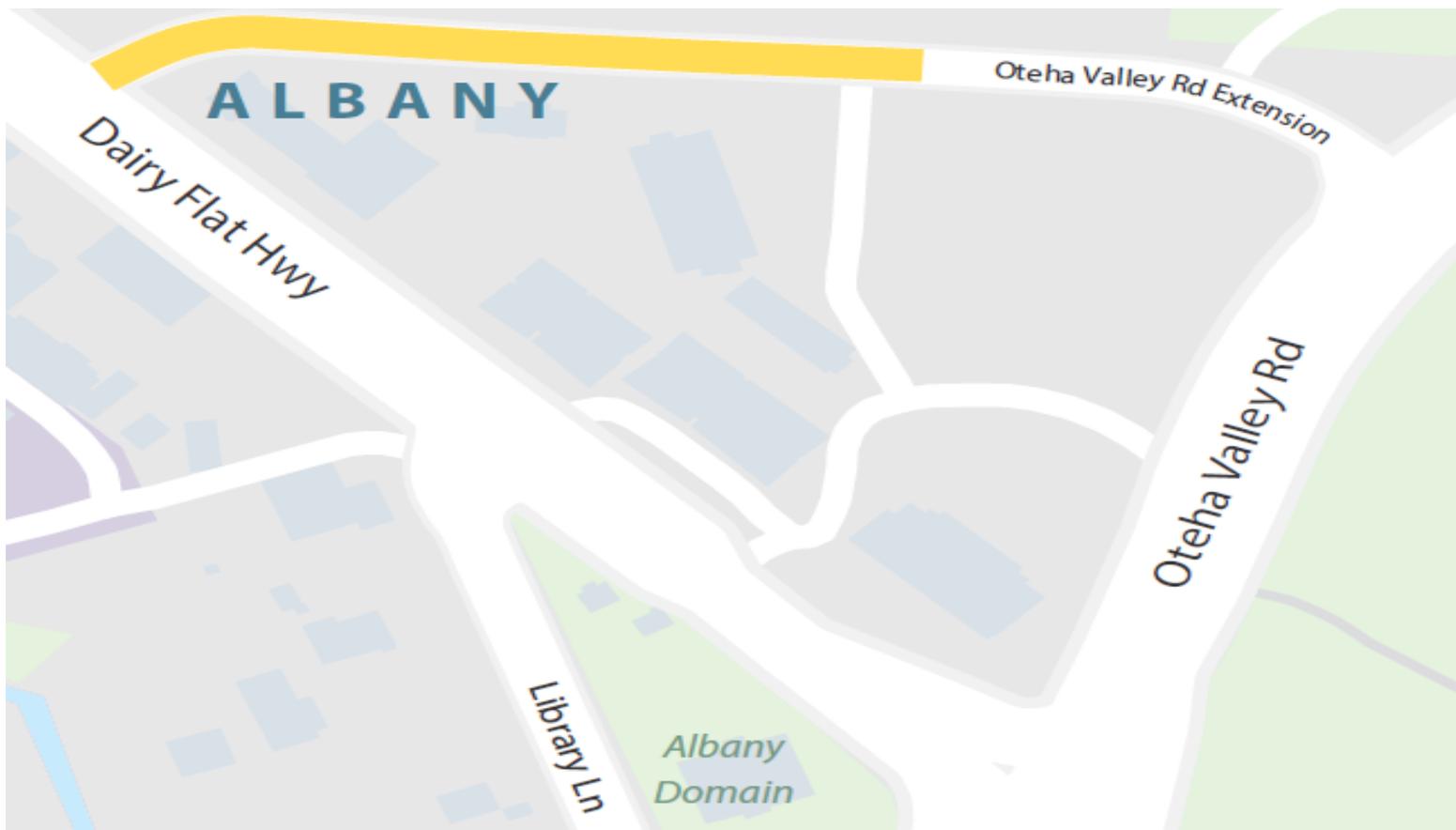


# Report on public feedback and project decisions

Proposed changes to Oteha Valley Road Extension



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# 1. Summary of project, feedback and project decisions

## Proposal

From the 21 October – 10 November 2019 the public were invited to provide feedback on proposed changes to Oteha Valley Road Extension in Albany. The changes proposed included:

- An extension of the dual traffic lanes on the southern side of the road at its intersection with Dairy Flat Highway.
  - Dual traffic lanes extended by just under 150m to outside 19 Oteha Valley Road Extension
  - Both lanes will be available for all vehicles
  - The kerbside side lane will operate 7am-10am and 4pm-7pm, Mon-Fri.
- On-street parking on the southern side of Oteha Valley Road Extension will be unavailable during the operating hours of the kerbside traffic lane. Outside these hours the kerbside lane will resort back to on-street parking.
- The extension of the footpath on the northern side of the road towards Dairy Flat Highway.

For more detailed information on the original proposal, please refer to Appendix 1 and 2.

## Main project benefits

The changes will help buses and other left turning vehicles avoid traffic congestion on Oteha Valley Road Extension.



### 34 buses per day

will benefit from the clearway. 5-6 buses per hour use Oteha Valley Road Extension during the operating hours of the clearway.



### 1 minute and 30 seconds

is the estimated time, on average, the clearway will save buses (and other left turning vehicles) during peak traffic times. This will improve journey times and bus reliability.

## Brief feedback overview

We asked if you had any safety concerns or other comments on the proposal. In total 24 submissions were received; the main feedback themes were:



### Concerns about parking removal



### Suggest change to project design or an alternative idea



### Bus congestion is not an issue



### Concerns with illegal parking by car transporters



### Support proposal

For a complete list of themes and Auckland Transport's responses please refer to sections 2 and 3 below.

## Project decisions and changes in response to public feedback

After carefully considering public feedback Auckland Transport has decided to proceed with the project, subject to the following changes:

- 1) The project design will be amended to fill in all the gaps in the footpath on Oteha Valley Road Extension near its intersection with Dairy Flat Highway.
- 2) The project design will be amended to widen the footpath where there is road berm available on the south side of Oteha Valley Road Extension.

## Next steps

The changes will be implemented in March or April 2020.

## Want to be kept updated?



**(09) 355 3553**

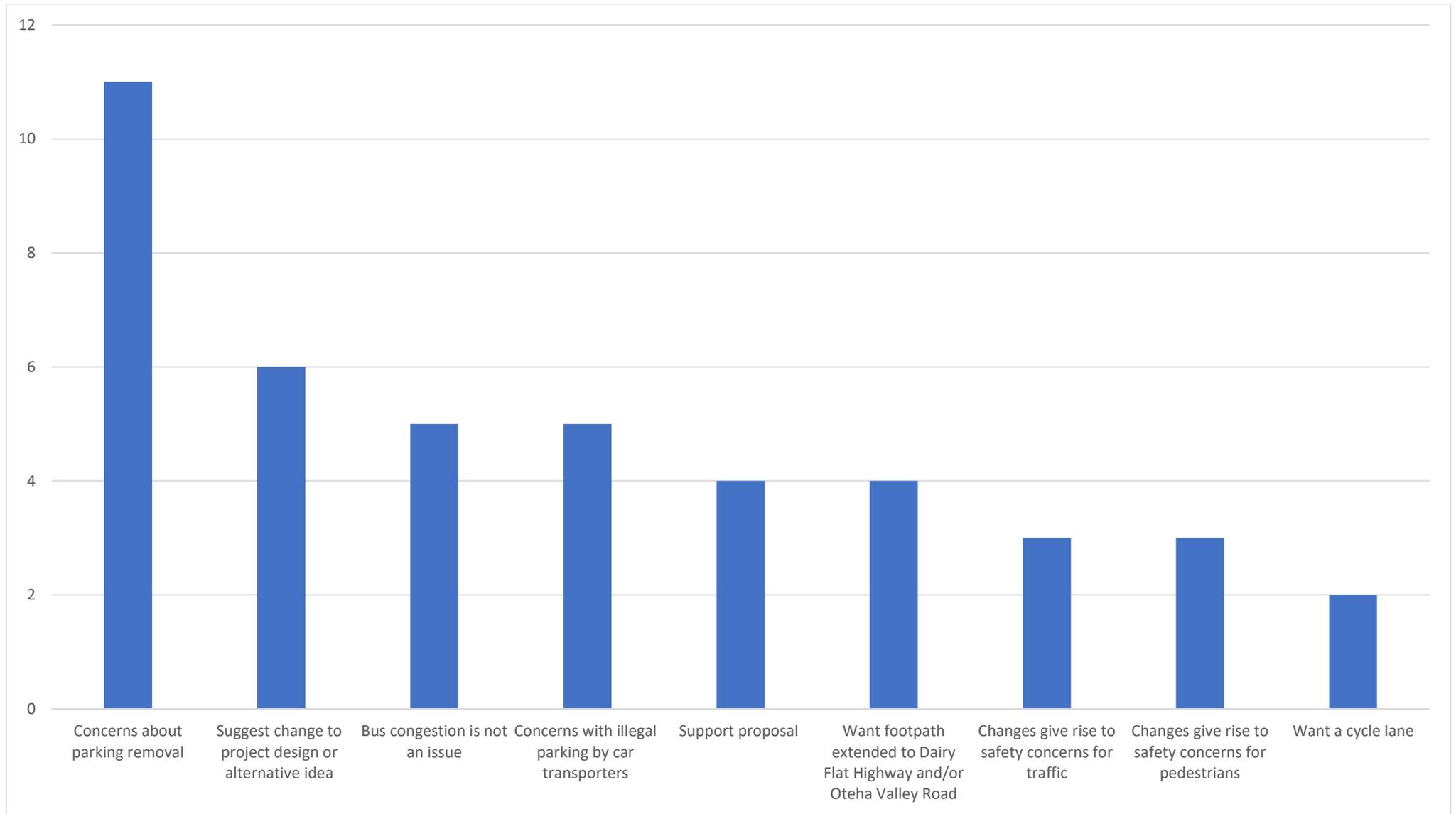


**projects@at.govt.nz** (include 'Oteha Valley Road Extension' in the subject line)



**at.govt.nz/projects-roadworks/oteha-valley-road-extension-additional-traffic-lane/**

## 2. Feedback themes



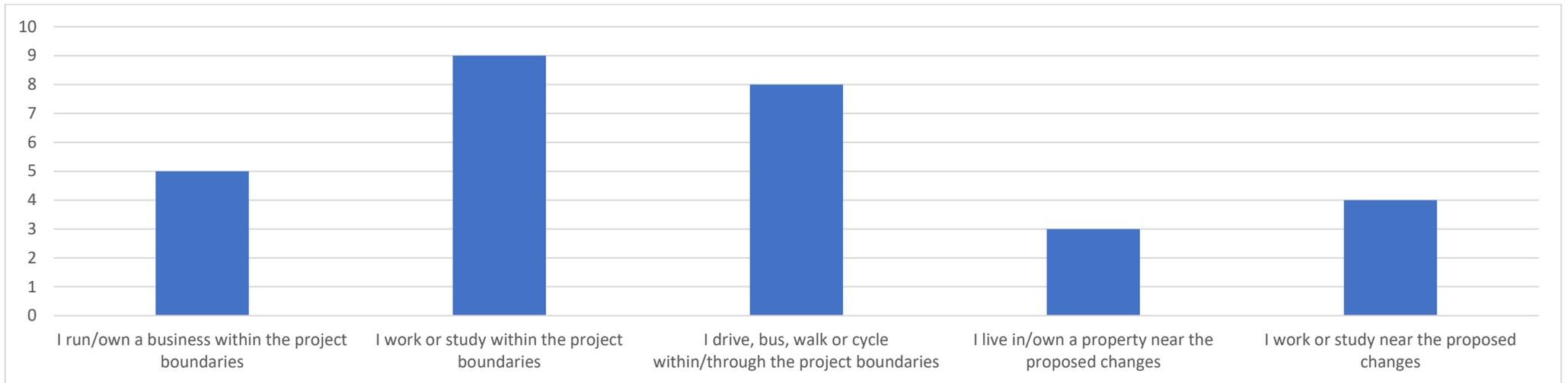
### 3. Feedback themes and Auckland Transport responses

Feedback Theme	Mentions	Main Points	Auckland Transport Response
<b>Support project</b>	<b>4</b>	Project will benefit buses and other vehicles.	Thanks for your feedback.
<b>Oppose, or concerned about, the loss of on-street car parks due to the clearway</b>	<b>11</b>	Parking loss is bad for business staff.	<ul style="list-style-type: none"> <li>Parking is only affected on the south side of the road. This means 16 on-street parking spaces will be unavailable during the clearway operating hours (7am-10am and 4pm-7pm, Mon-Fri).</li> <li>There is all day paid parking available about 700m away at Albany Stadium.</li> </ul>
		Parking loss is bad for business customers.	<ul style="list-style-type: none"> <li>Parking is only affected on the south side of the road. This means 16 on-street parking spaces will be unavailable during the clearway operating hours (7am-10am and 4pm-7pm, Mon-Fri).</li> <li>Parking occupancy surveys completed on weekdays revealed that the average duration cars were parked in the affected car parks was 6hrs 35mins. This means that the parking is rarely available for business customers as it is usually occupied by commuter parkers.</li> <li>The proposed changes will likely make the parking less useful for commuters, which should free it up for business customers.</li> </ul>
<b>Bus congestion is not an issue</b>	<b>5</b>	Not many buses use this road.	<ul style="list-style-type: none"> <li>34 buses per day will benefit from the clearway. 5-6 buses per hour use Oteha Valley Road Extension during the operating hours of the clearway, all buses are heading in the same direction along this road.</li> <li>It is estimated that, on average, the project will save buses 1 minute and 30 seconds during peak traffic times. This will speed up bus journey times and help buses to stick to their timetables. Faster and more reliable bus services will encourage more people to use the bus, as bus patronage increases, then the frequency of bus services can also be increased.</li> </ul>
<b>Want footpath extended to Dairy Flat Highway and/or Oteha Valley Road</b>	<b>4</b>	Extend footpaths to fill in gaps.	The project design has been amended to fill in all the gaps in the footpath on Oteha Valley Road Extension near its intersection with Dairy Flat Highway.
<b>These changes give rise to safety concerns</b>	<b>4</b>	Pavement on south side of road is too narrow and right against the proposed clearway, pedestrians will be too close to buses using the clearway.	The project design will be amended to widen the footpath where there is road berm available on the south side of the road.

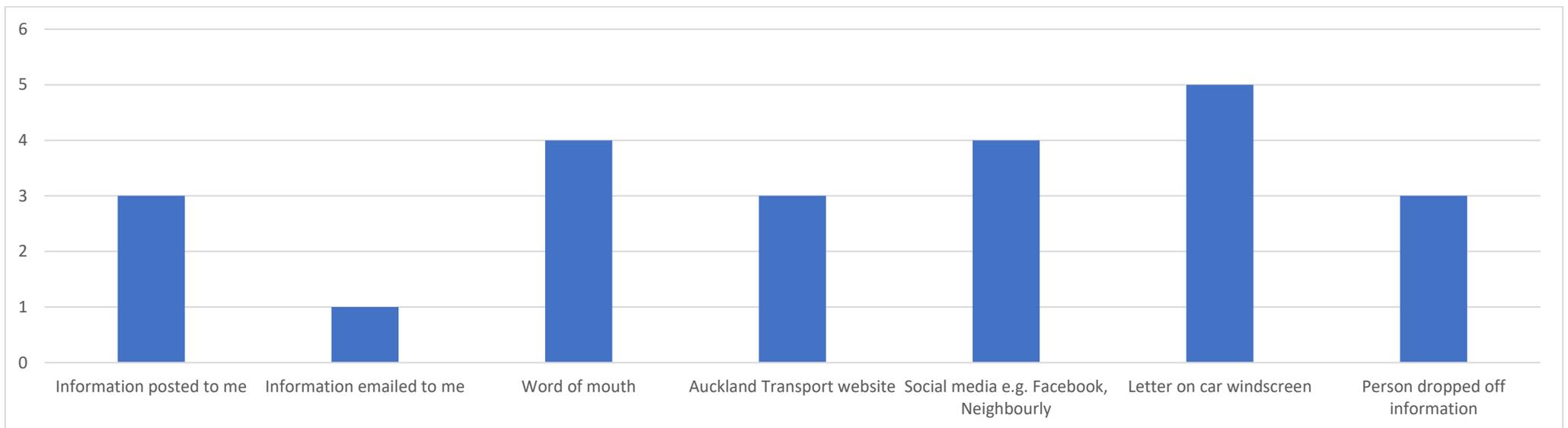
Feedback Theme	Mentions	Main Points	Auckland Transport Response
		Additional lane will mean people drive faster (too fast), this creates a risk for church goers who turn right from the church onto Oteha Valley Road Extension.	<ul style="list-style-type: none"> <li>The clearway will only operate during peak traffic times, when typically, there is traffic queued along the road. As such the clearway will not create dual high-speed lanes heading towards Dairy Flat Highway, as one lane will typically be filled with queued vehicles.</li> <li>Outside of the clearway operating hours (7am-10am and 4pm-7am, Mon-Fri) the road layout will be the same as the existing road layout, so there will be no additional risk to people exiting the church when the clearway is not in operation.</li> <li>If someone is not confident exiting right out the church during the clearway operating hours, then they can exit left on to Oteha Valley Road Extension, then turn left onto Dairy Flat Highway, and Left onto Oteha Valley Road.</li> </ul>
		Lanes aren't wide enough to accommodate heavy vehicles that are turning.	<ul style="list-style-type: none"> <li>The road is being widened (i.e. the kerb is being moved on the north side of the road) to ensure the existing traffic lanes and clearway will be wide enough to accommodate general vehicles and buses. This includes widening the two westbound lanes to ensure buses and heavy vehicles can turn more easily at the bend outside the church.</li> </ul>
<b>Want a bike lane</b>	<b>2</b>	Want a bike lane along Oteha Valley Road Extension.	<ul style="list-style-type: none"> <li>Oteha Valley Road Extension is not currently designated as a cycle route.</li> <li>The project does not create any physical obstacles to cycle improvements along this road in future.</li> </ul>
<b>Suggest change to project design or an alternative idea</b>	<b>6</b>	Better off putting lights at the top of Glenvar and East Coast Rd to help ease congestion there.	There is already a proposal to make these changes <a href="https://at.govt.nz/projects-roadworks/glenvar-road-and-east-coast-road-improvements/">https://at.govt.nz/projects-roadworks/glenvar-road-and-east-coast-road-improvements/</a>
		Close off one end of this road to make it a proper side road, and not a through road.	Auckland Transport has no plans for such changes. Turning this route into a dead-end street would not work well for bus services which use this road.
		More people will benefit by addressing the right-turning traffic in Oteha Valley Extension instead.	Addressing the right turning traffic will possibly result in more people using Oteha Valley Road Extension, instead of continuing on Oteha Valley Road and turning right onto Dairy Flat Highway.
		Turn the intersection of Oteha Valley Road Extension and Oteha Valley Road into a roundabout.	Auckland Transport is unaware of any significant issues with this intersection. Creating a roundabout would: <ul style="list-style-type: none"> <li>be costly.</li> <li>likely increase congestion on Oteha Valley Road.</li> <li>May end up diverting more traffic onto Oteha Valley Road Extension.</li> </ul>
		Remove all kerbside parking during clearway operation, not just to #19.	The on-street parking outside #19 is a P5 loading zone and a P15 campervan waste disposal site, which perform an important function in the area. Also, they are unlikely to be as heavily occupied as the general on-street parking so will often not be occupied during the operation of the clearway.

Feedback Theme	Mentions	Main Points	Auckland Transport Response
<b>Car transporters frequently park illegally causing issues, including traffic delays</b>	<b>5</b>	Car transporters park most days on the broken yellow lines outside 12 Oteha Valley Road Extension.	The Auckland Transport Parking Enforcement Team has been made aware of this issue. They will be visiting Oteha Valley Road Extension several times a day and will issue enforcement notices for any parking infringements. To ensure staff safety infringement notices (fines) will not be issued on the spot but will be posted to the offending company.

#### 4. What is people's interest in the project?



#### 5. How did people hear about the project?



## Appendix 1 – Engagement activities

- Public feedback on the proposal was open from 21 October until 10 November 2019. Feedback was also accepted up to one week after the close of the feedback period.
- The letter in Appendix 2 was sent out to 277 residents and property owners within the local community.
- Project information was also:
  - Published in the North Shore Times
  - Shared on Auckland Transport’s website ([at.govt.nz/projects-roadworks/oteha-valley-road-extension-additional-traffic-lane/](https://at.govt.nz/projects-roadworks/oteha-valley-road-extension-additional-traffic-lane/)), Neighbourly and the Upper Harbour Local Board’s Facebook page
  - Handed out by Auckland Transport Ambassadors on buses travelling through the project boundaries.
  - Sent to key stakeholders, such as Bike Auckland.
- People could provide feedback via a freepost feedback form or an online feedback form.

## Appendix 2 – Project information

The information below was posted to residents and property owners within the local community and also made available on the Auckland Transport project webpage.

### Proposed traffic lane extension along Oteha Valley Road Extension

We are seeking feedback until 10 November 2019 on proposed changes to Oteha Valley Road Extension in Albany. The proposed changes are on Oteha Valley Road Extension near its intersection with Dairy Flat Highway, and include:

- An extension of the dual traffic lanes on the southern side of the road at its intersection with Dairy Flat Highway.
  - Dual traffic lanes extended by just under 150m to outside 19 Oteha Valley Road Extension
  - Both lanes will be available for all vehicles
  - The kerbside side lane will operate 7am-10am and 4pm-7pm, Mon-Fri.
- On-street parking on the southern side of Oteha Valley Road Extension will be unavailable during the operating hours of the kerbside traffic lane. Outside these hours the kerbside lane will resort back to on-street parking.
- The extension of the footpath on the northern side of the road towards Dairy Flat Highway.

### Want to know more or get involved?



For detailed information about the project please read below, see the attached design plans and go online to [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay).



To find out **how to provide feedback** skip to the last page of this letter.

### Why are the changes required?

#### Extension of dual traffic lanes

The additional traffic lane will reduce travel times and improve travel time reliability for buses and vehicles turning left at the Oteha Valley Road Extension/Dairy Flat Highway intersection. This is important because buses (and general traffic) are experiencing significant delays along this route. It is estimated that, on average, the project will save each left turning vehicle 1 minute 30 seconds.

The proposed traffic lane will reallocate road space during morning and evening peak traffic times from parking to general vehicles. Kerbside road space is a public asset and can serve a range of uses. Allocating this space to an additional peak hour traffic lane will benefit general traffic as well as bus passengers, therefore it will create a greater public benefit than if the space was only used for on-street parking.

Parking surveys show that the car parking is mainly being used for long-stay parking.

### Footpath extension

The footpath extension will improve pedestrian connectivity.

## Tell us what you think

### Public feedback is open until Sunday 10 November 2019

We want to hear from you! It should only take a couple of minutes and your feedback will help us decide the final shape of the project.

#### You can share your thoughts by:

- Completing the attached freepost feedback form
- going online to [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

If you require assistance completing the feedback form, you can call us on (09) 355 3553 and our contact centre staff will fill in the form with you over the phone.

## Want to talk to us?



**(09) 355 3553**

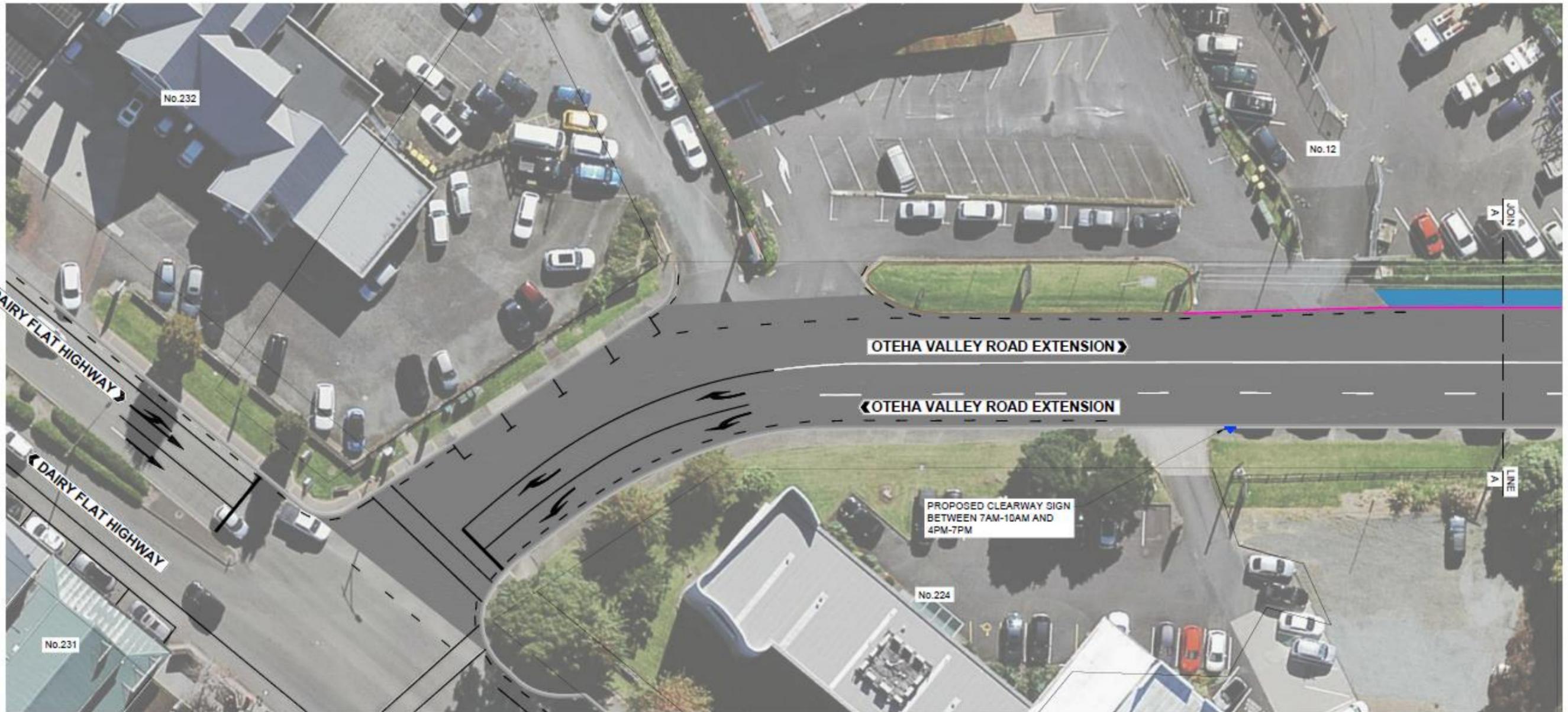


**projects@at.govt.nz** (include 'Oteha Valley Road Extension' in the subject line)

## Next steps

We will:

1. Consider your feedback and use it to revise the proposal.
2. Prepare a report that outlines any changes to the proposal and our final decisions. If you provide your contact details, we will notify you when the report is available.



**LEGEND**

-  NEW ROADMARKING
-  EXISTING ROAD MARKING
-  NEW KERBLINE
-  NEW / RELOCATED SIGN
-  NEW FOOTPATH / KERB EXTENSION
-  EXISTING KERBLINE



AUCKLAND TRANSPORT  
 OTEHA VALLEY RD EXTENSION-DAIRY  
 FLAT HIGHWAY INTERSECTION NORTH  
 SHORE BUS PRIORITY

FOR CONSULTATION

12/09/2019

A1	NTS	A3	NTS
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AUCKLAND TRANSPORT  
OTEHA VALLEY RD EXTENSION-DAIRY  
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