



The Challenge of Parallel Corridors

AMETI – Stage 1

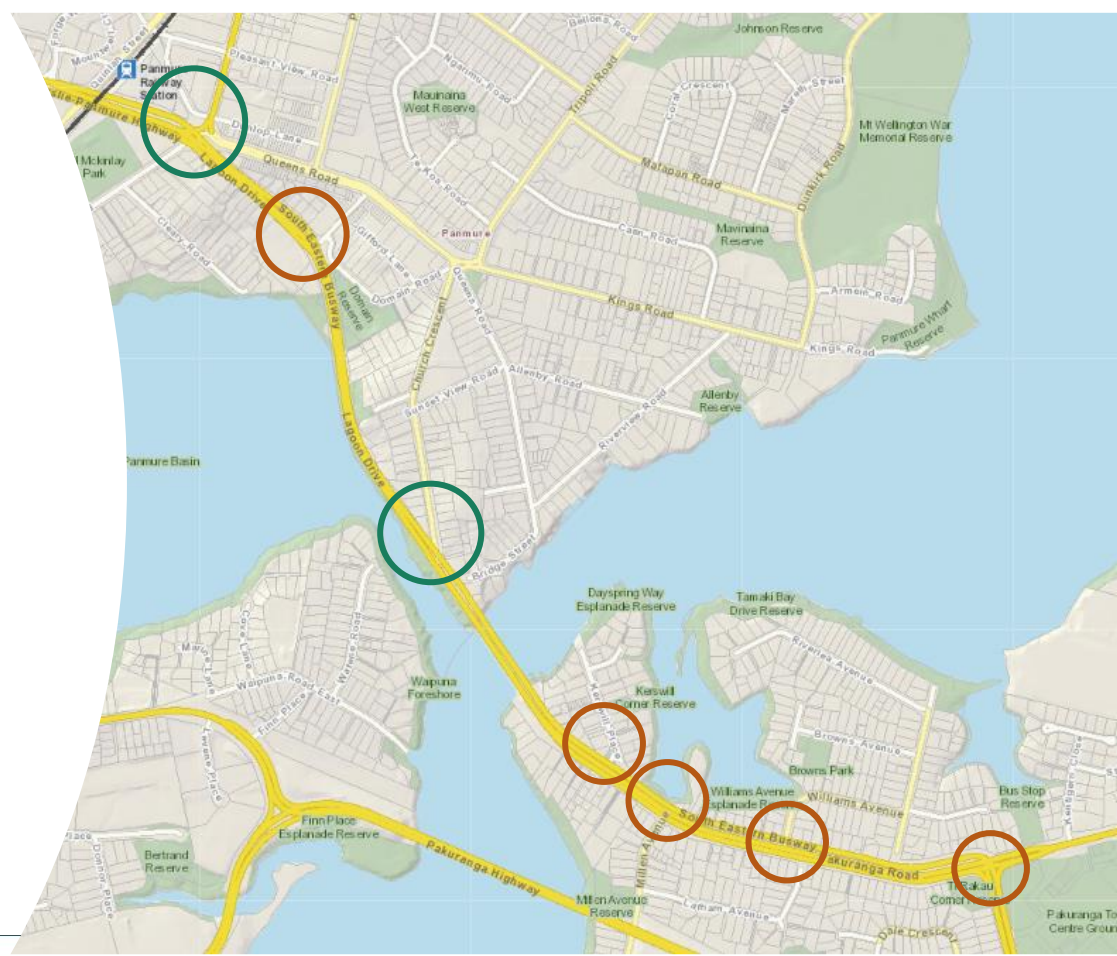
Introduction

- Parallel Busway, separate from the general traffic to improve bus journey times and reliability.
- Wide shared cycle and footpath separated from busway and general traffic



Intersections along the corridor

- Ellerslie-Panmure Highway/ Lagoon drive/ Queens Road
- Lagoon Drive/ Basin View
- Lagoon Drive/ Church Crescent
- Pakuranga Road/ Kerswill Place
- Pakuranga Road/ Millen Avenue
- Pakuranga Road/ Williams Avenue
- Pakuranga Road/ Ti Rakau Drive



Panmure Intersection





Signal display visible to wrong approach

- Signal displays for E-P Highway visible to buses.
- Orientation and cowls adjusted to avoid confusion for bus drivers.



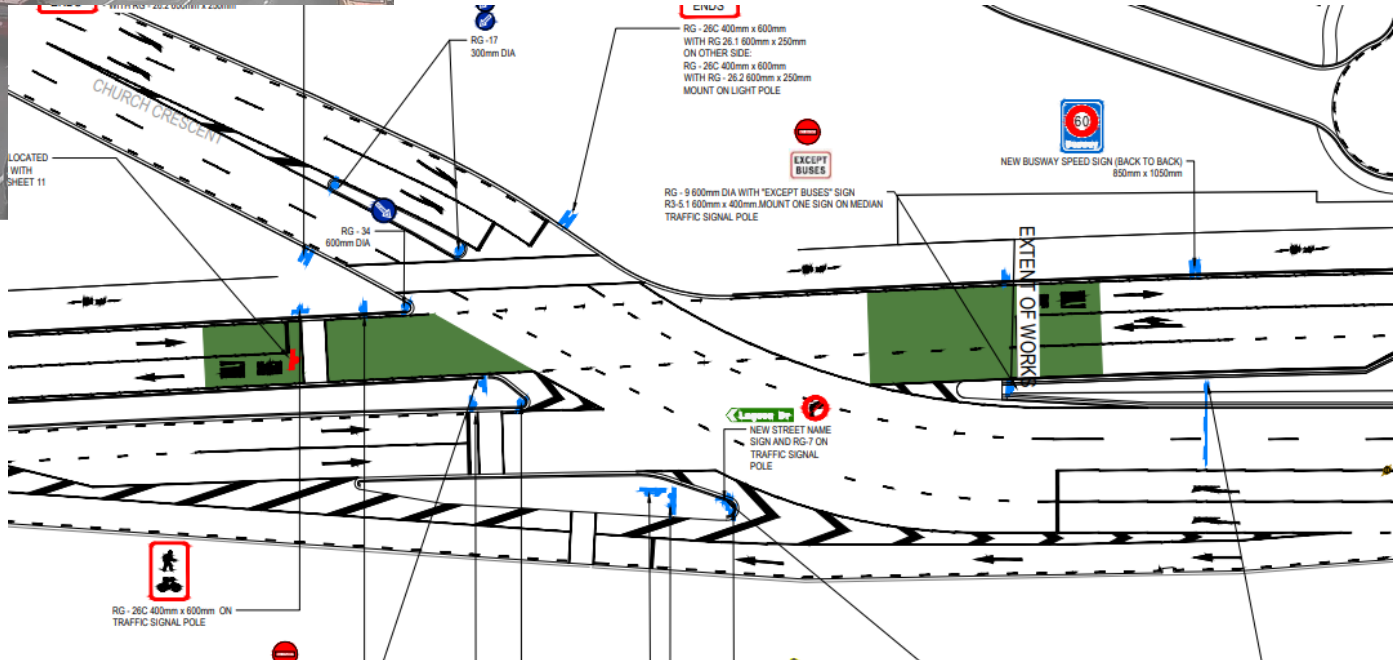
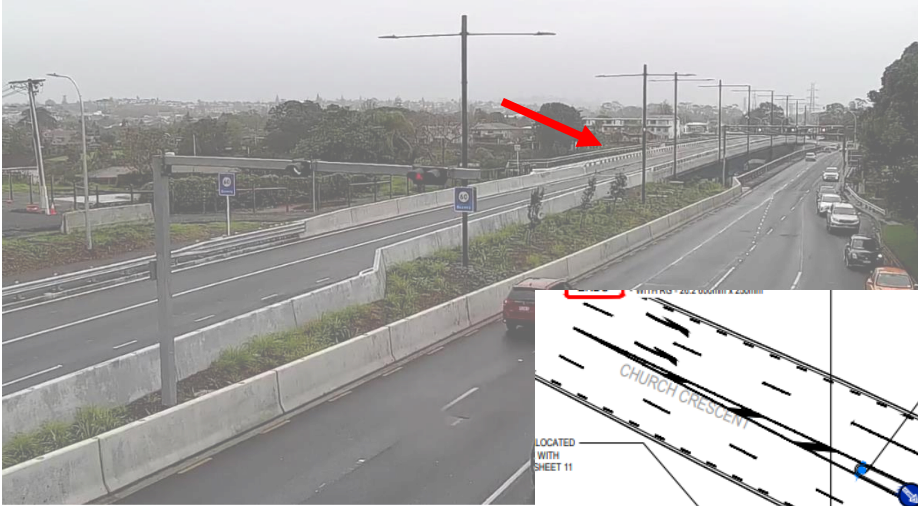
Turning on to wrong direction

- Left turn traffic from E-P highway had difficulty finding the right departure lane.
- Hence, a red-surfacing marking provide to guide the LT traffic on to Queens Road.

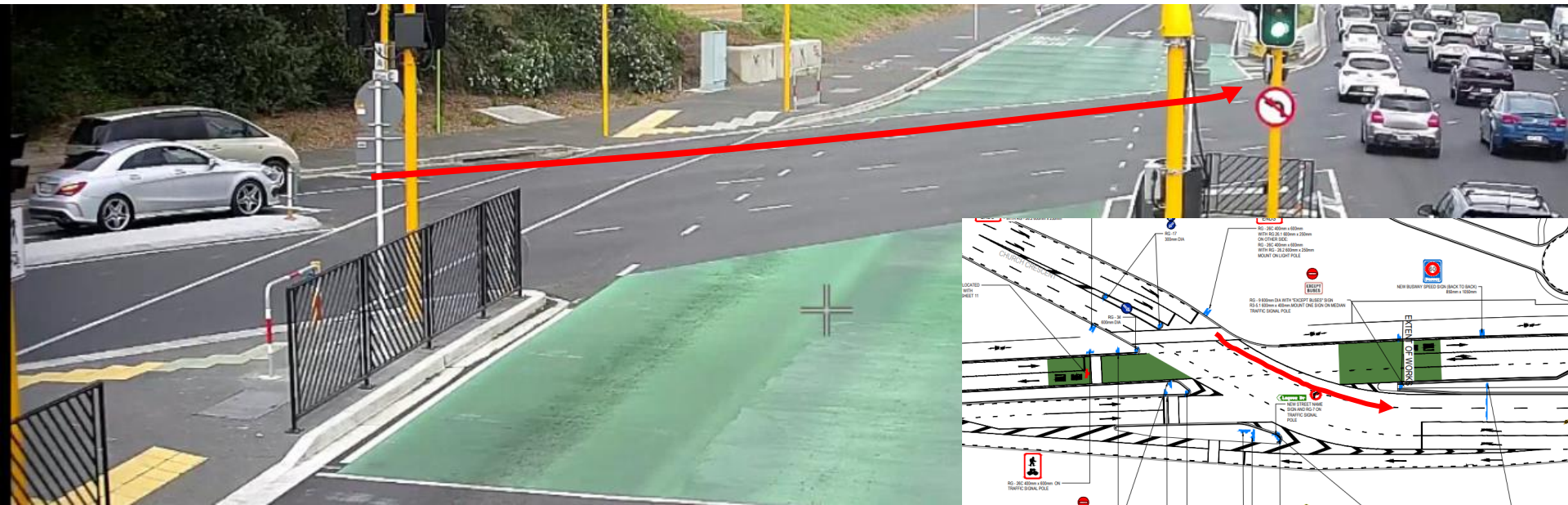


Traffic from side road mistakenly turning on to the busway

- LT traffic from Queen Street into Lagoon Drive mistakenly turn into bus way.
- Additional greening of Busway to avoid side road traffic turning onto the busway.

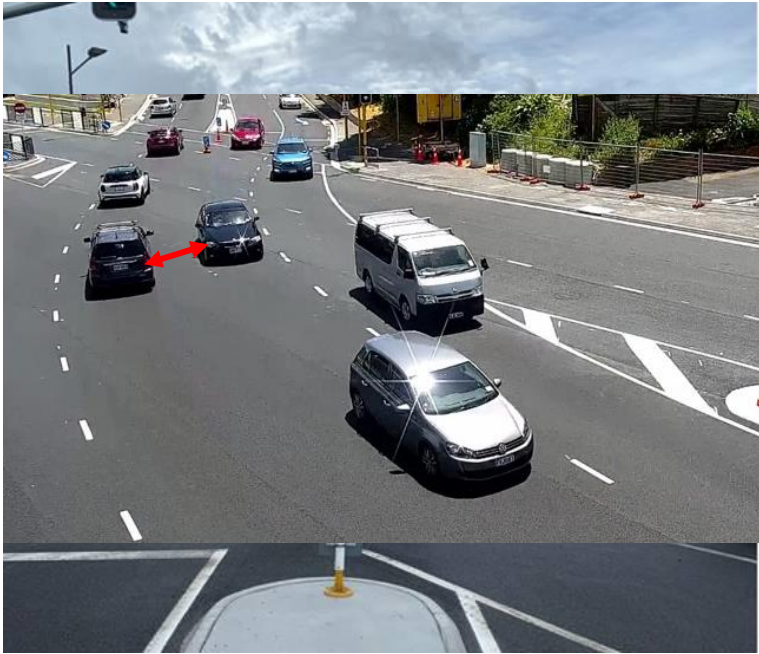


Lagoon Drive/ Church Crescent Intersection



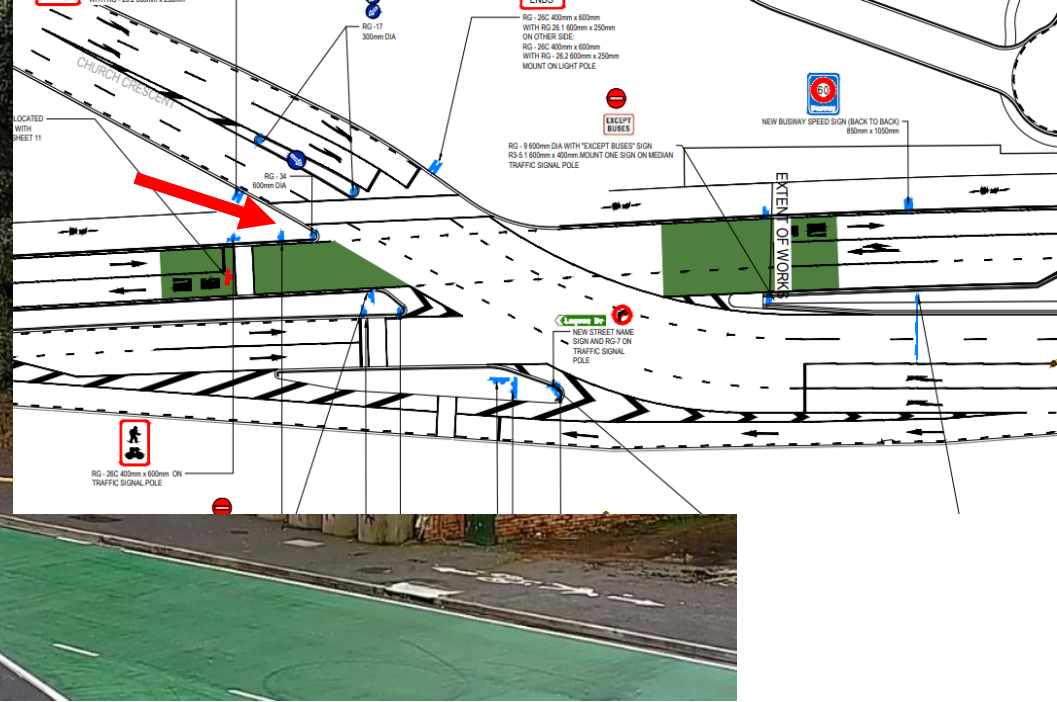
Traffic from side road mistakenly turning on to the busway

- LT traffic from Church crescent into Panmure bridge mistakenly turn into bus way.
- Additional greening of Busway to avoid side road traffic turning onto the busway.



Conflicting traffic movement without separation

- The traffic to and from Church Crescent without any physical separation and resulted in near misses.
- *A new continuity line installed to central lane traffic in both direction.*



Secondary display to Panmure bridge traffic visible to busway

- Buses travelling northbound from the new bus way bridge were able to see both bus displays as well as the display to the general traffic lanes.
- The conflicting vehicle display relocated to different pole.



- Differently angled arrow display for the same RT signal group.

Conclusion

Few design considerations appear non-critical in the plan. However, this may cause severe issues in reality when traffic starts using them.



Questions?