



16 November 2018

GETBA feedback Auckland Transport AMETI Eastern Busway Stage 3 (commercial and business section)

GETBA appreciates the opportunity to give feedback on the latest designs. We also appreciate the work that is being done by Auckland Transport to liaise with our businesses to attempt to mitigate the disruption for staff commuting via the construction route. We look forward to continuing to be a conduit between AT and our member businesses with regard to construction effects, business disruption, access, amenity etc over the full construction period.

Background

East Tamaki is a major employment hub for 30,000 staff. The efficient movement of people and freight is key to the ability of businesses to be productive and to attract and retain staff.

GETBA's role is to advocate for the efficient movement of people and freight to and from our business precinct. Our focus is on improved traffic flow on this major arterial route particularly at peak commuting times.

Feedback

Reeves Road Flyover

We are in favour of the proposed Reeves Road Flyover and improved SEART roading alignment as it meets Ti Rakau Drive.

Ti Rakau Drive Busway Design

Our members continue to be concerned that Auckland Transport's assumption and the basis for decision-making on the Ti Rakau Drive Busway design is that commuters will get out of their cars and into buses, thus freeing up the roadway for essential commuters and freight. This is a very long-term strategy and not always feasible for businesses within our hinterland of the busway.

It is still our preference that this major arterial roadway be a minimum of three lanes both east and west for general traffic. It has been suggested that if the bus lanes and bus stations were allocated to the sides rather than the middle of the road there would be more space for lanes (as less need for larger traffic islands) and much safer for pedestrians and bus users not having to walk to the middle of the road (across a busy major arterial) to get to the stations and buses.

Trugood Drive Intersection Improvements

We appreciate the additional turning lanes into and out of Trugood Drive, which in combination with additional turning lanes into and out of Gossamer Drive and a new roundabout at Cryers Road will help to improve traffic flow on that popular and currently heavily congested route.

Harris Road Intersection

We agree with widening this intersection at the top of Harris Road to create additional lanes, but have a concern that the additional lanes out of Harris Road will be restricted to buses – could they not have a dual purpose and be used by vehicles as well during peak commuting hours?

Cycling and Walking Components

We are in favour of cycling lanes that provide an alternative to the one-person car, but to be of value to East Tamaki business commuters they must be able to connect with cycleways within the precinct and there are currently very few of these. Are there plans to provide these linkages?

Huntington Drive Intersection/Signalised entrance to bus depot

This looks sensible so as not to create an unnecessary additional set of traffic signals. We are concerned at the proposal for a new set of traffic signals currently being consulted on at the current bus depot entrance.

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