



# SaferRoads

## Thorndon Consultation Feedback and Implementation Plan

May 2005

**Absolutely**

**POSITIVELY**

ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL

**Wellington**



# Table of Contents

Introduction .....	1
Community Consultation .....	2
Submissions and Additional Road Safety Programmes .....	4
General Road Safety Submissions .....	11
Additional Road Safety Changes .....	13
Proposed Speed Reduction .....	19
Safer Routes to School .....	21
Final Implementation Table .....	24
Programming .....	29
Budget .....	29
Conclusion.....	30



# Introduction

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

SaferRoads is modelled on successful projects carried out in the United Kingdom, Scandinavia and Australia where an area-based approach has been used to reduce road accidents.

The project has been developed in conjunction with Land Transport New Zealand (LTNZ), and is supported by the Council's other key road safety partners including Transit New Zealand, Greater Wellington regional council and the 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 LTNZ confirms that there are still a significant number of 'scattered' accident sites that are more difficult to eliminate. According to overseas research, the most effective way to reduce both concentrated and scattered accidents is by:

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

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

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

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

This report outlines the road safety initiatives that will be put in place to reduce crashes in Thorndon as part of the SaferRoads project.

# Community Consultation

## Stakeholder Consultation

To begin the stakeholder consultation phase, the SaferRoads team went out into the Thorndon community and met with local groups to inform them about the project in June 2004.

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 Thorndon meetings were held with:

- Thorndon School
- Sacred Heart School
- Wellington Girls' College.

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

The response from the Thorndon public was very positive with over 26 people attending workshops and other interested parties contacting the SaferRoads team directly with their comments. Detailed technical analysis was undertaken for the Thorndon area to assist in development of a Technical Report and Proposal that aims to reduce the number of crashes by one third by the year 2010 across Wellington.

## **Thorndon Consultation: 15 November – 13 December 2004**

Consultation commenced on 15 November 2004 and closed on 13 December 2004. During this time a summary booklet outlining the SaferRoads Proposal for Thorndon and a submission form were distributed to Thorndon residents, businesses, and community and forum groups.

The summary document was made available at libraries, Council service centres and on the Wellington City Council website [www.Wellington.govt.nz](http://www.Wellington.govt.nz). During the consultation period advertisements were placed in the Dominion Post and community newspapers, and posters were displayed around local businesses and community centres.

## Thorndon Public Meeting

The Thorndon public meeting was held at 7pm on 24 November 2004 at Wellington Girls' College. The meeting was chaired by City Councillor Stephanie Cook and was also attended by Councillor Ian McKinnon. Members of the Thorndon Progressive Associations, forum groups and representatives from schools attended.

Comments were made regarding minor changes to the proposals and other road safety issues for inclusion in the Thorndon Implementation Plan.

The following key milestones have been completed:

Key Formal Consultation Dates	Thorndon	Status
20 October 2004	SaferRoads Technical Review group meeting to discuss and review detailed concept plans.	√
28 October 2004	SaferRoads Steering Committee meeting to review formal consultation documents.	√
15 November 2004	Formal consultation commences.	√
24 November 2004	Thorndon public meeting.	√
13 December 2004	Consultation ends.	√
February 2005	Submissions reviewed.	√

## Thorndon Submissions

In total 63 formal submissions were received during the consultation period for Thorndon:

- 46 submissions were in general agreement with the road safety proposals with some conditions or requested additional changes to the implementation plan.
- 17 submissions were in opposition to parts of the proposal.

## Submissions and Additional Road Safety Programmes

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

Location	Road safety initiative	Submission	Response
Most residential streets	50-40km/h speed reduction	<p><b>High priority:</b></p> <p>I support the reduction of the speed limit to 40km/h on residential streets subject to appropriate signage and kerbworks engineered to reinforce the lower speed environment. (1)</p> <p><b>Opposed:</b></p> <p>Contradicts roading hierarchy guidelines. I do not believe it will reduce accidents. Inconsistent, eg Aitkens and Pipitea left at 50 km/h. (1)</p> <p><b>Conditional:</b></p> <p>Hill St - 50 km/h. (1)</p>	Overseas research clearly shows that reducing speeds will reduce injury crashes. Lower speed limits are being proposed for residential streets or shopping precincts to make roads safer. Routes that will remain at 50km/h are typically commercial not residential.
Aorangī Terrace	Install kerb extensions and give way at the intersection of Grant Road.	<p><b>Opposed:</b></p> <p>Minimal car and foot traffic. (1)</p>	The proposed improvements will improve visibility at the intersection and slow vehicles down.
George Street	Install give way, median island and coloured pavement at Tinakori Rd intersection.	<p><b>High priority:</b></p> <p>Suggest flush median only and no kerbs extensions. Cars are now permitted to park near the corner of this intersection which makes negotiating trickier. Since all houses here have off street parking, reducing street parking should not cause an inconvenience. (1)</p> <p><b>Low:</b></p> <p>Most drivers are already cautious. (1)</p>	The purpose of the solid median is to provide safe refuges for pedestrians crossing the road and reduce speeds at the intersection. The kerb extensions will enable motorists to see up and down the road, making it safer to enter Tinakori Road.
George Street	Install a give way control at intersection of Goring Street and Little George Street.		Part of the SaferRoads project is to more clearly define whether roads are main, collector or local roads (see definitions page 20). This reduces driver confusion and intersection speeds by providing clear guidance on who has the right of way.
Grant Road	Install two speed humps between Wadestown Road and George Street.	<p><b>Opposed:</b></p> <p>A painted centre line would help. (1)</p>	The section of road between Wadestown Road and George Street is the only section of Grant Road with no speed humps and as a consequence some motorists are using George Street as a through route to Tinakori Road. The roads in this area are residential and the SaferRoads project seeks to discourage through traffic along these types of roads and encourages them to use roads such as Park Street.

Location	Road safety initiative	Submission	Response
Hawkestone Street	Install kerb extensions, a median island and coloured paving at the motorway off ramp.	<p><b>Conditional:</b> This is necessary only on the east side. The current traffic islands are fine. (1)</p>	The road is too wide at this intersection and there is a need to provide better pedestrian facilities and reduce speeds in this area. The kerb extensions will also ensure turning vehicles are not overtaken at the intersection which creates safety issues for side road traffic.
Hill Street	Install kerb extensions for St Mary's School crossing at Guildford Terrace.	<p><b>High priority:</b> This proposal is supported. But I do not believe that these alone will slow down traffic sufficiently. Gradual raised and coloured road humps identical to Daniel Street, Newtown should be installed at appropriate points on Hill Street - the eastern side of the motorway bridge and close to Selwyn Terrace. The pedestrian crossing should be raised and coloured as this is a heavily used crossing particularly by pupils going to and from St Mary's School. If parking is to be added, it would be desirable to make one side of the bridge coupon parking and dedicate the southern side to residents' parking only. The lack of sufficient residents' parking spaces creates an ongoing problem. It is time residents are given priority. The western end of Hill Street has a much higher density of residential living than either the Molesworth Street end or the middle section of Hill Street where there is only a limited number of houses/apartments. (1)</p>	The proposed changes at the intersection of Tinakori Road and Hill Street and others at the overbridge and Guildford Terrace will provide noticeable speed reduction along this route. The traffic signals at the intersection of Hill Street and Molesworth Street will also provide some speed reduction.
Hobson Street	Install give way, kerb extensions, median island and coloured paving at the intersection of Tinakori Road.	<p><b>Opposed:</b> This is confusing. Pedestrians are confused about who has right of way. (1)  Traffic calming measures are excessive and detrimental to traffic flow and parking. (1)  The proposed kerb and island treatments would 'tighten-up' this intersection and congest Hobson Street. One would be forced to stop behind the right turning vehicle sitting in Hobson Street until it was able to move away. Changes will congest Hobson Street severely particularly during busy school drop-off/pick-up periods or whenever Tinakori Road is congested with north-bound traffic. (1)</p>	We believe that the proposed measures would have a significant effect on vehicle speeds. However, given the level of opposition to any works in Hobson Street, we are not proposing any works along the street at this time.

Location	Road safety initiative	Submission	Response
Hobson Street	Install one lane treatment outside 50 Hobson Street.	<p><b>Opposed:</b></p> <p>Hobson Street is already effectively one lane (or worse) twice a day, every school day. Many of the proposed treatments in Hobson Street would seem to have the potential to eliminate many existing kerbside car parks. In our opinion traffic engineering furniture like kerb extensions, traffic lights, solid islands, etc do nothing to enhance streetscape aesthetics. Particularly in a heritage suburb like Thorndon and a garden street like Hobson Street. (3)</p> <p><b>High priority:</b></p> <p>I suggest pedestrian crossing across Molesworth Street north of Hawkestone Street to access New World.</p>	As above.
Molesworth Street	Reconfigure the New World access arrangements and allow access from the proposed traffic signals at Hawkestone Street.	<p><b>Low:</b></p> <p>This is a main thoroughfare out of the city. One lane would cause chaos. (1)</p>	There is a signalised pedestrian crossing already at Pipitea Street that provides for pedestrians to cross Molesworth Street safely. The New World site is to be reconfigured and no work is planned until this has been completed.
Molesworth Street	Consider one lane for Molesworth Street with a cycle lane.	<p><b>Low:</b></p> <p>This is a main thoroughfare out of the city. One lane would cause chaos. (1)</p>	Traffic surveys have shown that the traffic flows along Molesworth Street are generally low for most of the day and one lane would be sufficient. However the flows for a short period of time during the evening peak period warrant two lanes. At this stage the one lane proposal will not proceed. However further work is needed to develop a solution to improve safety along this route while maintaining capacity.
Moturoa Street	Install kerb extension at intersection with Moore Street.	<p><b>Opposed:</b></p> <p>This is impractical - traffic already backs up in rush hour. Consider a cycle lane on wide footpath between Hill Street and Hawkestone Street, up Hawkestone Street to Tinakori Road. (3)</p> <p><b>Conditional:</b></p> <p>Airspace Solutions Limited require continued and possible enhanced vehicle access to their site at Moore Street/Moturoa Street. (1)</p>	There are too many pedestrians at peak times to have cyclists riding on the footpath.
Murphy Street	Move the centreline to the centre of the road, and provide for cyclists in the right hand lane.	<p><b>Opposed:</b></p> <p>Improve rather than restrict traffic flows along Murphy Street/Mulgrave Streets. (1)</p>	The proposed island will be shortened to allow access into the site immediately west of Moore Street.
			The existing centreline along Murphy Street has not been moved to reflect the parallel parking along the western side. Cyclists using Murphy Street do not have sufficient room along the edge. Buses at the designated stop restrict traffic flow along the arterial route. Moving the centreline will improve traffic flow and lane usage.

Location	Road safety initiative	Submission	Response
Murphy Street	Install pedestrian-operated traffic signals at the intersection of Turnbull Street.	<p><b>High priority:</b></p> <ul style="list-style-type: none"> <li>- Observed behaviour shows that students and the general public do not want to walk as far as the intersection of Pipitea Street and Murphy Street to cross safely. Past attempts to change student behaviour has had varying success.</li> <li>- There are large numbers of children from Thorndon, Wellington Girls' and Queen Margaret Schools who cross the road in this area, especially since the supermarket opened. They rarely bother to walk down to Pipitea Street. (13)</li> </ul> <p><b>Opposed:</b></p> <p>Improve, rather than restrict traffic flows along Murphy Street/Mulgrave Streets. (1)</p> <p><b>Conditional:</b></p> <p>High priority but not at Turnbull Street. School children will continue to cross directly to the supermarket from the swimming pool car park. (1)</p> <p><b>High priority:</b></p> <p>In non-rush hours cars travel too fast and it is very unsafe for pedestrians. It is also hard for traffic to merge. (1)</p> <p><b>Low:</b></p> <p>Drivers are already careful.</p> <p><b>Opposed:</b></p> <p>It is not necessary to install kerb extensions.</p> <p>Traffic exiting St Mary Street has to turn right or left. There is no need for a give way sign.</p> <p>If public coupon parking is removed from St Mary Street there will be no parking for visitors, house-guests and others who want to visit the many shops, cafes and restaurants in Tinakori Road. The nearest parking for visitors to St Mary Street would be 200 to 300 metres away on Tinakori Road. (1)</p>	<p>The proposed pedestrian operated traffic signals will be linked to the signals at the intersection of Pipitea Street and Murphy Street. No increase in congestion is expected from the proposed new traffic signals with significant safety benefits for pedestrians and side road traffic.</p> <p>They will be positioned immediately north of the Thorndon pool car park and will assist motorists leaving the swimming pool complex and the New World supermarket.</p>
Murphy Street	Install a speed camera by United States Embassy.		Agree.
Pitarua Street	Install a give way sign.		While this is the case, the proposed give way will reduce confusion by clearly setting out who has right of way. The SaferRoads project aims to provide appropriate controls for every intersection.
St Mary Street	Remove coupon parking.		As above. No changes to the parking arrangements are planned at this stage. Further monitoring is required.

Location	Road safety initiative	Submission	Response
Tinakori Road	Reconfigure traffic signal layout at intersection Bowen Street.	<p><b>High priority:</b> Dedicated green signal for pedestrians. (1)</p> <p><b>Opposed:</b> Relocation of the Tinakori Road/Bowen Street pedestrian crossing will increase crossing width thereby increasing the risk to pedestrians as a result of longer crossing times. It does not allow for the provision of facilities for the visually impaired such as tactile paving or audio warning systems.</p> <p>Relocation of the crossing will severely restrict exiting vehicles wishing to travel through to Bowen Street or turn right onto Glenmore Street. There is also an increased risk to pedestrians on the crossing who would otherwise not be in conflict with these vehicles. The relocation of the crossing will further impact on the operation of the overall signalised intersection, as there is insufficient space for two vehicles to easily pass at the entrance to Lewisville Terrace.</p> <p>Currently vehicles waiting to enter the street often block the passage of through traffic due to the presence of another, exiting vehicle. With the increased difficulty for exiting vehicles, delays will increase. Preferred solutions would be to retain the existing layout or, to retain the existing limit line position on Tinakori Road, allowing an area for exiting vehicles to wait in advance of the southbound traffic without impacting on pedestrian safety. (1)</p> <p><b>Low:</b> The two sets of lights slow traffic down where the speed camera is located. (1)</p>	<p>Agree with pedestrian phasing.</p> <p>It is agreed that the existing layout is preferred however there are some matters that need resolution. Lewisville Terrace is a legal road which is uncontrolled and within a traffic signalised intersection. This is a legal issue that needs to be resolved by including Lewisville Terrace into the signalised junction. Pedestrians will only require an additional three seconds to cross the road which will be allowed for in the "cross" phase. With Lewisville Terrace controlled it will be safer. Things are confusing at the moment with vehicles turning left out of Lewisville Terrace without traffic signals and pedestrians crossing Tinakori Road on a 'green man'. Also, due to the high traffic flows along Tinakori Road a driver turning left would be concentrating on vehicles approaching from the right and not on the pedestrian crossing. This is an unsatisfactory situation.</p> <p>Lewisville Terrace should either be controlled or removed from the signalised intersection.</p>
Tinakori Road	Install speed camera between Malcolm Lane and George Street.		<p>It is proposed to install the speed hump half way between Hawkestone Street and Molesworth Street where the observed vehicle speeds are the highest along Tinakori Road.</p>

Location	Road safety initiative	Submission	Response
Tinakori Road	Install coloured paving for shopping precinct between Upper Terrace and Hill Street (30km/h zone).	<p><b>High priority:</b> 30km/h speed zone should extend to Harriet Street intersection. It would be ideal if heavy traffic/trucks travelling north were directed down Bowen Street and either back up Molesworth Street or through onto Aotea Quay. (2)</p> <p><b>Low:</b> A 40km/h zone is sufficient. (2)</p> <p><b>Opposed:</b> It will cause congestion at peak times. Peak traffic times do not correspond to times of high levels of pedestrian activity. Gains in road safety will be minimal compared to the burden of additional congestion. This creates revenue for Police. To make it safer, why not increase off-street parking to increase width of road and increase visibility. (3)</p> <p><b>Conditional:</b> Tinakori Road from Hill Street to Harriett Street should remain at 50km/h.</p> <p>I am opposed to a 30km/h zone through Thorndon Village unless suitable measures are put in place to create a slow-speed environment. I do not consider that the provision of coloured paving alone would be sufficient. During peak hours, traffic speeds in the area would most likely to be low. However during off-peak hours (particularly at night), a 50km/h speed can be comfortably achieved. I feel there is a real risk that the reduction of the speed limit in this area will be seen as no more than a 'cash cow' for Police to issue speeding tickets. (2)</p> <p><b>High priority:</b> - Visibility needs to be improved in this area. Pedestrians from Hawkestone Street constantly surprise motorists. - I personally know three people who have been hit on that crossing. Two people were hospitalised. (3)</p>	<p>The proposed speed limit for Tinakori Road within the shopping precinct will be 40km/h as 30km/h is inconsistent with other areas. It should be noted that Tinakori Road is an arterial route bisecting the shopping precinct at Thorndon. Vehicle speeds in the shopping precinct are already around 40 km/h.</p> <p>On-street parking slows traffic travelling along Tinakori Road and in effect reduces speeds along this route. Removing parking from the street will more than likely increase the speeds along Tinakori Road. More off-street parking would not make things safer as the high traffic flows make it difficult to get out of driveways and could lead to more crashes.</p>

Location	Road safety initiative	Submission	Response
Tinakori Road	Install pedestrian traffic signals at the intersection of Hawkestone Street.	<p><b>Opposed:</b> Move existing Tinakori Road pedestrian crossing at Hawkestone Street intersection 20m south to avoid problems that would be caused if traffic signals were installed at this location. Also median islands need to be wider to accommodate pushchairs. (1)</p> <p><b>High priority:</b> I am a cyclist and would like others to feel that it is safe to ride a bike. Wellington drivers would benefit from a few tips on safe driving around cyclists. More cycling will help to counter New Zealand's growing obesity statistics. It's not always clear where cyclists should go and this causes confusion. (1)</p>	Agree.
Cycle awareness campaign			The kerb extension planned will allow pedestrians to cross only one lane of traffic at a time. The proposed changes will improve visibility for both motorists and pedestrians, making it safer for people crossing the road.
			Agree. The Council is planning to develop a Cycle Strategy which will identify cycle routes and future safety improvements.

# General Road Safety Submissions

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

Road safety initiative	Submission	Response
Cycle lanes where possible.	Cities like Christchurch and Dunedin are a lot safer for cyclists - in part due to their extensive cycle lanes. I appreciate that it is not always practical to fit cycle lanes in Wellington, but where possible I recommend it be considered.	Making the city safer for cyclists has been an aim for some time. Some improvements have been made and the Council is in the process of developing a Cycle Strategy which will identify issues and provide a framework to improve cycling around the city.
Speed limit 40km/h unless otherwise sign posted.	Reduce overall speeds as drivers who are unsure of speed limit would assume it is 40km/h.	One of the main objectives of the SaferRoads project is to reduce speeds in residential streets to make them safer.
More centre lines.	More centre lines are needed to allow for parked cars. An example - Grant Road - vehicles coming down the hill have little room while those going up have plenty.	A comprehensive study of the Thorndon area has shown the areas which require modifications including priority controls on all intersections and moving centrelines to the middle of the traffic lanes rather than the centre of the road.
Coloured pavement treatments.	I do not support this. Pedestrians are often confused about who has right of way. Education will be necessary to ensure these areas are not mistaken for pedestrian crossing points. This has the potential to increase pedestrian accidents.	Coloured road surfaces will be installed to indicate to motorists that they have entered a 40km/h residential zone. It is acknowledged that some motorists and pedestrians are confused about what coloured road surfaces mean. A publicity campaign will be run to explain.
Traffic calmers on motorway off ramps, eg rough paving.	Drivers have trouble adjusting speed, especially on Murphy Street.	Speed along certain arterial routes in the Thorndon area has been an issue for some time and it is proposed to address this with roading changes, education and enforcement. A speed camera is proposed for the Murphy Street off ramp because it is seen as the only practical measure to reduce speed.

Road safety initiative	Submission	Response
Slowing traffic.	<p>We are concerned that the overall slowing of traffic in this area is going to further add to the existing congestion. Both Molesworth Street and Murphy Street are part of a significant number of bus routes, including the airport flyer. In our view this proposal could exacerbate congestion in an already difficult area. Given that these streets form part of the on/off network from the motorway it is unlikely that traffic volumes would reduce. The potential for the tail back of traffic causing further congestion cannot be ignored. This may well impact on the operation of the bus interchange. We have significant safety concerns over the proposal to install kerb extensions throughout the project area. These force buses into the path of oncoming traffic in order for the bus to get through the narrowed road. We have had accidents in other areas where these have been installed. We wish to ensure that the designers are aware that we operate school bus services along both Hill Street and Hobson Street and that they consider the safe operation of these services when designing these areas, in particular we would want to ensure that the bus stop safety is taken into account along with allowing the buses to manoeuvre properly without conflicting with other traffic. Please ensure streets on the approaches to these schools are equally designed with the safe operation of school buses.</p>	<p>The main focus of this phase of the SaferRoads project is to reduce crashes in the Thorndon area. This will be achieved by reducing vehicle speeds and providing more pedestrian friendly environments. Existing speeds on arterial routes are above the legal limit of 50km/h and these measures are designed to reduce speeds to more appropriate levels for urban environments. The roading changes on all the routes, and particularly the bus routes, have been carefully considered and turning paths checked to ensure these large vehicles can negotiate corners. As part of the process Stagecoach and other bus operators have been given the opportunity to comment.</p>
Motorway crossing ordinary roads.	Require refuges and traffic calming.	Kerb extensions are proposed at most locations where this occurs.

## Additional Road Safety Changes

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

Location	Submission	Response
Bowen Street	<p>Install kerb extensions.</p> <p>Remove some parking. This would allow an extra lane to take some pressure off Tinakori Road.</p> <p>Pedestrian crossing opposite Ballantrae car park. This is a dangerous crossing place because it is a blind corner. It is more dangerous after 4pm when there are no parked cars.</p>	<p>Bowen Street is an arterial route and kerb extensions would affect the ability of this route to provide capacity at peak times.</p> <p>Bowen Street has a clearway to provide additional capacity at peak times. The main objective of the SaferRoads project is to reduce crashes and in some cases changes proposed may increase congestion. This is seen as acceptable provided the delays are minimal.</p> <p>This is an inappropriate place for a crossing. There are pedestrian facilities provided at the intersection of Bowen Street and The Terrace and this is the location where pedestrians should cross the road. It is not possible to provide a safe crossing at this location without creating other difficulties for pedestrians and motorists.</p>
Fitzherbert Terrace	<p>More parking is needed in the vicinity of Queen Margaret College and Thorndon School. I suggest widening Fitzherbert Terrace by one car width and making it a clearway all day except for 15 minute parking between 2.45pm and 3.45pm.</p>	<p>The focus of the SaferRoads project is to improve safety for all road users. The provision of parking is not considered to be a safety issue. In practice, providing more parking in the vicinity of schools increases problems in these areas by encouraging more vehicle trips and more potential conflicts. The measures proposed will reduce the speeds in these areas, making it safer for all road users.</p>
Guildford Terrace	<p>Guildford Terrace and Selwyn Terrace and Eccleston Hill should be a 30km/h zone.</p>	<p>The proposed measures for this street are designed specifically to reduce speeds. The proposed 40 km/h speed limit will make the street much safer.</p>
Glenmore Street	<p>Pedestrian crossing - Glenmore Street, opposite St Mary Street to gardens would be an alternative to Tinakori Road/Bowen Street.</p>	<p>Some minor changes are planned at this intersection to improve pedestrian connections to the Botanic Garden. These will not affect the capacity of the left turn from Bowen Street towards Glenmore Street.</p>

Location	Submission	Response
Grant Road	<p>Install mirror on the blind corner between Grant Road/Grosvenor Terrace.</p> <p>Install mirror on the blind corner between Grant Road/Park Street.</p> <p>Install mirror on the blind corner between Grant Road/Grosvenor Terrace.</p> <p>Remove speed humps. Grant Road is narrow and speed humps are distracting when facing oncoming traffic.</p>	<p>There are a number of changes planned for Grant Road primarily to reduce the speed while still allowing buses and other vehicles to travel along the arterial route with relative ease. All intersections within the Thorndon area will be controlled by give way or stop signs where appropriate. The intersection of Grosvenor Terrace will have kerb extensions to assist pedestrians to cross the road. Improvements to the intersection of Park Street will also aid pedestrians and provide better guidance to motorists.</p> <p>The speed humps in Grant Road provide an excellent traffic calming measure for this road. In the past this road has been used as a short cut to access Tinakori Road and Grant Road. Since the installation of these humps this has significantly reduced speeds and vehicle volumes along this route.</p>
Harriett Street/Aorangi Terrace	<p>Visibility issues for cars exiting the three terraces between Harriett Street and Aorangi Terrace. With large SUVs parked on Tinakori Road, you often have to inch out of Torless Terrace into traffic in order to see.</p>	<p>Removal of parking at the Tinakori Road entrance would alleviate some of the difficulties but could cause other problems for residents who park in these locations. It is suggested that residents using these roads who are not confident about entering Tinakori Road should use Grant Road. One solution would be to make the private access ways one way off Tinakori Road through to Grant Road</p>
Hawkestone Street bridge	<p>Railing along kerb at top end of Hawkestone Street bridge to prevent pedestrians being blown south. Top third of this bridge is worse than Molesworth Street bridge in a strong northerly/norwester - bad for old ladies and little children.</p> <p>Wider, proper footpath on south west side. Many people use the inadequate ledge that is there but it is not safe.</p>	<p>This will be considered as part of the SaferRoads project.</p> <p>Improvements are planned at the intersection of Hawkestone Street and the motorway on and off ramps to make it easier for pedestrians to cross safely. No footpath is planned at this stage because it would only lead to commuter parking on Tinakori Road. It would be more economic to remove the commuter parking. This will be given further consideration but is a low priority.</p>

Location	Submission	Response
Hill Street	<p>Extend the 30km/h speed limit from Hill Street to the Botanic Garden entrance. It is difficult to get out of the resident parking area due to excessive speed in the old speed camera area between Bowen Street intersection and garden entrance.</p> <p>Remain at 50km/h. Appropriate speed limit for wide road.</p>	<p>One of the main objectives of the SaferRoads project is to reduce speeds through roading changes, education and enforcement initiatives in residential streets to create a safer environment.</p> <p>The speed limit for Hill Street has been carefully considered and while this is an arterial route it also has residential properties and a school. A 40 km/h speed limit is more appropriate for this type of street. It should be noted that the difference in the travel time between 40 km/h and 50 km/h on this street is around 60 seconds if travelling from Tinakori Road to Molesworth Street.</p> <p>It is proposed to install traffic signals at this intersection to improve the safety for crossing traffic as well as pedestrians crossing at this location. The pedestrian issues are significant because of the relatively high traffic volumes. The improvements will address both issues.</p>
Hill Street/corner Molesworth Street	<p>This intersection needs a safe pedestrian crossing. Very dangerous especially at peak times.</p>	
Hobson Crescent	<p>Change this to a one way street from the eastern to western ends. Hobson Crescent is a narrow road with sharp corners and access to Thorndon School and Kimi Ora School as well as access to a creche and Wellington Girls' College pavilion is difficult. The narrowness and sharp corners often require traffic to back up. This is a safety risk when children are about and in this case it is an unnecessary risk. In addition there is no benefit from the road being a two way street. The proposed direction of flow puts passenger access to vehicles on the same side of the road as the creche and Thorndon School (Kimi Ora students travel by taxi). In addition, because of the slope in Hobson Street, exiting from the eastern end of the crescent is more risky than from the western end.</p> <p>Allow short term parking on both sides of the road so parents can drop off children.</p>	<p>Hobson Crescent is a narrow road with two way traffic being restricted at various locations. Consideration was given to making this street one way. However, it would require approval from residents and in our view making it one way would increase the speed of motorists using the route as there would not be any traffic coming the other way. This matter will be considered further once other traffic calming measures along Hobson Street are complete.</p> <p>This is not a safety issue. The request has been passed onto the Council's Roading and Traffic Division for consideration. We note there a number of residents in this street that do not have off street parking and the implementation of short term parking may have an impact on these residents.</p> <p>No changes to the parking time limits are proposed as part of this proposal. However, some on-street spaces may be removed to allow for the construction of the kerb extensions.</p>
Hobson Street	<p>Retain two hour parking as well as resident parking in Hobson Street.</p>	

Location	Submission	Response
Molesworth Street	<p>Install pedestrian crossing northwest of the supermarket or between new exit/entrance. Nobody will go south to Hawkestone Street to use the new crossing. They will continue to take the shortest route. Get input from local shops on changes to Molesworth Street. So far this has not been done.</p> <p>Northwest end - provision for parking outside creche. Cars at present park half on the busy footpath and half on busy road while Council land is available right there. With a construction site encroaching on the road directly opposite, this creates a dangerous bottleneck.</p>	<p>Consultation has been carried out with the supermarket owners to determine the best location for the crossing and to gain an understanding of their future plans for access to the site. The traffic signals proposed at the intersection of Hawkestone Street and Molesworth Street have been designed to provide access into New World and improve the safety of this intersection. While it may be inconvenient for some pedestrians to walk to the proposed traffic signals, these pedestrians should still be able to cross the road at the existing site in traffic gaps provided by the new signals.</p> <p>This practice is illegal and the SaferRoads project will have dedicated parking wardens who will enforce such safety matters. Other options are also being considered as part of this project, including the provision of more parking if it does not impact on safety or efficiency.</p>
Murphy Street	<p>The position of the speed camera on Murphy Street needs to be changed. Traffic exiting the motorway has to slow down around the corner on the off-ramp, but then it speeds up considerably once onto Murphy St itself. The speed camera needs to be further down the street as traffic from Park Street/Tinakori Road contributes as much to the speeding problem on Murphy Street as traffic exiting the motorway.</p>	<p>The speed of vehicles coming off the motorway is noticeably higher than those coming from Tinakori Road. The actual location of the speed camera has yet to be decided and will depend on a number of matters. It will be positioned to gain the best result in terms of reducing speeds along Murphy Street.</p>
Pipitea/Murphy	<p>Lights turn red for vehicles when pedestrians have green walk sign. In general vehicles at this intersection have no respect for pedestrian right of way.</p>	<p>There will be better enforcement and education as part of the SaferRoads project.</p>
Pitarua Street	<p>Remove coupon parking. The street is narrow and there are real obstacles stopping flow of traffic, eg larger vehicles, delivery vans and heavy transport. Vehicles coming to Pitarua Street from Harriett Street have to accelerate up the incline and on turning into Pitarua Street have to brake suddenly if a vehicle is coming down Pitarua Street to avoid a collision or to avoid a parked car in a the coupon park outside No.1.</p>	<p>This matter has been referred onto the Council's Roading and Traffic division for action. If the current parking arrangements affect safety and efficiency then on-street parking may be removed.</p>
Poplar Grove	<p>No parking should be allowed close to southern side of the exit to Tinakori Road. Traffic exiting Poplar Grove have very poor visibility of traffic travelling south on Tinakori Road.</p>	<p>Poplar Grove is a private road with access from Grant Road and Tinakori Road. Removal of parking at the Tinakori Road entrance would alleviate some of the difficulties but could create other problems for residents who park in these locations. It is suggested that residents using Poplar Grove who are not confident of entering Tinakori Road should use Grant Road. One solution is for all of these private access ways to become one way off Tinakori Road through to Grant Road.</p>

Location	Submission	Response
Selwyn Terrace	A speed limit of 40km/h is unacceptable in a one-way, school- zoned street. The footpath is also sub-standard.	The current speed limit in this street is 50km/h. The proposed speed limit will reduce the legal limit but for practical reasons it is not possible to travel faster than 15km/h on this road anyway.
Tinakori Road	<p>Loading zone park outside 241 Tinakori Road. There is no unloading parking in the immediate area for commercial premises.</p> <p>An additional pedestrian crossing is needed by the shops. People do not walk to existing crossings.</p> <p>We need clearer signage. Parking limits are difficult to understand. Parking enforcement for Tinakori Village needs to be consistent with an emphasis on illegal parking and exceeding one hour limit.</p> <p>Improved signage is needed on access from Tinakori Road to the western motorway walks.</p> <p>Slip road - speed humps are needed between Malcolm Lane and George Street. The footpath is so narrow pedestrians often have to step onto the road. The Garage generates hyped up traffic and bikes speed through to Tinakori Road making this hazardous for pedestrians.</p> <p>A pedestrian crossing is needed west of Hobson Street. It is almost impossible to cross this section of Tinakori Road safely, particularly for school children.</p> <p>Make Tinakori Road safer. As a resident I have seen many accidents along this road. Drivers have issues with slowing down to 50km/h after coming off motorway.</p> <p>Extend the 30km/h speed limit to Harriet Street. Then traffic coming off the motorway needs to make only one speed adjustment to 30km/h.</p>	<p>This is not a safety issue. This request for a loading zone has been passed on to the Council's Roading and Traffic Division for consideration.</p> <p>This is a shopping precinct and it is difficult to provide a pedestrian crossing in a location where it will be used by everyone. Pedestrians are able to use the facilities provided at the intersection of Bowen Street or Hill Street. Pedestrians that cross in other places do so at their own risk.</p> <p>This has been referred to the Council's Roading and Traffic division for action as it is not a safety issue.</p> <p>This has been referred to the Council's Roading and Traffic division for action as it is not a safety issue.</p> <p>A good point. Speed humps should be installed to discourage inappropriate speed and improve pedestrian safety.</p> <p>Improvements are planned around the intersections of Hobson Street and Molesworth Street to assist pedestrians crossing the road from the Grant Road area. Some will be incorporated into the traffic signals others as crossing facilities.</p> <p>It proposed to install kerb extensions and a speed camera to address the speeding issues along Tinakori Road and in particular from Harriet Street to Park Street.</p> <p>A good suggestion. Consideration will be made for extending the lower speed limit to Harriet Street. It is recommended that the speed limit from Harriet Street to Bowen Street be 40km/h in line with other restrictions in the area.</p>

Location	Submission	Response
Tinakori Road	Lights on crossings and signs before crossings. Make pedestrians more visible. Many cars don't stop even if you are halfway across. The crossing by the Prime Minister's residence is particularly bad.	There are already signs and lights at this crossing. The use of the crossing is low and that is probably one of the reasons motorists are less aware of it. It is suggested that larger warning signs are installed.
Tinakori Road/Bowen Street	Insert turning lines for the left-turn lane. Traffic gives way when it doesn't need to as traffic from the south has only the middle lane to turn into.	Improvements planned for this intersection will include better road markings to ensure correct lane use. There is a need to check vehicles turning to ensure left turning vehicles can turn into the left lane of Bowen Street.
Thorndon Road/Bunny Street	Re-open Bunny Street to ordinary traffic. This would alleviate pressure on Thorndon roads at peak time.	This is not a safety issue.
Tinakori Road/Glenmore Street	Speed camera. After Bowen Street lights the road is wider and traffic goes a lot faster.	Agree.
Tinakori Road/Hawkestone Street	Seal the road. The uneven road surface causes cars to swerve.	This is a maintenance and a safety issue. This has been passed on to the Council's Roading and Traffic division to resolve.
Tinakori Road/Lewisville Terrace	Change the phasing of traffic lights. Cars speed down Lewisville Terrace towards Bowen Street.	The speed of these vehicles is likely to be less than the 50km/h and less than the proposed 40km/h because of the stop sign at the bottom of the road. It is therefore not a safety issue as traffic speeds are relatively low. The improvements to the traffic signals at Bowen Street will make this intersection significantly safer.
Tinakori Road village	Speed humps are needed through village. A speed camera is needed to slow traffic. Even after the speed limit is dropped some traffic will speed through.	It is proposed to introduce a speed limit of 40 km/h through the shopping precinct. In general the speeds are slower than this at peak times because of the congestion associated with the lights at Bowen Street. Outside these times the speeds are faster and enforcement is required to ensure the speed limit is obeyed.
Tinakori Road, Hill Street to Harriett Street	Introduce a 30km/h zone. It makes more sense to come off Hill Street and Harriett Street onto a single 30km/h zone.	The proposed 30 km/h zone has been abandoned in favour of an area-wide 40km/h which will provide consistency though the area.
Tinakori Road near Hill Street	Add a pedestrian crossing. Currently it is a very unsafe crossing. On numerous occasions cars drive over it without seeing pedestrians. The crossing needs to be highlighted more - maybe with kerb extensions.	This will be investigated further.
Turnbull Street	Turnbull/Murphy Street - increase visibility for cars turning right onto Murphy Street as it is dangerous. It is difficult to see cars coming. There have been many close calls.	This will be investigated further. The commuter car parks on the street restrict the visibility for motorists exiting Turnbull Street and Halswell Street. The speed of vehicles travelling down Murphy Street is generally above the speed limit and this adds to the difficulty of exiting the two side roads. The proposed speed camera will provide some relief. The broken yellow lines may need to be extended to improve visibility.
New World supermarket	Enter off Little Pipitea Street.	Access to this site was part of a Resource Consent application where traffic generation showed the need for multiple entry and exit points. The site access issues to New World will be addressed as part of a separate process when the site owners are reconfiguring their site.

## Proposed Speed Reduction

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

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

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

### **Consultation**

*7.1(1) Before setting a speed limit, or designating or changing an urban traffic area, a road controlling authority must consult with persons that may be affected by the proposed speed limit, in accordance with this section, unless section 4, section 5 or section 10 applies.*

*7.1(2) The persons that must be consulted in accordance with 7.1(1) are:*

- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and*
- (b) a territorial authority that is affected by the existing or proposed speed limit; and*
- (c) any local community that the road controlling authority considers to be affected by the proposed speed limit; and*
- (d) the Commissioner; and*
- (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated; and*
- (f) the Chief Executive Officer of the Road Transport Forum New Zealand; and*
- (g) any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and*
- (h) the Director.*

*7.1(3) A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal.*

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

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

Some submitters have expressed concern about perceived delays and increased travel times. However, given that the areas where speed reduction is recommended are quiet residential streets, the difference in travel time would be minimal. It is therefore

not considered a valid reason for not proceeding with the proposed speed limit reduction.

Once all of the engineering works have been undertaken, a survey will be carried out to determine actual speeds in each street. This will form the basis of the proposal to lower limits to 40km/h. As a result, this will mean consultation on the proposal will not commence until a couple of months after the last of the engineering works have been completed.

## Collector Routes

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

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

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

## Speed Cameras and Red Light Cameras

The SaferRoads Steering Committee endorsed the use of speed cameras as a way of reducing average speeds and therefore reducing the number of crashes in the area in which they are installed. Recent changes to legislation has enabled mobile cameras to be used anywhere at any time. This change could do away with the need for fixed cameras. Work is ongoing in this area.

The committee also supports the introduction of red light cameras. These cameras aim to address the alarming number of crashes at signalised intersections.

Discussions are continuing with the Police and the LTNZ on funding and installation requirements. Speed camera and red light camera installation will not be implemented at the time of the engineering changes.

Consideration is currently being given to the installation of driver feedback signs as an alternative or precursor to speed cameras. The feedback signs will show the driver's speed and indicate that they should reduce their speed if they are going too fast.

## Safer Routes to School

The Safer Routes to School (SRTS) programme is a community-based programme funded by Wellington City Council and Land Transport New Zealand. It aims to make it safer for children to walk to and from school.

The objectives of SRTS are to:

1. Increase the number of children walking and cycling to school by providing a safer route.
2. Reduce the risks for children travelling to and from school by increasing the number of children who walk together.
3. Increase pupils' road safety skills through classroom education and practice.
4. Reduce traffic congestion and dangerous driving practices outside each school through education and encouragement.

The programme has four key components: encouragement/policy, education, enforcement and engineering.

The Safer Routes to School programme has been taken up by Thorndon School. A number of meetings have taken place with the school.

A working group was formed including representatives from the school community, Wellington City Council, NZ Police and Regional Public Health to implement the Safer Routes programme in this area.

A survey was undertaken to enable Council to plot the best used and safest routes to and from the school. The survey also asked how children currently get to and from school and if parents had any road safety concerns.

Once the survey information was collated, it was presented at an open working group meeting for further feedback and possible solutions. From this an action plan was drafted and signed off. The school is now waiting for implementation to begin.

*The map on the following page shows Safer Routes for Thorndon School.*



## **Speed Limit Change Education Campaigns**

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

## **Parking Enforcement Campaigns**

The Council has a parking officer who will work closely with schools to provide education on safe parking practices, as well as targeting parking infringements which create a hazard, rather than time-related offences.

# Final Implementation Table

## Education

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
City wide	Pedestrian Awareness campaign	High	\$1000	Jan - Mar 06
Thorndon School	Speed Limit Awareness campaign	High	\$15,000	Jan - Mar 06
Thorndon School	Safer Routes to School programme	High	\$7500	Jul - Nov 05
City wide	Cycle Awareness campaign	Medium	\$1000	Jan - Mar 06

## Enforcement

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
All roads in Thorndon	Targeted road policing	High	N/A	Oct 05 - ongoing
City wide	Additional parking staff	High	\$10,000	Oct 05 - ongoing
Murphy Street	Driver speed feedback sign	High	\$10,000	July 05 -Sep 05
Tinakori Road	Driver speed feedback sign	High	\$10,000	July 05 -Sep 05
Tinakori Road	Red light camera at Harriett Street	Low	\$45,000	Jul-06
Tinakori Road	Red light camera at Park Street	Low	\$45,000	Jul-06

## Engineering

Location	Treatment	Reviewed Priority	Cost Estimate	Implementation Date
Aitken Street	Install mid-block kerb extensions.	Low	\$16,000	Deferred - budget constraint
Aitken Street	Install raised footpath over vehicle entrance to Freyberg Building.	Low	\$8000	Deferred - budget constraint
Aitken Street	Remark centreline to reflect changes with angle parking.	High	\$1000	July 05 -Sep 05
Aitken Street	Install traffic signals at the intersection with Molesworth Street.	High	\$80,000	July 05 -Sep 05
Aorangi Terrace	Install kerb extensions and give way at the intersection of Grant Road.	Medium	\$12,000	July 05 -Sep 05
Fitzherbert Terrace	Install kerb extension and planting at the intersection of Hobson Street.	Medium	\$20,000	Deferred – for consultation

Location	Treatment	Reviewed Priority	Cost Estimate	Implementation Date
George Street	Install give way, median island and coloured pavement at the intersection of Tinakori Road.	Medium	\$2100	July 05 -Sep 05
George Street	Install median island and give way at the intersection of Grant Road.	High	\$16,000	July 05 -Sep 05
George Street	Install give way at the intersections of Goring Street and Little George Street.	High	\$700	July 05 -Sep 05
Grant Road	Install kerb extensions and median island at the intersection of Park Street.	High	\$16,000	July 05 -Sep 05
Grant Road	Install give way, median island and coloured paving at the intersection of Wadestown Road.	High	\$12,000	July 05 -Sep 05
Grant Road	Install speed humps at between Wadestown Road and George Street (2).	High	\$8000	July 05 -Sep 05
Grant Road	Install median and alter footpath to provide a pedestrian facility at Frandi Street.	High	\$10,000	July 05 -Sep 05
Grant Road	Install kerb extensions and long chicane between Park Street and Frandi Street.	High	\$48,000	July 05 -Sep 05
Grant Road	Install median islands between Park Street and Frandi Street.	Low	\$48,000	Deferred - budget constraint
Grant Road	Install median island 100 metres north of Newman Terrace.	High	\$6000	July 05 -Sep 05
Halswell Street	Install coloured paving.	Low	\$2100	Deferred - budget constraint
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	July 05 -Sep 05
Harriett Street	Install coloured paving at the intersection of Tinakori Road. Provide give way and zebra crossing for pedestrians crossing motorway off ramp southbound.	Low	\$10,000	Deferred - budget constraint

Location	Treatment	Reviewed Priority	Cost Estimate	Implementation Date
Hawkestone Street	Install kerb extensions, median island and coloured paving at the motorway off ramp.	High	\$25,000	July 05 -Sep 05
Hawkestone Street	Install kerb extensions at the intersection of Tinakori Road.	High	\$12,000	July 05 -Sep 05
Hill Street	Install kerb extensions for St Mary's School crossing at Guildford Terrace.	High	\$12,000	July 05 -Sep 05
Hill Street	Install kerb extensions and give way at the intersection of Tinakori Road.	Medium	\$15,000	Deferred - budget constraint
Hill Street	Install kerb extensions and median island on the east side of Motorway overbridge. Add parking along bridge.	High	\$20,000	July 05 -Sep 05
Hobson Street	Install give way, kerb extensions, median island and coloured paving at the intersection of Tinakori Road.	Medium	\$25,000	Deferred - budget constraint
Hobson Street	Install kerb extensions with trees, median island outside German Embassy.	Medium	\$12,000	Deferred - budget constraint
Hobson Street	Install kerb extensions with trees outside number 50 Hobson Street.	Medium	\$12,000	Deferred - budget constraint
Hobson Street	Install one lane treatment outside number 50 Hobson Street.	Medium	\$12,000	Deferred - budget constraint
Hobson Street	Install kerb extensions with planting at the intersection of Hobson Crescent (2).	Low	\$24,000	Deferred - budget constraint
Hobson Street	Install kerb extensions with trees paving outside number 20 Hobson Street.	Medium	\$12,000	Deferred - budget constraint
Hobson Street	Install one lane treatment outside number 20 Hobson Street.	Medium	\$12,000	Deferred - budget constraint
Molesworth Street	Reconfigure the New World access arrangements and allow for a leg in from the proposed traffic signals at Hawkestone Street.	Medium	TBA	Deferred - consultation required

Location	Treatment	Reviewed Priority	Cost Estimate	Implementation Date
Molesworth Street	Install traffic signals at the intersection of Hawkestone Street.	Medium	\$150,000	Deferred - budget constraint
Molesworth Street	Extend footpath at over bridge and provide pedestrian link across the street from bus stop to Ministry of Health.	High	\$30,000	July 05 -Sep 05
Molesworth Street	Improve pedestrian facilities under motorway by better lighting, closed circuit TV and removal of vegetation.	High	\$20,000	Deferred - budget constraint
Molesworth Street	Consider one lane for Molesworth Street with a cycle lane.	Low	\$10,000	Deferred - consultation required
Molesworth Street	Consider removing of parking full time or by clearway from the left side between Hill Street and Pipitea Street.	Low	\$10,000	Deferred - consultation required
Moturoa Street	Install give way, kerb extensions, median island at intersection of Hobson Street.	High	\$15,000	July 05 -Sep 05
Moturoa Street	Install kerb extension at intersection with Moore Street.	High	\$6000	July 05 -Sep 05
Murphy Street	Move centreline to the centre of road, provide for cyclists in the right hand lane.	High	\$5000	July 05 -Sep 05
Murphy Street	Install pedestrian operated traffic signals at the intersection of Turnbull Street.	Medium	\$50,000	July 05 -Sep 05
Pipitea Street	Install mid block kerb extensions.	Low	\$12,000	Deferred - budget constraint
Pitarua Street	Install give way.	High	\$350	July 05 -Sep 05
Portland Crescent	Install give way and kerb extensions at the intersection of Hawkestone Street.	Medium	\$3000	July 05 -Sep 05
St Mary's Street	Remove coupon parking from the street.	Low	\$1000	Deferred – for consultation
Tinakori Road	Reconfigure traffic signal layout at the intersection of Bowen Street.	Medium	\$45,000	July 05 -Sep 05

Location	Treatment	Reviewed Priority	Cost Estimate	Implementation Date
Tinakori Road	Install coloured paving for shopping precinct between Upton Terrace and Hill Street (30km/h zone).	High	\$10,000	Nov 05 -Feb 05
Tinakori Road	Alter road markings at the intersection of Park Street and Molesworth Street.	High	\$5000	July 05 -Sep 05
Tinakori Road	Install pedestrian traffic signals at the intersection of Hawkestone Street.	Low	\$80,000	Deferred - budget constraint
Tinakori Road	Install kerb extension at the intersection of Hawkestone Street.	High	\$20,000	July 05 -Sep 05
Turnbull Street	Install coloured paving.	Low	\$2100	Deferred - budget constraint
Upton Terrace	Install give way at the intersection of Tinakori Road.	High	\$350	July 05 -Sep 05

## Programming

Construction work in Thorndon will be carried out by Works Infrastructure Ltd under the direction and supervision of Duffill Watts & Tse Ltd. Construction is expected to begin in July 2005.

Directly affected parties will be notified before the work begins. For more information regarding SaferRoads implementation in Thorndon please contact:

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

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

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

For information on the Safer Routes to School programme, please contact:

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

## Budget

It is estimated Thorndon SaferRoads and associated projects will cost \$600,000.

## Conclusion

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

- installing traffic features as listed in the implementation table
- increased speed enforcement including the installation of speed cameras and targeted road policing
- increasing parking enforcement
- implementing school and community education campaigns about road safety and the dangers of excessive speed.

This Implementation Plan has been approved by the SaferRoads Steering Committee.

Funding for the implementation of this work has already been approved through the 04/05 Annual Plan.