

# Harbour Quays

Developed Design Stage Safe System Audit

Prepared for:  
Wellington City Council

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Prepared by:  
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Project/File:  
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## Harbour Quays

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## Harbour Quays

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## Table of Contents

<b>Acronyms / Abbreviations</b> .....	<b>iii</b>
<b>1 Safe System Auditing for Transport Projects</b> .....	<b>4</b>
1.1 Safe System Audit Procedure .....	4
1.2 Report Format .....	5
1.2.1 Safety Concern Ranking.....	5
1.2.2 Comments .....	7
<b>2 Safe System Audit Details</b> .....	<b>8</b>
2.1 Type of Audit .....	8
2.2 Audit Team .....	8
2.3 Meetings and Site Inspections .....	8
2.4 Previous Road Safety and Safe System Audits .....	8
2.5 Documents Provided .....	8
<b>3 Project Description</b> .....	<b>9</b>
3.1 Project Background and Objectives .....	9
3.2 Existing Conditions and Context .....	10
<b>4 Assessment of Safe System Alignment</b> .....	<b>10</b>
<b>5 Safety Concerns</b> .....	<b>11</b>
5.1 Bus Lanes road markings.....	11
5.1.1 Brandon Street Minor .....	11
5.1.2 Entry into TSB Moderate .....	12
5.1.3 Jervois Quay approach to Harris Street Minor .....	13
5.1.4 Wakefield Street approach to Taranaki Street Minor .....	15
5.1.5 Wakefield Road approach to Tory Street Minor .....	15
5.2 Bus Stops .....	17
5.2.1 TSB Exit Significant.....	17
5.2.2 Northbound Bus Stop at Ballance Street Moderate .....	18
5.2.3 Blocked drain creating slip hazard Minor .....	19
5.2.4 Position of Parking Meter not shown Minor.....	20
5.2.5 S3 – Frank Kitts Park – loose wiring Significant.....	22
<b>6 Safe System Audit Statement</b> .....	<b>23</b>
<b>7 Response and Decision Statements</b> .....	<b>24</b>
7.1 Design Team's Responses.....	24
7.2 Safety Engineer's Comment.....	24
7.3 Client's Decisions .....	24
7.4 Safe System Audit Close Out.....	25
<b>8 References</b> .....	<b>26</b>

### List of Tables

Table 1-1: Safety concern ranking.....	5
Table 1-2: Safety concern risk matrix .....	6
Table 1-3: Crash frequency as an indicator of probability .....	6
Table 3-1: Existing condition and context of the site .....	10

### List of Figures

Figure 2-1: Supplied documents and drawings.....	8
Figure 3-1: Site location of the intersection improvements.....	9
Figure 5-1: View of proposed Bus Lane markings near Brandon Street .....	11
Figure 5-2: View of proposed Bus Lane markings near the entrance to the TSB Arena.....	13
Figure 5-3: View of the northbound bus lane approach to Harris Street. ....	14
Figure 5-4: View of proposed Bus Lane markings northbound on Wakefield Street prior to Taranaki Street .....	15



**Harbour Quays**  
Table of Contents

Figure 5-5: View of proposed Bus Lane markings on approach to Tory Street..... 16  
Figure 5-6: View of exit from TSB Arena. Note lack of hold line. INSET: Pedestrian desire line. .... 17  
Figure 5-7: View of proposed layout near Ballance Street ..... 18  
Figure 5-8: View of blocked drain (left). Plan with red circle indicating location of drain. .... 20  
Figure 5-9: View of proposed layout at Post Office Square proposed Bus Stop. Red circle indicates  
position of existing parking meter. .... 21  
Figure 5-10: View of loose wiring at base of light pole ..... 22



## **Acronyms / Abbreviations**

CAS	Crash Analysis System
NZTA	NZ Transport Agency (Waka Kotahi)
RRPMs	Raised Reflective Pavement Markers
SAT	Safety Audit Team
SSA	Safe System Audit
SSAF	Safe System Assessment Framework



# 1 Safe System Auditing for Transport Projects

A Safe System audit is an independent review of a future transport project to identify any safety concerns that may affect the safety performance and alignment to a Safe System. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A Safe System audit is therefore a formal examination of a transport project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc), carried out by an independent competent team who identify and document Safe System alignment and road safety concerns.

A Safe System audit is intended to help deliver a safe road system and is not a review of compliance with standards.

## 1.1 Safe System Audit Procedure

The primary objective of a Safe System audit is to deliver a project that achieves an outcome consistent with the Safe System approach, that is, minimisation of death and serious injury. The Safe System audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client so that the client can make a value judgement regarding appropriate action(s) based on the risk guidance provided by the Safe System audit team.

The key objective of a Safe System audit is summarised as:

*to deliver completed projects that contribute towards a Safe System by identifying and ranking potential safety concerns for all road users and others affected by a transport project.*

A Safe System audit should be undertaken at project milestones such as:

- concept stage (part of a business case),
- scheme or preliminary design stage (part of pre-implementation),
- detail design stage (pre-implementation / implementation), and
- pre-opening / post-construction stage (implementation / post-implementation).

A Safe System audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines.

Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the design team on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the Waka Kotahi NZ Transport Agency Safe System Audit Guidelines, the audit report should be submitted to the client who will instruct the design team to respond. The design team should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.



For each audit team recommendation that is accepted, the client shall make the final decision and brief the design team to make the necessary changes and/or additions. As a result of this instruction the design team shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the Safe System audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the design team, safety engineer and client for each issue documenting the design team's response, client decision and action taken.

A copy of the report including the design team's response to the client and the client's decision on each recommendation must be given to the Safe System audit team leader as part of the important feedback loop. The Safe System audit team leader will disseminate this to team members.

## 1.2 Report Format

### 1.2.1 Safety Concern Ranking

The safe system auditors have ranked the identified safety concerns together with four categories of suggested actions as shown in **Table 1-1**.

*Table 1-1: Safety concern ranking*

Ranking	Suggested action
<b>Serious</b>	A serious safety concern that must be addressed and requires changes to avoid serious safety consequences.
<b>Significant</b>	A significant safety concern that should be addressed and requires changes to avoid serious safety consequences.
<b>Moderate</b>	A moderate safety concern that should be addressed to improve safety.
<b>Minor</b>	A minor safety concern that could be addressed where practical to improve safety.

The ranking of safety concerns is based on the probability of a crash combined with the most likely severity outcome of that crash, as indicated in **Table 1-2**.





Table 1-2: Safety concern risk matrix

		Severity Outcome				
		Non-injury	Minor	Serious	Fatal	
		Property damage only (PDO).	Injury that is not serious but requires first aid, or that causes discomfort or pain to the person injured.	Injury (fracture, concussion, severe cuts, or other injury) requiring medical treatment or removal to and retention in hospital.	Death occurring as the result of injuries sustained in a crash within 30 days of the crash.	
Probability of a crash	Very likely	Minor	Moderate	Safe System Injury Threshold	Serious	Serious
	Likely	Minor	Moderate		Serious	Serious
	Unlikely	Minor	Minor		Significant	Serious
	Very unlikely	Minor	Minor		Significant	Significant

Qualitative risk ranking requires professional judgement and a wide range of experience in projects of all sizes and locations. Factors that have been considered when qualitatively assessing the probability of a crash and the most likely severity outcome of that crash are described below.

### Probability of a crash

The safe system auditors have drawn on historic crash rates or other research for similar elements of projects, or projects as a whole where appropriate, to assist in understanding the likely crash types, frequency, and likely severity that may result from a particular safety issue.

The probability of a crash in **Table 1-2** has been qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the risk of a crash resulting from the presence of the issue.

It is sometimes helpful to use crash frequency as a surrogate indicator of crash probability as shown in **Table 1-3**.

Table 1-3. Crash frequency as an indicator of probability

Crash Frequency	Crash Probability
Multiple crashes (more than one per year)	Very likely
1 every 1 to 5 years	Likely
1 every 5 to 10 years	Unlikely
Less than 1 every 10 years	Very unlikely



### **Severity outcome**

A crash of a particular type can result in a range of severity outcomes for the people involved. For the purposes of this assessment, the crash severity outcome in **Table 1-2** has been qualitatively assessed as being the most likely or predominant severity outcome on the basis of factors such as speed, type of crash, type of vehicles, and the people likely to be involved.

The severity of an injury is determined in part by the ability of a person to tolerate the crash forces. A person wearing safety restraints in a modern motor vehicle will have a greater tolerance to the forces involved than a pedestrian or cyclist struck by a motor vehicle. The safe system auditors have also considered the likely user composition, and hence the likely severity of injury to the people involved in the crash. An able-bodied adult may have a greater ability to recover from higher trauma injuries than a child, whereas an elderly person may have poor ability to recover from high trauma injuries.

### **1.2.2 Comments**

In addition to the ranked safety issues, it may be appropriate for the Safe System audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the Safe System audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, and items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, the auditors may give suggestions in some instances.

Decision tracking of safety concerns ranked as a comment is optional.



## 2 Safe System Audit Details

### 2.1 Type of Audit

This is a developed design stage Safe System audit, which has been carried out by the team named in Section 2.2 as far as has been practicable in accordance with the guidelines for Safe System audits. (NZ Transport Agency, 2022)

For the purpose of this Audit, it has been requested that the Safe System Assessment Framework component not be undertaken. Where appropriate, narrative has been added in the audit assessments on how Safe System Treatments would improve the project road safety outcomes.

### 2.2 Audit Team

This Safe System audit has been undertaken by:

Name	Position
Cobus de Kock	Traffic Engineering, Design and Road Safety Lead, Senior Principal Transportation Engineer & Project Manager, Stantec New Zealand
Jon England	Senior Principal Road Safety Engineer, Stantec New Zealand

### 2.3 Meetings and Site Inspections

An entry meeting was not held.

A site visit was undertaken on Thursday 16<sup>th</sup> October 2025. Weather conditions were fine during the daytime inspections. A night time inspection was not deemed necessary at this stage due to existing lighting present along the routes.



### 2.4 Previous Road Safety and Safe System Audits

The SSAT completed the earlier concept design audit in March 2025.

### 2.5 Documents Provided

The SAT were provided with the drawings shown in **Figure 2-1**.

Harbour Quays Part-Time Bus Lanes Transport Plan Sheets 1-9, all Rev P01 dated 03.07.2025  
Harbour Quays DRP Review Set 250715sm.pdf

 HARBOUR QUAYS DRP REVIEW SET 250715sm.pdf	15/09/2025 1:15 pm	Adobe Acrobat Document	18,831 KB
 V1639-VIT-01-DR-TR-6100.pdf	15/09/2025 12:42 pm	Adobe Acrobat Document	11,166 KB

*Figure 2-1: Supplied documents and drawings*



### 3 Project Description

#### 3.1 Project Background and Objectives

The audited project comprises a series of bus stops from Whitmore Street to and from Kent Terrace and Cambridge Terrace, this project will establish a second public transport spine through the central city, complementing existing and future bus operations on the Golden Mile as well as the wider Wellington bus network.

The Safe Systems Audit Team (SSAT) was appointed to assess and audit the Route Option TO2.

The location of the site is shown in



Figure 3-1 below.



Figure 3-1: Site location of the intersection improvements



## 3.2 Existing Conditions and Context

Table 3-1 provides an overview of the existing conditions and context of the site.

Table 3-1: Existing condition and context of the site

Prompt	Comments
Road function	Under the ONF the roads along this route are classified as <b>Urban Connectors</b> (Customhouse Quay and Jarvis Quay) and <b>Main Streets</b> (Cable Street, Wakefield Street, Kent Terrace and Cambridge Terrace). Under the ONRC the roads along this route are <b>Arterial</b> roads.
Speed environment	Posted speed limit: 50 km/h Mean travel speed: 45 km/h Safe and appropriate speed: 30 km/h
Road users	Road users include pedestrians, cyclists, and both light and heavy vehicles.
Vehicle composition	Data from <i>Vehicle counts - Roads - Wellington City Council (May2025)</i> and <i>Mobile Road</i> gives the estimated ADT as follows: <ul style="list-style-type: none"> <li>• Customhouse Quay near Whitmore Street, NB - 17,061 with 11.3% heavy vehicles (February 2026);</li> <li>• Customhouse Quay near Whitmore Street, SB - 17,774 with 7.7% heavy vehicles (February 2026);</li> <li>• Jervois Quay near Hunter Street, NB - 14,000 with 13% heavy vehicles;</li> <li>• Jervois Quay near Hunter Street, SB - 19,000 with 10% heavy vehicles;</li> <li>• Cable Street 20,000 with 12% heavy vehicles;</li> <li>• Wakefield Street 15,000 with 8% heavy vehicle;</li> <li>• Kent Terrace 11,000 with 9% heavy vehicles;</li> <li>• Cambridge Terrace 12,000 with 11% heavy vehicles.</li> </ul> It is not part of an identified high risk motorcycle route.

## 4 Assessment of Safe System Alignment

A formal Safe System Assessment Framework (SSAF) review has not been undertaken as agreed in the commission for the project.

To ensure that all user types are considered, narrative has been added to the Safe System audit elements detailed in the relevant sections, that articulate matters as they relate to vulnerable users and crash types.

Where appropriate, two audit assessments have been undertaken and documented. These typically consider a normal function crash assessment, and an assessment should the same crash occur, but involve a vulnerable user.

The design team is to consider the assessment under both scenarios and respond accordingly to the matters raised.



## 5 Safety Concerns

The SAT have not been provided with the decision tracking from the issues identified in the concept design safe system audit undertaken previously. As such the findings in this report should be read in conjunction with those findings from the concept design safe system audit report.

### 5.1 Bus Lanes road markings

#### 5.1.1 Brandon Street

**Minor**

As Brandon Street is one way westbound, there will not be any vehicles exiting Brandon Street onto Customhouse Quay. Therefore, there is no need to provide taper markings on the bus lane markings.

Additionally, for southbound motorists' intent on turning left into the harbourside/wharf area, there should be a sloping taper to indicate to motorists where they can enter the bus lane in order to turn left.

Similarly for motorists exiting left onto Jervois Quay from Customhouse Quay, there needs to be a taper and bus lane marking provided so that it is clear to motorists both exiting from Customhouse Quay as well as those already on Jervois Quay and wanting to turn left into Brandon Street where they can enter the left turn lane.

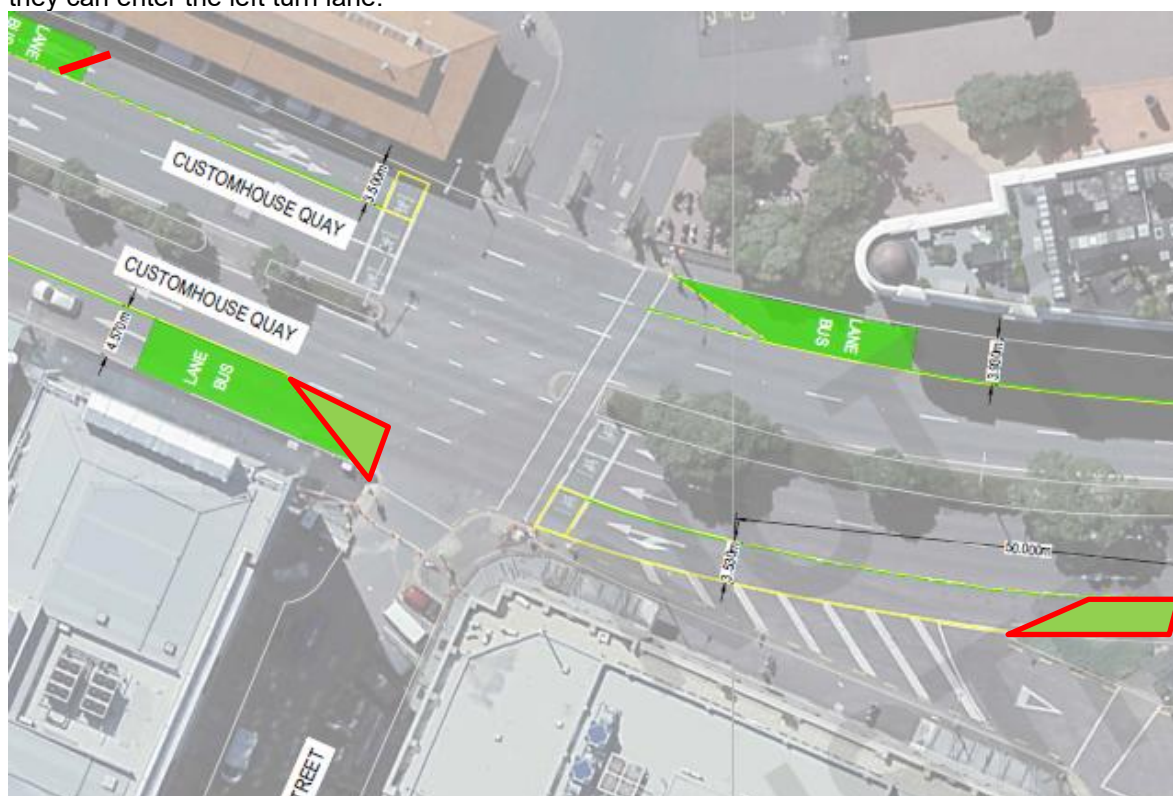


Figure 5-1: View of proposed Bus Lane markings near Brandon Street

#### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

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Probability of a crash	Crashes resulting from this safety concern are very unlikely.
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## Harbour Quays Safety Concerns

Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be minor.

### Recommendation(s)

1. Remove the proposed taper from the Bus Lane road markings immediately north of Brandon Street.
2. Provide a taper on the bus lane marking for southbound motorists so that it is clear to left turning motorists where they can enter the left turn lane.
3. Provide a bus lane marking with taper for northbound motorists in advance of the Customhouse Quay intersection with Jervois Quay so that it is clear to motorists' both on Jervois Quay and those exiting Customhouse Quay onto Jervois Quay where they can enter the left turn lane to access Brandon Street.

### Decision Tracking

Design team response	Agreed – bus lane plan will be amended as per recommendations
Client safety engineer comment	Agree with Designer response.
Client decision	Progress designer response in detailed design.
Action taken	Bus lane to be amended during detailed design.

## 5.1.2 Entry into TSB

**Moderate**

The proposed bus stop for southbound buses on Jervois Quay leaves minimal space for left turning motorists to occupy the space in front of the bus. Therefore, there will be times when southbound motorists will be unable to access the left turn lane due to the presence of buses and as a result will block the southbound lane whilst waiting for buses to clear before they can enter the left turn lane.

To enable left turning motorists to access the left turn lane whilst buses are present, a bus priority early release phase should be implemented to enable buses to move clear and create space for left turning motorists.





Figure 5-2: View of proposed Bus Lane markings near the entrance to the TSB Arena

### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are likely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be moderate.

### Recommendation(s)

1. Implement an advance Bus release phase for southbound buses to clear the left lane to enable left turning motorists to enter the left turn lane.
2. Provide a taper on the bus lane marking to allow left turning motorists to enter.

### Decision Tracking

Design team response	Agreed – we will investigate the introduction of a bus release phase as per the recommendation as part of detailed design.
Client safety engineer comment	Agree with Designer response.
Client decision	Progress designer response in detailed design.
Action taken	Bus lane to be amended during detailed design.

## 5.1.3 Jervois Quay approach to Harris Street

**Minor**

The northbound bus lane in advance of Harris Street is currently not provided with a bus lane marking with taper to indicate to left turning motorists where they are permitted to enter the left lane in order to turn left into Harris Street.







Figure 5-3: View of the northbound bus lane approach to Harris Street.

### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be minor.

### Recommendation(s)

1. Provide a bus lane marking with taper northbound prior to Harris Street to indicate to left turning motorists where they can enter the left lane.

### Decision Tracking

Design team response	Agreed – bus lane plan to be amended as per recommendation
Client safety engineer comment	Agree with Designer response.
Client decision	Progress designer response in detailed design
Action taken	Bus lane to be amended during detailed design.



### 5.1.4 Wakefield Street approach to Taranaki Street Minor

The northbound bus lane in advance of Taranaki Street is currently not provided with a bus lane marking with taper to indicate to left turning motorists where they are permitted to enter the left lane in order to turn left into Taranaki Street.

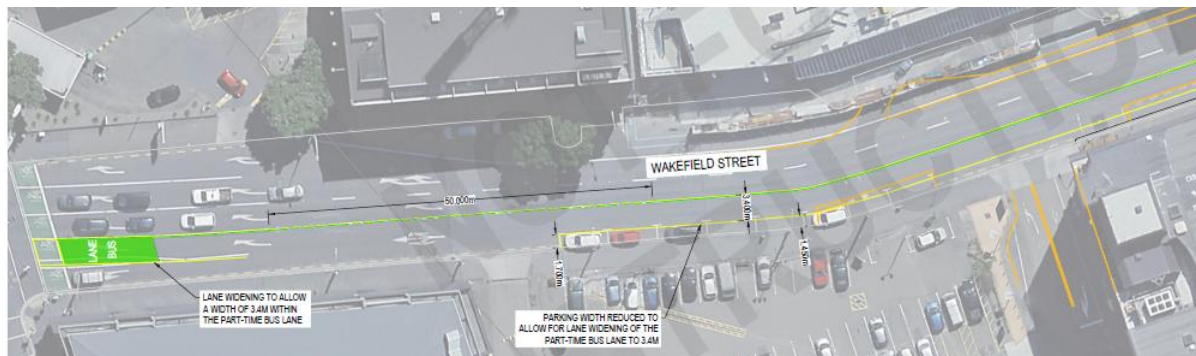


Figure 5-4: View of proposed Bus Lane markings northbound on Wakefield Street prior to Taranaki Street

#### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be minor.

#### Recommendation(s)

1. Provide a bus lane marking with taper northbound prior to Taranaki Street to indicate to left turning motorists where they can enter the left lane in order to access the left turn lane.

#### Decision Tracking

Design team response	Agreed – bus lane plan to be amended as per recommendation.
Client safety engineer comment	Agree with Designer response.
Client decision	Progress designer response in detailed design
Action taken	Bus lane to be amended during detailed design.

### 5.1.5 Wakefield Road approach to Tory Street Minor

The northbound Wakefield Road approach to Tory Street does not have a sloping entry marking on the proposed bus lane markings to indicate to left turning motorists where they should enter the bus lane in order to turn left into Tory Street (refer red bar in Figure 5-5 below).



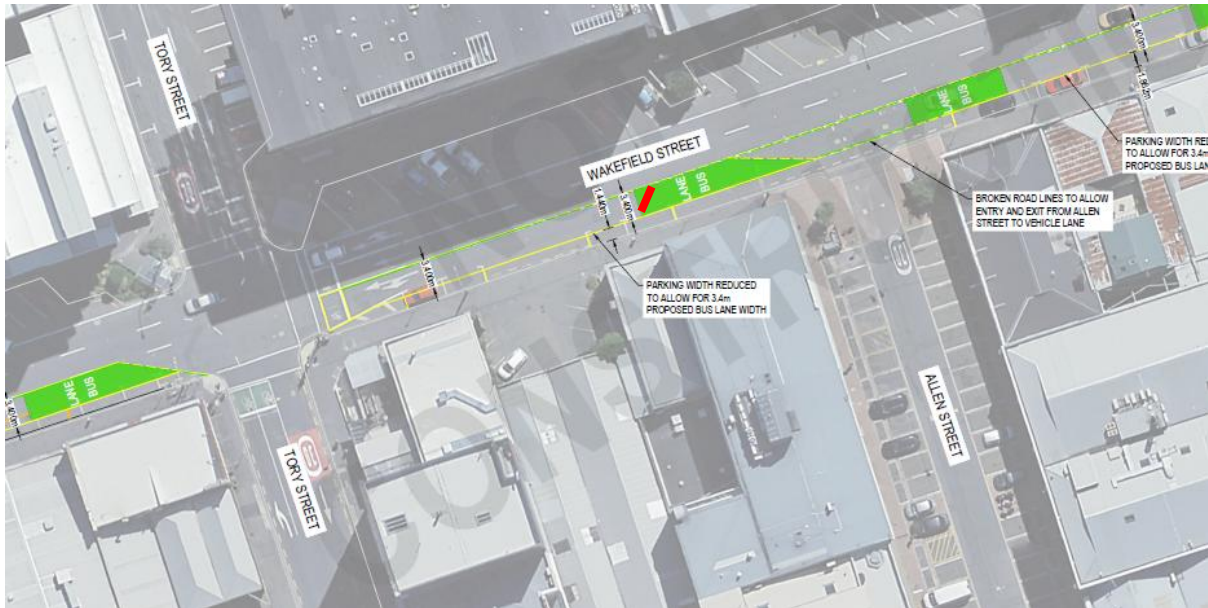


Figure 5-5: View of proposed Bus Lane markings on approach to Tory Street

**Risk Ranking**

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are very unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be minor.

**Recommendation(s)**

1. Taper the end of the bus lane marking to indicate to motorists where they are permitted to enter the left lane in order to turn left at Tory Street.

**Decision Tracking**

Design team response	Agreed – bus lane plan to be amended as per recommendation
Client safety engineer comment	Agree with Designer response.
Client decision	Progress designer response in detailed design
Action taken	Bus lane to be amended during detailed design.





## 5.2 Bus Stops

### 5.2.1 TSB Exit

**Significant**

The existing left turn only exit from TSB Arena is signal controlled. However, there is no limit line to indicate where motorists should wait. In the proposed design there will be a pedestrian phase across this leg and therefore it will be important to ensure that left turning motorists do not obstruct the pedestrian desire line (refer INSET in Figure 5-6 below) across this leg.

Additionally, there are currently no pedestrian signal push buttons or pedestrian signal aspects to manage pedestrians crossing in this location.



Figure 5-6: View of exit from TSB Arena. Note lack of hold line. INSET: Pedestrian desire line.

### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be serious.
Risk ranking	The safety concern is therefore deemed to be significant.



**Recommendation(s)**

1. Provide a limit/hold line on the left turn exit from TSB Arena clear of the pedestrian desire line.
2. Provide pedestrian signal aspects and push buttons to manage pedestrians crossing at this location

**Decision Tracking**

Design team response	Agree – this intersection will be assessed as part of detailed design.
Client safety engineer comment	Agree with Designer response.
Client decision	Intersection to be addressed during detailed design.
Action taken	Intersection to be addressed during detailed design.

**5.2.2 Northbound Bus Stop at Ballance Street Moderate**

The proposed bus shelter is located in close proximity to the new kerb and channel which provides minimal manoeuvring space for bus patrons to access the first bus at the bus stop. There is sufficient space in this area to increase the available footpath width in front of the proposed bus shelter.

Additionally, whilst on site the SAT observed a motorist attempt to exit from Ballance Street into Customhouse Quay. This manoeuvre increases the risk of collision with a driver turning left from Customhouse Quay into Ballance Street at this location. Whilst in the proposed plans Ballance Street will become a cul-de-sac, in the interim this risk remains. As such the provision of appropriate signage to direct drivers away from exiting onto Customhouse Quay from Ballance Street should be considered.

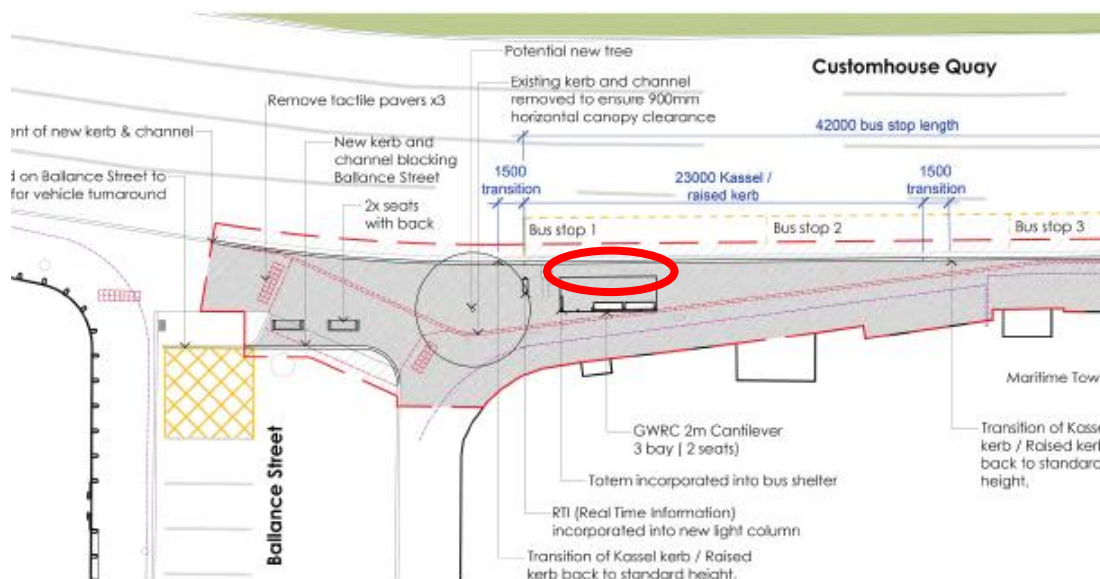


Figure 5-7: View of proposed layout near Ballance Street



### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are likely (based on drivers exiting onto Customhouse Quay).
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be moderate.

### Recommendation(s)

1. Maximise the footpath width between the proposed bus shelter and the new kerb and channel.
2. Provide appropriate signage to stop drivers exiting Ballance Street onto Customhouse Quay.

### Decision Tracking

Design team response	Agree with recommendation 1 – we will investigate opportunities to provide additional footpath width at this stop location. Agree with recommendation 2 – noting that the obligation to provide appropriate signage for the existing intersection should not form part of the Harbour Quays project
Client safety engineer comment	Agree with Designer responses, notwithstanding the necessary signage should be shown in the Harbour Quays Project design.
Client decision	Recommendation 1 – This will be assessed during detailed design Recommendation 2 – To be handed over to maintenance
Action taken	Recommendation 1 – This will be assessed during detailed design Recommendation 2 – To be handed over to maintenance

### 5.2.3 Blocked drain creating slip hazard

**Minor**

There is a downpipe which does not connect directly into the drain with the stormwater discharging directly onto the footpath prior to entering a nearby drain (refer to Figure 5-9 below). However, the drain appears to be partially blocked which would result in water covering the footpath in heavy rainfall events, increasing the risk of slips, trips and falls when this footpath becomes a route to the proposed bus stop.



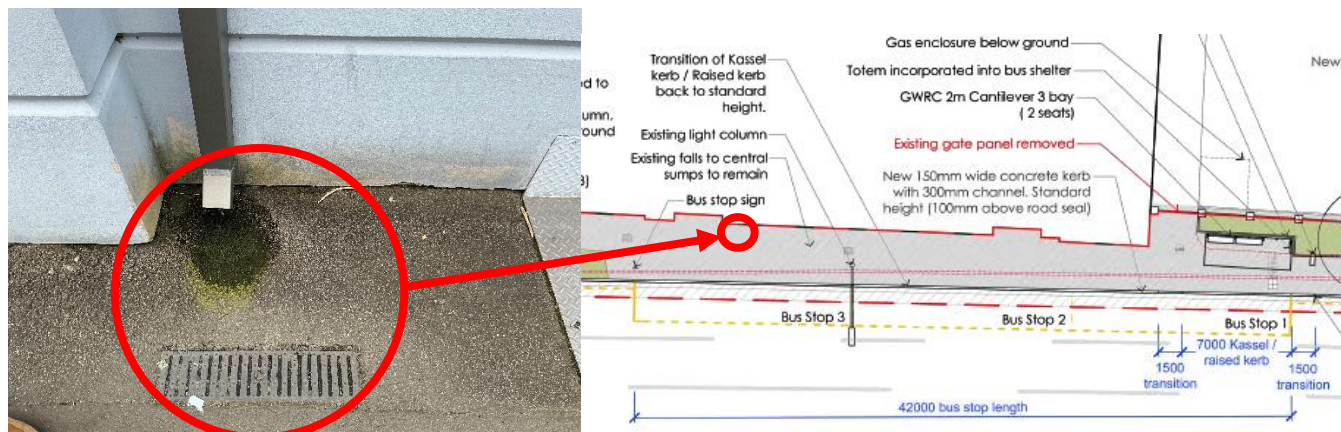


Figure 5-8: View of blocked drain (left). Plan with red circle indicating location of drain.

### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be minor.

### Recommendation(s)

1. Address the downpipe / drainage grill connection to ensure that the footpath does not create a slip hazard in heavy rainfall events.
2. Request drainage maintenance team review the timing of drainage sump / grill maintenance.

### Decision Tracking

Design team response	Agree with observed issue – it is recommended that the blocked drain be reported to an appropriate maintenance group for resolution.
Client safety engineer comment	Agree with Designer response. Refer to Maintenance and Renewals
Client decision	Agree with designer response, to be referred to be maintenance and renewals.
Action taken	To be handed over to Maintenance to address.

### 5.2.4 Position of Parking Meter not shown

**Minor**

There is an existing parking meter located near the red circle (refer to Figure 5-9 below) which is not shown on the current plans. This was previously raised in the concept design audit report. The SAT were also advised that due to root interference, there is the potential for the carpark circled in blue (refer to Figure 5-9 below) to be removed.





**Harbour Quays**  
Safety Concerns

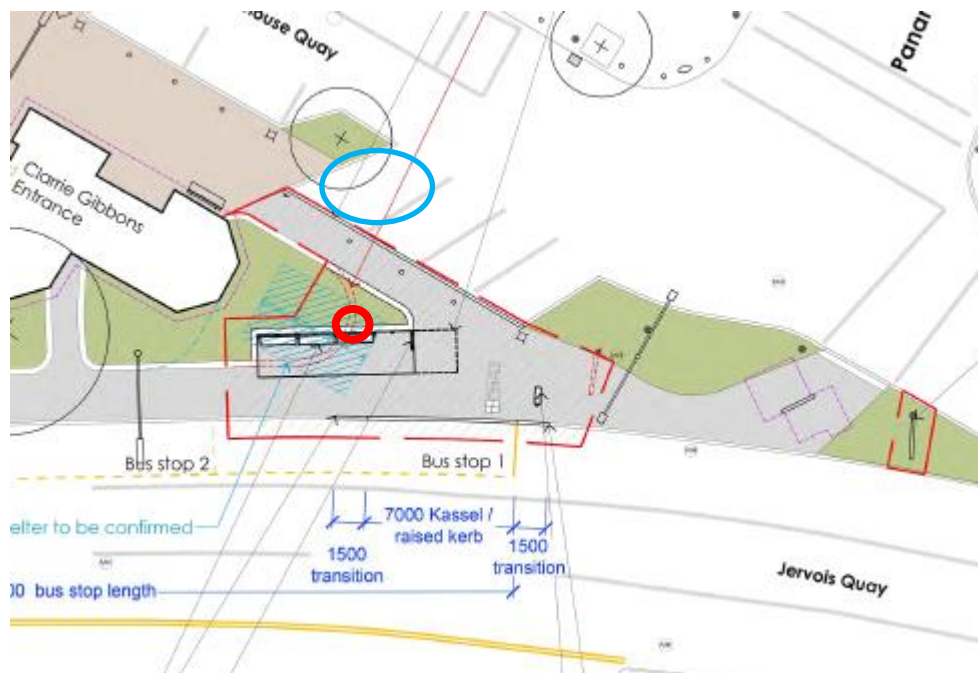


Figure 5-9: View of proposed layout at Post Office Square proposed Bus Stop. Red circle indicates position of existing parking meter.

**Risk Ranking**

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are very unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be minor.
Risk ranking	The safety concern is therefore deemed to be minor.

**Recommendation(s)**

1. Ensure that that the existing parking meter is relocated in close proximity to the existing parking spaces.

**Decision Tracking**

Design team response	Agree – existing parking meter will be relocated closer to car parks, subject to confirmation of retention of parking by cross city project.
Client safety engineer comment	Agree with Designer response.
Client decision	Agree with designer response
Action taken	Final location of parking meter to be addressed during detailed design.





### 5.2.5 S3 – Frank Kitts Park – loose wiring

**Significant**

During the site visit the SAT observed that the bottom access plate to the wiring for the light pole has been poorly secured. The light pole is in close proximity to the bus stop.



Figure 5-10: View of loose wiring at base of light pole

#### Risk Ranking

The safe system audit team has assigned the following risk ranking to this safety concern.

Probability of a crash	Crashes resulting from this safety concern are very unlikely
Severity outcome rating	The predominant outcome of a crash resulting from this safety concern is likely to be serious should a child get access to the wiring.
Risk ranking	The safety concern is therefore deemed to be moderate.

#### Recommendation(s)

1. Instruct the maintenance team to properly secure the cover or replace it appropriately.

#### Decision Tracking

Design team response	Agree – It is recommended that the identified poorly secured access plate be reported to an appropriate maintenance group for resolution.
Client safety engineer comment	Agree with Designer response. Refer to Maintenance and Renewals
Client decision	To be referred to maintenance and renewals
Action taken	To be referred to maintenance and renewals.



## 6 Safe System Audit Statement

We declare that we remain independent of the design team and have not been influenced in any way by any party during this safe system audit.

We certify that we have used the available plans and have examined the specified roads and streets to assess the Safe System alignment and identified any safety concerns that could be changed, removed, or modified to improve road safety outcomes. The safety concerns identified have been noted in this report.

Signed



Date 04/11/2025

Team Leader

Jon England, CPEng, CMEngNZ, IntPE(NZ), RPEQ, PMP  
Senior Principal Road Safety Engineer,  
Stantec New Zealand

Signed



Date 04/11/2025

Team Member

Cobus de Kock, CPEng, BEng, MScEng, CMEngNZ  
Traffic Engineering, Design & Road Safety Lead – Wellington  
Senior Principal Transportation Engineer & Project Manager,  
Stantec New Zealand



## 7 Response and Decision Statements

System designers and the people who use the roads must all share responsibility for creating a road system where crash forces do not result in death or serious injury.

### 7.1 Design Team's Responses

We have studied and considered the auditors' safety concerns and recommendations for safety improvements set out in this report and we have responded accordingly to each safety concern with the most appropriate and practical solutions and actions, which are to be considered further by the safety engineer (if applicable) and project manager.

#### Design Team

Rowan Schwynn

**Name**

**Project Manager**

**Position**



**Signature**

6 October 2025

**Date**

### 7.2 Safety Engineer's Comment

I have studied and considered the auditors' safety concerns and recommendations for safety improvements set out in this report together with the designer's responses. Where appropriate, I have added comments to be taken into consideration by the project manager when deciding on the action to be taken.

#### Safety Engineer

Dennis Davis

**Name**

Principal Transport Engineer

**Position**



**Signature**

24.11.2025

**Date**


### 7.3 Client's Decisions

I have studied and considered the auditors' safety concerns and recommendations for safety improvements set out in this report, together with the designer's responses and the comments of the safety engineer (if applicable) and having been guided by the auditor's ranking of concerns have decided the most appropriate and practical action to be taken to address each of the safety concerns.

#### Client


Ross Balfour



<b>Name</b>  Manager Transport, Infrastructure & Operations	
<b>Position</b>	<b>Signature</b>
	15/05/2026
	<b>Date</b>

## 7.4 Safe System Audit Close Out

The project manager is to distribute the audit report incorporating the decisions to the designer, Safe System audit team leader, safety engineer, and project file.

<b>Action Completed</b> Hamish Lobb	
<b>Name</b> Project Manager - Development	
<b>Position</b>	<b>Signature</b>
	15/05/2026
	<b>Date</b>



## 8 References

NZ Transport Agency. (2022, August). Safe System audit guidelines. *Safe System auditing procedures for transport projects - Road to Zero edition*. Wellington.





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Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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