

28 March 2024

[REDACTED]  
Kia ora [REDACTED]

### Raised Crossings

Thank you for your request made under the Local Government Official Information and Meetings Act 1987 (the Act), received on 29 January 2024. You requested the following information:

- 1) Could I get costings, including for design/consultation and consenting services, drainage/stormwater work, traffic management, pavement resurfacing, kerb extension, sign upgrades, contractor, and other associated works (lighting, signs markings etc) work, for the two new raised crossings currently being built on Karori Rd? If you don't have final costs, can I get whatever figures you have?
- 2) Is WCC using asphalt rather than concrete? If so, what is the lifetime of the crossing expected to be (as in 10 years not 40)?
- 3) Auckland is now removing one or more of the raised crossings that were installed as part of 'bus route improvements' following issues with [noise](#). Was noise taken into consideration before the Karori ones were signed off?
- 4) There have also been concerns raised by ambo and other emergency services about these raised crossings - as in slowing them down - has there been any similar concerns raised around the Karori situation?
- 5) I note you say in the story four raised crossings installed in 2021-22 cost between \$30,000 and \$54,334, but what work did that include?
- 6) Additionally on 19 March you requested information around how many traffic calming features including speed humps, raised crossings, speed tables, and speed cushions have been installed so far this year. We have added this information into this response to compile all this information together.
  - a) how many traffic calming "features" have been placed on roads across Wellington in the last three months?
  - b) and how many more are being planned?
  - c) And is there a business case somewhere for them?

Wellington City Council has granted your request for information.

#### Question 1 – Raised crossing costings on Karori Road.

We currently allow \$150k in our project budgets for raised crossings. This includes design and project management costs, installation of the “hump” itself, paint, drainage, lighting etc. and includes traffic management costs, which for arterial routes often makes up over 50%.

There was strong support demonstrated for raised pedestrian crossings through the consultation process for Karori Connections. Huntleigh Home and Retirement village is even planning a party to celebrate the installation of the raised courtesy crossing at Campbell Street. Costs of the individual crossing vary dependant on their context, for example, the overall costs for the raised zebra crossing on Karori Road at St. Theresa School is expected to cost approximately \$175k and the crossing on South Karori Road approximately \$125k.

Half of all reported pedestrian crashes (crashes where a pedestrian is hit by a motor vehicle) on Karori Road currently happen at pedestrian crossings. For this reason, and because pedestrians of all ages are often crossing Karori Road, it is important to lower traffic speeds to more survivable levels.

Raised pedestrian crossings are a standard best practice primary safe system intervention (Page 37 [here](#)) and have proven to be effective at reducing deaths and serious injuries.

### **Questions 2 & 3 – Asphalt and Noise**

Council officers have confirmed the raised crossings will be constructed with asphalt, the main benefit of this being for ease and feasibility of construction. We would expect a 15-year life of the asphalt, which is like road asphalt surface.

Regarding noise, we understand there is noise associated with the deployment of raised crossings, however this is minimised as much as possible by using longer departure ramps where possible. Speed humps and raised crossings have been used for several years to successfully modify speed and while there have been issues with noise, this has been generally accepted to achieve a safer environment for all users.

### **Question 4 – Emergency Services**

As part of our ongoing relationship and prior to Karori Connections going out for consultation, Council officers met with representatives from Fire and Emergency New Zealand (FENZ) last year to be briefed on the Karori Connections Route. This meeting last year also included a representative from Karori Fire Station.

Questions were raised during this meeting about the number and design of the raised pedestrian crossings along the Karori route. Council officers agreed that the raised crossings would be designed to be lower than normal raised platforms to be suitable for large vehicles including fire trucks and articulated buses also including buses.

Neither FENZ nor Wellington Free Ambulance made a submission on the Karori Connections project during the consultation in late 2023.

### **Question 5 – 2021-22 Crossings**

The number quoted comes from the 2021 Hataitai village project which included several works happening concurrently and was not limited to the installation of raised crossings. The cost for the construction of the raised pedestrian crossings in Hataitai were approximately \$40k, a piece, but this figure only included the direct cost of kerbing changes, the installation of tactile pavers and asphalt to form the raised crossing. It excluded (in comparison to the Karori raised crossings costs advised in response to question 1) traffic management costs, drainage and lighting and the project was also able to utilise existing pedestrian crossing equipment as it already had flood lights and belisha beacon poles.

Raised crossings differ in cost depending on their location and the specific design issues posed by the unique conditions of the site. For example, the raised crossing on South Karori Road is forecasted to be completed at \$125k with new flood lighting, belisha beacons, drainage and a significant kerb build out to make space for people walking. This crossing is also a standalone installation (completed in December 2023 with construction of flood lights and belisha beacons remaining to be installed in mid-2024). The construction costs for this raised crossing are at the current lower end since it's not on an arterial road and therefore requires less traffic management and longer workdays are possible which significantly decreases the overall traffic management costs.

It is important to note that pedestrian crossings from projects before the guidance was issued in 2021 did not need floodlighting and belisha beacons so long as the crossing was adequately lit from street lighting. Best practice guidance now specifies pedestrian crossing lighting which can add significantly to the cost of the crossing, particularly when the power network needs to be extended to provide a connection. Another factor is the increase in general costs but particularly traffic management. A standalone crossing installation, as opposed to one implemented as part of larger project can also impact costs because of construction efficiencies.

**Question 6.a**

We have installed 17 traffic calming features since 1 January 2024.

**Question 6.b**

We, at this stage, have a further 23 planned to be installed over the coming months.

**Question 6.c**

There are business cases developed for projects, of which most of these raised crossings are a part of.

**Right of review**

If you are not satisfied with the Council's response, you may request the Office of the Ombudsman to investigate the Council's decision. Further information is available on the Ombudsman website, [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

Please note, we may proactively release our response to your request with your personal information removed.

Thank you again for your request,

Kind regards

Ollie Marchant  
**Official Information**