

## Attachment A – Consultations on Roading and Parking Changes (September/October/November 2016)

| Business Unit            | Location                    | Description   | Date                       | Comment |
|--------------------------|-----------------------------|---|----------------------------|---------|
| Road Corridor Operations | Louvain Avenue              | <p>Concerns were raised with Puketapapa Local Board on the safety of vehicles driving over the crest curve along the frontage of #34 and #33-37 Louvain Avenue. At this point the road goes uphill and then downhill and also narrows towards the east. The crest vertical curve results in loss of visibility while driving from both directions. Parking outside # 34 and #33-37 Louvain means that traffic veers to the right to avoid hitting any parked vehicle and cannot see traffic coming up the brow of the hill. This is considered a serious safety issue as any crashes could be head on resulting in serious or even more severe consequences.</p> <p>AT has investigated the issue and is of the opinion that broken yellow lines (BYL) should be installed on both sides of the crest curve to minimise the chances of a crash occurring there. The extent of BYL being proposed is shown on the attached drawing.</p> <p>It is to be mentioned here that there has been only one crash in the vicinity of the crest curve which involved a car driver travelling in the eastbound direction lost control and hit a parked vehicle. Alcohol and speeding was suspected to be contributing factors. The accident was non-injury.</p> | Circ 21 Sept 2016          |         |
| Road Corridor Operations | Warren Avenue               | <p>AT is responding to concerns raised by local residents with regard to restricted visibility caused by cars parked adjacent to the driveway of No.27 Warren Avenue.</p> <p>Site visits have confirmed that the visibility issues currently experienced at this location are caused by parked cars. To help improve the safety in your area Auckland Transport is proposing No Stopping At All Times restrictions at the location</p>  | Circ 3 October 2016        |         |
| Road Corridor Operations | Marco Polo Avenue, Lynfield | <p>No Stopping At All Times restrictions (NSSATS)</p> <p>AT is responding to public concerns with regard to restricted vehicle accessibility caused by cars parked in between the islands on Marco Polo Avenue, Lynfield. AT has completed site visits that have confirmed this issue.</p> <p>To help improve the accessibility in your area, AT is proposing No Stopping At All Times restrictions at the location(s) shown in the consultation drawing.</p>   | Circulated 19 October 2016 |         |

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| AT Metro | Dominion Road Bus lane SH 20 to Richardson Road | <p>The proposed Dominion Road bus lane will be operational weekdays from 4pm-7pm on the southbound side (out of town); and the existing northbound bus lane (in to Town) operation time will be extend from 7am-9am to 7am-10am. As part of this project we reviewed bus stops location (and bus shelters where relevant), so that they are of a consistent length, all have lead in and lead out tapers and are easily accessible; this allows buses to safely pull in and out of the bus stops.</p> <p>This proposal includes the following changes:</p> <ul style="list-style-type: none"> <li>• Minor road widening to accommodate new bus lane at the intersections.</li> <li>• New pedestrian crossing facilities on Dominion Road near Youth Road and Howell Crescent.</li> <li>• Upgrade pedestrian crossing facilities on Howell Crescent.</li> <li>• Removal of parking to improve visibility and safety at intersections and pedestrians crossing facilities.</li> <li>• Relocation of existing bus stops.</li> </ul> <p>Road markings and signage will be updated to reflect the changes</p>   | Circulated Nov 15. |  |
| AT Metro | White Swan Road                                 | <p>AT is proposing to introduce a 70 metre, morning peak hour, clearway on the north-eastern side of White Swan Road at the approach to the shops and T-junction with Richardson Road. The aim is to improve traffic flow on the approach and through the intersection during the morning peak-hours.</p> <p><b>Why is AT proposing this?</b><br/>Cars parking on the approach to the intersection during morning peak hour restricts access to the two lanes and to the bus stop. A morning clearway will allow two lanes to be used at the intersection and enable buses to fully pull into the bus stop</p> <p><b>What is proposed?</b><br/>This proposal includes the following changes:</p> <ul style="list-style-type: none"> <li>• A 70m clearway (operational from 7am to 10am, Monday to Friday) on the north-eastern side of White Swan Road at the approach to the shops and T junction with Richardson Road.</li> <li>• Shortening the bus stop on the city-bound side of the road and installing 13 metres of 'No Stopping At All Times' restriction (broken yellow lines) on either side of the bus stop to allow for buses to fully pull in to and easily out of the bus stop.</li> </ul> | Circulated Nov 16. |  |

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| AT Metro |          | <ul style="list-style-type: none"> <li>Shortening the bus stop on the east-bound side of the road and installing 6 metres of 'No Stopping At All Times' restriction (broken yellow lines) on the eastern side of the stop to allow for buses to easily pull out.</li> </ul> <p>Road markings and signage will be updated to reflect the changes.</p>   |                    |  |
| AT Metro | May Road | <p>AT is proposing to introduce a bus lane on May Road with the aim of improving the reliability and efficiency of the public transport network.</p> <p><b>Why is AT proposing this?</b><br/>           Currently, buses travelling northbound along May Road during the morning peak and are caught up in the long queues that form on May Road. The queues do not begin to clear until after 9am. A city-bound bus lane, operational between 7am and 10am Monday to Friday is proposed on May Road to improve bus travel times.</p> <p><b>What changes are proposed?</b><br/>           The bus lane would start near the intersection with Richardson Road and finish at Roma Road and includes the following changes:</p> <ul style="list-style-type: none"> <li>Installing a city-bound bus lane (operational from 7am to 10am Monday to Friday).<br/>               No parking in the bus lane during these hours.</li> <li>'No stopping at All Times' restriction (broken yellow lines) on the adjacent side of the road, up to the Christie Street intersection. An additional lane is required for the bus lane which will require narrowing of the two existing two traffic lanes, removing the ability to park or stop on the southern side of the road.</li> <li>'No stopping at All Times' restrictions (broken yellow lines) will also be installed on either side of bus stops in this section of May Road. This is to allow for buses to fully pull in to and safely pull out of the bus stops. Where possible the position and length of the bus stops also will be adjusted so they do not cross driveways.</li> </ul> <p>The proposed changes will provide travel time savings and service reliability improvements for public transport users.</p> | Circulated Nov 16. |  |

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| Road Safety | Queenstown Road | <p>Auckland Transport is proposing to install a signal metering on the bridge on Queenstown Road, towards the roundabout.</p> <p><b>Why are the changes required?</b><br/>Observations show long queues of vehicles travelling southbound along Queenstown Road while they wait to access to the roundabout. Through investigation AT has identified that a high number of vehicles coming from the bridge choose to turn right into Beachcroft Avenue or the SH20 On-Ramp to head towards Onehunga.</p> <p>To improve the traffic flow in the area, AT is proposing to install a roundabout signal metering which will only operate when vehicles queues are long. The traffic signal will activate as necessary to let southbound traffic coming into the roundabout to flow smoothly.</p> | Circ 18<br>November<br>2016 |  |
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