

# Your feedback on Redoubt Road dynamic lanes

# Contents

<b>Summary .....</b>	<b>2</b>
Key themes in feedback.....	2
Next steps .....	2
<b>Background.....</b>	<b>3</b>
Project details.....	4
What to expect during construction? .....	5
<b>Consultation.....</b>	<b>6</b>
What we asked you.....	6
Activities to raise awareness.....	6
How people provided feedback.....	6
<b>Your feedback.....</b>	<b>7</b>
Overview .....	7
Themes in feedback.....	7
Overall opinion .....	7
<b>Other Submissions .....</b>	<b>10</b>
Bike Auckland .....	10

# Summary

We consulted on this proposal from 20 May 2020 to the 3 June 2020 and received 35 submissions.

## Key themes in feedback

- Like the proposal but needs minor changes to the Redoubt Road dynamic lane control project.
- The proposal should be a huge improvement for Eastbound traffic during the evening rush-hour & improve pedestrian safety.
- Disappointed that there will not be traffic lights at the top of Diorella Drive & Redoubt Road.
- Concerned about the pedestrian crossing/traffic lights across Redoubt Road - the volume of traffic passing by this section will make this congested but also unsafe. Diorella and Redoubt Rd intersection has always been dangerous.

## Next steps

We will send out a project update to all residents in the coming weeks. Construction on consulted aspects will begin in July is due to be complete within the last quarter of 2020.

We will undertake a comprehensive communications campaign including media releases, social media, letters to residents, advertising, and presence at public events.

We will work closely with the community to minimise disruption as much as possible and ensure advance notice is given.

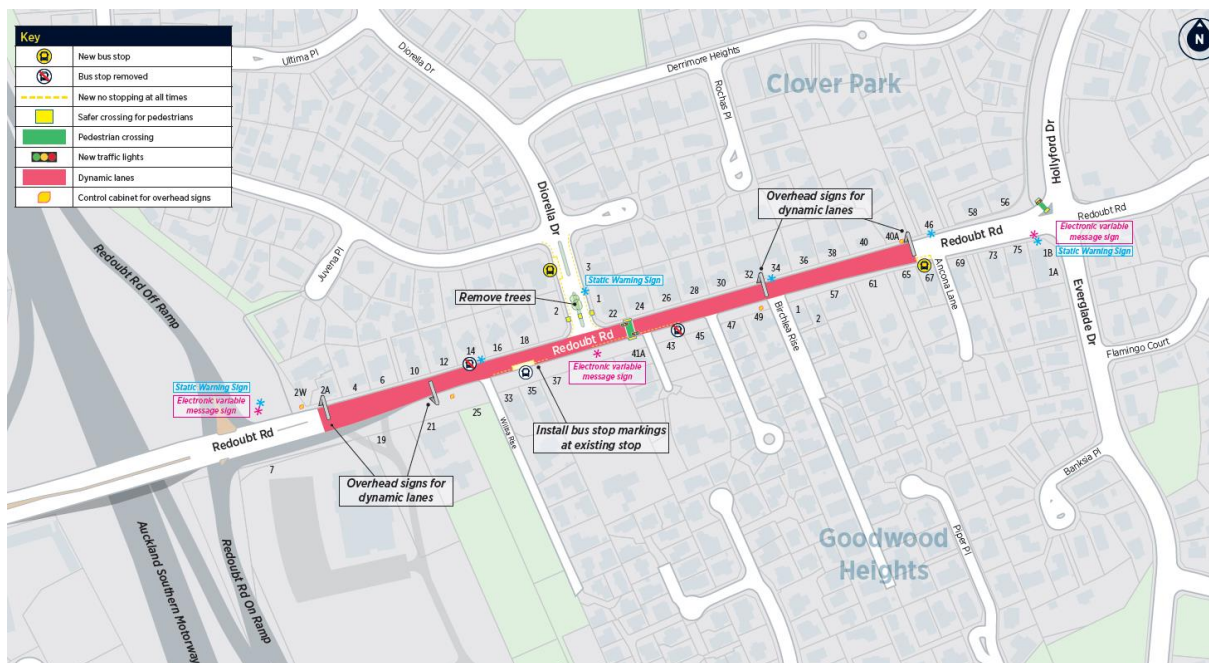
# Background

## Project overview

To reduce congestion, Auckland Transport (AT) will install dynamic lanes on Redoubt Road in Manukau, between the Southern Motorway offramp and Hollyford Drive.

On weekday afternoons, most vehicles on Redoubt Road are heading away from Manukau. They have to merge into one lane at the start of Redoubt Road, near the motorway offramp. This can cause significant delays.

Dynamic lanes will change the direction of the centre lane between 4pm and 7pm on weekdays, removing that pinch point and allowing traffic to flow.



## Timeline

- February to August 2019 - Investigation and design work
- August to October 2019 - Public communications
- October 2019 - November 2019 - Pre-construction work
- May to June 2020 - Consultation on design changes
- July 2020 - Main construction period to begin
- Last quarter 2020 - Dynamic lanes to begin operating.

## Project details

### How dynamic lanes will work on Redoubt Road

On weekdays before 4pm the lanes will stay the same as they are now



At 4pm the centre lane will change to flow away from Manukau



At 7pm the centre lane will go back to its normal direction

## What to expect during construction?

The main construction period will run between July 2020 and late 2020

- Construction will not affect peak hour traffic.
- Night works with partial lane closures will be required.
- A limited number of night time full lane closures will be required with residents vehicle access only.

AT will be installing:

- On road studs that light up (cats eyes)
- The 4pm to 6pm clearway on the southern kerb of Redoubt Road will be changed to operate from 3pm to 8pm.
- No stopping at all times lines on Diorella Drive
- A pedestrian crossing with traffic lights across Redoubt Road (near Diorella Drive).
- A pedestrian crossing with traffic lights on the slip lane going from Redoubt Road to Hollyford Drive. This will also mean a signalised left turn at the intersection of Redoubt Road and Hollyford Drive.
- Safety improvements for those crossing Diorella Drive (near Redoubt Road).
- New, no stopping at all times parking restrictions on Diorella Drive to ensure safe visibility for pedestrians and to allow access to the new bus stop.
- Changes to bus stop locations (Redoubt Road and Diorella Drive).
- Four cantilever gantries (overhead signs across the road) and associated roadside cabinets.
- Electronic messaging signs

## Consultation

We consulted on changes to the dynamic lane scheme from 20 May 2020 to 3 June 2020.

### What we asked you

We asked for your feedback on seven aspects of the project, these were:

- A pedestrian crossing with traffic lights across Redoubt Road (near Diorella Drive).
- A pedestrian crossing with traffic lights on the slip lane going from Redoubt Road to Hollyford Drive. This will also mean a signalised left turn at the intersection of Redoubt Road and Hollyford Drive.
- Safety improvements for those crossing Diorella Drive (near Redoubt Road).
- New, no stopping at all times parking restrictions on Diorella Drive to ensure safe visibility for pedestrians and to allow access to the new bus stop.
- Removal of two trees on Diorella Drive to improve pedestrian visibility.
- Changes to bus stop locations (Redoubt Road and Diorella Drive).
- Four cantilever gantries (overhead signs across the road) and associated roadside cabinets.

Please note: we only asked for feedback on the above aspects and not the project as a whole.

### Activities to raise awareness

- We sent a letter to around 800 property owners and homes surrounding the project site.

### How people provided feedback

You could provide feedback using an online submission on <https://at.govt.nz/projects-roadworks/dynamic-lanes/redoubt-road-dynamic-lanes/#feedback> or by email.

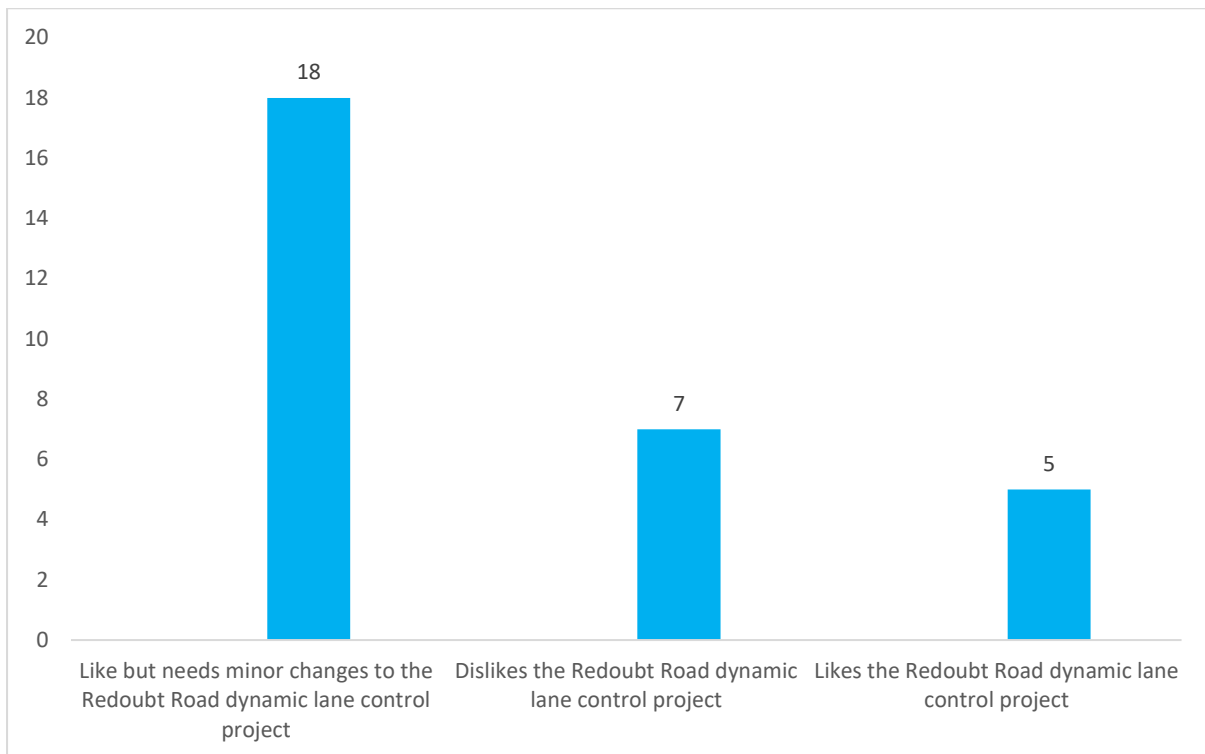
# Your feedback

## Overview

We received public feedback on the proposal from 35 submissions. 28 submissions on the on-line survey and 7 submissions by email to the AT correspondence address.

## Themes in feedback

### Overall opinion



52% of submissions liked the Redoubt Road dynamic lane control project but said they wanted minor changes.

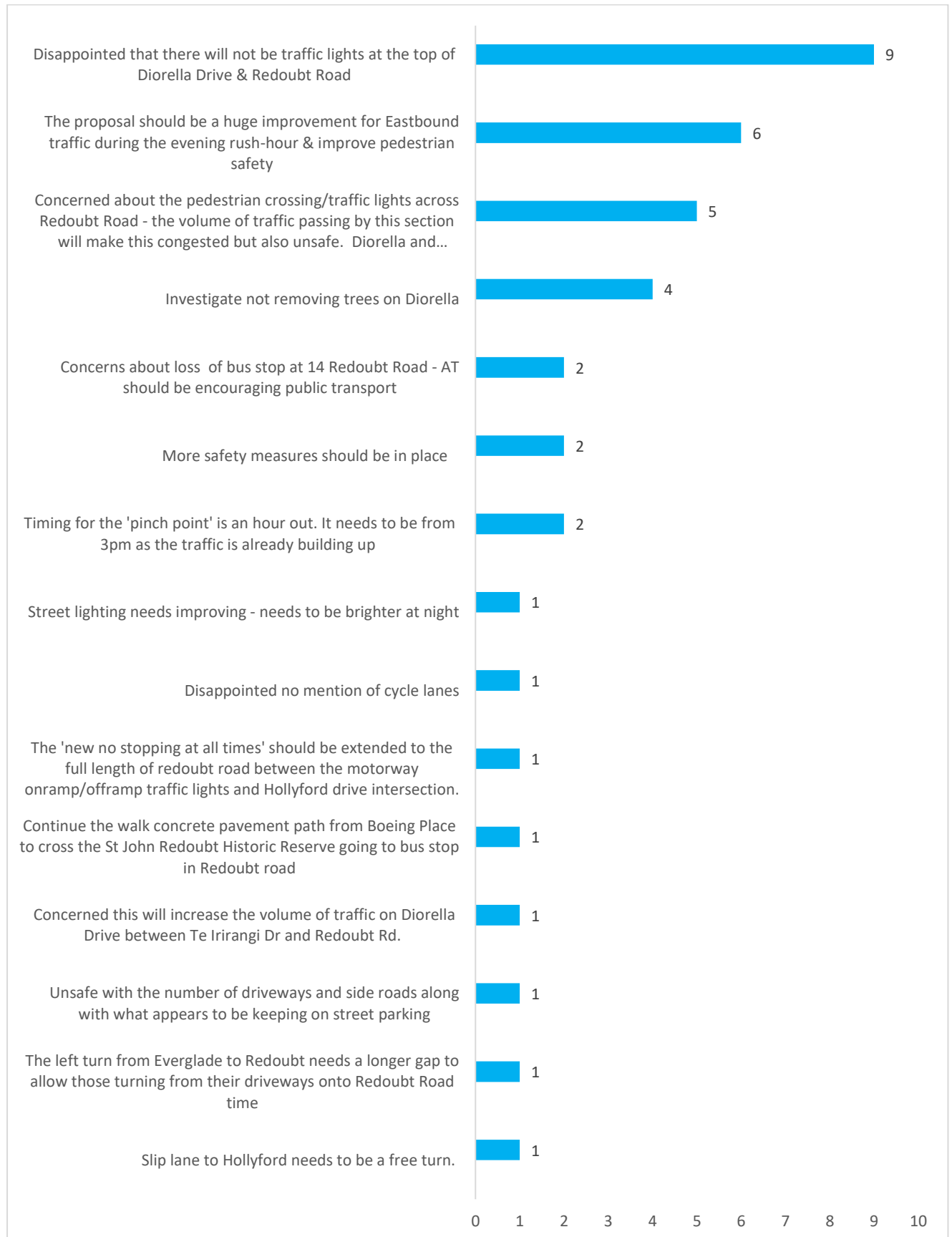
20% of submissions disliked the Redoubt Road dynamic lane control project.

14% of submissions liked the Redoubt Road dynamic lane control project as is.

14 % of submissions did not give an overall opinion.



## Main Themes



Like the proposal but needs minor changes to the Redoubt Road dynamic lane control project (18 submissions).

Disappointed that there will not be traffic lights at the top of Diorella Drive & Redoubt Road (9 submissions).

The proposal should be a huge improvement for Eastbound traffic during the evening rush-hour & improve pedestrian safety (6 submissions).

Concerned about the pedestrian crossing/traffic lights across Redoubt Road - the volume of traffic passing by this section will make this congested but also unsafe. Diorella and Redoubt Rd intersection has always been dangerous (5 submissions).

Investigate not removing trees on Diorella (4 submissions).

Timing for the 'pinch point' is an hour out. It needs to be from 3pm as the traffic is already building up (2 submissions).

More safety measures should be in place (2 submissions).

Concerns about loss of bus stop on Redoubt Road - AT should be encouraging public transport (2 submissions).

## Other Submissions

### Bike Auckland

'Bike Auckland is neutral regarding the proposal itself (it is preferable to extra lanes). We have some more specific design concerns: - A pedestrian crossing the proposed Diorella Drive crossing does not only have to detour quite a distance down into the side road (nearly 15m!) when walking along Redoubt Road, when setting off from the west side kerb, they actually cannot see traffic coming around the curve - and that curve is very generous / fast. You need to ensure adequate visibility here, and the kerb at a relocated (closer to Redoubt Road) crossing should be built out to reduce the crossing distance / reduce turning speeds. - Instead of a traffic signalised slip lane, at Redoubt left into Hollyford, we would prefer a slip lane with a raised zebra crossing, or removal of the slip lane altogether. - Any placement of new gantries or poles will need to be careful to not restrict existing narrow footpaths. This would create further safety issues for people walking here or riding on the footpath because the road environment is so hostile.

# Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following

Design suggestion in feedback	AT response
Disappointed that there will not be traffic lights at the top of Diorella Drive & Redoubt Road	Signalising Diorella Drive was considered during the design process. However, it could not be progressed because of the difficulty of operating within a dynamic lane system. Traffic modelling undertaken for Redoubt Road shows that the dynamic lane will create gaps in traffic during busy times. This will allow vehicles to make right turns into and out of driveways and Diorella Drive.
Concerned about the pedestrian crossing/traffic lights across Redoubt Road - the volume of traffic passing by this section will make this congested but also unsafe. Diorella and Redoubt Rd intersection has always been dangerous	The introduction of a pedestrian crossing with traffic lights across Redoubt Road is to improve safety. It is needed because of the high volumes of traffic using this road. Pedestrians have to cross the road to access bus stops and it is important that there are safe facilities to do this.
Timing for the 'pinch point' is an hour out. It needs to be from 3pm as the traffic is already building up	We will start operating the dynamic lanes from 4pm-7pm which analysis of traffic data showed as the busiest period. We will review whether this time is appropriate once the dynamic lanes are in operation. We have the flexibility to change if needed.
More safety measures should be in place	The dynamic lane will not stop vehicles speeding down Redoubt Road. However, it may contribute to lower speeds with the introduction of yellow LED in road lights which will highlight the special nature of the area. Pedestrian safety will also improve through the new pedestrian crossings with traffic lights on Redoubt Road by Diorella Drive and at the slip lane on Hollyford Drive.
Concerns about loss of bus stop on Redoubt Road - AT should be encouraging public transport	The bus stop outside number 26 Redoubt Road is being retained and a new bus stop is proposed on Diorella Drive. The combination of these bus stops serve the same bus routes as the bus stop being removed outside number 14 and will promote safe crossing of Redoubt Road at the new signalised crossing.
Slip lane to Hollyford needs to be a free turn.	Our investigation shows that signalising the left turn into Hollyford Drive from Redoubt Road will not significantly affect traffic. The traffic lights will stay on green for long enough to allow traffic to flow. We will closely monitor the impact of the crossing on the dynamic lane.
Unsafe with the number of driveways and side roads along with what appears to be keeping on street parking	The extension of the clearway times will allow enough time to remove any vehicles illegally parked in the clearway lane before the start of the dynamic lane operating period. Traffic modelling undertaken for Redoubt Road shows that the dynamic lane will create gaps in traffic during

Design suggestion in feedback	AT response
	busy times. This will allow vehicles to make right turns into and out of driveways and side roads.
Concerned this will increase the volume of traffic on Diorella Drive between Te Irirangi Dr and Redoubt Rd.	There is not expected to be a change in traffic volumes on Diorella Drive as a result of the project.
Continue the footpath from Boeing Place to cross the St John Redoubt Historic Reserve going to bus stop in Redoubt road	Unfortunately, the pedestrian improvements you have suggested are outside the scope of the dynamic lane project. We will raise this with the maintenance team.
The 'new no stopping at all times' should be extended to the full length of redoubt road between the motorway onramp/offramp traffic lights and Hollyford drive intersection.	The clearway hours for the westbound lane has been extended in the evening from 4-6pm to 3-8pm. This will prevent parking on Redoubt Road during busy times. We considered that parking spaces overnight for residents should be maintained where possible.
Disappointed no mention of cycle lanes	Cycle lanes are part of the longer-term plan for this corridor
Street lighting needs improving - needs to be brighter at night	We will consider opportunities to improve street lighting.
Investigate not removing trees on Diorella Drive	We have undertaken further investigation and agree that the trees on Diorella Drive do not need to be removed. These will be trimmed instead to ensure visibility for pedestrians on Diorella Drive.
The left turn from Everglade to Redoubt needs a longer gap to allow those turning from their driveways onto Redoubt Road time	We are not changing the Everglade Drive approach to the intersection.