1. Responses from internal stakeholders

Subdivision / Department	Provided Feedback?	Name of Consultee	Feedback/ Comments	Engineer Response Updated comments March 2019
Walking & Cycling Specialist	YES	Brittany Morgan and Jonathan Gregg	Thanks for the opportunity to comment on this proposal. The introduction of raised tables on the remaining four arms of the roundabout is welcome and provides a big safety benefit for pedestrians. However, we think with a few tweaks the overall experience could be improved. (1) It is noted that a zebra crossing over two lanes is not normally considered acceptable, however given this is an existing situation which is improved by the installation of the tables. The tables should be flush with the footpath level rather than dropping down a pram ramp and then back up onto the table. Whilst we recognise that this would require you to improve the drainage, it would provide a huge benefit to mobility impaired pedestrians and wheelchair users, who can find the drop down and up (twice per crossing) a challenge. It would also provide a better pedestrian experience to all. (2) Although the proposal replaces the existing zebra crossings in the same place, it would be desirable to move these closer to the roundabout so that they better serve pedestrian desire lines. Ideally these should be as close as possible, recognising the need to stack a car between the table and the roundabout. For both arms of Manukau Road, this is likely to also result in a better arrangement of parking, as there would not be parking spaces immediately after the entry and exit of the roundabout, which presents both a barrier to visibility and potentially pulling out into traffic that is entering/exiting the roundabout. (3) Is there a need to retain the Campbell Road to Mount Smart Road 'slip lane'? it would be beneficial for pedestrians crossing Mount Smart Road if they didn't have vehicles coming around this corner who wouldn't be able to see someone crossing. (4) The directional and warning tactiles are required as shown on the drawings. The tactiles in the refuge must have a 300mm minimum setback and 1000mm maximum set back from the road edge. Recommend providing a single set (600mm wide) of warning tactiles in the centre of the refuge. This means if the refuge is the standard 1.8m in depth the warning tactiles will be setback 600mm from each edge which is acceptable and will remove an excess of tactiles being installed.	Thank you very much for providing feedback on the Royal Oak roundabout proposal. I've provided my comments to yours below in red. Let me know if you'd like to discuss further. (1) We agree that providing a flush table and footpath will provide a better level of service for pedestrians walking in this area. With this we will investigate providing flush speed tables as part of the proposal – to note, the maintenance teams typically do not prefer this due to debris blocking the channels in the grated areas. However, I have no objection to propose flush tables. (2) The location and whether staggered pedestrian crossings could be provided were considered in the current design. In regards to the moving the crossings closer to the roundabout- this would improve pedestrian level of service, however this would be at the detriment to vehicles given the very high vehicle flows currently occurring, and likely seeing the increase of queuing within the circulating lanes of the roundabout. Staggered crossings were investigated, however the presence of vehicle accesses near the roundabout resulted in feasible locations further away from the roundabout or restricting movements from nearby driveways. With this, it was decided to keep the crossings at their current location. (3) We will consider this option, and also check with modelling how this might affect the intersection. Just to note, the reported crash data did not indicate that this was a problem for this particular movement. (4) Agree. Also to note the active warning RRPMs the tactiles indicators are linked to will be retained on Campbell Rd and Mt Smart Rd. [please confirm that this has been accounted for in the design] (Note, these have been taken into account - WG)
Walking & Cycling Planning	NO			