

Grande Vue Road and Hill Road intersection improvements in Manurewa [Community feedback detailed summary](#)

Project summary

We are proposing changes to the intersection of Grande Vue Road and Hill Road, and access to the State Highway 1 (SH1) motorway on-ramp.

What we are doing:

- Installing traffic lights at the Grande Vue Road and Hill Road intersection. Coordinated with the nearby on-and-off ramp signals to maximise efficiency.
- Two new traffic lanes on Grande Vue Road towards the SH1 on-ramp.
- Rebuilding footpaths and installing tactile pavers at crossing points.
- Installing a new traffic island and kerb ramps at Grande Vue Road and SH1 on-ramp intersection.
- Installing new signage and painting new road markings.

Benefits:




- Addressing current safety and operational issues at the Grande Vue Road and Hill Road intersection.
- Improving pedestrian safety for people walking to Auckland Botanic Gardens, local shops and eateries.
- Reducing the likelihood of congestion on the way to the motorway via Grande Vue Road.
- Coordinating traffic lights at the on-and-off ramp signals to maximise efficiency.

Impacts:

- 14 on-street parking spaces to be removed on Hill Road, with 4 being reinstated after works end.
- 9 on-street parking spaces on Grande Vue Road to be removed.

Responses

We advertised the project on the EHQ website and via geo-targeted social media posts. Feedback was received in the form of online surveys and emailed submissions:

		
74 online survey responses	3 emailed submissions	Advertised via geo-targeted social media and EHQ website

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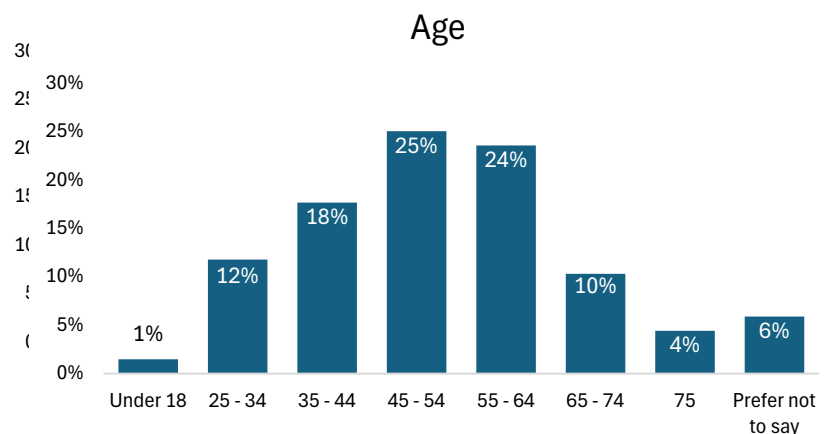
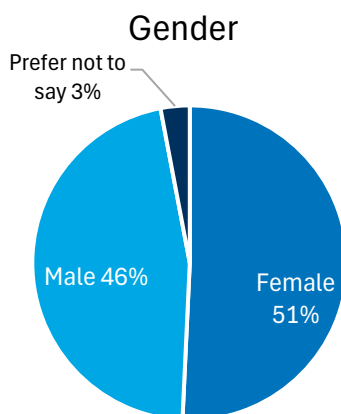
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Overall opinion

Awareness for the project was high:

- 1.8K people visited the page
- 1.6K people classified as 'aware' of the project (e.g., visited project page)
- 330 people classified as 'informed' (e.g., they interacted with the page)
- 74 people classified as 'engaged' (e.g., they took the survey)

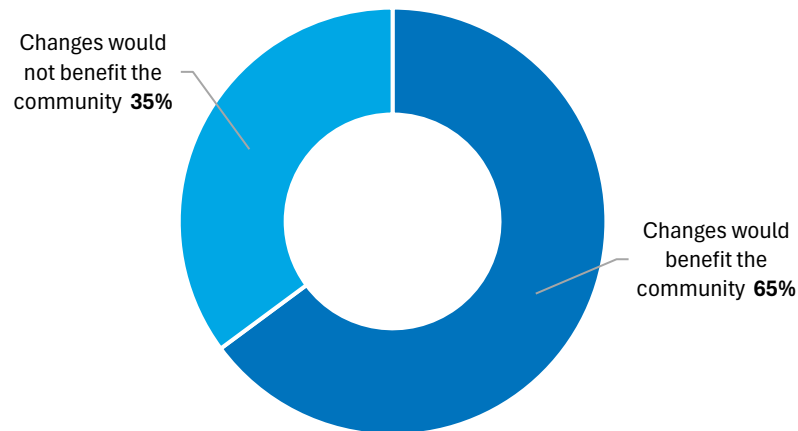
Who did we hear from?



Proposed upgrades – public opinion

We asked people what they thought about the proposed changes. Around **2/3** of respondents **think that the changes will benefit the community**, while around 1/3 think that it will not.

What do you think about the proposed changes?



Benefits for the neighbourhood

We asked people to tell us how the proposal would benefit their neighbourhood. **78 pieces of feedback** were provided, and they make up the topics below:

Topics (%)	
<p>Increase safety</p> <p>People think that the proposal will increase safety for pedestrians, cyclists and motorists in general. By improving traffic flow, it will also make it safer for people to access Hillpark and The Gardens. A couple of people told us that these changes will help decrease the frequency of accidents and near-misses in the area.</p>	44% (n= 34)
<p>Improve traffic flow and traffic rule clarity</p> <p>People believe that changes will help improve congestion. Some also think that it will provide clarity when transiting through the area. For example, some people told us that the Grande Vue Road and Hill Road intersection is confusing and installing traffic lights will help to navigate it better. Changes will also address the confusion created when turning left from Hill Road onto Grande Vue Road.</p>	35% (n= 27)
<p>Changes are welcomed</p> <p>Some respondents gave us feedback showing support for the proposed improvements. One person particularly looking forward to the footpath being rebuilt.</p>	14% (n= 11)



Improve vehicle access

People believe that changes will improve vehicle access to The Gardens, SH1 from Clevedon's direction, and for vehicles approaching SH1 from the west.

8% (n=6)

Concerns

We asked people if they had any concerns about the proposal. **57 pieces of feedback** were provided, and they make up the topics below:

Topics %	Auckland Transport response
<p>Proposed changes will increase congestion 35% (n=20)</p> <p>Most people told us that changes will increase congestion but did not provide a reason why. A small group think that adding new traffic lights will create more congestion. One person said that if the two new lanes going onto the motorway are implemented, congestion will be created on the left-hand side of Grande Vue Road from the Lawrence Crescent point.</p>	<p>During peak periods when the southern motorway is heavily congested, queues of traffic attempting to access the motorway already extend beyond the intersection and this will not change.</p> <p>Our proposal has been developed with the NZ Transport Agency to address community safety concerns. Signalising the intersection will bring the following benefits and impacts:</p> <ul style="list-style-type: none"> • It addresses the current safety and operational issues at the intersection of Grande Vue Road with Hill Road. • It improves safety for pedestrians, particularly those with disabilities, by giving them a pedestrian phase to cross the road safely when needed. • It enhances pedestrian access to the Auckland Botanic Gardens, local shops, and eateries, making it more convenient for the community. • The addition of two new lanes on Grande Vue Road will ensure a smooth traffic flow and reduce the likelihood of congestion through the intersection to the motorway. • It enables the coordination and monitoring of the new traffic lights with the nearby on-and-off ramps signals to maximise efficiency. • The signals will be linked with others via the Sydney Coordinated Adaptive Traffic System (SCATS), which adjusts timing based on traffic demand.

	<p>Impacts:</p> <ul style="list-style-type: none"> • Parking changes involve removing 14 on-street parking spaces on Hill Road and reinstating 4; plus removing 9 on-street parking spaces on Grande Vue Road.
<p>Concerns for making specific turns 16% (n=9)</p> <ul style="list-style-type: none"> • Turning left from Grande Vue Road onto the motorway on-ramp will be too difficult. Especially during peak hours as there will be no break in traffic coming from Hill Road. 	<ul style="list-style-type: none"> • Traffic queues on Grande Vue Road and Hill Road waiting to enter the motorway will not change, particularly at peak times when the motorway is heavily congested. • The changes are not expected to greatly affect left turns. During busy times, when there are many cars waiting to get on the motorway, it is expected that drivers will be polite and let left-turning traffic merge onto the on-ramp as they do now. • The new traffic signals will also create gaps in the wave of traffic entering the motorway, making it easier for left-turning traffic from Grande Vue Road.
<ul style="list-style-type: none"> • Turning left from the motorway on-ramp onto Grande Vue Road will not be safe. 	<ul style="list-style-type: none"> • The priority-controlled intersection has been changed from a Give-way to a Stop control. This will increase the level of safety for exiting vehicles by ensuring motorists observe on-coming vehicles and select the appropriate gaps to undertake the manoeuvre. In addition, high friction surfacing is proposed to improve safety and allow extra stopping ability if required.

- Turning right onto private property on Grande Vue Road when travelling west on Hill Road will require a last-minute merge onto another traffic lane. Necessary to avoid ending up on the motorway ramp, making it unsafe and frustrating.
- Proposed changes will make it difficult to get across to the left-hand lane of Grande Vue Road due to traffic being on a standstill at peak hours.
- Traffic travelling down Hill Road needing to turn right onto Grande Vue Road will create congestion on the bridge.
- Addition of traffic lights will make it difficult for cars turning right out of the Mobil and shops as there will be queues of traffic on Hill Road.
- A flush median will be maintained on Grande Vue Road to assist with drivers entering and exiting driveways on this section of road.
- During peak periods, traffic is expected to be slow moving which should enable lane change when required. During off peak periods, this operation is expected to be as it occurs now where ample gaps and sufficient distance for the lane shift is available.
- Traffic on Hill Road is already queuing extensively towards both the west and east (which includes congestion on the bridge). However, the proposed design allows for better management of queues as the traffic signals will be coordinated with the motorway on-ramp and off ramp. The proposal also provides more capacity/storage to get onto the motorway as well as formalising the turning priorities making it a safer intersection.
- Mobil is quite far away to be directly impacted by this proposal. In addition, there are already queues on Hill Road during peaks times.

<p>Other concerns 14% (n=8)</p> <ul style="list-style-type: none"> • A small group of people had other concerns such as safety and pedestrian crossing location. • On safety, there is concern that cars will need to enter lanes with short notice to avoid going onto the motorway on-ramp. People think that the number of accidents already occurring at the intersection will then increase. • For pedestrian crossings, people would like them installed at different locations (not specified). Lights placed in the corner of Hill Road and Grande Vue Road are not needed as there is a crossing in Claude Road already. 	<ul style="list-style-type: none"> • People not wanting to enter the motorway will need to change lanes. However, this section of Grande Vue Road will be slow moving particularly during busy times given the traffic volumes, enabling lane changing. During off-peak, there is ample gaps and sufficient distance for the lane shift. In addition, it is expected that the traffic signals may change traffic patterns in the local area, e.g. drivers may choose to access Grande Vue Road via Dennis Avenue. • The traffic signals include signalised pedestrian crossings across Hill Road and Grande Vue Road which will provide safe locations for pedestrians to cross and enable the corridor to operate efficiently. The crossings at Claude Road are too far for pedestrians wanting to walk eastwards on Hill Road.
<p>Concern for the on-and-off ramp design 12% (n=7)</p> <ul style="list-style-type: none"> • Concern that turning left onto the SH1 on-ramp from Grande Vue Road will be difficult with the two new proposed lanes coming from Hill Road ending on Grande Vue Road. • One person said that this will also make it difficult for any traffic wanting to join the motorway coming from Hill Road. <p>Exiting Hill Road off-ramp</p>	<ul style="list-style-type: none"> • Currently, traffic turning left from Grande Vue Road to the motorway ramp is required to give way and this will not change. The proposed changes are not expected to make much of a difference for left turning traffic as traffic will be slow moving during busy periods enabling left turning traffic to merge in as currently occurs. In addition, drivers would be expected to find gaps in the left-hand lane only to access the motorway. • Providing two northbound lanes on Grande Vue Road between Hill Road and motorway on-ramp will provide additional capacity and improve efficiency getting onto the motorway. <p>Exiting Hill Road off ramp</p> <ul style="list-style-type: none"> • Traffic at the Hill Road off-ramp is expected to be operating similarly to the current situation as the proposed design is not expected to raise vehicle speeds.

<ul style="list-style-type: none"> One person raised a concern that exiting the Hill Road off-ramp will be unsafe as cars will be left stranded alongside fast-moving traffic next to queues using the off-ramp. Queues being a product of the light phasing at the ramp. 	
<p>Other main concerns for the area 12% (n=7)</p> <ul style="list-style-type: none"> Some people were concerned that the proposed changes do not address the underlying issues of the intersection. It is only during peak hours that traffic congestion occurs at the intersection, and this is due to the on-and-off ramp traffic lights controlling traffic flow. A small group also raised the concern of trucks in the area. Trucks are a big contributor to congestion in the area and the motorway on-and-off ramp. They believe that reducing the number of trucks that use Grande Vue Road will decrease traffic congestion. 	<ul style="list-style-type: none"> The key driver of the proposal at this intersection are safety concerns regarding the unconventional priority control and a lack of pedestrian amenities. The current layout, where left-turning vehicles must give-way to right-turning vehicles, has led to crossing and turning crashes in the past. The proposed design addresses these safety concerns by implementing a signalised intersection, which provides clearer and safer turning movements in addition to providing pedestrian crossing facilities. Additionally, the proposed design improves traffic capacity for vehicles entering the motorway and thereby reducing queues along Hill Road. By introducing a signalised intersection, better coordination with adjacent on-and-off ramp signals can be achieved, optimising traffic flow and alleviating congestion particularly during peak hours. Hill Road and Grande Vue Road are critical arterial roads which connect to the motorway and provide necessary connectivity for all vehicle types including trucks and larger vehicles.
<p>Impacts on Hill Road 11% (n=6)</p> <ul style="list-style-type: none"> There is concern that the proposed changes will create congestion on Hill Road travelling in a westerly direction. 	<ul style="list-style-type: none"> Traffic on Hill Road is already queuing extensively towards both the west and east during peak periods. The proposed design improves traffic capacity for vehicles entering the motorway and thereby

- Double lanes going from Hill Road onto the motorway will disadvantage residents from Hillpark as it will create further congestion.
- Changing the giveaway rule at Hill Road and Grande Vue Road intersection will mean that traffic will get backed up further than it already does going onto the motorway.
- The removal of carparks along Hill Road to create two new lanes is seen as unnecessary. Congestion is only an issue at peak hours, these lanes are thus not needed after 6pm or on weekends. People have suggested to make Hill Road towards Grande Vue Road a clearway.

reducing queues along Hill Road. By introducing a signalised intersection, better coordination with adjacent signalised intersections can be achieved, optimising traffic flow particularly during peak hours.

- The current layout, where left-turning vehicles must give-way to right-turning vehicles, has led to confusion and reported crashes. The proposed traffic signals design addresses these safety issues while providing the opportunity to better coordinate with adjacent signalised intersections and optimise traffic flow particularly during peak hours.
- The introduction of traffic signals at this intersection is expected to change the way in which drivers' queue at the intersection during peak and off-peak times.
- The proposed broken yellow lines on Hill Road are to prevent parked vehicles from obstructing motorists using the straight through lane. It is also considered important as peak periods can vary, and if vehicles are parked illegally during clearway hours (including at the start of peak periods), it could significantly reduce the efficiency of the proposed works. It is noted that the proposal includes some reinstatement of parking on Hill Road to the east of Grande Vue Road.
- However, we are currently exploring the possibility of retaining some parking with clearway restrictions at the requested location. This will be investigated further during the detailed design stage.

Suggestions

We asked people if they had any suggestions to improve the proposal. **96 pieces of feedback** were provided, and they make up the topics below:

Topics %	Auckland Transport response
<p>Suggestions for Hill Road 16% (n= 15)</p> <ul style="list-style-type: none"> • Right turning traffic on Hill Road should have priority over left turning traffic • Left turning traffic from Hill Road entering Grande Vue Road should stay as a giveaway and not be signalised. • Two new lanes should be going down from Hill Road. Currently there is only one lane down Hill Road from The Gardens to Manurewa. Congestion on Hill Road must be addressed as soon as possible. • Update the existing lights at the Hill Road off-ramp to include pedestrian lights. It will improve pedestrian safety. • Remove the right turn onto The Botanic Gardens to fix the congestion created when exiting the gardens onto Hill Road. 	<ul style="list-style-type: none"> • The proposal for two northbound lanes on Grande Vue Road between Hill Road and the motorway onramp will enable right turning and left turning traffic from Hill Road to turn into Grande Vue Road simultaneously. The phasing of the traffic signals will be set to ensure these, and all other movements, are balanced appropriately. • The current give way priority control is unconventional and confusing to motorists. Signalising the left turn lane from Hill Road onto Grande Vue Road is required to provide a safe crossing point for pedestrians. When there are no pedestrians crossing the left turn movement will not be stopped. • Providing two eastbound lanes on Hill Road would require widening of the motorway overbridge, road widening and extensive parking removal. That scale of project would require prioritisation and major capital investment by NZTA and AT/Auckland Council. It is our understanding that there are currently no plans for this widening. • The off-ramp intersection is under NZTA jurisdiction. This feedback will be shared with NZTA for their consideration. • The Botanic Gardens access is a private access and is not part of this project.

<ul style="list-style-type: none"> • Include access in and out of Whitbourne Heights. Currently there is no right turn onto this road from Hill Road. 	<ul style="list-style-type: none"> • A formalised right turn access into Whitbourne Heights will require a new right turn pocket which results in a sharp shift for eastbound vehicles travelling on Hill Road. The shift would be undesirable from a safety perspective. Furthermore, the right turn pocket would be located in close proximity to the motorway off-ramp and any changes to the signal operations to allow this right turn manoeuvre could have significant adverse effects on the motorway off-ramp operations.
<p>Suggestions about infrastructure 16% (n= 15)</p> <ul style="list-style-type: none"> • People want us to widen the Hill Road bridge so that there are two lanes instead of one. • Add a roundabout at the Hill Road and Grande Vue Road intersection to keep traffic flowing in both directions. • Add a roundabout at the Hill Road and Norm Pellow Drive intersection at the entry of The Botanic Gardens. Currently a right turn onto Norm Pellow Drive is difficult to make. • Mill Road extension needs to happen soon. 	<ul style="list-style-type: none"> • Widening the Hill Road motorway overbridge would require prioritisation and major capital investment by NZTA. It is our understanding that there are currently no plans to widen the bridge. • A roundabout option was considered. Providing an appropriately designed roundabout at the intersection of Hill Road and Grande Vue Road that caters for the traffic volumes and heavy vehicle turning paths would require significant road widening impacting private property. It would also incur significant service relocation costs in addition to it not being the appropriate solution for this environment. A signalised intersection was considered the best option for the intersection. • While congested during peak times, the intersection of Hill Road and Norm Pellow Drive is identified as having a low-risk rating. In addition, the Botanic Garden access is a private access and Norm Pellow Drive is relatively low volume. As such, a roundabout would not be an appropriate intersection control here due to the unbalanced flows. Further, any changes would not be prioritised at present given its current performance. • Mill Road will be staged, and commencement of physical work will be dependent on approvals. The first stage will connect the SH1/ Redoubt Road interchange to Alfriston. Link to the official webpage is Mill Road NZ Transport Agency Waka Kotahi

<p>Transit lanes and on-and-off ramps 15% (n= 14)</p> <ul style="list-style-type: none"> • Only keep one lane feeding onto the motorway and keep the left lane going straight onto Grande Vue Road. • Make traffic coming from Hill Road use the right lane only and allow the left lane for traffic trying to access Grande Vue Road from Hill Road Hill Road from Grande Vue Road. • Remove on-ramp lights. • Make the on-ramp to SH1 on Hill Road and not Grande Vue Road. 	<ul style="list-style-type: none"> • The proposed design includes two lanes feeding onto the motorway to accommodate the high demand for vehicles accessing the motorway during peak periods. This layout increases traffic capacity and reduces queues along Hill Road. Furthermore, given the vast majority of traffic on Grande Vue Drive is trying to access the motorway, providing two lanes that can access the motorway was considered the better option. • The ramp metering signals are required to manage traffic merging on to the motorway to maintain efficiency. • Given there is an existing on-ramp, it would not be justifiable to provide a replacement on-ramp.
<p>Suggestions about traffic management 15% (n= 14)</p> <ul style="list-style-type: none"> • Regulations need to come into place for trucks and heavy vehicles in the area. A possible truck ban during AM and PM peak hours. One person suggesting no access to Hill Road during peak hours or diverting trucks onto another route. • A clearway on Hill Road heading east towards Grande Vue Road on weekdays at peak times. 	<ul style="list-style-type: none"> • Hill Road and Grande Vue Road are critical arterial roads which connect to the motorway with a function of providing necessary connectivity for all users including trucks. The proposed improvements focus on optimising traffic flow and safety for all users at the intersection. • We are currently exploring the possibility of retaining some parking with clearway restrictions at this location. This will be investigated further during the detailed design stage.

<ul style="list-style-type: none"> • Install signage before Hill Road on-ramp telling drivers that the left lane is only to be used to enter the motorway and the right lane to exit the 449A. • One person asked for assurance that safe access to their property will be guaranteed as they live right outside the Grande Vue Road and Hill Road intersection. 	<ul style="list-style-type: none"> • The left lane will not be exclusively for vehicles entering the motorway but will also provide access to Grande Vue Road (north). • A flush median will be maintained on Grande Vue Road to assist with drivers entering and exiting driveways on this section of road.
<p>Other suggestions 11% (n= 11)</p> <ul style="list-style-type: none"> • To consider cyclists. Some cyclists told us that they ride on the footpath because there are too many large trucks on Hill Road. The area overall is too dangerous so that some cyclists get off their bikes and walk to avoid unsafe intersections. Higher railings on the bridge or making this crossing covered will make it safer for them to cross. • To address the traffic from Hillcrest Grove towards the motorway. And the impact on residents turning out of Hillcrest Grove and right onto Hill Road heading towards the ramp. 	<ul style="list-style-type: none"> • There is insufficient road space to provide for dedicated cycle facilities at the intersection. However, the crossing points can be used by cyclists by dismounting to cross the intersection. Given the narrow footpath across the bridge, it is not safe for cyclists to ride on the footpath and the existing railing is considered appropriate for pedestrians. • No changes are proposed to the Hillcrest Grove intersection. The proposed signalisation improvements will provide breaks in westbound traffic flow on Hill Road and combined with the additional parking restrictions providing additional inter-visibility, residents should find turning out of the Hillcrest / Grove intersection slightly easier.
<p>Pedestrian crossings 10% (n= 10)</p> <ul style="list-style-type: none"> • Remove pedestrian crossing from proposal as three sets of lights already exist within a couple of hundred meters from each other. • Move the proposed crossing further up from the intersection. There are crossings already on either side of Hill Road adjacent to The Botanic Gardens. One person suggested it being moved 5 – 10 meters west of the Hill Road and Grande Vue Road intersection. 	<ul style="list-style-type: none"> • Providing safe crossing points for pedestrians at the intersection is a key driver of the project and typical for a signalised intersection. The nearby signalised intersections are too far away for pedestrians coming from Grande Vue Road for example. • In addition to providing pedestrian crossings at the intersection, the proposed design looks to address the current safety issue related to the unconventional priority control, where left-turning vehicles must give-way to right-turning vehicles.

	<ul style="list-style-type: none"> The most effective way of addressing the need for pedestrian facilities at signalised intersections is to provide the crossings at the intersection itself thus minimising network efficient impact and cater for pedestrian desire lines.
<p>Suggestions about traffic lights 9% (n= 9)</p> <ul style="list-style-type: none"> Traffic light phasing for the new lights need to work according to demand. Only stopping traffic for a brief period, otherwise traffic on Hill Road will become too congested. Suggestion to not put any more traffic lights on Hill Road. Allow more green signal time for traffic turning right from Hill Road onto Grande Vue Road. 	<ul style="list-style-type: none"> Signals are only proposed where they can improve the traffic operations or address safety issues. The proposed signals will be linked with other adjacent signals and managed using the Sydney Coordinated Adaptive Traffic System (SCATS) which does consider vehicle demand when determining the time provided for different movements. The proposal improves overall efficiency by increasing capacity and queuing space on Grande Vue Road.
<p>Suggestions for Grande Vue Road 6% (n= 6)</p> <ul style="list-style-type: none"> Change the stop sign at the Grande Vue Road motorway on-ramp to a give way sign. A stop sign here will only create more congestion. Remove access to the motorway from Grande Vue Road and re-route traffic to Hill Road instead. It will make it safer during peak hours. Traffic turning left from Grande Vue Road should have their own free turning lane. 	<ul style="list-style-type: none"> The STOP sign is proposed to mitigate the safety risk given some vehicles exiting Grande Vue Road will have to give way to two lanes of traffic versus a single lane at present. Operationally, the proposed change to a Stop is not expected to have an impact on congestion. The removal of access to the motorway from Grande Vue Road and re-routing traffic to Hill Road would significantly increase congestion on Hill Road and create safety issues. There is insufficient space for left turning traffic from Grande Vue Road to have their own free turning lane on the motorway on-ramp. Furthermore, would still need to merge into the adjacent lane anyway before the ramp metering signals.

<p>Public Transport suggestions 2% (n= 2)</p> <ul style="list-style-type: none"> No cancellation of buses during school entry hours. More reliable public transport will incentivise people to use it more. 	<ul style="list-style-type: none"> The proposal does not impact buses. Thank you for your feedback. It has been noted.
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Questions

Throughout the feedback people asked specific questions regarding the project:

Question	Auckland Transport response
<ul style="list-style-type: none"> Instead of changing this whole layout, has there been consideration to add a non-signalised mid-block island crossing to the existing layout (around #106 Grande Vue Rd)? 	<ul style="list-style-type: none"> This was considered but given the traffic volumes and speeds on this section of road, an uncontrolled crossing across multiple lanes where pedestrians are required to give-way to vehicles was not considered safe or appropriate.
<ul style="list-style-type: none"> What delay effects would a new set of traffic lights have on the traffic entering the area from the east (Stratford Road mostly) that is heading to the motorway on-ramp? 	<ul style="list-style-type: none"> The proposed intersection improvements layout includes increased queuing capacity onto the motorway on-ramp. In addition, by introducing a signalised intersection, better coordination with adjacent signalised intersections can be achieved, thus enabling optimisation of traffic flow and alleviating congestion particularly during peak hours.
<ul style="list-style-type: none"> What would be the increase in the length of the right turning vehicle queue on the off-ramp? 	<ul style="list-style-type: none"> The proposal is not expected to significantly impact the Hill Road off-ramp. The nearby network of intersections will be monitored and adjustments to the signal timings made if necessary.
<ul style="list-style-type: none"> With a longer off-ramp queue waiting to turn right, would the off-ramp lane on the motorway need widening to better allow traffic to proceed up the off-ramp and turn left? 	<ul style="list-style-type: none"> The proposal is not expected to significantly impact the Hill Road off-ramp or require widening of the off-ramp. The traffic signals will allow coordination with adjacent signalised intersections to be achieved, thus enabling optimisation of traffic flow and alleviating congestion particularly during peak hours.

<ul style="list-style-type: none"> • How much pedestrian traffic is at the intersection currently? 	<ul style="list-style-type: none"> • The number of pedestrians currently crossing at the intersection is low. However, community requests and our observations confirm that this is because it's currently very difficult for pedestrians to cross safely. The proposed improvements are expected to generate additional pedestrian demand such as locals wishing to visit the Botanic Gardens or nearby shops.
<ul style="list-style-type: none"> • Is the current crossing method on Grande Vue Road near the intersection adequate? 	<ul style="list-style-type: none"> • The current uncontrolled crossing where pedestrians are required to give-way to vehicles is not considered safe or appropriate given the nearby motorway on-ramp and therefore the volume of traffic in this area.
<ul style="list-style-type: none"> • Could Hill Road, heading east towards the intersection with Grande Vue Road, be made a clearway during peak times. before 7.00am and 6pm. 	<ul style="list-style-type: none"> • We are currently exploring the possibility of retaining some parking by shifting the centreline. This will be investigated further during the detailed design stage.

Summary

Community feedback discussed benefits, concerns and suggestions for the project.

The main benefits mentioned were about increasing safety, improving traffic flow and traffic rule clarity. Currently navigating the intersection can feel dangerous to pedestrians and confusing to motorists. Proposed changes may also help decrease the number of accidents and near-misses in the area.

The top concerns about the proposal mentioned by people were:

- Congestion at peak times in the area.
- Turning in and out of the motorway ramps will prove difficult for people transiting Hill Road and Grande Vue Road. Either because of congestion during peak times, turns that are not available in the design, or lane merges that are too dangerous to make.
- Hill Road will become more congested, disadvantaging motorists and residents.

Recurrent suggestions to improve the proposal addressed some of the concerns above and other areas too:

- Addressing issues on Hill Road such as congestion and turning traffic lanes.
- Looking into doing infrastructure improvements like widening the Hill Road bridge, adding roundabouts and delivering Mill Road extension.
- Making changes to the on-and-off ramp design to ensure congestion does not worsen when the proposed improvements come into effect.
- Managing truck and heavy vehicle transit through the area – a possible truck ban at peak hours would help improve congestion and safety.
- Implementing a clearway on Hill Road instead of removing carparks to create two permanent lanes. Congestion is only an issue at peak times on weekdays.

Next steps

After careful consideration of the feedback, we received we have decided to proceed with a minor change.

We anticipate implementing these changes during the next financial year subject to funding confirmation.

We will be in touch with residents and businesses prior the construction starts.