

17 November 2016

Benjamin Ross
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Dear Mr Ross

Local Government Official Information and Meetings Act 1987

CAS-421895-D3F9G3

Thank you for contacting Auckland Transport on 14 October 2016 requesting information relating to Great South Road between Takanini and Papakura.

Auckland Transport's response to your request for information is as follows:

1) Will Auckland Transport review the section of Great South Road between Papakura and the Takanini Interchange to see how traffic flows can be best optimised while adequate and protected cycling infrastructure is provided?

I refer to your concern about the impact of cycle lanes on traffic queue length and congestion on Great South Road south of the Takanini motorway intersection.

Auckland Transport is working towards creating a comprehensive, connected, continuous and safe cycle network. The Great South Road is identified as a key link on this network and work will continue to improve this network over time and as budget permits.

The works undertaken over a year ago, left the lane configuration largely unchanged. The existing lane widths were narrowed to provide space for people who cycle, except at Taka Street where the short combined through and left turn lane was made an exclusive left turn. This was done for cycling safety reasons. The scheme also provided benefits for pedestrians at Taka Street through the addition of a new pedestrian signal crossing link.

The reasons for the increased delay can be attributed to a number of factors but increased trips generated and traffic growth associated with development should be recognised as a major factor.

Auckland Transport continually monitors the arterial network to assess performance and this includes Great South Road. Our data indicates that the average travel time from Walters Road to Mahia Road has increased by 8.5% in the last year. This is not unexpected, given the development growth in the Papakura/Takanini area.

What happens on the motorway can also have a major impact on the local road network. Delays on the motorway network result in large amounts of traffic attempting to bypass the delay on the local network, creating large variations in travel time for regular users of these roads with Great South Road being no different.

In response to the traffic growth identified above, Auckland Transport is investigating what additional transport investment is required to improve journey time and trip reliability for local residents. In the short term, an optimisation project is being investigated with the goal of improving travel times through signal phasing modifications and other minor changes.

Providing higher quality services for public transport users, pedestrians and cyclists is a high priority for Auckland Transport in order to better manage the growth in single occupancy car commuting.

There are a number of capital projects underway that, over time, will lessen the overall impact of these events by providing increased capacity or more direct alternative routes and travel options. This includes:

- NZTA's Southern Corridor Improvements; which will provide increased capacity through an addition in traffic heading north from Papakura, reducing the effects of slow-downs caused by merging traffic at Papakura and Takanini or any vehicle accident
- Auckland Transport's Mill Road Corridor project which will provide an alternative route to Manukau from Papakura, drawing demand from Porchester Road and Great South Road and providing a direct bypass of any slow-down on State Highway 1 between Papakura and Manukau
- New peak period bus priority measures which are being considered for Great South Road.

2) What upgrades to the Great South Road between Takanini Interchange and Papakura does Auckland Transport have in mind or more to the point are there any plans for upgrades regardless of Long Term Plan allocations?

To accommodate population growth in the Takanini and Papakura area a number of medium to long term activities that are proposed which would interact with Great South Road including:

- 1) Current widening of SH1 including widening Takanini interchange by NZTA
- 2) Development of an alternative north south corridor along Mill Road
- 3) Additional rail station at Tironui
- 4) Separation of the road and rail corridor through Takanini
- 5) New east west connection across the motorway connecting Rangitikei Road and Mahia Road
- 6) Dedicated priority facilities for buses

A plan showing the proposals can be found at:

<https://at.govt.nz/media/1758286/draft-preferred-transport-network-takanini.pdf>

Further information relating to accommodating growth in the Takanini and Papakura area can be found at:

<https://at.govt.nz/projects-roadworks/transport-for-future-urban-growth/transport-for-growth-in-southern-auckland/>

3) Does Auckland Transport have any plans to move the on-road cycle lane to a separated cycle path like seen on Nelson Street and Quay Street in the City Centre. If not why not?

I refer to your point about protected and unprotected cycle lanes.

Auckland Transport has a goal to increase cycling in Auckland. It is acknowledged that this will require better infrastructure that is perceived to be safe and attractive to use by people of all ages and abilities. This also means implementation of a network that provides direct connections to key destinations such as schools, shops, jobs and recreation.

A safe cycle network that provides for people of all ages and abilities to ride on is considered to be the single most important factor in getting Aucklanders on their bikes. Our new standards will require people to be protected from speed and volume vehicle traffic.

The new schemes being introduced across the city will generally have a much higher degree of protection than has been the case in the past. We are currently working on prioritising investment in cycling infrastructure for the next ten years, which we will be consulting on early next year, following work with our partners at the Transport Agency and Auckland Council.

Providing a fully separated cycle facility with physical protection, would be highly desirable at this location. There is some work underway to look at improved bus lanes between Otahuhu and Papakura via Manukau. The investigations being undertaken are looking at how safer high quality cycle facilities can be provided in tandem with the new bus lanes.

Public consultation on the new bus lanes is anticipated to be undertaken early next year.

4) Will bus lanes be added to the Great South Road between Walters Road and Takanini Interchange to aid the efficient movement of the frequent 33 Great South Road busses when the New South Auckland Network starts October 30?

Auckland Transport can confirm that we have proposed the following locations for bus lanes, with a suggested implementation in 2017. Please note these are still to be consulted on.

- Great South Road - Orams to Northcrest way (southbound)
- 287 Great South Road -Mahia Road (northbound and southbound)
- Great South Road - Manuroa Road to Una Street (northbound and southbound)
- Great South Road – Walters Road and Tironui Road (northbound and southbound)

We trust the above information has addressed the matters raised however, should you believe that we have not responded appropriately to your request, you have the right in accordance with section 27(3) of the LGOIMA to make a complaint to the Office of the Ombudsman to seek an investigation and review in regard to this matter.

If you have any further queries, please contact me on (09) 355 3553 during business hours, quoting Local Government Official Information request number CAS-421895-D3F9G3.

Yours sincerely



Jo Naylor
Customer Liaison Team Leader