

44 Moturoa Shops Minor Safety Improvements

Community Consultation on Options

Welcome

We are investigating options for minor safety improvements on State Highway 44 (SH44) at the Moturoa Shops.

Please have a look at the displays and let us know what you think about the proposed options.

We will consider all feedback in selecting the best option.

Following the selection process we will work with our stakeholders and partners, such as NPDC, on the best way forward.

Construction should start this summer.



Please complete the feedback form.

If you would like to receive project updates please include an email or postal address.

Background

SH44 is the **key freight route** connecting the Port to the wider Taranaki region and beyond, with associated economic implications.

The SH44 intersection at the Moturoa shops serves a **range of users and functions**, including local traffic, public transport and cyclists, as well as being a local shopping village with associated parking and pedestrian needs.



Issues and safety improvement objectives

Issues



In the past 5 years there has been 1 serious injury crash, 1 minor injury crash, and 10 non-injury crashes reported.



Both the serious injury crash and the minor injury crash involved pedestrians.



The zebra crossing has restricted visibility between pedestrians on the crossing and drivers on SH44. This is as a result of vehicles parked in kerbside parking spaces as well as the curve of SH44.



The unusual layout of the Lawry Street, South Road and SH44 intersection is unclear and difficult to use (confusing, poor visibility).



There can sometimes be long delays for drivers exiting Lawry Street or South Road onto SH44.



The presence and availability of off street parking spaces behind the Moturoa Shops on both sides of SH44 are not obvious to drivers passing through.

Improvement objectives

- » Improve road safety in the study area for all users
- » Clarify local road connections to SH44 and ensure priority on SH44 is maintained
- » Conserve or improve the role of Moturoa Shops as a place while ensuring outcomes one and two are met
- » Conserve or ideally improve the operational performance of all road users in the area, while ensuring that outcomes one and two are met

Option A1

- » Half roundabout intersection, no right turn bay on SH44
- » Zebra crossing on SH44 retained
- » Left turn slip lane from SH44 to Lawry St removed

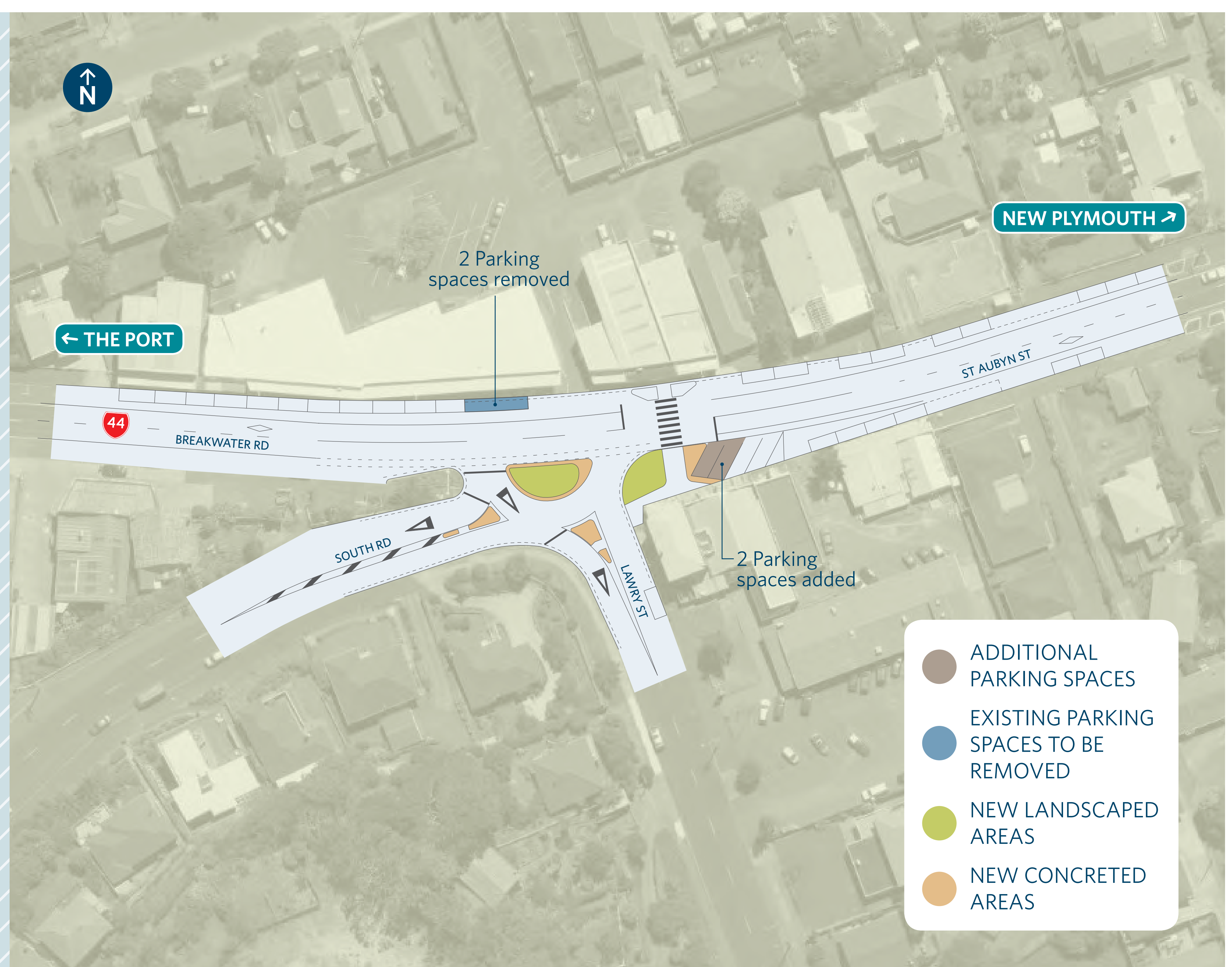
✓ Benefits

- » No parking spaces removed
- » Simplifies the South Rd and Lawry St priorities and visibility issues onto SH44
- » Improved safety on the SH44 zebra crossing due to a shorter crossing distance and reduced potential for obstructions to visibility between drivers and pedestrians by reconfiguring the kerbside parking spaces
- » Improved quality of place in Moturoa shops - wider footpaths in some locations and more landscaped areas
- » Improved operational performance anticipated during the morning and evening peak periods
- » Provision of U-turning facility at the half roundabout improves accessibility of kerbside parking spaces on the north side of SH44

! Cons

- » Potential safety issue with drivers misunderstanding how the half roundabout should be used
- » Poor operational performance (congestion) during the interpeak, Saturday peak and freight peak periods
- » Longer delays for freight travelling eastbound on SH44 during the interpeak, Saturday peak and freight peak periods
- » Less clarity for users on South Rd and Lawry St when anticipating left turns off SH44 (ie which exit they are taking)
- » Difficulty manoeuvring
- » Substandard cycle lane widths are required to achieve minimal parking losses

- » Potential to be combined with Option C1 (signalised pedestrian crossing on SH44 instead of a zebra crossing)
- » Potential to introduce a right turn bay on SH44 to improve operational performance and reduce freight delays, but:
 - results in loss of 8 - 15 kerbside parking spaces
 - the zebra crossing on SH44 would have to be signalised, since vehicles in the right turn bay would completely obscure visibility between eastbound drivers and the zebra crossing
- » Speed management (Option E1) on SH44, Lawry Street, and South Road are possible with all option combinations
- » A full roundabout is not being considered due to the loss in priority on SH44, as well as the difficulty allowing room for large freight vehicles and heavy oversize loads to travel through
- » Cost: \$\$\$



Option B1

- » Accessible and easy-to-use pedestrian refuges on Lawry St and South Rd
- » Zebra crossing on SH44 retained and crossing distance shortened
- » Left turn slip lane from SH44 to Lawry St removed

✓ Benefits

- » No material difference anticipated in operational performance during peak periods compared to the existing layout, with almost no change in freight delays
- » Improved safety on the SH44 zebra crossing due to a shorter crossing distance, and reduced potential for obstructions to visibility between drivers and pedestrians by reconfiguring the kerbside parking spaces
- » Reduced pedestrian crossing delays on Lawry Street and South Road - better pedestrian refuges increase opportunities for safe two-stage crossing movements
- » Improved quality of place in Moturoa shops - wider footpaths in some locations and more landscaped areas

! Cons

- » Little effect on simplifying the Lawry Street, South Road and SH44 intersection
- » Results in a loss of three kerbside parking spaces overall
- » Less clarity for users on South Rd and Lawry St when anticipating left turns off SH44 (ie which exit they are taking)
- » Difficulty manoeuvring in and out of angled parking spaces

- » Potential to be combined with Option C1 (signalised pedestrian crossing on SH44 instead of a zebra crossing)
- » Speed management (Option E1) on SH44, Lawry Street, and South Road are possible with all option combinations
- » Cost: \$\$\$



Option C1

- » Signalised pedestrian crossing on SH44
- » Left turn slip lane from SH44 to Lawry St removed

✓ Benefits

- » No material difference anticipated in operational performance during peak periods compared to the existing layout, with only small increases in freight delays
- » Improved safety on the SH44 pedestrian crossing including installation of overhead signal arms to address obstructions to visibility between drivers on SH44 and pedestrians using the existing zebra crossing
- » Retains most of the kerbside spaces in the area
- » Similar overall quality of place in Moturoa shops - wider footpaths in some locations and more landscaped areas, but this is negated by the introduction of traffic signals on SH44

! Cons

- » Signalised pedestrian crossing creates delays for pedestrians crossing SH44, compared to the existing zebra crossing
- » Will add obstructions for heavy oversized loads
- » Little effect on simplifying the Lawry Street, South Road and SH44 intersection
- » Less clarity for users on South Rd and Lawry St when anticipating left turns off SH44 (ie which exit they are taking)

- » Potential to be combined with Option A1 (half roundabout with no right turn bay) or with Option B1 (improvements to the pedestrian crossings on Lawry Street and South Road)
- » Speed management (Option E1) on SH44, Lawry Street, and South Road are possible with all option combinations
- » Cost: \$\$\$\$



Options D2 & D3

- » Signalled intersection with a right turn bay
- » Zebra crossing removed in favour of signalised pedestrian crossings at the intersection
- » **Option D2** - left turn slip lane removed
- » **Option D3** - left turn slip lane retained

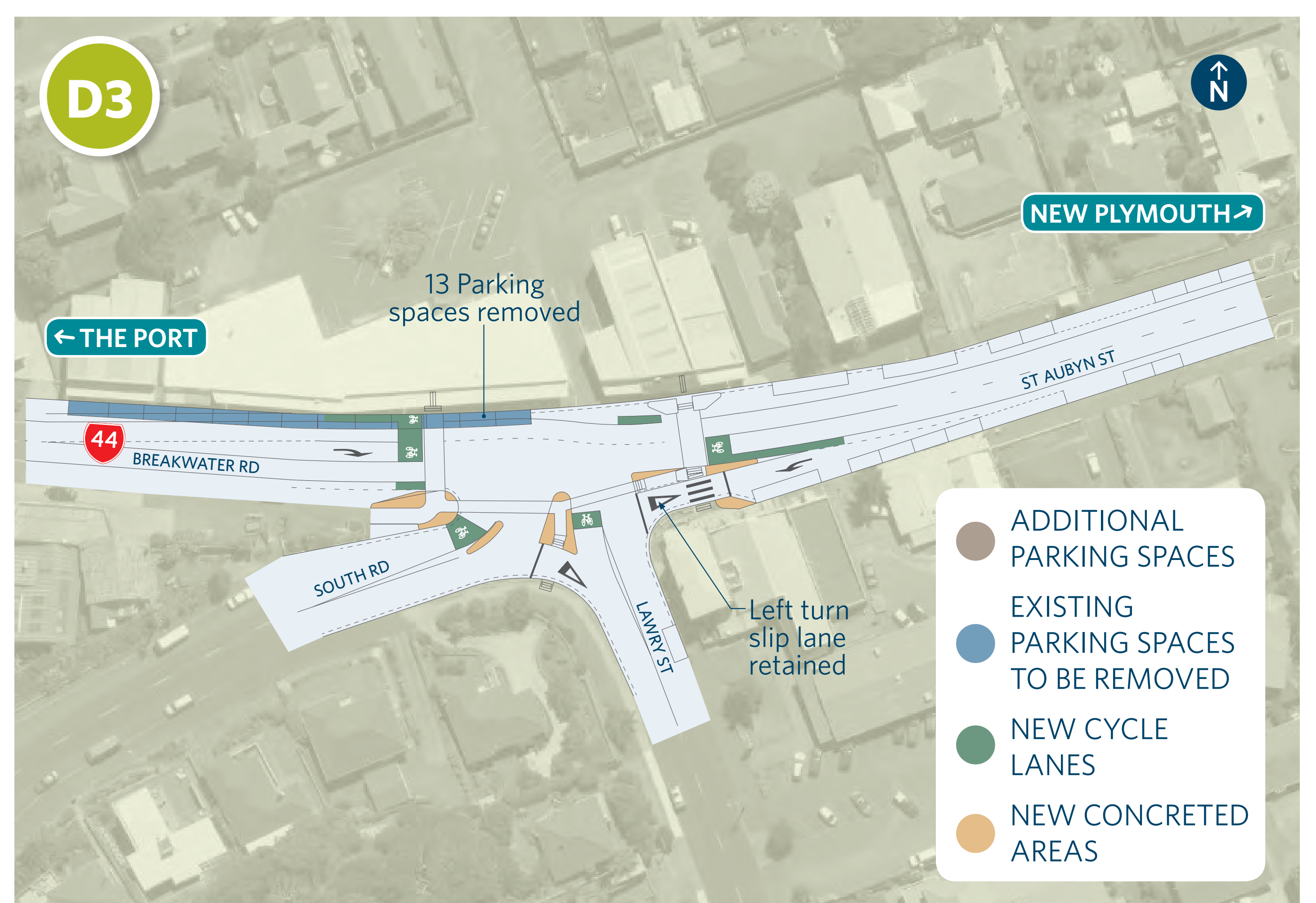
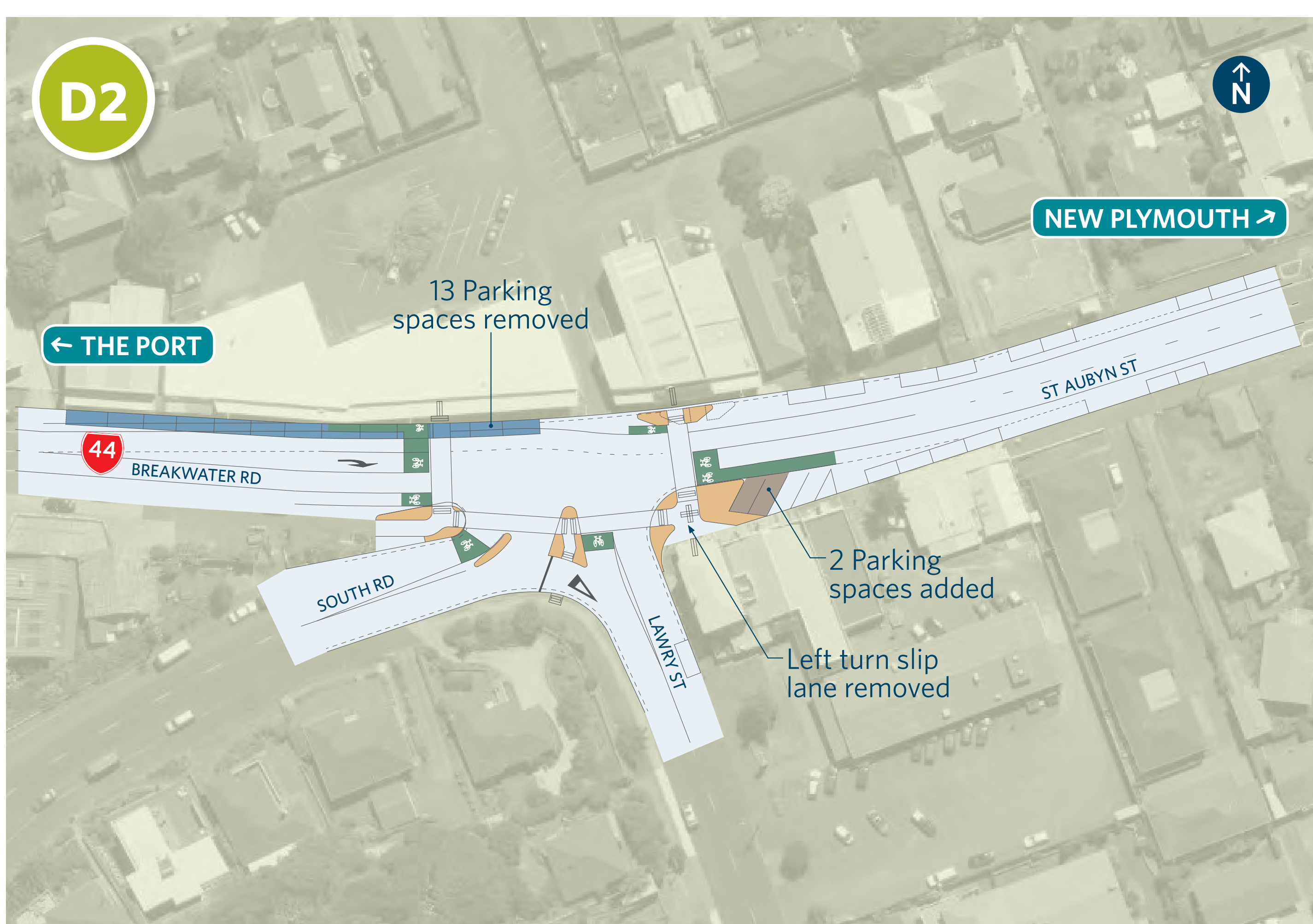
✓ Benefits

- » Simplifies the local road connections, priorities and visibility issues onto SH44
- » Reduces delays for drivers exiting Lawry Street and South Road onto SH44 during the heavy vehicles peak period

- » Speed management (Option E1) on SH44, Lawry Street, and South Road are possible with all option combinations, but cannot be combined with other options.
- » Cost: \$\$\$\$\$\$\$\$\$

! Cons

- » Severely worsens the operational performance of the intersection at almost all times (except during the heavy vehicles peak)
- » Severely worsens freight delays during all peak periods
- » Signalised pedestrian crossings at the intersection severely increases delays for pedestrians performing all crossing movements
- » Negatively impacts on the feeling of Moturoa Shops as a place due to the introduction of traffic signals, increase in traffic lanes and increased proximity of traffic movements to the footpath (from the loss of kerbside parking spaces to the north)
- » Potential for additional crashes from drivers running red lights, and for rear-end crashes on the approaches to the traffic lights, poor operational performance contributes to this issue
- » **Option D2** Results in a loss of 11 kerbside parking spaces overall
 - Less clarity for users on South Rd and Lawry St when anticipating left turns off SH44 (ie which exit they are taking)
 - Difficulty manoeuvring in and out of angled parking spaces
- » **Option D3** Results in a loss of 13 kerbside parking spaces overall



Option E1

- » Speed Management
- » Reduction in speed limit to either 40km/h or 30km/h on SH44 between the gateway sails, and on Lawry St and South Rd approximately 100m from the intersection of SH44
- » Upgrade gateway treatments on SH44, new gateway treatments on Lawry St and South Rd

✓ Benefits

- » Reduced speeds are likely to offer more opportunities for pedestrians to cross SH44, Lawry Street, and South Road, thus reducing pedestrian delays
- » Reduced speeds improve safety for all road users, with all crash types becoming less frequent and having lower injury severities
- » Has a positive impact on the feeling of Moturoa Shops as a place due to lower vehicle speeds
- » Does not result in the loss of any kerbside parking spaces

! Cons

- » Slightly reduces the operational performance of the SH44, Lawry Street and South Road intersection in all peak periods, with slightly longer delays for freight on SH44
- » Little effect on simplifying the Lawry Street, South Road and SH44 intersection
- » Visibility obstruction issues between drivers on SH44 and pedestrians on the zebra crossing are not resolved

- » Not intended to be implemented as a standalone solution, the intention would be to implement this alongside one of the other options, if there is a general desire to better manage speeds through the area
- » Potential to be combined with all other options and option combinations
- » Cost: \$

