

4 November 2022

Philip Hart
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Kia ora Philip

The information you requested – CAS-639610-N1P6C1

Thank you for your request dated 6 October 2022 seeking for further information about traffic signals (CAS-622087-H0V4J3).

This installation of traffic signals at Teed St provides the ability to safely access the Newmarket Train Station. This crossing location is particularly well used at the school finishing time. The Newmarket Business Association also requested a safe crossing because of the high pedestrian demand in the area. Although there are three intersections close to each other in this town centre environment they are linked, therefore the vehicle impact is minimal.

Please provide the details of the July change referred to.

The new pedestrian crossing on Broadway Rd at Teed St was commissioned on 6 October 2022. An engineer from our Auckland Transport Operations Centre had implemented some settings and linking to align this new signal with other signals on Broadway Road.

The initial setup of the signal was completed; however, monitoring is still ongoing to assess the operation for the final tuning of the signal link, this may take several weeks to finalise.

Please provide the options and recommendations for relevant traffic signal changes that were made in the planning and implementation phase of the project to install the latest set of signals across Broadway at Teed St and also for the signals at the Broadway / Morrow St intersection.

Edin Consultants undertook a review of the proposed options for this crossing (copy attached). As part of this work, traffic modelling was completed for each option to understand the effects the crossing would have on the surrounding network. An Aimsun microsimulation model was used to investigate the existing layout for each option over the evening peak between 4-6pm as the critical period on the network.

Please refer to 'Option 1' in the review as this was progressed into the construction phase. This option considered linking the new proposed crossing to the pedestrian phase at the existing Remuera Road/Broadway signalised intersection.

The analysis of 'Option 1' showed the crossing operating well. Vehicles would be held between the proposed crossing and the Broadway/Remuera Road intersection on the pedestrian crossing phase (phase C) which is illustrated in figure below. Modelling also showed a similar total travel time for vehicles over the 2-hour modelled period indicating no significant change to existing operation.

Please refer to image below which demonstrates this.



Should you believe that we have not responded appropriately to your request, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the LGOIMA Act, and seek an investigation and review in regard to this matter.

Yours sincerely

Melanie Alexander
Group Manager
Network Management