

Proposed Muri Road safety improvements

Consultation and feedback document

May 2017

Pukerua Bay Residents Association working with Porirua City Council to improve road and pedestrian safety along Muri Road



Pukerua Bay Residents' Association

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Why are we talking to you?

Pukerua Bay Residents Association is working with Muri Road residents and Porirua City Council to improve aspects of road and pedestrian safety along Muri Road.

In early 2016, Muri Road residents were asked to take part in a survey that was organised by the Pukerua Bay Residents Association on how Muri Road could be made safer for everyone.

You told us that you wanted lighting along the road improved, some form of footpath and to reduce the speed of cars using the road.

With this information the Pukerua Bay Residents Association put in a successful bid to the Council for funding to undertake a village planning project for 2016/17 to make changes that would improve road and pedestrian safety.

You will have received a document in your mail box in late April that outlined work that could be undertaken to address these issues. **This document supersedes** that information and updates it to reflect feedback we've received.

This document outlines proposed work to improve lighting, walkability and the speed of cars along Muri Road. It also outlines some opportunities for other work that could be done at the same time.

Your feedback

We held two walkovers last week with the residents and the project team, where we discussed the proposed work, answered questions, and invited feedback via the attached feedback form.

If you weren't able to attend those walkovers, we'd still love to receive your feedback to help decide what safety improvements we go ahead with.

Please study this document and provide any feedback on the attached form before 28 May.

It can be dropped into the letterbox at **84 Muri Road** or dropped back to the Council's Village Planning Team at the main administration building in Cobham Court.

Feel free to discuss this project with your residents association or the Council's Village Planning team who can be contacted through the main Council number 237-5089.

Your feedback will be incorporated into development of the final plan and we will be in touch to outline the next steps.

Regards

Justine McDermott, Senior Advisor Partnerships

What are we suggesting?

1. Lighting

- a. We propose to install two new street lights to improve lighting along Muri Road for pedestrians and cars.
- a. As part of improving lighting we propose to trim trees around some of the existing street lights, where it is required. In some cases this may mean removing a tree (or trees) to ensure light gets to the footpath and road.

Refer to pages 5 & 6 for location map and photos

2. Walkability

- a. We propose to create a new 1 metre wide, gravel footpath along a section of Muri Road to ensure people can walk safely along the side of the road.
 - i. As part of creating the new footpath we will need to cut back the soil bank and trim vegetation in places to allow enough space.
 - ii. We will also need to remove two small manuka trees.
- b. We propose to trim back vegetation and trees overhanging the existing footpaths, as required, to give full pedestrian access. This means that in some locations (primarily at the north end of Muri Road) vegetation may need to be cut back 1.5 to 2 metres from the road edge.
- c. We also propose to cut back soil to create a pedestrian refuge in one area along Muri Road (to the north of the proposed footpath).
- d. We propose to install white and red road edge markers alongside the new footpath.

Refer to pages 7 & 8 for location map and photos

3. Speed of cars

- a. We propose to create a 'Slow Zone' or 'Shared Zone' to provide visual clues to slow traffic along Muri Road. This could include:
 - i. The words 'Slow Zone' or 'Shared Zone' painted on the road at each end of the zone.
 - ii. 'Slow Zone' or 'Shared Zone' signage at either end of the zone.
 - iii. White lines painted on each side of the road in the zone to make the road appear narrower and encourage drivers to slow down.

Refer to pages 9 & 10 for location map and photos

4. Opportunities while we are working in the area

While we have contractors doing the safety work along Muri Road, we could take the opportunity to combine it with other projects:

- a. We propose to trim vegetation along and below power lines along Muri Road in association with Wellington Electricity. It is a requirement to keep vegetation 1.5m clear of powerlines and a mandatory cut will be required in the near future. By including this work we would make cost savings for the City.

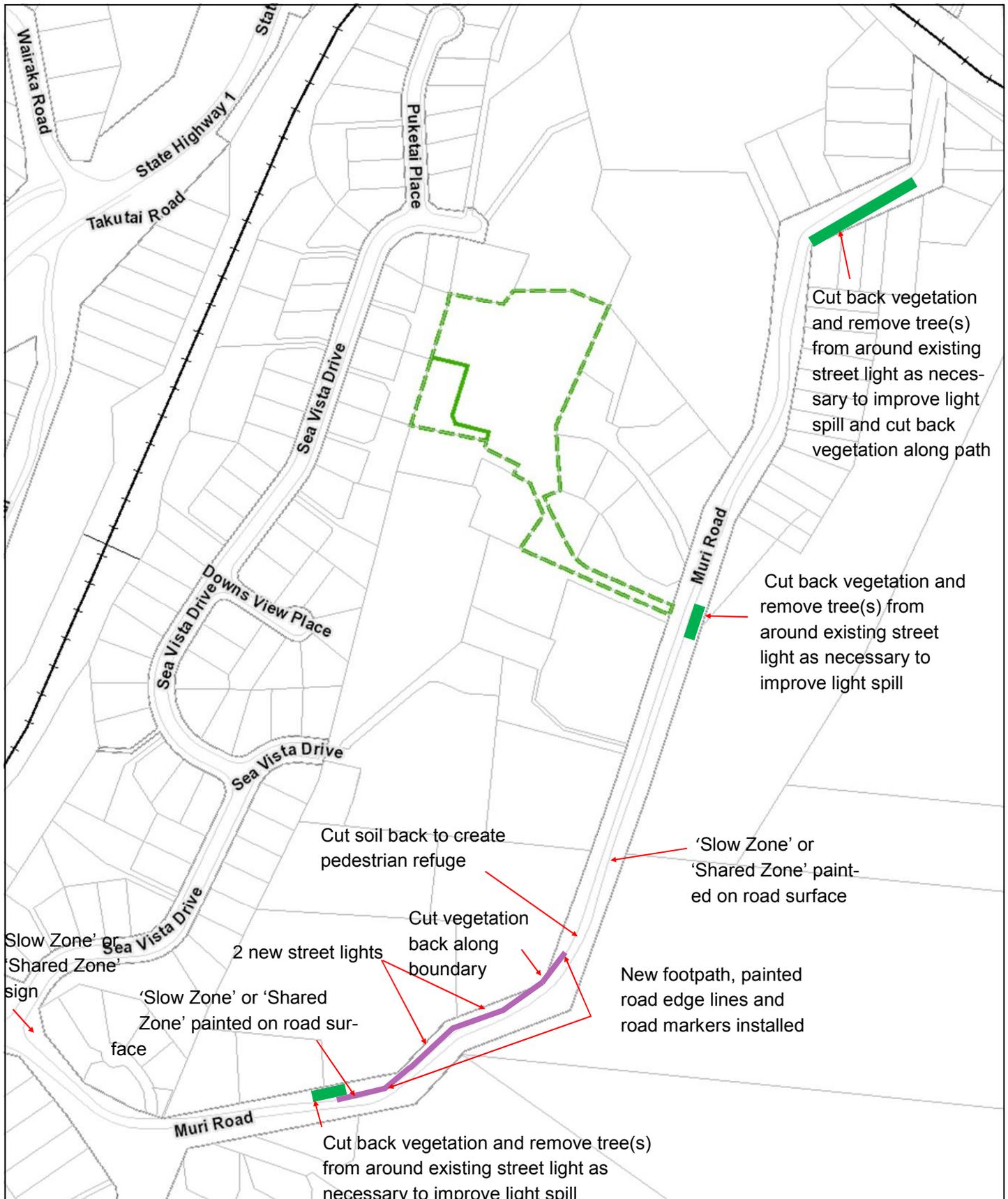
The options are:

- i. No cut as part of the current project.
 - ii. A 1.5 metre cut below powerlines.
 - iii. A 3 metre cut below powerlines.
 - iv. A cut of more than 3 metres.
- b. We also propose to remove some vegetation along Muri Road that is growing into the road to give full road access to vehicles.

Refer to pages 11 & 12 for location map and photos

Proposed Muri Road safety improvements

This map highlights the location of proposed work along Muri Road. The individual project components are further discussed in the following pages.



1. Lighting

- a. We propose to install two new street lights to improve lighting along Muri Road for pedestrians and cars.
- b. As part of improving lighting we propose to trim trees around some of the existing street lights, where it is required. In some cases this may mean removing a tree (or trees) to ensure light gets to the footpath and road.



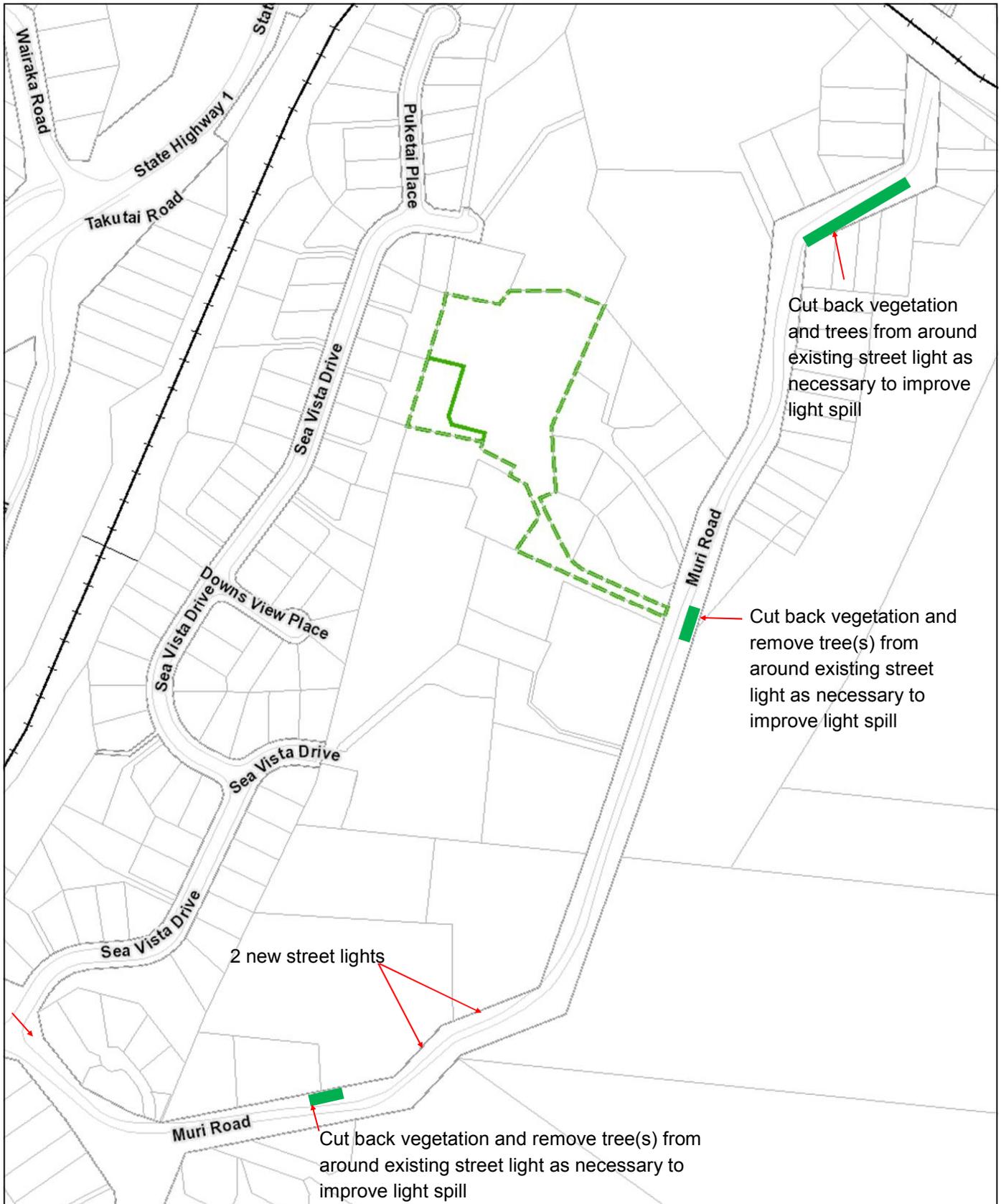
Proposed location of two new street lights.



This is an example of where trees and vegetation are currently blocking the street light and could be cut back to improve light spill onto the footpath and road below.

1. Lighting (continued)

This map shows the proposed location of two new street lights and areas where trees and vegetation could be cut back, and trees possibly removed, to improve light spill onto the footpath and road below.



2. Walkability

- a. We propose to create a new 1 metre wide, gravel footpath along a section of Muri Road to ensure people can walk safely along the side of the road.
 - i. As part of creating the new footpath we will need to cut back the soil bank and trim vegetation in places to allow enough space.
 - ii. We will also need to remove two small manuka trees.
- b. We propose to trim back vegetation and trees overhanging the existing footpaths, as required, to give full pedestrian access. This means that in some locations (primarily at the north end of Muri Road) vegetation may need to be cut back 1.5 to 2 metres from the road edge.
- c. We also propose to cut back soil to create a pedestrian refuge in one area along Muri Road (to the north of the proposed footpath).
- d. We propose to install white and red road edge markers alongside the new footpath.



In places it may be necessary to build a small wooden retaining wall to keep the footpath level.

The white and red road edge markers will provide a clear visual boundary between the road and proposed footpath.



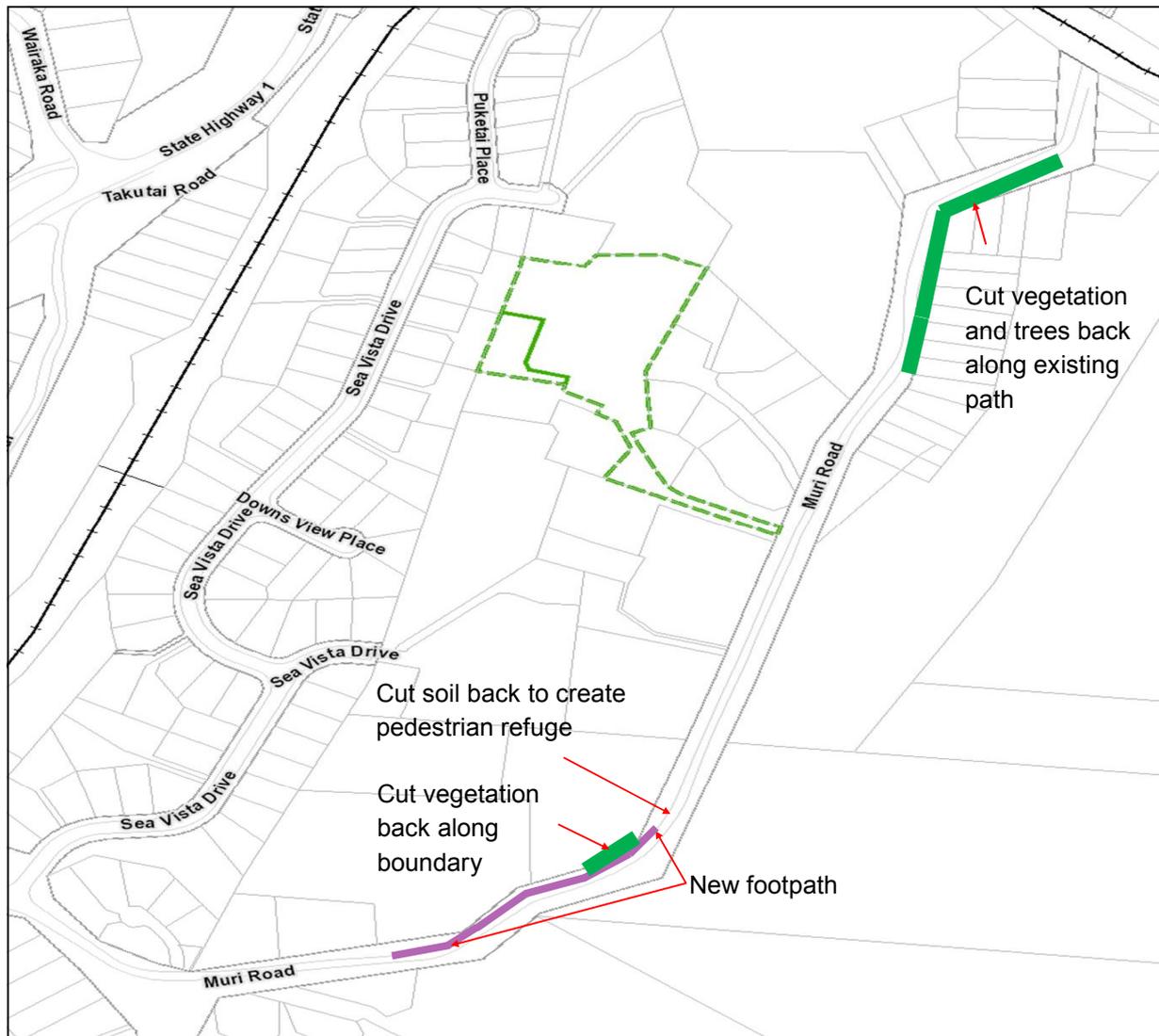
On this section of footpath the soil bank would need to be cut back to create room for the footpath. This would require two small Manuka trees to be removed.

2. Walkability (continued)



This is a good illustration of where cutting back vegetation could improve walkability.

The map below shows the location of the proposed footpath, pedestrian refuge and areas where vegetation and soil would need to cut back. It also highlights areas where we propose to trim back vegetation and trees overhanging the existing footpaths, as required, to give full pedestrian access.



3. Speed of cars

- a. We propose to create a 'Slow Zone' or 'Shared Zone' to provide visual clues to slow traffic along Muri Road. This could include:
 - i. The words 'Slow Zone' or 'Shared Zone' painted on the road at each end of the zone.
 - ii. 'Slow Zone' or 'Shared Zone' signage at either end of the zone.
 - iii. White lines painted on each side of the road in the zone to make the road appear narrower and encourage drivers to slow down.



'Slow Zone' or 'Shared Zone' painted on the road at each end of the zone.



'Slow Zone' or 'Shared Zone' signage at either end of the zone.

This image is a mock up of the style of sign that could be designed.

3. Speed of cars (continued)

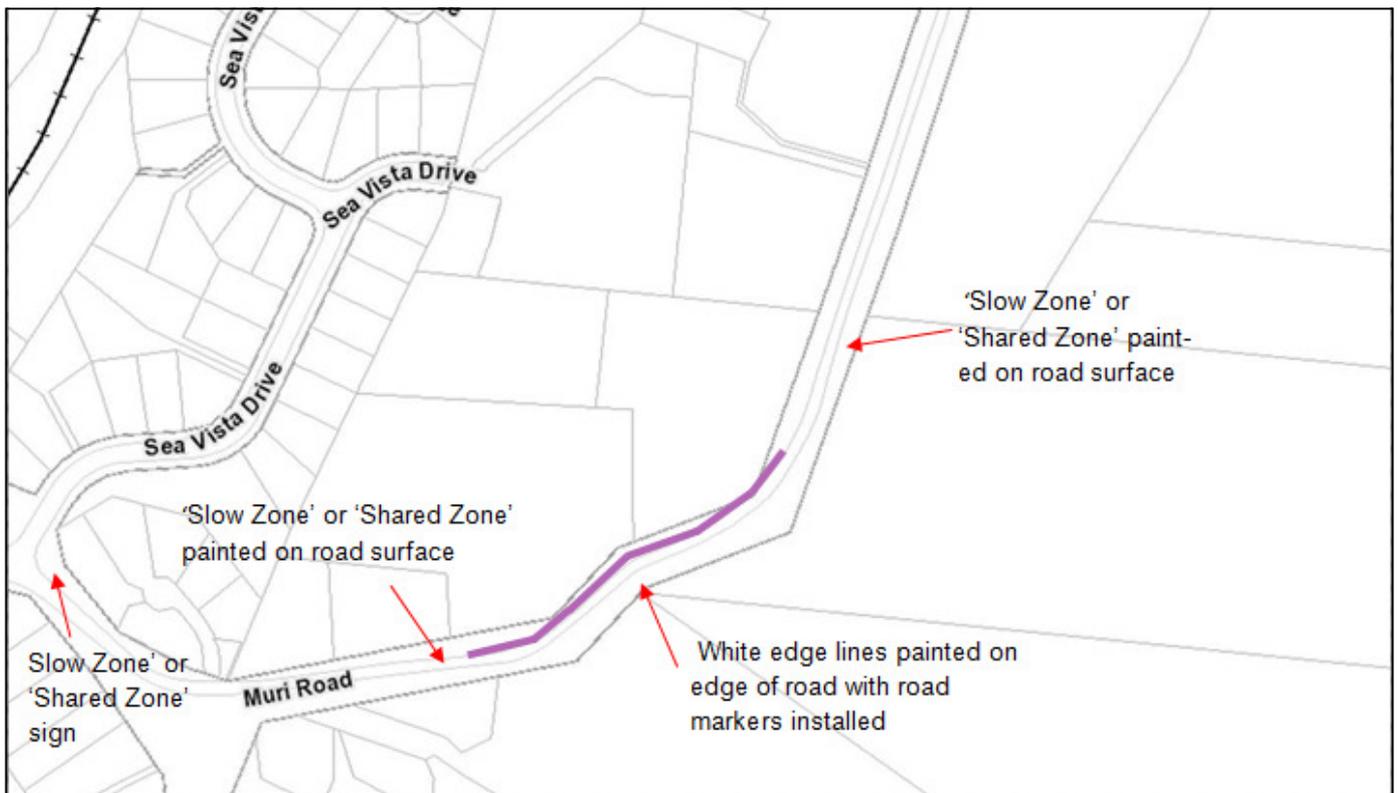


Research has found that white lines painted on the road edge make the road appear narrower and encourage drivers to slow down.

The addition of white and red road markers (as discussed in section 2) could increase the perception of a narrow road and further slow traffic.

This map shows the

The map below shows the location of the proposed 'Slow Zone' or 'Shared Zone' and associated signage. It also details where white lines could be painted in the zone.



4. Opportunities while we are working in the area

While we have contractors doing the safety work along Muri Road, we could take the opportunity to combine it with other projects:

- a. We propose to trim vegetation along and below power lines along Muri Road in association with Wellington Electricity. It is a requirement to keep vegetation 1.5m clear of powerlines and a mandatory cut will be required in the near future. By including this work we would make cost savings for the City.
The options are:
 - i. No cut as part of the current project.
 - ii. A 1.5 metre cut below powerlines.
 - iii. A 3 metre cut below powerlines.
 - iv. A cut of more than 3 metres.
- b. We also propose to remove some vegetation, including flaxes, along Muri Road that is growing into the road to give full road access to vehicles and improve access for road reserve maintenance - as pictured below.



This photograph shows a current example of a tree on road reserve growing into power and telephone lines.

4. Opportunities while we are working in the area *(continued)*



The mower normally used to cut the grass berms will not work on flax as it blocks it. It would be cost effective to dig out some flaxes (and replant affected areas with grass) while the excavator is on Muri Road creating the new footpath. These areas would then be able to be mown at the same time as the other grass areas.

