

Have your Say on improvements to intersections at East Tamaki, Preston and Ormiston Roads

Public feedback report

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Summary

We are proposing changes to the intersection layout to help make traffic flow more efficiently and reduce delays for general traffic and freight. The planned raised speed tables would discourage people to drive at speed through the intersection, improving safety for everyone.

Consultation Decision and Recommendations

Following analysis of the external feedback, the proposal has support and questions and suggestions for AT have been answered with justified reasons. Therefore, the proposal would proceed as is.

Next steps

Finalising scheme design package, then proceeding to detailed design, with construction scheduled for 2022/2023.

Background

Traffic at the intersections of East Tamaki and Preston roads and at Preston and Ormiton roads is causing delays and making it difficult for people walking and biking to access the road. The growing population in East Tamaki and surrounding areas is likely to make this worse in the future.

We proposed changes to the intersection layout to help make traffic flow more efficiently and reduce delays for general traffic and freight. The planned raised speed tables would discourage people to drive at speed through the intersection, improving safety for everyone.

Key benefits:

- Improve accessibility for pedestrians
- Provide better connections for people on bikes
- Reduce traffic congestion and queues
- Slow speed through the intersection
- Prevent high severity accidents
- Improvements to be made within the existing available road space

Consultation

We consulted on the following proposals:

Proposed changes on East Tāmaki Road	Proposed changes on Preston Road	Proposed changes on Ormiston Road
<ul style="list-style-type: none"> • Install signalised pedestrian crossings • Install raised speed tables • Provide new bi-direction off-road cycle path along the eastern side of Preston Road • Remove the right turn bay heading towards the car park on northern side of East Tāmaki • Road to increase space for traffic turning right onto Preston Road • Extend the inner right turn lane on East Tāmaki Road to increase the capacity for right turn traffic on to Preston Road • Reshape the left turn corner of East Tāmaki • Road to make more room for bigger vehicles to turn safely • Extend the footpath at the left turn corner of East Tāmaki Road • Paint yellow hatching clear zone on the exit to Preston Road to prevent queuing back to the intersection. 	<ul style="list-style-type: none"> • Introduce dual left turn lane from Preston Road to Ormiston Road • Install signalised crossing • Continue the new bi-direction off-road cycle path to Ormiston Road • Install raised speed table. 	<ul style="list-style-type: none"> • Provide a second lane by removing the flush median on Ormiston Road up to Murchison Road • Introduce a new raised signalised crossing outside 7 Ormiston Road to help people cross the road to the bus stop and cycle lane on the opposite side • Continue the new bi-direction off-road cycle path on northern side of the road to connect with the existing cycle lane • Introduce off-road shared path on the southern side of Ormiston Road, linking the existing cycle lane to the new shared crossing • Install a new raised table across Murchison Road to help pedestrians and cyclists cross the road easier and safer • Relocate the bus stop on both sides of the road to so they are easy to see.

What we asked you

- Do you support the proposal and why?
- What changes would you make to the proposal?
- Why do you not support the proposal?

Activities to raise awareness

To tell you about the consultation, we:

- Mailed consultation brochure and feedback to businesses in the consultation area and property owners
- Visited face-to-face business and shops nearby the intersection
- Discussions with the Great East Tamaki Business Association (GETBA)
- Set up a project webpage and online feedback form on our website
- Held a public information event at the East Tamaki community hall
- Extended the consultation dates to encourage participation

5 July to 23 July 2021

1 October to 17 October 2021

How people provided feedback

You could provide feedback using an online submission form (on our Have Your Say website) or a freepost form included with the brochure. See attachment 2 at the end of this report for a copy of the consultation brochure.

Your Feedback

Overview

We received 7 pieces of public feedback, received via written feedback form and online.

I support the proposals but with changes	5
I do not support the proposals	1
Neutral with suggestions	1

Those in support of the proposals made comments such as 'good solutions for what has become a very busy stretch of roads' and 'generally supportive of the increasing inclusion of protected bikeways in such designs.' The comment not in support asked why speed tables are needed at the intersection.

The neutral comment asked why AT is not buying up the shops at the corners of the intersections to simplify it into a standard 4-way traffic light-controlled intersection.

Design suggestions in feedback and AT response

<p>Why do we need speed tables here?</p>	<p>Traffic travelling at high speed through these intersections are likely to result in death or serious injuries in the event of a collision. There have been several pedestrian and drivers losing control crashes recorded at these two intersections. Installing raised tables will discourage people to drive at speed through the intersection, improving safety for everyone.</p> <p>The proposed Swedish style raised tables have a moderate entry ramp and a generous exit ramp. This style produces a smoother ride for all vehicles including trucks. Drivers would be able to cross these tables comfortably at a speed of 40km/h or lower.</p>
<p>Please ensure the signalised crossings over Ormiston Road and East Tamaki Road are cycle crossings (with cycle aspects / legal ability to cycle across)</p>	<p>The new signal crossing on Ormiston Rd will provide separated cycle crossing, signal aspects, and push button for cyclists.</p>
<p>Please add legal priority for pedestrians and cyclists over Murchison Road. Please assess whether a median refuge island can be added to the Murchison Road crossing (this would be in addition to the proposed raised table, and the walk/cycle priority, not instead).</p>	<p>A median refuge on top of the new raised platform over Murchison Rd will be considered at the next design phase.</p>
<p>Please consider having the road-to-southbound-cycle path "off-ramp" somewhat further north on East Tamaki Road (on the raised table or even before) to make this easier to use and extend the cycle facility northwards.</p>	<p>The new cycle on-ramp on East Tamaki Rd eastern arm will be adjusted further north for easier and safer access for cyclists. The new cycle path would also be adjusted to tie in with the new ramp. Any further extension of the cycle path is outside the scope of this project.</p>
<p>Please ensure the various vehicle crossing on the north side of Ormiston Road (opposite Otara Tongan Methodist Church but</p>	<p>The new footpath and cycle path would continue through the vehicle crossings on the northern side of Ormiston Rd, to distinguish priority for</p>

<p>also further east) are properly raised to footpath level and marked to ensure safe walking and cycling priority (already given by law but needs to be supported by design - the consultation is not clear whether these vehicle crossing will be improved to be safe for two-way cycleway conditions, and to improve pedestrian safety).</p>	<p>pedestrians and cyclists over the vehicle crossing.</p>
<p>Is there a reason why AT is not buying up the shops at the corner of East Tamaki/Preston Roads to simplify these intersections into a standard 4-way traffic light-controlled intersection between the roads?</p>	<p>The concept of acquiring land and merging the two intersections into a large 4-way signal intersection implies extreme costs that to date are not justified.</p>
<p>We are aware of the improvement plans several years now, however we lost valuable drop-off zones for the customers during the process. Now that there are plans to improve the footpath on the left turn from Preston Rd to East Tamaki Rd.</p> <p>I would like to propose some road marking changes to make it safer and accessible for the customers. The additional footpath means there are less places for customers to do a quick drop off in that area. Can you please relocate the existing bus stop in front of 279 East Tamaki Rd to 277 East Tamaki Road (or further down) and add loading/parking zones in front of 279 East Tamaki Road.</p>	<p>As the consultation drawing shows, there are no proposals to change or remove existing parking spaces. Parking spaces will remain as is. The footpath upgrade will remain as proposed as the changes will not encroach on any parking or road space. The bus stop will not change as the location is close to the crossing signal making it convenient for people to both access the shops and cross the road safely.</p>
<p>There are issues at this intersection when turning right from East Tamaki Road into Preston Road, with people who are in Lane 2, which is a straight ahead lane, turning right in conflict with vehicles turning right from lanes 3 and 4. Some of these clearly are using lane 2 to jump the right turn queue, but others appear confused by road markings.</p> <p>Lane 2 has a straight and right combination arrow further back</p>	<p>The proposed intersection layout changes would alleviate the issues raised.</p> <p>Most of the traffic turning right from East Tamaki Rd travel onwards to Ormiston Rd, using the single left-turning lane on Preston Rd.</p> <p>The new layout introduces a new second left-turn lane from Preston Rd to Ormiston Rd, effectively moving traffic through the two intersections</p>

<p>from the intersection, leading motorists to believe they can turn right from lane 2. It would help if, closer to the intersection, there was a straight-ahead arrow in lane 2, or a no right turn sign, or an overhead sign showing correct lane choices.</p> <p>Bollards placed between lanes 2 and 3 would also prevent people turning right out of lane 2.</p>	<p>more efficiently and reducing the queuing problems at the intersection.</p> <p>Drivers wanting to travel straight ahead on Preston Road will need to use right-turn lane closest to the traffic island on East Tamaki Rd.</p> <p>Road markings on all roads will be adjusted to reduce driver confusion.</p>
<p>Fire and Emergency in Counties Manukau is concerned the physical traffic calming interventions proposed will negatively impact emergency response time</p> <p>2.1 Fire and Emergency in Counties Manukau supports improving the safety of the intersection. Good vehicle flow is likely to reduce traffic congestion. This has the potential to reduce vehicle accidents and allow emergency vehicles to travel efficiently to incidents.</p> <p>2.2 Fire and Emergency in Counties Manukau also supports improving pedestrian use and safety at the intersection.</p> <p>2.3 During an emergency, Fire and Emergency is most efficient and effective when fire appliances have fast and clear access. Delays getting to and dealing with a fire may risk the safety of people and their property and the environment. Because of the functions performed by Fire and Emergency appliances, they are larger and heavier than those used by other emergency services</p> <p>2.4 Traffic calming strategies can impact fast and clear access. Active strategies, which prevent or reduce movement of traffic through such things as volume control devices⁶ or physical barriers⁷, have the greatest potential impact on emergency service response time.</p>	<p>All proposed raised tables have an entry ramp gradient of 1:20 or flatter and very smooth off ramps of 1:40, which is more generous than both the ramp gradient in the residential street projects. Town Centre or raised zebra crossing treatments, and the table height is only 75mm.</p> <p>Such a gentle profile is only expected to reduce high/unsafe speed through the intersection, general traffic and emergency appliances should be able to comfortably cross the table at a speed of 40km/h or lower. The intention of this raised safety platform is to have a physical change at the intersection as such it heightens the awareness of motorists that there is a change of road environment and that they should be adjust their driving behaviour accordingly. Therefore, it is not expecting that there would be significant impact to the travel time and operation of the intersection.</p> <p>The proposed profile is based on the latest AUSTRROADS design guideline, with evaluations completed on several intersections with raised safety platforms at various locations in Australia.</p> <p>The proposed 1:20 on ramp and 1:40 off ramp profile is a very similar profile as the one at Gordonton / Thomas intersection in Hamilton constructed by Waka Kotahi but has been adjusted slightly to cater for the urban environment for arterial corridor.</p> <p>Gordonton / Thomas intersection was built in May 2019 and site observations have confirmed no operational issues for emergency vehicles nor heavy vehicles. Here is the link of the video for the one at Gordonton / Thomas intersection. Raising the standard for intersection safety – Raised Safety Platform, Hamilton - Bing video</p>

- The proposed raised speed tables significantly impact the ability of emergency response vehicles to traverse the intersection effectively.
- Should the design of the Bi-directional Off-Road Cycle Paths include raised curbing, this will reduce the road space that emergency vehicles have to manoeuvre around heavy traffic, during peak traffic periods.
- The proposed removal of the median on Ormiston Road will reduce space for emergency vehicles to manoeuvre around traffic.