

Common questions	Team response
Does vehicle traffic give way to pedestrians across the entrance way?	We want to Make it clearer that it is a pedestrian right of way, at the moment it looks like an intersection not an access way.
Will the lights then be changed to allow more cars through the intersection from Athelstan Street?	The proposal will not have a significant impact on the way which the Athelstan Street intersection operates and therefore this proposal will not require a change to the phasing of the intersection. Barrington Street will continue to be the priority route and receive the majority of the green time.
The small round sign to be removed from the pedestrian refuge, so that when you're turning right into the mall, you can easily see the oncoming traffic.	This is a regulatory sign which must be located on the island. The top of the 'keep left' sign should only be 750 mm above the island. This should not interfere with the visibility of a car approaching in the opposing direction.
Installing a zebra crossing	A zebra crossing is not required in this location. By reinstating the footpath and providing a vehicle crossing into the mall it will be evident that the pedestrians have the right of way. A zebra crossing will offer no additional benefit and would be likely to create confusion as to whether this is a road or footpath.
No exit at all	The mall has consent to have an access on Barrington Street
Remove carpark outside pub	Yes this will be removed
Removing Tactile pavers	These are a standard requirement
Pedestrian refuge – will the island will be wider	The refuge island on Barrington Street will be wider. This has been widened so that pedestrians can see around the queue of right turning vehicles waiting to enter the mall.
Don't ban the right hand turn	The existing safety concerns at the intersection are a result of a number of factors which add up to create a significant safety issue. The approach of this design is to simplify the intersection as far as practical. This has been achieved through prioritising pedestrians to remove confusion as to who has right of way and by removing the right turn. The number of right turning vehicles is low, however they account for several crashes in this location. Removing the right turn contributes to simplifying the intersection, improves the pedestrian safety by, reducing the number of lanes which pedestrians have to cross, and has a very minimal impact on users of the mall.
Indent bus stops	There is insufficient room to indent the bus stop in this location. Typically it is not best practice to indent bus stops as it adds delay to bus journey times with the bus finding it hard to re-enter the traffic flow.
Speed	50km is a safe and appropriate speed for the area
No stopping zone at entrance of mall	No stopping is proposed at the mall access to provide adequate visibility for vehicles and pedestrians. No stopping is also proposed where there is insufficient room for parking. Yellow cross hatching is only used for emergency vehicle access.
Zebra crossing not pedestrian refuge	A zebra crossing would not be an appropriate crossing facility in this location. Zebra crossings should only be used where the vehicles flows are low, pedestrian crossing volumes are high and the vehicle speeds are less than 50 km/h. Evidence shows that where these criteria are not met the crossings are less safe than not having them at all. In this instance the pedestrian refuge, which allows people to cross the road in two stages, is significantly safer than a zebra crossing.
Cycle lanes	Cycle lanes have been included as Barrington Street is part of the local cycle network.
No right turn in to the mall	This would have a major impact on the rest of the traffic network, especially on the other two entrances to the mall.