

DEPARTMENT	SUBMIT?	NAME	FEEDBACK	Engineer's response (Winston Gee)
Design Standards - Active Modes	YES	Twan van Duivenbooden	<p>The comments from an active mode design side:</p> <ul style="list-style-type: none"> • In general the change to raised table zebras is positive. Obviously the two lane approaches are less ideal and will pose some residual safety risk. • Width of zebra crossings looks to be compliant. • Without the dimensions, I can't in detail comment on the compliance of the pedestrian refuges. Going by the number of TSGIs, the Campbell Road pedestrian refuge doesn't meet the standards – the minimum depth needs to be 1.4m. A continuous zebra crossing here would be over 10m, so that wouldn't meet the standards either. • Confirm extend of footpath works at either end of the raised tables. Manukau Road looks to be less straightforward with regards to vertical alignment – confirm vertical profile/cross-section. <p>Best regards, Twan</p>	<p>Hi Twan,</p> <p>Thank you for the feedback received for the proposal at the Royal Oak roundabout. I do also want to chat with you sometime soon as we will be talking to Bike Auckland as well.</p> <p>I've provided some comments below:</p> <ul style="list-style-type: none"> • <i>In general the change to raised table zebras is positive. Obviously the two lane approaches are less ideal and will pose some residual safety risk.</i> Agree with this in principle. Reducing the number of lanes was initially considered as part of the optioneering, however this significantly increased delays and intersection performance. • <i>Width of zebra crossings looks to be compliant.</i> The tables are all 6m wide with 4m wide painted white marking. • <i>Without the dimensions, I can't in detail comment on the compliance of the pedestrian refuges. Going by the number of TSGIs, the Campbell Road pedestrian refuge doesn't meet the standards – the minimum depth needs to be 1.4m. A continuous zebra crossing here would be over 10m, so that wouldn't meet the standards either.</i> Where possible, the design has attempted to put in 1.8m wide refuges, however the overall small footprint of the intersection and multiple lane arrangement, coupled with the high traffic flows creates a significant challenge to cater for the transport mode demands. The proposal retains the status quo of the zebra design and lane layout, and raises the existing arrangement of the zebra crossings. • <i>Confirm extend of footpath works at either end of the raised tables. Manukau Road looks to be less straightforward with regards to vertical alignment – confirm vertical profile/cross-section.</i> Tables have a 1:10 approach ramp, 6m level top and a 1:10 departure ramp. The tables are to be 75mm high. Footpaths to be upgraded to provide a flush crossing surface with the table.