

SaferRoads

Northland / Wilton / Wadestown

A Summary of Community Participation

October 2004



Background to the SaferRoads Project

Last year Wellington City Council introduced a road safety initiative called SaferRoads that aims to **reduce accident numbers on Wellington City roads 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.

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 by the Council in conjunction with the Land Transport Safety Authority (LTSA), and it is supported by the Council's key road safety partners including Transit New Zealand, 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
- coordinating all work that influences road safety.

To be successful, the SaferRoads project will require 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.

The draft *SaferRoads Project Implementation Plan* divides Wellington into seven geographical areas and routes. It is estimated that 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

One of the key objectives for the success of the SaferRoads project is community participation and ownership of road safety initiatives. To begin the community consultation phase, the SaferRoads team went out into the community and met with local groups to tell them about the project.

Meetings were held with stakeholders including:

- Cycle Aware Wellington
- Living Streets Aotearoa (Wellington)
- Stagecoach
- Utilities companies (telecommunications, gas and power companies)
- the Road Safety Reference Group.

Local schools are to be invited to participate with the SaferRoads project to identify specific safety issues and needs that their school may have. Each school will be given the opportunity to participate in the Safer Routes to School programme.

The purpose of Safer Routes to School is to make the journey to and from school safer for school-aged road users. The programme aims to work with schools and the community to address the factors which put children at risk on their way to and from school. The outcomes of this programme will be included in the consultation process of the SaferRoads project.

Publicity for the community workshops included a mailbox drop throughout the Northland / Wilton / Wadestown area. In addition, SaferRoads posters were displayed around the area including shops. [A](#) media release about the SaferRoads project was circulated to local papers and public notices were placed in community newspapers.

Workshop One

Workshop one was held on 18 August 2004 from 7pm to 9pm at Otari School on Wilton Road. Twenty-eight people attended the workshop along with the SaferRoads project team and other Council staff.

The aim of workshop one was to inform the local community of the project objectives and to 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 the Northland / Wilton / Wadestown area 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 put them onto wall maps. A separate board was provided for participants to post "generic" 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 that participants places on a map at Workshop One

| Following workshop one, the issues that had been raised were sorted into themes. These were:

- intersections
- speed
- parking
- night-time
- pedestrians
- schools / kindergartens/creches
- general roading issues.

The following table records the comments that were made at workshop one.

Theme	Issue	Location
Intersections		
	Traffic approaching this intersection from up the hill (travelling from Aro Street/Kelburn) turning left into Northland Tunnel Road needs to swing out and cross the centreline into the path of traffic coming up.	Northland Road/ Raroa Crescent intersection
	Re-design so that traffic to/from Northland has right of way. Reason - approx 70 buses pass the intersection daily and should not be delayed by (usually) single occupant cars on Raroa Crescent.	Northland Road/ Raroa Crescent intersection
	Very tight turning from Garden Road around towards school.	Northland Road/ Garden Road intersection
	Intersection very confusing; issues with children crossing the road; traffic from many directions.	Northland Road/ Pembroke Road/ Orangi Kaupapa Road/ Seaview Terrace intersection
	Enforcement - parents turning into intersection.	Northland Road/ Harbour View Road intersection
	Some vehicles coming down Cheshire Street fail to give way to vehicles coming up Worcester Street. I have had a close call because of being uncertain about who gives way.	Worcester Street/Cheshire Street intersection
	Improve visibility for uphill traffic turning right into Barnard Street.	Lennel Road/ Barnard Street intersection
	Buses stop at the intersection - also many turning cars have poor visibility.	Sefton Street/ Lennel Road intersection
	Vehicles are failing to give way at this intersection as they merge from Blackbridge Road.	Blackbridge Road/ Wilton Road intersection
	A roundabout at the Wilton Road/Gloucester Street intersection would make the corner safer as well as slowing the traffic.	Wilton Road/ Gloucester Street intersection
	The intersection at Gloucester Street and Wilton Road is dangerous. There is limited visibility, especially turning right into Wilton Road. Perhaps install a mirror or a roundabout to reduce speed.	Wilton Road/ Gloucester Street intersection
	Bottom of Gloucester Street intersecting with Wilton Road needs attention. This road could be extended out or the main road traffic slowed.	Wilton Road/ Gloucester Street intersection
	There are many close calls for cars turning from Gloucester Street into Wilton Road.	Wilton Road/ Gloucester Street intersection
	Wilton Road and Gloucester Street intersection is a blind corner. It needs a small roundabout to reduce speed along Wilton Road.	Wilton Road/ Gloucester Street intersection
	At least five crashes and two injuries have happened in this area which is busy with a church, church hall, Plunket rooms and kids' park. It's impossible to see approaching traffic when exiting Hanover Street.	Wadestown Road/Hanover Street intersection
	You can't see traffic coming up Lennel Road when you are coming out from the library.	Lennel Road/ Moorhouse Street intersection
	The library corner needs a community centre to improve traffic access.	Lennel Road/ Moorhouse Street intersection
	There are many near misses for cars turning out of Pitt Street at the stop sign.	Pitt Street/ Lennel Road/Wadestown Road intersection
	Traffic lights are needed.	Pitt Street/Lennel Road/Wadestown Road intersection

Theme	Issue	Location
	Cecil Road is narrow with poor visibility and lots of vegetation growth on the left bank.	Wade Street/Cecil Road intersection
	This corner is tricky because of low visibility, and the road is constricted with parked cars much of the time; cars are regularly damaged.	Lytton Street/Wadestown Road intersection
	There is a blind corner turning into Margaret Street cul-de-sac.	Mairangi Road/Margaret Street intersection
	When turning right at the top of the hill on Northland Road, there is poor visibility into the tunnel (you have to pull out onto the middle of Northland Road to see).	Northland Road/Northland Tunnel intersection
	You could possibly improve visibility of cars and pedestrians crossing from Hereford Street into Gloucester Street. You can't see cars coming along Gloucester Street from the right.	Gloucester Street/Hereford Street intersection
	The Wilton Road/Norwich Street intersection is often cluttered and dangerous.	Wilton Road/Norwich Street intersection
Speed		
	We completely support a 40km/h speed limit, particularly past the school(s) and through the shopping centres.	
	"Speed Camera Area" signs should be abandoned and speed cameras used anywhere as it suits the Police.	
	Install brick "gateways" on Northland Road at Harbour View dairy and at the mobile library stop to slow cars. Enforce parking regulations, and 40 km/h speed limit.	Northland shops
	Cars speed down the hill at the top end.	Orangi Kaupapa Road
	Car travel at high speeds downhill on Lennel Road through the cutting.	Lennel Road
	Speed on Wilton Road needs to be reduced - 50km/h would be alright if it was 50km/h and anyone doing over this could be ticketed. At the moment tickets are set at 60km/h. If it needs to have the 10km/h difference, then use a 40km/h speed limit.	Wilton Road (near Otari School)
	Traffic travels too fast along Wilton Road, especially approaching the pedestrian crossing by Otari School.	Wilton Road (near Otari School)
	Buses speed down Gloucester Street through s-bends.	Gloucester Street
	Lots of visitors travel at high speed when delivering kids to the Scout Hall.	Hanover Street
	A reliable percentage of drivers speed; late night "boy racers"; 40% of drivers cut corners to some degree; sun strike is a risk in the mornings.	Wadestown Road (Leslie to Blackbridge)
	My main concerns about road issues in Wadestown are the lack of footpaths and safe walking areas, and the speed limit. Many cars use Roscoe Terrace, Wade Street and Cecil Road as a short-cut through to Wilton. They roar up the Wade Street hill and there are 19 children living in the street - it is only time before an accident with a child or pet occurs. I think that a series of one-way streets would be practical.	Wade Street (also Roscoe Terrace and Cecil Road)
	The speed of cars coming down Hereford Street is too high. The top curve is not great on visibility – I am worried for my own and other children.	Hereford Street
Parking		
	Education and enforcement is needed for drivers parking in a way which is not illegal, but cause hazards (ie parking on both sides of the road) especially on bus routes.	
	Parking enforcement must be intensified in the suburbs, day and night.	
	Council should use road reserve to solve parking problems, not as a revenue generator. The council charges us \$185 per year to park our car on road reserve, but it should be free.	

Theme	Issue	Location
	Better conditions are needed for off-road parking on the road reserve - positive incentives for off-road parking.	
	There are often two cars parked almost on the pedestrian crossing and blocking the pavement (belonging to a local resident I think). There are no yellow lines - is this an oversight or are the cars parked illegally? It's really dangerous because small children cross at that point and I've seen a few near misses where cars coming up the hill don't see the kids until they're almost on the crossing.	Wadestown shops (zebra crossing near Pitt Street)
	This road is very narrow, and with car parking it becomes one lane. Lots of drivers use this route to and from the city.	Garden Road
	There are too many parked cars, too many blind spots, and not enough parking spaces.	Garden Road
	There is an increasing the number of parked cars on this road.	Orangi Kaupapa Road (above Garden Road)
	Too many parked cars reduce the road one lane only. Lots of cars use this road to access the city or Kelburn.	Northland Road (Kelburn end)
	Too many parked cars.	Northland Road (Viaduct - shops)
	Cars parking dangerously at Northland shops (pizza cars?) cause hazards and road safety concern.	Northland Shops
	The current parking layout is much better than previously, but there is increasing pressure with takeaway truck deliveries – and even more flats/townhouses built with no parking allocated.	Northland Village
	Restrict parking to the side of the road with houses, and then buses won't have to stop to let cars through.	Northland Road (Woburn Road to Randwick Road)
	It is difficult to see to the left when you are coming up Abelmarle Road because of parked cars.	Abelmarle Road/Pembroke Road intersection
	Parking for drop off and collection of children can be difficult outside Northland Kindergarten. Widening of the road may enable angle parking to be provided.	Abelmarle Road
	Reduce the restricted parking areas outside 7 and 9 Woburn Road to a minimum.	Woburn Road
	The view into Northland Road is restricted with school bus parking. Harbour View Road by the school is very narrow and there are problems with parents parking at 8:55am and 3pm.	Northland Road/ Harbour View Road intersection
Parking (continued)		
	Enforcement - parents who stop outside Harbour View Road school gate (to pick-up and drop-off) - block access to the right of way beside school gate.	Harbour View Road
	Cars turn quickly into Harbour View Road from Northland Road; Cars are often parked on yellow lines.	Harbour View Road
	The road is often constricted by parked cars.	Curtis Street
	The road is narrow with cars parked by the road side.	Sar Street (bend at north end of long straight)
	Provide "no parking" lines further back from this intersection.	Sar Street/Barnard Street intersection
	Provide a "no parking" line on Grosvenor Terrace below Lower Watt Street intersection (near a blind corner).	Grosvenor Terrace
	Provide "no parking" lines on the western side of road, which is narrow and winding.	Wadestown Road (Orchard - Grant)
	Use yellow lines up the right hand side on Gloucester Street by the bus stop.	Wilton Road/ Gloucester Street intersection
	Cars are parked across private access-ways and double parked on footpaths when Wilton Park is used.	Wilton Road (near Wilton Park)
	Parents delivering or collecting children from Otari School park on the footpath outside Otari-Wilton Bush, which blocks the entrance.	Wilton Road (at Otari School)
	We need more parking for the community centre.	Pitt Street

Theme	Issue	Location
	There is no visibility here. Remove parking on left hand side going towards the city.	Wadestown Road (above library)
	There is inadequate parking for church-goers which leads to a traffic hazard.	Lytton Street
	The intersection at the top of Garden Road is dangerous; many take-away cars park at odd angles and you often need to do a 3-point turn in the middle of Northland Road.	Northland Road/ Garden Road intersection
	Increased subdivision/infill will continue to create more car parking - can the Council identify off-street parking areas?	
	Yellow lines needed on both sides of blind and/or sharp corners.	Garden Road
	A car park is needed in Wilton Road for Iazard Park patrons.	Wilton Road (at Iazard Park)
	This road is narrow but it also needs lots of parking for community facilities (playgroups, playground, Plunket, church and hall). It has footpaths on two sides but a braver person than me suggested removing one.	Hanover Street
Night-time		
	Street lighting could be much improved on the bus route along Gloucester Street and Warwick Street.	Gloucester Street and Warwick Street
	More street lighting is needed to illuminate footpaths on the bus route through lower Gloucester Street.	Gloucester Street
	Poor street lighting in Gloucester Street from Wilton Road.	Gloucester Street
	Bad lighting in Gloucester Street; trees need trimming right back.	Gloucester Street
	We need extra street lights on old Wadestown Road - very dark if walking home after dark.	Wadestown Road
	Lights needed in old historic bus shelter.	Sefton Street/Lennel Road intersection bus shelter
	Lights needed in old historic bus shelter.	Grosvenor Terrace bus shelter
Pedestrians		
	Kerb extensions at the pedestrian crossings are excellent.	
	New footpaths are excellent for pedestrians; and traffic calming.	
	Roscoe Terrace needs a footpath along the whole road.	
	Pedestrian path surfaces could be improved on bus route along Gloucester Street and Warwick Street.	
	The bottom of steps and right of ways where they meet busy roads but where you have to cross to get to the footpath - need safe pedestrian/walking routes throughout area into city.	
	A new footpath down Moorhouse Street (Lennel to Wadestown Road) on library side - needs to stay on the work plan. This one was going to be done earlier this year, but was delayed due to consideration of the new community centre - which would also need new parking slots on Moorhouse Street.	Moorhouse Street
	Improve pedestrian safety on one-way down part of Orangi Kaupapa Road and improve signage at the steps down to Garden Road (so less pedestrians use the lower part).	Orangi Kaupapa Road (above Garden Road)
	Lots of pedestrians use this intersection - walking to town; major bus stop; from the top of the hill to school.	Northland Road/Pembroke Road/ Orangi Kaupapa Road/Seaview Terrace intersection
	This road is very dangerous for pedestrians - stops children from the top of Orangi Kaupapa Road/Bedford Street, from walking to school; poor visibility, no safe way across; also dangerous for cars especially those coming down from Orangi Kaupapa Road.	Northland Road/Pembroke Road/ Orangi Kaupapa Road/Seaview Terrace intersection
	Construction of stairs between Pembroke Road and the top end of Orangi Kaupapa Road and/or Bedford Street would help people to access the bus route on Pembroke Road.	Pembroke Road

Theme	Issue	Location
	Provide footpath in cutting at north end of Anne Street.	Anne Street
	Needs a footpath in Sar Street.	Sar Street
	Provide a footpath in Sar Street as it is dangerous for pedestrians at present.	Sar Street
	A pedestrian crossing needed at the bottom of the steps where it meets Grant Road.	Orchard Street
	There is a blind crossing from Wade Street extension across Wadestown Road (dangerous for pedestrians).	Wade Street/ Wadestown Road
	Need a footpath down to Grant Road intersection.	Wadestown Road (Orchard - Grant)
	This is a very difficult crossing for children going to/from Onslow College bus; also for walkers accessing Otari/Wilton bush.	Blackbridge Road/Churchill Driveintersection
	No footpath and a narrow road.	Hanover Street (lower end)
	Needs a pedestrian crossing; and school crossing improvements.	Weld Street/Cecil Road intersection
	No footpath for school kids - leads to traffic hazard.	Lytton Street
	No crossing for kids from Hanover Street; they often dash across and I have seen several screeching halts over the years.	Marquis Street/Wadestown Road intersection
	Blind crossing; fast traffic coming down Wadestown Road; needs a lower speed limit.	Wadestown Road (at Margaret Street steps)
	Continuation of footpath needed opposite Wilton Bowling Club.	Wilton Road (opposite bowling club)
	Need a pedestrian crossing across Wilton Road at/near Hampshire Street.	Wilton Road (at Hampshire Street)
Schools / Kindergartens / Creches		
	Crossing at bottom of Purakau Avenue for kids and school patrols.	
	Education on safe routes for walking to school.	
	Signage for schools needed. I have seen "School" signs in neon green which stands out better than standard yellow signs. I would also support a 40km/h speed limit and/or signs that operate at times of risk ie before and after school.	All Locations; Comment also said to apply to Wadestown Kindergarten, Oban Street
	There are no signs indicating or alerting people to the fact that there is a kindergarten on Abelmarle Road. ie need a yellow Council sign labelling the kindergarten or a 'Beware' sign.	Abelmarle Road; Comment also said to apply to Wadestown Kindergarten, Oban Street
	There are no signs indicating or alerting people that there is a crèche/children on Woburn Road ie need a yellow diamond sign or similar.	Woburn Road
	Pedestrian crossing needed by the school – the 'diamonds' is not always visible owing to parked cars. School patrols have difficulty with sight lines.	Northland Road
	No safe way out for children walking to/from school; congested with parents dropping off children.	Wilton Road/ Purakau Ave intersection
	Crossing at Purakau Ave for children.	Wilton Road/Purakau Ave intersection
	Congestion in Gloucester Street before school starts, between 8am and 9 am.	Gloucester Street
	Parents delivering or collecting children from Otari School create a hazard for both pedestrians and other motorists.	Wilton Road (at Otari School)
	This is a minor arterial route from Wilton to the city, but very small kids from the school must cross here.	Weld Street/Cecil Road intersection
	Many parents won't let children walk to school as the bottom of the zig-zag meeting Mairangi Road seems dangerous.	Mairangi Road (at Wade Street zigzag)
General Roding Issues		
	Reduce traffic coming into the city by not installing the "bypass" in Te Aro area.	

Theme	Issue	Location
	4WDs taking kids to Wadestown school and collecting them cause great congestion.	
	Education about how much safer it is to travel by bus would help to reduce crashes.	
	Wadestown is full of huge 4-wheel drive vehicles, especially in the morning dropping off kids at Wadestown School. They are totally unsuitable for the narrow hilly roads and visibility is limited. I propose we ban them altogether, imprison the owners and slash their tyres.	
	Enforce the need to have both headlights on cars working which would increase safety.	
	Planting (of locally sourced, ecologically appropriate native plants) on median strips, roundabouts and on sides of roads would act as traffic calming features.	
	Improve public transport by introducing more "on-demand" services on smaller, non main routes and up hills.	
	The whole length of Garden Road is narrow.	Garden Road
	People treat this road as a through road (as there are very few houses) but it has a kindergarten, crèche and Cardinal McKeefry School on it.	Abelmarle Road
	Although a side road is a busy road with the kindergarten, some mothers put their children into the cars from the road side, rather than the footpath; and some park their cars facing the wrong way.	Abelmarle Road
General Roding Issues (continued)		
	Road narrows on either side of this bend. It's hard to see what's coming. Pembroke Road is a bus route, and it is difficult if not impossible for two buses to pass on this corner so buses sometimes reverse to get past each other. Buses are a further hazard to other traffic approaching the corner. Speed is a factor.	Pembroke Road (bend by number 61A)
	Tight corners, cars parked on road, busy road with buses and commercial traffic. Near misses are frequent.	Grosvenor Terrace and Lennel Road
	Problem: there is no footpath at the cutting. Solution 1: reduce traffic flows by making it a feeder road only to lower Wade Street - Wade Street ceases as a through road at its cutting and is cut off at Weld Street. Solution 2: make it a one way uphill road - up hill would give more control to motorists to avoid pedestrians if they are in the cutting.	Roscoe Terrace
	Blind/tight corners on Cecil Road.	Cecil Road (south of Wade Street)
	Upper Norwich Street road narrows, cars park on both sides, buses stopping and turning in Mairangi Road	Norwich Street
	Install toll gates for cars passing Wadestown shops to reduce number of cars.	Wadestown shops

Workshop Two

Workshop two was held on 25 August 2004 from 7pm to 9 pm at Otari School on Wilton Road. Seven people attended the workshop 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.

Possible solutions from the group exercise for reducing crashes in the Northland / Wilton / Wadestown area are outlined on the following pages.



Participants at the community workshops

Summary

The stakeholder meetings and workshops held by the SaferRoads team have enabled the Northland / Wilton / Wadestown community to contribute to future road safety initiatives in the area. The response from the public to the community involvement has been positive with 35 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments.

The consultation workshops have provided useful insight into the concerns and issues of the Northland / Wilton / Wadestown community. A number of possible solutions were gathered as part of this process and will form a useful framework for implementing measures in the area to make roads safer for all road users.

Contact us

If you have any road safety issues, concerns or possible solutions please contact the SaferRoads team:

- Send an email to the project team at saferroads@wcc.govt.nz
- Phone and talk to the project team on **499 4444**
- Visit the Council's website at www.Wellington.govt.nz

Framework for Reducing Crashes in the Northland / Wilton / Wadestown area

from Workshop Two – 25 August 2004

Theme	Engineering	Education	Enforcement
Intersections			
	Prohibit parking further than 6 metres back from intersections.	Education about indicating at intersections.	Enforcement of illegal parking.
	Use roundabouts to slow traffic on main roads.		Reduce the speed limit to 40km/h.
	Trim vegetation/banks to improve visibility.		Speed cameras.
	Install speed humps on roads with high speeds.		
	Use slow zones "everyone would want one".		
	Case by case basis - mirrors perhaps.		
Speed			
	Roundabouts.	Regular speed cameras (Wilton Road).	Needs to be targeted on routes.
	Ensure pedestrian safety - more footpaths.	At school time.	At times of sports events etc.
	Cats eyes (RRMP's) - need to keep vehicles on course.	Need enforcement at black spots.	Need to remind people they are in residential zone.
	Slow points.		Main issues with cars (ie not trucks)
	Speed limit reduction to 40km/h – not on Wilton Road, but 'yes' for Wadestown Road - just at school times?		Bus drivers eg Gloucester Street.
	Probably not speed humps.		Speed cameras.
	Stop signs eg Blackbridge Road.		
	Sun strike reminders – Queenstand style solution.		
	Speed is mainly an issue for arterial/semi-arterial routes (topography limits the remainder).		
	People drive down Wilton Road too fast.		
	Wadestown Road – "poor man's Monte Carlo".		
	Speed limit signs.		
	More median islands.		
	Lower speed limits.		
	Speed limit at schools.		
	Speed humps-schools/shops.		
Parking			
	Review parking eg P120 or coupon parking.	Politics - make it a political decision to get cars off the road.	Bylaw to charge for on-street parking.

Theme	Engineering	Education	Enforcement
	Assistance to increase the number of carports.	Parents/schools - identify safe areas to drop children and "walk" to school.	Random/suburban enforcement by Parkwise wardens.
	Mountable kerbs.	Incentives to park in driveways - shared use in "down times".	Warning notices by Parkwise wardens.
	Better use of road reserve.	"Friendly note" do you realise (already done by Walk Wellington).	
	Park and ride (on buses and trains).	School newsletters.	
Night-time			
	Lights in bus shelters.	Let people know to contact the Council if there are concerns and/or lights out.	
	Tree trimming.		
	Light intensity.		
	Surveys of lighting level.		
	Note: areas where you go from bright lighting (on main roads) to poorer lighting (on local roads).		
	Install numbers on streetlight poles to make it easier for people to report faults.		
	Improve lighting.		
Pedestrians			
	Improve pedestrian safety at intersections eg Orangi Kaupapa Road, Pembroke, Northland - if roundabout would improve intersection what about pedestrians?	Educate pedestrians who wander across road.	
	Walkways coming onto road with no footpath on that side.	Building sites/tradesmen – not to park on footpaths.	
	Shift pedestrian crossing on Glenmore Street from Orangi Kaupapa Road to Garden Road? (Marginal - probably not!)	Better "road sense" education.	
	Dangerous parking around shops (Northland and Wadestown) - pedestrian implications.		
Pedestrians (continued)			
	Footpaths – need more of them - wide enough for pushchair and toddler. If there is no footpath pedestrians have to walk around parked cars (eg one-way down part of Orangi Kaupapa Road).		
	Continuous footpaths on main routes.		
	Better positioned pedestrian crossings.		

Theme	Engineering	Education	Enforcement
Schools / Kindergartens / Creches			
Better warning signage/positioning (on both sides of roads)		Road safety education for parents and children (some parents inconsiderate).	Parking enforcement - WCC/school - who is responsible?
More parking spaces.		Get Kids walking to school - walking school buses (eg from Bedford Street/ Orangi Kaupapa Road intersection to school).	
Lower speed limits.		Speed.	
Colouring on road.		Parents and teachers should be role models and educate their children.	
Speed humps.		Encourage walking to school	
Footpaths/crossings (maybe not at school gates).		Parents should drop off on the school side.	
Yellow lines outside schools.		No parking on yellow lines.	
Logical/integrated engineering solutions around educational places, taking into account needs of small children, parents and general drivers/pedestrians.			
Positioning of bus stops outside schools - Northland Road: bus stop moved south of pedestrian crossing - improve visibility for cars coming out of Harbourside Terrace so that kids don't have to cross Harbourside Terrace.			
Improve pedestrian safety.			
Fluoro-green warning signs.			
Widen roads and footpaths.			
No parking opposite schools.			
Increase drop off zones.			
General Roading Issues			
Consider planting (suitable plants to not impede visibility) plants to act as traffic calming measures.		Notification of safer routes to school, to discourage car volumes at schools.	Better enforcement of repeat parking offenders.
Trimming roadside to improve visibility.			More visible police presence.
On "tight" corners or narrow winding roads, possibly restrict parking on all of one side.		Educating people who park stupidly - possibly leaflets under wipers.	Speed cameras.
Restrict parking on corners.		Marketing of public transport advantages over private vehicle use.	
(Minimum standard should be for fire and rubbish trucks).			
Improve/increase frequency of public transport.			

Theme	Engineering	Education	Enforcement
	Use of more roundabouts. Planning of safe walkways.		

Next Steps

✓ **Involve Key Stakeholders**

Informing ward Councillors, SaferRoads key partners, local schools, resident groups and local organisations.

✓ **Workshop One**

Inform the local community of the project objectives and gather information about road safety issues based on people's local knowledge of the area.

✓ **Analyse Issues, Sort into Themes**

Information gathered from workshop one is analysed to identify common issues and themes to be discussed in workshop two.

✓ **Workshop Two**

The objective is 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.

✓ **Prepare Summary of Community Participation**

A wrap up document of the two workshops.

Prepare Concept Plans

Planning of road safety improvements.

Seek Technical Review Team Approval

Approval of concept plans from SaferRoads technical review group which is made up of strategic managers from SaferRoads key stakeholders and partners.

Prepare Technical Report

A detailed report comprising of SaferRoads background, workshop summary, Safer Routes to School progress and full detail of initial concept plans along with costings, priority and photos of suggested road safety improvements.

Prepare Consultation Documents

A summary of the Technical Report, including a submission form.

Seek Steering Committee Approval

Approval of road safety improvements from SaferRoads steering committee which is made up of SaferRoads key stakeholders and partners.

Formal Consultation

Formal consultation period begins with a public meeting followed by a period for submissions to be made on initial road safety improvements.

Evaluate Submissions

Go through each submission received and make any changes to initial road safety improvements.

Release Submission Response and Implementation Plan

After submissions have been evaluated a report detailing all submissions and final road safety improvements is produced.

Detailed Design

Road safety improvements are designed.

Construction

Road safety improvements begin.