



SaferRoads

**Wadestown, Wilton & Northland
Consultation Feedback & Implementation Plan
September 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
Proposed Speed Reduction	26
Safer Routes to School	28
Final Implementation Table	30
Programming	37
Budget	37
Conclusion.....	38

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 the year 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 Safety Authority (LTSA), and it is supported by the Council's key road safety partners including Transit New Zealand, Transfund New Zealand, Greater Wellington Regional Council 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 the LTSA 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
- co-ordinating 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.

The Implementation Plan outlines the road safety initiatives that will be put in place to reduce crashes in Wadestown, Wilton and Northland over the next seven years as part of the SaferRoads project.

Community Consultation

Stakeholder Consultation

To begin the stakeholder consultation phase, the SaferRoads team went out into the Wadestown, Wilton and Northland communities and met with local groups to inform them about the project in August 2004.

Meetings were held with stakeholders including:

- Cycle Aware Wellington
- Living Streets Aotearoa (Wellington)
- Stagecoach
- utilities companies (eg telephone, gas and power companies)
- the Road Safety Reference group.

The SaferRoads team ran a series of two workshops in August 2004 at Otari School on Wilton Road. 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 Wadestown, Wilton and Northland public was very positive with over 30 people attending the workshops and other interested parties contacting the SaferRoads team directly with their comments. Detailed technical analysis was undertaken for the Wadestown, Wilton and Northland 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.



Wadestown, Wilton and Northland participants at community workshops.

Wadestown, Wilton and Northland Consultation: 11 July – 8 August 2005

Consultation commenced on 11 July 2005 and closed on 8 August 2005. During this time a summary booklet outlining the SaferRoads Proposal for Wadestown, Wilton and Northland and a submission form were distributed to Wadestown, Wilton and Northland residents, businesses, and community and forum groups.

The summary document was also made available at libraries, Council service centres and on the Wellington City Council website. During the consultation period advertisements were placed in the Dominion Post and community newspapers.

Wadestown, Wilton and Northland Public Meeting

The Wadestown, Wilton and Northland public meeting was held at the Northland Community Centre, at 7pm on Tuesday 26 July 2005. The meeting was facilitated by Councillors Andy Foster, Ian McKinnon and John Morrison. Morrison.

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

The following key milestones have been completed:

Key Formal Consultation Dates	Wadestown, Wilton and Northland	Status
May 2005	SaferRoads Technical Review group meeting to discuss and review detailed concept plans.	√
11 July 2005	Formal consultation commences.	√
26 July 2005	Wadestown, Wilton and Northland public meeting.	√
8 August 2005	Consultation ends.	√
August 2005	Submissions reviewed.	√

Wadestown, Wilton and Northland Submissions

In total 126 formal submissions were received during the consultation period for Wadestown, Wilton and Northland:

- The submissions included 85 specific statements that were in general agreement with the road safety proposals with some conditions.
- The submissions included 89 specific statements that were opposed to a number of the proposed initiatives.
- The submissions included 174 specific statements that agreed in principal with the road safety proposals and requested additional changes to the Wadestown, Wilton and Northland implementation plan.
- Five submissions were in full agreement with the proposals.
- One submission was in total opposition to the proposals.

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 about specific issues is indicated in brackets in the table below.

Location	Road safety initiative	Submission	Response
Albemarle Road: Northland Kindergarten	P5 parking	Opposed:	We will consult with the kindergarten regarding appropriate parking time limit (P5, P10 or P15). We will consider increasing the priority to high.
		<ul style="list-style-type: none"> Impossible to park car, remove children from car, walk to the kindergarten to collect children in five minutes! 	
Bedford Street	No parking lines	High:	Agree – will modify proposal accordingly.
		<ul style="list-style-type: none"> Dangerous area for drivers and pedestrians with a narrow street and two childcare facilities in a small section of the street. 	
Buchanan Street / Pitt Street Intersection	Give way control	Conditional:	The proposed give way control will improve consistency and reduce confusion by providing clear guidance about who has right of way. The SaferRoads project aims to provide appropriate control at every intersection.
		<ul style="list-style-type: none"> Should be on other side of road from intersection with Orangi Kaupapa Road to the start of the big right hand corner. 	
Cecil Road / Euston Road Intersection	No parking lines	Opposed:	No parking lines are needed to improve visibility to/from turning vehicles at this intersection.
		<ul style="list-style-type: none"> Waste of time, they are unnecessary. 	
Creswick Terrace	No parking lines	Opposed:	No parking lines are proposed around tight, blind corners, where the need for road width is greatest. We will consider modifying proposal to have no parking lines around inside of corner only at top of Creswick Terrace.
		<ul style="list-style-type: none"> Will force cars to park further up street where visibility is already poor and road is narrow. Some cars already park on kerb as not enough parking. (3) Remark centrelines but don't restrict anymore parking. 	
Creswick Terrace	All initiatives	Conditional:	Agree that provision of pavement markings may be slightly excessive – will modify proposal to remove edgelines. - No parking lines around curves are needed (see response above). - Centreline will help to define appropriate vehicle paths and highlight need for care due to two-way traffic.
		<ul style="list-style-type: none"> Appear to be where the road is widest. Will mean cars will park on narrower parts, which will restrict access. Rethink positioning them? (2) 	
Creswick Terrace	All initiatives	Low:	
		<ul style="list-style-type: none"> No clear reasoning behind this excessive use of paint with the exception of the chevrons and no parking lines at lower end of street. 	

Location	Road safety initiative	Submission	Response
Garden Road	40 km/h speed limit	<p>High:</p> <ul style="list-style-type: none"> Supports 40 km/h speed limit. Particularly nasty piece of road with many near misses. 	Agree that provision of 40 km/h speed limits should have high priority.
Garden Road	No parking lines	<p>Conditional:</p> <ul style="list-style-type: none"> Increase of parking lines is laudable, only sensible if enforced on a regular basis. 	The SaferRoads project includes provision of a dedicated parking enforcement staff member.
Garden Road / Glenmore Street Intersection	Give way control	<p>Opposed:</p> <ul style="list-style-type: none"> Possibly unnecessary as cars from Garden Road already give way whilst turning into Glenmore Street. Difficult enough to get into flow of traffic from Karori. This will stop it almost completely. 	The proposed give way control will improve consistency and reduce confusion by providing clear guidance about who has right of way. The SaferRoads project aims to provide appropriate control at every intersection.
Glenmore Street / Crieff Street Intersection	Relocation of no exit sign	<p>Opposed:</p> <ul style="list-style-type: none"> People may not see the sign if relocated across the street. 	Agree – street and no exit signs will be relocated to suitable location on same side of Glenmore Street rather than opposite side.
Gloucester Street / Warwick Street Intersection	Option A: Give way control	<p>High:</p> <ul style="list-style-type: none"> More sensible and clearer than Option B. 	Agree – will adopt Option A (give way control on Gloucester Street) rather than Option B (give way control on Warwick Street).
Gloucester Street / Warwick Street Intersection	Give way control	<p>Conditional:</p> <ul style="list-style-type: none"> Agrees there should be on this intersection but it should be on Gloucester Street not Warwick Street. 	Agree - See response above.
Grosvenor Terrace	No parking lines	<p>Conditional:</p> <ul style="list-style-type: none"> If this is to go ahead all parking on Grosvenor Terrace should be residents only parking. A lot of commuters park here all day. There is little parking around this area as it is. 	Agree – will defer project to consider options and to consult residents about extending “coupon parking” zone up Grosvenor Terrace (with “exemption” stickers for residents) and/or “residents only” parking.
Hanover Street	No parking lines	<p>Opposed:</p> <ul style="list-style-type: none"> Need parking for church, Plunket, and playground. Removing these parks will compromise young children and the elderly’s safety. (11) Proposal to do this is nonsense and completely unacceptable. Put pressure on other parking areas and force people to park illegally. Many people park in this area for Mainly Music and the playground. All no parking does is move the problem. Parking needed for church. If going to enforce please make available on Sundays for church. <p>Medium:</p> <ul style="list-style-type: none"> Put them on eastern side not western side. (6) 	Will modify proposal to remove no parking lines.

Location	Road safety initiative	Submission	Response
Lennel Road / Barnard Street Intersection	Proposed right turn bay	<p>Conditional:</p> <ul style="list-style-type: none"> Needs to be further up Lennel Road to allow clear visibility of cars going down the hill. <p>High:</p> <ul style="list-style-type: none"> Dangerous intersection with extremely limited visibility for right turning motorists. 	We will review sight distances and other details of intersection layout during the detailed design phase.
Lennel Road / Barnard Street Intersection	Kerb extension	<p>Opposed:</p> <ul style="list-style-type: none"> Question need as pedestrians have good visibility here. 	Proposed changes will make intersection safer for both vehicles and pedestrians by providing better definition of paths through intersection.
Mairangi Road / Norwich Street Intersection	Give way control; coloured road surfacing	<p>Opposed:</p> <ul style="list-style-type: none"> Is costly and unnecessary, not aware of any accidents at this intersection. 	<p>The proposed give way control will improve consistency and reduce confusion by providing clear guidance about who has right of way. The SaferRoads project aims to provide appropriate control at every intersection.</p> <p>The coloured road surfacing will be used to highlight that vehicles are entering a 40 km/h speed limit area.</p>
Most residential streets	40 km/h speed restriction	<p>Conditional:</p> <ul style="list-style-type: none"> Support speed restriction but to be effective requires road humps on some roads eg Wade Street. <p>High:</p> <ul style="list-style-type: none"> Thinks this is a great idea as traffic shouldn't be travelling fast in residential areas. Supports this initiative. (2) 	Will proceed with the proposed 40 km/h speed limits after other physical works to reduce speeds. The proposed coloured road surfacing will help to control vehicle speeds by highlighting that vehicles are entering a 40 km/h speed limit area.
Northland Road / Northland Tunnel Road Intersection	Kerb extension; realignment; pedestrian ramp	<p>Opposed:</p> <ul style="list-style-type: none"> Is unnecessary work. (2) Serves to narrow road and restrict traffic flow for no useful purpose. 	<p>Kerb extensions are proposed to control vehicle speeds and improve the visibility and safety of pedestrians crossing the road.</p> <p>Provision of Northland Road one-way section (and intersection changes) will be deferred pending further consultation – will not be undertaken without agreement from residents.</p>
Northland Road	Kerb extension	<p>Opposed:</p> <ul style="list-style-type: none"> Seems that excessive zeal for kerb extensions is going to ruin a perfectly good street. 	See response above.
Northland Road / Glenmore Street Intersection	No parking lines	<p>High:</p> <ul style="list-style-type: none"> Last corner on Northland Road heading towards the tunnel is a blind corner and needs these on the left hand side so cars aren't driving blind on the right hand side with nowhere to go. Last corner on Northland Road heading towards tunnel needs them as is blind corner and cars park here. 	<p>These comments appear to relate to Glenmore Street rather than Northland Road.</p> <p>Agree that existing no parking lines are needed – these will be retained.</p>

Location	Road safety initiative	Submission	Response
Northland Road	One way	<p>Opposed:</p> <ul style="list-style-type: none"> Northland Road is wide enough; you have the parking all wrong. (5) Will not add to safety; will significantly reduce mobility within Northland area. Will increase traffic flow through Karori tunnel adding to Karori congestion during peak periods. (2) Will increase traffic on Garden Road, which is in my opinion already more dangerous than Northland Road. (2) Getting out of Northland is hard enough. Don't overload Karori Tunnel/Glenmore Street. (2) Cyclists would be forced to use the tunnels, which is dangerous. Keep two ways and restrict size of vehicles allowed through. Should be kept available for uphill flow in case of accident in Karori tunnel so traffic is able to detour up here. So few roads into Northland from the city especially if Northland Tunnel is made one way downhill too. Object strongly. Will funnel traffic into an already known bottleneck. Will also increase traffic up Garden Road. (4) Completely opposed. <p>Conditional:</p> <ul style="list-style-type: none"> Supports if done after Chaytor Street to Raroa Crescent opens again. If this is to become one way between tunnel and the viaduct one way downhill and Northland Tunnel Road restricted to buses, how does one get to Northland from Kelburn? Supports if made one way uphill instead of downhill. <p>High:</p> <ul style="list-style-type: none"> Narrow road with high volume of traffic. Turning right at top is hazardous as is difficult to see traffic in tunnel. Poor or no visibility round several of the corners especially driving uphill. 	Provision of Northland Road one-way section will be deferred pending further consultation – will not be undertaken without agreement from residents.
Northland Road shops	40 km/h speed restriction	<p>High:</p> <ul style="list-style-type: none"> Supports this proposal. Will need regular enforcing. (2) 	Agree – targeted police enforcement of speeds forms part of the SaferRoads Implementation Plan.
Northland Road / Farm Road Intersection	Give way control; coloured road surfacing; road marking	<p>High:</p> <ul style="list-style-type: none"> Supports all proposed changes. 	Agree.
Northland Road / Garden Road Intersection	Proposed loading zone	<p>Conditional:</p> <ul style="list-style-type: none"> Only if it is still safe for large vehicles to drive past safely. <p>Opposed:</p> <ul style="list-style-type: none"> Need the parks. Trucks will not use them as are too far away. 	Will exclude loading zone and relocate pedestrian crossing further west after consultation with Northland School.

Location	Road safety initiative	Submission	Response
Northland Road / Garden Road Intersection	Proposed raised pedestrian crossing	Conditional: <ul style="list-style-type: none"> Move west along Northland Road opposite proposed loading zone. Vehicles travel fast through here. Will more likely be travelling 40 km/h past loading zone. 	<p>Will exclude loading zone and relocate pedestrian crossing further west after consultation with Northland School.</p> <p>SaferRoads project includes provision of a dedicated parking enforcement staff member.</p>
		Opposed: <ul style="list-style-type: none"> Pointless given no one polices illegal parking, which blocks vision of pedestrians and drivers. Traffic around shopping area is already slow; thus a raised crossing is unnecessary. 	
Northland Road / Garden Road Intersection	Splitter island adjustments	Conditional: <ul style="list-style-type: none"> Intersection has been narrowed too much. Support if you widen it and cut back footpath. 	Footpath is already narrower than desirable, so not appropriate to cut it back any further.
Northland Road / Kaihuia Street / Woburn Rd Intersection	Proposed median island	Opposed: <ul style="list-style-type: none"> Will encourage pedestrians to island hop. Should be encouraged to cross Woburn Road on proposed coloured road surfacing. 	<p>Pedestrians should cross at the intersection where better sight distance is available.</p> <p>The proposed coloured road surfacing will highlight that vehicles are entering a 40 km/h speed limit area, but is not intended to be used as a pedestrian crossing.</p>
Northland Road / Kaihuia Street / Woburn Rd Intersection	Proposed coloured road surfacing (Kaihuia Street)	Conditional: <ul style="list-style-type: none"> Move north to 'T' in Kaihuia Street and move proposed pedestrian ramps accordingly. 	Will consider revising priority at intersection to give Woburn Road traffic priority over Kaihuia Street during detailed design phase.
Northland Road / Kaihuia Street / Woburn Rd Intersection	Proposed stop control	Conditional: <ul style="list-style-type: none"> Support if moved one metre further east, as vehicles are unable to see traffic travelling north into Kaihuia Street in current proposed position. 	Agree - will revise stop line location during the detailed design phase. Will also consider installing splitter island on Kaihuia Street if feasible.
Northland Road (south side) / Harbour View Road Intersection	Proposed pedestrian ramp	Conditional: <ul style="list-style-type: none"> Move ramp to opposite coloured road surfacing encouraging pedestrians to walk around corner of Northland Road into Harbour View Road and walk across coloured road surfacing there. 	<p>The proposed coloured road surfacing will highlight that vehicles are entering a 40 km/h speed limit area, but is not intended to be used as a pedestrian crossing.</p> <p>Pedestrians should cross at the intersection where better sight distance is available.</p>
Northland Road / Harbour View Road Intersection	No parking marking opposite proposed bus stop	Conditional: <ul style="list-style-type: none"> Make them marked car parks (P10 before and after school) as per current parking on Northland Road around school. Parking only on school side of Harbour View Road opposite the school. Buses are sporadic, enhance area for cars and encourage them there instead of Harbour View Road. Remove grass area and tree and turn into a laned drop off area. Make school car park in Northland Road the main pedestrian entrance as Harbour View unsuitable. Make Harbour View Road gates only for service vehicles. 	Issues raised and layout of Northland Road / Harbour View Road intersection will be considered further following discussions with Northland School as part of Safer Routes to School programme.

Location	Road safety initiative	Submission	Response
Northland Road / Harbour View Road Intersection	Proposed coloured road surfacing on Harbour View Road	<p>Conditional:</p> <ul style="list-style-type: none"> Move further to south on Harbour View Road. If used as a means of crossing Harbour View Road, placement ensures better visibility for motorists and children. 	The proposed coloured road surfacing will highlight that vehicles are entering a 40 km/h speed limit area, but is not intended to be used as a pedestrian crossing. Pedestrians should cross at the intersection or further along Harbour View Road where better sight distance is available.
Northland Road / Harbour View Road Intersection	Bus lay-by; give way control; coloured road surfacing	<p>High:</p> <ul style="list-style-type: none"> Support all proposed changes around the school. Support proposed bus lay-by. <p>Conditional:</p> <ul style="list-style-type: none"> Need to be carefully considered from point of view of cyclists. Traffic comes fast around bends here. 	Layout of Northland Road / Harbour View Road intersection will be considered further following discussions with Northland School as part of Safer Routes to School programme.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	All options	<p>High:</p> <ul style="list-style-type: none"> The urgent need for the noted and illustrated intersection is well known. Please make this a priority. Deterrent for children walking to school. Supports any efforts to improve this intersection. <p>Low:</p> <ul style="list-style-type: none"> Decreasing speed limit to 40 km/h and a warning notice will decrease danger. Problem has been cars travelling too fast along Pembroke Road and cutting corner at Orangi Kaupapa Road. 	<p>Improvements to this intersection will be given the highest priority possible.</p> <p>The SaferRoads team will consider and attempt to address all issues raised by submitters during the detailed design phase.</p> <p>Northland and Pembroke Road are defined as "Collector Roads" in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h.</p>
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Orangi Kaupapa Rd: Proposed no u-turn sign	<p>Opposed:</p> <ul style="list-style-type: none"> Completely opposed. (3) 	See above response – no u-turn sign will be reviewed during detailed design phase.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option A: Oval Roundabout	<p>Opposed:</p> <ul style="list-style-type: none"> Foresee difficulty for large vehicles getting around this. Non mountable island creates difficulty for large vehicles to travel across roundabout. Fully mountable roundabout is preferable. <p>High:</p> <ul style="list-style-type: none"> Support this option as will probably be most cost effective and safest option for pedestrians and vehicles. 	See above response – issues raised will be considered in detailed design phase. Consideration will be given to making the roundabout central island fully mountable.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option A: Proposed kerb extension and pedestrian ramp on Northland Road	<p>Opposed:</p> <ul style="list-style-type: none"> Means bus will have to enter bus stop on an angle, thus blocking traffic. Most pedestrians cross at top of Pembroke not Northland; ramp would hardly be used. Pointless as pedestrians prefer crossing Pembroke Road to access Orangi Kaupapa Road. 	See above response – issues raised will be considered in detailed design phase.

Location	Road safety initiative	Submission	Response
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option A: Proposed islands on Pembroke Road and Seaview Terrace	Opposed: <ul style="list-style-type: none"> Unnecessary and a waste of money. Current road marking effective and efficient. 	At odds with general community response – some changes are considered necessary at this intersection.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option A: Proposed relocation of bus stop	Opposed: <ul style="list-style-type: none"> Relocating in front of 139 creates problem for access to driveway. Bus parks for long periods and will block entrance. Street parking is already scarce. 	See above response – issues raised will be considered in detailed design phase. Bus stops across driveways are common around Wellington City to avoid restricting parking along property frontages at all times when buses stopping are temporary and infrequent.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option B: Proposed relocation of bus stop	Conditional: <ul style="list-style-type: none"> Not completely necessary as eliminates several already limited kerb side parking spaces. Resizing of bus stop markings would be more appropriate given one outside 139 is already unusually large. 	See above response – issues raised will be considered in detailed design phase.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option B: Roundabout	Medium: <ul style="list-style-type: none"> Supports Option B, medium priority, not high. 	See above response – issues raised will be considered in detailed design phase.
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option C: Roundabout with Orangi Kaupapa Road lower portion entirely one way	High: <ul style="list-style-type: none"> Supports Option C. (5) Will ensure pedestrian safety is maximised. Conditional: <ul style="list-style-type: none"> Supports but with mountable roundabout to allow access for large vehicles. (2) Supports if middle part of Orangi Kaupapa Road is made fully one way. Supports although roundabout placement doesn't look like it will sufficiently slow traffic coming from Pembroke into middle section of Orangi Kaupapa. Supports if mountable concrete apron moved closer to Seaview/Northland. Bring give way on Orangi Kaupapa Road down allowing better visibility of Pembroke Road. Supports but without no 'u-turn' sign. Will either not be complied with or will cause confusion. Traffic coming up Pembroke Road won't see roundabout, need ripple strips or some other type of traffic calming measure. 	See above response – issues raised will be considered in detailed design phase.

Location	Road safety initiative	Submission	Response
Northland Road / Pembroke Road / Seaview Terrace / Orangi Kaupapa Road Intersection	Option C: Roundabout with Orangi Kaupapa Road lower portion entirely one way	Opposed: <ul style="list-style-type: none"> Opposed to one way in lower portion of Orangi Kaupapa Road. Inconvenient for accessing western suburbs. Not dangerous. (3) Will inconvenience residents who live here. Traffic will travel faster if made one way. Delete roundabout, buses have difficulty now in not crossing the give way section to Orangi Kaupapa Road and Seaview Terrace. Although this is a five way intersection there is little room for a roundabout and not a great volume of traffic here. Do not fiddle with this intersection, it is narrow enough as it is. Have a 40 km/h speed limit here. Roundabouts only work if there is enough space for them. 	See above response – issues raised will be considered in detailed design phase.
Orangi Kaupapa Road	One way	High: <ul style="list-style-type: none"> Agree as on many occasions when I have driven up two way part a lot of downhill traffic don't expect to see uphill traffic and have had to swerve as are on wrong side of road. 	Extension of Orangi Kaupapa Road one-way section will be deferred pending further consultation – will not be undertaken without agreement from residents.
Orangi Kaupapa Road	Guard railings	Conditional: <ul style="list-style-type: none"> Please ensure that the rails don't end up forcing cars to park so they stick out onto the road even more and block path for pedestrians. 	Agree – will be considered during detailed design phase.
Orangi Kaupapa Road	No parking lines	Conditional: <ul style="list-style-type: none"> Change to opposite side outside 78. Many accidents and near misses here. 	Existing no parking lines on western side of road extend for significant distance around inside of curve and beyond. Not appropriate to ban parking on both sides of the road due to need for residents to park, nor to alternate from side to side.
Pembroke Road / Hereford Street Intersection	Option 1: Roundabout Option 2: Channelisation	Opposed: <ul style="list-style-type: none"> Not really needed, or at least minor compared with footpath problem in Mairangi Road. Is costly and unnecessary, not aware of any accidents at this intersection. Medium: <ul style="list-style-type: none"> Supports roundabout at this intersection. Low: <ul style="list-style-type: none"> Don't find this to be a difficult intersection, nor that Pembroke Road traffic is particularly fast. 	Roundabout would break up traffic flow along Pembroke Road, reducing vehicle speeds and improving safety throughout the area, not only at the intersection.
Putnam Street	Chevron signage; guard rail	Opposed: <ul style="list-style-type: none"> Unnecessary expenditure. 	Will consider reducing the priority of the proposed safety measures.
Putnam Street / Creswick Terrace Intersection	Give way control; road marking	Opposed: <ul style="list-style-type: none"> Although a nice idea, money could be appropriately allocated elsewhere as there is very little traffic at this intersection. Low: <ul style="list-style-type: none"> Unnecessary for low volume of traffic. Currently no problems here. 	The proposed give way control will improve consistency and reduce confusion by providing clear guidance about who has right of way. The SaferRoads project aims to provide appropriate control at every intersection.

Location	Road safety initiative	Submission	Response
Randwick Road, Sydenham Street, Rodney Street and Kaihuia Street	No parking lines	<p>Opposed:</p> <ul style="list-style-type: none"> Residents will have to park further up the Randwick Road, transferring the problem. Suggest widen this section of road using the generous road reserve that is available to the Council. <p>Conditional:</p> <ul style="list-style-type: none"> Intersection Kaihuia/Rodney Street, agree with lines on inside bend but not on the outside bend as is reasonably wide at this point. 	Insufficient funds are available in SaferRoads project for significant cost of road widening. No parking lines are proposed around blind corner, where the need for road width is greatest. Will consider modifying proposal to have no parking lines around inside of corner only.
Randwick Road, Sydenham Street, Rodney Street and Kaihuia Street	Kaihuia Street: No parking lines	<p>Opposed:</p> <ul style="list-style-type: none"> Have lived here for 12 years and have never seen an accident. Would just be inconvenient. 	See response above.
Randwick Road, Sydenham Street, Rodney Street and Kaihuia Street	Sydenham Street: Centre line marking	<p>Opposed:</p> <ul style="list-style-type: none"> Seems silly as road is not wide enough for two full lanes. Inevitably drivers will cross the centre line so why create it? 	Centreline will help to define appropriate vehicle paths and highlight need for care due to two-way traffic.
Roscoe Terrace	One way	<p>Opposed:</p> <ul style="list-style-type: none"> No evidence of real problem re: accidents/traffic. If a problem, use other alternatives eg speed humps. Completely opposed. Inconvenient to residents in the street. It could mean not being able to turn into our driveway therefore not being able to access our property. Will encourage drivers to use this route as a thoroughfare between Wilton and the city to drive faster. Making this one way will make Wade Street a death trap, cars will drive faster as they know they will not meet any oncoming traffic. More effective solution would be to put speed humps on roads that feed into Roscoe to discourage it being used as an alternate route to/from Northland and Wadestown. <p>Conditional:</p> <ul style="list-style-type: none"> Supports this. Traffic calming measures such as speed humps will need to be installed as traffic will travel faster if one way. Preferable to have one way going down to stop street being used as short cut. Support if one way is used uphill not downhill. (3) 	Accept comments – Alternatives are being considered following additional meeting with concerned residents.
The Rigi / Governor Road Intersection.	Kerb extension	<p>Conditional:</p> <ul style="list-style-type: none"> Will only encourage fools on road to pass on that stretch. Aware of a collision here where the following car tried to pass the first car. 	Disagree - Kerb extension and continuity line will help guide downhill traffic on The Rigi into the correct lane beyond Governor Road.
Wadestown Road / Hanover Street Intersection	Stop sign	<p>High:</p> <ul style="list-style-type: none"> Support stop sign. 	Agree.

Location	Road safety initiative	Submission	Response
Wadestown Road / Lennel Road / Pitt Street Intersection	Intersection signage; retaining wall	Conditional: <ul style="list-style-type: none"> Extremely dangerous intersection. There should be no right turns permitted from upper Pitt Street into Lennel Road or from Wadestown Road into upper Pitt Street. 	Will monitor intersection following construction of retaining wall to see if sight distance improvements are effective in improving safety before considering the need to ban right turns.
Wadestown Road / Lytton Street Intersection	Bus stop relocation; roadmarking	Opposed: <ul style="list-style-type: none"> This bend is narrow with poor visibility, concerned that changes will make it worse not better. 	Disagree - proposal to provide "Bus Stop" markings will simply highlight the locations of existing bus stops and the proposed no parking lines will ensure width is not reduced by parked vehicles and will improve sight distances for vehicles exiting Lytton Street.
Wadestown Road / Orchard Street / Sefton Street Intersection.	Stop control and right turn bay; give way control	Conditional: <ul style="list-style-type: none"> Would support unless it makes it less safe/more difficult to turn left from Wadestown Road into Sefton Street. 	Proposed intersection changes should have no impact on left turn into Sefton Street.
Wadestown Road	40 km/h speed restriction	Conditional: <ul style="list-style-type: none"> Extend this from Wadestown shops to the Western Link Road along Blackbridge and Wilton Roads or introduce additional engineering to ensure speed limits can not be exceeded. Effect of proposed short speed at shops would be to increase speed out of the shops. 	Wadestown Road is a "Collector Road" in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h except through the Wadestown shops. Reduction in speed limit through the shops should not affect speeds elsewhere on Wadestown Road.
Wadestown, Wilton and Northland	40 km/h speed restriction	Opposed: <ul style="list-style-type: none"> Difficult to drive over 40 km/h in most places, hence this is a waste of time and money. (3) 	Agree that most roads are only suitable for low speeds because of narrow widths and blind corners, but some drivers do not perceive the danger (to themselves and others). Installation of 40km/h speed limits will reinforce the need for low speeds and caution in residential streets and shopping areas.
Wilton Road / Norwich Street Intersection	Roundabout	Opposed: <ul style="list-style-type: none"> Delete roundabout in favour of widening footpath near school. Is costly and unnecessary, not aware of any accidents here. (2) Conditional: <ul style="list-style-type: none"> There are few intersections with such comprehensive sight lines. If you can show it has a record of intersection crashes, I would then support. 	Roundabout would break up traffic flow along Wilton Road, reducing vehicle speeds along the route. Reducing vehicle speeds will improve safety throughout the area, not only at the intersection, and was favoured by participants at the initial community workshops.
Wilton Road / Purakau Avenue Intersection	Pedestrian crossing	High: <ul style="list-style-type: none"> Support this. Blind corner from Wadestown Road makes it imperative there should be some sort of traffic slowing measure, suggest flashing light warning drivers pedestrian is coming up (activate before and after school). 	Agree that orange flags should be used to highlight presence of school children crossing during the before and after school periods. Will discuss this with Wadestown School.
Wilton Road: Otari School by Gloucester Street Intersection	School crossing point; coloured road surfacing; road marking	Conditional: <ul style="list-style-type: none"> Dangerous intersection. Right hand turn onto Wilton Road is the worst. Raised pedestrian crossing could be even closer to Gloucester Street to slow northbound traffic but no reason to slow southbound. 	Proposed location of pedestrian crossing provides maximum sight distance in both directions. Will also trim vegetation and/or bank and widen footpath on southern side of intersection to improve sight distance from Gloucester Street.

General Road Safety Submissions

Road safety initiative	Submission	Response
Parking	<ul style="list-style-type: none"> Public parking spaces should be away from main road. Accident problems will not be solved by removing parking. Lack of parking is a major issue in Wadestown compounded by its narrow windy roads. Suggest using part of land which currently forms part of the Plunket park opposite Hanover Street, some time restricted off-street parking could be created there. The bus turnaround opposite the shops and the triangle at junction of Pitt Street/Wadestown Road by David's Hairdressers. 	<p>No parking lines are proposed around tight, blind corners, where the need for road width is greatest.</p> <p>Insufficient funds are available in SaferRoads project for significant cost of off-road parking areas – this should be considered as an annual plan item.</p>
Pedestrian crossings	<ul style="list-style-type: none"> Strongly support any efforts to improve crossing roads in Wadestown. 	Agree
Kerb extensions	<ul style="list-style-type: none"> Make intersections dangerous for cyclists. Too tempting for cars to cut cyclists off. 	<p>Kerb extensions provide no more of a hazard to cyclist's than a parked car would. They have a proven ability of slowing through traffic making the road safer for all road users.</p>
Painting	<ul style="list-style-type: none"> Tear drop markings are unnecessary and a waste of money. Major concern to cyclists due to reduced grip, especially when raining. 	<p>"Tear drop" median islands help to define vehicle paths and highlight presence of intersections. The SaferRoads project aims to provide appropriate control at every intersection.</p> <p>Cyclists should not normally cross "tear drop" median islands.</p>
Pedestrian ramps	<ul style="list-style-type: none"> Narrows the roads and makes car manoeuvres more difficult. 	<p>Kerb extensions at pedestrian ramps are proposed to control vehicle speeds and improve the visibility and safety of pedestrians crossing the road.</p>
Coloured road surfacing	<ul style="list-style-type: none"> Waste of money. Confuses pedestrians and drivers. How effective is this in road safety? Is this a constructive use of resources and money? People think they denote a level crossing. We wonder if they are really necessary. What is their purpose? Potentially dangerous as pedestrians interpret these as being a pedestrian crossing and assume they have the right and protection from such a device. Except for bus lanes I believe these are ineffective and tend to confuse with established standard accepted crossing marking. Very confusing as to who they are for, pedestrians or cars? Should be accompanied by a recognised sign or marking describing the new area eg school or shopping area. Make sure they are a different colour to pedestrian crossing points. 	<p>The proposed coloured road surfacing will help to control vehicle speeds by highlighting that vehicles are entering a 40 km/h speed limit area.</p> <p>Coloured road surfacing are not generally intended to be used as pedestrian crossings.</p>
Enforcement	<ul style="list-style-type: none"> Speed enforcement more important on 50 km/h roads than the new 40 km/h roads. Support as footpath parking is rife in Northland. Vehicles often exceed 50 km/h. Enforce compliance with signs to increase safety at intersections. 	<p>The SaferRoads Implementation Plan includes targeted police enforcement of speeds and provision of a dedicated parking enforcement staff member.</p>

Road safety initiative	Submission	Response
Engineering	<ul style="list-style-type: none"> Narrowing intersections using kerb extensions, chevrons, roundabouts etc is counterproductive and just shifts the problems further down streets. 	Disagree – international research confirms that intersection changes to reduce speeds will also reduce injury crashes.
Signs	<ul style="list-style-type: none"> Would rather not see more signs in this area as the great thing about it is the almost rural feel about it. Result in visual pollution and clutter. Money proposed to spend on signs could be better utilised elsewhere. Rather than 40 km/h signs, perhaps some signs like the ones on Rimutaka Hill “It’s not a target, drive to the conditions”. More signs like the one recently installed at top of Garden Road “Downhill traffic give way to uphill”. 	<p>Signs are important to highlight the need to give way at intersections and are legally required.</p> <p>Many roads in Wadestown, Wilton and Northland are only suitable for low speeds because of narrow widths and blind corners, but some drivers do not perceive the danger (to themselves and others). Installation of 40km/h speed limits will reinforce the need for low speeds and caution in residential streets and shopping areas.</p>
Centre line marking	<ul style="list-style-type: none"> Will create more accidents and create ambiguous legal situations to whom as at fault if an accident occurs. It immediately suggests that if you are left of the centre line you are in the right and anyone who crosses is in the wrong. Detests use of centre lines when not enough room for traffic on either side, and often occurs where there are parked cars. Pointless and hazardous exercise painting centre lines on streets in this area. 	Centrelines help to define appropriate vehicle paths and highlight need for extreme care due to two-way traffic on narrow roads.
Vegetation	<ul style="list-style-type: none"> Trim vegetation on all corners where it obscures vision. 	Vegetation at intersections should be routinely maintained by Council contractors. Please forward details of locations where vegetation blocks visibility to the Council for action.

Additional Road Safety Changes

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

Location	Road safety initiative	Submission	Response
All school areas	<ul style="list-style-type: none"> School zones 	<ul style="list-style-type: none"> Have you considered school zones like in Australia? These low speed limits operate half an hour before and after school's starting and finishing times and are strictly enforced with large fines for breaching the rule. 	Trials of "school zone" speed limits have shown that they are less effective on roads with 50km/h speed limits than those with 60 and 70 km/h speed limits.
Bedford Street	<ul style="list-style-type: none"> Trim vegetation 	<ul style="list-style-type: none"> Trim shrubs on corner to increase visibility. 	Agree – to be forwarded to Council's vegetation control contractor to address.
Blackbridge Road / Wadestown Road Intersection	<ul style="list-style-type: none"> More effective signage, road markings or stop sign 	<ul style="list-style-type: none"> Vehicles coming up Blackbridge Road often turn left onto Wadestown Road without giving way causing traffic from Wilton to brake sharply. Results in many near misses. (3) 	Agree - consider stop control.
Blackbridge Road / Wadestown Road Intersection	<ul style="list-style-type: none"> 40 km/h speed restriction 	<ul style="list-style-type: none"> A lot of vehicles travel at unsafe speeds here. 	Wadestown Road and Blackbridge Road are both "collector roads" in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h except through the Wadestown shops.
Bottom of Cecil Road, just above intersection with Wadestown Road	<ul style="list-style-type: none"> Footpath extension 	<ul style="list-style-type: none"> Will make a safe formal crossing with good visibility for pedestrians and motorists. 	Not feasible to provide kerb extensions because of narrow road width.
Cecil Road	<ul style="list-style-type: none"> Unfinished crossing point 	<ul style="list-style-type: none"> Crossing near Wadestown School not completed. Parents concerned at trying to corral the children on an open stretch of footpath. 	<p>This submission appears to relate to the crossing point downhill from Weld Street.</p> <p>This is complete, but is a crossing point rather than a formal pedestrian crossing.</p> <p>The fence at the Cecil Road / Weld Street intersection is intended to aid pedestrians down steps, not to prevent pedestrians crossing Cecil Road – no need to extend it.</p>
Cecil Road from Wadestown Road to Weld Street	<ul style="list-style-type: none"> Footpath continuation 	<ul style="list-style-type: none"> No way to reach side school without crossing Cecil Road away from a pedestrian crossing, with poor visibility in at least one direction. 	Difficult to resolve – not feasible to extend existing footpaths on either side of Cecil Road and existing crossing points are located to provide best available sight distance.
Cecil Road / Euston Road Intersection	<ul style="list-style-type: none"> Additional no parking lines 	<ul style="list-style-type: none"> 50m south of Euston Road intersection as would help ensure access was assured for top of Cecil Road. 	Existing no stopping lines in Cecil Road are considered sufficient.
Cecil Road / Wadestown Road Intersection	<ul style="list-style-type: none"> Install stop sign 	<ul style="list-style-type: none"> Sharp turn here. Locals stop but strangers may not realise potential danger. 	Agree – consider stop control.

Location	Road safety initiative	Submission	Response
Churchill Drive	<ul style="list-style-type: none"> • Pedestrian crossing • Speed calming measures • Street lighting • Roundabout 	<ul style="list-style-type: none"> • Better recognition of crossing. Traffic travels fast here, reverses into driveway and has had many near misses. • Very bright. Reduction in number or better shades on remaining ones. • Would slow traffic turning into Wilton Road. 	<p>No additional changes are considered necessary in Churchill Drive.</p> <p>Concern about glare from streetlights will be forwarded to Council's streetlight contractor to address.</p>
Curtis Street	<ul style="list-style-type: none"> • Education 	<ul style="list-style-type: none"> • Use "your speed is..." fixed unit here. 	<p>Agree – use of fixed and trailer mounted driver speed feedback sign is appropriate.</p>
Garden Road	<ul style="list-style-type: none"> • No parking lines or restricted parking prior to 9am • Residents only parking • One way uphill • One way downhill 	<ul style="list-style-type: none"> • At bottom cars travelling up here during busy periods are obstructed by parked cars, not enough room to have parking on both sides. • On corners cars are forced onto wrong side of road because of cars parking on corners. (5) • Use no parking lines to create passing bays – this road is used as a through route. (3) • Blind corner by number 57 and number 58 is dangerous. Cars forced to drive on wrong side because of parked cars. Have been hit going up here before. • Keep daytime office workers off street by making residents only parking. (2) • Between intersection of downhill part of Orangi Kaupapa Road up to shopping centre on Northland Road. Traffic is too fast through here. • Currently too narrow to support volume of traffic. Logic would be to make Garden Road one way down and Northland Road one way uphill. 	<p>Parking markings will be altered and 40km/h speed limit will be adopted in Garden Road.</p> <p>Desirable to ban parking along significant lengths, but not feasible due to need for residents to park.</p> <p>Consider short areas on no parking lines on both sides to provide "passing bays".</p> <p>Will consider extending coupon parking up to Orangi Kaupapa Road and provide exemptions for residents.</p> <p>Not feasible to consider one-way because of substantial extra travel distances that would be required for some residents.</p>
Garden Road / Orangi Kaupapa Road Intersection	<ul style="list-style-type: none"> • Improve one way section 	<ul style="list-style-type: none"> • Markings need to be clearer, recent roadworks have messed these up. • Single no entry sign seems inadequate. Suggest sign like one placed near the top of one way part would be good at bottom. 	<p>Consider additional "no entry" signs and/or roadmarking.</p>
Glenmore Street / The Rigi Intersection	<ul style="list-style-type: none"> • Stop control 	<ul style="list-style-type: none"> • Traffic has increased significantly since stop sign was taken away a decade ago. Reinstate as would ensure a reduction in unwanted traffic in a residential street. 	<p>Sight distances are sufficient to warrant the current "give way" control. Change to "stop" control unlikely to have any effect on traffic volume.</p>
Gloucester Street	<ul style="list-style-type: none"> • Trim vegetation • Lighting 	<ul style="list-style-type: none"> • Turning onto Warwick there is very limited visibility, trimming lower branches (not kowhai tree) should improve this. • Very dark towards lower end. Needs improvement. 	<p>Agree – include vegetation trimming in proposed intersection improvements.</p> <p>Agree – streetlighting is included in the SaferRoads Implementation Plan - to be funded from the Council's streetlighting budget.</p>
Gloucester Street / Wilton Road Intersection	<ul style="list-style-type: none"> • Small roundabout or splitter island • Trim vegetation 	<ul style="list-style-type: none"> • Dangerous turning right here. Visibility is poor. Please give urgent attention. • Bottom left hand corner of Gloucester Street/Wilton Road to improve visibility. 	<p>Not feasible to install roundabout.</p> <p>Sight distance will be improved by trimming vegetation and/or bank and widening footpath on southern corner of intersection.</p>

Location	Road safety initiative	Submission	Response
Harbour View Road	<ul style="list-style-type: none"> • Footpath extension • Safer pedestrian crossing • Widen carriageway 	<ul style="list-style-type: none"> • Make footpath full length of harbour edge of road to make it more pleasant and safer to walk along. • Will assist visibility for pedestrians. • Current red pavement confusing for pedestrians and motorists. Suggest make zebra crossing 2 metres further west with lots of yellow lines either side for greater visibility. • Parents drop children off at school gate and block resident's access to their drive. Erect sign saying "Drop off pick up only". 	Issues raised and layout of Northland Road / Harbour View Road intersection will be considered further following discussions with Northland School as part of Safer Routes to School programme.
Lambeth Road / Curtis Street Intersection	<ul style="list-style-type: none"> • Concealed exit sign 	<ul style="list-style-type: none"> • Motorists do not expect cars to be turning into or out of Lambeth Road, off Curtis Street. Visibility is poor and traffic travels very fast downhill along Curtis Street. 	Agree
Lennel Road / Sefton Street / Oban Street Intersection	<ul style="list-style-type: none"> • Central traffic island 	<ul style="list-style-type: none"> • Needed to assist pedestrians crossing. Very busy intersection and is a wide section to cross. 	Not feasible to install central traffic island(s): Lennel Road is too narrow and the wide area at the mouth of Sefton Street (north) is used by city-bound buses to access the bus stop shelter.
Leslie Street	<ul style="list-style-type: none"> • Pedestrian Way 	<ul style="list-style-type: none"> • We need a clear pedestrian way around parked cars, without passing into the line of traffic. 	Very low traffic volumes so low priority.
Lytton Street	<ul style="list-style-type: none"> • New footpath 	<ul style="list-style-type: none"> • Many children walk up and down this street which has no footpath. Needed down one side of street (if unfeasible strategic mirrors on blind bends), a formal crossing at bottom at junction with Wadestown Road and a notice at top of Lytton Street to warn drivers of children crossing. 	Agree that a "children crossing" sign is needed. Not feasible to provide footpath due to narrow width between property boundaries. The Council no longer installs mirrors since they are misleading for unfamiliar users and may increase safety hazards.

Location	Road safety initiative	Submission	Response
Mairangi Road	<ul style="list-style-type: none"> No parking lines Footpath resurface Trim vegetation 40 km/h speed restriction Speed humps Widen road and footpath Parking and speed enforcement 	<ul style="list-style-type: none"> From Lytton to Margaret Streets. Priority here, extremely dangerous section with parked cars restricting visibility and limiting any escape route should one meet another vehicle. Opposite Wadestown School and Rose Street entrance, have seen cars opening doors and children and parents crossing the road in front of traffic. (2) Opposite Rose Street. Cars park on bend making visibility poor. Heading towards school footpath is particularly shabby. Poor visibility for traffic which in my view increases the importance of a stable pavement surface. (2) Overgrowth on footpath makes children hard for drivers to see. Believes if you keep this road 50 km/h and lower other safer roads to 40 km/h it implies better driving conditions than actually exist, which may increase accident rates. A lot of children walking here and almost all of this section is single lane due to all cars parked on the road. Adjacent to school as cars speed down here and some entrances are obscured by cars/curves. Have had two accidents due to this over last 10 years, also many scared crossing road. Road is too narrow for two way car travel plus parking. Edge of road very uneven, potholes develop regularly. Widen footpath from Rose Street to Margaret Street as is school route, only one adequate footpath, road narrow at this point, 50 km/h through road. Before and after school periods as a lot of speeding and illegal parking happens. 	<p>Consider short sections of no parking lines in areas suggested - not feasible to ban parking along significant lengths due to need for residents to park.</p> <p>Agree – to be forwarded to the Council’s maintenance contractor to address.</p> <p>Maintenance issue – to be forwarded to the Council’s vegetation control contractor to address.</p> <p>Mairangi Road is a “collector road” in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h or to install speed humps.</p> <p>Insufficient funds are available in the SaferRoads project for significant cost of road and footpath widening.</p> <p>The SaferRoads Implementation Plan includes targeted police enforcement of speeds and provision of a dedicated parking enforcement staff member.</p>
Margaret Street steps to Wadestown Road	<ul style="list-style-type: none"> Mirror on opposite fence 	<ul style="list-style-type: none"> There is nil visibility for crossing here. 	<p>The Council no longer installs mirrors since they are misleading for unfamiliar users and may increase safety hazards.</p>
Mataroa Avenue	<ul style="list-style-type: none"> No parking lines 	<ul style="list-style-type: none"> Left hand side up to Puketiro Avenue intersection. Is a blind corner and vehicles coming from Puketiro Avenue are not easily visible from Mataroa Avenue. 	<p>Agree, but low traffic volumes, so low priority.</p>
Military Track	<ul style="list-style-type: none"> Better drainage 	<ul style="list-style-type: none"> Highly used pedestrian access from Northland to city. Surface constantly wet and slippery. Winter track is virtually unusable. Resurface bad areas to improve pedestrian safety. 	<p>Maintenance issue – to be forwarded to the Council’s maintenance contractor to address.</p>

Location	Road safety initiative	Submission	Response
Northland Road	<ul style="list-style-type: none"> • Guard rails • Parking • Relocate bus stop • Pedestrian crossing • No parking lines • Trim vegetation • 40 km/h restriction • Large truck movement 	<ul style="list-style-type: none"> • Install on Garden Road side of pedestrian crossing. • Enforce no parking on corners rule or/and provide ramp parking. • Shift bus stop coming from town around the corner onto Pembroke Road so pedestrians are further from intersection when getting off bus and crossing road. (10) • Does not support relocating bus stop as a stopped bus on Pembroke would not be safe to overtake. Support existing Council plan. (3) • Reinstate crossing north of school to give children two options to cross Northland Road. • Numbers 24 – 40, cars parked here make uphill traffic drive on wrong side of road. No parking lines would make safer. • West side immediately north of pedestrian crossing to ensure safety for pedestrians when cars reverse from current position. • Trim on corners that block vision of oncoming traffic. • Parts of this road need to be 40 km/h. • Has the fact that the Council has spent millions to increase tourist traffic to the Sanctuary been taken into account? Northland Road used by Kelburn residents as an entry and exit point hasn't been consulted? How will very large trucks get to Northland? 	<p>Not considered necessary as existing non-mountable kerb helps to prevent vehicles mounting footpath or going over drop. The SaferRoads project includes provision of a dedicated parking enforcement staff member. Issues raised will be considered in detailed design phase.</p> <p>Issues raised will be considered further following discussions with Northland School as part of Safer Routes to School programme.</p> <p>There are existing (albeit faded) no parking lines along much of this length. It is not feasible to provide any more no parking lines due to need for residents to park. Will instruct Council's maintenance contractor to remark the existing no parking lines. Proposed changes at pedestrian crossing includes no parking lines.</p> <p>Agree - Vegetation should be routinely maintained by Council contractors. Please forward details of locations where vegetation blocks visibility to the Council for action.</p> <p>Northland Road is a "collector road" in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h except through the Northland shops.</p> <p>This appears to relate to the proposed one-way section in Northland Road – this has been deferred pending further consultation and will not be undertaken without agreement from residents.</p>
Northland Tunnel Road / Chaytor Street / Karori Tunnel Intersection.	<ul style="list-style-type: none"> • Roundabout 	<ul style="list-style-type: none"> • Turning right up Northland Tunnel Road can be difficult especially with right turning traffic from Birdwood Avenue. 	<p>Intersection proposed to have traffic signals as part of the Karori SaferRoads project.</p>

Location	Road safety initiative	Submission	Response
Northland Road shops	<ul style="list-style-type: none"> Enforcement More parking Widen road near pedestrian crossing Reduce sidewalk Maintain loading zones; remove two parallel parks opposite Garden/Northland Roads and insert planter. 	<ul style="list-style-type: none"> Cars park illegally here all of the time, more wardens and ticketing required. (3) More parking around shop area required. Widen road near pedestrian crossing; move crossing into this corner; install traffic island or pedestrian refuge. From closed bottle store up towards medical centre. This will give more road space as is very tight when two cars are passing each other. Will allow more clearance for traffic turning right from Garden Road. 	<p>The SaferRoads project includes provision of a dedicated parking enforcement staff member. Insufficient funds are available in the SaferRoads project for significant cost of off-road parking area – this should be considered as an annual plan item.</p> <p>Will relocate pedestrian crossing further west after consultation with Northland School and will exclude loading zone.</p> <p>Existing no parking lines provide sufficient room for two-way traffic – no need to reduce footpath width.</p> <p>See comment above.</p>
Northland Road / Garden Road Intersection	<ul style="list-style-type: none"> Enlarge pedestrian access on footpath Install lights at pedestrian crossing 	<ul style="list-style-type: none"> Abutments into the road on pedestrian crossing (similar to Northland Road pedestrian crossing outside Northland School). Install lights similar to Karori Road, Marsden Village. Will make crossing safer with marked increase of vehicles. 	<p>Will relocate pedestrian crossing further west after consultation with Northland School and will exclude loading zone – will consider kerb extensions in detailed design phase.</p> <p>Not considered appropriate to install pedestrian traffic signals in this location at this stage.</p>
Northland Road / Pembroke Road Intersection	<ul style="list-style-type: none"> Lighting at pedestrian crossings 	<ul style="list-style-type: none"> Would improve visibility especially in low cloud conditions. 	<p>Streetlighting would only improve visibility at night when there are few, if any, pedestrians at this location.</p>
Northland Tunnel Road / Raroa Crescent Intersection	<ul style="list-style-type: none"> Give way control 	<ul style="list-style-type: none"> Dangerous intersection, is avoided by residents unless they are forced to use. Give top priority to bus movements as they are safest form of motorised transport. 	<p>Consideration was given to roundabout or alternative priority arrangement, but current form is considered most appropriate at this time.</p>
Northland Road / Harbour View Road Intersection	<ul style="list-style-type: none"> Give way sign No parking lines 	<ul style="list-style-type: none"> Vehicles do swing turns travelling north up Northland Road into intersection. Will improve road safety. West side of Harbour View Road from school drive to Northland Road as will enhance visibility for vehicles and of pedestrians around the school. 	<p>Issues raised and layout of Northland Road / Harbour View Road intersection will be considered further following discussions with Northland School as part of Safer Routes to School programme.</p>
Northland Road / Kaihuia Street / Woburn Road Intersection	<ul style="list-style-type: none"> Additional pedestrian ramps Median island Improve visibility 	<ul style="list-style-type: none"> On brow of Northland Road to give greater visibility for pedestrians crossing Northland Road. Will slow traffic turning from Northland Road north into Kaihuia Street or west onto Woburn Road. Currently cars cut the corner making it unsafe for pedestrians. Visibility at intersection needs improvement with the compulsory stop on extremely steep part of Woburn Road. 	<p>Will consider the location of the pedestrian ramps during the detailed design phase. Will also consider installing a median island on Kaihuia Street and moving the stop line location on Woburn Road to improve visibility.</p>

Location	Road safety initiative	Submission	Response
Northland Road / Randwick Road Intersection	<ul style="list-style-type: none"> Extend no parking lines 	<ul style="list-style-type: none"> Squeeze turning into Randwick Road if car is parked right by church. Barely enough room to get through as a pedestrian island is also here. 	No parking lines will be extended across proposed coloured road surfacing on Randwick Road.
Oban Street	<ul style="list-style-type: none"> No parking lines 	<ul style="list-style-type: none"> Extra no parking lines to be put on corners and hazard areas. 	Agree – extra no parking lines will be considered around corners during detailed design phase.
Orangi Kaupapa Road	<ul style="list-style-type: none"> New footpath Pedestrian crossing No parking lines Speed humps Chicane or barrier Trim vegetation 	<ul style="list-style-type: none"> On east side from number 76 down to the point. Retaining wall and new footpath here. This will allow pedestrians to cross this road at a point where approaching traffic can be seen from both directions. (19) Extend to join footpath that emerges from Puketiro Avenue and place pedestrian crossing on southern side of intersection. Opposed to suggestion of new footpath. Believe it is an unnecessary expense. (2) Opposed as only two households with school age children will benefit. At intersection where uphill and downhill sections meet Seaview Terrace/Northland and Pembroke Roads. Needed downhill between Bedford Street and Pembroke Road as is a blind corner and cars are often parked here. Have almost had a head on collision here. On all corners. Outside number 112 as have seen frequent near misses when cars are parked on this corner. Needed at lookout as cars come down from here very fast. Needed in middle section, in particular by number 66 as cars travel very fast along here. Immediately below Puketiro Avenue to slow traffic approaching new proposed roundabout. Will increase space on footpath and minimise need to walk on road. 	<p>Retaining wall, footpath and pedestrian kerb crossings will be included with the proposed intersection improvements. The exact extent and location will be determined at detailed design phase.</p> <p>Issue raised will be considered in detailed design phase. Existing no parking lines on uphill side of road already extends for significant distance around inside of curve and beyond. No passing lines are generally more effective around the inside of curves.</p> <p>Will consider no parking lines at other corners.</p> <p>Speed humps are not appropriate on steep grades because of potential for downhill vehicles to lose control.</p> <p>Signage will be installed to warn motorists of new roundabout.</p> <p>Maintenance issue – to be forwarded to the Council's vegetation control contractor to address.</p>
Orchard Street	<ul style="list-style-type: none"> Overhead pedestrian bridge 	<ul style="list-style-type: none"> Over Grosvenor Terrace as will reduce pedestrian risk. 	Insufficient funds are available in the SaferRoads project for significant cost of overhead pedestrian bridge.

Location	Road safety initiative	Submission	Response
Pembroke Road	<ul style="list-style-type: none"> No parking lines 40 km/h speed restriction 	<ul style="list-style-type: none"> Outside number 61 as is a very dangerous corner on a bus route. Just before Cheshire Street going north to avoid car-cycle rear ends or other vehicles cutting cyclists off as they swerve back in. Parts of this road need to be 40 km/h. 	Proposed programme of work includes no parking lines outside number 61. Road width near Cheshire Street is sufficient without installing no parking lines. Pembroke Road is a “collector road” in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h.
Pitt Street / Lennel Rd / Wadestown Rd Intersection	<ul style="list-style-type: none"> Improve visibility 	<ul style="list-style-type: none"> No visibility turning out of Pitt Street. Lowering top of bank would help. Give way sign approaching Pitt Street may help as cars accelerate nearing Pitt Street because of the uphill grade. 	It is currently proposed that a retaining wall will be constructed to improve sight distance and a “give way” will be installed on upper Pitt Street.
Pitt Street / Lennel Rd / Wadestown Rd Intersection	<ul style="list-style-type: none"> Slow sign or mirror Increase parking or extend to P120 	<ul style="list-style-type: none"> Difficult as is a blind corner. Traffic comes quickly around here; sign or mirror here would make it a great deal safer. To allow closer parking for those that use facilities here as more and more seem to be parking there all day. 	See above response. The Council no longer installs mirrors since they are misleading for unfamiliar users and may increase safety hazards. Will consider restricting parking duration.
Putnam Link Road	<ul style="list-style-type: none"> Removal of ancient pine trees 	<ul style="list-style-type: none"> Only a matter of time until branch or tree falls onto road and causes an accident. 	Maintenance issue – to be forwarded to the Council’s vegetation control contractor to consider.
Randwick Road	<ul style="list-style-type: none"> Traffic calming measures 	<ul style="list-style-type: none"> To deter traffic using this as a short cut, they travel extremely fast along here. 	Randwick Road will have a 40km/h speed limit and coloured road surfacing at both ends. The coloured road surfacing will help to control vehicle speeds by highlighting that vehicles are entering a 40 km/h speed limit area.
Rochester Street / Gloucester Street Intersection	<ul style="list-style-type: none"> No parking lines 	<ul style="list-style-type: none"> Junction needs more no parking lines from the stormwater sump for a car length or two up Rochester Street. 	Agree – no parking lines will be considered at intersection during detailed design phase.
Roscoe Terrace	<ul style="list-style-type: none"> Change entrance Speed humps 	<ul style="list-style-type: none"> Alter entrance coming from Wadestown Road into Roscoe Terrace as will reduce speed of traffic. Will slow traffic instead of having one way . 	Alternatives are being considered following additional meeting with concerned residents.
Rose Street	<ul style="list-style-type: none"> 30 km/h speed restriction 	<ul style="list-style-type: none"> Narrow street, blind corner and lots of children. 40 km/h is an unsafe speed on this street. 	It is proposed that Rose Street will have a 40km/h speed limit and coloured road surfacing which will help to control vehicle speeds by highlighting that vehicles are entering a slow speed area. A 30km/h speed limit is not appropriate because it would be inconsistent with all other roads in the area.
Rose Street / Mairangi Road Intersection	<ul style="list-style-type: none"> Repair broken mirror 	<ul style="list-style-type: none"> Mirror here assists traffic turning into Rose Street – visibility is very poor otherwise. Been broken for a year now. 	The Council no longer installs mirrors since they are misleading for unfamiliar users and may increase safety hazards. Will install “concealed side road” signs on Mairangi Road.

Location	Road safety initiative	Submission	Response
Sydenham Street / Randwick Road Intersection	<ul style="list-style-type: none"> Give way signs and roadmarking 	<ul style="list-style-type: none"> Confusing at intersection who gives way to whom. 	<p>Agree that give way control should be provided to improve consistency and reduce confusion by providing clear guidance about who has right of way. The SaferRoads project aims to provide appropriate control at every intersection.</p>
The Rigi	<ul style="list-style-type: none"> No entry to through traffic or second roundabout Raised kerb 	<ul style="list-style-type: none"> Vehicles cut through here and rarely signal their intention to do so. Stops cyclists joining Glenmore Street by pulling out at the left of the stream going to the roundabout because a non-signalling Rigi vehicle might bowl you. At top of The Rigi, is too high, causing traffic to slow and causing Karori traffic to back up beyond Karori tunnel. 	<p>“No entry to through traffic” would have little effect and could not be legally enforced. Intersection alignment not suitable for roundabout.</p> <p>Will consider minor modifications to existing raised pavements.</p>
Wade Street	<ul style="list-style-type: none"> No through road Speed humps No more no parking lines 	<ul style="list-style-type: none"> At cutting above Weld Street. Will reduce traffic flows cutting through Roscoe and Wade to get to other parts of Wilton and Wadestown. Only way to slow traffic. A large number of children down this street and fear for their safety. (2) Parking is already at an absolute premium, further reducing availability will make cars park dangerously. 	<p>Alternatives are being considered following additional meeting with concerned residents.</p>
Wade Street / Mairangi Road Intersection	<ul style="list-style-type: none"> Speed humps either side of crossing point 	<ul style="list-style-type: none"> Will improve visibility at crossing point. 	<p>Provision of speed humps will not improve sight distance and is not appropriate on Mairangi Road, which is a “Collector Road” in the road hierarchy.</p> <p>Will install “pedestrians crossing” signs on Wadestown Road.</p> <p>Could consider trimming trees below Mairangi Road to improve visibility to the left from the steps.</p>
Wadestown Kindergarten: Oban Street	<ul style="list-style-type: none"> Improvements with signage, parking etc. Possible P5 or P15 parking restriction 	<ul style="list-style-type: none"> Relatively high used and narrow area. Please look at this area again and not leave these families to struggle with the difficulties of the kindergarten’s location without a safer road environment. To move families along on opposite side of road (from garage to garage). Note: Northland has P5, can we? 	<p>A proposal to address parking concerns at the kindergarten has been agreed.</p>
Wadestown Main School Wilton Road	<ul style="list-style-type: none"> High visible flag system 	<ul style="list-style-type: none"> Should have the same system as school on Weld Street. 	<p>Agree that orange flags should be used to highlight presence of school children crossing during the before and after school periods. This will be discussed with Wadestown School.</p>
Wadestown Road Shops	<ul style="list-style-type: none"> No parking lines 	<ul style="list-style-type: none"> Needed immediately uphill of zebra crossing. Small children waiting to cross are completely invisible behind parked cars. 	<p>There are existing no parking lines before and after the crossing on the downhill side and before the crossing on the uphill side. Visibility is limited to the right hand footpath for downhill traffic, but there is time to see and react to pedestrians while they cross the uphill lane, so no further parking restrictions are considered necessary.</p>

Location	Road safety initiative	Submission	Response
Wadestown Road / Hanover Street Intersection	<ul style="list-style-type: none"> Extend 40 km/h slow zone 	<ul style="list-style-type: none"> Extending slow zone would reduce pedestrian risk and reduce Wadestown being used as a thoroughfare. 	Proposed location for coloured road surfacing and 40km/h speed limit west of Hanover Street is considered appropriate. Wadestown Road is a “collector road” in the road hierarchy, so it is not appropriate to reduce the speed limit to 40km/h except through the Wadestown shops.
Wadestown Road, Lennel Road, Barnard Street and Grosvenor Terrace	<ul style="list-style-type: none"> One way 	<ul style="list-style-type: none"> Larger one way system would resolve many safety issues in Wadestown area. If Wadestown Road to Pitt Street was one way coming uphill, and Lennel Road, Barnard Street and Grosvenor Terrace were one way downhill there would be better sites for pedestrians to cross and it would free up space on roads for cycle lanes. 	Not feasible to consider one-way system because of substantial extra travel distances that would be required for some residents. Also, bus passengers would be severely inconvenienced.
Wadestown Village	<ul style="list-style-type: none"> Parking 	<ul style="list-style-type: none"> Better organisation of parking area by toilets, provision of angle parking in front of playground and parks provided in the unused grass triangle at junction of Pitt Street / Wadestown Road. 	Insufficient funds are available in the SaferRoads project for modification or addition of off-road parking areas with little or no safety benefit.
Weld Street / Cecil Road Intersection	<ul style="list-style-type: none"> Completion of fence 	<ul style="list-style-type: none"> Fence at bottom of Weld Street preventing children running onto road has still not been completed as far as crossing, currently increasing hazard. 	The fence at the intersection is intended to aid pedestrians down steps, not to prevent pedestrians crossing Cecil Road – no need to extend it.
Wilton Road	<ul style="list-style-type: none"> Speed restriction; traffic calming measures 	<ul style="list-style-type: none"> Above Izard Park as many accidents have occurred on this corner as cars travel too fast here. 	Roundabout proposed at Wilton Road / Norwich Street intersection to control vehicle speeds in this area.
Wilton Road / Warwick Street Intersection	<ul style="list-style-type: none"> Trim vegetation 	<ul style="list-style-type: none"> For better vision when turning right. 	Maintenance issue – to be forwarded to the Council’s vegetation control contractor to address.
Wilton Road: Otari School by Gloucester Street	<ul style="list-style-type: none"> Roundabout 	<ul style="list-style-type: none"> Traffic coming down Gloucester turning right towards Wadestown has reduced vision of traffic coming from Karori – Churchill Drive – Wadestown. Now main thoroughfare with heavy traffic. Curvature in Wilton Road reduces visibility when driving down Gloucester to meet traffic from Karori. 	Insufficient room to construct roundabout at intersection. Will trim vegetation and/or bank and widen footpath on southern side of intersection to improve sight distance from Gloucester Street.

Proposed Speed Reduction

While the proposal to reduce the speed limit in residential areas from 50km/h to 40km/h was contentious and has 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*
- (b) a territorial authority that is affected by the existing or proposed speed limit*
- (c) any local community that the road controlling authority considers to be affected by the proposed speed limit*
- (d) the Commissioner*
- (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated*
- (f) the Chief Executive Officer of the Road Transport Forum New Zealand*
- (g) any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit*
- (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 approval.

The SaferRoads team believes that reducing the average speed in Wadestown, Wilton and Northland will have a dramatic effect on 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, if any. It is therefore not considered a valid reason for not proceeding with the proposed speed limit reduction.

Splitter Islands

There were a number of submissions commenting on the use of traffic islands as a traffic calming tool. The concerns included splitter islands impacting on narrow roads, slow vehicles making turning more difficult, and the islands being difficult for cyclists to negotiate. There were also comments that vehicles would not be able to do u-turns at intersections which had splitter islands.

The SaferRoads team believes that the installation of splitter islands will help to reduce the number of crashes in the area by highlighting intersections, slowing down turning traffic at the junctions, providing a safe refuge for pedestrians, and enabling a second give way sign to be installed in the middle of the road.

Some submitters commented that islands would slow down emergency service vehicles on their way to an incident. In the design of the splitter islands we have made allowances for large vehicles to turn into and out of the side streets past these islands. Even emergency vehicles need to travel at speeds considered safe in the area they are travelling through. We do not believe this is a significant factor in light of the goal of a one-third reduction in crashes in Wadestown, Wilton and Northland.

Allowances will be made for pedestrians in the construction of the islands so that people can cross the road safely one lane at a time by pausing on the road between the islands.

Collector Roads

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 suggested that collector roads should also be reduced to 40km/h. However, after examining similar schemes used elsewhere it has been found that collector roads 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.

Driver Feedback Signs

Driver feedback signs have been used successfully overseas to address speed concerns and educate drivers to change their driving behaviour. These signs show approaching motorists their speed and when they are travelling too fast the feedback sign displays “Slow Now”, encouraging them to reduce their speed.

Wellington is the first city in New Zealand to introduce these signs as an alternative to speed cameras.

Safer Routes to School

Northland School has actively been participating in the Safer Routes to School programme. More recently Wadestown School has also agreed to participate.

Meetings have been held with Northland School and Council officers have walked the routes to identify potential hazards that would need to be remedied before the route would be considered *safe* for children to walk to and from school.

The maps of Northland School's *safer routes* are shown over the page.

The process of setting up the routes has almost been completed with Northland School, we still need final approval before construction commences. However, Wadestown School is just beginning the process, with the first meeting being held in the last term.

SAFER ROUTES TO SCHOOL: NORTHLAND SCHOOL

Purpose
To make the journey to and from Northland School safer for all students.

Objectives

1. To reduce traffic congestion and decrease safety problems within the school by increasing parents' and safety awareness.
2. Increase the number of children using healthy alternatives to car travel.
3. Develop skills to provide an appropriate level of supervision and road safety education for their children.
4. Increase parents' road safety skills through practice activities/participation in conjunction with classroom education.
5. Lower the risk/potential road safety issue for all children traveling to and from school and enter the community.
6. Identify and promote the Safe Routes to School programme to the wider community.
7. Reduce a high level of awareness from the school community for the future through in-school programmes.

There will be ongoing monitoring, evaluation, enhancement and encouragement to support the programme.

For more information please contact a Road Safety Co-ordinator from Wellington City Council on 0477 2999.

Duffill Watts & Tse Ltd
CONSULTING ENGINEERS

SAFER ROUTES TO SCHOOL
NORTHLAND SCHOOL
9 September 2005

Absolutely POSITIVELY
Wellington

Roundabout Education Campaigns

It is proposed to run campaigns in Wadestown, Wilton and Northland to educate and inform the public about the roading changes planned for the three intersections where roundabouts will be installed.

Speed Limit Change Education Campaigns

Prior to changing the speed limit in local areas, there will be extensive publicity throughout the Wadestown, Wilton and Northland communities 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 relating to speed limit changes elsewhere in the city. A specific campaign for Wadestown, Wilton and Northland will commence at the time of the consultation and is likely to be in October 2006.

Parking Enforcement Campaigns

The Council employs a dedicated parking officer who works 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

Note: Text in bold refers to changes made to the draft implementation plan outlined in the Wadestown, Wilton and Northland Proposal.

Education

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Streets around Northland School	Safer Routes to School programme	High	\$20,000	Oct 05 – Dec 05
Glenmore Street, Lennel, Wilton and Northland Roads	Fixed location “Your Speed is ...” driver speed feedback sign	High	\$26,000	Oct 05 – Dec 05
Roads in Wadestown, Wilton and Northland	Fixed mounted “Your Speed is ...” driver speed feedback sign	High	\$30,000	Oct 05 – Dec 05
Wadestown, Wilton and Northland	Illegal parking campaign	High	\$5,000	July 05 – June 06
City wide	Pedestrian awareness campaign	High	\$1,000	July 05 – June 06
City wide	Cycle awareness campaign	High	\$1,000	July 05 – June 06

Enforcement

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Any roads in Wadestown, Wilton and Northland	Targeted policing of speeds	High	N/A	N/A
Wadestown Road and Wilton Road	Targeted Policing of speeds during the before and after school periods	High	N/A	N/A
City wide	Targeted enforcement of intersection and other offences	High	N/A	N/A
City wide	Additional parking enforcement staff	High	\$10,000	N/A

Engineering

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
WADESTOWN				
Blackbridge Road / Churchill Drive Intersection	Option A: Median and splitter islands. (Retain existing pedestrian ramps)	High	\$20,000	Oct 05 – Dec 05
Wilton Road / Norwich Street Intersection	Roundabout	Medium	\$66,000	Deferred – budget constraint
Wilton Road / Purakau Street Intersection	Pedestrian ramps, roadmarkings, footpath extension	High	\$9,500	Oct 05 – Dec 05
Mairangi Road / Norwich Street Intersection	Give way control, coloured road surfacing	High	\$4,500	Oct 05 – Dec 05
Cecil Road / Euston Road Intersection	Roadmarking	High	\$500	Oct 05 – Dec 05
Wadestown Road / Lytton Street Intersection	Bus stop relocation, roadmarking	High	\$5,000	Oct 05 – Dec 05
Wadestown Road / Hanover Street Intersection	Coloured road surfacing, stop control. (Exclude no-parking markings)	High	\$8,500	Oct 05 – Dec 05
Wadestown Road / Weld Street Intersection	Coloured road surfacing, stop control, roadmarking	High	\$4,500	Oct 05 – Dec 05

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Wadestown / Pitt / Lennel Intersection	Coloured road surfacing, retaining wall, give way control. (Consider moving Lennel Rd CRS further east)	High	\$14,000	Oct 05 – Dec 05
Pitt / Buchanan and Pitt / Fitzroy Intersections	Give way controls	High	\$1,000	Oct 05 – Dec 05
Barnard Street / Sar Street Intersection	Roadmarking	High	\$1,000	Oct 05 – Dec 05
Oban / Sefton / Lennel Road Intersection	Coloured road surfacing, trim bank	High	\$13,000	Oct 05 – Dec 05
Lennel Road / Barnard Street Intersection	Right turn bay, footpath, splitter island, kerb extension, coloured road surfacing	Medium	\$64,000	Oct 05 – Dec 05
Wadestown Road / Orchard Street / Sefton Street Intersection	Stop and give way controls, right turn bay	High	\$5,000	Oct 05 – Dec 05
Grosvenor Terrace	No Parking Lines (700m)	Medium	\$1,000	Deferred – consultation required
Roscoe Terrace	One way	Medium	\$3,000	Deferred – budget constraint
Grosvenor Terrace	Skid resistance (600m)	Medium	\$20,000	Deferred – budget constraint
WILTON				
Mairangi Road / Warwick Street Intersection	Give way control, coloured road surfacing, roadmarking	High	\$4,500	Oct 05 – Dec 05
Wilton Road: Otari School by Gloucester Street Intersection	School crossing point, coloured road surfacing, roadmarking. (Also trim vegetation and/or bank and widen footpath on southern corner of intersection)	High	\$40,000	Oct 05 – Dec 05
Gloucester Street / Warwick Street Intersection	Option A: Give way control on Gloucester Street	High	\$1,500	Oct 05 – Dec 05
Gloucester Street / Hereford Street Intersection	Give way, street name sign, trim vegetation. (Install street name sign on same side as side road)	High	\$1,000	Oct 05 – Dec 05
Gloucester Street / Worcester Street Intersection	Give way control, kerb and footpath extension. (Also trim vegetation to improve sight distances)	High	\$13,000	Oct 05 – Dec 05
Wilton Road / Hampshire Ave Intersection	Pedestrian crossing point	Medium	\$1,000	Deferred – budget constraint
Pembroke Road / Hereford Street Intersection	Option 1: Roundabout	Medium	\$74,000	Deferred – budget constraint

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Pembroke Road / Huntingdon Street Intersection	Coloured road surfacing, roadmarking	High	\$4,500	Oct 05 – Dec 05
Wilton Road: Cardinal McKeefry School	Coloured road surfacing, roadmarking. (Install CRS on Albemarle Road, but not Wilton Road)	Medium	\$4,500	Oct 05 – Dec 05
Pembroke Road: number 61	Roadmarking	High	\$500	Oct 05 – Dec 05
Albemarle Road: Northland Kindergarten	Road widening, footpath, retaining wall, P5 parking. (Consult Kindergarten about P5, P10 or P15 time limit)	Medium	\$30,000	Deferred – budget constraint
Pembroke Road / Albemarle Road Intersection	Give way control, coloured road surfacing, roadmarking	High	\$4,500	Oct 05 – Dec 05
Huntingdon Street	Centreline	High	\$2,000	Oct 05 – Dec 05
Bedford Street	No Parking Lines. (Move no parking lines to other side of road from Orangi Kaupapa Road to start of first right hand bend)	High	\$2,500	Oct 05 – Dec 05
Hereford Street	No parking lines	High	\$500	Oct 05 – Dec 05
Gloucester Street	Improve street lighting	High	To be funded from the Council's streetlighting budget.	To be determined.
NORTHLAND				
Northland Road / Kaihuia Street / Woburn Road Intersection	Give way control, stop control, splitter island, coloured road surfacing, roadmarking. (Include splitter island on Kaihuia Street if feasible and relocate stop line on Woburn Road further forward. Alternatively, consider revising priority to give Woburn Road priority over Kaihuia Street)	High	\$20,000	Oct 05 – Dec 05
Northland Road / Pembroke Road / Orangi Kaupapa / Seaview Terrace Intersection	Roundabout - Detailed layout yet to be confirmed. (Add 20m long retaining wall on southern side of upper Orangi Kaupapa Road, plus new footpath and kerb crossings)	High	\$55,000 + \$30,000	Oct 05 – Dec 05
Harbour View Road / Northland Road Intersection	Bus lay-by, give way control, coloured road surfacing	High	\$20,500	Oct 05 – Dec 05
Putnam Street / Creswick Terrace Intersection	Give way control, roadmarking	High	\$500	Oct 05 – Dec 05

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
Northland Road / Garden Road and Northland Road / Randwick Road Intersection	Splitter island adjustments, coloured road surfacing, raised zebra crossing, roadmarking. (Relocate pedestrian crossing further west)	High	\$25,000	Oct 05 – Dec 05
Northland Road / Farm Road Intersection	Give way control, coloured road surfacing, roadmarking	High	\$5,000	Oct 05 – Dec 05
Northland Tunnel / Northland Road Intersection	Northland Road one-way downhill, kerb extension and realignment, coloured road surfacing, roadmarking	Medium	\$21,500	Deferred – consultation required
Glenmore Street / Northland Road Intersection	Northland Road one-way downhill, kerb extension, raised pedestrian crossing, roadmarking	Medium	\$17,000	Deferred – consultation required
The Rigi / Governor Road Intersection	Guardrailing, kerb extension, give way control (x2)	Medium	\$15,500	Deferred – budget constraint
Putnam Street	Chevron signage, guardrailing	Medium	\$20,500	Deferred – budget constraint
Harbour View Road	Sightrailing	High	\$1,500	Oct 05 – Dec 05
Glenmore Street / Crieff Street Intersection	Stop control, coloured road surfacing. (Street name and No Exit signs to be on same side as side road)	High	\$7,500	Oct 05 – Dec 05
Glenmore Street / lower Orangi Kaupapa Road Intersection	Give way control, coloured road surfacing, raising existing crossing	High	\$10,500	Oct 05 – Dec 05
Glenmore Street / Garden Road Intersection	Give way control, coloured road surfacing, kerb realignment	High	\$12,000	Oct 05 – Dec 05
Orangi Kaupapa Road	No parking lines, guardrailing, edgeline	Medium	\$57,000	Deferred – budget constraint
Randwick Road – Sydenham Street - Rodney Street - Kaihuia Street	Centreline, no parking lines. (Also install give way control at Randwick / Sydenham intersection and consider installing no parking lines on only one side of road)	High	\$2,500	Oct 05 – Dec 05
Creswick Tce and Putnam Street	Centreline, no parking lines, chevrons. (Exclude edgelines. Consider installing no parking lines on only one side of road at top of Creswick Terrace)	High	\$7,500	Oct 05 – Dec 05
Curtis Street	No parking lines	High	\$500	Oct 05 – Dec 05
Farm Road	Chevron	High	\$1,000	Oct 05 – Dec 05
Garden Road and Glenmore Street	Parking marking	High	\$1,000	Oct 05 – Dec 05
Glenmore Street	Skid resistance	High	\$56,000	Deferred – budget constraint

Location	Road Safety Initiative	Reviewed Priority	Cost Estimate	Proposed Implementation Date
ALL AREAS				
Various Streets	Coloured road surfacing and 40 km/h signs at additional locations (see table below)	High	\$70,000	Early to mid 2006
Various Streets	Stop or give way control at all remaining uncontrolled intersections	High	\$30,000	Oct 05 – Dec 05

Coloured road surfacing and 40 km/h signs are required at the following locations:

40 km/h posted speed limit sign locations		Coloured road surfacing (CRS) for Side Road
Main Road	On / Near Side Road	
Wadestown Road (lower)	Near Grant Road	CRS on Wadestown Road
Lennel Road	On Barnard Street	Yes (refer to intersection plan)
Lennel Road	On Sefton Street south	Yes (refer to intersection plan)
Lennel Road	On Sefton Street north	Yes (refer to intersection plan)
Lennel Road	On Oban Street	Yes (refer to intersection plan)
Lennel Road	On Moorhouse Street	Yes
Lennel Road	On Fitzroy Street	Yes
Lennel Road	Near Pitt Street	CRS on Lennel Road, east of Pitt Street (refer to intersection plan. Consider moving Lennel Road CRS further east)
Wadestown Road	Near Leslie Street	CRS on Wadestown Road, east of Leslie Street
Wadestown Road	On Lytton Street	Yes (refer to intersection plan)
Mairangi Road	On Margaret Street	Yes
Mairangi Road	On Rose Street	Yes
Mairangi Road	On Norwich Street	Yes
Mairangi Road	On Rutland Way	No
Mairangi Road	On Dorset Way	No
Mairangi Road	On Warwick Street	Yes (refer to intersection plan)
Mairangi Road	On Euston Road	Yes
Mairangi Road	On Denbigh Way	No
Wilton Road	On Norwich Street	Yes (proposed roundabout deferred)
Wilton Road	On Warwick Street	Yes
Wilton Road	On Gloucester Street	Yes
Wilton Road	On Shropshire Avenue	Yes
Wilton Road	On Hampshire Avenue	Yes
Wilton Road	On Surrey Street	Yes
Wilton Road	On Berkshire Avenue	Yes
Wilton Road	On Worcester Street	Yes
Wilton Road	On Albemarle Road	Yes (refer to intersection plan. CRS on Albemarle Rd, but not on Wilton Rd)
Pembroke Road	On Monmouth Way	No
Pembroke Road	On Cardigan Way	No
Pembroke Road	On Hereford Street	Yes (proposed roundabout deferred)
Pembroke Road	On Huntingdon Street	Yes (refer to intersection plan)
Pembroke Road	On Cheshire Street	Yes
Pembroke Road	On Albemarle Road	Yes (refer to intersection plan)
Pembroke Road / Northland Road	On upper Orangi Kaupapa Road	Yes (refer to intersection plan)
Pembroke Road / Northland Road	On mid Orangi Kaupapa Road	Yes (refer to intersection plan)
Pembroke Road / Northland Road	On Seaview Terrace	Yes (not shown on intersection plan)
Northland Road	On Military Road	Yes
Northland Road	On Kaihuia Street	Yes (refer to intersection plan)
Northland Road	On Woburn Road (north)	Yes (refer to intersection plan)

40 km/h posted speed limit sign locations		Coloured road surfacing (CRS) for Side Road
Main Road	On / Near Side Road	
Northland Road	On Harbour View Road	Yes (refer to intersection plan)
Northland Road	On Woburn Road (south)	Yes
Northland Road	Near Randwick Road	CRS on Northland Road, east of Randwick Road (refer to intersection plan).
Northland Road	On Randwick Road	Yes (refer to intersection plan)
Northland Road	Near Farm Road	CRS on Northland Rd, west of Farm Road.
Northland Road (south)	Near Northland Tunnel	No (refer to intersection plan. All other measures on intersection plan deferred).
Northland Road (south)	Near Glenmore Street	No (refer to intersection plan. All other measures on intersection plan deferred).
Curtis Street	On Ian Galloway Park Access	No
Curtis Street	On Randwick Road	Yes
Curtis Street	On Walworth Road	Yes
Curtis Street	On Whitehead Road	No
Curtis Street	On Creswick Terrace	Yes
Curtis Street	On Old Karori Road (Dead End)	No
Glenmore Street	On The Rigi (top end)	No (raised zebra crossing recently installed)
Glenmore Street	On The Rigi (bottom end)	Yes
Glenmore Street	On Crieff Street	Yes (refer to intersection plan)
Glenmore Street	On lower Orangi Kaupapa Road	Yes (refer to intersection plan)
Glenmore Street	On Garden Road	Yes (refer to intersection plan)
Glenmore Street	On Kilmister Avenue	Yes
Glenmore Street	On Patanga Crescent	Yes
Glenmore Street	On St Mary Street	Yes

Programming

Physical construction in Wadestown, Wilton and Northland will be carried out by Works Infrastructure Ltd under the direction and supervision of GHD Ltd. It is expected that construction will commence in October 2005.

Directly affected parties will be notified by Council officers prior to construction work commencing. For more information regarding SaferRoads implementation in Wadestown, Wilton and Northland please contact:

Craig Mason
Contract Manager
Phone: 801 3482
Email: craig.mason@wcc.govt.nz

For information regarding driver feedback signs, speed limits and the consultation process, please contact:

Paul Barker
Road Safety Manager
Phone: 801 3266
Email: paul.barker@wcc.govt.nz

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

James Player
Road Safety Assistant
Phone: 801 3898
Email: james.player@wcc.govt.nz

Budget

It is estimated that the total expenditure for Wadestown, Wilton and Northland SaferRoads and associated projects will be \$600,000.

Conclusion

The proposed road safety changes for Wadestown, Wilton and Northland 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 education and enforcement including the installation of driver speed feedback signs and targeted road policing
- increasing parking enforcement especially around schools and shopping villages
- 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 which endorses the project proceeding to implementation and construction.

Funding for the implementation of this work has been approved through the Annual Plan and was made available on 1 July 2005.