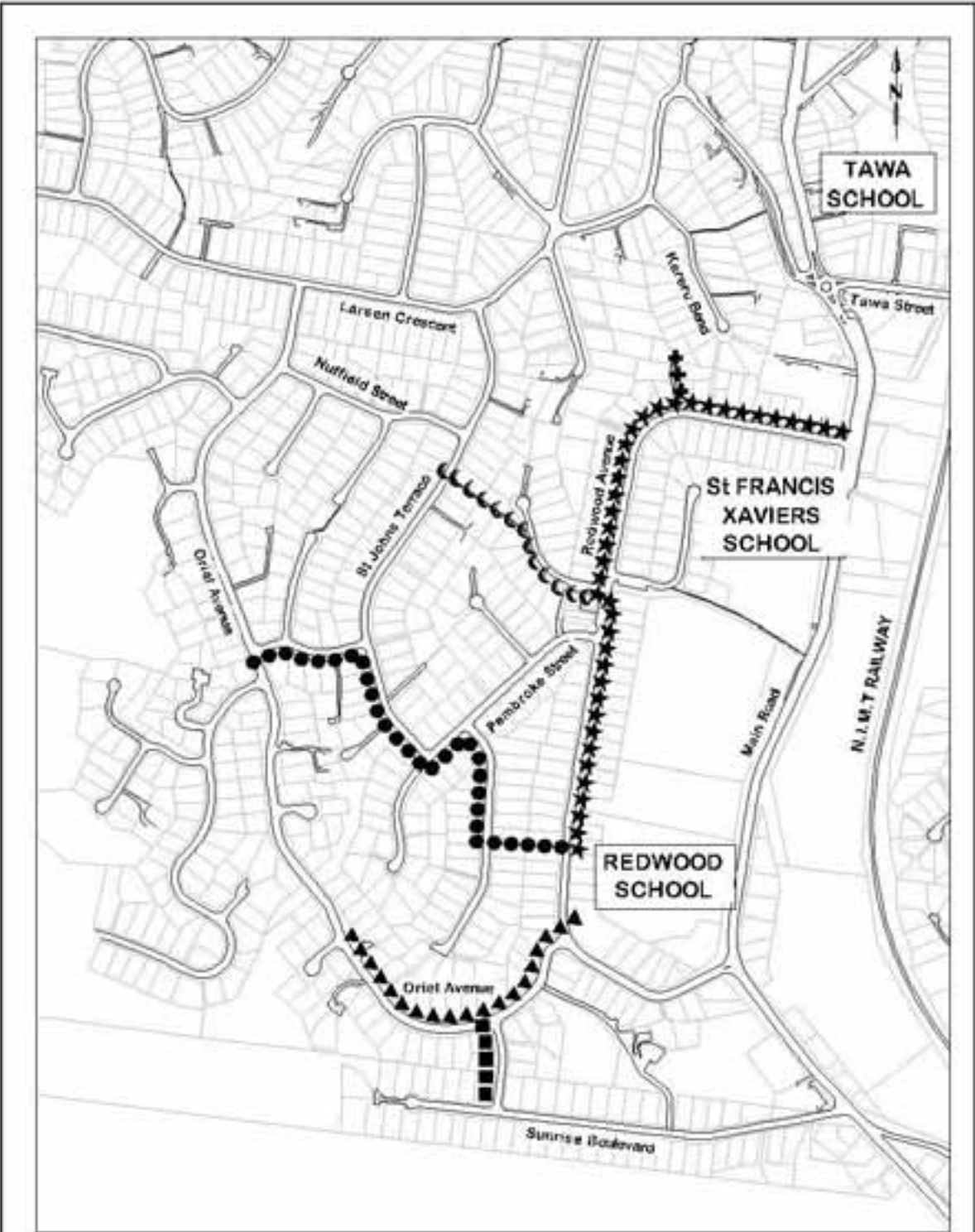
Meetings have been held with each school to develop the Safer Routes programme. Final proposals are in the process of being approved by the schools. Our aim is to walk all the routes for each school by the end the second term, then early in the third term (July/August) the final action plan meetings will be held with each school.

Once approval from the school community has been received, construction on physical measures will begin and it is planned to be completed by November 2004. The encouragement and education components of Safer Routes will commence in the third term and will be an ongoing programme.

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

Maps showing Safer Routes for each school follow.

**Redwood School**

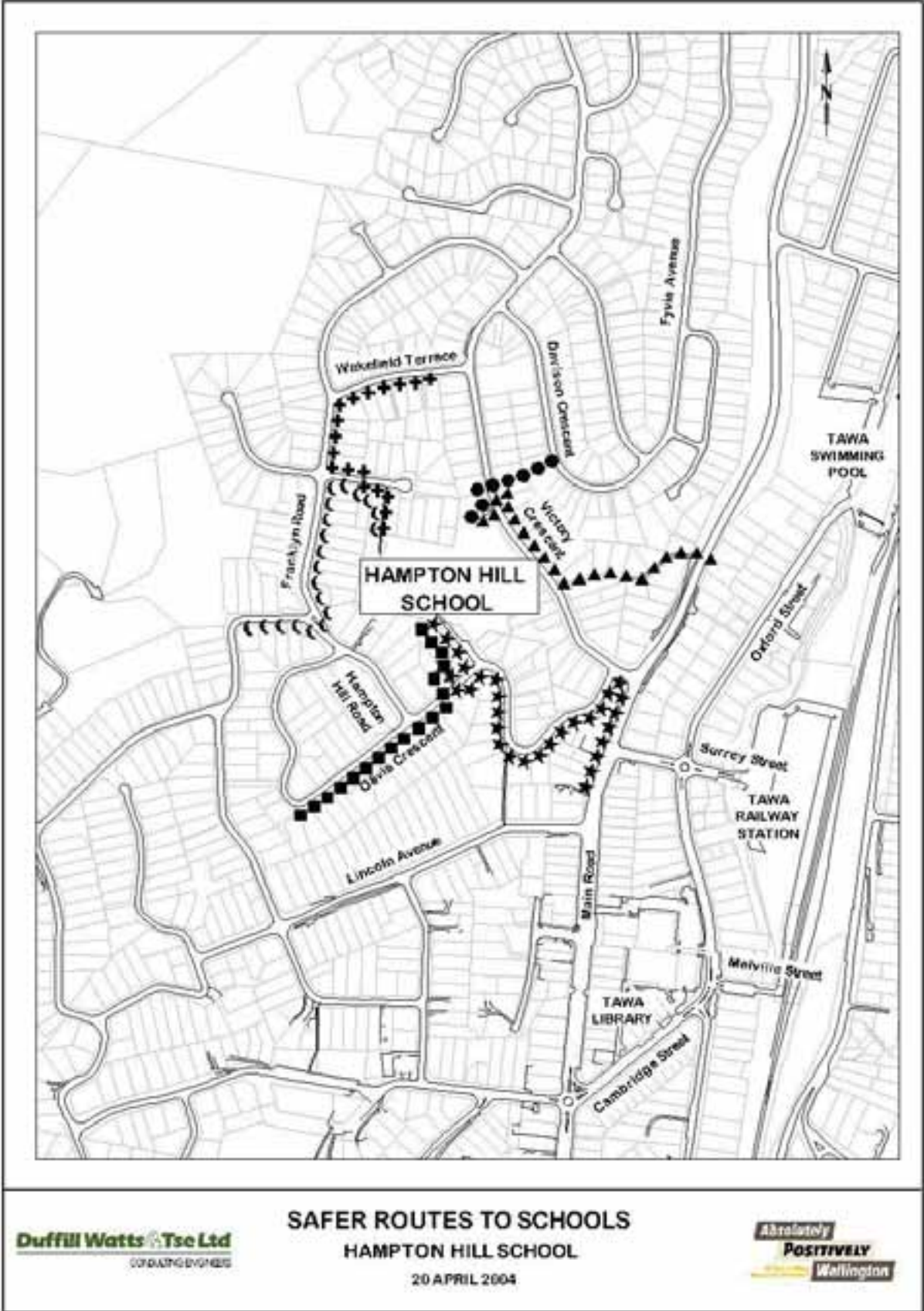


**Duffill Watts & Tse Ltd**  
CORPORATE CONSULTANTS

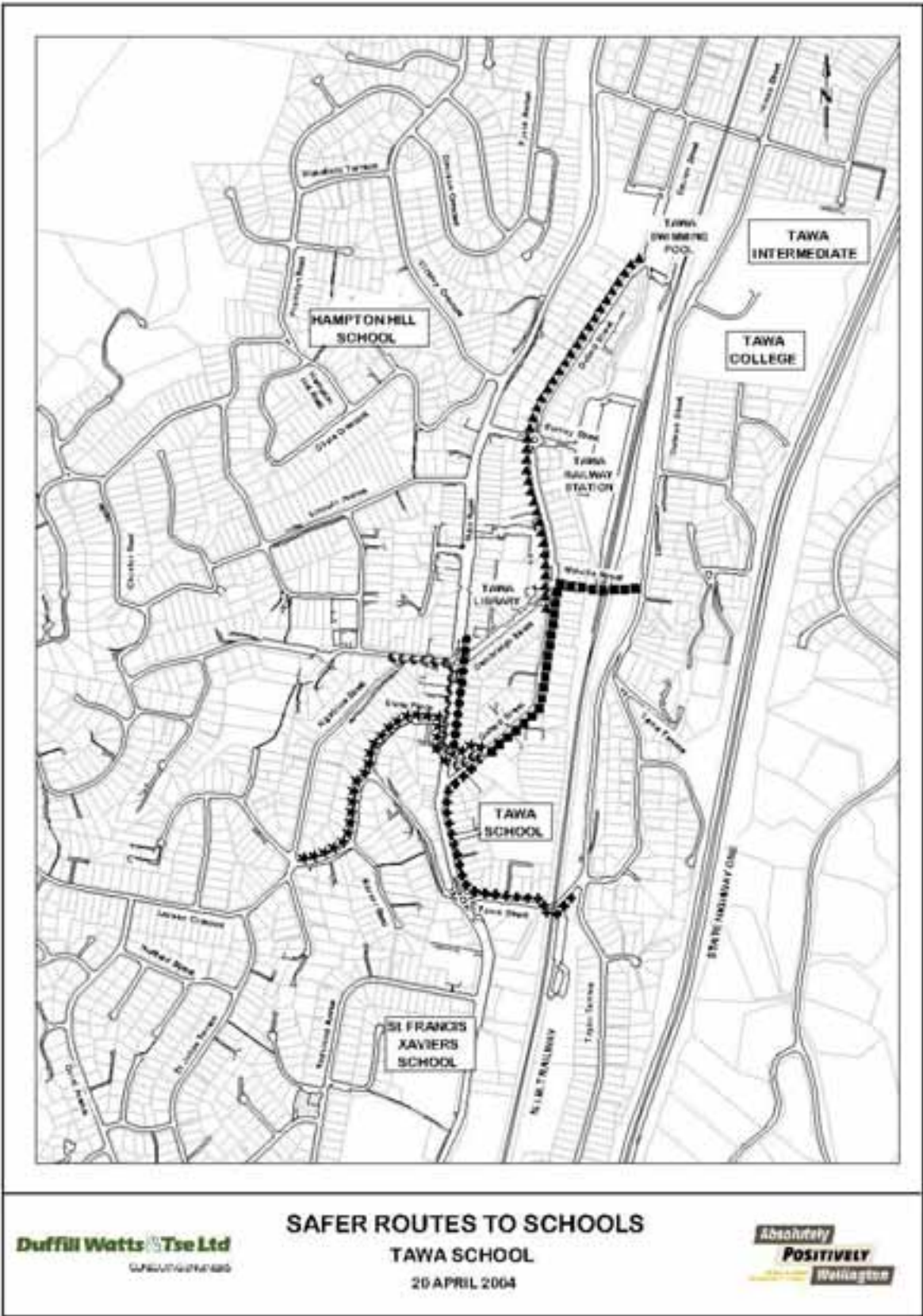
**SAFER ROUTES TO SCHOOLS**  
**REDWOOD SCHOOL**  
1 JUNE 2004

**Absolutely POSITIVELY**  
Wellington

Hampton School



Tawa School



## **Roundabout Education Campaigns**

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

## **Cycleway Education Campaigns**

On completion of the alternative cycleway along Findlay Street, Beauchamp Street and Oxford Street, a campaign will be run to raise awareness of this as an alternative to the main road for cyclists. This awareness campaign is likely to begin in September/October 2004.

## **Speed Limit Change Education Campaigns**

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

## **Tawa College**

Many submitters stated that the problems around Tawa College and Duncan Street are caused by the students themselves. It is proposed to work with College staff and students to identify programmes that will educate them about appropriate behaviour needed by pedestrians and motorists. This programme of work will commence in July 2004.

## 4. Final Implementation Table

**Note:** text in bold refers to changes made to the draft implementation plan outlined in the Tawa Proposal.

Engineering				
Safer Roads Construction - Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Various sites – see map for locations	57 threshold pavements (colour road surfacing)	High	\$48,450	Sept - Nov 04
Most residential streets	50 km/h to 40 km/h speed reduction	High	\$27,000	April - Jun 05
Main Road - Boscobel Lane	Gateway signs ( <b>new locations proposed</b> )	High	\$5,000	Sept - Nov 04
Main Road - Rembrandt Avenue	Gateway sign	High	\$2,500	July - Sept 04
Main Road - Linden Avenue	Roundabout ( <b>design requires modifications</b> )	High	\$75,000	Sept - Nov 04
Main Road	Adjust priority definition (roadmarkings)	High	\$42,000	July - Sept 04
Main Road - Redwood Avenue	Roundabout ( <b>liaise with Dressmart developer</b> )	<b>High</b>	\$32,000	Sept - Nov 04
Main Road - Redwood School	Island threshold ( <b>alteration to islands</b> )	High	\$7,500	Sept - Nov 04
Main Road - Redwood Park	Island threshold ( <b>alteration to islands</b> )	High	\$7,000	Sept - Nov 04
Main Road - St Francis Xavier	Island threshold ( <b>alteration to islands</b> )	High	\$9,500	Sept - Nov 04
Main Road - Church	Island threshold ( <b>alteration to islands</b> )	High	\$8,500	Sept - Nov 04
Main Road - Grasslees Reserve	Island threshold ( <b>alteration to islands</b> )	High	\$7,000	Sept - Nov 04
Main Road - Linden Park	Island threshold ( <b>alteration to islands</b> )	High	\$15,000	Sept - Nov 04
Collins Avenue - Hinau Street	Splitter island and give way	High	\$1,600	Sept - Nov 04
Findlay Terrace	3 speed humps ( <b>re-assess locations</b> )	High	\$10,800	Sept - Nov 04
Gee Street - Main Road	Splitter island and give way	High	\$2,000	July - Sept 04
Woodman Drive	Gateway signs	High	\$5,000	July - Sept 04
Mahoe Street - Collins Avenue	Splitter island	High	\$1,700	July - Sept 04
Collins Avenue	4 flush medians and right-turn bays	High	\$14,000	July - Sept 04
Ranui Terrace - Collins Avenue	Splitter island	High	\$2,200	July - Sept 04
Beauchamp Street - McLellan Street	Splitter island	High	\$1,700	July - Sept 04
McLellan Street - Duncan Street	Roundabout	High	\$55,000	July - Sept 04
Duncan Street - Tawa College	Gateway ( <b>allowance for cyclists</b> )	High	\$5,000	Sept - Nov 04
Duncan Street - Tawa Intermediate	Gateway and pedestrian crossing ( <b>allowance for cyclists</b> )	High	\$16,000	Sept - Nov 04
Oxford Street	2 speed humps ( <b>re-assess Locations</b> )	High	\$7,500	Sept - Nov 04
Oxford Terrace - Main Road	Splitter islands	High	\$2,200	July - Sept 04
Fyvie Avenue - Main Road	Splitter island	High	\$1,700	Sept - Nov 04

## Engineering (continued)

SaferRoads Construction - Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Victory Crescent - Davidson Crescent	Splitter islands, give way and priority	High	\$2,100	July - Sept 04
Wakefield Terrace - Victory Crescent	Splitter island and give way	High	\$2,100	July - Sept 04
Chester Road - Hampton Hill Road	Splitter island, give way and priority	High	\$18,000	July - Sept 04
Chester Road - Wilfred Street	Kerb extension and splitter island ( <b>review parking</b> )	High	\$16,500	Sept - Nov 04
Woodstock Terrace - Chester Road	Splitter island and give way	High	\$2,100	July - Sept 04
Chester Road - Lyndhurst Road	Splitter island	High	\$1,700	July - Sept 04
Kiwi Crescent - Chester Road	Splitter island and give way	High	\$2,000	July - Sept 04
Kiwi Crescent - Tui Terrace	Splitter island and give way ( <b>review parking</b> )	High	\$2,000	Sept - Nov 04
Kiwi Crescent - Larsen Crescent	Splitter island, give way and priority	High	\$1,800	Sept - Nov 04
Larsen Crescent - The Drive	Kerb extension and splitter islands	High	\$7,500	Sept - Nov 04
Hampton Hill Road - Victory Crescent	Splitter island and give way	High	\$2,000	July - Sept 04
Rimu Street - Hampton Hill Road	Splitter island and give way	High	\$1,300	July - Sept 04
Hampton Hill Road - Olivia Crescent	Splitter island, give way and priority	High	\$2,200	July - Sept 04
Oriel Avenue - Redwood Avenue	Splitter island	High	\$3,500	Sept - Nov 04
Redwood Avenue	2 speed humps	High	\$7,500	July - Sept 04
Sunrise Boulevard - Main Road	Splitter islands	High	\$3,000	Sept - Nov 04
Redwood Ave - Main Road	Splitter islands	High	\$1,700	July - Sept 04
Bede Grove - Oriel Place	Give way marking and sign	Medium	\$350	July - Sept 04
Franklin Road - Wakefield Terrace	Give way marking and sign	Medium	\$350	July - Sept 04
Kowhai Street - Ranui Terrace	Give way marking and sign	Medium	\$350	July - Sept 04
Larsen Crescent - Huia Street	Give way marking and sign	Medium	\$350	July - Sept 04
Sunrise Boulevard - Bede Grove	Give way marking and sign	Medium	\$350	July - Sept 04
Victory Crescent - Turkington Street	Give way marking and sign	Medium	\$350	July - Sept 04
Tawa interchange	<b>100 km/h to 70 km/h speed reduction</b>	<b>High</b>	\$1,500	Sept - Nov 04
Beauchamp Street - Collins Avenue	Splitter island	Medium	\$1,700	July - Sept 04
Findlay Terrace - Collins Avenue	Splitter island	Medium	\$1,700	July - Sept 04
Woodman Drive	Edge and centrelines	Medium	\$1,000	July - Sept 04
Raroa Terrace	Footpath ( <b>additional extension in future</b> )	Medium	\$20,000	Sept - Nov 04
Raroa Terrace	School crossing	Medium	\$12,000	July - Sept 04
Raroa Terrace - Mahoe Street	Splitter islands	Medium	\$5,100	July - Sept 04
Handyside Street - Mexted Terrace	Splitter island, give way and priority	Medium	\$2,200	July - Sept 04
Mexted Terrace - Coates Street	Splitter islands	Medium	\$2,700	July - Sept 04
Coates Street	Speed hump	<b>High</b>	\$3,500	July - Sept 04
Handyside Street	Speed hump	<b>High</b>	\$3,500	July - Sept 04

## Engineering (continued)

SaferRoads Construction - Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Coates Street	Speed hump	Medium	\$3,500	July - Sept 04
Tremewan Street	Speed hump	Medium	\$3,500	July - Sept 04
Tremewan Street	Speed hump	Medium	\$3,500	July - Sept 04
McLellan Street - Ranui Terrace	Splitter island, give ways and priority	Medium	\$1,700	July - Sept 04
Duncan Street - Tawa Street	Roundabout	<b>High</b>	\$40,000	July - Sept 04
Stephen Street - Duncan Street	<b>Small island, pedestrian refuge and give way</b>	Medium	\$2,000	Sept - Nov 04
Tawa Street	Central island - pedestrian refuge	Medium	\$3,000	Sept - Nov 04
Westhaven Drive - Chester Road	Give way	Medium	\$400	July - Sept 04
Davidson Crescent	2 speed hump	Medium	\$7,500	July - Sept 04
Victory Crescent	Slow zone paving	Medium	\$3,500	July - Sept 04
Oriel Avenue - Larsen Crescent	Central island - pedestrian refuge	Medium	\$3,500	Sept - Nov 04
Bishops Glen - St Aidans Way	Give way	<b>Medium</b>	\$500	Sept - Nov 04
<b>Fyvie Avenue - St Aidans Way</b>	Give way - (additional request)	Medium	\$500	Sept - Nov 04
<b>Turiff Crescent - Fyvie Avenue</b>	Give way - (additional request)	Medium	\$500	Sept - Nov 04
Various sites	Improve street lighting	High	\$40,000	Sept - Nov 04
Additional Items to be finalised	Further details available on completion of Safer Routes to School surveys	High	\$50,000	Sept - Nov 04

SaferRoads Footpath Extensions	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Kowhai Street	Extend footpath Kowhai Street / Hinau Street	High	\$32,500	July - Sept 04
The Drive	Extend footpath Kereru bend to Te Reinga	High	\$50,000	July - Sept 04

SaferRoads Cycle Network Improvements	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Cycle route	Signs, ramps and road markings	Medium	\$30,000	Aug - Nov 04

SaferRoads Minor Safety Projects	Road Safety Initiative	Reviewed Priority	Rough Order Cost Estimate	Proposed Implementation Construction
Collins Avenue	East of Coates Street - pedestrian crossing improvement	High	\$18,000	Sept - Nov 04
Hinau Street	North of Kowhai Street - pedestrian crossing improvement	High	\$20,000	Sept - Nov 04
Redwood Avenue	North of Lane Crescent - pedestrian crossing improvement	High	\$20,000	Sept - Nov 04
Oxford Street	North-east Main Road - kerb extension	High	\$18,000	Sept - Nov 04

Safer Roads Traffic Calming Projects	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Construction Date
Ranui Terrace	(Calming measures adjacent to Linden School)	High	\$12,000	Sept - Nov 04

Safer Roads Roadside Parking Improvements	Road Safety Initiative	Reviewed Priority	Rough Order Cost Estimate	Proposed Implementation Construction
Essex Street	Provision of additional car parks	High	\$12,000	Sept - Nov 04
Oxford Street	Provision of additional car parks	High	\$22,000	Sept - Nov 04

## Education

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Tawa schools	Safer Routes to School programme	High	\$30,000	Aug 04 - ongoing
Tawa area	Roundabout Campaign	High	\$5,000	Aug -Nov 04
City wide	Pedestrian Awareness Campaign	High	\$1,000	Sept - Oct 04
City wide	Cycle Awareness Campaign	Medium	\$1,000	Sept - Oct 04
Tawa area	Speed Limit Awareness Campaign	High	\$15,000	April - June 04

Enforcement				
Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Main Road	2 Speed cameras	High	\$90,000	April 05 - Jun 05
Duncan Street	Speed camera	High	\$45,000	July 04 - ongoing
All roads in Tawa	Targeted road policing	High	N/A	July 04 - ongoing
Increased Parking Enforcement	Parking Enforcement	High	\$ 26,000.	July 04 - ongoing

Please refer to the SaferRoads Tawa Technical Report which is available on the Council website at [www.Wellington.govt.nz](http://www.Wellington.govt.nz) for more detailed information.

## 5. Programming

Physical construction in Tawa will be carried out by Works Infrastructure Ltd under the direction and supervision of Duffill Watts & Tse Ltd. It is expected that physical construction will commence in early July 2004.

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

Craig Mason  
Construction Project Manager  
Phone: 04 801 3482  
Email: [craig.mason@wcc.govt.nz](mailto:craig.mason@wcc.govt.nz)

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

Paul Barker  
Senior Road Safety Engineer  
Phone: 04 801 3266  
Email: [paul.barker@wcc.govt.nz](mailto:paul.barker@wcc.govt.nz)

Information on the Safer Routes to School programme, please contact:

Cristina Van Dam  
Road Safety Coordinator  
Phone: 04 801 3251  
Email: [cristina.van.dam@wcc.govt.nz](mailto:cristina.van.dam@wcc.govt.nz)

### **Budget**

It is estimated that the total expenditure for Tawa SaferRoads and associated projects is \$1,376,950.00

## 6. Conclusion

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

- lowering the speed limit to 40km/h on most residential streets
- lowering the speed limit to 70km/h on the Tawa interchange
- installing traffic features as listed in the implementation table
- increased speed enforcement including the installation of speed cameras and targeted road policing
- increasing parking enforcement
- implementing school and community education campaigns about road safety and the dangers of excessive speed.

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

Funding for the implementation of this work is subject to Annual Plan approval but is anticipated to be available on the 1st July 2004.