

Cryers Road, Trugood Drive intersection improvements

Public feedback report

Contents

Contents	2
Summary	3
Consultation Decision and Recommendations	3
Next steps.....	3
Background.....	4
Consultation.....	4
What we asked you	5
Activities to raise awareness:	5
How people provided feedback.....	5
Your Feedback	6
Overview	6
Design suggestions in feedback and AT response	7

Summary

We are proposing to improve safety and reduce morning peak congestion at the intersection of Cryers Road with Trugood Drive, Highbrook Park.

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 from January 2022.

We anticipate the proposed changes will be constructed in 2022/2023. We will be in touch with local residents and business prior to any construction taking place.

Background

We proposed to improve safety and reduce morning peak congestion at the intersection of Cryers Road with Trugood Drive, Highbrook Park.

There has been extensive queuing on Trugood Dr, especially during the morning peak. More than ten crashes turning onto Cryers Road were reported in the past five years.

- Alleviate the morning peak congestion from Trugood Dr
- Make it more manageable and safer to exit onto Cryers Road from Trugood Dr
- Reduce the crash risk of vehicles from Trugood Dr
- Improve pedestrian accessibility and crossing the intersection
- Improve safety for all modes

Consultation

We consulted on the following proposals between 11 October to 31 October 2021.

1. Convert the intersection to a roundabout

- Traffic on Cryers Road has the right of way. Converting the intersection to a roundabout will give Trugood traffic more opportunities to enter Cryers Road and safer than happens now.
- It will have a mountable apron meaning larger vehicles can manoeuvre easily on and around the roundabout.
- The existing Cryers Road slip lane will stay.

2. Install signal metering on Trugood to prevent significant queuing on Cryers Road

- The signals will be placed on Trugood Drive and will operate like traffic lights to prevent significant queuing on Cryers Road.
- Sensors on Cryers Road monitor traffic flow. When long queues are detected, the red/stop signal is triggered to stop vehicles on Trugood Drive. Once cleared, the green/signal is activated.
- If there are no long queues on Cryers Road, the signal will stay green.
- The signals are proposed to operate during the morning peak 7am-10am, Mon-Fri.
- The signals aim to balance traffic flow at the roundabout and prevent significant queuing.

3. Build new raised speed tables to slow vehicles down

- The proposal is to install a Swedish-style table. Swedish-style speed tables are a raised table with only one sharp ramp, which produces a smoother ride for heavy vehicles and buses. This type is more appropriate for the Highbrook business area than a typical speed table used on residential streets.

4. Build new crossing points for people to cross the road

What we asked you

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

Activities to raise awareness:

To let you know about the consultation, we:

- Mailed letter and feedback to businesses in the consultation area and property owners
- Discussions with the Great East Tamaki Business Association (GETBA)
- Set up a project webpage and an online feedback form on our website
- Held 2 online consultation webinars

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 letter. See attachment 2 at the end of this report for a copy of the feedback form.

Your Feedback

Overview

We received public feedback on the proposal from 7 people, received via written feedback form.

I support the proposals but with changes	5
I do not support	2

Those in support of the proposals made suggestions for AT such as building an underpass/overpass for pedestrians, a separate signal meter activation for an access road off Cryers Road, and a new berm on Cryers opposite Trugood for 'B' train trucks turning into driveway at 123 Cryers Road.

Those not in support gave reasons that it will make traffic worse and slow things down especially because of the speed tables.

Design suggestions in feedback and AT response

Design suggestion in feedback	AT response
General themes Specific issues	
Roundabout	
The roundabout will make traffic worse. It will be hard for trucks and trailers to use.	Drivers on Trugood Drive will benefit from the proposed roundabout especially during the AM peak. Currently Trugood Dr traffic suffers significant waiting times because Cryers Road traffic has the right of way. <ul style="list-style-type: none"> • Converting the intersection to a roundabout will give Trugood traffic more opportunities to enter Cryers Road and safer than what happens now. • The roundabout is fully mountable meaning larger vehicles can manoeuvre easily on and around the roundabout. • The roundabout will better balance traffic flows, reducing overall delays and improving safety. • The existing Cryers Road slip lane will stay.
I have seen roundabouts blocked by waiting traffic, how can you prevent this happening?	The proposed roundabout would improve the traffic flow at this intersection than it is currently, because it will allow the congested southbound traffic on Trugood Dr to access Cryers Rd more easily and safely. The new signal metering on Cryers Rd would also control the traffic flow entering the roundabout from Cryers Rd, therefore preventing long traffic queuing on Cryers Rd. Drivers should still expect waiting queues during the PM along the western arm of Cryers and Trugood Drive for traffic exiting on to Ti Rakau Drive. This is because Ti Rakau traffic flow is heavier, combined with traffic light signals at the Ti Rakau/Trugood

Traffic flows and queues	
Unacceptable queue times. Queues build back to Ti Rakau Drive and choking the right lane Ti Rakau to Trugood	<p>Various options to improve the intersection have been examined.</p> <p>The proposed roundabout was found to be the optimal layout in terms of operation and safety. The berm island (which is reduced in size compared to the existing island) is required to keep the free left turn lane from Cryers Road to Trugood Drive.</p> <p>Addressing the cause of the queues from Ti Rakau Drive is not within the scope of this project.</p>
Build in additional traffic lanes	There is not enough space to build additional traffic lanes. Additional lanes would have limited benefit and would encourage higher speeds, resulting in potential safety concerns.
Will move traffic on Trugood. I can be waiting for a long time in the mornings to turn right on to Cryers Road.	<p>The proposed signals on Trugood Drive will operate like traffic signals to prevent significant queuing on Cryers Road.</p> <ul style="list-style-type: none"> • Sensors on Cryers Road monitor traffic flow. When long queues are detected, the red/stop signal is triggered to stop vehicles on Trugood Drive. Once cleared, the green/signal is activated. • If there are no long queues on Cryers Road, the signal will stay green. • The signals are proposed to operate during the morning peak 7am-10am, Mon-Fri. • The signals aim to balance traffic flow at the roundabout and prevent significant queuing.
Harris Road	
We feel this scenario would create a backlog of traffic from the roundabout to Harris Road. They would never get to go with the flow coming out of Trugood turning right in the morning.	<p>There is high traffic demand from Trugood Drive in the AM peak period which does adversely affect the eastern Cryers Road approach.</p> <p>To address this, a queue detection mechanism located on Cryers Road east that will trigger a red signal on Trugood Drive and stop traffic entering the roundabout until the 'detected' long queue on Cryers Road east disperses.</p> <p>The queue detection measure will minimise instances of traffic queuing back to Harris</p>

	Road at the same time maintain a balanced traffic flow at the roundabout.
Accessway Road for #123 Cryers Road	
<p>1. There is not consideration for an accessway (in and out of #123 Cryers Road).</p> <p>2. This road used by major large trucks and vehicles to factories at end of road.</p> <p>3. They will have difficulty getting out of their accessway.</p> <p>4. They need signal meter activation on accessway to exit this road. Will support this proposal only with modifications</p>	<p>The new intersection layout is designed to accommodate vehicle tracking requirements for large vehicles from all directions, including the movements in to and out of #123 Cryers Road.</p> <p>The central island of the roundabout is fully mountable to assist the turning of large vehicles. The same vehicles would still be able to enter or exit the driveway without difficulties.</p> <p>Furthermore, it will be easier and safer to access this property as the new roundabout and raised tables would encourage slower speeds and help to create gaps in the traffic flow to help drivers enter or exit the driveway.</p> <p>Therefore, the access from #123 Cryers Road does not require a signal control. This would not be compatible with the roundabout operation, as the other approaches are not controlled by signals.</p> <p>The proposed signal metering on Trugood Drive is a distance away from the roundabout and is used to help provide gaps in the traffic flow past the eastern Cryers Road arm of the roundabout to help Cryers Road traffic enter the roundabout should longer than desirable queues occur on the eastern approach. This technique has been used successfully at other roundabouts. It is expected the metering will only be required for short periods of the day.</p>
Speed table	
Will lead to more congestion by slowing things down especially with the speed tables	<p>The proposed Swedish style raised tables are raised tables with moderate entry ramp and generous exit ramp, which produce a smoother ride for all vehicles. Drivers would be able to cross these tables comfortably at a speed of 30km/h or lower.</p> <p>The raised tables are not expected to exacerbate traffic congestion but to promote safe speed driving through the intersection and minimise risk of death or serious injuries in the</p>

	event of a collision.
Pedestrians	
Deal with pedestrians via crossings away from the intersection or better still, build pedestrian over/underpasses	<p>The proposed refuge crossings at the intersection are considered appropriate to cater for the low pedestrian demand at this intersection.</p> <p>Building pedestrian over or under passes is an extremely expensive option and are rarely used as they are generally not well used by pedestrians due to perceived personal safety issues and inconvenience of walking much longer distances. For these reasons underpasses or bridge cannot be justified at this location.</p>