

Samira Ghadimi (AT)

From: Manoj Nathoo (AT)
Sent: Wednesday, 30 April 2025 9:38 am
To: Siobhan O'Donovan (AT)
Subject: FW: Project K - East St Design Change
Attachments: 3127079-100-TA-East St Optinoneering.pdf

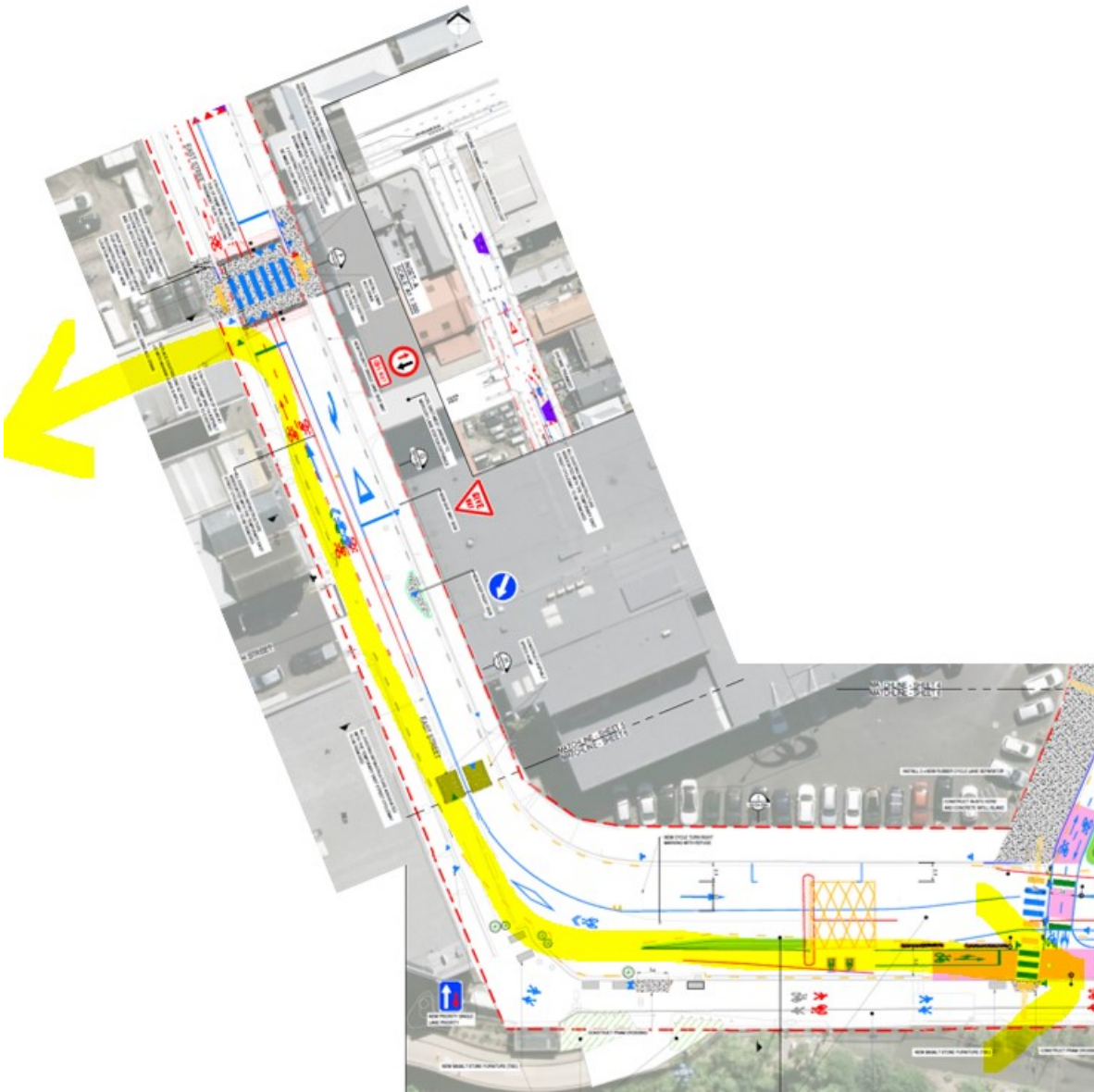
From: Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>
Sent: Wednesday, 19 February 2025 4:02 pm
To: Sophia Wang (AT) <Sophia.Wang@at.govt.nz>; Mitra Prasad (AT) <Mitra.Prasad@at.govt.nz>
Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Vaughn Scott (AT) <Vaughn.Scott@at.govt.nz>
Subject: RE: Project K - East St Design Change

Hi Sophia,

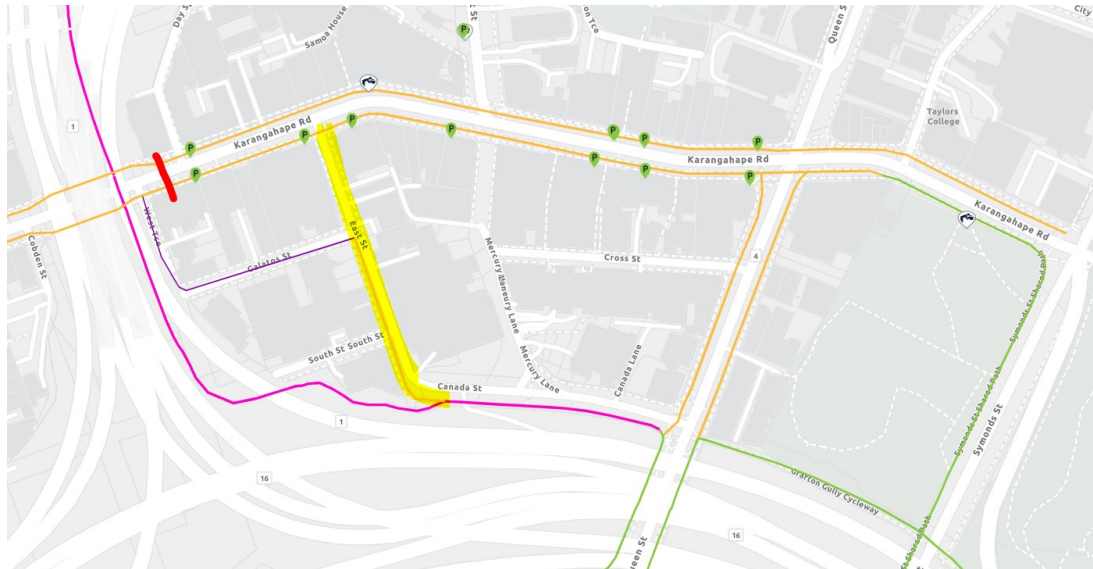
Thank you for sharing the new and initial designs of East St as part of Project K. Kindly find my comment below:

Overall cycling network/movement

Firstly, regarding the overall cycling network and movement, I noticed that the new proposal attempts to maintain the connection to and from Galatos St-West Terrace as sharrow environment. However, I could only spot the sharrow on the northbound of East St (uphill), no sharrow proposed on southbound.



I strongly recommend having East St as a continuous cycle facility with sharrow markings extending up to the K'Road cycleway. This will help create a more cohesive cycling environment. [@Mitra Prasad \(AT\)](#) could I check current cycling movement and operational aspects on East St with you? I observed that West Terrace is not always clear due to loading and turning head movements, which create pinch points (see image below). Extending the sharrow environment on East St would help distribute the cycle movement more effectively and align with the location of the crossing (see red line) for accessing the opposite cycleway eastbound.



Purpose

This map displays cycle routes across Auckland to help you plan your ride.

Getting Started

Dedicated cycleways are separated from vehicle traffic and pedestrians. They should only be used by cyclists and e-scooters. Generally there is a dedicated footpath alongside.

Shared paths are separated from vehicle traffic and are used by cyclists, pedestrians, and people using scooters, wheelchairs, skates, prams. Slower traffic always has the right of way.

Protected cycle lanes are physically separated from traffic, E.g. raised concrete barriers. They should be used by cyclists only.

On-road cycle lanes are a painted cycle lane and do not have any physical separation from vehicle traffic. They should only be used by cyclists.

Quiet routes include streets which have traffic calming such as speed bumps to slow down cars, and shared zones which are used by all types of traffic including pedestrians, cyclists, and cars.

More information about cycleways

Go to AT's [Cycling and Walking homepage](#) for more information about the cycleways, bike courses, events and other information for cyclists.

Current facility (quite street)

Galatos St

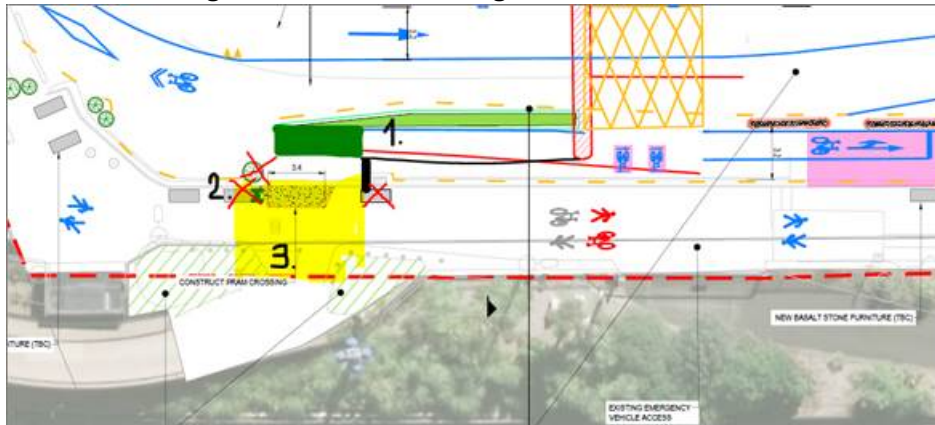


West Terrace



Design matter

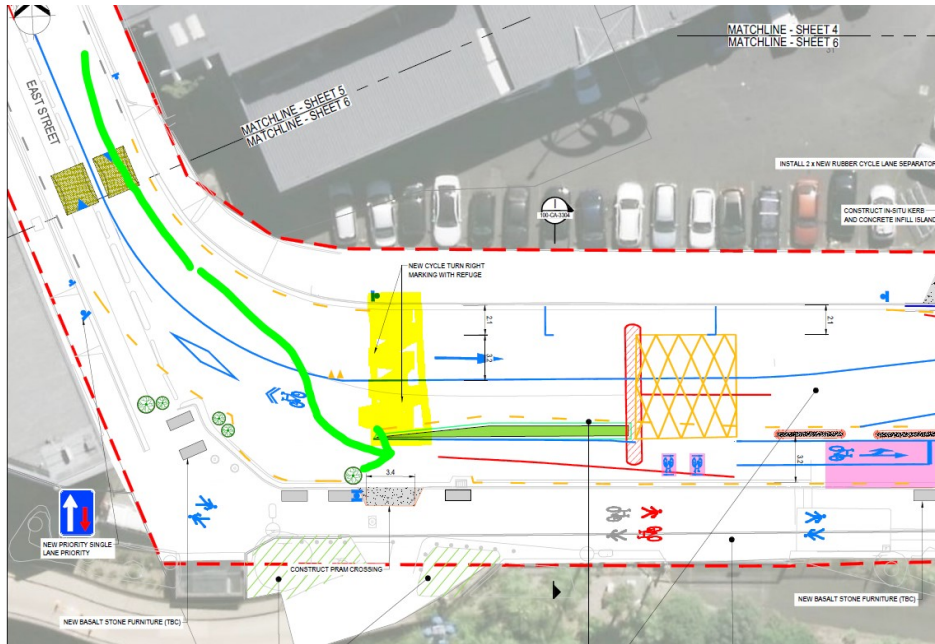
- Sharrow marking needs to reflect the agreement on the above conversation



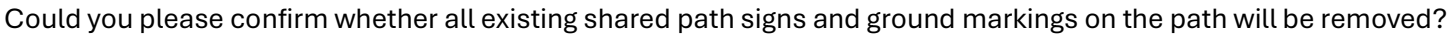
1. Cycle way marking (with arrow) to be provided, current proposal does not clearly show the expected cycle movement. Alternatively, consider adding limit lines on the cycleway with left-turn and straight arrows.
 2. It is crucial to ensure that there is no street furniture around the maneuvering area, and the 90-degree turning clearance area should be free from vertical features.
 3. The yellow area here will be an extension of the SUP from Light Path, so the design treatment needs to reflect this.
- Proposed pram crossing should comply with accessible gradient 5% (max.8.3%), as the proposed 1.26m depth will not meet the required gradient. Cross section to be provided for Canada St-pram crossing-Light Path.

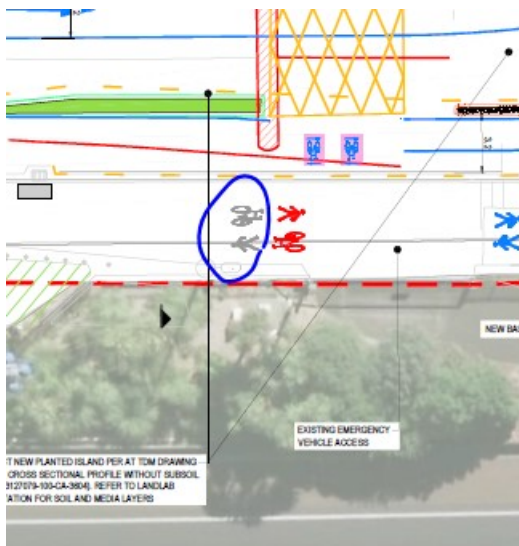


- Expect people on bikes to make entry maneuvers into the separated cycleway on Canada St (see the green line). The sharrow environment should start at the yellow area; therefore, sharrow marking treatment is needed here. Please refer to the reference image from another location, showing sharrow markings with right/left arrows.



- The limit line can be brought closer, as indicated by the black line.





Ngā mihi,
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From: Sophia Wang (AT) <Sophia.Wang@at.govt.nz>

Sent: Thursday, 13 February 2025 6:48 pm

To: Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>

Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>

Subject: Project K - East St Design Change

Hi Putri

Attached are the new (East St Optioneering) and the initial designs (pg. 9-11) of East St as part of Project K. As discussed, some early comments from you on this concept would be helpful.

Thanks

Sophia