

We are proposing a change in your area

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

Reference	TR90-24 Kenya Street, Ngaio - No Stopping At All Times
Location – where we propose to make the change	Kenya Street, Ngaio – outside no.68
What we'd like to do	<ul style="list-style-type: none"> • Install No Stopping At All Times (Broken Yellow Lines)
Why we are proposing the change	<ul style="list-style-type: none"> • Council have received safety concerns from Ngaio residents about cars parked on the corner of Kenya Street outside No.68. • Vehicles parked at this location force traffic driving towards Ngaio on this main route to cross the centre line. The risk is that traffic will either hit the parked cars or collide with oncoming traffic. This is also an area where cyclists are merging with traffic. • To improve safety and accessibility, we are proposing to install No Stopping At All Times (broken yellow lines) along the road between the corner of Trelissick Cres and Kenya Street and the garages of No.68 Kenya Street, as per the attached plans.
Impact	<p>Improvements</p> <ul style="list-style-type: none"> • Improves safety and accessibility for road users (drivers and cyclists) on Kenya Street • Improves bus service • Improves driver visibility for those exiting Trelissick Cres. <p>Net Parking Impact</p> <ul style="list-style-type: none"> • Removal of 5 unrestricted parking spaces <p>Pedestrian impact</p> <ul style="list-style-type: none"> • No Change
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average daily traffic count – 7537 vehicles • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 9.00am Friday 21 June 2024 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Privacy	<ul style="list-style-type: none"> • Your privacy is important to us. Please DO NOT add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (including your first name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The

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	<p>Terrace, Wellington, with submitters having the right to access and correct personal information.</p> <ul style="list-style-type: none">• For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	<ul style="list-style-type: none">• If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. <p>Please note if you are giving feedback the consultation period opens at 9.00 am Friday 21 June 2024 and finishes at 5.00 pm Friday 5 July 2024.</p>
Next Steps	<ol style="list-style-type: none">1. Feedback collated by Monday 8 July 2024.2. The proposal will go to the Koata Hātepe Regulatory Processes Committee meeting on Thursday 08 August 2024.3. If approved, the proposal will be installed within the following three months.

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Legal Description:

Add to Schedule D (No stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Kenya Street	<i>No Stopping At All Times</i>	<i>West side, commencing from its intersection with Trelissick Crescent (Grid coordinates x= 1,748,384.32m, y=5,431,331.66m) and extending in a northerly direction following the western kerb line for 37 metres.</i>

Prepared By: Jonathan Kennett **(Project Lead, Transitional Cycleways)**

Approved By: Kate Gourdie **(Team Leader Traffic & Resolutions)**

Approved Date: 29/05/2024

Feedback

Name: Cathy78
Suburb: Ngaio
Agree: Yes

This area really needs yellow lines. There have been damaged cars from parking here.

Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times
The No Stopping At All Times lines will significantly reduce the risk of collisions on this corner.

Feedback

Name: Chris
Suburb: Ngaio
Agree: No

Parking is already limited in Ngaio. The proposed changes do not provide a convincing safety improvement and the negative impact this would have on the community would be detrimental.

Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

Observations show that over 90 percent of vehicles driving towards Ngaio cross the centre line on this corner when vehicles are parked outside 68 Kenya Street. This is not safe for a principal route that carries over 7000 vehicles per day on average. Parking surveys carried out on Kenya Street since February 2023 always observed spare parking spaces in the area.

Feedback

Name: Catherine
Suburb:
Agree: No

I oppose the removal car parking at all times outside 68 A,B,C& D Kenya St, Traffic Resolution Plan: TR90-24 for the following reasons.

- * When 68A, B, C & D were given separate titles the residents had to prove to council that there were adequate car parks for residents at various times of the day & week. Why is council now going against their original parking requirements?
 - * Parked cars help slow traffic due to the visual cues of road narrowing due to the parked cars.
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* There was no problem when there was a physical barrier of flexible bollards on the corner. The car lanes are now wider than before the recent upgrade, so it appears there is an issue with where the centre line now sits. * Perhaps the flexible bollards should be reinstated. Flexible bollards help slow traffic due to the visual narrowing effect. Traffic currently picks up speed as soon as the speed humps are cleared.

Compromise:

- * A compromise could be to remove one car park near the Trelissick intersection and one carpark near the driveway of numbers 68 B&C.
- * Another compromise might be to recommend small cars only in this area of parking.
- * An expensive option could be to widen the road using the council owned road reserve.

Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

The current road layout is not safe because the traffic lane is too narrow to accommodate both parked vehicles and passing vehicles with the majority of passing vehicles crossing the centre line onto oncoming traffic on a busy principal route. It is noted that there is available off-street parking for 68 A, B & C and Kenya Street has capacity for additional cars to park on it.

Feedback

Name: Dave
Suburb: Ngaio
Agree: Yes

These are sensible changes that will make these streets much easier and safer to navigate.

Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

Observations show that over 90 percent of cars driving towards Ngaio cross the centre line on this corner when cars are parked outside 68 Kenya Street. This is not safe for a principal route that carries over 7000 vehicles per day on average. The changes will make the street safer for all users.

Feedback

Name: Ian
Suburb: Ngaio
Agree: No

Traffic Resolution TR 90-24 Submission – [Redacted]

This Traffic Resolution has missed the two key reasons causing the safety issues at the top of Kenya Street. As it is now this proposal will not improve safety at the top of Kenya street but will make it less safe! There are major safety points that this TR does not consider.

1. The top 30 metres of Kenya Street the currently has dangerous road markings as the north bound lane (towards Ngaio) is 750mm narrower than it should be. This drive lane is 2.0m wide while the opposite Southern drive lane is 3.5m wide. The rest of Kenya Street has two 2.75m wide drive lanes. To provide safe lane widths for all traffic, cycling and parking the road markings should be consistent and comply with the Ngaio Connections road configurations templates and measurements.

2. Safety traffic mitigation recommendations. It is not the parking that is the problem but the speed that traffic is travelling for the top 200 metres of Kenya Street that is a 35km/hour speed advisory zone, around blind corners. Around 60% of the traffic are travelling above 35km/hour. Other than the three 35km/hour speed advisory signs there are no speed mitigation measures!

1. Road Marking Error.

The drive lane towards Ngaio is 750mm narrower than the safe width as per Ngaio Connections designs. Forcing some vehicles to cross the centre line.

The Ngaio Connection project used the below safety design for the lane configuration for the 9-metre-wide roads, including Kenya Street. Heading North towards Ngaio it has parking, a sharrow (cycle and vehicles), a drive lane and a cycle lane, as below.

The lane configuration and dimensions for 470metres of Kenya St’s 500 metres.



But for the top 30 metres of Kenya Street the lane dimensions are:-

Top 20 metres of Kenya St	2.0m	2.0m	3.5m	1.5m
Actual drive lanes				

At the top of Kenya Street, by #68, the centre line road markings are 750mm too far to one side, so no wonder sometime traffic cross the centre line.

Removing the parking and not moving the centre line will change the 2m sharrow into a 4m a sharrow (cycle and vehicles). This widened sharrow, effectively makes the driving lane wider.

In March 2023 WCC stated “*narrow lanes have been proven to be effective in speed reduction as they promote a behavioural change in drivers*”. Widening the road, by removing these carparks, will lead to traffic travelling even faster, making it much more dangerous at the top of Kenya Street.

Leaving the carparks and making both drive lanes 2.75 metres wide provides the space for vehicles to remain in their lanes, as it does for the rest of Kenya Street.

Note the Ngaio Connections project did not recommend removing these car parks. The road layout, with carparks on one side, is not the issue. The real causes of the traffic crossing the centre-lane is the ongoing unsafe speeds that most of the traffic is travelling in the 35km/hour speed advisory zone, around blind corners.

While the Ngaio Cycling project made huge safety improvements (speed humps) for Ngaio Gorge Road, unfortunately it reduced safety for the top of Kenya Street by the removing the yellow lines and the flexible bollards, at the top of Ngaio Gorge Rd, without taking any actions to reduce speeds in Kenya Street. After crossing the last hump on Ngaio Gorge Road, some vehicles accelerate and cut the corner into Kenya Street.

Recommended WCC action:

Leave the parking spaces, and correct the positioning of the centre lane road markings to 4.75m from the curb (68 Kenya Street side). Paint new “Yellow” centre lines.

This proposed unsafe and lazy approach not addressing the long-term unsafe speed, accidents and ignoring residents’ pleas for a safer environment can not continue. If not dealt with in this TR, then residents will have to consider options to get the WCC’s attention and for the WCC to implement a safety plan with speed mitigation actions.

Recommended Traffic speed migration actions:

The safety problems at the top of Kenya Street are the blind corners, with very short visibility of what is ahead, and almost no speed management measures. Traffic is travelling faster than the environment conditions demand and drivers not allowing themselves time to safely react to unexpected hazards. This safety issue is compounded by many drivers crossing the centre lines when rounding corners.

Traffic Resolution TR 90-24 should be reviewed to recommend proper traffic claiming measures to reduce speed from 37 Kenya Street to 68 Kenya Street.

Traffic claiming measures - In Priority Order

1. For the top 30 metres of Kenya Street, correct the positioning of the centre lane road markings to 4.75metres from the curb (68 Kenya Street side), including painting new “Yellow” centre lines. For the parks at 68 Kenya St, paint the 2metre parking line beginning and ends.
2. Install a speed hump at about 41/52 Kenya St. This will slow traffic heading south up Kenya Street, approaching the extremely dangerous left-hand corner. This corner has two WCC 35km/hr speed signs but no other no safety measures. WCC surveys show that the 85th

percentile of traffic is 46 km/hr and the mean speed is 41kms. Note this is an extremely dangerous corner that has a steel protection crash barrier outside 60-64 Kenya Street to catch cars before the crash into houses.

3. Install a speed hump about 45/64 Kenya Street.
4. The 35km/hr speed advisory zones, to have “yellow” centre lines. That is from 37 Kenya Street to the speed hump at the top of Ngaio Gorge Road.
5. Install flexible bollards along the yellow centre line for the curve sections a. roughly from the southern end of 41A/B to the 43A garage b. roughly from the southern end of 47 Kenya St to the garages at 68 Kenya St.
6. Install a 35km/hr speed advisory sign for traffic heading north, towards Ngaio, by 68 Kenya St, at the Trelissick Crescent end.
7. Take further traffic speed surveys, the first four-six months after the above actions and review the safety improvements, including that traffic is slower, i.e. no more than 35km/hr, less vehicles crossing the centre lines, (and less complaints).

Note

If TR 90-24 is approved without many more traffic calming measures, then it is expected that Kenya Street residents will submit a petition for a new TR seeking effective traffic calming measure installed to make the top of Kenya Street safe.

Background of Kenya Street and the traffic environment

Kenya Street corridor information (*from the WCC Transitional Cycleways Multi Criteria Analysis Ngaio and emails from the WCC transport team*)

- Kenya Street length is approximately 500m
- Average carriageway width is 9.0m
- Legal speed of 50km/hour
- WCC has recorded speeds at 37 Kenya Street, (where there is a 35km/hr sign) and found that the 85th percentile speed was 46km/hr. which is 31% above the WCC speed advisory for this sector. 15% of the vehicles are travelling faster than 46km/hr around a max 35km/hour corner!
- The Mean speed 41 km/hour (November 2022 survey)
- Approximately 4% gradient (downhill towards Ngaio)
- The WCC has three 35km/hr speed advisory signs at 37 and 62 Kenya Street, and at 3 Ngaio Gorge Road. Speed advisory zones are a key safety tool; however, the speed advisory zone was not mentioned in any of the Ngaio Connection reports the reports or any actions to manage traffic speeds.

- At 60- 64 Kenya Street, WCC installed a 20metre steel crash barrier to protect the houses and residents, from speeding vehicles from the north.
- 4.6% of the Kenya Steet traffic are heavy vehicles, so 1 in 21 vehicles.
- The approved Ngaio Connections project included:
 - The same lane configuration for all the Kenya Street
 - Removal of 67 of the 100 on-street car parks
 - The car parks by 68 Kenya Street were to remain.
 - Removing the yellow lines and flexible bollards at the top of Nagio Gorge Road, these were installed in 2016 and proved to be very effective in slowing traffic and keeping vehicles to the correct side the road.
- The road seal at the 56 to 60 Kenya Street has delaminated (a year old reseal!) and there are now no painted centre lane lines around a very dangerous corner.
- Two previous Traffic Resolutions recommending removing these car parks were withdrawn and safer/better solutions found following street meetings.

Speed advisory zone.

Due to the excessive speed and poor forward visibility around the three corners, the WCC has deemed the top 200 metres of Kenya Street to be a 35km/hour speed advisory zone. This was to ensure driver safety in conditions where the road, traffic, or environmental conditions make the standard speed limit inappropriate. While speed advisories are not enforceable like speed limits, failure to adhere to them can be used as evidence of dangerous or careless driving in the event of an accident.

Speed

This TR that does not address the real problem at the top of Kenya Street, which is the excessive speed for vehicles around the corners at the top of Kenya Street.

WCC Ngaio Connection statement *“Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens.”*



Acknowledgment to Auckland Transport Road Safety and Safe Road Programme

Of course, for a head on crash the speed of both vehicles are added together for estimating the death/injuries percentages.

Ability to see what is ahead. The visibility at the corners at the top of Kenya street can be as low as 30 metres. The Road Code states that drivers should drive at a speed that they can stop within the length of the clear visibility. With no more up to 30 meters visibility, vehicles should not be travelling at more than about 31km/hr.



(Auckland Transport Road Safety and Safe Road Programme).

For the top of Kenya Street, the main problem is the speed of the traffic travelling south towards the CBD, estimated at 46km/hr for the 85th percentile. When passing 47 Kenya Street, vehicles can only see on-coming traffic out to about 38 meters. So, beyond that, any buses, trucks or cars coming towards them, are not visible. Any north bound vehicles will also have similar visibility problems. Two on-coming vehicles, each at an average of say 35k/hr will complete the 38 metres in two Seconds. This time and distance means little time or room to correct and avoid an accident. Traffic must be slowed down and kept within their lanes.

WCC has consistently ignored safety concerns without implementing traffic calming measures/safety measures such as:

- Yellow centre lines
- More 35km/hr signage
- Flexible bollards
- Speed humps
- Electronic speed warning sign
- Review the legal speed limit for the speed advisory Zone

The current TR does not include any mitigating actions

1. South bound traffic, towards the CBD. Many vehicles are travelling at excessive speeds, especially coming from the south, and they tend to cut the corner outside 51/68 Kenya Street, and they cross the centre line. A Satellite image of a car heading south outside 68 Kenya Street that is well over the centre line on a corner limited distance visibility.
2. North bound traffic, towards Ngaio. After crossing the last traffic hump and entering the corner into Kenya Street, some vehicles rapidly accelerate although they have very limited visibility of hazards.
3. This is compounded by the dangerous erroneously place centre lane by 68 Kenya Street. Correcting this centre lane placement would remove this factor.
4. This TR does not address or mitigate the WCC signposted 35km/hr speed advisory zone for the top 200 metres at the top of Kenya Street. This road section comprises three corners, for

which there is extremely limited visibility of oncoming traffic or stopped vehicles. The only traffic calming measures that the WCC as implemented were three 35km/hr signs.



Unfulfilled the promises made as part of the Cycle Projects.

“WCC is committed to creating a safe transport system and we are currently working on gathering sufficient funding and resources available to review speed limits where the current limit doesn’t match the road and the environment around it, such as Ngaio. Once funding and resources are available, our engineering team will be looking at identifying critical roads in your area where lowering speed limits will positively impact the community living in the area.”

The TR has not fulfilled the promises made under the Ngaio Connection project. WCC Ngaio Connection statement *“the cycle lane offers a lower visual barrier than parked cars, with the driver’s view being wider and this potentially causing a slight increase in speeding, however, the combination of the speed humps and the future changes to a 30 or 40km/h speed environment speeding issues would be mitigated”*. and in a 15 November 2022 email *“we will be monitoring speeds carefully after installation and taking further measures if required”*

If the WCC believe these car parks must be removed, then does that mean that this Cycle lane configuration template is unsafe?

Do all Wellington roads that have had this configuration installed need to be removed?

Other recommended Street marking changes

There is a 40 metre stretch of on-street parking spaces from 62 to 66 Kenya Street, but the white park street markings only demarcate the beginning and end of the parking zone. On street parking at the top of Kenya street is scarce so it is important to make the best use of the available space, and considerate parking allows for seven vehicles to park.

Currently some vehicles are randomly parked, with excessive space before or after their vehicle, so only six, or even five vehicles can fit in the parking zone.

Can individual parking spaces be painted? The parks at each end of the zone would be 5 metres long and then the five inner spaces could be 6 metres long.



The Traffic Resolution 90-24 document

A traffic resolution recommendation document requires a comprehensive and structured approach to ensure all critical aspects are covered. This TR should have included:

Impact The negative impacts of these issues on the community and environment

- Removal of more of the scarce on-street carparks. WCC Ngaio Connection project has already removed 67 of the 100 on-street car parks. *(This TR proposes to remove five more of the scarce on-street carparks on Kenya Street, making it 70% of carparks gone.)*
- Replacing the carparks with a widened sharrow, will make the driving lane wider. Widening the drive lanes tends for traffic to travel even faster, making it much more dangerous at the top of Kenya Street. In March 2023 WCC stated *“narrow lanes have been proven to be effective in speed reduction as they promote a behavioural change in drivers”*. Widening the road by removing these carparks will lead to traffic travelling even faster, making it much more dangerous at the top of Kenya Street.

Background - Current Traffic Situation:

It would assist the community and the approval board to be provided with a detailed description of the existing traffic conditions, including key findings from the data analysis, including:

- traffic patterns
- accident hotspots
- the corners that limited forward visibility
- the WCC and deemed this section of Kenya Street was under a 35 km/hour speed advisory.

The Traffic mitigation options that were considered

Reasons for settling on the recommendations:

This type of valuable information should help ensure that the traffic resolution recommendation document is comprehensive, well-structured, and effective in addressing traffic issues and proposing viable solutions.

Note two previous traffic resolutions for 68 Kenya Street

In 2016, two Traffic Resolutions were withdrawn, due to poor consultation, misrepresentation of feedback and broken promises to the Ngaio residents.

Instead, some street meetings were held with Kenya St residents and the WCC. These led to the very successful changes to road markings, including yellow centre lines, and installing flexible bollards.

Officer Response:

Thank you for your feedback on TR90-24 Kenya Street, Ngaio - No Stopping At All Times.

Observations show that over 90 percent of cars driving towards Ngaio cross the centre line onto oncoming traffic at this corner when cars are parked outside 68 Kenya Street. This is not safe for a principal route that carries over 7000 vehicles per day on average.

The traffic lanes around this corner need to be wider than on the straight sections of Kenya Street to allow for the tracking of larger vehicles, such as buses. This is why the traffic lanes are also wider than you have stated on the bend at 54 to 60 Kenya Street. Parking surveys carried out on Kenya Street since February 2023 always observed spare parking spaces in the area.

Speed calming measures - speed humps and a raised pedestrian crossing - have been implemented at the top of Ngaio Gorge to lower speeds in this area before the corner. Although we have not yet collected data on the difference these have made, observations indicate that they are effective in slowing down vehicle speeds.