



# Weymouth Road, Roscommon Road, Mahia Road, and Palmers Road roundabout improvements community feedback summary

## Please note

The below AT responses to community feedback were made with consideration to the 2021 proposal outcome decision to proceed as proposed.

We have since revised the design and no longer plan to install raised crossings on all legs of the roundabout due to the importance of these arterial roads for freight vehicles and buses.

People's safety remains a primary concern for AT, and we are still committed to reducing the number of injuries and deaths on our network.

To provide people with dedicated places to cross the road, we will be painting zebra crossings on all approaches to the roundabout. We will also be installing high speed friction surfacing, islands in the middle of the zebra crossing and red slow markings to improve safety at this roundabout.

Once we've delivered the upgrades, we will continue to monitor speeds at this roundabout to determine if further speed calming interventions are required.

## Community Feedback (2021)

Thank you for adding your voice to this proposal. Most respondents supported the proposed changes overall and told us about their concerns about congestion and safety at the intersection.

Through the consultation process, we heard some questions and concerns from residents. These were mostly about the proposed pedestrian crossings, the additional lane, and the impact of the proposed changes on traffic flow.

We have summarised the comments and queries we received and responded to each below.

Lane changes	
Feedback	AT response
The proposal will make the roundabout more confusing and dangerous for drivers. Two lanes in the roundabout are not necessary between Roscommon Road and Mahia Road and would make it more dangerous.	The design has a clear designation of lanes and shouldn't be confusing to drivers. The narrower lanes and raised tables on the roads into the roundabout will reduce vehicle speeds in the roundabout and encourage safer driving through the intersection.  The additional lane on Roscommon Road and Weymouth Road will make the intersection more efficient. This will relieve the congestion drivers experience on the roads into the roundabout.
Mahia Road also needs two lanes as the road get backed up at peak times.	We looked at various options when we investigated how we could improve the



	<p>roundabout's overall operations.</p> <p>These options included creating two lanes on Mahia Road. Through traffic modelling, we found that two lanes on Roscommon Road and Weymouth Road (east) would be the most efficient option. Additional lanes on Mahia Road wouldn't improve the flow of traffic or reduce congestion at the intersection.</p>
<p>Reserve the left-hand lane coming out of Roscommon Road for turning onto Weymouth Road (eastern exit) only, like the left-hand lane between Weymouth and Mahia is reserved for exiting to Mahia Road only.</p>	<p>We investigated this option but found that it would create traffic flow issues and conflict with project goals.</p> <p>One of the main goals of this project is to relieve congestion. But congestion would increase compared to the proposed design if we only allowed vehicles to turn onto the Weymouth eastern exit. That's because at present, the lane can be used by any drivers exiting on Weymouth Road (east) or Mahia Road. The left-hand lane between Weymouth and Mahia is reserved only for drivers exiting at Mahia Road because the lane ends at Mahia Road.</p>

**Parking**

<b>Feedback</b>	<b>AT response</b>
<p>Concern about removing parking spaces, which will impact parents and guardians who do school pick-up and drop-offs.</p>	<p>This proposal has kept parking removal to a minimum. We've had to remove some on-street parking to ensure appropriate visibility for drivers and pedestrians at the roundabout and at the raised zebra crossings.</p> <p>We expect a minimal impact on school pick-up and drop-offs, as Finlayson Park School is still a fair distance away from where we proposed parking removal.</p>
<p>Query about whether or not Mahia Road could be widened to accommodate parking.</p>	<p>There is no need to widen Mahia Road, as there is currently space on the road for on-street parking.</p> <p>We do not usually consider widening a primarily residential road, as this kind of change is highly disruptive and expensive.</p> <p>The focus of this proposal is improving traffic flow through the intersection, which would not be improved by adding extra space for parked cars.</p>



Pedestrian crossings	
Feedback	AT response
<p>The proposed crossings are not necessary. Don't install raised zebra crossings.</p> <p>Only Weymouth Road (south access) and Palmers Road should have raised zebra crossings installed.</p> <p>The Weymouth Road (southern leg) and Mahia Road crossings are redundant because of the underpass</p>	<p>The proposed crossings will give pedestrians safe, direct connections in an area with schools, homes, and a shopping complex.</p> <p>The existing layout doesn't give people a safe way to cross all the roads at the intersection, and residents on the corner of Weymouth Road (south) and Mahia Road cannot access the underpass. Pedestrian surveys have found that the desire line (the path most people take) is across these roads.</p> <p>Our work prioritises the safety of all road users – drivers, pedestrians, cyclists – while working toward our <u>Vision Zero</u> goal.</p>
<p>The raised zebra crossings will create a safety hazard due to the acceleration and braking necessary right near the roundabout.</p>	<p>We expect the raised crossings to improve safety at the intersection, because drivers will need to slow down as they approach it. This will increase driver awareness as they enter the roundabout.</p>
<p>The Palmer Road, Weymouth Road, and Mahia Road new raised zebra crossings are too close to the turn off, which will cause nose-to-tail accidents.</p>	<p>We will be installing additional signage to ensure drivers are aware of these raised crossings ahead of time and can slow their driving speeds appropriately. We do not expect an increase in nose-to-tail crashes.</p> <p>By design, the crossings will reduce drivers' speed before entering the roundabout. If we moved the crossings back from the intersection, drivers could approach them at higher speeds. This would reduce the benefits of lower speeds and increased driver awareness as people drive through the roundabout.</p>
<p>The proposed pedestrian crossings will increase safety risks for pedestrians by encouraging people to walk on the roads instead of taking the existing underpass.</p> <p>Improve the existing pedestrian underpass rather than installing raised zebra crossings.</p>	<p>We designed the proposed pedestrian crossings to be safe for people to use. Raised zebra crossings are the safest type of pedestrian crossing. The crossings are raised to ensure people drive at a reduced speed near them, and we have ensured clear lines of sight between pedestrians and drivers.</p> <p>The access into and out of the underpass will be improved, and the raised zebra crossings are needed to provide direct safe crossing points on</p>

	all legs.
Improve drainage in the pedestrian underpass.	We will investigate stormwater drainage in the underpass in the next stage of this project.
Traffic flow	
Feedback	AT response
The proposal will worsen congestion through this roundabout.	<p>As part of the investigation and design process, our network optimisation engineers carried out traffic modelling.</p> <p>The modelling showed that this proposal will improve the overall flow of vehicles through this intersection.</p>
The second lane will have a limited positive impact on the long queues of waiting traffic at the roundabout on both sides of Weymouth Road, Mahia Road and Palmers Road in the morning and evening rush hours.	<p>Our traffic modelling showed improvements to the congestion on Roscommon Road and Weymouth Road east, and minimal impacts on the other legs of the roundabout.</p> <p>Overall, the number of cars that can travel through the roundabout will increase. This will reduce wait times on the roads leading into the intersection.</p>
The changes will slow traffic through the roundabout.	We are looking at improving both the efficiency and safety of the roundabout. Reduced speeds through the roundabout will be safer for all road users and have limited impacts on individual travel times and congestion.
Remove the large strip of grass that runs the length of Roscommon Road and provide two lanes in both directions to help ease congestion.	Changing the road layout on Roscommon Road is outside this project's focus area, which is to improve the roundabout which serves five roads in and out of the intersection.
This proposal is unnecessary because the existing layout functions well.	<p>We identified multiple issues across various modes of transport - driving, cycling, and walking - at this roundabout. That's why this proposal is an important project for the area.</p> <p>Problems with congestion and a lack of safe options for pedestrians must be addressed, so the roundabout can work efficiently and safely for everyone with somewhere to go, no matter the mode of transport they choose.</p>
Other	
Feedback	AT response
The proposal does not make any provisions for cyclists in a very busy intersection.	When investigating improvements at this intersection, our engineers looked carefully into



	<p>how the safety of cyclists could be improved. The proposal links the Roscommon / Weymouth roundabout to existing cycling facilities and paths.</p> <p>Cyclists will also be able to use the current bypass, which is a shared path with pedestrians, or the proposed raised zebra crossings.</p>
Signpost the raised zebra crossings if cyclists are supposed to use them.	Thank you for your suggestion. We will look into this at the next stage, as we finalise the details of the design.
Do construction in multiple stages to reduce the impact on businesses and tradespeople.	We know roadworks can cause disruptions. That's why we'll look at how we can effectively carry out construction to minimise any negative impacts on the community. If you have any concerns or questions about the work when construction takes place, please contact <a href="mailto:projects@at.govt.nz">projects@at.govt.nz</a> .
The funding for this proposal would be better spent toward a light rail system (or similar) because no proposal will fix traffic flow issues as housing becomes denser.	This project addresses issues at the roundabout for more than one mode of transport, not just personal vehicles like cars. It also creates improvements for pedestrians and cyclists, which will be even more important as the area's population grows.
The funding for this project would be better spent on resurfacing the nearby roads and filling in potholes.	<p>AT has separate funding for road maintenance like filling in potholes.</p> <p>If you see issues like this, please help be our eyes in your community and <a href="#">log a maintenance request here</a>.</p>
The proposal is not future-proofed and will not solve the underlying problems.	<p>We carefully looked at improvements for all modes of transport at this roundabout by using our <a href="#">Future Connect</a> tool.</p> <p>We believe that the proposed changes will create significant improvements for the area.</p> <p>This project also does not preclude any future work that we might carry out.</p>