

Hataitai Intersection - Options Considered

Improve pedestrian safety
 Reduce driver confusion
 Improve place function
 Reduce bus delays
 Minimise pedestrian delay

1. Mountable Roundabout

Installing a Mountable Roundabout and shifting the crossings away from the intersection will make it clearer how the Give Way priorities are expected to work at the intersection. This will reduce driver confusion at the intersection by requiring drivers to slow down and give-way to traffic on their right. A raised zebra crossing on Hataitai Road, will significantly slow drivers on this noticeably higher speed approach, where Give Way compliance is notably low at times.

EST. COST: \$125,000

2. Traffic Lights with Parallel Pedestrian Crossings

This involves installing traffic lights to control all movements at the junction. Pedestrians would be given an early start before turning vehicles are allowed to filter through the pedestrian crossing and give way to the people still on the crossings. The pedestrian signalised crossings would be placed on the desire line of the pedestrians to achieve greater compliance and safety for all intersection users.

EST. COST: \$250,000

3. Large Roundabout

A large roundabout would significantly reduce driver confusion as roundabouts are well known and understood by drivers. There would be significant reductions in pedestrian delays, improving place function and in parking. While a large roundabout would create opportunities to include place making elements into it's design, the large space requirement is inconsistent with the character of the village centre.

EST. COST: \$1M+

4. Junction Realigned to Prioritise Bus Movement and Traffic Lights

This involves realigning the intersection to give priority to the Moxham Ave - Waitoa Road west approaches and installing traffic lights to control all movements at the junction. Pedestrians would have an exclusive pedestrian phase to eliminate conflicts with vehicles. Bus priority provisions would also be included to ensure bus delays are minimised. We would expect to see reductions in pedestrian safety, the character of the village, parking loss and overall safety.

EST. COST: \$600,000

5. Change Giveaway Controls to Stop Controls

This involves changing the Give Ways to Stops, extending the kerbs and relocating the pedestrian zebra crossings further away from the intersection to make it clearer to motorists which approaches have right of way. We would be expected to see slight changes to the current situation, in both positive and negative ways, however overall it would remain the same.

EST. COST: \$120,000

6. Four-way Stop Controls

This would involve changing the Give Ways to Stops and placing new Stops on the Waitoa Road approaches too, extending the kerbs and relocating the pedestrian zebra crossings further away from the intersection. Pedestrian safety is the biggest positive improvement, as evidence shows that requiring all vehicles to stop before proceeding into an intersection keeps speeds down and provides time for drivers and pedestrians to resolve conflicts safely. However, every other factor would result in delays and reductions in safety.

EST. COST: \$120,000

7. Small Roundabout

A preliminary design indicated that the existing road reserve available only just meets minimum standards. Major kerb cutbacks are required on all four corners to implement a small roundabout. The pedestrian footpath would be reduced to 1m on two of the four corners which is considered below standard for pedestrians in a shopping centre.

EST. COST: \$250,000

8. Raised Table at Intersection

This involves lifting the road level at the intersection to slow traffic and enhance the village centre. There would be moderate improvements to place function and a slight improvement for pedestrian safety. Other factors would see no significant change.

EST. COST: \$200,000

9. Intersections Controls with Bus Priority Provisions

This involves realigning the intersection to give priority to the Moxham Ave - Waitoa Road west approaches, much like the intersections of Elizabeth Street - Brougham Street and Pirie Street - Brougham Street in Mt Vic. This sees a lack of change in the positive with light to moderate reductions in parking and vehicle efficiency.

EST. COST: \$350,000

10. Traffic Lights with Bus Priority Provisions

This involves installing traffic lights to control all movements at the junction. Pedestrians would be an exclusive pedestrian phase to eliminate the conflicts with vehicles. The pedestrian signalised crossings would be placed on the desire line of the pedestrians to achieve greater compliance and safety for all intersection users. Bus priorities would also be included to ensure bus delays are minimised.

EST. COST: \$280,000

11. Minor Improvements to Pedestrian Crossings

This involves leaving the crossings in their current positions, but making them more visible by lengthening the white bars and highlighting them with a coloured background. Pedestrian guide tactiles would also be installed on all approaches to assist visually impaired users. There would be little to no changes to the current situation.

EST. COST: \$30,000

12. Traffic Lights with Exclusive Pedestrian Phase

This involves installing traffic lights to control all movements at the junction. Pedestrians would have an exclusive pedestrian phase to eliminate conflicts with vehicles, provided they cross when they are supposed to. The pedestrian signalised crossings would be placed on the desire line of the pedestrians to achieve greater compliance and safety.

EST. COST: \$250,000

13. Raised Roadways

This is a bigger version of the raised intersection. It involves reconstructing all the roads in the village centre to create a large shared area similar to lower Cuba Street. A lower speed limit (10km/h) would be appropriate to reinforce the shared nature of the streetscape. The only change from this option was slight improvement in overall safety.

EST. COST: \$1.6M +

14. Mini Roundabout

This involves using painted markings to provide a roundabout within the confines of the existing intersection. This change would result in no change other than a slight improvement to driver confusion and vehicle efficiency.

EST. COST: \$20,000

Our final option to consider was doing nothing further with the intersection