

# SaferRoads Tawa Proposal

Consultation Period: 8 March – 5 April 2004

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



## A word from Councillor Hutchings

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



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

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

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

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

### Ian Hutchings

Chair, City Infrastructure Committee  
Wellington City Council

### Land Transport Safety Authority

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

Demetra Kennedy  
Regional Manager

### Greater Wellington Regional Council

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

Dave Watson  
Divisional Manager of Transport

### New Zealand Police

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

Inspector Allan Boreham  
Road Policing Manager

### Transit New Zealand

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

Brian Hasell  
Regional Manager

### Transfund New Zealand

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

Ian Hunter  
Regional Manager



## Background



## Background to SaferRoads

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

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

## Consultation

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

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

A formal consultation period will run from 8 March – 5 April 2004. During this time the Council will be accepting submissions from the public – see the form on the back of this booklet for further information. A community meeting will also be held to provide information about the proposed road safety changes:

**SaferRoads Tawa meeting  
Tuesday 23 March at 7pm  
Council Committee Rooms  
5 Cambridge Street  
Tawa**

## Proposal

Research shows that lowering average speeds reduces the number of crashes that occur and the severity of crashes that do happen. The proposed approach for Tawa concentrates on reducing road speeds by:

- lowering the speed limit to 40 kilometres an hour on many residential streets
- using traffic features to slow vehicles (e.g. give way signs, speed humps)
- running a community education campaign about the dangers of excessive speed
- increasing enforcement by the installation of speed cameras and targeted road policing.

We propose a speed reduction of 40 kilometres an hour on many residential streets in Tawa to make crossing roads safer and easier for pedestrians, cyclists and drivers. The main routes through Tawa will remain at 50km/h while the speed limit on the Tawa interchange will be reduced from 100km/h to 50km/h (refer to the map on pages 4 and 5 for proposed speed restriction locations).

In addition to lower speed limits, it is proposed to promote a safe cycle route and safe crossing points for pedestrians on busy roads.

## Engineering

To increase speed awareness and reinforce a culture of safer driving we aim to use coloured surfaces on some roads and put up signs that will remind drivers to drive safely. It is also proposed that intersections with a poor history of crashes will be improved and physical traffic features will be installed to slow vehicles, such as:

- 4 roundabouts
- 35 splitter islands
- 20 give way controls
- 16 speed humps
- 3 kerb extensions
- 10 pedestrian refuge islands
- 57 coloured surfaces on some roads.

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

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

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

## Education

Each school in the Tawa area has been approached to take part in the Safer Routes to School programme which aims to make the journey to and from school safer for children.

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

## Safer Routes to School

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

## Enforcement

Council proposes to develop three new speed camera sites in Tawa, two on Main Road and one on Duncan Street. In addition to fixed speed cameras, mobile cameras will be used in other areas in Tawa. The police have agreed to target speed enforcement and intersection enforcement in these areas in response to community concern.

Parking enforcement will also be increased with a focus on school activity before and after school, and poor parking around the shopping centre during the day. A strong campaign targeting footpath parking will also be implemented during the SaferRoads project.

## Tawa map

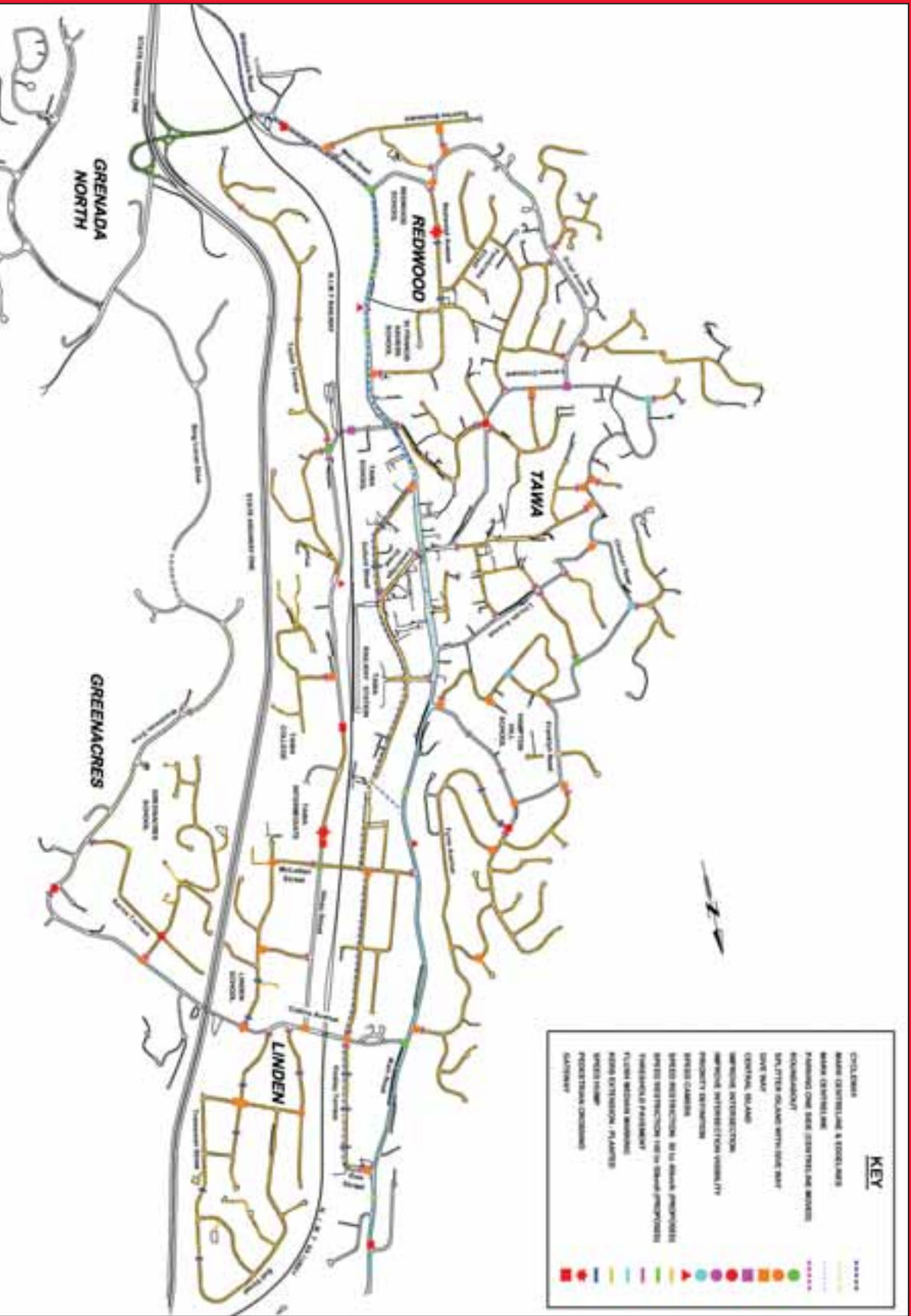
The map on the following page shows the proposed road safety initiatives for Tawa. These initiatives are described in detail in the draft implementation plan on pages 6 and 7.

## More information available

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



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



## Implementation Plan

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

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

Priorities:  High  Medium  Low

Engineering			
Location	Road safety initiative	Priority	Cost estimate
Various sites	57 thresholds pavements (coloured road surfaces)	High	\$48,450
Most residential streets	50 km/h to 40 km/h speed reduction	High	\$27,000
Various sites	Improve street lighting	High	\$40,000
Various sites	Footpath extensions	Medium	\$85,000
Cycle route	Signs and ramps	Medium	\$30,000
Bede Grove - Oriel Place	Give way marking and sign	Medium	\$350
Franklin Road - Wakefield Terrace	Give way marking and sign	Medium	\$350
Kowhai Street - Ranui Terrace	Give way marking and sign	Medium	\$350
Larsen Crescent - Huia Street	Give way marking and sign	Medium	\$350
Sunrise Boulevard - Bede Grove	Give way marking and sign	Medium	\$350
Victory Crescent - Turkington Street	Give way marking and sign	Medium	\$350
Main Road - Boscobel Lane	Gateway signs	High	\$5,000
Main Road - Rembrandt Avenue	Gateway sign	High	\$2,500
Main Road - Redwood Avenue	Roundabout	Medium	\$32,000
Main Road - Linden Avenue	Roundabout	High	\$75,000
Main Road	Adjust priority definition (roadmarkings)	High	\$42,000
Main Road - Redwood School	Island threshold	High	\$7,500
Main Road - Redwood Park	Island threshold	High	\$7,000
Main Road - St Francis Xavier	Island threshold	High	\$9,500
Main Road - Church	Island threshold	High	\$8,500
Main Road - Grassleas Reserve	Island threshold	High	\$7,000
Main Road - Linden Park	Island threshold	High	\$15,000
Tawa interchange	100 km/h to 50 km/h speed reduction	Medium	\$1,500
Beauchamp Street - Collins Avenue	Splitter island	Medium	\$1,700
Findlay Terrace - Collins Avenue	Splitter island	Medium	\$1,700
Collins Avenue - Hinau Street	Splitter island and give way	High	\$1,600
Findlay Terrace	3 speed humps	High	\$10,800
Gee Street - Main Road	Splitter island and give way	High	\$2,000
Woodman Drive	Gateway signs	High	\$5,000
Woodman Drive	Edge and centrelines	Medium	\$1,000
Raroa Terrace	Footpath	Medium	\$20,000
Raroa Terrace	School crossing	Medium	\$12,000
Raroa Terrace - Mahoe Street	Splitter islands	Medium	\$5,100
Mahoe Street - Collins Avenue	Splitter island	High	\$1,700
Collins Avenue	4 flush medians and right-turn bays	High	\$14,000
Ranui Terrace - Collins Avenue	Splitter island	High	\$2,200
Handyside Street - Mexted Terrace	Splitter island, give way and priority	Medium	\$2,200
Mexted Terrace - Coates Street	Splitter islands	Medium	\$2,700
Coates Street	Speed hump	Medium	\$3,500
Handyside Street	Speed hump	Medium	\$3,500
Coates Street	Speed hump	Medium	\$3,500
Tremewan Street	Speed hump	Medium	\$3,500
Tremewan Street	Speed hump	Medium	\$3,500
Beauchamp Street - McLellan Street	Splitter island	High	\$1,700

## Engineering (continued)

Location	Road safety initiative	Priority	Cost estimate
McLellan Street – Duncan Street	Roundabout	High	\$55,000
Ranui Terrace	2 speed humps and school crossing	High	\$10,000
McLellan Street – Ranui Terrace	Splitter island, give ways and priority	Medium	\$1,700
Duncan Street – Tawa Street	Roundabout	Medium	\$40,000
Duncan Street – Tawa College	Gateway	High	\$5,000
Duncan Street – Tawa Intermediate	Gateway and pedestrian crossing	High	\$16,000
Stephen Street – Duncan Street	Splitter island and give ways	Medium	\$2,000
Oxford Terrace	2 speed humps	High	\$7,500
Oxford Terrace – Main Road	Splitter islands	High	\$2,200
Tawa Street	Central island – pedestrian refuge	Medium	\$3,000
Fyvie Avenue – Main Road	Splitter island	High	\$1,700
Victory Crescent – Davidson Crescent	Splitter islands, give way and priority	High	\$2,100
Wakefield Terrace – Victory Crescent	Splitter island and give way	High	\$2,100
Chester Road – Hampton Hill Road	Splitter island, give way and priority	High	\$18,000
Chester Road – Wilfred Street	Kerb extension and splitter island	High	\$16,500
Westhaven Drive – Chester Road	Give way	Medium	\$400
Woodstock Terrace – Chester Road	Splitter island and give way	High	\$2,100
Chester Road – Lyndhurst Road	Splitter island	High	\$1,700
Kiwi Crescent – Chester Road	Splitter island and give way	High	\$2,000
Kiwi Crescent – Tui Terrace	Splitter island and give way	High	\$2,000
Kiwi Crescent – Larsen Crescent	Splitter island, give way and priority	High	\$1,800
Larsen Crescent – The Drive	Kerb extension and splitter islands	High	\$7,500
Hampton Hill Road – Victory Crescent	Splitter island and give way	High	\$2,000
Rimu Street – Hampton Hill Road	Splitter island and give way	High	\$1,300
Hampton Hill Road – Olivia Crescent	Splitter island, give way and priority	High	\$2,200
Bishops Glen – St Aidans Way	Give way	Low	\$500
Davidson Crescent	2 speed humps	Medium	\$7,500
Victory Crescent	Slow zone paving	Medium	\$3,500
Oriel Avenue – Larsen Crescent	Central island – pedestrian refuge	Medium	\$3,500
Oriel Avenue – Redwood Avenue	Splitter island	High	\$3,500
Redwood Avenue	2 speed humps	High	\$7,500
Sunrise Boulevard – Main Road	Splitter islands	High	\$3,000
Redwood Avenue – Main Road	Splitter islands	High	\$1,700

## Education

Location	Road safety initiative	Priority	Cost estimate
Tawa schools	Safer Routes to School programme	High	\$30,000
Tawa	Roundabout campaign	High	\$5,000
City wide	Pedestrian awareness campaign	High	\$1,000
City wide	Cycle awareness campaign	Medium	\$1,000
Tawa	Speed limit awareness campaign	High	\$15,000

## Enforcement

Location	Road safety initiative	Priority	Cost estimate
Main Road	2 speed cameras	High	\$90,000
Duncan Street	Speed camera	High	\$45,000
All roads in Tawa	Targeted road policing	High	N/A
City wide	Additional parking staff	High	\$52,000

### Your input is welcome

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

# SUBMISSION FORM SaferRoads Tawa

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

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

## Changing Priority:

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

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

## Additional Road Safety Changes:

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

## Further Comments:

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

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