

Box Hill Intersection – Q&A community meeting 9 December 2020

Q. How will the pedestrian signal crossing solve the problem of exiting Station Road and Baroda Street?

A. Traffic modelling was undertaken to estimate the impact of each option on travel times for all intersection approaches. Analysis indicates that the option of signalling the crossing at the current location will improve the travel time delay for vehicles exiting Station Road and Baroda Street during peak hours.

Q. How are you addressing the problem of turning right at Station Road onto Burma Road?

A. Yellow cross hatching is being considered on Box Hill at the exit of Station Road to increase the likelihood that main road traffic will let side road traffic exit.

Q. Why are you using cross hatching? It does not work as people park over it.

A. Cross-hatching in and around the city have been applied to assist specific locations having access issues and has provided good results. It has been observed at this intersection that drivers are aware of the difficulty of exiting from Station Road during peak hours that they create a gap for vehicles to get through.

Q. Please explain how NZTA collect and record their crash data – the small number of crashes reported is not reality. The number of crashes is underestimated.

A. Many crashes are not reported to Police. The respondents of the online survey results reported minor incidents and several near misses. These were accounted for and adjustments for under-reporting of crashes have been made in the analysis of the option assessments undertaken.

More information about the New Zealand Crash Analysis System can be found here: <https://www.nzta.govt.nz/safety/safety-resources/crash-analysis-system/>

Q. Did Officers analyse any data of non-peak traffic hours?

A. Data were collected for all time periods and modelling of current delays undertaken for three time periods: morning peak, midday, and evening peak. This analysis showed that delays were largest in morning peak. Analysis of the options by recognised transportation intersection modelling techniques were undertaken in the morning peak only as the options that perform best at this time should also perform best at other times when delays are less extreme.

Q. Can you please provide the reasons why the other options are eliminated?

A. A summary of the Multi-Criteria Assessment (MCA) report will be posted on the WCC Box Hill Project webpage.

Q. Why was the new Little School facility on the corner of Baroda Street and Box Hill consent application approved when WCC were investigating issues with traffic at the intersection and parking issues on Baroda Street. Did the traffic modelling take into account the additional traffic generated by the new pre-school.

A. The Application for a Childcare Centre (Little School) for up to 20 children (at and below the age of 5 years) with two full-time staff members was assessed in Oct 2019.

The vehicle and pedestrian effects from this activity were assessed in detail in relation to the parking demand generated from parents dropping-off and picking-up their children from this Centre. The location of the revised vehicle access was assessed for safety and sightline requirements which are acceptable.

The parking demand was estimated based on an NZTA research report 453 "Trips and Parking related to Land Use" which determined that the on-site provision for this activity can be accommodated within the property most of the time. A Parking Plan has to be prepared and submitted to the Council to ensure that the capacity of the on-site carpark is not exceeded, and Baroda Street is not congested.

The parking and travel operation plan will again be reviewed after the Childcare Centre is operational for 6 months with 20 children. This is to ensure that further measures will be implemented to address parking demand on-site and on-street.

The Council has the option to review the parking and traffic matters to address any remaining adverse effects within 24 months of the activity commencing to ensure that any remaining parking and traffic matters after this activity at this Centre has settled down can be addressed.

Q. How do you propose regulating the speed down Box Hill?

A. We are considering possible traffic calming measures such as extension kerbs and centre islands on the approach to the intersection.

Q. Can we implement an interim solution?

A. We are committed to firming up on a full design package of permanent improvements and don't want to spend limited funds on temporary measures.

Q. Why can't we lower the speed limit?

A. According to the Land Transport Rule: Setting of Speed Limits 2017, when setting speed limits, Council must aim to achieve a mean operating speed less than 10% above the speed limit. As current mean speeds are around 45 km/h, lowering the speed limit to 40 km/h may be allowable under the guidelines. Lowering the speed limit to 30 km/h would require substantial traffic calming, which would result in increased travel times on a principal transport route.

The Council is awaiting clear guidelines from Waka Kotahi on the setting of speed limits and in particular, on high volume arterials routes such a Box Hill and Burma Road.

Q. Why are you proposing cycle boxes when they do not get used and slow cars down?

Wellington City's sustainable transport hierarchy gives cyclists a higher priority than private vehicles. Should cycle stop boxes be considered on the main roads, given the low volumes of cyclists at the site (about 70 per day), they are unlikely to cause significant delays or slow down for private vehicles.

Q. Is there anything we are going to do about the parking issues on Baroda Street?

A. Initial concept design lay-out of the proposed mid-block crossing has the possibility of creating an additional park on Baroda Street. This needs to be confirmed in the final construction drawing as improving safety is the key priority.

Q. Can you please consider the traffic flows past the entrance to Broadmeadows opposite Malvina Major. Poor visibility getting onto Burma Road and no crossing.

Although no formalised pedestrian crossing controls are on this route, pedestrian centralised refuge islands are provided south of John Sims Drive and opposite Malvina Major/Kindergarten Learning Centre.

A speed and crash assessment will be undertaken at and near the intersection of John Sims Drive and Burma Road.