

Moir & Insley Street Roundabout – Common Questions

There needs to be more parking?

- The design has been altered to try and maximise parking. Parking on both sides of Molesworth, one extra park outside the 4 Square group of shops, angle parking outside the Library hall, parking on Moir St opposite the Library Hall, plus you can continue to park down the western side of Moir St. The consequence of adding extra parking is traffic will be slowed up as it travels through this area. However this is still fitting with the key goal from the MCP of Slow Street from school to beach.

Concern that the proposal won't work so run a trial layout to see if it works?

- The advice we have received was that a trial is not recommended. The issues we took into consideration are: a) there is risk that motorists will just ignore a painted on roundabout and will drive through it resulting in potential incidents; b) There would not be enough room for trucks and large vehicles, so they would have to drive over the top of it. This then creates safety issues for other vehicles and this is not recommended on a major road, with the number of trucks that use it; c) you wouldn't gain the benefits of reducing the motorist confusion around the area outside the GAS station and the 4-Square group of shops; d) a trial wouldn't allow raised courtesy pedestrian crossings to be installed which would slow down vehicles and make pedestrian movements safer; e) we wouldn't be able to gain the benefits of a shared path. Overall we wouldn't achieve the objectives identified in the MCP - 'The intent is to slow traffic and life down generally when people are in Mangawhai. Roundabouts are the preferred mechanism for improving vehicle flow at intersections, while keeping movement at a reasonable speed that promotes the slow pace and safety for pedestrians and cyclists.'

Put Give Way signs on Moir so Insley St has priority and therefore not needing major changes?

- Yes it would help to fix the issues on Insley but then would create issues on Moir. Note traffic flows are similar on all 3 legs (on average there are 5,000 to 7,000 vehicles per day on each of the 3 directions).

Why haven't traffic lights been considered?

- Traffic lights were considered early on but it was determined that traffic would flow better with a roundabout. The traffic modelling that was completed indicates that a signal controlled intersection would be at capacity in the morning peak period and the holiday peak periods, with queue lengths blocking the Moir/Molesworth intersection. In comparison a roundabout provides a good level of service and doesn't cause any queues that back into the Moir/Molesworth intersection. Also, having two roundabouts would also enable a future scenario where right turns into properties are prevented, which will further improve safety, increase capacity and reduce delays.

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Pedestrian crossings - why not Zebra crossings?

- The traffic safety designers have advised us against installing Zebra crossings. They create a false sense of security where pedestrians think that traffic will stop for them. This is very good in high pedestrian traffic areas, but if traffic volume is variable then motorists get used to not having pedestrians there and then accidents happen. NZTAs guidelines for selection of pedestrian crossings suggests that average peak pedestrian volume should be greater than 50peds/hr for a zebra crossing, amongst other criteria. Raised courtesy pedestrian crossings work well because during off-peak times, there are gaps in traffic to cross the road in two stages (using the traffic islands), but during peak times vehicles are in queues of traffic and are more likely to give way to pedestrians.

Why can't we install a left turn lane on Insley?

- There is unfortunately no room. To do this we would need to take more of the parking outside the side of 4 Square. Modelling also shows the delays are minor and you won't be held up much by the right turning traffic. Plus the extra cost for constructing an extra lane is a negative.

Can a Left turn lane out of Moir into Insley be installed?

- Again there is not enough room, hence the reason we have put parallel parking outside the 4 Square group of shops compared to angled parking.

Concern about vehicles getting out of Moir St East

- Traffic modelling of this intersection determined that there would not be an issue with vehicles exiting Moir St East. Also by installing raised courtesy pedestrian crossings this should further slow vehicles down allowing for an easier exit. We are also aware of another roundabout that has been consented for a private development approximately 200m further up Molesworth Drive. The other roundabout up the road will create gaps in the traffic.

Consider providing more parking within walking distance to the Village

- This is a potential option to be considered. The land on the corner of Moir and Molesworth is not available for this use at the moment.

Roundabout should be closer to the centre of the GAS station

- That design option has been considered and was dismissed by the directly affected stakeholder group as it took away too much parking from the 4 Square group of shops.

Concern that big vehicles won't be able to get around the roundabout

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- The roundabout has been designed for trucks and large vehicles

Create a smaller roundabout so doesn't impact on parking

- The roundabout needs to be this size to take trucks and large vehicles.

Divert heavy traffic and have a by-pass route

- This was considered early on but lack of funding and availability of land does not make this possible.

Moir East should have priority

- This is not in the best interest for the overall community. Again, traffic modelling shows that a roundabout at Insley St works well for all legs and Moir East will find enough gaps in traffic. Moir St East has an Average Daily Traffic of ~1000 vehicles per day.

Street parking banned on Insley to allow two lanes

- At the intersection there still is not enough room for a left turn lane.

Ban road side parking outside 4 Square group of shops holds up traffic

- A large amount of feedback has been received asking to retain parking

Concern over cars backing out of parking and blocking traffic

- Cars coming out of parking will hold traffic up. This however fits with a slow street and shouldn't affect the overall efficiency of the intersection

Traffic flow to Mangawhai Tavern market is increasing and will grow in the future

- The designers have confirmed that the modelling allows for growth into the future.

Can there be time restricted parking on Molesworth Drive and Insley to stop car parks being used to sell cars and boats etc.

- We are trying to see if an 8 hour parking restriction can be installed.