



SaferRoads Thorndon Workshops

SaferRoads Thorndon

A summary of Community Participation

September 2004

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WELLINGTON CITY COUNCIL

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Background to the SaferRoads Project

Last year the Wellington City Council has introduced a Road Safety project called SaferRoads that aims to **reduce accident numbers on Wellington City roads by 33% by 2010**. The SaferRoads project has been designed so the Council can make a contribution to the Government's *Road Safety to 2010* strategy.

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

The Council's previous road accident reduction strategies concentrated on making changes to identified black spots and defined routes. This work is now largely complete. However, analysis from LTSA confirms that there are still a significant number of 'scattered' accident sites that are more difficult to eliminate. A specialist traffic safety consultant was commissioned in 2001 to make recommendations on a new accident reduction strategy for the Council. The *Proposed Road Safety Action Plan for Wellington City Discussion Paper* that outlines current international research and recommendations was developed as a result.

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

- Managing traffic onto 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
- On-going political support
- Ongoing funding
- Acceptance from local communities
- The ability to introduce measures currently outside the legislative framework.

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

Stakeholder Consultation

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

Meetings were held with stakeholders including:

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

In Thorndon meetings were held with:

- Thorndon School
- Scared Heart School

Publicity for the community workshops included information flyers delivered by NZ Post to all residents in Thorndon. SaferRoad posters were displayed around the Thorndon area including schools and shops. A media release about the SaferRoads project was circulated to local papers and public notices were placed in community newspapers. The Wellington City Council website also listed workshop dates and venues along with providing background information.

Workshop One

Workshop one was held on 23 June 2004 from 7-9pm at Wellington Girls' College, Hobson Crescent and 13 people attended the first workshop along with the SaferRoads project team, ward Councillors and other council staff.

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

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

Workshop exercises were divided into four main themes:

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

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

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



Post-it notes participants placed on a map at the Thorndon SaferRoads first workshop.

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

- Speed
- Intersections
- Pedestrians
- Parking
- Cycling
- Other roading concerns

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

Theme	Issue	Location
Speed		
	Speed of traffic - particularly at Northern End heading north as road slopes downhill. Reduce the speed limit or place road bumps may help here. If road bumps cannot be here, why not reduce speed limit-put signs up stating new limit, install speed cameras and signs notifying that speed will be monitored.	Tinakori Road
	Traffic speeds outside business hours is a concern	Tinakori Road
	Speed on Tinakori Road during weekends	Tinakori Road
	40km/ph speed limit because of narrower street. Speed camera to force traffic to slow down. Integrate another pedestrian crossing at Bowen Street and Tinakori Road at the drycleaners.	Tinakori Shop area
	Pedestrian crossing should be reviewed with speed of cars	Tinakori Road/ Newman Tec
	High speed, poor visibility and pedestrians	Grant Road
	High speed of vehicles going down Grant Road is dangerous, particularly to people aligning from the bus stop here, including elderly people from blocks of flats.	Grant Road
	Speed camera on Murphy Street by New World and pool entrances	Murphy Street
	Slow traffic on Murphy Street as they exit the motorway. Speed hump/ rumble strips	Murphy Street
	Driving too fast down Murphy Street from motorway off ramp to Pipitea Street corner	Murphy Street
	Police need to put effort into encouraging drivers to reduce their speed back to 50kph after exiting the motorway. There are 4 schools adjacent to Murphy St, and many people crossing that street to access the Supermarket. Excessive speed is not limited to only those who enter Murphy St from the motorway.	Murphy Street
	Fixed speed camera on Murphy Street off ramp	Murphy Street
	Speed at off ramp	Murphy Street
	High speeds from Murphy Street off ramp down to New World and Wellington Girls College	Murphy Street
	This area is not pedestrian friendly – crèche parents parking on footpath doesn't help	Cnr Murphy & Molesworth
	People drive too fast down Hobson Street	Hobson Street
	Speed is an issue on Hobson Street, and this needs to be addressed	Hobson Street
	Cars go very fast down Hill street travelling towards Molesworth Street	Hill Street
	Speed of traffic travelling in both directions across link in road – speed humps should be placed by childcare centre and pedestrian crossing outside St Mary's College.	Hill Street
	40km/ph on Thorndon Quay would be safer and make it more pleasant	Thorndon Quay
	Speed in northern end of Grant Road	
	The speed of vehicles travelling up and down Grant Road is dangerous (Wadestown end)	
	A number of vehicles drive too fast up and down Hobson Street	
	Enforce bus speed limits in CBD, they drive too fast & go thru too many red lights	
	Grant Road speed issues could be resolved by speed humps or path side extensions, or restoring parking which has been removed in recent years	
	Local street gateways	
	Support 40km in all except main arterial routes and in those routes where shops are present eg Kelburn and Thorndon	
	Removal of resident parking in Grant Road has led to higher vehicle speeds	
	Adopt different speed limits – 100km, open road – 80km, currently 70km – 60km currently 50km and 40km pedestrian and residential streets	
	Thorndon is a historic area. Any improvements should be in keeping with the area. Perhaps granite insets placed in streets to slow down traffic	
	The dangerous speed of vehicles in Grant Road could be calmed by kerb extensions	

Theme	Issue	Location
Intersections		
	Re-instate straight ahead lane north from Tinakori Road	Tinakori Road
	New traffic island stops traffic moving north – causes traffic jams up Tinakori Road	Tinakori Road
	Moving out from Stowe Hill and Cottleville Terrace is hard at peak times ie 8:00am & 5:30pm	Tinakori Road
	Use of mirrors to view Tinakori Road moving out of Stowe Hill and Cottleville Terrace	Tinakori Road
	Pedestrian crossing across Tinakori Road at top of Hawkestone Street bridge needs to be made safer for pedestrians	Tinakori Road
	Drivers turning right on to motorway, across traffic going straight ahead south up Tinakori Road	Tinakori Road
	If you remove the arrow put in a pedestrian crossing	Tinakori Road
	Remove green arrow for traffic exiting motorway going south/ west on Tinakori Road. It worked fine without the green arrow	Tinakori Road
	Better signal design for improved traffic flow into Bowen Street	Tinakori Road
	Can not see coming out of Cottleville Terrace onto Tinakori Road	Tinakori Road/ Cottleville Terrace
	More traffic signals along Tinakori Road, Hawkestone and Hill Streets	Tinakori Road, Hawkestone and Hill Streets
	Intersection is dangerous – lighting is required (perhaps, overhead)	Tinakori Road & Hawkestone Street
	Pedestrian crossing Tinakori Road and Park Street on north side of Tinakori Road would provide more direct route to schools	Tinakori Road/ Park Street
	Signals or roundabout at Tinakori Road/ Thorndon Quay intersection as it is very hard to exit and people try and go into gaps that are too short	Tinakori Road/ Thorndon Quay
	Vehicles especially buses cut corner	Grant Road/ Park Street
	Priority Controls at intersections	Hobson, Davis and Moturoa Streets
	Risky for pedestrians when drivers pull out of Kate Sheppard Place to go straight through. Likewise, when buses speed through traffic lights.	Kate Sheppard Place
	Pedestrian crossing Aitken and Hill Street at intersection caught at crossing if pedestrians traffic heading up Molesworth Street	Aitken and Hill Streets
	Rumble strips on Hawkestone Street off ramp, cars often stop in middle of Hawkestone Street	Hawkestone Street
	Car's don't give way at top of motorway off ramp	Hawkestone Street
	Red light camera on left turn Bowen Street to the Terrace	Bowen Street
	Traffic signals need to be changed as can not make a right hand turn from Lewisville Terrace into Bowen Street as traffic still travelling straight along Tinakori Road. Vehicles parking on pavement block visibility also	Lewisville Terrace
	Difficult to exit George Street because cars are permitted to park too close to corner	George Street
	Red light cameras for Tinakori Road/ Harriet Street and motorway off ramp intersection	
	Put in red light cameras, too many vehicles go thru red lights annoying to pedestrians	
	Priority intersections in Thorndon	
	A lot of vehicles do not indicate when going into Hobson Crescent	

Theme	Issue	Location
Pedestrians		
	Pedestrian crossing at Tinakori Road, near Cottleville Terrace is in the wrong place for people walking down from Wadestown. It seems to be at the end of the steps at the bottom of Newman Terrace which is in a direct line with steps coming down from Wadestown Road	Tinakori Road
	Pedestrian crossing across Tinakori Road at top of Hawkestone Street bridge needs to be made safer for pedestrians	Tinakori Road
	Kerb crossings required at lights at Tinakori Road and motorway off ramps	Tinakori Road
	Driving south up Tinakori Road, very hard to see people walking onto pedestrian crossing (from east to west)	Tinakori Road
	If you remove the arrow put in a pedestrian crossing	Tinakori Road
	Remove green arrow for traffic exiting motorway going south/ west on Tinakori Road. It worked fine without the green arrow	Tinakori Road
	40km/ph speed limit because of narrower street. Speed camera to force traffic to slow down. Integrate another pedestrian crossing at Bowen Street and Tinakori Road at the drycleaners.	Tinakori Shop area
	Pedestrian crossing should be reviewed with speed of cars	Tinakori Road/ Newman Terrace
	Pedestrian crossing Tinakori Road and Park Street on north side of Tinakori Road would provide more direct route to schools	Tinakori Road/ Park Street
	Pathway off Tinakori Road down to Thorndon Quay needs skid resistance material to stop people slipping	Tinakori Road/ Thorndon Quay
	High speed, poor visibility and pedestrians	Grant Road
	High speed of vehicles going up and down Grant Road is dangerous, particularly to people alighting from the bus stop here, including elderly people from blocks of flats	Grant Road
	Pedestrian access to New World supermarket needs to be provided	New World
	Pedestrian access to New World across Molesworth and Murphy Streets	New World
	Crossing required to the supermarket (pedestrians cross at WHM at present)	New World
	Police need to put effort into encouraging drivers to reduce their speed back to 50kph after exiting the motorway. There are 4 schools adjacent to Murphy St, and many people crossing that street to access the Supermarket. Excessive speed is not limited to only those who enter Murphy St from the motorway.	Murphy Street
	Vehicles obstructing the footpath is an issue in Hobson Crescent, with cars parked often in driveways or off-road car parks, but still obstructing the footpath with part of the vehicle, often a tow bar. With the number of schools in the area, and a pre-school, this is a selfish and potentially dangerous practice	Hobson Street
	Vehicles obstructing the footpath in Moore St (Bodyworks Gym) causes pedestrians (again, often school children) to have to walk on the road. This is particularly a problem mornings, lunchtimes and evenings Monday to Friday	Moore Street
	Pedestrians facility of crossing road to school and work – Moore Street steps	Moore Street
	Risky for pedestrians when drivers pull out of Kate Sheppard Place to go straight through. Likewise, when buses speed through traffic lights.	Kate Sheppard Place
	Pedestrian crossing Aitken and Hill Street at intersection caught at crossing if pedestrians traffic heading up Molesworth Street	Aitken and Hill Streets
	Pedestrian crossing at off ramp	Hawkestone Street
	Pedestrian crossing – remove left turn lane to improve visibility	Hawkestone Street
	Vehicles dart across from Hawkestone Street to get into Little Pipitea Street (especially taxis) – risk to pedestrians on pavement	Hawkestone Street/ Little Pipitea Street
	Pedestrian crossing – very poor visibility (bushes) and signage light out. Needs much better signage	Hawkestone Street/ Tinakori Road

Theme	Issue	Location
Pedestrians continue		
	Hobson Street very congested by parents dropping off children to school, any chance of another pedestrian crossing?	
	Lower Tinakori Road by Welling Bridge Club. Needs better signage on the right hand side for pedestrian crossing and speed coming onto Cottleville Terrace	
	Runners going down lower Tinakori Road making cars move to opposite side of road	
	Road across Grant Road down to Tinakori Road – current Tinakori crossing should be moved. This would encourage pedestrians – encouragement of pedestrians may reduce traffic	
	Pedestrian crossing across Grant Road	
	The pedestrian underpass is too spooky and tortuous to be much use	
	Area at top of Molesworth and Murphy Streets needs to be re-designed to cater for pedestrians – particularly crossing motorway off ramp	
	Crossings needed on Molesworth and Murphy Streets to supermarkets	
	Very difficult to get across Murphy Street to get to New World unless crossing at Pipitea Street – inconvenient	
	Crossing motorway off ramp at top of Molesworth Street is difficult	
	More lighting from Hobson Street to New World – very dark if walking to supermarket at night. I currently won't walk there by myself at night	
	Pedestrian crossing across Grant Road – to deal with bus stop people and to link the path down Newman Terrace from Wadestown.	
	Noticeable that many of the people who walk out onto the road without looking are Asian – cultural training to new immigrants required	
	Pedestrians still have the right to cross on a flashing red man. Vehicles do not have the right to try and bowl pedestrians over. Can make the red flashing man orange then red.	
	Educate pedestrians that the roads are for vehicles and they need to look out for them when crossing a road – expect a vehicle – not many even look	
Parking		
	New apartments are being built without off street parking – leads to narrow egress in the village with increasing risk of accidents	Tinakori Road
	Shops in Tinakori Road – quiet a lot of problems with people stopping to park or pulling out from parking	Tinakori Road
	Many shop/ office car owners use the Tinakori Road medium term parking all day by moving cars around. Discourage them by doing a blitz – recording licence numbers and ticketing the worst violators	Tinakori Road
	Parking issues: Removal of parking from an area where off street parking is limited has caused a number of traffic safety issues	Grant Road
	Parked cars in Grant Road all regularly damaged by vehicles moving up and down Grant Road	Grant Road, Wadestown end
	This area is not pedestrian friendly – crèche parents parking on footpath doesn't help	Cnr of Murphy and Molesworth Streets
	Vehicles obstructing the footpath is an issue in Hobson Crescent, with cars parked often in driveways or off-road car parks, but still obstructing the footpath with part of the vehicle, often a tow bar. With the number of schools in the area, and a pre-school, this is a selfish and potentially dangerous practice	Hobson Street
	Removal of resident parking in Grant Road has led to higher vehicle speeds	
	Provide proper parking for crèche at top of Molesworth – at present parents have to park on footpath	
	Inappropriate parking - double parking and parking over drive ways around college	
	Improve streetscape by removing vehicles that park on street all day, ie commuters	

Theme	Issue	Location
Cycling		
	Hard to cycle down Murphy and Mulgrave Streets because of parked vehicles	Murphy and Mulgrave Streets
	Vehicles pulling/ turning out of parking on Thorndon Quay are dangerous to cyclists	Thorndon Quay
	Cyclists belong in cycle lanes – Courier cyclists are hazards to all pedestrians and they should obey the road rules	
	Suggest that more footpaths are shared with cycles (with pedestrians having right of way)	
Other roading issues		
	Noted recently an increase in traffic flow -all targeting parking along street - clearly encouraging people to use public transport by not providing day parking on residential streets may help.	Tinakori Road
	New apartments are being built without off street parking – leads to narrow egress in the village with increasing risk of accidents	Tinakori Road
	Many shop/ office car owners use the Tinakori Road medium term parking all day by moving cars around. Discourage them by doing a blitz – recording licence numbers and ticketing the worst violators	Tinakori Road
	Difficulty coming out of New World, turning right up Molesworth Street, when others are trying to enter New World	New World
	Narrow road off Molesworth Street for access into New World	New World
	Correct the poor access from New World – swap entrance and exit round	New World
	Vehicles parked in lip does not let cars/ trucks go down Murphy Street easily	Murphy Street
	Large amount of lane changing required here	Murphy Street/ Halswell Street
	Vehicles obstructing the footpath is an issue in Hobson Crescent, with cars parked often in driveways or off-road car parks, but still obstructing the footpath with part of the vehicle, often a tow bar. With the number of schools in the area, and a pre-school, this is a selfish and potentially dangerous practice	Hobson Street
	Vehicles obstructing the footpath in Moore St (Bodyworks Gym) causes pedestrians (again, often school children) to have to walk on the road. This is particularly a problem mornings, lunchtimes and evenings Monday to Friday	Moore Street
	Problems with vehicles going down one way the wrong way especially weekends	Molesworth Street
	Any residents in Hill Street who have to exit their garages or entrance ways have to take extreme care as the visibility due to the narrowness of the road and the speed of the traffic is cause for concern.	Hill Street
	Ban heavy vehicles through the Thorndon village area during working hours	
	Ban heavy vehicles from Tinakori Road north of Bowen Street	
	Hobson Street very congested by parents dropping off children to school, any chance of another pedestrian crossing?	
	More 'Clearway' enforcement	
	Car traffic don't look for yellow signs. Possibly a change of colour	
	Remove the power of police/ traffic officers to waiver tickets. If you are stopped you should receive a ticket.	
	Local street gateways	
	North bound and south bound lanes in Grant Road (north of Park Street) are different widths	
	The pedestrian underpass is to spooky and tortuous to be much use	
	More lighting from Hobson Street to New World – very dark if walking to supermarket at night. I currently won't walk there by myself at night	
	Keeping to lanes, going up Molesworth Street	

Workshop Two

Workshop two was held on 30 June 2004 from 7-9pm at Wellington Girls' College, Hobson Crescent and 13 people attended along with the SaferRoads project team, ward Councillors and other council staff.

The objective of workshop two was to examine the trends and types of crashes in each area and to develop a high level framework for crash reduction based on community input. Issues identified in workshop one were also presented.

The SaferRoads team worked alongside community participants on a group exercise which aimed to provide possible road safety solutions based on the themes of engineering, education and enforcement initiatives on local roads.

Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the Thorndon community to contribute to future road safety initiatives in the area. The response from the public to the community involvement has been very positive with over 30 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments. The framework for reducing crashes in Thorndon is outlined on the following pages.

Framework for Reducing Crashes in Thorndon

from Workshop Two – 30 June 2004

Theme	Road Type	Engineering	Education	Enforcement	
Speed		Parking restricts flow – don't remove	Speed education needed	Murphy Street, speed cameras	
		Kerb extensions to slow traffic		Health Department, Telstra Clear and Crèche are parking on footpath – need more parking (on Council land)	
		More traffic lights, on pedestrian crossing on Tinakori Road (Hawkestone)		Tinakori Road between Harriet, Park and George Street	
		Add pedestrian crossing top of Hobson Street or/ signalise		Speed enforcement along Tinakori Road between Harriet, Park and George Street	
		Narrow streets are being used as short cuts and high speeds – make one way, ie George Street		Red light camera at off ramp Harriet Street, Glenmore Street, Aiken/ Hill lights and along Aiken Street	
		Crossing outside New World on Murphy Street			
		Underpass not safe – needs better lighting and CCTV			
		Speed humps			
		Rumble strips where appropriate			
	Intersections		Reinstate straight ahead lane north from Tinakori Road to Thorndon Quay	Pedestrians only cross on green man	Speed camera/ enforcement – Hutt Road and Thorndon Quay
			Cross hatching on Tinakori Road at Cottleville Terrace and install mirror to increase visibility	Not to park too close to intersections	Stop people cutting through BP – Park Street
			Roundabout at Tinakori Road, Thorndon Quay	Use indicators	Parking to close to intersections
			Speed humps in Tinakori Road and village	Don't block intersections	Parking over driveways
		Rumble strips on motorway off ramps		Red light cameras	
		Pedestrian crossings marked at motorway off ramps			
		Thresholds Hobson Street and others			
		Parking spaces marked too close to intersections			
		Signals at Tinakori/ Hawkestone and incorporate pedestrian crossing			
		6 metre parking distance too close for some intersections – carry out stopping distance/ sight line formula on intersections as some roads you need to be in middle of intersection to see past parked cars			
	Further engineering works possible signals or roundabout at intersection of Tinakori/ Hutt Road and Thorndon Quay				
	Stop traffic at signals for longer periods of time				

Theme	Road Type	Engineering	Education	Enforcement
Pedestrians		Upgrade pedestrian crossings with kerb extensions and improve visibility by trimming trees	Education of pedestrians, including commuters, who park outside the coupon parking	Pedestrian enforcement at traffic signals
		Check positioning of pedestrian crossings and investigate relocating if required	Improve pedestrian attitudes	
		Use barrier/ bollards to direct pedestrians	Way of finding safe routes	
		Improve pedestrian crossings, lighting and footpaths/ walkways	Educating pedestrians on alternate routes, short cuts and safest walkways – having routes signed	
		Slow vehicles down with use of traffic calming and signs	Pedestrians not using over bridge at bus stop at off ramp	
		Threshold treatments		
		Improvement of street lighting as not comfortable walking at night		
Parking		Parking allowed too close to intersections	Parking to close to intersections	Review parking requirements for residential developments (reduce on street parking demands)
		Reduce width of footpaths to allow wider carriageway for parking (reduce side swipes)	Double parking	Parking too close to intersections
		Re-instate parking north end of Grant Road	Parking over driveways	North end of Grant Road – allowing parking on footpath
		Clearway in village	Parking on footpaths	Double parking, parking over driveways and parking on footpaths
Cycling		Streets narrow, very difficult – remove parking on one side and put in cycle lane	Agree with educational campaigns	Cyclists not obeying rules and motorists not considering cyclists
		Shared footpaths for cyclists and pedestrians		Thorndon Quay – trucks double parking
		Divert heavy traffic (trucks) off Tinakori Road to Bowen Street and Thorndon Quay		Stop cyclists running red lights
		Continue cycle lane down Thorndon Quay (share with pedestrians, vehicles or use railway land)		
		Move Tinakori Road to make way for cycleway		

Theme	Road Type	Engineering	Education	Enforcement
Other roading issues				
		Revisit New World entry/ exit design	Agree	District Plan – provision of car parking rules to be reviewed – Apartments must have car parking
		Alternate New World entry/ exit		
		Bowen/ Tinakori traffic signal phasing to allow Lewisville exit		
		Pedestrian and right hand green arrow on northbound Tinakori to exit from Lewisville		

Examples of Road Hierarchy

Main Road – Tinakori Road, Murphy Street
Local Roads – Hobson Street, Hill Street