

1 March 2021

Tim Adriaansen
fyi-request-14344-7350de60@requests.fyi.org.nz

Kia ora Tim

The information you requested - CAS-273166-N8N8R8

Thank you for your request for information dated 15 January 2021 about Royal Oak roundabout.

Climate change

There were no climate impact assessments done as it is currently not a requirement for these types of projects. As this is a high safety risk urban intersection, our Road Safety team are focusing on reducing harm under our Vision Zero and Safe System principles by reducing both the approaching and circulating speed of traffic as well as making the existing zebra crossings safer.

The assessment of this project's impact on the safety of road users and it's alignment with Vision Zero.

In 2018, a safety design review was performed during the projects design phase to help guide and make suggestions for the concept design. I've attached a document (RoyalOakSafetyReview_v1.redacted.pdf) which raises considerations to improve safety on road users. Some information has been withheld under section 7(2)(a) of the LGOIMA, to protect the privacy of natural persons, including that of deceased natural persons.

While this proposal is an interim treatment, our aim is to reduce harm on our roads. By reducing speed, we are aligning our safety outcomes with Vision Zero. The design was peer reviewed by a third party to make sure the changes contribute towards a Safe System outcome.

Minutes from meetings and/or communications which discuss public engagement, including decisions made around the level of consideration given to public consultation and public feedback for the consultation which took place 16 September 6 October 2019.

There are no minutes recorded regarding the level of consideration to public consultation and feedback, therefore this part of your request is refused under section 17(e) of the

LGOIMA. However, a copy of the public feedback report is available on our [website](#). This report contains AT's responses to the issues raised during consultation.

Minutes from meetings and/or communications where a decision was made to proceed with the preferred design, including the names of those in attendance/involved in the decision.

I have attached minutes from a meeting, along with information about the project and community engagement.

We are unable to provide you with emails as this will take a substantial amount of time. We searched our emails for all correspondence relating to this question and it returned approximately 1000 emails. It will take us approximately 30 hours to filter, review and collate the information, therefore we are refusing this part of your request under section 17(f) of the LGOIMA. We also note that there were meetings that took place however no minutes were recorded.

Documents detailing the estimated cost of the project proceeding as planned, versus the estimated cost of alternative designs.

I have attached two documents relating to the costs of alternative designs for the interim proposal:

- Royal Oak Rdt_Option 1 AC Table_Cost Estimate.redacted.pdf
- Royal Oak Rdt_Option 2 AC Cushion_Cost Estimate.redacted.pdf

Some information has been redacted under section s7(2)(b)(ii) of the LGOIMA, as withholding this information is necessary to avoid prejudice to commercial position.

There are no cost estimates for transformational changes as requested in the consultation feedback. The proposal that is moving forward is an interim treatment prior to the Connected Communities Programme.

Auckland Transport is investigating more holistic changes to the Manukau Road corridor, which links Onehunga to Newmarket. The Royal Oak Roundabout falls within this corridor. It is acknowledged that there are space constraints at the Royal Oak town centre, this area is a strategically important route for public transport, carrying many buses and passengers, is a strategically important future cycle route, and has demands from local residents for local shopping trips. This means that a comprehensive re-design of the roundabout and some connecting roads is required to accommodate the demands of all modes of transport. The likely implications of this may include;

- intersection re-designs
- kerb and utility work
- bus priority and active mode infrastructure

The Connected Communities programme will propose improvements along the Manukau Road Corridor in approximately 3-5 years' time, although this is subject to funding availability and approvals.

Documents detailing the estimated cost of public engagement/consultation surrounding this project.

We don't have documents specifically detailing the estimated cost, therefore this part of your request is refused under section 17 (e) of the LGOIMA. However approximately \$150 was spent on social media engagements. The below table breaks down costs of public engagements with print advertising.

AT_Royal oak Consultation Plan	100	\$13.00	
AT_Royal Oak Feedback form	100	\$25.00	
AT_Royal Oak Letters	100	\$25.00	Excluding cost of postage
AT_Royal Oak Roundabout feedback form	209	\$52.25	
AT_Royal Oak Roundabout Mailout	1	\$52.25	
AT_Royal Oak Roundabout map	209	\$27.17	
AT_Royal Oak Poster	10	\$2.10	
At_Royal Oak Flyer	100	\$15.50	

Should you believe that we have not responded appropriately to your request, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the Act and seek an investigation and review in regard to this matter.

Yours sincerely



Phil Wratt
Engagement Manager
Customer Services

Encl:

1. RoyalOakSafetyReview_v1.redacted.pdf
2. Minutes19Nov2020.redacted.pdf
3. Royal Oak Rdt_Option 1 AC Table_Cost Estimate.redacted.pdf
4. Royal Oak Rdt_Option 2 AC Cushion_Cost Estimate.redacted.pdf