



SaferRoads

Tawa

Technical Report

March 2004

Absolutely

POSITIVELY

Put Roads to Rest
Wellington City Council

Wellington

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1. Executive Summary

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

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

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

In September 2003 the SaferRoads team ran a series of workshops in Tawa. These workshops provided an opportunity for the community to discuss their road safety concerns and suggest what measures they would like to see introduced to reduce the number of crashes in their community.

The response from the Tawa public has been very positive with over 60 people attending workshops and other interested parties contacting the SaferRoads team directly with their comments. Detailed technical analysis was also undertaken for the Tawa area to assist in developing a plan that would reduce the number of crashes by one third by the year 2010.

The Tawa Technical Report outlines many road safety concerns received from the public and provides numerous initiatives that will reduce the number of crashes and improve safety in Tawa. Utilising a holistic approach of integrating education, engineering and enforcement solutions, SaferRoads aims to achieve the goal of reducing the number of crashes by one third by the year 2010. The report divides Tawa into six areas, the Main Road and five sub-zones and outlines remedial measures for each area.

Research indicates that lowering average speeds reduces the number of crashes that occur and reduces the severity of the remaining crashes. The proposed approach for Tawa therefore concentrates on reducing vehicle speeds on all roads. Speed reduction will be initiated in a number of ways. Firstly it is proposed to lower the speed limit to 40 km/h in a number of streets. Physical traffic calming elements will be introduced into the network to slow vehicles as well educating the community that excessive speed is not acceptable. The level of enforcement will be increased by the installation of speed cameras and targeted road policing.

There will be a significant focus on schools within the Tawa area. Each school in Tawa has been approached to take part in the *Safer Routes to School* (SRTS) programme.

An important part of SRTS is empowering the school community to play a key role in identifying and resolving child road safety issues, working alongside police, their youth education service, parking enforcement, traffic engineers and other agencies in the process.

An implementation plan is included in this report that outlines initiatives proposed to reduce crashes. These have been prioritised as high, medium or low according to their importance in reducing the number of crashes.

Funding for the implementation of this work is subject to annual plan approval but it is expected to be available on the 1st July 2004. Detailed design will commence following the outcome of the SaferRoads consultation process which runs from 8 March to 5 April 2004

2. Background

In 2003 Wellington City Council introduced a road safety project called SaferRoads that aims to reduce accident numbers in Wellington city by a third by 2010. The SaferRoads Project has been designed so 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, 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 Council's key road safety partners including Transit New Zealand, Transfund New Zealand, Greater Wellington, the Regional Council and the New Zealand Police.

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. A specialist traffic safety consultant was commissioned in 2001 to make recommendations on a new accident reduction strategy for Council. The *Proposed Road Safety Action Plan for Wellington City Discussion Paper* which outlines current international research and recommendations was developed as a result.

According to overseas research, the most effective way to reduce both concentrated and scattered accidents is by:

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

To be successful, the SaferRoads Project will require the following critical elements:

- co-operative working arrangements between relevant agencies
- ongoing political support
- ongoing funding
- acceptance from local communities
- the ability to introduce measures currently outside the legislative framework.

3. Community Participation Workshops

Stakeholder Consultation

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.

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
- 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:

- Engineering
- Education
- Enforcement
- Streetscape.



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

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



These photos show the community participating in SaferRoads workshops.

Following the workshop the issues raised were divided into themes. Themes that were identified 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.	Findlay Street, Linden.
	Motorway off ramp should have signage to slow traffic (as used by Transit NZ).	Especially Oriel Avenue
	Can not walk to the bus as crossing the road is too dangerous.	
	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 Crescent / Cullen Place
	Speed not safe for children at the primary school, Maori preschool or park.	Hampton Hill School
	Marking of parking spaces at Hampton Hill School - otherwise backing out in to path of speeding cars.	Hampton Hill School
	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.	Oriel Avenue
	Speed along Main Road near Lyndhurst roundabout.	Main Road
	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.	Handside 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.	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.	Handside Street

Theme	Issue	Location
Pedestrians		
	Blind rises and bends - Oriel Avenue in particular, unsafe for crossing.	Oriel Avenue
	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.	Oriel Avenue
	Footpath between 30 Raroa Terrace - crest of hill in Mahoe Street.	Raroa Terrace & 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.	St Francis Xavier School
	A pedestrian crossing is needed at the intersection of McLellan and Main Road.	McLellan and Main Road
Cyclists		
	Bike paths.	
	Shared foot/cycle area on the Main Road to make it safe for children.	Main Road
	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.	Main Road
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.	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 crashes in Tawa happen at night.	

Theme	Issue	Location
Parking		
	All angled parking should be designed to standards used in supermarket car parks.	
	Remove parking next to the crossing on the Main Road (next to the Post Shop).	Main Road
	Vertical parking is very narrow on Main Road particularly in front of 330 Main Rd (church); cars are also being parked sideways.	Main Road
	Angle of car parks on the Main Road in the centre of Tawa.	Main Road
	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.	Hampton Hill School
	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 too narrow, cars block visibility.	Ngatittoa Street
	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 too narrow, cars block visibility.	Ngatittoa Street
	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 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 Street/Taylor Terrace.
		Small islands.	Road markings - clear at night/bad weather?	
		Channelisation (lighting dependent).		
		Stop and give way markings.		
	Local	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 wearing helmets.	Wearing helmets.
			Roundabouts/intersections.	Give 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.	Speed.	Speed cameras.
		Install speed humps.	Educate at primary school/intermediate.	WCC-Parkwise.
		Supervised crossings (relevant schools).	Crossing usage.	
			Non-marked crossings.	
	Collector	Widen roads and footpaths.	Parents and teachers should be role models and educate their children.	
		No parking opposite schools.		
		Increase drop off zones.	Encourage walking to school. Parents should drop off children on the school side.	
	Local	Fluro green signs and 30 km/h speed limit	No parking on yellow lines.	
		Tawa Intermediate -The Drive and south of Te Reinga View: these roads need adequate footpaths for students.		
Night				
	Principal	Improve lighting.	Driving in dusk.	WOF checks.
		Signage.	Safe parking.	Dusk.
		Fewer angled parks - reduces visibility.	Wet weather driving.	

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 and warning signs.	Proper parking eg. outside the 'Pink Pineapple'.
		Re-design parks to enable drivers to have a better view of oncoming traffic (without reducing the number of parks available).		Timed parking.
	Collector	Reduce/eliminate the parking on one side of the road depending on its width.	Newspapers.	Consistent approach to parking. More disabled parking for the number of elderly people who live 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 into the wrong gear and hit pedestrians on the footpath.	Education of parking alternatives.	No differentiation between short and long term parking.
		Re-design the angled parks so that you do not have to back into 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

4. Proposal

The SaferRoads proposal for Tawa outlines a range of road safety changes for reducing crashes including engineering, education, and enforcement initiatives. By following this holistic approach, SaferRoads aims to achieve the goal of reducing the number of crashes by one third by the year 2010.

4.1 Engineering

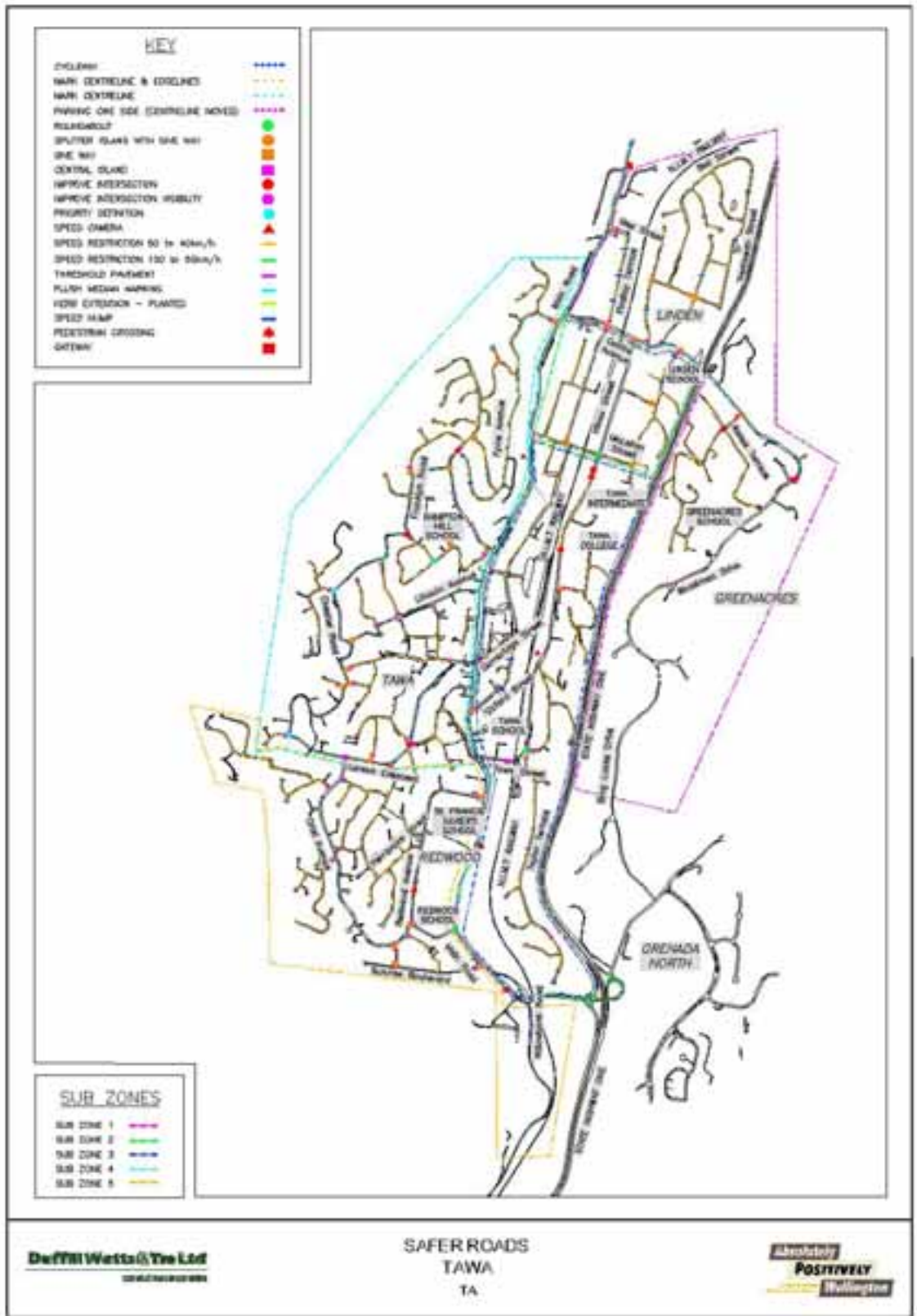
Research indicates that lowering average speeds reduces the number of crashes that occur and reduces the severity of the remaining crashes. The proposed approach for Tawa therefore concentrates on reducing vehicle speeds on all roads.

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

A roading hierarchy has been identified in Tawa, with the Main Road being specified as the principle road and the rest of the suburb split into collector roads and local roads. Collector roads link local roads to the Main Road and local roads are residential streets. All roads identified as collector roads will remain at 50 km/h. The side roads will be controlled by either give way or stop controls. The level of street lighting will also be assessed and upgraded to meet appropriate standards for a collector road. Local roads will be limited to 40 km/h. The reduction in speed will make crossing roads safer and easier as well as making the roads safer for cyclists using the network. In addition to lowering speeds, it is proposed that intersections which have a poor history of crashes will be addressed with physical traffic features backed up with appropriate education to highlight changes. To reinforce a culture of safer driving it is proposed to increase speed awareness by using a coloured surface on some roads and signs reminding drivers to drive safely.

We have divided Tawa into six areas, the Main Road and five sub-zones. Crashes in each area have been analysed and the solution for each one is proposed in the following pages.

Drawings of each proposed treatment have been allocated a drawing reference number ie. TMR-1 which is listed in the following tables. These drawings (also referred to as maps) can be downloaded from the Council website www.wcc.govt.nz/rd/saferroads/.



Main Road

In the five years from 1998 to 2002 there were 98 crashes reported along the Tawa's Main Road which is almost half the reported crashes for Tawa during that period.

The crash causes along Main Road are approximately:

- One third - vehicles hitting manoeuvring vehicles or stationary vehicles in queues
or turning
- One third - lost control / overtaking
- One third - turning movements.

A wide variety of causes and movements suggest that lowering the speed and raising awareness along Main Road will bring about a significant reduction in the number of crashes. A feature of the proposed works along this route will be to narrow traffic lanes. This is designed to make drivers feel uncomfortable if they are travelling too fast.

It is proposed to undertake the following remedial measures:

Location	Proposed treatment	Drawing reference
Near Arohata Prison driveway	Gateway signs and kerb extensions.	TMR – 1
Near Wall Place	Gateway signs and kerb extensions.	TMR – 2
Intersection with Redwood Avenue	Roundabout.	TMR – 3
Intersection with Linden Avenue	Roundabout.	TMR – 4
Redwood Avenue to Cambridge Street	3m wide traffic lanes with a painted median.	TMR – 5
Cambridge Street to Surrey Street	3m wide traffic lanes. This will give drivers additional space to manoeuvre into and out of the angle parking spaces.	TMR – 5
Surrey Street to Kenepuru Drive	3m wide traffic lanes with a narrow flush median and painted edgelines and shoulder that could be used for parking/cycling.	TMR – 5
8 locations along the length of Main Road	Kerb extensions to reinforce the 3m wide traffic lanes with signs and planting and the "slow zone" paving across the road between the kerb extensions. Some of these locations will also double as safe crossing points for pedestrians.	TMR – 6 TMR – 7 TMR – 8 TMR – 9 TMR – 10 TMR – 11
Near Redwood Retirement Village	Fixed speed camera.	TMR – 12
Near McLellan Street	Fixed speed camera.	TMR – 13
Motorway Interchange	Relocate speed change signs closer to motorway to allow give way and merges to be in the 50 km/h area.	TMR – 13

Drawings for each drawing reference are downloaded from www.wcc.govt.nz

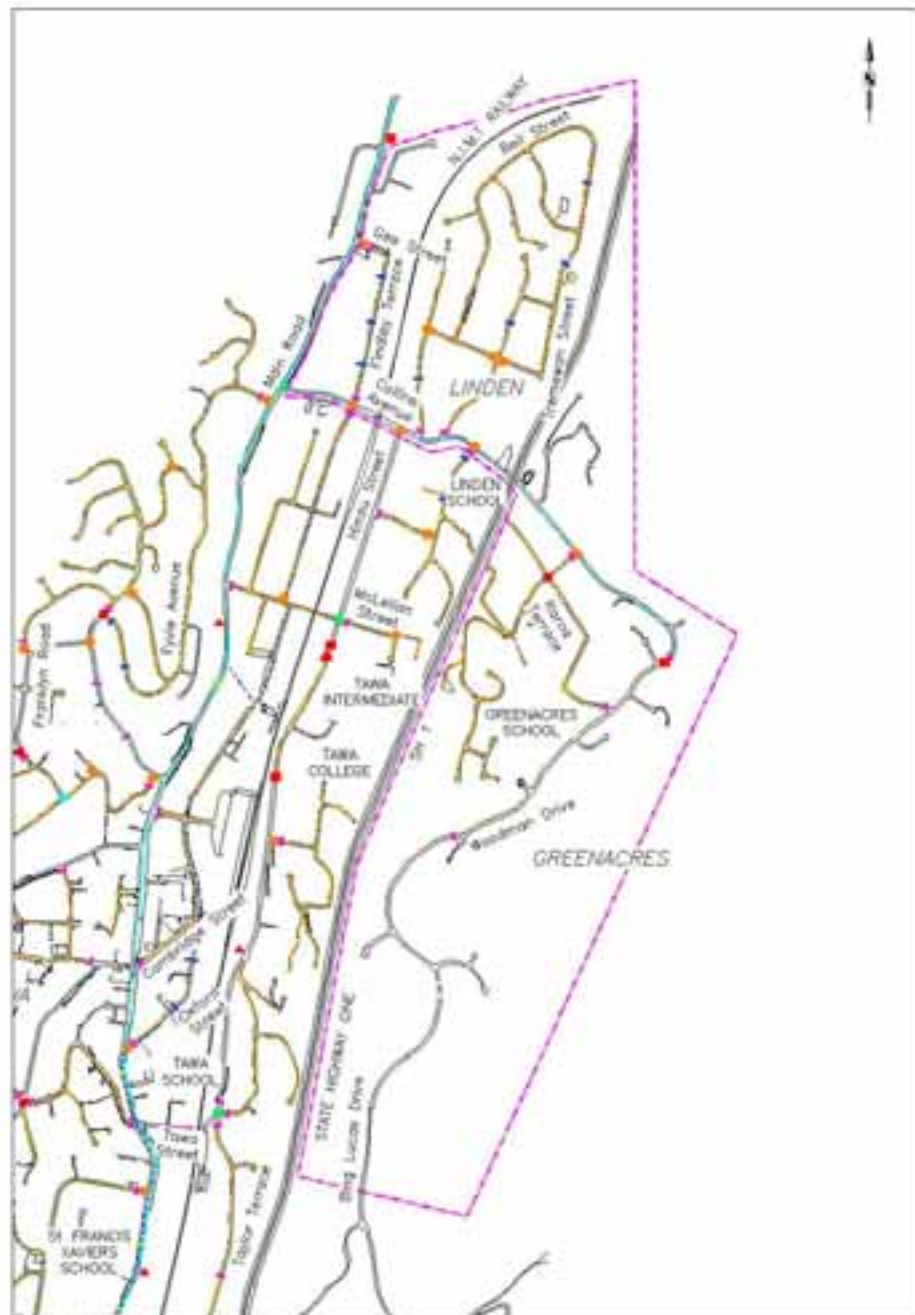
Sub Zone 1

Sub zone 1 is bounded by Linden and Collins Avenues, Main Road, Greenacres (excluding the motorway) and the northern boundary of Wellington city.

Description of Sub Area

i) *Hierarchy*

- Linden Avenue and Collins Avenue are the main access roads into the area. Intersection layouts are poorly designed and operating beyond their safe capacity.
- Coates, Handyside and Findley Streets and Woodman Drive provide the local collector roads. These roads are in rolling topography with poor street lighting, a lack of roadmarkings and no side road controls.
- Greenacres is a developing subdivision likely to be linked to Takapu Road and provide access to the motorway.



ii) **Identified Predominant Causes and Factors**

- Single vehicle crashes in residential streets involving loss of control, hitting parked cars and hitting pedestrians.
- Disproportionate number of night time crashes.

iii) **Remedial Works**

Philosophy for sub zone:

- Improve intersections at:
 - Linden Avenue – Findlay Street
 - Collins Avenue – Hinau Street.
- Improve delineation and lighting.
- Provide side road controls along Coates Street and Findlay Street.
- Reduce traffic speeds in sub-area.
- Reduce speed along Woodman Drive and improve delineation and impose no-stopping restrictions over vertical crests.
- Improve safety around Greenacres School.

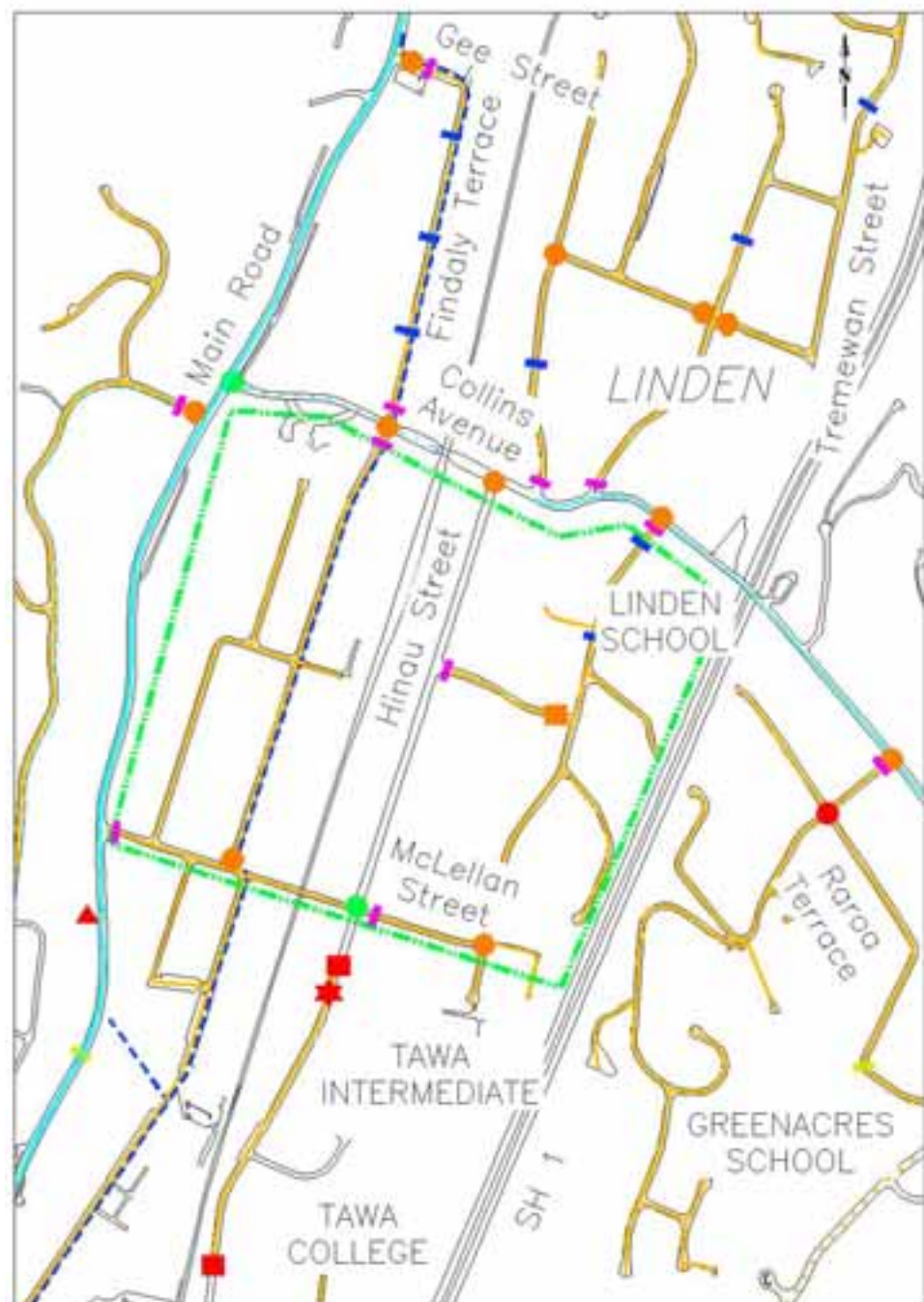
Location	Proposed treatment	Drawing reference
Whole area with the exception of Linden Avenue, Collins Avenue and Woodman Drive	Maximum permitted speed of 40 km/h.	TZ1
40 km/h speed restriction + slow zone signage	At intersections with collector roads.	TZ1
Intersection of Linden Avenue/Findlay Street/Beauchamp Street	Splitter islands in Beauchamp Street and Findlay Street.	TZ1 – 1
Intersection of Collins Avenue and Hinau Street	Splitter island in Hinau Street Side road control – Hinau Street.	TZ1 – 2
Findlay Street Coates Street Bell Street Tremewan Street	Centreline. Continuity lines. No-stopping restriction over vertical curves.	TZ1
Findlay Street and Gee Street	Speed humps to reduce through traffic.	TZ1 – 3
Gee Street	Splitter island on Main Road	TZ1 – 4
Improved street lighting	As required.	N/ A
Woodman Drive	Leave at 50 km/h but install speed reduction measures, no-stopping restrictions and improved delineation and a gateway.	TZ1 – 5 TZ1 – 6
Raroa Terrace	Footpath on eastern side to connect between two existing footpaths.	TZ1 – 7
Raroa Terrace outside Greenacres School	School crossing point, re-align kerb and install central island to reduce illegal parking and provide a safe crossing point.	TZ1 – 8
Mahoe Street and Raroa Terrace	Splitter islands to slow traffic and define residential area.	TZ1 – 9
Collins Avenue	Flush median and splitter island.	TZ1 – 10 TZ1 – 11
Collins Avenue Handyside Street Coates Street	Restrict parking on south side and create full turning bays.	TZ1 – 12
Mexted Terrace Handyside Street	Change priority and install splitter island.	TZ1 – 13
Coates Street Mexted Terrace	Install splitter islands.	TZ1 – 14
Coates Street Tremewan Street Handyside Street	Speed humps to reinforce the 40 km/h speed limit.	TZ1 – 15 TZ1 – 16 TZ1 – 17

Sub Zone 2

Sub zone 2 is bounded by Collins Avenue, Motorway/McLellan Street and Main Road.

i) *Description of Area*

This area is a mix of educational, recreational and residential development. It is accessed from either Linden Avenue/Collins Avenue (see sub zone 1) or McLellan Street. Ranui Terrace, Hinau Street and Beauchamp Street act as sub-collectors. The sub-collectors are generally rolling in nature with indifferent lighting, roadmarkings and side road controls.



ii) **Remedial Works**

Philosophy for the sub area:

- The area lends itself to a ‘slow zone’ approach particularly with the presence of a school and other recreational facilities.
- The concentration of crashes at a single intersection suggests that this is where remedial work should be focussed.
- It would be appropriate to incorporate a slow zone platform at this intersection in addition to more major works.
- Additional roadmarkings and side road controls should be introduced in the sub collector roads.

iii) **Remedial Measures**

Location	Proposed treatment	Drawing reference
Whole area with the exception of Hinau Street	Maximum permitted speed of 40 km/h.	TZ2
40 km/h speed restriction + slow zone signage	At intersections with collector roads.	TZ2
Intersection of McLellan Street and Beauchamp Street	Splitter islands.	TZ2 – 1
Intersection of McLellan Street and Hinau Street	Roundabout.	TZ2 – 2
Beauchamp Street, Ranui Terrace	Centreline and continuity lines.	TZ2
Ranui Terrace outside Linden School	Install school crossing point at crest of hill. Speed humps to be installed 50-60m either side of crossing point.	TZ2 - 3
Intersection of Ranui Terrace and McLellan Street	Change priority and install splitter islands.	TZ2 - 4

Note: In contrast to sub zone 1 where 43% of crashes occur at night, only 17% occur at night in sub zone 2.

Sub Zone 3

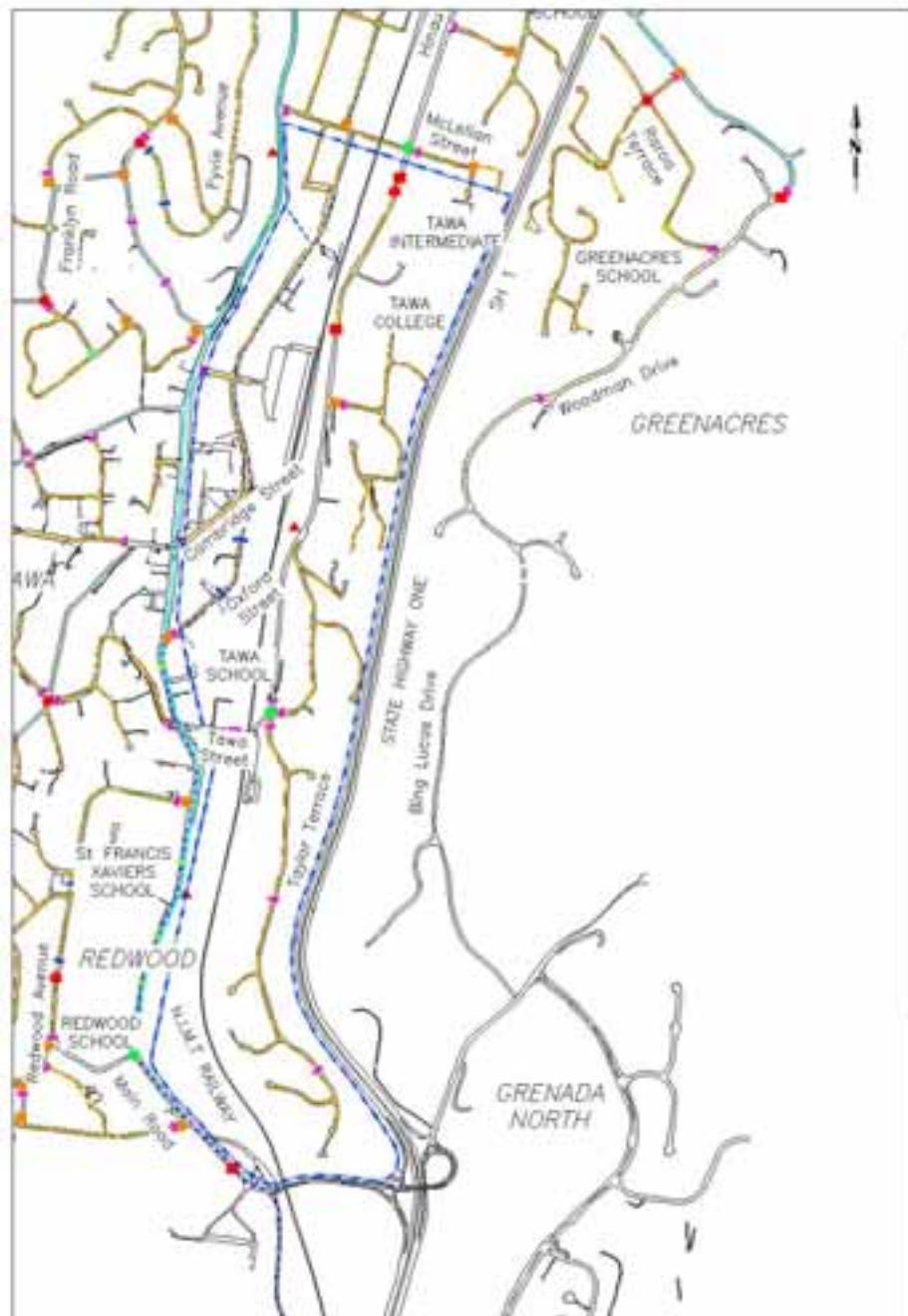
Sub zone 3 is bounded by Main Road, McLellan Street, east of the motorway, and the southern end of Taylor Terrace.

i) *Description of Area*

Tawa College and recreational facilities dominate the northern part of the area while the remainder is a long spinal residential area. To the west of the rail line it is commercial development together with a number of community facilities.

The spine roads for the residential development are Duncan Street and Taylor Terrace. Access off Main Road is provided by McLellan Street to the north and Tawa Street to the south. Duncan Street is designed to arterial road standards whereas Taylor Terrace, generally rolling, in common with other collector roads in Tawa, has poor lighting, no roadmarkings and no side road controls.

Short sections of street link Main Road to the Oxford Street spine that serves the area to the west of the rail line.



ii) **Remedial Works**

Philosophy for the sub area:

- A slow-speed zone approach for Tawa Street and Taylor Terrace together with improvements at the Tawa Street/Taylor Terrace intersection.
- Provide an alternative to the main road for cyclists.

iii) **Remedial Measures**

Location	Proposed treatment	Drawing reference
Whole area with the exception Duncan Street and Tawa Street	Maximum permitted speed of 40 km/h.	TZ3
40 km/h speed restriction + slow zone signage	At intersections with collector roads.	TZ3
Duncan Street	Fixed speed camera.	TZ3
Intersection of Tawa Street and Taylor Terrace	Small roundabout and slow zone paving.	TZ3 – 1
Taylor Terrace	Centrelines. Continuity lines. No-stopping restrictions at vertical curves. Slow zone paving north of Zande Terrace/ Morgan Place on straight.	
Duncan Street by Schools	Slow zone. Speed restriction and paving. Pedestrian crossing facilities to car park.	TZ3 – 2 TZ3 – 3
Intersection of Duncan Street and Stephen Street	Splitter island	TZ3 – 4
Oxford Street south end	Speed humps near kindergarten and school.	TZ3 – 5
Oxford Street	Establishment of a cycle route.	TCR
Intersection of Oxford Street and Main Road	Pedestrian refuge island and highlight the pedestrian diamond.	TZ3 – 6
Tawa Street	Central island – pedestrian refuge	TZ3-7

Sub Zone 4

Sub zone 4 is bounded by Tawa Northern Boundary, Main Road, Larsen Crescent, The Drive and the western hills.

i) *Description of Area*

The area is a hillside residential suburb away from the commercial/community activities adjacent to Main Road.

The area is typical of hill suburbs with short residential streets being served by a number of twisting and turning, sometimes narrow, sometimes quite steep, collector streets and cross connections. Lincoln Avenue, Victory Crescent, Lyndhurst Road, Larsen Crescent and Fyvie Avenue/Davidson Crescent are the principal access roads. These access roads have poor lighting, poor delineation and few side road controls.

While 50% of the crashes occur on the collector roads, the other 50% are scattered throughout the area. Loss of control and hitting manoeuvring and/or parked vehicles are common causes. Wetness and darkness are not significant factors. Hampton Hill School falls within this area.



ii) **Remedial Works**

Philosophy for the area:

- Excessive speed is unlikely to be a major factor. The approach is to delineate to a high standard and encourage the use of certain streets as the principal access roads.
- The use of strategically placed slow zone tables will provide a continuing reminder to drivers of the need for awareness.
- Hampton Hill School is an area of concern for the community. Establishment of safe walking routes to and from this school is required. Discussions are still taking place with Hampton Hill School relating to position of safe crossing points.

Location	Proposed treatment	Drawing reference
Whole area with the exception of the collector roads	Maximum permitted speed of 40 km/h.	TZ4
40 km/h speed restriction + slow zone signage	At intersections with collector roads.	TZ4
Fyvie Avenue Davidson Crescent Victory Crescent Lincoln Avenue Woodstock Terrace Chester Road (Kiwi Crescent to Woodstock Terrace)	Establish as principal collector streets by centrelining/ raised reflective pavement markings. Curve advisory/chevrons. Side road control/continuity. No-stopping restrictions on brows. Clear priority at eg. Fyvie Avenue/ St Aidans Way. Install splitter islands to define priority and make intersections more obvious.	TZ4 – 1 TZ4 – 2 TZ4 – 3 TZ4 – 4 TZ4 – 5 TZ4 – 6 TZ4 – 7 TZ4 – 8 TZ4 – 9 TZ4 – 10
Victory Crescent South of Wakefield Street and south of Turkington Street Hampton Hill Road Chester Road (Woodstock Terrace to Hampton Hill Road) Ngatitooa Street St Aidens Way Larsen Crescent	Slow zone paving. Establish as sub-collector road by centre lining and continuity lines. Clear priority at e.g. Hampton Hill Road and Olivia Crescent - curve advisory/chevrons as necessary.	TZ4 – 1 TZ4 – 2 TZ4 – 3 TZ4 – 4 TZ4 – 5 TZ4 – 6 TZ4 – 7 TZ4 – 8 TZ4 – 9 TZ4 – 10 TZ4 – 11 TZ4 – 12 TZ4 – 13 TZ4 – 14 TZ4 – 15
General Street lighting improvements.		N/ A
Davidson Crescent near play area.	Speed humps to slow though traffic because of the concentration of children.	TZ4 – 16
Hampton Hill Road	Improve pedestrian access to the school.	N/ A
Victory Crescent	Outside Hampton Hill School, make the pedestrian crossing more conspicuous by installing slow zone paving in advance of the pedestrian crossing.	TZ4 – 17
Oriel Ave – Larsen Crescent	Centre island and pedestrian refuge	TZ4 - 18

Sub Zone 5

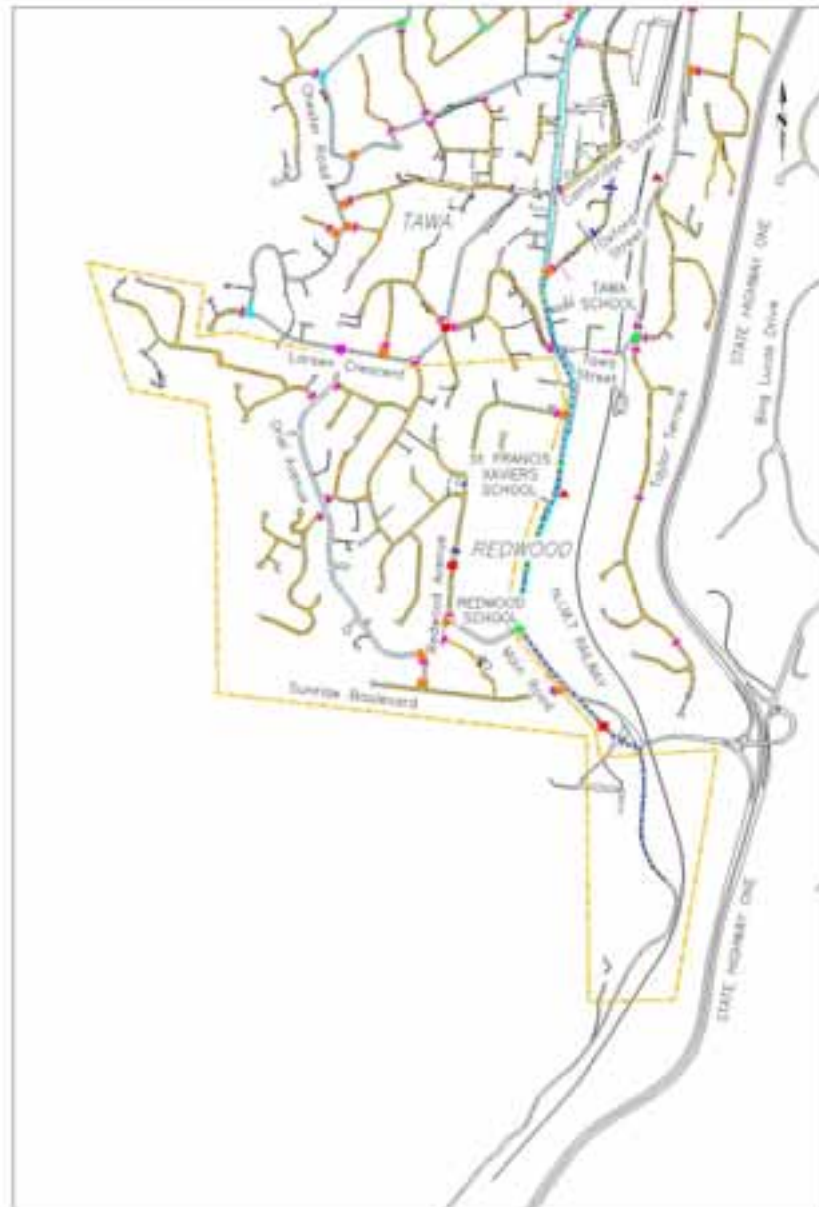
Sub zone 5 is bounded by Main Road, Larsen Crescent/The Drive, Western Hills and Oriel Avenue/Redwood Avenue and including Willowbank Road

i) *Description of Area*

The area is predominantly a hillside residential suburb while Willowbank Road is an arterial road (parallel to the motorway) linking Tawa with the Johnsonville area. The collector roads are generally rolling with vertical and horizontal curves, sometimes narrow, sometimes steep.

There is a general lack of good lighting, road marking and other delineation, and side road control. The collector streets are not obvious to visitors and often only utilise part of a particular street. The collector streets are part Redwood Avenue (Main Road to Oriel Avenue) and Oriel Avenue. Redwood Avenue is primarily a sub-collector road.

The crashes in the area occur on the collector roads with loss of control being a key factor. Darkness is also a factor.



ii) **Remedial Works**

Philosophy for the area:

- The topography of the area tends to create a low speed environment.
- However the poor delineation and lighting encourages speeds higher than the safe speed at some locations hence the loss of control crashes.
- Improved delineation of the collector and sub-collector streets with appropriate well established priorities is the most productive approach.
- The use of slow zone tables is appropriate in Oriel Avenue.

iii) **Remedial Measures**

Location	Proposed treatment	Drawing reference
Whole area with the exception of the collector roads	Maximum permitted speed of 40 km/h.	TZ5
40 km/h speed restriction + slow zone signage	At intersections with collector roads.	TZ5
Redwood Avenue south (Main Road to Oriel Avenue) Oriel Avenue	Establish as principal collector streets with roadmarkings, cats eyes, continuity lines, over brows. Clear intersection priorities, speed advisory and chevrons. Splitter islands where appropriate to define priority and make intersections more obvious.	TZ5 TZ5 – 1
Redwood Avenue	Install speed humps in advance of the pedestrian crossings.	TZ5 – 2
Sunrise Boulevard	Improve intersection with Main Road. Install centreline.	TZ5 – 3
Intersection of Redwood Avenue and Main Road	Splitter islands and slow zone paving	TZ5 -4
Various	Improved street lighting	N/A

4.2 Education

There will be a significant focus on schools within the Tawa area. Each school in Tawa has been approached to take part in the *Safer Routes to School* (SRTS) programme.

An important part of SRTS is empowering the school community to play a key role in identifying and resolving child road safety issues, working alongside police, their youth education service, parking enforcement, traffic engineers and other agencies in the process.

Successful *Safer Routes to School* programmes have resulted in fewer children being driven to school, therefore freeing up the road and parking at the school gate. Fewer cars on the road in the vicinity of the school also improves safety for children.

Within the schools, programmes will be delivered to teach children how to use the road as pedestrians and cyclists. Other road safety campaigns will focus on correct use of roundabouts and the need to drive at a safe speed within residential areas.

Currently most of the work being done with the schools is still ongoing and at this stage we are unable to report back on the outcomes of the proposals. It is expected that any outcomes will be integrated with the engineering, education and enforcement actions proposed in this report.

In addition to the work being delivered as part of *Safer Routes to School* there will be a focus on the 'correct use of the road'. These campaigns will focus on the use of roundabouts, the use of indicators, safe driving speed and how to be safe on the road as a pedestrian and as a cyclist.

The proposal to reduce the speed limit on local roads will require a comprehensive education awareness campaign. These campaigns will be combined with other initiatives run throughout the city where applicable, otherwise specific campaigns will be targeted to work being done in the Tawa area. Funding for the majority of these educational campaigns is likely to attract a subsidy from the Land Transport Safety Authority and will be in addition to the funding available for the SaferRoads project.

4.3 Enforcement

The New Zealand Police are partners in the SaferRoads project and had given an undertaking to help where they can. In addition to enforcement being provided by the Police, Council has its own contracted enforcement section that will target parking. Many of the complaints we received related to poor parking practices especially around schools.

It is proposed to install three fixed speed cameras in Tawa, two on Main Road and one on Duncan Street. In addition to the fixed speed cameras, mobile cameras will continue to be used in designated areas in Tawa.

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

Parking enforcement will be increased with a focus on school activity before and after school and poor parking around the shopping centre during the day.

Footpath parking is another area of concern as it damages the footpath and sometimes forces pedestrians to walk onto the road. A strong campaign targeting footpath parking will be implemented during the SaferRoads Project.

5. Implementation Plan

This draft implementation schedule identifies each proposed road safety initiative for Tawa, its priority, estimated cost and the drawing number reference, which corresponds to the maps which can be downloaded from www.wcc.govt.nz.

Engineering				
Location	Treatment	Map no.	Priority	Estimate
Various sites – see map	57 colour thresholds	TA	High	\$48,450
Most residential streets	50 km/h to 40 km/h speed reduction	TA	High	\$27,000
Various sites	Improve street lighting	Not shown	High	\$40,000
Various sites	Footpath extensions	Not shown	Medium	\$85,000
Cycle route	Signs and ramps	TCR	Medium	\$30,000
Bede Gr – Oriel Pl	Give way marking and sign	TA	Medium	\$350
Franklin Rd – Wakefield Tce	Give way marking and sign	TA	Medium	\$350
Kowhai St – Ranui Tce	Give way marking and sign	TA	Medium	\$350
Larsen Cres – Huia St	Give way marking and sign	TA	Medium	\$350
Sunrise Blvd – Bede Gr	Give way marking and sign	TA	Medium	\$350
Victory Cres – Turkington St	Give way marking and sign	TA	Medium	\$350
Main Road				
Main Rd – Boscobel Ln	Gateway sign	TMR-1	High	\$5,000
Main Rd – Rembrandt Ave	Gateway sign	TMR-2	High	\$2,500
Main Rd – Redwood Ave	Roundabout	TMR-3	Medium	\$32,000
Main Rd – Linden Ave	Roundabout	TMR-4	High	\$75,000
Main Rd	Adjust roadmarkings	TMR-5	High	\$42,000
Main Rd – Redwood School	Island threshold	TMR-6	High	\$7,500
Main Rd – Redwood Park	Island threshold	TMR-7	High	\$7,000
Main Rd – St Francis Xavier	Island threshold	TMR-8	High	\$9,500
Main Rd – Church	Island threshold	TMR-9	High	\$8,500
Main Rd – Grassleas Reserve	Island threshold	TMR-10	High	\$7,000
Main Rd – Linden Park	Island threshold	TMR-11	High	\$15,000
Tawa interchange	100 km/h to 50 km/h	TMR-13	Medium	\$1,500
Sub zone 1				
Beauchamp St – Collins Ave	Splitter island	TZ1-1	Medium	\$1,700
Findlay Tce – Collins Ave	Splitter island	TZ1-1	Medium	\$1,700
Collins Ave – Hinau St	Splitter island and give way	TZ1-2	High	\$1,600
Findlay Tce	3 speed humps	TZ1-3	High	\$10,800
Gee St – Main Rd	Splitter island and give way	TZ1-4	High	\$2,000
Woodman Dr	Gateway signs	TZ1-5	High	\$5,000
Woodman Dr	Edge and centrelines	TZ1-6	Medium	\$1,000
Raroa Tce	Footpath	TZ1-7	Medium	\$20,000
Raroa Tce	School crossing	TZ1-8	Medium	\$12,000
Raroa Tce – Mahoe St	Splitter islands	TZ1-9	Medium	\$5,100
Mahoe St – Collins Ave	Splitter island	TZ1-10	High	\$1,700
Collins Ave	4 flush median and right-turn bays	TZ1-10, TZ1-11 & TZ1-12	High	\$14,000
Ranui Tce – Collins Ave	Splitter island	TZ1-11	High	\$2,200
Handyside St – Mexted Tce	Splitter island, give way and priority	TZ1-13	Medium	\$2,200
Mexted Tce – Coates St	Splitter islands	TZ1-14	Medium	\$2,700
Coates St	Speed hump	TZ1-15	Medium	\$3,500
Handyside St	Speed hump	TZ1-15	Medium	\$3,500

Engineering (continued)

Location	Treatment	Map no.	Priority	Estimate
Coates St	Speed hump	TZ1-16	Medium	\$3,500
Tremewan St	Speed hump	TZ1-16	Medium	\$3,500
Tremewan St	Speed hump	TZ1-17	Medium	\$3,500
Sub zone 2				
Beauchamp St – McLellan St	Splitter island	TZ2-1	High	\$1,700
McLellan St – Duncan St	Roundabout	TZ2-2	High	\$55,000
Ranui Tce	2 speed humps and school crossing	TZ2-3	High	\$10,000
McLellan St – Ranui Tce	Splitter island, give way and priority	TZ2-4	Medium	\$1,700
Sub zone 3				
Duncan St – Tawa St	Roundabout	TZ3-1	Medium	\$40,000
Duncan St – Tawa College	Gateway	TZ3-2	High	\$5,000
Duncan St – Tawa Intermediate	Gateway and pedestrian crossing	TZ3-3	High	\$16,000
Stephen St – Duncan St	Splitter island and give way	TZ3-4	Medium	\$2,000
Oxford Tce	2 speed humps	TZ3-5	High	\$7,500
Oxford Tce – Main Rd	Splitter islands	TZ3-6	High	\$2,200
Tawa St	Central Island – pedestrian refuge	TZ3-7	Medium	\$3,000
Sub zone 4				
Fyvie Ave – Main Rd	Splitter island	TZ4-1	High	\$1,700
Victory Cres – Davidson Cres	Splitter islands, give way and priority	TZ4-2	High	\$2,100
Wakefield Tce – Victory Cres	Splitter island and give way	TZ4-3	High	\$2,100
Chester Rd – Hampton Hill Rd	Splitter island, give way and priority	TZ4-4	High	\$18,000
Chester Rd – Wilfred St	Kerb extension and splitter island	TZ4-5	High	\$16,500
Westhaven Dr – Chester Rd	Give way	TZ4-6	Medium	\$400
Woodstock Tce – Chester Rd	Splitter island and give way	TZ4-7	High	\$2,100
Chester Rd – Lyndhurst Rd	Splitter island	TZ4-8	High	\$1,700
Kiwi Cres – Chester Rd	Splitter island and give way	TZ4-9	High	\$2,000
Kiwi Cres – Tui Tce	Splitter island and give way	TZ4-9	High	\$2,000
Kiwi Cres – Larsen Cres	Splitter island, give way and priority	TZ4-10	High	\$1,800
Larsen Cres – The Drive	Kerb extension and splitter islands	TZ4-11	High	\$7,500
Hampton Hill Rd – Victory Cres	Splitter island and give way	TZ4-12	High	\$2,000
Rimu St – Hampton Hill Rd	Splitter island and give way	TZ4-13	High	\$1,300
Hampton Hill Rd – Olivia Cres	Splitter island, give way and priority	TZ4-14	High	\$2,200
Bishops Glen – St Aidans Way	Give way	TZ4-15	Low	\$500
Davidson Cres	2 speed humps	TZ4-16	Medium	\$7,500
Victory Cres	Slow zone paving	TZ4-17	Medium	\$3,500
Oriel Ave – Larsen Cres	Central island – pedestrian refuge	TZ4-18	Medium	\$3,500
Oriel Ave – Redwood Ave	Splitter island	TZ5-1	High	\$3,500
Redwood Ave	2 speed humps	TZ5-2	High	\$7,500
Sunrise Blvd – Main Rd	Splitter islands	TZ5-3	High	\$3,000
Redwood Ave – Main Rd	Splitter islands	TZ5-4	High	\$1,700

Education

Location	Treatment	Priority	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	Treatment	Map no.	Priority	Estimate
Main Rd	2 speed cameras	TMR-12	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

6. Feedback from the Community

Street name	Location	Issue	Solution
		Schools need drop off zones.	Agree, it is proposed to provide time-limited parking outside schools to allow drop off and pick up areas.
		All angled parking should be designed to standards used in supermarket carparks.	Agree.
Main Rd	Outside Post Office	Remove parking next to the crossing on the Main Road by post office.	Parking is in high demand; visibility from the crossing meets recommended minimum standards.
Main Rd	Outside number 330	Vertical parking is very narrow on main road particularly in front of 330 Main Road by the church. Also vehicles are being parked sideways.	This has been included in the footpath programme; unfortunately this will not be implemented as part of the SaferRoads Project.
Main Rd	Centre	Angle car parks on the Main Road in the centre of Tawa.	It is proposed to narrow Main Road further and to allow a manoeuvring area behind the angle parked cars.
		Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Findlay St	All	Speed humps in Findlay Street.	Agree.
Oriel Ave	All	Blind rises and bends, Oriel Avenue in particular, unsafe for crossing.	Parking will be restricted to improve visibility.
		Sunstrike along roads.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Discourage greedy developers who propose unsafe roads.	The council has a code of practice for land development that is undergoing a review.
		Road widths are too narrow to handle two-way traffic.	Lowering traffic speeds will assist in having safe two way flow.
		Road surfaces tend to be variable. Does it depend on the budget?	Road surface is selected to provide the best return on the investment in the asset.
		Traffic from Linden is forced through Tawa as no motorway access exists.	It is possible that Greenacres will link through to Takapu Road; this will reduce some traffic from Main Road Tawa.
		Motorway off ramp should have signage, as used by Transit NZ, to slow traffic.	Agree; signage at the off ramp will be improved.
		Bike paths for cyclists.	An alternative cycle route is proposed from Gee Street to Oxford Street to bypass the shopping area.
Main Rd	Centre	Shared footpath for pedestrians and cyclists on Main Road to make it safe for children.	It is proposed to work thorough this issue as part of the Safer Routes to School Programme.
		Streets need to be more cycle friendly.	An alternative cycle route is proposed from Gee Street to Cambridge Street to bypass the shopping area, combined with the lower speed limit this will provide a safer network for cyclists.

Street name	Location	Issue	Solution
		Crossings by retirement villages.	It is proposed to install a safe crossing point near the Redwood Retirement Village.
		Should be speed humps before pedestrian crossings to help slow traffic.	It is proposed to use colour treatment at the diamond in advance of the pedestrian crossings to reinforce their presence
		All pedestrian lanes that link between streets should be sign-posted for pedestrian awareness.	Agree; Council has an ongoing programme to do this.
		Remove bottle necks caused by pedestrian off ramps.	These are placed to improve visibility of and for pedestrians.
		Please do not add traffic lights to Tawa as Johnsonville is in a shambles now from them.	At this stage there are no plans to install traffic signals in Tawa.
		When is the give way rule to be changed?	The LTSA are working through this. Likely to be late 2004 or early 2005.
		Motorway route to airport, no city bypass.	A decision on construction of the inner city bypass is expected early 2004.
		Establish a proper Park & Ride facility near the city.	Not part of the SaferRoads Project.
		Current proposals will be meaningless if you do not include the future.	Future work will fit the model of this proposal.
		Change give way on main roads and allow vehicles to turn across the traffic.	Issue is unclear.
		More regular programmes for school children on traffic awareness while walking to school.	Agree, it is proposed to run programmes within the schools.
		Advertise cycle training courses so parents can support them.	Agree.
Oriel Ave	All	Children can not walk to the bus as crossing the road is too dangerous, especially Oriel Avenue.	Reducing the speed of vehicles will make it easier and safer for pedestrians.
		Education packs for schools	Agree, it is proposed to run programmes within the schools.
		Parents calling out to their children from across the road rather than using a crossing.	It is proposed to run an education programme targeting schools for both children and their parents about the safety of crossing roads.
		Encourage children to walk to school. This will reduce traffic around peak school times.	Agree, It is proposed to deliver a Safer Routes to School Programme within each school.
		Better education on the use of roundabouts.	Agree, it is proposed to run campaigns on the correct use of roundabouts.
		Second gear through roundabouts.	Issue is unclear.
		Teach people not to stop needlessly at roundabouts and maintain speed so they can go or stop easily.	Agree, it is proposed to run campaigns on the correct use of roundabouts.
		Many drivers wait until roundabout is free of traffic, which slows the flow of traffic.	Agree, it is proposed to run campaigns on the correct use of roundabouts
		Educate engineers and Councillors on safety issues.	SaferRoads provided an opportunity for the community to educate Council on local issues.
		Courier-only bays in Wellington central business district.	Loading zones are provided.

Street name	Location	Issue	Solution
		Parking on corners.	Parking restrictions are proposed to improve visibility at intersections.
		Learn not to use a cell phone while driving.	This is an issue the LTSA are dealing with.
Raroa Tce	Outside number 30	Footpath between 30 Raroa Terrace through to crest of hill in Mahoe Street.	This has been included in the Footpath Programme; unfortunately this will not be implemented as part of the SaferRoads Project.
		Taxi drivers in central business district complain about pedestrians hidden behind trees.	It is proposed to run campaigns to make pedestrians more aware when crossing roads.
Willowbank Rd	Willowbank Park	Bring back the dog poop bins in Willowbank Park.	Not part of the SaferRoads Project.
		Upgrade parks for families.	Not part of the SaferRoads Project.
		Keep Tawa from becoming an urban sprawl.	Not part of the SaferRoads Project.
		Look at access to parks with adequate safety at entrance and exit.	Not part of the SaferRoads Project.
Balliol Dr	Through to Oriel Avenue	Change road entry to different asphalt and colour through areas for example Balliol Drive and Oriel Avenue.	Agree, this is proposed at the entry to all residential streets.
Bing Lucas Dr	All	Plant trees along Bing Lucas Drive.	Not part of the SaferRoads Project.
Beauchamp St	All	Realignment of the street needed.	The cost of realignment precludes this work from the SaferRoads Project.
Bing Lucas Dr	All	Speed is often excessive.	It is proposed to leave the street at 50 km/h, however enforcement will be targeted in this area.
Brasenose Pl	All	White lines need to be marked in the middle of the road to avoid confusion at the intersection with the side street.	Agree.
Cambridge St	Around school	Widen the street around Tawa School, which will improve parking and traffic flow.	It is not proposed to widen the road.
Coates St	Intersection at Collins Avenue	Poor visibility along here; need stop signs at the intersection with Collins Avenue.	There is a proposal to improve visibility at this intersection.
Collins Ave	All	Need better road marking as cars often drive down the middle of the road at night.	Agree.
Collins Ave	Bridge and Mahoe Street	Speed cameras are needed between the motorway bridge and Mahoe Street, particularly in the evening.	Agree.
Duncan St	All	Need speed humps to combat excess speed.	There is a proposal to install traffic calming; however speed humps are not suitable for this route.
Essex St	All	Lengthen the traffic island in Essex Street to prevent cars doing u turns.	The traffic island is designed to allow trucks to turn into and out of Essex Street.
Greyfriars Cres	All	Broken yellow lines should be a last resort.	Agree.
Greyfriars Cres	All	Footpath on both sides is needed.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Hinau St	Intersection Collins Avenue	No one knows how to give way at this intersection, change to a roundabout.	It is proposed to install a give way on Hinau Street.
Larsen Cres	Huia Crescent	Trees to limit the sunstrike prevalent in the morning.	Not part of the SaferRoads Project.

Street name	Location	Issue	Solution
		Need a pedestrian crossing.	Issue is unclear.
Takapu Rd	Intersection at Lucas Street	Needs to be hand rails over the narrow bridge.	Agree; arrangements have been made for this to happen.
Lupin Tce	Spicer Place	Street lights are covered by trees, while more lighting is needed.	Trimming of vegetation has been arranged.
Main Rd	Swimming pool	A pedestrian crossing is needed to get to the swimming pool.	A new pedestrian crossing has been installed.
Main Rd	Northern end	A roundabout at the northern end of the Main Road.	It is proposed to install a roundabout at the intersection of Linden Avenue.
Main Rd	Centre	Angled parking? From the footpath being widened roads have become narrow.	It is proposed to narrow Main Road further and to allow a manoeuvring area behind the angle parked cars.
Main Rd	Centre	Cycle paths for cyclists, rollerblades, scooters etc.	An alternative cycle route is proposed from Gee Street to Cambridge Street to bypass the shopping area, combined with the lower speed limit this will provide a safer network for cyclists.
Main Rd	Centre	Drivers forget to put car into reverse when getting out of their angled car park. This is dangerous for people on the footpath.	Agree, however the risk is low compared to the gains in parking provision.
Main Rd	Centre	Establish a bypass route around the Main Road.	An alternative cycle route is proposed from Gee Street to Cambridge Street to bypass the shopping area, combined with the lower speed limit this will provide a safer network for cyclists.
Main Rd	Lyndhurst/ Lincoln roundabout	Need islands to stop cars from turning into angled parking from the opposite side of road as this is dangerous and stalls traffic.	Motorist is able to turn safely from the painted median.
Main Rd	Centre	So busy that people take risks backing out of parks into traffic.	It is proposed to re-mark the road to allow room behind the angle parking to manoeuvre in.
Main Rd	Dressmart	Need a better turning bay for Dressmart traffic.	It is a condition of the Resource Consent that Dressmart monitor the traffic, and make improvements where necessary.
Main Rd	Redwood Avenue	Parking needed by the factories near Redwood Avenue.	It is up to the property owners to provide parking for their occupants or visitors.
Main Rd	Mexted Motors	Speed is noticeable when on patrol duty outside Mexted Motors.	It is proposed to reduce the speed of through-traffic by providing traffic calming, new road marking and enforcement.
Main Rd	Centre	Speed of vehicles coming off the motorway continues right through Tawa.	It is proposed to reduce the speed of through-traffic by providing traffic calming, new road marking and enforcement.
Main Rd	Centre	Trucks parked on the footpath.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.
Main Rd	Essex Street	Cars block the intersection when parked here.	Issue is unclear.
Main Rd	Oxford Street	Roundabout becomes blocked on busy mornings while waiting for the train.	There is not much that can be done; drivers will have to be patient.
Main Rd	Redwood Avenue	Traffic needs to slow down so people can cross the road.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Main Rd	Redwood Village	Entrance and exit visibility is poor.	It is proposed to restrict more parking to afford better visibility.

Street name	Location	Issue	Solution
Main Rd	Redwood Village	Need a crossing close to the intersection.	It is proposed to install a safe crossing point near the Redwood Retirement Village.
Main Rd	St Frances School	Pedestrian crossing for the school and retirement village.	It is proposed to install a safe crossing point near the Redwood Retirement Village.
Main Rd	St Frances School	Very little parking left for parents.	It is proposed to time limit the parking.
Main Rd	Surrey Street	Set of traffic lights necessary to slow the traffic.	At this stage there are no plans to install traffic signals in Tawa.
Main Rd	Tawa Street	Very intimidating for a cyclist to turn into Tawa Street in heavy traffic.	Reducing vehicle speeds and delivering a cycle awareness campaign coupled with a roundabout usage campaign will improve the safety of cyclists.
Main Rd	Victory Crescent	Roundabout needed.	A roundabout would be beneficial, however it is not proposed to install one at this stage.
Main Rd	Willowbank Road to Churton Park	Need a footpath along all of Willowbank Road towards Churton Park.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Main Rd	Willowbank Road to Churton Park	Realignment of intersection is needed.	The Northern Growth Plan allows for this intersection to be improved. At this stage it is thought that reducing the speed of traffic on the Main Road will improve the intersection.
		100 km/h sign should be 50 km/h when leaving Tawa.	Agree.
Main Rd	Motorway Exit	Need another on-ramp to reduce the traffic on Main Road.	Not part of the SaferRoads Project.
Ngatittoa St	Intersection	People park their cars on white solid lines so that cars have to resort to crossing the yellow lines just to get past.	It is proposed to install no-stopping restrictions on horizontal and vertical curves.
Ngatittoa St	Crest of hill	Re-alignment at the crest of the hill for better visibility of Mascot Street and Larsen Crescent.	The cost of realignment precludes this work from the SaferRoads Project.
Ngatittoa St	All	White lines needed.	Agree.
Oriel Ave	All	Parking on blind corners.	It is proposed to install no-stopping restrictions on horizontal and vertical curves.
Oriel Ave	All	Speed humps needed.	There is a proposal to install traffic calming, however speed humps are not suitable for this route.
Oriel Ave	All	Very dangerous for school children as there are blind corners and rises.	It is proposed to install no-stopping restrictions on horizontal and vertical curves.
Oriel Ave	Greyfriars Crescent	Blind spot for traffic turning right into Oriel Avenue from Greyfriars Crescent.	It is proposed to remove/ relocate the planting outside number 79.
Oriel Ave	Greyfriars Crescent	Traffic needs to be slowed down.	There is a proposal to install traffic calming.
Oriel Ave	Redwood Intersection	Hazardous, especially around school time.	Improvements are proposed for this intersection.
Oxford St	All	Need speed humps to combat excess speed.	Agree.
Oxford St	All	We have had a number of near misses with children who have not used the crossing.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points.
Peterhouse St	Balliol Drive	Need a give way.	Agree

Street name	Location	Issue	Solution
Ranui Tce	All	Parking on the footpath.	It is illegal to park on a footpath; it is proposed to increase enforcement of this illegal and antisocial activity.
Ranui Tce	All	Parking on yellow lines is chronic and block residents driveways.	It is proposed to increase enforcement of this illegal and antisocial activity.
Ranui Tce	Tawa Intermediate	Yellow lines are on the wrong side of the foot path outside Tawa Intermediate.	All parking restrictions around the schools will be reviewed.
Raroa Tce	Mahoe Street Intersection	Road realignment needed for this intersection.	Improvements are proposed for this intersection.
Redwood Ave	All	Keep Redwood Retirement Village quiet and safe by reducing the need for speed humps and traffic islands.	It is proposed to install speed humps on approach to the pedestrian crossings
Redwood Ave	Main Road	Dangerous for young cyclists to turn off the Main Road.	It is proposed to reduce the speed of through traffic by providing traffic calming, new road marking and enforcement.
Redwood Ave	All	No footpath as you turn left from Redwood Avenue.	This has been included in the Footpath Programme; unfortunately this will not be implemented as part of the SaferRoads Project.
Redwood Ave	All	Speed around the school and sports ground entrance.	It is proposed to install speed humps on approach to the pedestrian crossings.
St Johns Tce	All	New white lines are not in the centre of the road and cars are cutting corners.	Cars are travelling too fast. It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Takapu Rd	South bound off ramp	Encourage Transit NZ to finish the south bound off-ramp at Takapu Road interchange.	Agree.
Takapu Rd	Intersection	Nasty intersection, a fatality waiting to happen.	It is proposed to reduce the speed limit on the approach to this intersection.
Duncan St	Tawa College/ Intermediate	1800 students arriving and leaving, parking is chaos.	It is proposed to install a slow speed zone outside the school.
Duncan St	Tawa College/ Intermediate	Pedestrian crossing is needed as a number of accidents have occurred around the schools.	It is proposed to install a pedestrian crossing near the Intermediate exit.
		Roads are too narrow.	Not part of the SaferRoads Project.
Oxford St	Tawa school	Congestion on Oxford Street around the school.	It is proposed to deliver a Safer Routes To School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Tawa St	Station	Need a crossing by the station.	It is proposed to install a central island to facilitate safer crossing.

Street name	Location	Issue	Solution
The Drive	Kereru Bend to intersection	Needs to be a footpath on the west side of The Drive all the way from opposite Kereru bend to the intersection with Reinga View.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Victory Cres	Cullen Place	Marking of parking spaces at Hampton Hill School, otherwise backing out into the path of speeding cars.	Agree.
Victory Cres	Cullen Place	Right hand rule an issue.	The LTSA is working through this. Likely to be changed in late 2004 or early 2005.
Victory Cres	Cullen Place	Speed is an issue as road narrows to one lane around school times.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	Cullen Place	Speed not safe for children at schools or park.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Woodman Dr	All	Need better road markings as cars often drive down the middle of the road at night.	Agree.
Ranui Tce	Tawa Intermediate	A concern was raised that the yellow lines are on the wrong side of the road. If the yellow lines were on the eastern side, residents backing out would be in the middle of the road and in the path of oncoming traffic.	All parking restrictions around the schools will be reviewed.
Hinau St	Intersection with Kowhai	T intersection confusing as who should give way.	It is proposed to install a give way on Kowhai Road.
Main Rd	Takapu/ Willowbank Road	South from Tawa there is no indication to turn right to Johnsonville.	Agree; arrangements have been made to better signage on Willowbank Road.
Oxford St	All	Traffic congestion around kindergarten and Coronation park. Development of angle parking may help.	It is not proposed to install angle parking.
Duncan St	Tawa College/ Intermediate	A pedestrian crossing outside Tawa Intermediate school.	It is proposed to install a pedestrian crossing near the intermediate exit.
Lincoln Ave	Outside number 20	Dangerous for residents coming out of drive way because of speed of drivers.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Colour coded road markings for speed limits.	A gateway with coloured paving is proposed at the change of speed limit.
Oxford St	Cambridge Terrace to Main Road	Congestion around Intermediate and kindergarten.	It is proposed to deliver a Safer Routes To School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Oxford St	Cambridge Terrace to Main Road	Becoming the main road to supermarket and other means of access. Even though there is a school and kindergarten in the area it does not encourage drivers to slow down.	It is proposed to install speed humps to deter through traffic.
Raroa Tce	Mahoe Street Intersection	Inadequate footpaths.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Raroa Tce	Greenacres School	Congestion outside of school gates along with parking on yellow lines and footpath causing children to walk on road.	Improvements are proposed for Raroa Terrace for Greenacres School.

Street name	Location	Issue	Solution
Spicer Pl	Greenacres School/ Woodman Drive	Poor state of an alternative access route through a Council reserve from the south that is often muddy and unusable in winter.	Not part of the SaferRoads Project.
Raroa Tce	Allen/ Lupin Terrace & Spicer Place	Raroa Terrace, Mahoe Street, Allen Terrace, Lupin Terrace and Spicer Place have inadequate footpaths.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Allen Tce	Tawa College upper sports field	Allen Terrace has parking problem with after school and weekend sports.	Not part of the SaferRoads Project.
Raroa Tce	Greenacres School	Pedestrian crossing needed.	Improvements are proposed for Raroa Terrace for Greenacres School.
Woodman Dr	Southern gate Greenacres School	Pedestrian crossing needed for Greenacre School children.	This is not proposed at this stage.
Allen Tce	Under motor subway	Lighting needed on the western side of the motorway subway that links Allen Terrace to Tawa College, Tawa Intermediate and Linden Railway station. Lighting is severely obstructed by the growth of large pine trees on neighbouring private property.	It is proposed to improve the lighting levels along the path.
Allen Tce	Path to subway	People speed down path to subway.	It is proposed to restrict vehicle access down this path.
Collins Ave	Mahoe Street intersection	Cars travelling east along Collins Avenue often fail to slow down sufficiently and cut the corner at Mahoe Street.	Improvements are proposed for this intersection.
Raroa Tce	Allen/ Lupin Terrace & Spicer Place	Traffic controlling measures are required along the following streets: Raroa Terrace, Mahoe Street, Collins Avenue, Allen Terrace, Spicer Place, Lupin Terrace, Peckham Grove, Wilmshurst Place, Colonial Grove and Woodman Drive.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Signs are obstructed by vegetation.	Trimming of vegetation has been arranged.
Collins Ave	Handyside Street	A hill between Handyside Street and Coates Street stops motorists seeing what is coming from one direction.	Improvements are proposed for this intersection.
The Drive	Ngatittoa Street	On exiting the western end of the road where it crosses Ngatittoa Street, the junction is dangerous. The problem is the exit from the road is uphill with a blind corner to the right and the crest of a hill to the left.	Improvements are proposed for this intersection.
Raroa Rd	Cluny Avenue joins Raroa Road	Difficulty crossing road as traffic often comes at considerable speed along this windy stretch of road. A pedestrian crossing is needed in the area of the bus stops on either side of the road, close to where Cluny Avenue joins Raroa Road.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Handyside St	Outside number 8	Concerned at the speed of vehicles travelling south along Handyside Street. Vehicles come around a blind bend where there is very limited visibility due to a bank and no footpath on one side of the street. Or even more concern is the danger of pedestrian access while we try to cross the road with small children.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.

Street name	Location	Issue	Solution
Hampton Hill Rd	Intersection Chester/ Franklin Road	The intersection of Hampton Hill Road, Chester Road and Franklin Road has the most odd intersection arrangement. It appears to be a triangular shaped roundabout and the layout allows road users to be creative in their passage through the intersection, especially road users coming from Chester Road as they utilise both sides of the triangle. There are no road markings to clarify the proper usage. Some go on the left side and some on the right hand side of the triangle. This roading layout is made more interesting with cars coming out of Chester Road blind to cars approaching from Franklin Road.	Improvements are proposed for this intersection.
		Replace and repair the stormwater sumps along the main road of Tawa as they provide a hazard to cyclists, which is part of the main north/ south cycling route for New Zealand. These stormwater sumps are the old style with only longitudinal slits and no middle bar so that a cycle wheel can fit down into the slits.	There is an ongoing project to replace sump grates for cycle-friendly grates.
Redwood Ave	Railway station	Redwood railway crossing has a sharp curve in the road. There are entrances to parking areas either side of Tawa Street, just metres east of the crossing. When there is a lot of traffic and someone wants to turn right into the entrance of the parking area, there is a high probability that a following vehicle will get trapped behind the turning vehicle, and end up directly on top of the railway tracks.	Improvements are proposed for this intersection.
Oxford St	Tawa School	3:05 pm on a school day (especially when it is wet) is diabolical. Oxford Street is narrow and when cars are parked on both sides of the road the traffic is reduced to one lane. The trouble is there is traffic wanting to travel in both directions, resulting in grid lock.	It is proposed to deliver a Safer Routes to School Programme to encourage children to walk to school safely and to use safe crossing points.
Duncan St	Tawa College/ Intermediate	Between 3:00 and 3:30 pm on a school day (especially when it is wet) Duncan Street becomes congested. Duncan Street is narrow and when cars are parked on both sides of the road, the traffic is almost reduced to one lane, but traffic wants to travel in both directions.	It is proposed to deliver a Safer Routes to School Programme to encourage children to walk to school safely and to use safe crossing points.
Main Rd	Intersection McLennan Street	At times when there is heavy traffic in both directions along the Main Road it is difficult to come out of McLennan Street, especially turning right. The problem is compounded when there are many vehicles all attempting to get out of McLennan Street and when there are school children trying to cross the Main Road going to or from school via the steps up Turkington Street.	It is proposed to reduce the speed of through traffic by providing traffic calming, new road marking and enforcement.
Duncan St	Opposite railway station	8:30am and 3:20pm on school days Duncan Street, at the pedestrian crossing opposite Tawa Railway Station, is quite dangerous for young children to cross. The number of young and inexperienced drivers heading to and from Tawa College increases the risks.	It is proposed to reduce the speed of through traffic by providing traffic calming, new road marking and enforcement.

Street name	Location	Issue	Solution
Takapu Rd	South bound off ramp	Coming off the Motorway from the south and heading across the Takapu Railway bridge, just at the entrance to Tawa, the concrete guard rail on the South side of the bridge is not protected by a crash barrier. Someone could easily crash head-on into that guard rail or drive off the road immediately before it and drop into the Takapu stream.	It is proposed to reduce the speed of through traffic by providing traffic calming, new road marking and enforcement.
		One concern is the speed that vehicles are travelling, particularly on streets that are being used by school and college pupils Another problem associated with this is the number of vehicles dropping children off and picking them up. Narrow streets, vehicles stopped on both sides of the road, people darting across and through-traffic, double parking, heavy vehicles roaring through, etc all lead to dangerous conditions.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Main Rd	Centre	Problems include speeds which are too high and angle parking in the central part of Main Road. Probably the worst problems are those centred round the shopping mall, and include the entry & exit from the mall's three entry points. The number of pedestrians crossing Cambridge Street, Oxford Street, Surrey Street and down Melville Street going to and from the Station, Tawa School, Tawa College and Tawa Intermediate School. There is absolutely no safe crossing place in this vicinity and the traffic flow is also increased by those to and from Tawa Junction.	Improvements are proposed for the parking with a manoeuvring isle proposed behind the angle parked cars to facilitate safer parking manoeuvres. It is also proposed to address the speed by a combination of encouragement, education, engineering and enforcement.
Handyside St	Intersection Collins Avenue	Blind intersection at the corner of Handyside Street and Collins Avenue.	Improvements are proposed for this intersection.
		Driving out from Tawa onto Highway 1 there is a 100 km/h road sign just pass the bridge indicating the speed limit. However for persons travelling to Wellington and therefore taking the almost hairpin bend the speed is indicated as 35km/h. Would it not be prudent to remove the 100 km/h road sign just pass the bridge and replace it with a more appropriate speed sign as there is traffic that would turn towards Porirua and adjust to 100 km/h and traffic that has to approach the bend at 35km/h before adjusting to 100 km/h.	It is proposed to reduce the speed limit of the on and off ramps.
Duncan St	Tawa/ Taylor Terrace & Tawa Street	Travelling south on Duncan Street approaching the intersection of Tawa Terrace, Tawa Street and Taylor Terrace the "Use Indicators" sign is virtually useless, simply because it is on the wrong side of the road and far too high up on the power pole.	Improvements are proposed for this intersection.

Street name	Location	Issue	Solution
		Tawa and other roundabouts have low level street signs that are far too close to the edge of the gardens, which means that they are frequently broken off by trucks trying to negotiate the tight circle. Replacement must cost ratepayers money. More significant from a safety point of view (and not confined to Tawa) is the trade-off between beauty from the lovely plantings of flowers and the practical reality of visibility at roundabouts. For example, the one outside the library in Tawa is quite high above the road surface and when flowers are added the result is that a driver can not see the indicator lights of cars approaching from the opposite direction.	In medium to large roundabouts if drivers can see that they do not need to give way there is a temptation to drive through quicker. By limiting their visibility it requires the drivers to slow down and be prepared to stop. On smaller roundabouts drivers need to see what is coming because the turning vehicle is on them before they could react.
Main Rd	Motorway exit	We see occasional examples of visiting cyclists who have ridden south through Tawa and are heading onto the motorway. A German boy with a map was not aware of the danger of the on ramp. Even though there is a sign it is far too late at the current spot. Why not put a warning sign at the south end of Main Road before the intersection of Middleton Road?	Agree; arrangements have been made to better sign Middleton Road.
Taylor Tce	All	We would love to see a No Exit sign at the start of Taylor Terrace. The street is 1km long and visiting drivers do not realise that there is no exit.	Technically this road is not a no-exit road as there are other roads that come off it. However Council has received a number of requests for similar signs and will give it further consideration.
Middleton Rd	Richmond Hill	At the moment we have an unsafe and deteriorating situation with edges of road uneven, and potholing getting worse. The bank scraping at Richmond Hill has improved our view line but we still have to stick our car bonnet onto the north-bound lane to see far enough north to prevent the constant near misses. Until we have a wider turning bay we will be forced to continue encroaching across the double yellow line to travel north.	Works have now been completed.
Duncan St	All	Duncan Street, Oxford Street and Main Road - speed of drivers.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Oxford St	Tawa school	The road is very narrow in this area and parking on both sides creates very dangerous and crowded conditions, both for drivers and those attempting to get in or out of their driveways.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Make bus lanes permanent not part time (7am - 9am etc) also ban parking in them. Currently motorists do not observe.	Not part of the SaferRoads Project.

Street name	Location	Issue	Solution
Main Rd	Between Victory Cres/ Fyvie Avenue	Does not feel like a residential 50 km/h road when driving along. There are no houses immediately at side of the road or a footpath on both sides for the majority of the road. This encourages speeding, especially after driving slowly through built up Tawa when going north. An option to reduce speeding would be to narrow the road by creating footpaths along both sides. This would also improve pedestrian safety. Currently you have to cross over the road twice if walking on the western side between Tawa and Linden.	It is proposed to reduce the speed of through traffic by providing traffic calming, new road marking and enforcement.
Main Rd	Junctions Linden/ Fyvie Avenue	Cars continually speed while turning at the junctions of Linden Avenue and Fyvie Avenue onto Main Road. They also speed down Linden Avenue from Main Road, trying to speed across the railway crossing before the barriers come down. Cars driving north along Main Road cannot see the junction with Fyvie Avenue until they are right on top of it. It is obscured by a high bank.	Improvements are proposed for this intersection.
Main Rd	Junctions Linden/ Fyvie Avenue	Entering the Main Road off Linden Avenue to Porirua for work and shopping has become a nightmare to the point that a lot of locals use the Gee Street intersection to elevate their waiting time. This only creates a problem at the Linden Avenue and Findlay Street intersection especially after a train.	Improvements are proposed for this intersection.
Redwood Ave	Redwood Village	Consideration for an island pedestrian crossing similar to the one currently in the main shopping area of Tawa, within the vicinity of Redwood Village. At peak times it is very difficult for elderly residents to safely cross the road from the bus stop.	It is proposed to install a safe crossing point near the Redwood Retirement Village.
Main Rd	South end	Suggest that night lighting in the Main Road be increased, particularly at the south end.	All lighting in Tawa is under review.
Main Rd	All	Suggest more road signs indicating the speed limit on the Main Road.	It is proposed to reduce the speed of through traffic by providing traffic calming, new road marking and enforcement.
Chester Rd	Chester/Franklin/Hampton Hill	Intersection is extra wide to cross.	Improvements are proposed for this intersection.
Chester Rd	Hampton Hill Road	Difficulty crossing from Chester Road to Hampton Hill Road.	Improvements are proposed for this intersection.
Chester Rd	Island at top of road	The island at the top of Chester Road is very confusing for some drivers as cars come around it too fast without looking in both directions first.	Improvements are proposed for this intersection.
Davidson Cres	End of Turkington and Fyvie Avenue	Blind spots.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Davidson Cres	On bend	Cars parked along road on bends on Davidson Crescent block vision.	It is proposed to install no-stopping restrictions on horizontal and vertical curves.

Street name	Location	Issue	Solution
Davidson Cres		Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Davidson Cres	Victory Crescent walkway	Very dirty.	Trimming of vegetation and cleaning of the path has been arranged.
Duncan St	McLellan Street	Becomes extremely congested at school drop-off and pick-up times.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
McLellan St	Duncan/Hinau Streets	No safe place for a child to cross.	It is proposed to install a pedestrian crossing over Duncan Street.
Duncan St	McLellan/Hinau Streets intersection	Need broken yellow lines on either side of the road as four wheel drives park here and block vision both of pedestrians and drivers.	Improvements are proposed for this intersection.
McLellan St	Duncan/Hinau Streets	Need a crossing as students have to cross the road.	It is proposed to install a pedestrian crossing over Duncan Street.
McLellan St	All	Four wheel drives blocking vision.	Parking restrictions are proposed to improve visibility at intersections.
Franklyn Rd	All	Footpath ends near large intersection having to cross the road with poor visibility.	Improvements are proposed for this intersection.
Franklyn Rd	All	Speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Fyvie Ave	Towards school	Speeding boy racers.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Hampton Hill Rd	Franklyn Road	Problem dogs.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Hampton Hill Rd	Franklyn Road	Overgrown shrubbery.	Trimming of vegetation has been arranged.
Hampton Hill Rd	Franklyn Road	Overgrown shrubbery, badly placed signage, no crossing signs, speeding, etc.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Hampton Hill Rd	Rimu Street	No crossing and very poor visibility for foot traffic.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Hampton Hill Rd	All	No safe crossing place.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Hampton Hill Rd	Olivia Crescent	Need a pedestrian cross at Hampton Hill Road.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Hampton Hill Rd	All	Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Hampton Hill Rd	Victory/Main Road	Busy intersection causing traffic congestion.	Improvements are proposed for this intersection.

Street name	Location	Issue	Solution
Hampton Hill Rd	Victory/Main Road	Congestion, always hard to get across.	It is proposed to install a safe crossing point near the Intersection.
Hampton Hill Rd	Victory/Main Road	No safe place for a child to cross.	It is proposed to install a safe crossing point near the Intersection.
Hampton Hill Rd	Victory/Main Road	Road is very busy, no pedestrian crossing.	It is proposed to install a safe crossing point near the Intersection.
Hampton Hill Rd	Victory/Main Road	Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Kenepuru Dr	All	No cycle lane.	Kenepuru Drive is within Porirua City's boundary.
Kenepuru Dr	All	No pedestrian crossing.	Kenepuru Drive is within Porirua City's boundary.
Kenepuru Dr	All	Speed of traffic.	Kenepuru Drive is within Porirua City's boundary.
Kenepuru Dr	Rembrandt Avenue/ Kenepuru Drive	Turning right is very difficult and dangerous due to limited visibility, no merging lane and the speed of traffic.	Kenepuru Drive is within Porirua City's boundary.
Kenepuru Dr	All	Speeding.	Kenepuru Drive is within Porirua City's boundary
Main Rd	Just south of cemetery	Footpath often wet and dirty causing pedestrians to walk on the road.	Arrangements have been made for repair.
Main Rd		Footpath runs out north-bound.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Main Rd	Fyvie Avenue intersection	Busy intersection.	It is proposed to alter road markings and to slow through traffic to make entry and exit on the Main Road easier.
Main Rd	McLellan	Busy intersection.	It is proposed to alter road markings and to slow through traffic to make entry and exit on the Main Road easier.
Main Rd	McLellan intersection	No safe crossing place.	A pedestrian crossing has now been installed.
Main Rd		Need crossing for swimming pool and schools.	It is proposed to install a safe crossing point near the intersection.
Main Rd	Victory Crescent intersection	Need more pedestrian crossings just north of Victory Crescent intersection to Grassleas Reserve and just north of McLellan Street.	It is proposed to install a safe crossing point near the intersection.
Main Rd		Needs a crossing for pool and school students. Footpath runs out here on north bound side.	It is proposed to install a safe crossing point near the intersection.
Main Rd		No crossing for swimming walk.	It is proposed to install a safe crossing point near the intersection.
Main Rd	Cemetery side of road	No crossing for the children, footpath not complete on cemetery side of road so have to cross. As I drive this road to work, I often have to brake to avoid children who run across the road.	It is proposed to install a safe crossing point near the intersection.
Main Rd		No crossing point for pool and schools.	It is proposed to install a safe crossing point near the intersection.
Main Rd		No safe crossing place for intermediate and college children.	It is proposed to install a safe crossing point near the intersection
Main Rd	Roundabout at Cambridge intersection	Congestion always hard to get across.	There is not much that can be done; drivers will have to be patient.
Main Rd	North of Linden Road	Very busy road with no crossings at all.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
McLellan St	Rail crossing	An over bridge would remove the danger.	Agree, the Tawa Community Board are promoting this, unfortunately this won't be implemented as part of the SaferRoads Project.

Street name	Location	Issue	Solution
Olivia Cres	Rimu Road intersection	Blind bend on narrow road.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Olivia Cres	Rimu Road intersection	Needs a school crossing patrol.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Olivia Cres	Rimu Road intersection	No footpath.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Rimu Rd	All	Very little parking to safely park and pick up children.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Turkington St	Intersection	Fairly major.	Improvements are proposed for this intersection.
Victory Cres	All	Congestion and speeding cars at drop off and pick up times.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Before and after school traffic congestion along with speeding vehicles.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Cars doing U turns when it is too busy.	Issue is unclear.
Victory Cres	All	Cars parked on yellow lines outside school.	It is proposed to increase enforcement of this illegal, dangerous and antisocial activity.
		Drivers not stopping at Victory Crescent pedestrian crossing.	It is proposed to reinforce the presence of the crossing by using coloured stripes at the diamond in advance of the crossing.
Victory Cres	All	Drivers speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Drivers using driveways to change direction and doing three-point turns.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Victory Cres	All	Footpath overtaken by shrubbery and slippery.	Trimming of vegetation has been arranged.
Victory Cres	Hampton Hill intersection	No safe crossing point.	Improvements are proposed for this intersection.
Victory Cres	All	Just the odd stray dog.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Victory Cres	All	Needs to be provision for strollers and prams at the crossings, like driveways.	There is an ongoing project to provide footpath ramps at all intersections.
Victory Cres	All	Parents not using the crossing but jay walking their children across the road.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe practices around schools.
Victory Cres	All	People constantly park in clearway signs.	It is proposed to increase enforcement of this illegal and dangerous activity.
Victory Cres	All	People parking behind cars that are in the car park.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe practices around schools.
Victory Cres	All	Several dogs along Victory Crescent.	It is proposed to work through this issue as part of the Safer Routes to School Programme.

Street name	Location	Issue	Solution
Victory Cres	All	Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Speeding and cars parked illegally on yellow lines.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Speeding traffic along Victory Crescent especially during periods when children are walking to and from school.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Speeding up and down Victory Crescent.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Victory Cres	All	Taxi drivers parking on yellow lines outside the kindergarten.	It is proposed to increase enforcement of this illegal, dangerous and antisocial activity.
Victory Cres	All	Traffic congestion at the end of the school day.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Victory Cres	Deveron	Footpaths cracked and with holes.	Arrangements have been made for repair.
Wakefield Tce	All	Cars always parked across footpath.	It is proposed to increase enforcement of this illegal, dangerous and antisocial activity.
Wakefield Tce	Victory intersection	Parents use as a turning bay.	Through the Safer Routes to School it is proposed to educate parents about unsafe driving practices around schools.
Hillary St	Walkway from/ to school	Not accessible due to construction and footpath not rebuilt yet.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Westhaven Dr	Westwood/ Westra intersection	Poor visibility and fast moving traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Westhaven Dr	All	No footpath on both sides of road.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Wilfred St	All	Cars speeding around bend when crossing to/from footpath.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Wilfred St	Wilfred Street & Olivia Crescent	Footpath is slippery after rain and overgrown.	Trimming of vegetation and cleaning of the path has been arranged.

Street name	Location	Issue	Solution
Wilfred St	Wilfred Street & Olivia Crescent	Footpath is too slippery after rain and overgrown. Would be better with steps and foliage cut back.	Trimming of vegetation and cleaning of the path has been arranged.
		Old Margaret verbally abuses the children.	It is proposed to work thorough this issue as part of the Safer Routes to School Programme.
		Speed humps on roads near schools would be good.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Would like to see the access completed.	Issue is unclear.
Cambridge St	Main Road junction	Busy intersection with lots of directions children have to watch in order to cross safely across Cambridge Street from the library.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Cambridge St		Busy intersection at library roundabout. Would be safer if a zebra crossing either there or on other side of roundabout across Cambridge Street.	A pedestrian crossing may not necessarily improve safety. Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
Duncan St	McLellan Street corner	Large overgrown flax on right hand side.	Improvements are proposed for this intersection.
Duncan St	Near Tawa railway over bridge	Crossing across Duncan Street near Tawa Railway over bridge, is dangerous as traffic can move very quickly along here. We try to have an adult to see the children over this crossing and to meet them in the afternoon.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement
Duncan St		Traffic congestion outside College on Duncan Street.	It is proposed to reduce the number of vehicles at all school gates by encouraging and facilitating safe walking and cycling.
Duncan St	Taylor & Tawa Terrace intersection	Busy intersection in the morning along with speeding in and around this area.	Improvements are proposed for this intersection.
Duncan St	Taylor & Tawa Terrace intersection	Speed of traffic in and around this intersection.	Improvements are proposed for this intersection.
Fyvie Ave	Walkway	Walkway from top of Fyvie Avenue to Main Road is unsafe because it is used by many older people and the path is out of public view.	It is proposed to work thorough this issue as part of the Safer Routes to School Programme.
		Speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Jamaica Dr	To bottom of hill	Walk and cycle track from Jamaica Drive to bottom of the hill, there is no safe crossing point with speeding vehicles.	It is proposed to lower the sped limit on the interchange to 50 km/h.
Kereru Bend	Redwood Avenue walkway	Shortcut could be hazardous as weirdoes hanging around, very quiet and out of public view.	It is proposed to work thorough this issue as part of the Safer Routes to School Programme.

Street name	Location	Issue	Solution
Larsen Cres	Intersection Mascot/ Ngatittoa Street	Very busy and has poor visibility due to crest of hill a little way off where people try to cross. This is a problem because it is a route that boy racers use and general public often travel at excessive speeds along Ngatittoa Street and Larsen Crescent.	Improvements are proposed for this intersection.
		Speeding and boy racers.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		No footpath on one side of street.	Issue is unclear.
Larsen Cres	Near Oriel Avenue intersection	Not easy to cross always and footpath only on one side.	It is proposed to install a central island to assist pedestrians and to reduce speed of through traffic.
Larsen Cres	Intersection Mascot Street	Can take longer route through Larsen Park to avoid Larsen Crescent and Mascot Street intersection but not always good walking through park.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Lincoln Ave	Main Road intersection	Busy with traffic passing through from many different directions and difficult to see traffic approaching, especially when cars and trucks parked outside Harcourt's Office. Too many directions to keep an eye on for young children walking on their own.	Improvements are proposed for this intersection.
Lyndhurst Rd	Between Ngatittoa Street and Main Road	Crossing.	Issue is unclear.
Lyndhurst Rd	Intersection	Poor visibility on corner.	A pedestrian crossing may not necessarily improve safety. Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
Lyndhurst Rd	Intersection	When trying to turn right can not see clearly left when cars are parked around especially from church.	Parking restrictions are proposed to improve visibility at intersections.
Lyndhurst Rd	Intersection	No safe place to cross and poor visibility.	A pedestrian crossing may not necessarily improve safety. Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
Lyndhurst Rd	Lyndhurst Park	Extremely poor visibility, overgrown shrubbery sometimes dangerous to cross.	Trimming of vegetation has been arranged.
Lyndhurst Rd	Ngatittoa Street	While crossing Ngatittoa Street on the southern side of Lyndhurst Road is very unsafe as it is now.	Improvements are proposed for this intersection.
Lyndhurst Rd	Tainui Terrace intersection	Shrubs and trees take up one third of footpath causing children to walk in single file.	Trimming of vegetation will be arranged.
		Cars sweep around the bend too quickly.	Issue is unclear.

Street name	Location	Issue	Solution
		Roundabout can be very busy especially going home from school. Trees on church property can block both children's and drivers view when crossing Lyndhurst Road. Some cars sweep around the bend and the roundabout too quickly.	Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
Mahoe St	17 Mahoe and College	Lack of complete footpaths.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Main Rd	North of Oxford Street.	Speed of cars coming down Main Road when children are trying to use the crossing just north of Oxford Street.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Main Rd	Between Ngatitua Street	No crossing for children.	A pedestrian crossing may not necessarily improve safety. Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
Main Rd	Between Ngatitua Street	No pedestrian crossing poses a threat to safe crossing.	A pedestrian crossing may not necessarily improve safety. Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
Main Rd	Elena Place & Tawa Street	Very busy with hardly any breaks in traffic at 8.30am & 3pm.	It is proposed to deliver a Safer Routes To School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Main Rd	Near Oxford Crescent	School patrol not manned after 8.55am, should be up to 9am. Dangerous street to cross at that time of the morning as motorists do not slow down enough.	It is proposed to work thorough this issue as part of the Safer Routes to School Programme.
Main Rd	Oxford Street	Crossing okay but can be difficult at times.	It is proposed to deliver a Safer Routes To School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
Main Rd	Tawa Street intersection	Poor visibility and overgrown shrubbery.	Trimming of vegetation has been arranged.
Main Rd	Tawa Street intersection	Speed of cars especially at intersections.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Rough and uneven.	Issue is unclear.
		Busy intersection.	Issue is unclear.

Street name	Location	Issue	Solution
		A cycle way along the Main Road would start to make it safe enough for children to ride.	An alternative cycle route is proposed from Gee Street to Cambridge Street to bypass the shopping area, combined with the lower speed limit this will provide a safer network for cyclists.
		Sometimes in the afternoon when collecting children, cars are parked on the footpath and lawn area by the bus stop and tree. Does not leave a lot of room to walk safely on the footpath.	It is proposed to increase enforcement of this illegal, dangerous and antisocial activity.
		Congested and because of the curve in the Main Road it is difficult to see coming traffic.	Issue is unclear.
McLellan St	Crossing	Traffic speed.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Traffic speed.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Ngatitooa St	Bottom	Poor visibility of speeding traffic when crossing.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Crossing dangerous as road curves so kids can not see if anything is coming.	Issue is unclear.
Oriel Ave	St Edmunds Crescent	Congestion caused by Redwood School, results in us using a walkway from Oriel Avenue through to St Edmunds Crescent. However this is overgrown and has a large dog who barks on the other side of the fence.	Trimming of vegetation has been arranged.
Oriel Ave	St Edmunds Crescent - walkway	This is overgrown.	Trimming of vegetation has been arranged.
Oriel Ave	St Edmunds Crescent - walkway	A large dog who barks on the other side of the fence.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Oxford St	Tawa Junction	Roundabout poor visibility and speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Parents parking in school and driveways causing danger to pedestrians.	Through the Safer Routes to School Programme it is proposed to educate parents about unsafe driving practices around schools.
Oxford St	Cambridge Street intersection	Cars park so close that it obscures the footpath.	Parking restrictions are proposed to improve visibility at intersections.
Oxford St	Main Road intersection	Traffic turning right out of Oxford Street into Main Road at 3pm cause congestion.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.

Street name	Location	Issue	Solution
Oxford St	Melville Street	If walking home a lot of Tawa Intermediate children walking in opposite direction on train bridge.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Oxford St	Railway station	Speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Oxford St	Especially near railway station	Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
Ranui Cres	Kowhai Street corner	Overgrown shrubbery.	Trimming of vegetation has been arranged.
		Trying to turn right into Redwood Ave at 3pm is near impossible.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Rough and uneven road surface.	Issue is unclear.
Redwood Ave	Railway station	Before railway station, traffic comes from four directions and also has a blind spot.	Improvements are proposed for this intersection.
Duncan St	Tawa College	Congestion.	It is proposed to reduce the number of vehicles at all School gates by encouraging and facilitating safe walking and cycling.
Oxford St	Tawa School	Back route to school closed due to flooding.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Tawa St	High Street	No safe crossing point on Tawa Street between railway lines and High Street. A crossing would be very helpful.	It is proposed to install a central island to facilitate safer crossing.
Tawa St	Redwood Railway Station & BP Station	No pedestrian crossing on Tawa Street between Redwood Railway Station and BP Service Station.	It is proposed to install a central island to facilitate safer crossing.
Tawa St	Taylor Terrace & side Streets	No safe crossing place over Tawa Street (near short cut to back of field) for children who live up Taylor Terrace and side streets. Visibility is poor with cars speeding down and over railway line making it hard for younger children to judge speed.	It is proposed to install a central island to facilitate safer crossing.
		Designated crossing area is too close to the intersection. I walk my children down further to the BP Service Station driveway and cross there.	It is proposed to install a central island to facilitate safer crossing.
Tawa St	Main Road intersection	No safe crossing.	It is proposed to install a central island to facilitate safer crossing.

Street name	Location	Issue	Solution
Tawa St	Main Road intersection	Overgrown shrubbery.	Trimming of vegetation has been arranged.
Te Reinga View	The Drive	Poor visibility crossing and footpath only on one side of The Drive.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
		Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		No footpaths on one side	Issue is unclear.
The Drive	Ngatitoo/Mascot Street intersection	No safe crossing point, visibility difficult, cars come quickly around corner.	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
The Drive	Te Reinga View intersection	Blind corner to cross	This has been included in the Footpath Programme; unfortunately this won't be implemented as part of the SaferRoads Project.
Victory Cres	Main Road intersection	No safe crossing place.	It is proposed to install a safe crossing point near the Intersection.
		Speeding boy racers.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Using the crossing outside the BP Service Station is usually okay as traffic slows for the intersection.	Agree.
Duncan St	Bridge by swimming pool Grassleas Park	Number of teenagers and older kids that hang around at the park after school.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
Lyndhurst Rd	Lyndhurst Park	Extremely poor visibility, overgrown shrubbery sometimes dangerous and requires a crossing.	T rimming of vegetation has been arranged
Oxford St	Tawa School	Cars coming out unexpectedly and too fast from the driveway loop at Tawa School are a problem when on footpath going towards gate.	Through the Safer Routes to School it is proposed to educate parents about unsafe driving practices around schools.
Oxford St	Tawa School	Double parking, parking in driveways and on footpaths.	Through the Safer Routes to School it is proposed to educate parents about unsafe driving practices around schools.
		Dogs can be anywhere. Children can be frightened and may leave the route to avoid them.	It is proposed to work through this issue as part of the Safer Routes to School Programme.
		Cars double parked in front of shut driveway gate in afternoons obstructs view and crowds pedestrians on footpath with cyclists.	Through the Safer Routes to School programme it is proposed to educate parents about unsafe driving practices around schools.
		I would allow my children to do more bike riding (when age appropriate) but I am not able to bike with them to show them the proper road rules. I think a bike road rules group would be a great start for some of our older children.	Agree, it is proposed to run programmes within the schools.
		Speeding traffic.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.

Street name	Location	Issue	Solution
		New footpath going in will allow us to use the existing pedestrian crossing as this has been a huge issue at peak times.	Issue is unclear.
		Very busy mornings and afternoons.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		No footpath, children forced to walk on road, sloping curved street.	Issue is unclear.
		Busy with college, intermediate and pool plus other traffic.	Issue is unclear.
		Cycling is simply not an option as the Main Road has too great a volume of traffic, with many vehicles short term parking and pulling out into the traffic.	An alternative cycle route is proposed from Gee Street to Cambridge Street to bypass the shopping area, combined with the lower speed limit this will provide a safer network for cyclists.
		Motor vehicles coming down hill are quite hidden and some kids tend to cross without going further uphill when visibility is clear.	Issue is unclear.
		Speeding and traffic congestion before and after school.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Between school and shops gets very congested because of bus, business vehicles, and parent vehicles parking on footpath.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Traffic congestion.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Traffic congestion, narrow road, bend on Oxford Street and people travel too fast in cars.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Busy intersection.	Issue is unclear.
		Traffic congestion.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Poor visibility and overgrown shrubbery.	Trimming of vegetation has been arranged.

Street name	Location	Issue	Solution
		Roundabout has no safe crossings.	A pedestrian crossing may not necessarily improve safety. Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
		Speeding.	It is proposed to lower the speed limit on residential roads to 40 km/h and to control speed on main roads through educating and enforcement.
		Congestion.	It is proposed to deliver a Safer Routes to School Programme to teach children to walk to school safely and to use safe crossing points. It is anticipated that this programme will reduce the number of vehicles at the school gate.
		Roundabout is hard to judge as cars often do not indicate.	Reducing vehicle speeds and delivering a pedestrian awareness campaign coupled with a roundabout usage campaign will improve the ability to cross roads.
		No safe crossing before the railway line and the bridge.	It is proposed to install a central island to facilitate safer crossing.
		No safe crossing point.	Issue is unclear.
		Poor visibility, cars cutting the corner and speed.	Issue is unclear.
		Walking bridge over stream is too open.	It is proposed to work thorough this issue as part of the Safer Routes to School Programme

7. 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 40 km/h on most residential streets
- lowering the speed limit to 50km/h on the Tawa interchange
- using traffic features to slow vehicles including:
 - 4 roundabouts
 - 35 splitter islands
 - 20 give way controls
 - 16 speed humps
 - 3 kerb extensions
 - 10 pedestrian refuge islands
 - 57 coloured road surfaces.
- increased speed enforcement including the installation of speed cameras and targeted road policing
- increasing parking enforcement
- running school and community education campaigns about road safety and the dangers of excessive speed.

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

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

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

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

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

8. Drawings / maps

Drawing and maps listed in this report can be downloaded from the Council website, www.wcc.govt.nz/rd/saferroads/.