From: Winston Gee (AT)
To: Brittany Morgan (AT); Mark Stripp (AT); Jonathan Gregg (AT)
Subject: RE: Feedback requested due 22 January 2018: Royal Oak Roundabout Improvements in Royal Oak
Date: Tuesday, 23 January 2018 12:06:30

Hi Brittany and Jonathan,

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.

Kind regards,

Winston Gee | Senior Road Safety Engineer
Wa king, Cycling and Safety
Level 2, 20 Viaduct Harbour Avenue
Auckland1010
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From: Brittany Morgan (AT)
Sent: Monday, 22 January 2018 12:54 p.m.
To: Mark Stripp (AT) <Mark.Stripp@at.govt.nz>; Jonathan Gregg (AT) <Jonathan.Gregg@at.govt.nz>; Winston Gee (AT) <Winston.Gee@at.govt.nz>
Subject: FW: Feedback requested due 22 January 2018: Royal Oak Roundabout Improvements in Royal Oak

Hi Mark/Winston,

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.

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.
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.

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.
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.

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.
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.

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.
Agree. Also to note the active warning RRPMs the tactiles indicators are linked to will be retained on Campbell Rd and Mt Smart Rd.

Thanks,
Brittany & Jonathan

From: Mark Stripp (AT)
Sent: Monday, 15 January 2018 10:42 a.m.
To: Siri Rangamuwa (AT) <Siri.Rangamuwa@at.govt.nz>; MetroBusFeedback (AT) <MetroBusFeedback@at.govt.nz>; Melissa Napier (AT) <Melissa.Napier@at.govt.nz>; Vicky Mailei (AT) <Vicky.Mailei@at.govt.nz>; Narinder Bassan (AT) <Narinder.Bassan@at.govt.nz>; Arvind Sima (AT) <Arvind.Sima@at.govt.nz>; Tarun Ahuja (AT) <Tarun.Ahuja@at.govt.nz>; Ken Lee-Jones (AT) <Ken.Lee-Jones@at.govt.nz>; Eric Van Essen (AT) <Eric.VanEssen@at.govt.nz>; Rosita Chan (AT) <Rosita.Chan@at.govt.nz>; Sol Hessell (AT) <Sol.Hessell@at.govt.nz>; TruckConsult (AT) <TruckConsult@at.govt.nz>; Euan Ross (AT) <Euan.Ross@at.govt.nz>; Traffic Engineering (AT) <TrafficEngineering@at.govt.nz>; TransportControlsRequest (AT)

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Cc: Winston Gee (AT) <Winston.Gee@at.govt.nz>
Subject: Feedback requested due 22 January 2018: Royal Oak Roundabout Improvements in Royal Oak

Proposal location: Royal Oak Roundabout in Royal Oak
Team: Road Safety
Engineer: Winston Gee

Dear Colleagues,

We are consulting with you regarding the attached proposal. Please review the drawing and the description of the changes below, and respond to the following:

1. Does this proposal comply with standards or practices within your business area?
2. Does this proposal impact on or interact with any current or planned projects in your business area?
3. Do you have any additional comments to make regarding the proposal?

Please ensure your responses are provided by the end of the day on **22 January 2018.**

What are the proposed changes?
Extensive roundabout improvements that include:

- Improvement of the layout to a “turbo roundabout” with mountable aprons.
- Construction of raised speed tables at all zebra crossings on 4 of 5 approaches (one pre-existing speed table on approach from Mount Albert Road).
- Replacement of painted median markings with raised traffic islands.
- New road markings and signage.

Why are the changes required?
The Royal Oak Roundabout is identified as a high-risk intersection in a town centre and is prone to traffic accidents. Many of the reported accidents involved factors such as “failure to give way” and “poor observation.” The proposed changes are expected to improve safety of all road users at the intersection, particularly vulnerable road users, by better guiding road users through the intersection and reducing approach speeds at pedestrian crossings.

Kind Regards,

Mark Stripp | Project Administrator
Customer Focus Team | Customer and Services
20 Viaduct Harbour Avenue, Auckland 1010

Mark.stripp@at.govt.nz