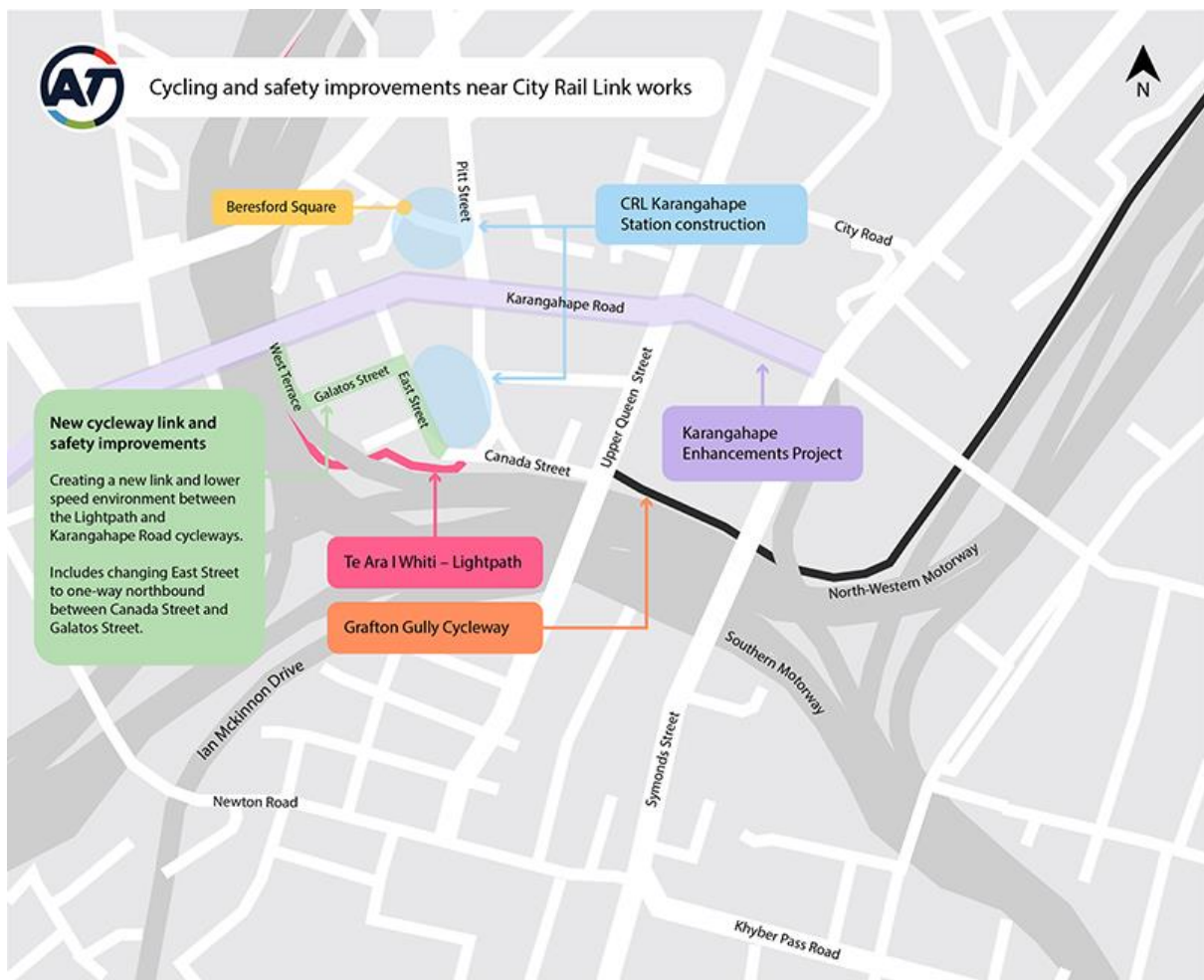


Summary of your feedback on East Street Link cycling and safety improvements



Total number of submissions received = 88

Summary

- Overall sentiment for this proposal was positive, with 86% (76 respondents) expressing support for the changes: 58% (51 respondents) supported the proposal and 28% (25 respondents) supported it with minor changes. 12.5% (11 respondents) said they did not support the proposed changes, and 1.5% (one respondent) did not respond to this question.
- Nearly half of all respondents (41 people, 47%) said the proposed amenities for cyclists and pedestrians would greatly improve safety in this area.
- A large proportion cited the proposed cycleway as a key safety measure and a welcome new link in the cycleway network (38 people, 43%). Five people opposed it.
- Nine people suggested extending the two-way cycleway further along East Street to Karangahape Road, along Canada Street and/or elsewhere within the project area.
- 18 people (20%) supported the proposed removal of car parking spaces, whereas nine opposed them (10%). One person supported the removals but wanted more loading zones considered for service delivery vehicles.
- Ten people said the changes would have a negative impact on local businesses and customer access; most cited the proposed car parking removals as the issue.
- Six people (7%) suggested extending the proposed one-way section of East Street to Karangahape Road, primarily to enable an extension to the proposed two-way cycleway for a more direct link to the Karangahape enhancements. Five people opposed making East Street one way for the proposed section.
- Six people (7%) wanted all the proposed changes to be made permanent.
- Four people requested a redesign of the Te Ara I Whiti – Lightpath connection where East and Canada Streets meet to allow more room for clear and safe interactions between cyclists and pedestrians moving in all directions.

Next steps

Based on the feedback received, we will proceed with the proposed design with the following amendments:

- Installation of a centre line on the new cycle path
- Clear wayfinding signage to guide cyclists along the new path
- Installation of a new traffic island between #14 and #16 East Street to ensure clear priority at the intersection
- New 'No Stopping at All Times' (broken yellow lines) outside #14 and #16 East Street.

The changes outlined in our finalised plans will be implemented from January 2021.

Background

As the City Rail Link (CRL) Karangahape Station construction work progresses, safe travel options are needed for everyone visiting or passing through this busy, vibrant area.

Changes to the streets surrounding the CRL Karangahape Station site are needed to provide a safer environment for cyclists, pedestrians, and other road users during its construction.

Heavy truck movements to the CRL construction site are expected to continue over the coming years. Upon completion of the Karangahape Road Enhancements project (early 2021), we expect more cyclists and pedestrians to seek a safe connection between the Te Ara I Whiti – Lightpath and Karangahape Road.

The changes will remain in place as safety measures for the public until the station is completed in 2024.

A range of tactical changes – including a cycleway link – were proposed as follows:

- East Street to become one-way northbound between Canada and Galatos Streets to prevent conflict between south/eastbound vehicles and trucks entering the CRL site. Vehicle access to Canada Street will be via Upper Queen Street and Mercury Lane only.
- A new two-way protected cycleway along East Street between Canada and Galatos Streets.
- Road surface changes in the form of shared lane markings (sharrows) along Galatos Street and West Terrace to indicate a slow speed environment for all road users.
- To assist with wayfinding, the colour scheme for the cycleway and slow speed areas will match that of Te Ara I Whiti – Lightpath and the Karangahape Road Enhancements, i.e. use of the colour pink.
- Proposed removal of 19 car parking spaces within the project area as follows:
 - Six on Canada Street – were made inactive as part of early traffic management for CRL station works
 - Six on East Street – to enable the two-way cycleway
 - Four on Galatos Street – to give cyclists space and a clear line of sight when moving between this street and West Street
 - Three on West Terrace – to give cyclists space and a clear line of sight when moving between this street and Galatos Street.
- New speed humps on East Street to create a slower-speed environment around the CRL works site.
- Relocating the Galatos Street loading zone to the opposite side of the road to provide a clearer line of sight for cyclists and pedestrians.

Activities to raise awareness

We consulted with the community to request feedback for this proposal by

- sending letters and information packs to 110 residents, property owners, and businesses along the streets within the proposal project area,

- emailing the letters and information packs to 120 key stakeholders, including the Karangahape Business Association (KBA),
- visiting local businesses and property owners, upon request, to discuss the proposal,
- setting up a project webpage and online feedback form on our Auckland Transport (AT) website,
- communicating the proposed changes to key stakeholders and interest groups,
- promoting posts on Facebook,
- briefing the Waitemata Local Board on the proposal.

What you told us

About you

88 people gave us feedback on the East Street Link proposal during the public consultation period from 21 October to 4 November 2020.

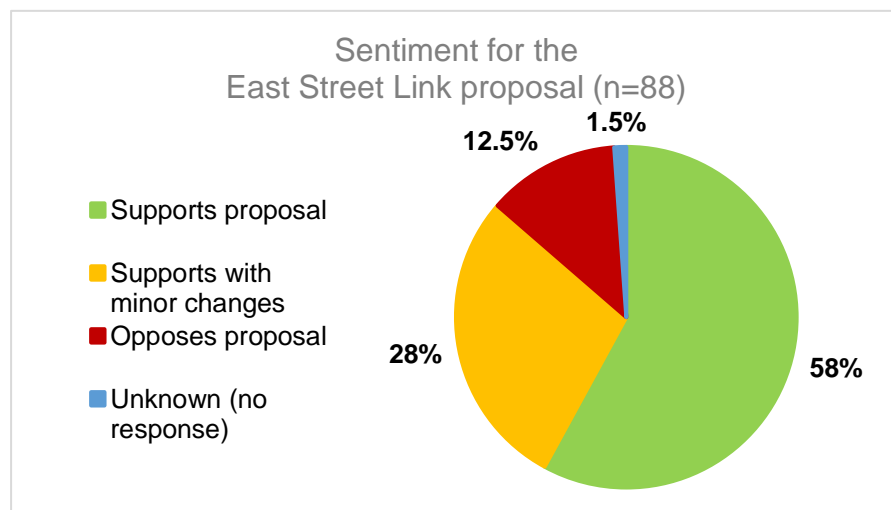
- 87 submissions were completed online; one written submission was sent by email.
- Our respondents identified their interest in the project as follows:
 - 33 cycle and 23 walk along the project area
 - 18 work in or near the project area
 - 18 use public transport to/from this area
 - 11 live in or near the project area
 - 9 own a business in or near the project area
 - 9 own property in or near the project area.

Note: respondents could select more than one option to define their interest in the project.

What you told us

Sentiment for this project

- The overall sentiment for this project was positive, with 86% (76 respondents) supporting the proposal.
- When asked ‘Do you have any suggestions or changes regarding this proposal?’ 58% (51 respondents) said, ‘No’ they liked the current proposal, and 28% (25 respondents) had minor suggestions.
- 12.5% (11 respondents) did not support this proposal.
- 1.5% (one respondent) did not respond to this question in the survey.



The vast majority of those who supported the design as proposed felt it would provide a safer environment for all users of this road space, particularly when the CRL works escalate and more heavy vehicles are regularly passing/travelling in and out of this area.

“This is a dangerous area at the moment with [CRL] construction delayed ... so it's good to get some separation for non-motorist road users.”

We received a wide range of suggestions and comments from those who supported the proposal but wanted minor changes. We grouped these suggestions and comments into feedback themes. While some were more general in nature, most sought to improve the safety of the proposed cycleway, shared path, and shared spaces; the one-way section of East Street; and the layout of other streets within the project area.

Those who did not support the proposal were mostly business owners or operators in or nearby the project area. They felt that removal of car parking spaces would negatively impact their businesses, especially customer accessibility and service deliveries.

“Parking is an issue for a short stop to deal with tenant concerns and maintenance ... Also, customers require parking, and your removing car parks will cost the shopkeepers and the amount of rent that can be asked.”

Feedback themes

The overarching themes of the feedback we received are detailed in the following sections. We have responded to the comments, suggestions, and issues raised in the feedback within the [design suggestions and our responses table](#) at the back of this report.

1. Cycleway and pedestrian amenities

We received 110 comments or suggestions about the proposed cycleway and pedestrian amenities and how to improve safety through this area. A large proportion of all respondents (47%) expressed support for the separation of cyclists and pedestrians from motor vehicles and trucks servicing the CRL Karangahape Station construction site. 43% supported the proposed cycleway as a welcome new link in the city's cycleway network.

A small proportion of respondents (6%) did not support the proposed design and preferred people to be directed through this area to existing cycleways and shared paths only.

Some people wanted the proposed two-way cycleway section extended along the entire length of East Street to connect more directly to Karangahape Road. Others shared a range of ideas to make the cycleway easy to find and delineate it from the general road space and to provide optimum protection and safety for its users. These are summarised below:

- Support safe separation of active modes and vehicles (41 people)
- Support the proposed cycleway design (38 people)
- Extend the two-way cycleway further within the project area (9 people)
- Direct people to existing cycleways and shared paths instead (6 people)
- Opposed the proposed cycleway (5 people)
- Provide clear wayfinding/markings for the cycleway and network connections (5 people)
- Replace sharrows with pink painted areas along the full cycleway (2 people)
- Use good-quality separators along the cycleway (2 people)
- Connect Te Ara I Whiti – Lightpath to South Street to reduce the gradient (1 person)
- Create smooth ramps to enter and exit the cycleway safely (1 person).

“... the protected cycleway will improve it immensely, both for people who already ride through here and those who would like to but find it scary in its current state.”

“Scrap this and direct cyclists to Upper Queen Street then down Canada Street.”

“Please don't use sharrows ... hot pink surfacing as [used] on Te Ara I Whiti – Lightpath ... would not only aid wayfinding, it would also look very cool.”

We have summarised and responded to your comments and suggestions in the [Design suggestions and our responses table](#).

2. Road space design and road user management

We received 57 comments and suggestions related to the design, allocation, and management of road space within the project area.

East Street

Nearly half of all comments and suggestions (25) referred specifically to East Street. While 6% of respondents did not support the proposed one-way section of East Street, all remaining suggestions supported or extended upon the proposed design.

7% of respondents said extending the one-way section of East Street to Karangahape Road would be better to enable the two-way cycleway to connect users more directly to Karangahape Road. Others wanted illegal car parking restrictions to be enforced or prevented, and one person suggested disabling through-traffic along East Street altogether. Other comments and suggestions included:

- Make East Street one way all the way to Karangahape Road (6 people)
- Opposes the proposed one-way section of East Street (5 people)
- Supports the proposed one-way section of East Street (3 people)
- One-way section restricts vehicle access to/from Karangahape Road (2 people)
- Reverse the proposed direction of the one-way section (2 people)
- Clear markings to enter/exit Galatos to/from East Street (2 people)
- Cut East Street into two sections to prevent through-traffic, extend existing shared path to Galatos Street instead, prevent cars from parking in and entering the cycle lane by the Galatos Street intersection, add more traffic-calming elements along East Street, monitor and enforce parking restrictions (1 person each).

Galatos Street and West Terrace

Minor concerns about Galatos Street and West Terrace were addressed with suggested ways to make cyclist, pedestrian, and vehicle interactions even safer.

- Install bollards to prevent illegal parking on West Terrace (3 people)
- Clearly mark the West Terrace to Karangahape Road entry/exit (2 people)
- Add lighting to improve safety of the shared zone, enforce car parking restrictions, address safety/space concerns as vehicles enter Galatos Street from East Street, add a pink raised table to the Galatos Street entry (1 person each).

Canada Street and Mercury Lane

A few suggestions related to Canada Street and one to Mercury Lane. 5% of respondents suggested using more road space to create a more spacious connection point between Canada Street and Te Ara I Whiti – Lightpath to support users to move safely in all directions. All other suggestions were to manage concerns about private vehicles ‘rat-running’ at speed or turning in front of trucks servicing CRL works through this area.

- Make the Te Ara I Whiti – Lightpath/Canada Street connection safer and more spacious (4 people)

- Make Canada Street eastbound one way to prevent illegal access from East Street, add more traffic-calming elements to Canada Street, add more traffic-calming elements to Mercury Lane, address safety concerns for cars turning near the CRL site entrance (1 person each).

The remaining feedback was more general in nature. Notably, 7% of respondents wanted the proposed road space changes to be permanent during the CRL works and to keep people moving safely to and from Karangahape Station once operational. Others suggested ways to reduce vehicle speeds further or even prevent cars from using this road space.

- Make all the proposed changes permanent (6 people)
- Supports new connections between streets off Karangahape Road (3 people)
- Opposes the proposed traffic-calming measures (2 people)
- Add traffic-calming elements to all side street entrances, lower posted speed limits through this area, ban all private motor vehicles from this area (1 person each).

“I'd suggest pushing to be one way the whole length ... This would allow East Street intersection to be movements out only, further improving safety”

“A better (i.e. more spacious) connection to Te Ara I Whiti – Lightpath would be good – allow more run-off space – it is currently sharp and potentially dangerous turning.”

“I support the proposal and strongly believe that it should be permanent rather than temporary ... After the station opens, there will be an increase in pedestrian and cyclist traffic, so infrastructure links like this will be more necessary.”

We have summarised and responded to your comments and suggestions in the [Design suggestions and our responses table](#).

3. Car parking and loading zones

We received 28 suggestions and comments about the proposal to remove 19 on-street car parking spaces. The majority supported these removals as necessary to create safe travel options through the area and for users of Te Ara I Whiti – Lightpath, and Karangahape Road and other sections of the city’s cycleway network. One respondent supported the plans but would like more loading zones for service delivery providers to be considered in the final design.

- Supports removal of car parking spaces (18 people)

- Opposes removal of car parking (9 people)
- Add more loading zones for service delivery vehicles (1 person).

“Removing car parking for safe cycling and walking access is always an improvement.”

“Removing further car parks from this area will be another blow to the business community.”

“... dedicated loading zones (above those proposed for Galatos Street) will result in delivery drivers completing their work faster and moving on more efficiently.”

We have summarised and responded to your comments and suggestions in the [Design suggestions and our responses table](#).

4. Community impact

A total of 11 responses related to perceived impacts on businesses and residents within the project area. All felt the proposal would have a negative impact on businesses in particular, saying that car parking removals and changes to the road space would make the area less accessible and convenient for customers.

- The proposal will negatively impact access for local businesses (10 people)
- The proposal will negatively impact access for local residents (1 person).

“Businesses in the area are already suffering. The removal of more parking and the narrowing of East Street will make access ... even harder.”

We have summarised and responded to your comments and suggestions in the [design suggestions and our responses table](#).

Key stakeholder feedback

Karangahape Road Business Association (KBA)

In a general position statement shared in response to this proposal, the KBA

- generally supports streetscape enhancements and cycleways leading to Karangahape Road,
- does not support the removal of car parking to enable projects, as some of its core members depend on parking,
- does not believe the introduction of cycleways should reduce customer car parking options,
- would like to continue work on a customer car parking mitigation plan with AT,
- encourages AT to fund an economic impact survey on all projects in this area.

Based on the above, the KBA does not support this specific proposal.

Bike Auckland

Bike Auckland supports the proposal and the removal of car parking to implement it but with the following minor changes.

- Install bollards or planter boxes to prevent illegal parking and blocking of the path at the end of West Terrace; ensure it is highly visible and does not pose a collision hazard for people on bikes.
- Ensure ground markings and/or signage clearly indicates the cycleway's turn from East Street onto Galatos Street and how to get to/from Karangahape Road at the end of West Terrace.

Generation Zero

Generation Zero supports all the measures and benefits proposed for this project and believes that safer cycling provisions are key to Auckland's transport transformation.

Design suggestions and our responses

Below is a summary of all design suggestions and concerns put forward in your feedback. We have also responded to questions and issues you raised about this proposal.

Design suggestions	AT response
East Street Link cycling and safety improvements	
Road space and road user suggestions	
<p>East Street one-way section</p> <ul style="list-style-type: none"> Extend the proposed one-way section all the way to the Karangahape Road intersection, preventing traffic from turning across the Karangahape cycleway to access East Street <ul style="list-style-type: none"> - also enable possible extension of the proposed two-way cycleway direct to Karangahape Road. Reverse the direction of the one-way section to prevent 'rat-running' from Upper Street to Karangahape Road (via Canada/East Streets) while still providing business/resident access. 	<p>The initial investigation examined this option but ruled it out because, combined with the proposed and existing CRL changes, it would create too many restrictions for cars accessing the area.</p> <p>The proposed one-way direction was designed to remove conflicts with vehicles turning into the CRL construction site and with vehicles travelling down East Street. This was a key consideration when designing the cycle facility.</p>
<ul style="list-style-type: none"> Consider making Canada Street one-way as well; restrict vehicles to the eastbound lane to prevent illegal use of the proposed one-way section of East Street (wrong way entry to Canada Street). 	<p>Ongoing works associated with the CRL Karangahape Road Station mean these suggestions are not currently possible. However, AT is working with CRL on the final precinct design to be implemented once construction is complete and is considering a range of options.</p>
<ul style="list-style-type: none"> Consider cutting East Street in two instead to prevent high-speed 'rat-running' through-traffic between Upper Queen Street and Karangahape Road, maintaining access for local businesses and residents. 	<p>Ongoing works associated with the CRL Karangahape Road Station mean these suggestions are not currently possible. However, AT is working with CRL on the final precinct design to be implemented once construction is complete and is considering a range of options.</p>
<p>Traffic calming</p> <ul style="list-style-type: none"> Add more traffic-calming elements to the general project area to reduce vehicle speeds <ul style="list-style-type: none"> - particularly along Canada Street and Mercury Lane to prevent 'rat-running' - add a pink raised table to the entrance of Galatos Street - consider speeds bumps at the entrance of all side streets. 	<p>Ongoing works associated with the CRL Karangahape Road Station mean these suggestions are not currently possible. Following design reviews, we concluded that</p> <ul style="list-style-type: none"> two speed humps on Mercury Lane would be sufficient to slow vehicles down, and the separated cycle facility, which will narrow the traffic lane along with the intersection changes at Galatos Street/East Street, will slow vehicles down.

Design suggestions	AT response
	AT is working with CRL on the final precinct design to be implemented once construction is complete. A range of options are under consideration, including traffic-calming measures.
Lane widths <ul style="list-style-type: none"> Reduce the road lane widths within the project area to force drivers to slow down. 	The lane widths in this area are already within the minimum width required. The traffic-calming measures being implemented, along with the existing traffic management with the CRL Karangahape Road Station works, will encourage low speeds while construction continues.
Speed limits <ul style="list-style-type: none"> Reduce posted speed limits along all streets within the project area to enhance safety. 	Posted speed limits have recently been reduced within the CBD by the Gateways project. This area has a revised posted speed limit of 30 km/hr
Road users <ul style="list-style-type: none"> Ban private vehicles from all streets within this project area; prioritise safety for active modes. 	The number of residents and businesses with private car parking means this option is not possible. AT is concentrating on making the environment safer for all users.
Car parking and loading zone suggestions	
On-street car parking <ul style="list-style-type: none"> Concerns about the loss of on-street parking for local businesses and residents within the project area and surrounding community <ul style="list-style-type: none"> Removals will negatively impact accessibility and convenience of businesses to customers Believe the Karangahape Enhancements project promised no further loss of car parking for the business community within this wider area. 	<p>A number of properties have off-street parking, and there is a Wilsons car parking building on Cross Street. Parking loss was minimised as much as possible, with the removal of spaces limited to those needed to ensure safety for all transport modes. The area is well serviced by public transport. This project will create a well-connected cycle network that will provide people with a greater range of transport options to access the area.</p> <p>The parking signs for the Karangahape Road Enhancements Project have not yet gone in, and AT is working on further measures to address the requirement for parking in the area, which will be implemented in 2021.</p>
Loading zones <ul style="list-style-type: none"> Consider introducing more loading zones to the project area to support local businesses with efficient service deliveries. 	The loading zone provisions in the area will remain the same as presently provided. This is a tactical project, so monitoring will be undertaken to determine whether changes are needed.

Design suggestions	AT response
<p>Infringement prevention and enforcement</p> <ul style="list-style-type: none"> • Increase monitoring and enforcement to discourage illegal parking throughout the project area to support the proposed changes <ul style="list-style-type: none"> - particularly on Galatos Street - paint yellow lines across driveways to prevent illegal parking and blocking people getting in/out. • Place bollards on West Terrace to prevent cars from parking illegally across the cycleway/share space. 	<p>We appreciate you raising this issue and we have advised our parking enforcement team. Parking limit lines (white hockey stick markings) are installed to delineate where parking is available. Should you notice a vehicle is parked within 1 metre of this vehicle crossing and blocking access, please contact our parking compliance department on (09) 355 3553 with the details of the vehicle to request enforcement action be taken.</p> <p>Bollards are not preferred by cyclists. AT will monitor this area, install pavement markers to highlight the presence of people on bikes, and consider planter boxes or similar.</p>
Cycling and pedestrian amenity suggestions	
<p>Two-way cycleway</p> <ul style="list-style-type: none"> • Extend the proposed two-way cycleway further along East Street up to the Karangahape Road intersection for a more direct link between the Lightpath and the Karangahape Enhancements. <ul style="list-style-type: none"> - extend along Canada Street to link to Upper Queen Street - make the cycleway throughout the project area a two-way cycleway - provide more cycle lanes in general along the project area • Provide quality separators along the cycleway to protect cyclists from motor vehicles <ul style="list-style-type: none"> - preferably concrete or high-quality rubber separators like those used on St Luke's Road cycle lanes. • Provide smooth ramps to enter and exit the cycleway safely. 	<p>We carefully considered the alignment of the cycleway. The rationale behind taking cyclists onto Galatos Street was because the street is flatter and has less traffic. As the separators are temporary, high-quality rubber will be used rather than concrete. All ramps will be smooth to allow for easy transitions. Furthermore, sections of road will be resurfaced to ensure a high-quality surface for bike riders.</p>
<p>Markings, signage, wayfinding</p> <ul style="list-style-type: none"> • Consider replacing sharrows with pink painted pathways to delineate the cycleway for all road users. <ul style="list-style-type: none"> - feel sharrows are not widely recognised or understood - consider painting directional arrows to help cyclists of all levels to understand the intended direction of travel along the new cycleway/path. - ensure any road markings along the cycleway are big and visible enough for vehicles to see too. 	<p>At this stage, the proposal for the separated facility is only for the section along East Street. This is because East Street will carry a higher volume of vehicles (including the CRL construction vehicles), so protecting cyclists was a key driver. Galatos Street is a low-volume road and can be shared by vehicles and cyclists.</p> <p>As the area along Galatos Street and West Terrace will not function as a shared path but rather a slow road, the use of pink might give a false sense of security. Sharrows will more appropriately convey the function of these streets.</p>

Design suggestions	AT response
<ul style="list-style-type: none"> Clearly mark/delineate all cycleway entry and exit points, particularly <ul style="list-style-type: none"> - to/from Galatos Street and East Street - to/from Galatos Street and West Terrace - to/from West Terrace and Karangahape Road - to/from Te Ara I Whiti – Lightpath and East Street Provide clear wayfinding signage to link people seamlessly from the proposed cycleway and shared path to other parts of the city's cycleway network 	<p>Wayfinding signage will be installed along with clear road markings to ensure cyclists understand the direction of travel.</p> <ul style="list-style-type: none"> All cycle points will be delineated. As above
<ul style="list-style-type: none"> Consider using signage to direct cyclists and pedestrians through this area to existing cycleways and shared paths instead of creating the proposed facilities. 	<p>We did consider this. However, safety concerns about having cyclists near a construction area meant a separated cycle facility was best.</p>
<p>Connections</p> <ul style="list-style-type: none"> Create a wider, safer connection point between the existing Canada Street shared path, the new East Street cycleway and Te Ara I Whiti – Lightpath; cater to cyclists and pedestrians moving in all directions at this complex meeting point. Consider bollards at the Galatos Street/West Terrace pinch-point to stop cars from blocking this connection. Consider connecting the Lightpath to South Street instead of East Street for a gentler gradient. 	<p>Construction activity with heavy vehicles means we could not achieve this in the short term. We have a longer-term plan to redesign the connection point between Canada Street/East Street and Te Ara I Whiti – Lightpath.</p> <p>Road surfacing and pavement markers will be used to highlight the presence of cyclists at this location. This area will be monitored, and a bollard installed if warranted.</p> <p>A connection between the Lightpath and South Street would require changes to the existing Lightpath, which are not within the scope of this project.</p>
<p>Security, safety</p> <ul style="list-style-type: none"> More street lighting along Galatos Street and West Terrace to provide a safer environment for people cycling and walking through this area. 	<p>A review of streetlighting will be undertaken as part of this project, and changes will be implemented as necessary.</p>
<p>Questions and issues</p>	
<p>"The two-way section of Canada Street ends right by the truck entrance to the CRL site. Here, vehicles will have to turn around unsafely to head back towards Upper Queen</p>	<p>CRL heavy vehicles have a planned one-way turning area within the site, allowing safe entry via Canada Street and exiting onto Mercury lane.</p>

Design suggestions	AT response
Street.”	The proposed road layout changes will continue to allow vehicles to turn into East Street from Canada Street and travel northbound on East Street; the design does not prevent vehicles from entering East Street.
“Why isn't East Street one-way right up to Karangahape Road? This would surely be the most legible outcome for drivers and riders alike and significantly improve safety at this intersection.”	The proposed one-way direction was designed to remove conflicts with vehicles turning into the CRL construction site and with vehicles travelling down East Street. This was a key consideration when designing the cycle facility.
“Will I be able to turn right out of the top of East Street?”	Right-hand turning restrictions onto Karangahape Road from East Street will remain in place.
“How can vehicles turn around safely on Galatos Street?”	Vehicles will need to make multiple-point turns using driveways to turn safely within Galatos Street, as they currently do. The removal of parking from the western end of the street will also make turning around easier. The reduced speed environments should improve the safety of interactions between vehicles and cyclists.
“We support the cycleway itself but not some of the other changes, because we cannot see why they are wanted or how they will help, in particular the no right turn from the top of East Street. I fear that the effects of stress, aggression, and drivers wanting to do dangerous u-turns, for example, will not only affect myself but all East Street and Karangahape Road users, whether walking, cycling, or driving.”	<p>A solid median has been in place on Karangahape Road to prevent vehicles turning right into or out of East Street for a number of years. The Karangahape Enhancements project is upgrading this solid median, and the right turn movements will continue to be banned. The Karangahape Road/East Street intersection has very poor visibility, and this is a safety issue, which is why right turn movements have been and will continue to be banned</p> <p>We recognise that the conversion of East Street to one-way northbound only south of Galatos Street will mean properties in that section will have to divert around the block should they wish to travel eastbound, rather than traveling southbound to Canada Street as they currently do. This is unfortunate. However, our priority is safety, and the one-way change is specifically designed to remove the conflict point between vehicles travelling quickly downhill southbound on East Street and large trucks turning into the station site.</p> <p>We understand that some residents will have to divert further to travel to their chosen destinations, but safety takes priority in such constrained environments.</p>