

21 November 2019

David Harton  
[fyi-request-11327-9e41c73a@requests.fyi.org.nz](mailto:fyi-request-11327-9e41c73a@requests.fyi.org.nz)

Kia ora David

**Local Government Official Information and Meetings Act 1987**  
**CAS-1168474-27R4Z6**

Thank you for contacting us requesting walking and cycling comments made during review of the Royal Oak roundabout upgrade.

Consultation was undertaken twice over the project lifetime with relevant experts representing cycling and walking modes. This resulted in further discussion and optioneering to ensure this interim safety measure is aligned with the upcoming Connected Communities programme which is a longer-term integrated corridor initiative with the aim to improve people moving capacity, safety and support transport choices. The engagement with various internal active modes subject matter experts can be summarised as follows:

1. Early 2018:

In summary, the team was in support of this interim safety measures at the roundabout with some queries and minor design comments regarding the raised crossings and placement. These were considered and incorporated into the design where possible (refer to attachment 'Active modes Responses from internal stakeholders - Engineers response 2018').

2. Early 2019:

In summary, further minor design concerns were raised, which were considered and as incorporated into the design where possible (refer to attachment 'Active modes Responses from internal stakeholders - Engineers response 20190805'). There were also discussions on whether further cycle infrastructure should be provided now, leading into the intersection and at the intersection. Given that this intersection is likely to be part of the proposed Auckland Cycle Network, it was agreed that it is best to proceed with the interim safety measures to deal with the immediate safety risk at this intersection. The longer-term solutions proposed through the future Connected Communities programme would provide the wider cycling solutions that integrate along the corridor and align with the outcomes of the Auckland Cycle Network. It is noted that these interim works will improve the safety of the existing zebra crossings as well as slowing vehicle speed approaching the intersection, which will enhance the safety for vulnerable road users, when compared to the current situation.

Please find copies of the relevant correspondence attached along with the roundabout's design scheme.

We trust this information has addressed the matters raised however you have the right in accordance with section 27(3) of the Local Government Official Information and Meetings Act 1987 (LGOIMA) to make a complaint to the Office of the Ombudsman if you are not satisfied with our response.

Ngā mihi



A handwritten signature in blue ink, appearing to be 'R. Karma'.

Randhir Karma

**Group Manager – Network Management**

Enc:           Email Correspondence - LGOIMA - CAS-1168474-Z7R4Z6.pdf  
                  MIP1718-235 drawing.pdf  
                  Active modes Responses from internal stakeholders - Engineers response 2018  
                  Active modes Responses from internal stakeholders - Engineers response 20190805