



North

Hepburn Road

Location of  
proposed bus stop

A22

00225



Buscomb Ave

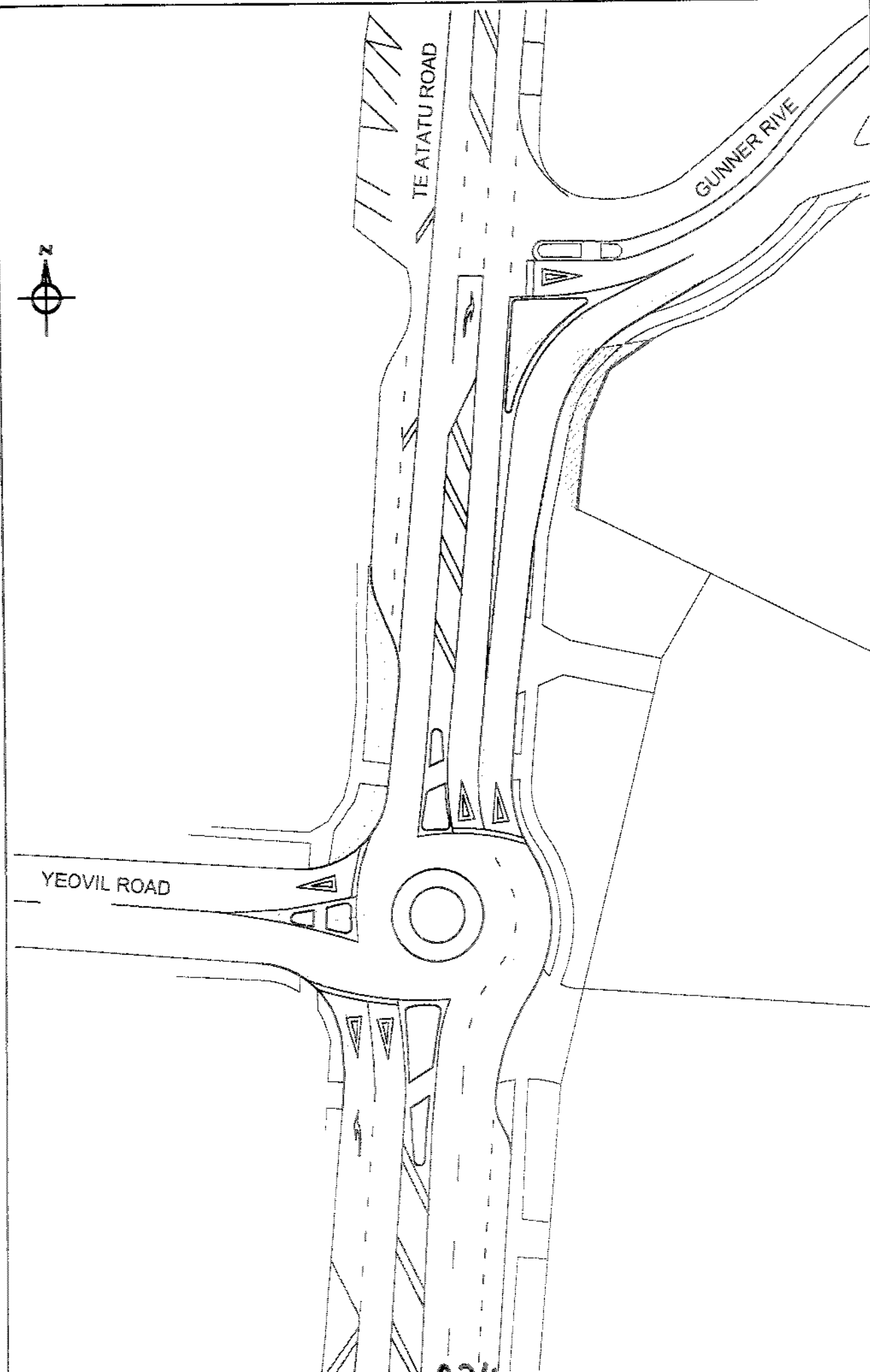
Proposed 'No Stopping' lines

Crockett Lane

North

A28

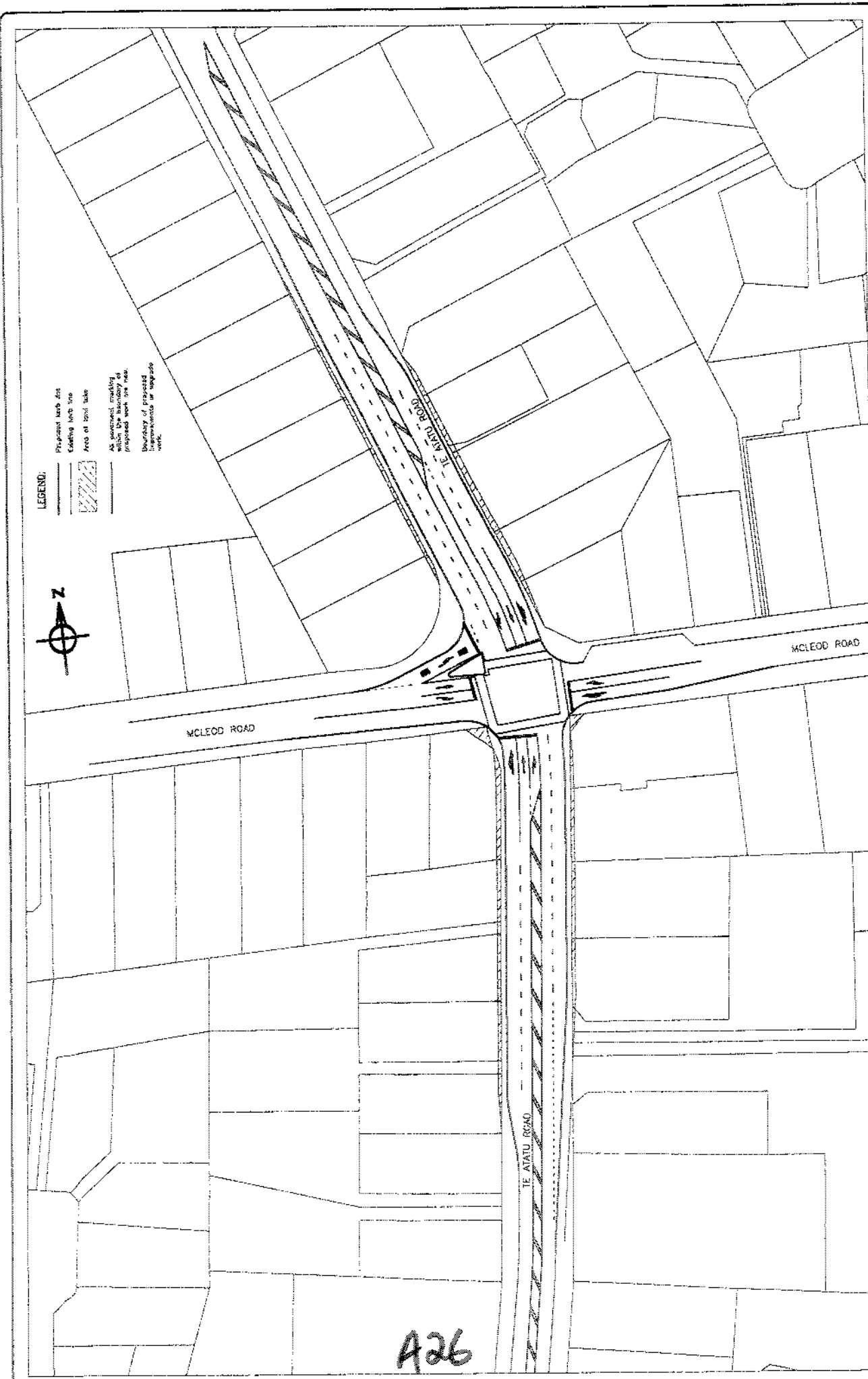
00229



A24

DATE	Aug. 03	REVISED		REVISION		DATE	
DESIGNED	11. Perrod	BY		DATE		BY	
CHECKED	11. Perrod	BY		DATE		BY	
APPROVED		BY		DATE		BY	
PROJECT NO.	S01			SCALE	1:200		
CONTRACT NO.				PROJECT	TRANSPORT SERVICES		
SECTION	A1			WAIKARE CITY COUNCIL			
TE ATATU ROAD / GUNNER DRIVE / YEovil ROAD PROPOSED ROUNDABOUT AND SLIP LANE LAYOUT PLAN							





W A I T A K E R E C I T Y C O U N C I L <b>TE ATATU ROAD CORRIDOR STUDY</b> TE ATATU ROAD / MCLEOD ROAD INTERSECTION PROPOSED LAYOUT PLAN		ORIGINAL SCALE 1:500	REGION A1
SHEET NO. 1	OF 6	PROJECT NO. S01	CONTRACT NO. N/A
DESIGNER M. PEARCE	DATE 10/05/05	CHECKED N. BROWN	BY DATE N/A
DRAWN M. PEARCE	DATE 10/05/05	CHECKED N. BROWN	BY DATE N/A
DESIGN CHECK R. 105	DATE 10/05/05	CHECKED N. BROWN	BY DATE N/A
CAD FILE	DATE	CHECKED	BY DATE

## TE ATATU ROAD/ OLD TE ATATU ROAD ROUNDABOUT: TRAFFIC CONGESTION

### PURPOSE OF THE REPORT

The purpose of this report is to advise the Board in terms of a review of traffic congestion in the morning peak period at the Te Atatu Road / Old Te Atatu Road roundabout.

### BACKGROUND

Council received many complaints in February/March 2005 about the performance of the new roundabout and the subject intersection. Consequently, comprehensive traffic surveys were undertaken in March to quantify performance. A report on this and the suitability of the roundabout was submitted as item 11 on the Board's April 2005 Agenda.

The March 2005 survey found conditions to be practically normal. The report concluded that the adverse conditions of concern were a seasonal aberration related to the start of the primary, secondary and tertiary education years, and to the return of commuters from summer vacations.

The report did not recommend prohibiting the U-turn made by a minority of Te Atatu South commuters to access the second, Auckland-facing, on-ramp to the North Western Motorway; this turn was a bone of contention for the complainants.

The Board resolved (resolution number 598/2005[2]) as follows:

*That the Henderson Community Board requests the Roding and Traffic Department undertake a Traffic Survey at the Te Atatu Road/ Old Te Atatu Road roundabout in (3) months time and that the Henderson Police be asked to patrol the intersection for a period of time.*

The Service Manager: Transport Assets has again observed and assessed traffic conditions at the roundabout. The observations were made during the am peak traffic periods on Thursday 18 and Friday 18 August 2005, that is following the August school holiday period.

### ISSUES

The worst conditions in the Consultants March survey occurred between 7 and 7:30am when traffic queued back from the motorway on-ramp to the roundabout for about 4 minutes at 7:12am. In August no congestion of any significance was seen by the Service Manager at this time on either the Thursday or the Friday, despite a fleeting queue backs from the motorway to the vicinity of the roundabout.

Furthermore, while the U-turn volume between 7 and 8 am was 300veh/hour in March, it was 195veh/hour in August (after applying a seasonal adjustment factor for direct comparability of the 2 counts). This is equivalent to a 35% reduction.

During the monitoring in August there was a crash on the motorway to the east of the Te Atatu interchange. This resulted in a traffic queue from the motorway on-ramp back to the Gloria Avenue roundabout, 360m north of the subject roundabout. This congested condition lasted from approximately 7:50am to 8:37am, but despite the inconvenience, driver behaviour at Te Atatu Road / Old Te Atatu Road was exemplary. It was further noted that all traffic queues on the Peninsula dispersed by 8:37am, whereas the traffic queue on the approach to the interchange from the south extended back to Vera Road after 7:40am.

A27

To confirm that conditions should have been normal from 7.45 to 8.30 am on the Thursday observations were repeated on the Friday; there was no evidence of significant congestion between 7am and 8.30am.

## CONCLUSION

It is concluded again that the exceptionally congested conditions suffered in late February and early March 2005 were a seasonal aberration, owing to the short term spikes in demand relating to students returning to schools, colleges, institutes and universities, and to commuters returning from vacations, (as previously advised).

Traffic Management controls, such as prohibition of the U-turn 6am to 9am on the southern approach to the Old Te Atatu Road roundabout are again not to be recommended. Such would prevent the best overall traffic equilibrium establishing for the two on-ramps facing to Auckland City. The U-turn is a safe movement.

It is considered that the arrangement of roundabouts along Te Atatu Road on the peninsula is a beneficial asset through its obvious traffic calming effect and its provision of equitable connectivity for the constituents of Waitakere City.

Finally, the New Zealand Police (Henderson Branch) has been consulted regarding the desirability of the Te Atatu Road / Old Te Atatu Road roundabout. The New Zealand Police regard the subject roundabout as a beneficial addition to the network that improves traffic management in the area.

## RECOMMENDATIONS

1. That the Te Atatu Road/ Old Te Atatu Road Roundabout: Traffic Congestion report be received.

Report prepared by: Ross Hill, Service Manager, Transport Assets

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