

# A roundabout for Hataitai

## Summary Case for Change

### What is the problem?

There are traffic safety concerns about the intersection of Hataitai Road, Waitoa Road and Moxham Avenue. These are attributed largely to driver confusion which is leading to crashes and near misses involving vehicles, cyclists and pedestrians.

Since 2000 there have been 74 crashes reported in the Hataitai Village Centre.

In 2017, the Hataitai Residents' Association conducted a community survey on the intersection, which found:

- 70% of respondents felt the intersection was **unsafe for cyclists and other users**
- 61% felt the intersection was **unsafe for drivers**
- 57% felt the intersection was **unsafe for pedestrians**

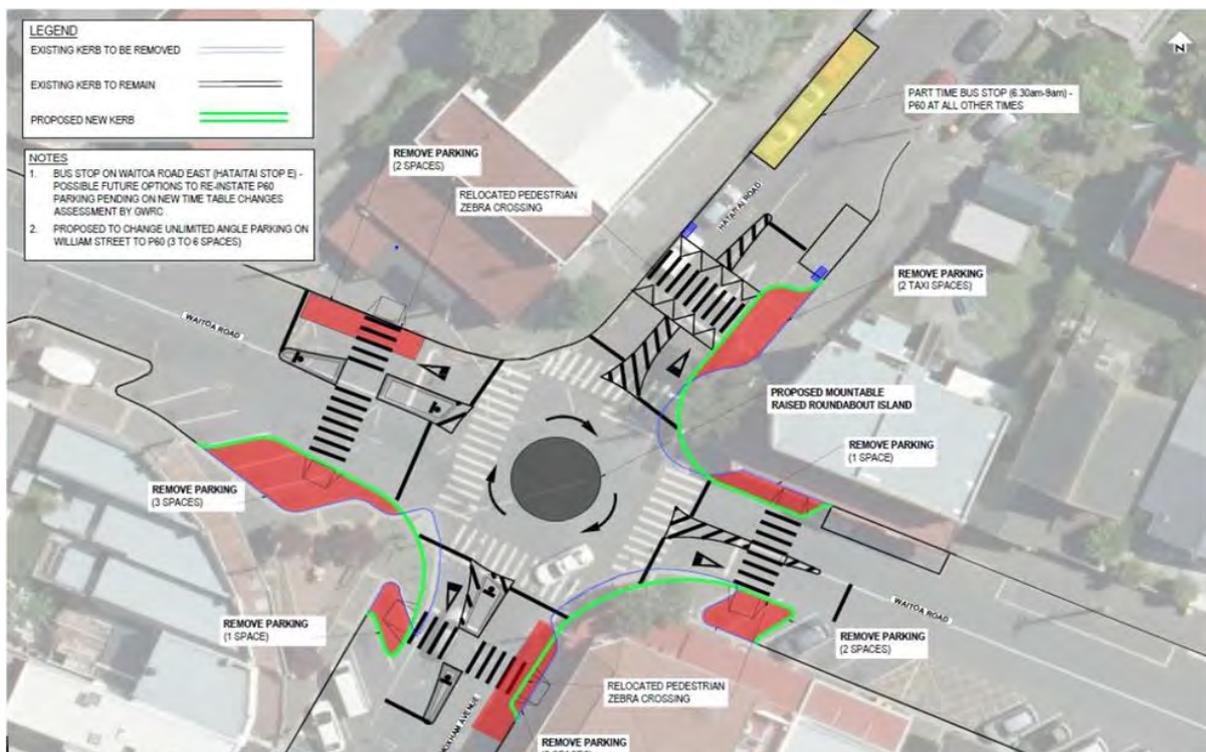
In the same survey, 98% supported some form of change, although opinions varied on a preferred option.

### The proposed solution

Traffic Engineers from Wellington City Council examined 15 potential options to improve the intersection.

The recommended option is the installation of a **small mountable roundabout** and **relocating the zebra crossings** on each approach road approximately eight metres back from the intersection.

**Platforming the zebra crossing on Hataitai Road** is also recommended, to reduce speed at the zebra crossing and approach to the roundabout, and improve compliance at the Give Way control. Platforming is not considered necessary at the other zebra crossings.



### Why is that the best option?

Criteria for deciding the best option included: reducing driver confusion, improving pedestrian safety, reducing delays, cost and others.

The mountable roundabout option with relocated zebra crossings scored highest of the 15 options against these criteria.

Research shows that urban roundabouts perform well for managing vehicle conflicts. Relocating the zebra crossings away from the intersection will improve driver awareness of pedestrians intending to cross the intersection. The proposed raised platform crossing on the Hataitai Road approach will reduce speed on this noticeably higher speed approach.

This option will result in a reduction of 13 on-street parking spaces out of around 86. This is necessary to facilitate the required turning movements at the intersection, and is offset by the safety improvements being gained and is aligned with the Council's transport priorities. There are, however, proposed additional P60 time limited parks when the bus stops are not required and an additional 3 P60 parks on William Street in the current unrestricted angle parks.

### Community consultation

In 2018, the Council engaged with the local Hataitai community to seek their views on an initial proposal to install traffic lights at the intersection. A total of 784 submissions were received: 82% of which were from residents, with 32% supporting the lights, 59% opposed and 9% unsure.

The Council concluded that based on the high percentage of concerns received about safety at the intersection there was a definite mandate to make safety improvements, but not for traffic lights. The proposed roundabout option is the result of further investigation.

### Next steps

We are now re-engaging with those who submitted on the initial proposal, including the Residents' Association and Local Councillors. This is not a consultation, it is primarily informative – to ensure they are aware of the results of the initial proposal and the action the Council is now seeking to take.

Following this, Council Officers will consider any comments received on the roundabout option, legal requirements, and if the decision is made to proceed, seek a Traffic Resolution through Council in September 2020.

Thank you for your contribution towards making Hataitai Village a safer area for everyone.

For more information please visit [www.wellington.govt.nz/hataitai-intersection](http://www.wellington.govt.nz/hataitai-intersection)