

SaferRoads

Thorndon Proposal

Consultation Period: 15 November - 13 December 2004

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



A word from our CEO – Garry Poole

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



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

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

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

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

Garry Poole

Chief Executive Officer
Wellington City Council

Land Transport Safety Authority

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

Demetra Kennedy
Regional Manager

Greater Wellington, The Regional Council

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

Dave Watson
Divisional Manager of Transport

New Zealand Police

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

Inspector John McClelland
Road Policing Manager

Transit New Zealand

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

Brian Hasell
Regional Manager

Transfund New Zealand

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

Ian Hunter
Regional Manager



Background



Background to SaferRoads

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

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

Consultation

In June 2004 the SaferRoads team and ward Councillors ran a series of workshops in Thorndon. These workshops provided an opportunity for the community to discuss road safety concerns. The response from Thorndon was very positive, and ward Councillors support the project proceeding to further consultation.

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

A formal consultation period will run from 15 November – 13 December 2004. During this time the Council will be accepting submissions from the public – see the form on

the back of this booklet for further information. A community meeting will also be held to provide information about the proposed road safety changes:

SaferRoads Thorndon meeting

Wednesday 24, November 2004 at 7pm

Wellington Girls College

Administration building

Pipitea Street

Thorndon

Proposal

Thorndon is unique when compared with other residential areas in Wellington because of its relatively small size and the division of the residential areas by five main arterial routes. This proposal considers the influence of these arterial routes and looks at reducing speed and improving pedestrian links throughout the area by:

- localised 40 km/h zones
- kerb extensions and median islands
- alterations to road markings
- coloured treatments on selected roads
- traffic and pedestrian signals.

These main road safety initiatives, along with other measures, such as controlling all side roads with give way and stop signs, will make crossing roads safer and easier for pedestrians as well as making the roads safer for motorists and cyclists to use.

Engineering

It is proposed that intersections with a poor history of crashes will be improved and traffic features will be introduced to slow traffic and improve safety for pedestrians and cyclists. Proposed traffic features for Thorndon include:

- traffic signals
- pedestrian crossings
- splitter islands
- give way controls
- speed humps
- kerb extensions
- pedestrian refuge islands

See the diagram below for examples of traffic features.

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

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

Education

In response to community feedback about issues in and around schools, all five schools in Thorndon have been approached to take part in the 'Safer Routes to School' programme. This road safety programme aims to make the journey to and from school safer for children.

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

Safer Routes to School

The Safer Routes to School programme will be run in each school to identify and solve child road safety problems.



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

Enforcement

Enforcement in Thorndon will focus on excessive speed and unsafe parking practices. The Police have agreed to target speed enforcement and intersection enforcement in response to community concern.

Parking enforcement will be increased with a focus on illegal parking practices around schools, and poor parking near the shopping village. A campaign targeting footpath parking will also be implemented during the SaferRoads project and the Police will make regular patrols before and after school.

It is proposed to develop two new speed camera sites, one on Murphy Street and one on Tinakori Road as part of this project as well as increasing the presence of the mobile speed camera in the area.

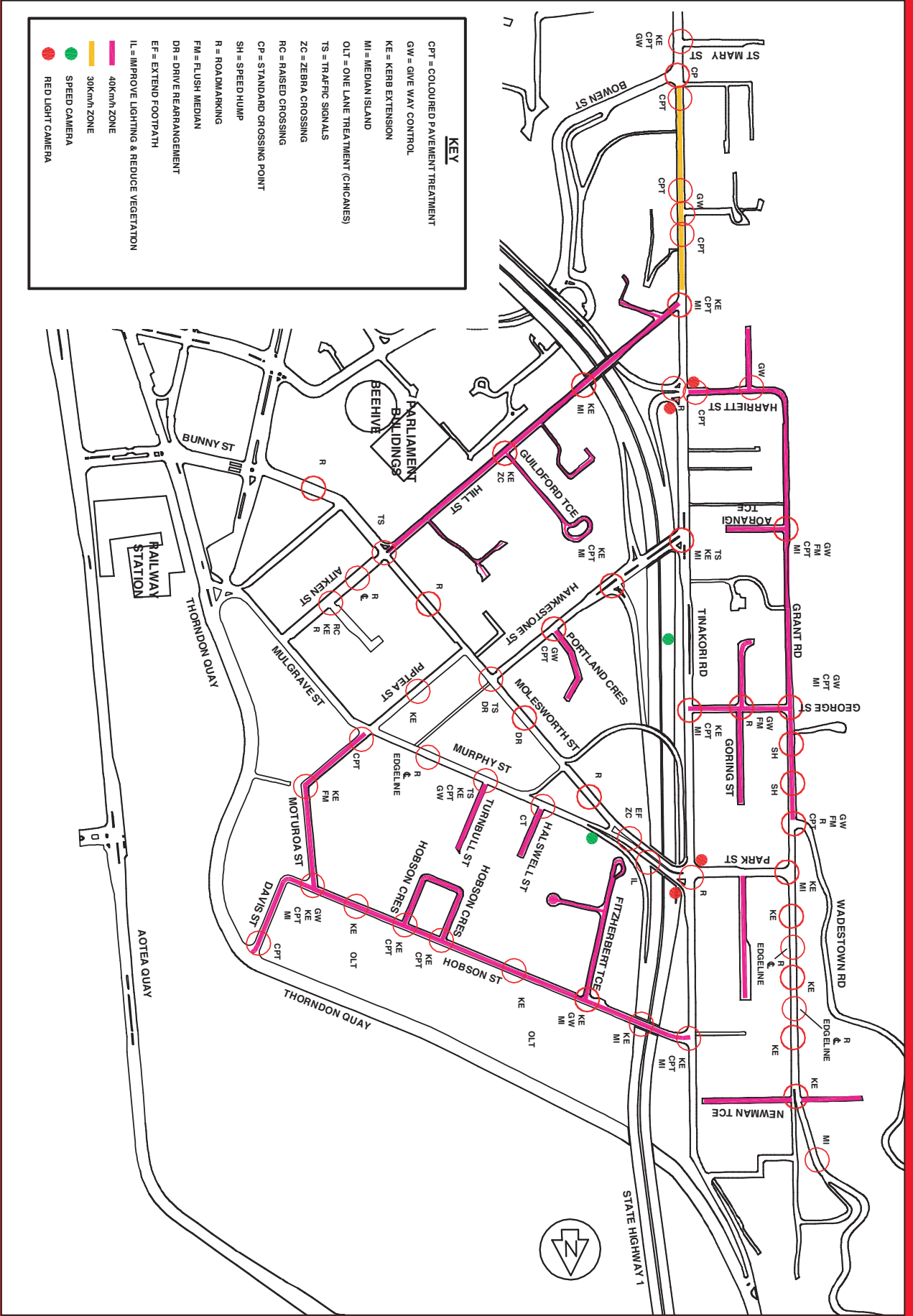
Thorndon map

The map on the following page shows the proposed road safety initiatives in Thorndon. Which are listed in the draft implementation plan on pages 6 and 7.

More information available

If you would like more detailed information about the proposed changes, please refer to the Thorndon Technical Report which can be downloaded from the Wellington City Council website www.Wellington.govt.nz or phone 499 4444 for a printed copy.

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



KEY

- CPT = COLOURED PAVEMENT TREATMENT
- GW = GIVE WAY CONTROL
- KE = KERB EXTENSION
- MI = MEDIUM ISLAND
- OLT = ONE LANE TREATMENT (CHICANES)
- TS = TRAFFIC SIGNALS
- ZC = ZEBRA CROSSING
- RC = RAISED CROSSING
- CP = STANDARD CROSSING POINT
- SH = SPEED HUMP
- R = ROADMARKING
- FM = FLUSH MEDIAN
- DR = DRIVE REARRANGEMENT
- EF = EXTEND FOOTPATH
- IL = IMPROVE LIGHTING & REDUCE VEGETATION

- SPEED CAMERA
- 30km/h ZONE
- 40km/h ZONE
- RED LIGHT CAMERA

Implementation Plan

The draft implementation plan identifies each proposed road safety initiative for Thorndon, with the recommended priority and estimated cost for completing the work.

The current budget for implementing the proposed work will enable most of the high priority initiatives listed here to be implemented in the next year. However some medium and low priority initiatives may not be implemented as part of the SaferRoads project but may be included in other Council projects.

Priorities: High Medium Low

Engineering

Location	Road safety initiative	Priority	Cost estimate
Most residential streets	50km/h to 40km/h speed reduction.	High	\$17,000
Aitken Street	Install midblock kerb extensions.	Low	\$16,000
Aitken Street	Install raised footpath over vehicle entrance to Freyberg building.	Low	\$8,000
Aitken Street	Re-mark centreline to reflect changes with angle parking.	High	\$1,000
Aitken Street	Install traffic signals at the intersection with Molesworth Street.	High	\$80,000
Aorangi Terrace	Install kerb extensions and give way at the intersection of Grant Road.	Medium	\$12,000
Fitzherbert Terrace	Install kerb extension and planting at the intersection of Hobson Street.	Medium	\$20,000
George Street	Install give way, median island and coloured pavement at the intersection of Tinakori Road.	Medium	\$2,100
George Street	Install median island and give way at the intersection of Grant Road.	High	\$16,000
George Street	Install a give way control at the intersections of Goring Street and Little George Street.	High	\$700
Grant Road	Install kerb extensions and median island at the intersection of Park Street.	High	\$16,000
Grant Road	Install give way, median island and coloured paving at the intersection of Wadestown Road.	High	\$12,000
Grant Road	Install two speed humps at between Wadestown Road and George Street.	High	\$8,000
Grant Road	Install median and alter footpath to provide a pedestrian facility at Frandi Street.	High	\$10,000
Grant Road	Install kerb extensions and long chicane between Park Street and Frandi Street.	High	\$48,000
Grant Road	Install median islands between Park Street and Frandi Street.	High	\$48,000
Grant Road	Install median island 100 metres north of Newman Terrace.	High	\$6,000
Halswell Street	Install coloured paving.	High	\$2,100
Harriett Street	Install coloured paving at the intersection of Tinakori Road. Improve traffic signal layout for pedestrians crossing motorway off ramp southbound.	High	\$10,000
Harriett Street	Install coloured paving at the intersection of Tinakori Road. Provide give way and zebra crossing for pedestrians crossing motorway off ramp southbound.	High	\$10,000
Hawkestone Street	Install kerb extensions, median island and coloured paving at the motorway off ramp.	High	\$25,000
Hawkestone Street	Install kerb extensions at the intersection of Tinakori Road.	High	\$12,000
Hill Street	Install kerb extensions for St Mary's School crossing at Guildford Terrace.	High	\$12,000
Hill Street	Install kerb extensions and give way at the intersection of Tinakori Road.	High	\$15,000
Hill Street	Install kerb extensions and median island on the east side of motorway overbridge. Add parking along bridge.	High	\$20,000
Hobson Street	Install give way, kerb extensions, median island and coloured paving at the intersection of Tinakori Road.	High	\$25,000
Hobson Street	Install kerb extensions with trees, median island outside German Embassy.	High	\$12,000
Hobson Street	Install kerb extensions with trees outside 50 Hobson Street.	Medium	\$12,000
Hobson Street	Install one lane treatment outside 50 Hobson Street.	Medium	\$12,000
Hobson Street	Install two kerb extensions with planting at the intersection of Hobson Street.	Low	\$24,000
Hobson Street	Install kerb extensions with trees paving outside 20 Hobson Street.	Medium	\$12,000
Hobson Street	Install one lane treatment outside 20 Hobson Street.	Medium	\$12,000
Molesworth Street	Reconfigure the New World access arrangements and allow for access from the proposed traffic signals at Hawkestone Street.	High	TBA

Engineering (continued)

Location	Road safety initiative	Priority	Cost estimate
Molesworth Street	Install traffic signals at the intersection of Hawkestone Street.	High	\$150,000
Molesworth Street	Improve pedestrian facilities under motorway by better lighting, closed circuit TV, and removal of vegetation.	High	\$20,000
Molesworth Street	Consider one lane for Molesworth Street with a cycle lane.	High	\$10,000
Molesworth Street	Consider removing parking permanently or by clearway from the left side between Hill Street and Pipitea Street.	High	\$10,000
Moturoa Street	Install give way, kerb extensions, median island at intersection of Hobson Street.	High	\$15,000
Moturoa Street	Install kerb extension at intersection with Moore Street.	High	\$6,000
Murphy Street	Move centreline to the centre of road, provide for cyclists in the right hand lane.	High	\$5,000
Murphy Street	Install pedestrian-operated traffic signals at the intersection of Turnbull Street.	Medium	\$50,000
Murphy Street	Install speed camera by United States Embassy.	High	\$45,000
Pipitea Street	Install mid block kerb extensions.	Low	\$12,000
Pitarua Street	Install give way.	High	\$350
Portland Crescent	Install give way and kerb extensions at the intersection of Hawkestone Street.	Medium	\$3,000
St Mary Street	Remove coupon parking from the street.	High	\$1,000
Tinakori Road	Install right light camera at the intersection of Harriett Street and Motorway off ramp.	Medium	\$45,000
Tinakori Road	Reconfigure traffic signal layout at the intersection of Bowen Street.	Medium	\$45,000
Tinakori Road	Install right light camera at the intersection of Park Street and Molesworth Street.	Medium	\$45,000
Tinakori Road	Install speed camera between Malcolm Lane and George Street.	High	\$45,000
Tinakori Road	Install coloured paving for shopping precinct between Upton Terrace and Hill Street (30km/h zone).	High	\$10,000
Tinakori Road	Alter road markings at the intersection of Park Street and Molesworth Street.	High	\$5,000
Tinakori Road	Install pedestrian traffic signals at the intersection of Hawkestone Street.	High	\$80,000
Tinakori Road	Install kerb extension at the intersection of Hawkestone Street.	High	\$20,000
Turnbull Street	Install coloured paving.	High	\$2,100
Upton Terrace	Install give way at the intersection of Tinakori Road.	High	\$350
Total			\$1,190,700

Education

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

Enforcement

Location	Road safety initiative	Priority	Cost estimate
Murphy Street	Speed camera	High	\$45,000
Tinakori Road	Speed camera	High	\$45,000
Tinakori Road	Red light camera at Harriett Street	High	\$45,000
Tinakori Road	Red light camera at Park Street	High	\$45,000
All roads in Thorndon	Targeted road policing	High	N/A
City wide	Additional parking staff	High	\$52,000

Your input is welcome

We are now accepting submissions from the public until 13 December 2004. Use the submission form on the back page to submit your feedback on the road safety initiatives listed here.

SaferRoads THORNDON SUBMISSION FORM

Please fill out the form below, or enter your submission online at www.Wellington.govt.nz

Name _____ Address _____

1. Do you agree with the priorities listed for the road safety initiatives on pages 6 and 7 of this booklet? Yes / No
If you answered yes, please go to question 3.

2. If you do not agree with some of the priorities, please list the road safety initiative with the priority ranking you suggest and briefly tell us why.
Priorities are: High, Medium, Low or 'No' (if you do not want the initiative listed to happen.)

Changing Priority:

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

3. Are there any additional road safety initiatives for Thorndon that you would like to see included? Please list them with your reasons why:

Additional Road Safety Changes:

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

Further Comments:

Please send this form and any additional submission material by 13 December 2004 to: Wellington City Council, Freepost 57412, PO Box 2199, Wellington.

The submissions provided will be analysed and summarised in the *SaferRoads for Thorndon Consultation Feedback and Implementation Plan*. This document will be available on our website by March 2005.

For further information, please refer to www.Wellington.govt.nz; email us at saferrroads@wcc.govt.nz or phone 499 4444.