

CONCERNS

Theme	Summary	AT Response
Traffic Congestion/Gridlock	Concerns about worsening traffic flow at an already busy roundabout, particularly during peak times when school and commuter traffic coincide. Potential for traffic blockages and gridlock affecting the entire intersection.	We hear you – traffic is already busy, especially during school drop-off and rush hour! The crossing only stops traffic when someone presses the button to cross. It will not run on a timer or constantly interrupt traffic flow. During peak times, when queues are already building, the crossing is expected to have very little extra impact. Cars coming off the roundabout onto Ōrākei Road will have enough space to clear the roundabout during the short time the crossing is active. Once the light changes back, traffic will flow again and any small queue should clear quickly. The design has been carefully considered to keep traffic moving as smoothly as possible.
Bus Stop Relocation	Opposition to moving the bus stop into the left-turn lane as it could create safety risks for cyclists and worsen traffic congestion near the roundabout.	Having buses stop in a traffic lane is standard practice, especially on roads with two lanes. When a bus pulls over to pick up or drop off passengers, drivers and cyclists behind can wait briefly or safely move into the other lane to pass. Buses will only stop for short periods throughout the day, so the overall impact on traffic flow is expected to be minimal. We do not expect the relocation to make congestion worse.
Crossing Location/Distance	The proposed crossing location may be impractical as pedestrians are unlikely to walk an additional 50-100m to use it. Concerns about placement near a blind bend with limited visibility.	We understand the concern about the crossing location. The proposed site was chosen to balance convenience for pedestrians with keeping the roundabout running smoothly. Placing the crossing closer to the roundabout would have a greater impact on traffic flow. The crossing is also positioned far enough from the bend to ensure drivers and pedestrians can see each other clearly.
Signalised vs Zebra Crossing	Preference for a zebra crossing over signalised lights, as signals would unnecessarily hinder traffic flow. A pedestrian crossing with centre island considered sufficient.	We understand why some people prefer zebra crossings. However, at this location, a zebra crossing would not be safe enough because Ōrākei Road has multiple lanes approaching the crossing. When traffic queues in one lane, a pedestrian stepping out could be hidden from a driver in another lane. A signalised crossing solves this by stopping all traffic, giving pedestrians a clear and safe opportunity to cross.
Visibility/Safety Hazards	Roundabout vegetation obstructs vision for motorists and pedestrians. Limited visibility up Ōrākei Road makes it difficult to anticipate exiting traffic. Stop sign on Tonks Street routinely disregarded.	We acknowledge the visibility and safety concerns. A maintenance request can be submitted to Auckland Council to have the roundabout planting pruned to an appropriate height. Removal of vegetation is not proposed as part of this project. The proposed street alignment changes will make the Tonks Street stop control more prominent. Tightened kerblines will also make it harder for drivers to disregard the stop control, improving compliance and safety.
Traffic Diversion	Concern that vehicles may detour via Tonks Street/Upland Road to avoid congestion, increasing high-speed traffic in residential areas.	The proposed crossing is not expected to increase congestion or encourage rat-running through nearby residential streets. It has been designed to integrate with existing traffic flow and will only activate when a pedestrian needs to cross.

		The project addresses a genuine safety need by providing a safe crossing point for pedestrians, including families, children and people accessing Martyn Wilson Fields.
Anti-social Behaviour	Existing problems with boy racers using the roundabout area, which could be exacerbated by changes.	The proposed changes focus on improving pedestrian safety and are not expected to encourage reckless driving behaviour. Addressing anti-social driving, such as boy racers, sits outside this project scope. These matters can be reported to NZ Police for appropriate action.
Adds Unnecessary Complexity	Viewed as adding complexity to an issue that doesn't require it. Some see the project as a waste of time and money with no obvious benefits.	At present, there is no safe way for pedestrians to cross Ōrākei Road at this location. The proposed traffic-light controlled crossing will provide a safe and reliable crossing point, particularly for tamāriki, families, older people and those with reduced mobility accessing Martyn Wilson Fields and the surrounding area. Ensuring pedestrian safety is a priority, and this crossing will deliver meaningful community benefits.

SUGGESTIONS

Theme	Summary	AT Response
Additional Crossings	Install zebra or push-button crossings on all legs of the intersection, including at Tonks Street and Upland Road, to provide safe access to Ōrākei Basin and station.	Adding crossings on all legs would require replacing the roundabout with a fully signalised intersection. This would be a major undertaking with significant cost and is outside the scope of this project. It would also have considerable impacts on traffic movement and could lead to more congestion. For these reasons, this option is not being proposed.
Speed Calming	Implement traffic calming measures from Palmers roundabout to the top of the climb, and on Upland Road to address speeding drivers.	Traffic calming and speed management fall outside this project, which is focused on providing a safe pedestrian crossing on Ōrākei Road. AT has separate programmes for speed management across the wider road network. Since 2019, AT has focused on reducing speeds in residential areas rather than individual streets, with priorities based on crash history, safety risk, traffic speed, land use and community concerns. Speeding concerns can also be reported to NZ Police, who may choose to carry out targeted enforcement.
Relocate Crossing	Move the crossing to the midpoint between the intersection and Shore Road roundabout for better safety.	The proposed location was chosen to balance convenience, visibility and traffic flow. It is close enough that people are likely to use it, while being far enough from the roundabout to avoid unnecessary traffic impacts. The current proposed location represents the best balance of these considerations.
Warning Systems	Install advance warning systems for downhill traffic approaching the crossing.	Signage will be installed ahead of the crossing to give drivers travelling downhill enough notice that they are approaching a signalised pedestrian crossing. This will help drivers slow down and stop safely when the lights are activated.

Consider Overbridge	A pedestrian overbridge was suggested as a potentially safer option for pedestrians.	Overbridges are usually reserved for locations with very high pedestrian volumes or where no other safe crossing option is viable. At this location, pedestrian numbers do not warrant the significant cost and infrastructure required. The proposed signalised crossing will provide a safe and effective solution appropriate for this location.
Remove Roundabout	Consider replacing the roundabout with traffic lights on all four corners instead.	Replacing the roundabout with traffic lights is not being considered as part of this project. Current data shows the roundabout is performing well overall, with traffic moving efficiently and capacity within expected levels. While there is some peak-time queuing, this is typical across Auckland's road network and reflects high traffic demand rather than an issue with the roundabout. Traffic lights could favour main roads and increase waits for side streets such as Tonks Street and Upland Road.
Vegetation Removal	Remove vegetation in centre of roundabout as it obstructs vision for all road users.	Removing the planting is not proposed as part of this project. However, a maintenance request can be submitted to Auckland Council to have the vegetation pruned to an appropriate height to help improve sightlines. Specific visibility concerns can be raised directly with Auckland Council for consideration.
Keep Bus Stop Location	Leave the existing bus stop next to Martin Wilson fields in its current position for better traffic flow.	If the bus stop stayed in its current location, a stopped bus could block drivers' view of the new pedestrian crossing signals. This could mean drivers do not see the red light in time, creating a risk for people using the crossing. Relocating the bus stop is therefore an important part of making the crossing work safely.
Leave As Is / No Signalised	Some respondents prefer no changes, or specifically oppose the signalised mid-block crossing option.	At present, there is no safe place for pedestrians to cross Ōrākei Road in this area. This affects families, children and other community members accessing Martyn Wilson Fields and the surrounding neighbourhood. The proposed traffic-light controlled crossing is designed to provide a safe and reliable way for people to cross this busy road. While we respect differing views, pedestrian safety remains the priority for this project.