

Your feedback on Royal Oak roundabout safety improvements



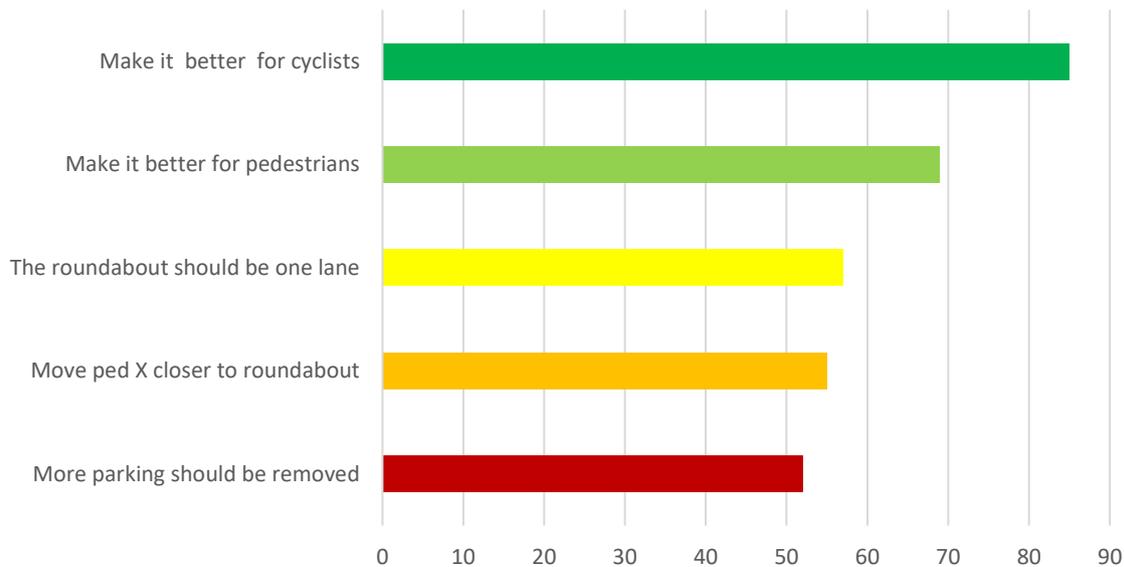
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Summary

We are proposing to upgrade the Royal Oak roundabout, to make it a safer and easier destination to travel through. We consulted on this proposal from 16 September to 6 October 2019 and received 215 responses.

Key themes in feedback



Submissions counted in one category only.

- **Make it better for cyclists** – Making improvements for cyclists (40%) was the strongest theme from the feedback we received. They felt that the safety of people cycling through the roundabout could be improved by adding cycleways, or by radically changing the design of the intersection, with traffic lights for instance. These people also felt frustrated that the proposal did not include any safety improvements specifically for people on bikes or scooters.
- **Make it better for pedestrians** – These people (33%) felt that the proposal did not go far enough in improving safety and access for people walking around Royal Oak. People frequently argued that as Royal Oak is a town center access for people walking should be prioritised over other modes, for example by widening footpaths.
- **The roundabout should be one lane** – These people (27%) felt that a single lane roundabout would be safer for people walking and cycling as the space could be used for wider footpaths and cycle lanes, as well as for drivers who find the number of approaches and the speed and number of vehicles make it difficult to navigate the roundabout.
- **Move pedestrian crossings closer to the roundabout** – These people (26%) felt that the pedestrian crossings should be moved closer to the roundabout to provide a shorter trip for people walking around Royal Oak. They also felt that moving the pedestrian crossings closer to the roundabout would slow down traffic entering the roundabout which would be safer for people walking and cycling.

- **More Parking should be removed** - These people (25%) felt that the parking was dangerous as it obscured drivers of people about to cross on the pedestrian crossings, especially parking between the roundabout and the surrounding pedestrian crossings.

Consultation outcome

After listening to all the feedback, **we are proceeding with the work as proposed** and making the following amendments:

- The building awning at #725 Mount Albert Rd will no longer need to be cut back
- After further investigation, the size of the planted area at the centre of the roundabout will remain the same and there will be some changes to the traffic islands at two legs of the roundabout rather than four legs as originally proposed.

We appreciate more transformative changes were requested through the feedback received, however we are unable to deliver a more comprehensive proposal as budgets across the Auckland Council family have been severely reduced through the emergency budget.

This proposal is an interim project to address safety at this dangerous intersection, before a wider plan will be investigated in the coming years to improve Manukau Road for all road users including those walking or biking under the 'Connected Communities' programme. More information will be made available about this programme in the coming years as the project is investigated.

This roundabout has an average of approximately 39,000 vehicles using it per day and as a [Vision Zero](#) organisation we need to make some changes now to improve safety for all road users.

Once again, thank you for helping us make better decisions for your neighbourhood, informed by your local knowledge.

Next steps

We anticipate the roundabout changes will be constructed in the first half of 2021, dates are subject to funding.

We will be in touch with local residents and business prior to construction taking place.

Background

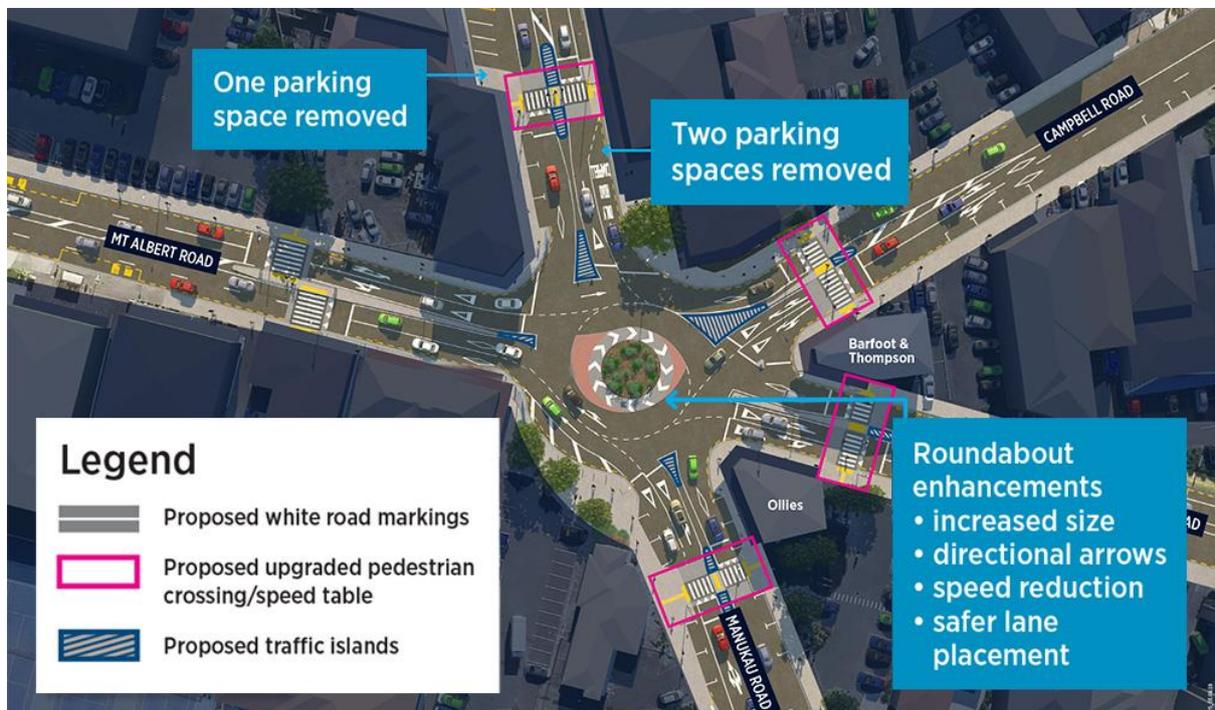
What are we seeking feedback on?

We are proposing to upgrade the Royal Oak roundabout, to make it a safer destination to travel through. Currently there is a high-number of crashes, and near-misses at the roundabout.

There have been 61 crashes in the last five years (2014-2018) within a 50-metre radius, this includes one fatal, one serious and 14 minor injury crashes.

There are also a high-number of near-misses, potentially daily, that go unreported.

We are committed to making safety improvements for all road users, and the proposed upgrade to the roundabout will help achieve this.



Project benefits and proposed improvements

- Changes to the shape of the roundabout, with a new island design that directs traffic to stay within the lane, allowing road users to choose their lane prior to entering the roundabout.
- Replacement of painted median markings with raised traffic islands.
- Construction of raised speed tables from existing zebra crossings. The approach from Mount Albert Road already includes a raised speed table.
- New road markings and signage before entering the roundabout, giving drivers more time to decide which lane to enter.
- Safer, and slower environment for all road users, including vulnerable road users.

Consultation

We consulted on the proposed roundabout design from Monday 16 September – Sunday 6 October 2019 and received 215 responses.

What we asked you

We asked:

- What do you think of the proposed Royal Oak roundabout upgrade? Please outline all your feedback here and be as specific as possible to ensure we capture it correctly.
- Do you have any issues or concerns with the proposed Royal Oak roundabout upgrade?

Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to 500 residents around the Royal Oak roundabout
- hand-delivered brochures to Royal Oak/roundabout area to all businesses the day consultation went live. All businesses in the Royal Oaks shops area were given a brochure by someone by the project team
- set up a project webpage and an online feedback form on our website
- press release sent to wide media database when consultation went live
- held an open day at Royal Oak mall on Saturday 21st September

How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure.

Your feedback

Overview

We received public feedback on the proposal from 215 people.

- 211 of these were submitted online and 4 were submitted using the freepost feedback form.

Bike Auckland felt that the proposed changes do not go far enough and requested that more consideration be given to people on bikes and pedestrians.

National Road Carriers supported improved lane markings and asked that the raised pedestrian crossings be designed to have minimal impact on large trucks.

We also received informal feedback from local residents and business owners at the face to face brochure drop and drop in session. Suggestions from this feedback have been included in the list of [design suggestions](#).

Themes in feedback

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

General themes

These themes relate to the project as a whole, not to one specific feature of the project (e.g. deliver project ASAP, project is ineffective)

Pedestrian crossing themes

These themes relate specifically to the pedestrian crossings such as their location or the way they are designed.

Intersection themes

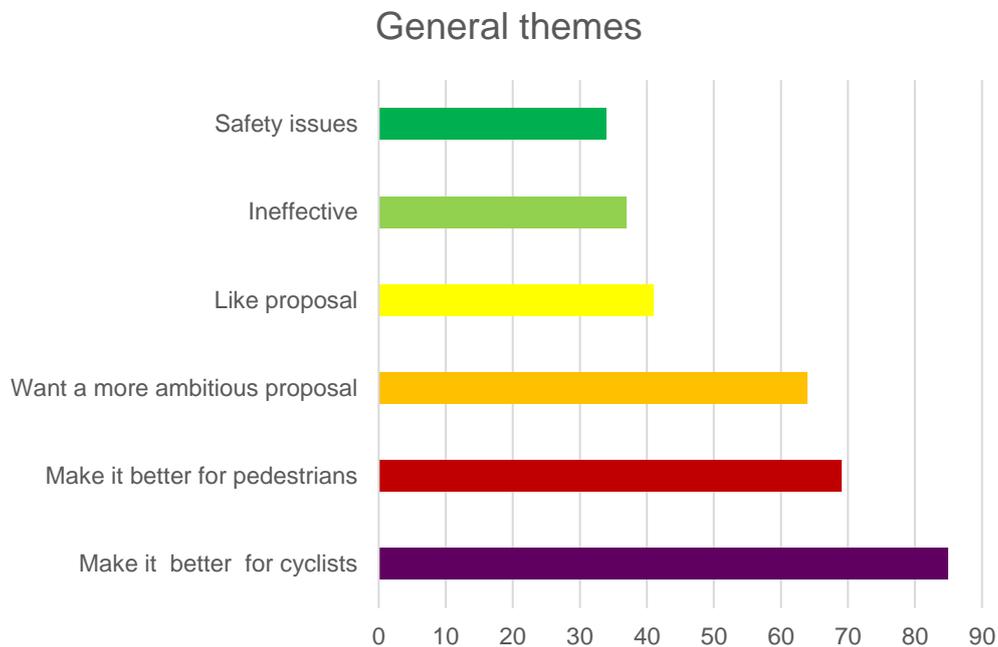
These themes are about the layout of the intersection such as speed calming or the number of lanes.

Other design themes

All the design themes not captured in the other three categories can be found here.

General themes

These themes apply to the proposal as a whole.



Submissions may be counted in more than one theme.

Safety issues

These people made submissions where they outlined a range of safety problems with the current layout of the Royal Oak roundabout. Many of these people mentioned feeling unsafe while moving through the roundabout, whether in a vehicle, or by foot or bicycle. Some people admitted to feeling so unsafe that they avoid the roundabout by finding a different route.

“It’s great that AT is finally addressing the issue with Royal Oak roundabout, I have lived in the neighborhood for more than 10yrs and to this day am still frightened of it.”

“Driving on Royal Oak roundabout is a total nightmare and at times stressful driving through it just to pray not to get into a crash or near miss”

Other people gave more specific safety feedback detailing dangerous spots, accidents or near misses they’d had at the Royal Oak roundabout.

“I was hit by a car turning from Campbell Road into Mt Smart road in May 2018. In my case, the driver looked right through me as I rode past his driver’s side window then proceeded to drive into me. It was full daylight. I was in Hi-Viz gear with my lights on. Under stress, drivers are simply bike-blind.”

“I have nearly been collected on a few occasions and all were due to cars not indicating and my view being partly obscured by the signage.”

Proposal is ineffective

These people were skeptical that the proposal would improve safety, as in their view the proposal did not go far enough or felt that different changes to the roundabout would be better than those proposed.

“I’m not sure if minor changes will reduce near misses and still keep the traffic flowing.”

Want a more ambitious proposal

This group of people felt that the proposal should be more ambitious. Many felt that the elements of the proposal, such as the raised crossings were positive, but felt that they did not go far enough to make the roundabout safe, especially for people walking or cycling. Others felt that the proposal did not go far enough in improving the experience for people driving through the roundabout and preferred replacing it with traffic lights or closing one of the approaches.

“I support the upgrade of Royal Oak roundabout, however do not think the proposal goes far enough in addressing the significant road safety issues associated with the junction.”

“There is much more that could be done to make this safer”

Make it better for pedestrians

One of the strongest themes in the feedback we received was further improving the proposal for pedestrians. These people felt that the proposal did not go far enough in improving safety and access for people walking around Royal Oak. People frequently argued that as Royal Oak is a town center access for people walking should be prioritised over other modes, for example by widening footpaths. These people also tended to feel that the elements of the proposal that aim to improve pedestrian safety do not go far enough.

“Experience is still awful for pedestrians and drivers are unlikely to be focusing on more vulnerable users with such a complicated roundabout to navigate. Roundabout in general really detracts from the feeling of community - it's no a place that is pleasant to BE in.”

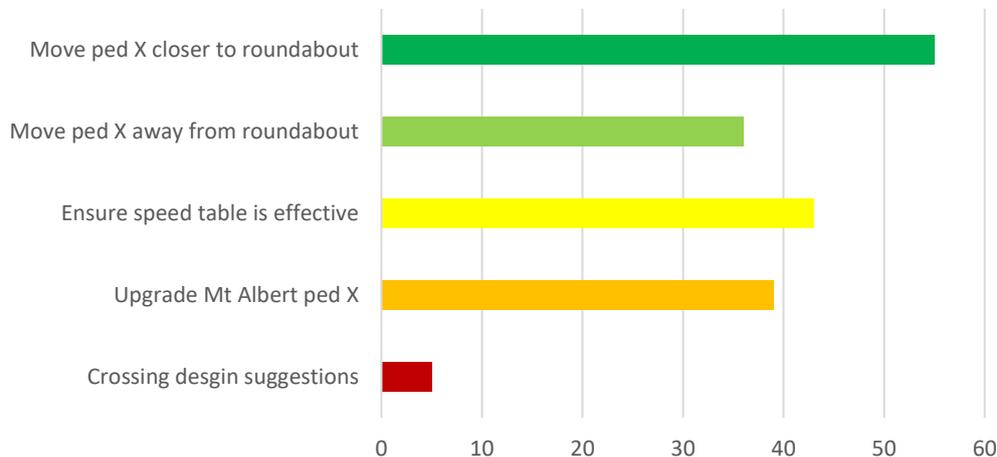
Make it better for cyclists

Making improvements for cyclists was the strongest theme from the feedback we received. They felt that the safety of people cycling through the roundabout could be improved by adding cycleways, or by radically changing the design of the intersection, with traffic lights for instance. These people also felt frustrated that the proposal did not include any safety improvements specifically for people on bikes or scooters. Many people suggested that roundabouts, especially busy ones like in Royal Oak, are especially dangerous to people walking or cycling and so shouldn't be in the middle of a town center.

Pedestrian crossings

These themes relate specifically to pedestrian crossings.

Pedestrian crossing design themes



Submissions may be counted in more than one theme.

Move pedestrian crossings closer to the roundabout

These people felt that the pedestrian crossings should be moved closer to the roundabout to provide a shorter trip for people walking around Royal Oak. They also felt that moving the pedestrian crossings closer to the roundabout would slow down traffic entering the roundabout which would be safer for people walking and cycling.

“Moving the zebra crossings closer to the roundabout. It is ridiculous how far back they are set and presents a genuine inconvenience to pedestrians.”

Move pedestrian crossings away from the roundabout

These people felt that the pedestrian crossings are currently too close to the roundabout and wanted them to be moved further away from the roundabout. These people argued that moving the crossing further from the roundabout would reduce their impact on traffic as currently traffic can become backed up around the whole roundabout when someone uses a pedestrian crossing, stopping the flow of vehicles on all the approaches. Some people also suggested that moving the crossings further from the roundabout would be safer as drivers are would be less distracted by navigating the tight fast-moving roundabout and would have more opportunity to stop for people using the pedestrian crossings.

“The pedestrian crossings are not controlled so that people are constantly crossing. The traffic comes to a halt and comes to a halt on the roundabout causing gridlock. This is particularly bad on the northern side of Manukau Rd by Cornwall Medical Centre.”

Ensure speed tables are effective

This group of people wanted AT to ensure that the speed tables that were included in the design of the pedestrian crossings are effective at slowing down vehicles. People worried that the raised tables may be too smooth to effectively slow traffic entering the round about which may give pedestrian a false sense of security.

“If the raised crossing are not steep enough people will just speed over them. Please ensure they are steep enough to slow down cars.”

Upgrade the Mt Albert Road pedestrian crossing

These people felt that the crossing on Mt Albert Road should be upgraded as part of the proposal to bring it up to current standards for raised pedestrian crossings. These people pointed out that the crossing on Mt Albert Road is the furthest from the roundabout and argued that this and the relatively gently slope of the raised section do not do enough to encourage drivers to slow down.

“I’d like to see the crossings on Mt Albert Road upgraded as well - nice and steep, to slow cars.”

Crossing design suggestions

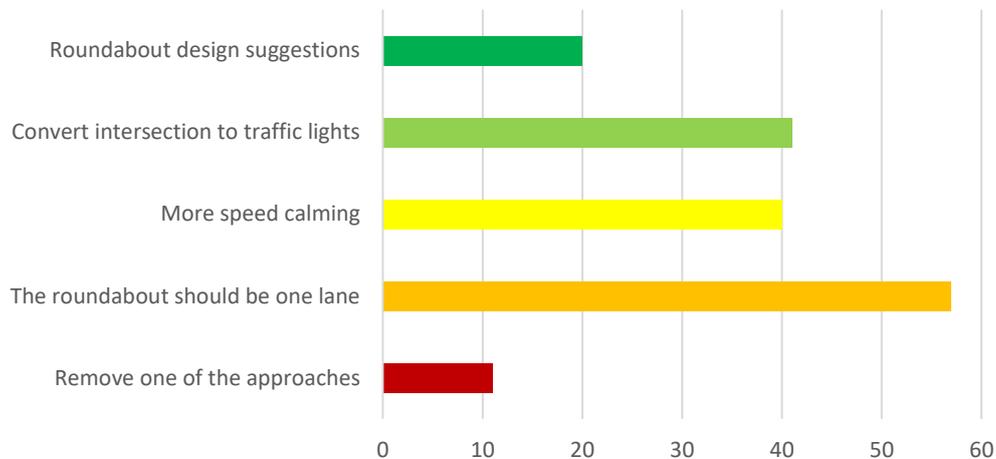
A small number of people gave feedback suggesting alternative designs for crossings. Two felt that the z style of crossing (like the one on Mt Albert Road) should be used on all the crossings. One person suggested ways to avoid water pooling around the raised crossings. Another person suggested incorporating a wider raised section so that drivers are warned earlier about an upcoming pedestrian crossing. One person suggested converting the northern Manukau Road to a controlled crossing to improve traffic flow.

“Neither of them need lights however a possible zig zag style (not raised) like the one near Zookeepers works.”

The intersection

These are about the intersection as a whole or would affect the entire intersection.

Intersecection design themes



Submissions may be counted in more than one theme.

Roundabout design suggestions

These people gave feedback specifically about the design of the roundabout. Most of the feedback was about the size of the roundabout, both in terms of its overall footprint and the central island. Some people pointed felt that an overall bigger roundabout would be better as it would give more space to vehicles entering the roundabout. In terms of the center island, most people felt that that larger vehicles, such as busses and trucks already found it difficult to maneuver past the central island and increasing, as is proposed would make this even more difficult. Some people asked that changes be made to the roundabout in line with the roundabout design in Auckland Transports Street and Road Design guide

“A better outcome would be to see a proper ‘dutch’ roundabout as outlined in Auckland Transports new Street and Road Design guide.”

Convert intersection to traffic lights

Over 40 people advocated for removing the roundabout completely and replacing it with intersection with traffic lights. They preferred traffic lights over a roundabout because it would slow traffic, allow people walking to safely cross the road when traffic is stopped and provide opportunities for vehicles to safely navigate the roundabout safely.

“I would prefer traffic lights which is much safer for all the drivers. So many times I’ve seen near misses and drivers risking their lives and the lives of others.”

Some people also preferred traffic lights but integrated into the roundabout rather than fully replacing it.

“I think you should use traffic lights by the round about as they do in a few of the roundabouts in Tauranga.”

More speed calming

These people suggested adding more speed calming elements to the proposal. Most of these people wanted additional speed calming treatments, such as speed tables or speed humps, because they felt more could be done to discourage drivers from speeding up in the space between the roundabout and the setback pedestrian crossing.

“Add a second set of traffic calming treatments as cars enter the roundabout. The current design, with the significantly set-back raised crossings, allow cars to speed up again as they head into the roundabout.”

“My issue with roundabouts with two lanes is I can never see past the car on my right as the drivers always nudge their stupidly huge cars out.”

The roundabout should be one lane

Reducing the roundabout from two to one lane was the most popular suggestion relating to the design of the intersection. People felt that a single lane round about would be safer for people walking and cycling as the space could be used for wider footpaths and cycle lanes, as well as for drivers who find the number of approaches and the speed and number of vehicles make it difficult to navigate the roundabout.

“It would be best if the number of traffic lanes approaching and through the roundabout was reduced to one lane in each direction. This would allow room for widened footpaths, and inclusion of bike lanes through the roundabout”

Remove one of the approaches

These people felt that one of the approaches feeding into the Royal Oak roundabout. They felt that having 5 approaches to the roundabout was too many. Most people suggested that Campbell Road was the best approach to remove as it is a lower traffic road and would that can be accessed by other routes.

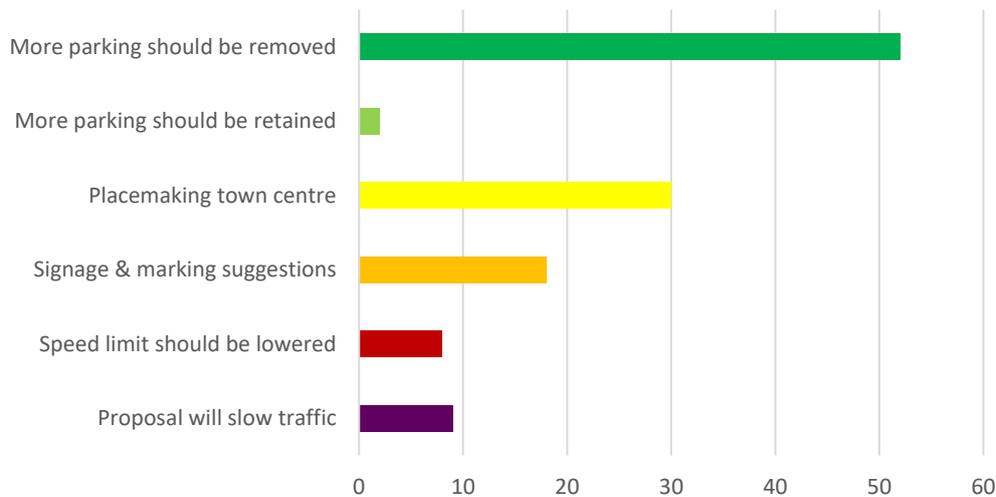
“The Campbell Road entrance to the road can be closed as the majority traffic taking this exit will be through traffic heading beyond Onehunga Mall.”

Another suggestion was to remove the Southern section of Manakau Road but retain access for busses and emergency vehicles.

Other aspects of the proposal

These themes are about areas of the design, not covered in the above sections.

Other design themes



Submissions may be counted in more than one theme.

More parking should be removed

The largest theme in this section was that more parking should be removed near the roundabout, especially parking between the roundabout and the surrounding pedestrian crossings. These people felt that the parking was dangerous as it obscured drivers of people about to cross on the pedestrian crossings.

“Please remove on street car-parking spaces that block visibility of and for people waiting to cross and for drivers entering the roundabout. In particular, outside Ollies/ the Chip Shop and the Post Office.”

Other people wanted the carparks removed because of their impact on traffic entering the roundabout.

“Carparks close to the roundabout should also be removed to avoid build up of congestion to the roundabout.”

Some people pointed out that there is a lot of parking available near the Royal Oak roundabout so removing the carparks between the roundabout and pedestrian crossings would not be much of an inconvenience.

“Plus, there are already 100s of car parks in the vicinity that car drivers can use.”

More parking should be retained

Only two people advocated for parking to be retained. One mentioned that they would be sorry to see the parking spaces outside the chip shop removed. The other felt there was no need to remove parking anywhere around the roundabout.

Placemaking for town centre

These people felt that more could be done to make Royal Oak town center a more pleasant place to be. Most people suggested that more could be done to make Royal Oak more inviting as most of the town center is dominated by the roundabout. These people were in favor of reducing some of the road space in pursuit of a more pleasant town center.

“In closing Campbell Road you create ample space to implement a protected intersection for cyclists and pedestrians while also leaving space for a new plaza.”

Signage and marking suggestions

These people made suggestions about the type and position of the signs which we are proposing to add to the approaches to the roundabout. Some people suggested that signs could more clearly show which lane leads to which destination, particularly with popular destinations like Onehunga. People also suggested that the signs could be above the corresponding lane similar to the way signs are often placed on the motorway.

“Overhead signs could be used as they are more visible so drivers can get in the correct lane before they are almost on the road markings - which is currently very common at traffic lights.”

Some people suggested that yellow hatched ‘no stopping here’ markings would be beneficial around the roundabout to avoid cars stopping in the roundabout, and also on pedestrian crossings to discourage stopped vehicles from blocking the pedestrian crossings.

I would like to see yellow hatched areas round the crossing to prevent the traffic from building up round the roundabout

Speed limit should be lowered

These people felt that the speed limit near the roundabout should be lowered. Most people felt that a 30 kmph speed limit was appropriate as the roundabout is in a town center.

“Lower the speed limit to 30.”

Proposal will increase congestion

These people suggested that the proposed changes to the Royal Oak roundabout would create more congestion at the roundabout. Most seemed to think that it was obvious the proposal would make congestion worse and did not provide a reason for thinking this would occur.

“Absolutely rubbish, there will be so much congestion, lines of traffic waiting to get to all roads. Do believe pedestrians crossings should be moved further away from roundabout.”

Other submissions

In addition to public feedback, we also received submissions from two key interest groups. Their feedback is summarised below and their concerns and suggestions have been included in the list of [design suggestions](#).

Bike Auckland

Bike Auckland supports the raised zebra crossings. They want these to be implemented, and to have enough gradient to effectively slow traffic to safer speeds.

They also want the crossings moved much closer to the roundabout to reduce speeding in the roundabout circulatory. If this is not done, then instead Bike Auckland would suggest a second set of traffic calming (raised roundabout) should be implemented to remind drivers to stay slow within the roundabout too. The existing crossings on the Mt Albert Road approach need to be improved and moved in particular. These are the weaker, older-style raised tables, and they are also too far away, and cross two lanes at ones. They do not match modern safety expectations and require massive detours to pedestrians.

Bike Auckland also suggest removing on street car-parking spaces that block visibility of and for people waiting to cross and for drivers entering the roundabout, especially outside Ollies/ the Chip Shop and the Post Office.

Bike Auckland prefer a reduction to the number of traffic lanes on at least some of the approaches and in the longer term, on the roundabout itself. Multi-lane roundabouts are hostile and unsafe for people walking and biking and have no place in a residential town centre. Bike Auckland also ask AT to consider whether an approach (such as Campbell Road) could be removed or made one-way.

National Road Carriers

National Road Carriers support improved lane markings on the roundabout and would like to see signs indicating the appropriate lane well before entering the roundabout.

They also ask that speed tables at pedestrian crossings should not be so severe as to impact on HGV operation and that crossings need to be set back by at least 30 - 40 metres from entry to the roundabout to ensure large trucks can stop behind other vehicles at the entrance to the roundabout without being parked across the pedestrian crossing.

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised below by theme.

<p>General response to feedback:</p> <p>We apologise in the delay in providing the outcome to the consultation feedback. In October 2019, Auckland Transport opened consultation with the public for the proposal to make road safety changes at the Royal Oak roundabout. The delay had come about from the complexity of feedback responses received and requiring further investigation and was intended to be closed out in early 2020. With the subsequent COVID-19 pandemic occurring with lockdowns, this resulted in a reduction to the road safety budget, and uncertainty whether the project would continue to be delivered. We are pleased to confirm that this project has funding available and will proceed with changes.</p>	
Design suggestion in feedback	AT response
General themes	
Safety issues	
<p>General safety issues with the current layout:</p> <ul style="list-style-type: none"> • Outside of peak hours cars may speed up, a) both after crossings into the roundabout; and b) out the roundabout up to the crossings. • One of the things I often notice is that just when it looks like there will be a break for Campbell Road traffic cars travelling at a fairly fast speed given there's a big intersection ahead swoop in from Manukau Road. • Drivers constantly stop over the pedestrian crossing, particularly on Campbell Road, and there are kids crossing there who have to walk between the cars. It also makes it dangerous for drivers coming onto Campbell Road from the roundabout to see anyone walking across. • The Mt Smart crossing is where I feel most likely to hit a pedestrian as cars often wait over the crossing and it is hard to spot the pedestrian. • Vans and trucks park right up to the approaches on the crossing (Manukau Rd North) obscuring peds view of approaching traffic and traffics view of 	<p>General safety issues with the current layout:</p> <ul style="list-style-type: none"> • The proposed raised tables on the approaches of the zebra crossing and roundabout will consistently reduce the overall speed of vehicles, and thus improve safety. AT will continue to monitor the traffic behaviour on implementation of the proposed upgrade. • The design of the roundabout will help encourage vehicles to slow down as they enter the roundabout by enlarging the central island and tightening the lane. The proposal will also require vehicles to keep to their lanes and maintain a slower speed when circulating as it was observed that that some vehicles which are in the incorrect lane are driving through the painted area which is not a lane. This should allow for drivers from Campbell Road to enter the roundabout with more confidence. • The proposed raised tables on the approaches to the roundabout will help discourage this issue by enhancing priority of the crossing and require vehicles to slow down on approach. Furthermore, the Campbell Road

peds approaching crossing. NZTA requirement of minimum 6m of NSAAT from crossing with buildout not met, on either approach.

- Campbell Rd and Mt Smart Rd's exit and entrance are too close, driver from Mt Smart Rd needing to take a quick 'chance' to speed enter into the roundabout before another car come along, there's a lot of near misses.
- I have lived in the neighbourhood for more than 10yrs and to this day am still frightened of the Royal Oak roundabout.
- Car speed is generally very high approaching and leaving the roundabout.
- The placement of the current pedestrian crossings creates havoc for drivers turning into Manukau Road from Mt Albert Road, who often have to then jam on their brakes after only travelling six or so metres because someone has stepped out onto the crossing. The number of nose to tail accidents at this very point is beyond acceptable. It is dangerous to the pedestrians, and to the drivers.

zebra crossing has electronic road studs to warn drivers of crossing pedestrians.

- The proposed raised tables will help discourage this issue by enhancing safety of the crossing and requiring vehicles to slow down on approach. Furthermore, the Mount Smart Road zebra crossing is proposed to have electronic road studs to warn drivers of crossing pedestrians.
- The pedestrian crossing locations have been assessed meet minimum sight distances between vehicles and pedestrians waiting to cross.
- We agree that the alignment of Campbell Road and Mt Smart Road into the roundabout is not ideal, however is changing this is unfortunately not within the scope of this project as it is intended to be an interim measure. Auckland Transport are currently undertaking investigations along a number of projects on arterial roads such as Manukau Road, which will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.
It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
- The proposal is intended as a short-term interim safety treatment. Auckland Transport is working on a long-term solution to make it easier to understand and safer for all modes of transport.
- The proposed raised tables will help discourage this issue by enhancing safety of the crossing and require vehicles to slow down on approach. We do note, that the Mount Albert Road approach already has a speed table located further from the intersection.
- We have received a large amount of feedback regarding the location of the zebra crossings in relation to the roundabout. There was a clear divide in preferred location, with many people requesting the crossings be moved closer to the roundabout or moved further away. Merits for moving the crossings in either direction was strongly considered, and is a balance between surrounding land use, the level of service for motor vehicles, pedestrians and people on bikes. While the current positions of the zebra

	<p>crossings are not within the desire walking line of pedestrians walking on the footpath, the current arrangement helps to reduce the complexity of decision-making tasks required for motorists. Furthermore, there are physical constraints that pose a challenge to relocating the zebra crossings from the current locations. For the above reasons, it was decided to retain the pedestrian crossings at their existing positions at this stage and further changes to be made as part of the upcoming Manukau Corridor project.</p>
<p>Safety concerns with the proposed upgrade:</p> <ul style="list-style-type: none"> • Personal experience tells me that the proposed traffic islands will do little to prevent this (conflicts between cyclists and vehicles), instead becoming pinch point hazards in their own right. • I would not feel safe going through the roundabout on my electric scooter (or by bike), especially the Mt Smart Rd -> Manukau Rd route that I would like to take to work. • Cars often look past cyclists that are on the roundabout and the new design will encourage cars to cross even faster. • Suggesting drivers won't change lanes in the roundabout is a nice idea but unlikely to play out in reality. • it is still a roundabout with three streets, Campbell Road, Mt Smart Road and the Manukau Harbour side of Manukau Road to squashed to allow drivers enough time to make good judgements about when to enter the roundabout. It is like playing Russian roulette. 	<ul style="list-style-type: none"> • Auckland Transport are currently undertaking investigations along arterial roads such as Manukau Road, which will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur. Therefore, no significant changes will be made as part of this interim safety improvement project. • For this intersection, we encourage that cyclists “own the lane” they are in. The intent of the proposal island extensions is to direct traffic clearly, reduce conflict points, and enlarge the central island further such that circulating vehicle travel slower. This is challenging given the smaller physical footprint. We understand that this may not be the preferred option, it is recommended to dismount to the footpath when approaching the roundabout and walk with your scooter/bicycle, as this will be an improvement from the existing amenity. • For this intersection, we encourage that cyclists “own the lane” they are in. The intent of the proposal island extensions is to direct traffic clearly, reduce conflict points, and enlarge the central island further such that circulating vehicle travel slower. This is challenging given the smaller physical footprint. • Thank you for the feedback. While the proposal might not eliminate this behaviour, it will help reduce this due to limiting some movements that can

	<p>occur (i.e. vehicles in the painted areas). Auckland Transport will continue to monitor the performance of this intersection.</p> <ul style="list-style-type: none"> • The intent of the proposal island extensions is to direct traffic clearly, reduce conflict points, and enlarge the central island further such that circulating vehicle travel slower. This is challenging given the smaller physical footprint.
<p>Details of specific incidents:</p> <ul style="list-style-type: none"> • I have previously made complaints about the pedestrian crossing near 707 Manukau Road, after nearly being run over. • I have nearly been collected on a few occasions and all were due to cars not indicating and my view being partly obscured by the signage • I live nearby and when cycling through here I have to illegally use the footpath because it is so dangerous for cyclists. • I walk through there twice a day and every single day; a car goes through the pedestrian crossing without stopping. I have nearly been hit so many times. • I drive through this roundabout 4 times every day and is very dangerous any time of the day. • I was hit by a car turning from Campbell Road into Mt Smart Road in May 2018. Drivers are stressed and focused on other cars at Royal Oak. In my case, the driver looked right through me as I rode past his driver's side window then proceeded to drive into me. It was full daylight. I was in Hi-Viz gear with my lights on. Under stress, drivers are simply bike-blind. • As a pedestrian in this area, I have often been nearly hit while walking on the crossings - by drivers slowly chugging along in heavy traffic, so they are reading their cell phones, and not paying attention to crossings - just watching the car in front out of their periphery vision. • In am a regular cyclist through the roundabout and have had untold near miss accidents. Drivers through the roundabout drive noticeable more aggressively than anywhere else on the network, and this unfortunately many vehicles simply do not give way to cyclists. 	<ul style="list-style-type: none"> • In regard to vehicles not indicating correctly, AT will look at including this with campaign work coupled with enforcement. • The required signage will be positioned such that will be clear from view. • We understand that this intersection is not ideal for cyclists in its current arrangement as there is very high demand for walking and vehicle use. However, it is not illegal to dismount and walk with your bicycle around the intersection. • If you do cycle on-road, we encourage that cyclists “own the lane” they are in. • The proposed raised tables on the approach of the zebra crossings / roundabout will help discourage this issue by enhancing priority of the crossing and require vehicles to slow down on approach. We do note, that the Mount Albert Road approach already has a speed table further from the intersection. • While the proposal might not eliminate this behaviour, it will help reduce this due to a slightly larger central island and tightening up of circulating lanes. Auckland Transport will continue to monitor the performance of this intersection.

<ul style="list-style-type: none"> I have been knocked off my motorbike at about 6am one morning and that was because the other diver was rushing and thought he had time to cross in front of me. 	
<p>Other incidents:</p> <ul style="list-style-type: none"> When is Council planning to look at the daily accidents outside Onehunga Primary school- stop sign onto Selwyn Street? The perils are even higher for the people who do try and use the alternative road to avoid the roundabout from Campbell road to Manukau road by ending up at an even more dangerous point where the Pak'n'save exits. 	<ul style="list-style-type: none"> We understand that this intersection feels unsafe and is currently out of scope of this interim project. Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
Ineffective	
<p>The proposal will be less safe</p> <ul style="list-style-type: none"> The proposed design risks being counter-productive and may increase the accident rate. Raising the crossings reduces the space between crossing and roundabout, reducing the margin of error and making the area more dangerous for everybody. Cars often look past cyclists that are on the roundabout and the new design will encourage cars to cross even faster. The "smoothing-off" of the corner for cars turning left from Manukau Rd (South) into Mount Albert Road will increase speeds, when AT has stated it has a goal to reduce speeds in high risk areas 	<ul style="list-style-type: none"> Overall slower speed at crossings at existing locations and will have minimal impact to queuing space The larger roundabout, and islands will direct traffic flows into the correct lane and discourage people from changing lanes inside the roundabout. We encourage cyclists to "own the lane" if they feel comfortable riding through the roundabout, but would encourage anyone who doesn't feel comfortable to dismount and use the pedestrian crossings The "smoothing off" the corner of Mt Albert Road at the intersection will not occur. Flashing in ground studs are also being installed to provide additional warning.
<p>The proposal will not improve safety</p> <ul style="list-style-type: none"> The traffic islands will only move the location of the accidents as they dumb drivers will still get in the wrong lane. 	<ul style="list-style-type: none"> Observations of the traffic at the roundabout have taken note that vehicle are entering the painted "hatched" area between Manukau Road and Campbell Road. This is where a number of crashes have occurred, in which vehicles exiting Campbell Road may not expect a vehicle to be.

<ul style="list-style-type: none"> • The scale of the proposed improvement is not to the level required to mitigate the risks. • I don't think it will make any difference. There is a lot of traffic that goes through this roundabout and it's challenging to find a gap. Do something about that, e.g. traffic lights. • I think it's nonsense. The problem is that the gaps are too small, so people misjudge the gaps. • I do not think having clear lane markings will solve the accidents and the thousands of near misses. 	<p>Furthermore, tightening up the circulating lanes will force vehicles pick the correct lane and travel at a lower speed. Should a crash occur, it will be slower and of less severe.</p> <ul style="list-style-type: none"> • Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available or when any changes will occur.
<p>The proposal does not address the issue of:</p> <ul style="list-style-type: none"> • it doesn't address one key issue and that is unnecessary congestion of stationary vehicles on the roundabout. • I'm not sure if minor changes will reduce near misses and still keep the traffic flowing. 	<ul style="list-style-type: none"> • The roundabout consists of 5 arterial road with high traffic volumes and is in a town centre area that requires high levels of access to businesses. Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur. • The proposal looks to reduce the number of crashes which resulted in injury. From analysis of the crash history, this was related to vulnerable road users, being cyclists, pedestrians and motorcyclists. The proposal is not expected induce significant negative effects to traffic flow from the existing traffic conditions.
<p>Want a more ambitious proposal</p>	
<p>The proposal is not in line with AT's own standards and programmes:</p> <ul style="list-style-type: none"> • It doesn't incorporate the Vision Zero approach in adjusting infrastructure to allow for human mistakes cause by vehicle drivers. • A better outcome would be to see a proper 'Dutch' roundabout as outlined in Auckland Transports new Street and Road Design guide. 	<ul style="list-style-type: none"> • While this proposal is considered a short-term treatment with tactical devices, this does work towards the Vision Zero goal, by physically reducing speeds, and therefore reduce severity outcomes should a crash occur. Vision Zero is to have zero death and serious injury (DSI) crashes,

<ul style="list-style-type: none"> • This design is so far away from the rhetoric I here from council and AT ... it's as if you just 'dusted off' a design from the 60s that you already had lying around! • The proposal doesn't come close to deliver any of AT's and the Council's larger strategies around safe traffic, deep environmental concerns and a general understanding of what we need to do and act upon if we want to have this as a liveable city. 	<p>and for the crash history at this intersection shows that this is related to vulnerable road users.</p> <ul style="list-style-type: none"> • There is not enough physical space for a Dutch-style arrangement and which would also require removing lanes from approaches and/or removing one of the 5 approaches leading into the roundabout. There is also significant queuing from existing traffic levels, which would need further consideration to the network-wide effects.
<p>The proposal does not do enough for people vulnerable people:</p> <ul style="list-style-type: none"> • Support safety upgrades but more can be done to truly protect and prioritize pedestrians and cyclists. • Seems to be designed for maximum motor vehicle throughput with very little thought given to the safety of other road users. • This is a joke, right? Where is the improved pedestrian environment? Where are the cycle lanes? Where is the bus priority? 	<ul style="list-style-type: none"> • The roundabout consists of 5 arterial road with high traffic volumes and is located in a town centre area that requires high levels of access to businesses. • Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
<p>The proposal does not address all the problems with the current layout:</p> <ul style="list-style-type: none"> • It looks good but there are a couple of problems that are not being addressed. • It appears to solve none of the identified problems (speed, dangers for cyclists, confusion for motorists, inconvenient for pedestrians). 	<ul style="list-style-type: none"> • Speed is addressed by installing raised tables, which will reduce overall speeds at the intersection creating a safer environment for everyone, especially people using the crossing. • To address confusion, improved signage and minor changes to lane marking will be provided. Furthermore, narrowing up the lanes will reduce lane changing when travelling around the roundabout. • In regard to the pedestrian crossings, the locations of these will not change. By providing raised tables at the zebra crossings pedestrians will be safer when crossing the road. • Specific cycling amenity is not part of this treatment. However, the proposal will enhance the overall safety at the site for existing users. • Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term

	<p>transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p> <ul style="list-style-type: none"> • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
<p>The proposal is not on the scale to fix the issues</p> <ul style="list-style-type: none"> • The plan is tinkering on the edges • Looks almost the same as it currently is?! • Not much of a change to the existing roundabout - aside from re painted markings, removal of carparks and raised crossings. • A good idea but lacking a lot of important stuff • Drastic safety measures are needed, and while I do support the raised tables, this on its own is not enough change. • This roundabout is in a town centre and it appears that all you have thought about is how to move cars. What about the people who live and shop here? The pedestrians, the people that make this town centre a town centre. • This intersection requires fundamental changes 	<ul style="list-style-type: none"> • Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
Make it better for pedestrians	
<p>Amenity</p> <ul style="list-style-type: none"> • Roundabout in general really detracts from the feeling of community - it's not a place that is pleasant to BE in. • Desperate need and big opportunity for proper walking and cycling infrastructure at this dangerous roundabout • proposal doesn't go far enough to improve the area for pedestrian 	<ul style="list-style-type: none"> • Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur. • Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term

	<p>transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p> <ul style="list-style-type: none"> • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when changes will occur.
<p>Crossings</p> <ul style="list-style-type: none"> • the pedestrian crossings are relatively removed from the roundabout allowing increased speed with a focus on flow rather than safety. • Lights would allow much safer crossing for pedestrians • The proposal does not make it easier for pedestrians to navigate the roundabout but keeps the crossings a long way away from the area, making for a long inconvenient round trip. • Pedestrians still need to go the long way around to find the crossings. 	<ul style="list-style-type: none"> • The crossings are not considered to be unreasonably far from the centre of the roundabout, with the exception of the crossing on Mount Albert Road. We strongly considered moving the crossings closer or further away based on the feedback received. Additionally, creating staggered crossings was also explored, similar to the existing crossing on Mount Albert Road. • Moving the crossings either closer or further away would require significant changes to the current intersection. e.g. reducing the number of lanes to ensure pedestrian safety, which would have increase congestion at other nearby intersections and reduce safety there. <p>While the current positions of the zebra crossings are not within the desire walking line of pedestrians walking on the footpath, the current arrangement helps to reduce the complexity decision making tasks required for motorists. There are also physical constraints that pose challenges to relocating the current zebra crossings. For the above reasons, it was decided to retain the pedestrian crossings at their existing positions at this stage and further changes to be made as part of the upcoming Manukau Corridor project.</p>
<p>Footpaths</p> <ul style="list-style-type: none"> • (Re)widen all the footpaths around the roundabout. • The wider the footpath the better. This is a town centre so pedestrians MUST have priority 	<ul style="list-style-type: none"> • This is currently out of scope of the project as the proposal looks to address current crash issues at the intersection. • However, Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport

	<p>as well as increasing safety for active modes of travel such as cycling and walking.</p> <ul style="list-style-type: none"> It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
Make it better for cyclists	
<p>Cycle lanes</p> <ul style="list-style-type: none"> Bike lanes very necessary, very dangerous roundabout. Add bike lanes around the roundabout. Dedicating one traffic lane to human beings walking and biking in their town centre is decades overdue and would be evidence that AT is truly committed to safety of vulnerable road users. 	<ul style="list-style-type: none"> Cycle lanes are currently out of scope of the project as the proposal looks to address current crash issues at the intersection. However, Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
Pedestrian crossing design	
Move pedestrian crossing closer to the roundabout	
<p>Moving the pedestrian crossings closer to the roundabout will make them more convenient for pedestrians and safer</p> <ul style="list-style-type: none"> Move the crossings closer to the roundabout, so pedestrians don't have to double their journeys. Pedestrian crossings are too far so it will take a long time to cross more than one leg. Royal Oak is a town centre with lots of businesses and people walking. People must be prioritised and not forced to make drastic detours. Moving the crossings closer to the roundabout will help slow down traffic in the roundabout itself, which will make it safer for people on bikes, at least somewhat. 	<ul style="list-style-type: none"> There was strong and opposing feedback in regard to the location of the pedestrian crossings. Suggestions received were to either move the crossings closer the roundabout or move further away. Both situations were considered. The current positions of the zebra crossings are not within the desire walking line of pedestrians walking on the footpath, but short distance away from the roundabout, the current arrangement helps to reduce the complexity decision making tasks required for motorists. Also, there are some physical constraints that pose challenges of relocating the zebra crossings from the current locations. For the above reasons, it was

<ul style="list-style-type: none"> • The walking distance to complete a circuit of the intersection has increased from 1940 to 2019 from 170m to 420m. This increases the “safe walking route” away from the desire line. This does promote safety or active mode. • The current layout encourages cars to accelerate as they enter the roundabout 	<p>decided to retain the pedestrian crossings at their existing positions at this stage and further changes to be made as part of the upcoming Manukau Corridor project.</p> <ul style="list-style-type: none"> • For the Mount Albert Road crossing, it would be better to move closer to improve pedestrian accessibility. However, this would require pedestrians to cross 4 traffic lanes at a time (i.e. no island to wait safely) as there is limited road width. This is considered is an extremely unsafe design. Significant changes are required such as signalisation or removing lanes to make this option safe. As the proposal is in interim treatment, this option was not considered for further design. • We expect further queuing and increased blocking of lanes within the roundabout would occur when pedestrians cross if the pedestrian crossings were moved closer.
<p>Move pedestrian crossing away from the roundabout</p>	
<p>Moving the crossings further away from the roundabout will improve safety and make them more convenient</p> <ul style="list-style-type: none"> • The nature of that roundabout means drivers are solely concentrating on getting across it unscathed. There should be time to get across before adding another obstacle. • The crossing outside the chip shop is too close to the roundabout especially. If anyone is crossing only two cars can queue before the roundabout is backed up too, it just heightens the danger to everyone involved. • Poor visibility when approaching the roundabout means that vehicles often don't slow down or stop for people waiting to cross • the crossings on Campbell Rd and Mount Smart Rd at too close to the roundabout for users making left turns to be able to see and react to someone crossing. • The pedestrian crossings are not controlled so that people are constantly crossing. The traffic comes to a halt and comes to a halt on the roundabout causing gridlock. • Poor traffic flow is especially bad on the northern side of Manukau Rd by Cornwall Medical Centre. 	<ul style="list-style-type: none"> • There was strong and opposing feedback in regard to the location of the pedestrian crossings. Suggestions received were to either move the crossings closer the roundabout or move further away. Both situations were considered. • The current positions of the zebra crossings are not within the desire walking line of pedestrians walking on the footpath, but short distance away from the roundabout, the current arrangement helps to reduce the complexity decision making tasks required for motorists. Also, there are some physical constraints that pose challenges of relocating the zebra crossings from the current locations. For the above reasons, it was decided to retain the pedestrian crossings at their existing positions at this stage and further changes to be made as part of the upcoming Manukau Corridor project. • There are less viable options to move the crossings further away on Campbell Road, Mount Smart Road and Manukau Road. As there are numerous vehicle accesses, this means the crossings will have to be further away from the intersection. Being too far away means that

<ul style="list-style-type: none"> Manukau Road (North) crossing is the ONLY crossing on an exit from the roundabout to carry continuous foot traffic and as a result, Manukau Road is the ONLY exit road that becomes regularly gridlocked. It is the main cause of gridlock on the roundabout that goes on to affect all five roads; it is not unusual for traffic to be stopped there for several groups of pedestrians, rather than just one. Currently cars travel quickly through the roundabout to come to a screeching halt when someone on the pedestrian crossing Put barriers along the footpath like on Mt Albert Road to stop people jay walking. 	<p>pedestrians near the roundabout will have no crossing amenity and may cross at an unsafe location;</p> <ul style="list-style-type: none"> This would result in significant reduction in level of service for pedestrians, by increasing walking distance and reducing accessibility for pedestrians. Especially for pedestrian who need to cross multiple roads, and for those who are mobility impaired.
Ensure speed tables are effective	
<p>Make sure speed tables are steep enough to properly slow vehicles.</p> <ul style="list-style-type: none"> Because this proposal is already so limited, it must not be watered down further by smoothing out the raised tables. 	<ul style="list-style-type: none"> The proposed raised zebras will have a design for 1:10 ramps, with a 75mm height. During construction, AT will ensure that the ramps are formed correctly such they induce a speed reducing effect to traffic.
Upgrade Mt Albert pedestrian crossing	
<p>The crossing should be brought up to the standard of the other crossings</p> <ul style="list-style-type: none"> These raised tables are too-gently sloped and built to outdated standards. In short, they are weak, and poor. This is also one of the most dangerous arms of the intersection for pedestrians as accidents have occurred in 2015 and 2019. My experience is that traffic coming out of the roundabout naturally speeds up heading toward the Mt Albert Road crossing and I have experienced more cars of late that cross it as I am entering the zebra crossing from one or the other lanes. The Mount Albert Road crossing needs to marry up evenly like you plan for the other crossings. 	<ul style="list-style-type: none"> Upgrading the Mount Albert Road crossing was considered to be upgraded to the newer style. However, as this proposal is an interim solution it was decided to not upgrade it as there is an existing raised crossing at this stage, but will be reviewed and included in the Manukau Corridor project that transformational changes are expected.
Overall crossing design	
<p>A z style intersection should be considered on all approaches to the roundabout</p> <ul style="list-style-type: none"> It would assist the natural pedestrian flow. 	<ul style="list-style-type: none"> Upgrading the pedestrian crossings as similar to the Mount Albert Road crossing was considered. This is called a staggered pedestrian crossing.

<ul style="list-style-type: none"> • It creates a greater space for traffic from the roundabout to que while allowing pedestrians to cross, with a greater chance that the queuing traffic won't block the roundabout as it does now. • At the existing full width crossing, traffic will stop for pedestrians to cross, and as those pedestrians almost exit, more step to cross the other way, prolonging the queuing traffic from moving on. This as you could imagine adds to the length of the traffic que backed up around the roundabout. • It is far safer for pedestrians to contend with one direction of traffic at a time. • The design provides the opportunity of creating aesthetic appeal with barrier design and planting. The points of entry from both sides will have no effect on existing parking, and two spaces are created from removing the existing crossing. 	<p>In considering the staggered crossing, this requires enough space within the road reserve between vehicle accesses and ensuring the correct orientation of the crossings. The only suitable crossing this could occur is for the northern Manukau Road approach. As this proposal is an interim solution, this was not brought forward as AT are investigating long-term solutions to the intersection which may take this into consideration.</p>
<p>the Manukau Road north pedestrian crossing should also been a controlled crossing.</p> <ul style="list-style-type: none"> • This would assist with the flow of traffic to and through the roundabout. 	<p>Signalising the pedestrian crossings was considered. As this proposal is an interim solution, this was not brought forward as AT are investigating long-term solutions to the intersection which may take this into consideration.</p>
<p>General crossing suggestions</p> <ul style="list-style-type: none"> • A footbridge should be constructed • Water does not drain under the crossing and silt builds up, followed by a lot of weeds. This causes quite severe flooding across the road. Care needs to be taken when designing the raised crossings to ensure that water can drain away satisfactorily. 	<ul style="list-style-type: none"> • This was considered, but not a favoured option given the restricted space and does not mitigate traffic/conflict issues at the intersection • We have noted the drainage issues at the intersection and forwarded this to the appropriate team to review. This proposal will not make any significant changes to the drainage as it is an interim treatment.
<p>The raised crossing should begin 10 meters before the painted crossing –</p> <ul style="list-style-type: none"> • so cars hit the ramp and then realise there is a crossing - giving them time to slow down, look, and stop for pedestrians. If they hit the ramp AT the painted crossing lines, this is too late to react and stop for pedestrians - the jolt for drivers needs to be sooner - so I suggest the current design have the raised ramp beginning at least 10 meters before the painted line. 	<ul style="list-style-type: none"> • This is not a typical design that AT utilises. There are significant cost and design implications when adding 10m of raised table in advance of the crossing. • Furthermore, at other sites where speed tables have been introduced, measured speed data indicates that the 85th percentile speeds reduced to 30km/h at the speed table. This is considered a survivable speed, should a collision occur with a pedestrian. AT will continue to monitor the traffic behaviour on implementation of the proposed upgrade.

Intersection design	
Roundabout design suggestions	
<p>You should put in a Dutch style roundabout instead</p> <ul style="list-style-type: none"> • It would lead to better outcomes • Create a roundabout as per Page 187 of Auckland Transport's Transport Design Manual 	<ul style="list-style-type: none"> • As the proposed treatment is considered an interim solution, this type of treatment was not considered suitable for the scope of the project. The existing intersection is complex with a relatively small physical footprint and connects five arterial roads with high traffic flows. • However, Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking. • It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.
<p>The following changes should be made to the roundabout</p> <ul style="list-style-type: none"> • Remove the left turn from Campbell Road to Mount Smart Road • The Roundabout area needs to be increased in size, so cars take longer to do the circuit. It's far too small for the amount of traffic and the cars go too fast not allowing time for approaching cars to get on to the roundabout • make the circle smaller and lanes wider within the roundabout • install a barrier around the island to prevent 4-wheel drives driving over it 	<ul style="list-style-type: none"> • The left turn was not considered to be a safety problem at this intersection, therefore the proposal will retain this left turn movement. However, this can be reviewed as part of the Manukau Road Corridor project in future. • This proposal will increase the size of the roundabout to direct traffic and slow vehicles moving through it. • Auckland Transport does not consider reducing the size of the central roundabout as appropriate as this will reduce safety outcomes by allowing higher vehicle speeds. • As the intersection is used by buses, the central island will be required to have a mountable apron to allow for buses and any other large vehicles to manoeuvre around the intersection.
<p>The proposed change to the roundabout design will have the following impacts</p> <ul style="list-style-type: none"> • The proposed elliptical extensions to the roundabout will have the effect of pushing traffic out into the other lane if they are needing to go, for example 	<p>The purpose of the central island extensions is to slow circulating traffic around it and direct traffic to appropriate lanes. During the design phase of the project, vehicle tracking for typical passenger cars and large vehicles are checked.</p>

<p>from Manukau Rd around to Mount Albert Road, or from Mt Smart Rd around to Campbell Rd</p> <ul style="list-style-type: none"> Car drivers and most bus drivers are already driving over existing roundabout so increasing the size will be a huge challenge especially for bus, truck and long vehicles. 	<p>Currently buses and similarly large vehicles straddle both lanes when manoeuvring around the roundabout, and this expectation is retained in the proposal.</p>
Convert intersection to traffic lights	
<p>The roundabout should be changed to a traffic light-controlled intersection because:</p> <ul style="list-style-type: none"> It would be much safer for pedestrians The resulting regular ebb & flow could allow safer exiting of Pak n Save further up Busses could be given priority At the moment pedestrians (usually one at a time) hold up the traffic unnecessarily It would reduce congestion If there are Traffic Signals, there will be no need of those pedestrian crossing's They are future proof; easily upgradable to future AI phasing using 5G which can make it more efficient than a roundabout. 	<p>This suggestion is a transformational change to the intersection and would not be included as part of this proposal.</p> <p>Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p> <p>It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.</p>
More speed calming	
<p>In addition to the raise tables, the whole roundabout should be raised</p> <ul style="list-style-type: none"> So entering drivers have at least one more reminder: "don't speed here" to reduce speeds. 	<p>Raising the roundabout was considered as an option during concept phase of the project. This would likely have high cost to build, and therefore the option to make the central island larger was the preferred option. Given that there is a Manukau Road corridor project is underway, where more transformational changes are likely to be proposed, therefore tactical traffic calming measures are being proposed at this stage.</p>
<p>Other speed calming measures that should be considered:</p> <ul style="list-style-type: none"> adding speed cushions on either side of the crossings rumble strips or waves on the road leading up the crossings a speed bump or some equivalent that will halt traffic at the white line and prevent them from creeping too far into the roundabout 	<ul style="list-style-type: none"> Speed cushions were considered, however are not considered to be as effective in slowing down vehicles, especially SUVs and larger vehicles. Raised zebra crossings have been measured to be successful in reducing vehicle speeds to appropriate levels.

	<ul style="list-style-type: none"> • Rumble strips are not considered to be acceptable in the urban environment, due to noise issues with high volumes of traffic. • A speed bump at the limit (white) line is not considered appropriate as per Traffic Control Devices 2004 and is used to slow vehicles travelling on the roadway.
The roundabout should be one lane	
<p>All the approaches and exits to the roundabout should be reduced to one lane</p> <ul style="list-style-type: none"> • This would allow room for widened footpaths, and inclusion of bike lanes through the roundabout • This would result in a safe and welcoming village • This will increase the length of queues of vehicles, and the increased safety for everyone is more important than individual impatience • The current layout means frequently one lane of traffic blocks the view of the other • People won't be able to switch lanes within the roundabout 	<p>During the optioneering phase of the project, reducing the approach and departure lanes of the intersection to one lane was considered. However, proposing this would likely result in significant change to the traffic behaviour, increased delays and would affect nearby intersections. Initial traffic modelling showed that reducing to one lane at one departure would result in significant queues from the roundabout with existing traffic flows.</p> <p>Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p> <p>It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.</p>
Remove one of the approaches	
<p>The Campbell Road entrance and exit should be removed from the roundabout</p> <ul style="list-style-type: none"> • as the majority traffic taking this exit will be through traffic heading beyond Onehunga Mall • to create space to implement a protected intersection for cyclists and pedestrians while also leaving space for a new plaza • as traffic can still access this road by other routes 	<p>This suggestion is a transformational change to the intersection and would not be included as part of this proposal.</p> <p>Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p> <p>It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.</p>

<p>Close Manukau Road between Turama Rd and the roundabout.</p> <ul style="list-style-type: none"> Use a transit filter, so that buses, emergency and service vehicles could still access this route 	<p>This suggestion is a transformational change to the intersection and would not be included as part of this proposal. There are no plans to close this section of road to general traffic.</p> <p>Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p> <p>It is anticipated that consultation with Local boards, residents, and businesses will form part of the design process. As these projects are currently at the early stages, we have no detailed timescales on when consultation will be available, or when any changes will occur.</p>
<p>Other design suggestions</p>	
<p>More parking should be removed</p>	
<p>The parking near the crossings and roundabout should be removed as:</p> <ul style="list-style-type: none"> It currently limits visibility of people crossing or waiting to cross the pedestrian crossings, especially for children who frequently use the crossings the crossings close to the entrance to the roundabout create confusion aggression, and unsafe driving There is a lot of parking in the area so there is no need for the parking to be retained The present parking does not meet basic Road Code specifications Cars pulling into or out of these carparks often stop the flow of traffic 	<p>In principle, removing the parking spaces near the roundabout would help improve safety by reducing conflict points.</p> <p>For this proposal, they have been retained as Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p>
<p>More parking should be retained</p>	
<p>All the parking should be retained</p> <ul style="list-style-type: none"> There's no reason to remove it 	<p>A small amount of parking removal is required to build the raised pedestrian crossings and improve inter-visibility between vehicles and pedestrians.</p>
<p>Placemaking in town centre</p>	
<p>Reclaimed road space could be used to enhance the Royal Oak town centre</p>	

<ul style="list-style-type: none"> You could convert the off-street carpark behind the shops between Manukau and Campbell Road if Campbell Road closed closing Campbell Road would leave space for a new plaza The footpath could be widened 	<p>Significant changes as suggested are outside the scope of this interim project, and is safety orientated.</p> <p>Auckland Transport is currently undertaking investigation along Manukau Road, which includes the Royal Oak roundabout and will look at long-term transformational ways to improve movement for public transport as well as increasing safety for active modes of travel such as cycling and walking.</p>
Signage & marking suggestions	
<p>The signage and road markings could be improved by</p> <ul style="list-style-type: none"> Making Onehunga more visible on the signage at the roundabout as many people arrive at this intersection looking for Onehunga and its quite unclear which direction to travel Keep signage to a minimum and don't make it hazard as it is currently Overhead signs could be used as they are more visible so drivers can get in the correct lane earlier Signs telling cyclists to use the pedestrian crossings Adding yellow hatched areas round the crossing to prevent the traffic from building up round the roundabout signs to stop drivers parking across the pedestrian crossings repeating the roundabout approach signage earlier on approach to the roundabout Flashing, illuminated signs warning that someone is on the crossings 	<p>A number of these sign suggestions will be implemented as part of the proposal. This includes:</p> <ul style="list-style-type: none"> New advance directional signs on approach before the intersection to show drivers which lane to be in; Flashing road studs on the Mount Smart Road to warn traffic of crossing pedestrians. This is already in place on the Mount Albert Road and Campbell Road crossings. This will further enhance pedestrian crossings with multi-lane approaches; All required signage for the roundabout and new traffic devices.
Speed limit should be lowered	
<p>The speed limit in the area should be reduced to 30 kph</p> <ul style="list-style-type: none"> as per the AT Road and Street Framework 	<p>The area nearby the Royal Oak roundabout is not currently part of Auckland Transport's safe speeds programme. However, the proposal will ensure that vehicle speeds near the roundabout are low.</p>
Proposal will slow traffic	
<p>The proposal will make increased journey times for traffic</p>	

<ul style="list-style-type: none"> • The construction of the proposed changes will have a significant impact on traffic • The proposed changes will increase congestion • This proposal does not address issues caused by pedestrian crossings which result in back up on the roundabout itself 	<p>The proposal focuses on improving the safety aspects that result in injury which are currently occurring at the intersection in the short term.</p> <p>In regards to the construction, the adopted construction methodology will be planned as such to minimise disruption to vehicle traffic and businesses.</p>
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Attachment 2: Feedback form

Feedback form

Royal Oak roundabout upgrade



Please complete this freepost form and return it to us by **Monday 30 September 2019**.

Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay

If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where. You are welcome to attach additional pages (or feedback online) if you need more space to provide feedback.

Do you have any feedback on these proposed changes to the Royal Oak roundabout?

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PERSONAL INFORMATION

Name

Business/Organisation

Street address

Suburb

City/Town Post code

Email address Phone number

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project. The following information is for statistics purposes only, and does not affect your feedback.

PRIVACY: AT is committed to protecting our customers' personal information.

What best describes your interest in this proposal?

(please tick all that apply)

- I live or own property in Royal Oak
- I work or own a business in Royal Oak
- I walk or drive through the Royal Oak roundabout
- Other *(please specify)*

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How did you first hear about this project?

(please tick all that apply)

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Other *(please state)*

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