

Samira Ghadimi (AT)

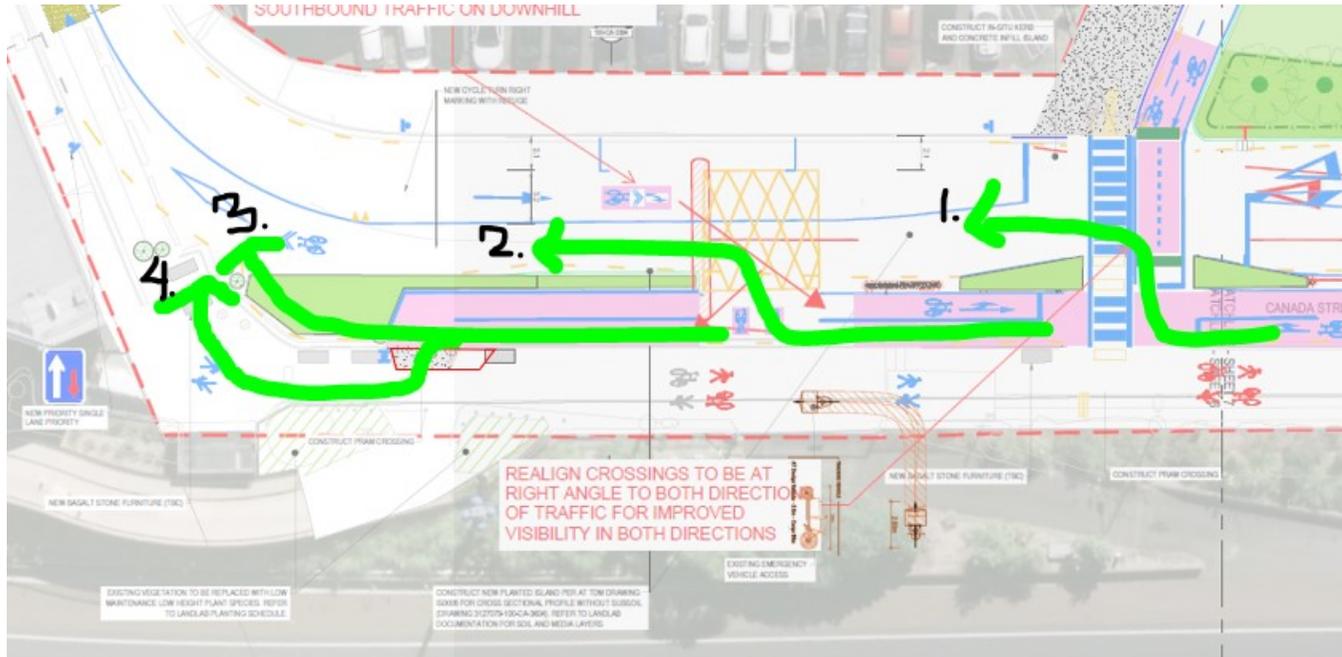
From: Manoj Nathoo (AT)
Sent: Wednesday, 30 April 2025 9:38 am
To: Siobhan O'Donovan (AT)
Subject: FW: Canada/East St sketch

From: Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>
Sent: Tuesday, 11 March 2025 3:04 pm
To: Sophia Wang (AT) <Sophia.Wang@at.govt.nz>; Vaughn Scott (AT) <Vaughn.Scott@at.govt.nz>; Mathew Rudez (AT) <Mathew.Rudez@at.govt.nz>
Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Jason Budd (AT) <Jason.Budd@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>; s7(2)(a) Privacy
<s7(2)(a) Privacy@beca.com>
Subject: RE: Canada/East St sketch

It seems to me that the challenge isn't just about the movement coming from Lightpath (left turning), but also the westbound cyclist coming out from two-way cycleway to the sharrow environment.

How do you envision people on bikes navigating this area? Specifically, do you expect them to:

1. Go through the paired/dual crossing?
2. Go through the gap on VC access to merge with westbound traffic to sharrow East St?
3. Go through the cycle ramp, via shared path and back down via cycle ramp to Sharrow East St?
4. Go through the kerb build out (creating a gap for one-way exit to sharrow)?



If route #4, as you highlighted below, is the preferred option, it will necessitate a new cycle ramp (adjacent to number 4), clearance space to basal street furniture, and checking for the turning radius for the left-turning people on bikes from Lightpath. In my opinion, I would recommend keeping the path as a footpath and creating a gap for route 3. This option seems clearer and avoids any unnecessary levelling up and down movements for people on bikes.

Ngā mihi,
Putri Kusumawardhani | Senior Specialist – Active Modes Design
Design & Engineering | Infrastructure & Place
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From: Sophia Wang (AT) <Sophia.Wang@at.govt.nz>

Sent: Tuesday, 11 March 2025 10:44 am

To: Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>; Vaughn Scott (AT) <Vaughn.Scott@at.govt.nz>; Mathew Rudez (AT) <Mathew.Rudez@at.govt.nz>

Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Jason Budd (AT) <Jason.Budd@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>; [REDACTED]
<[REDACTED]@beca.com>

Subject: RE: Canada/East St sketch

Hi Putri

Thanks for the valuable inputs. For the item #1, would you accept cyclists coming from the light path to join a shared use space with pedestrians as shown in red in the snip below? The circled area is currently a shared path area, so we can retain the current road markings and cyclists can also use the existing ramp down to join the general traffic on East St. Item #2 and #3 will be addressed by design updates.

Cheers

Sophia

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

Sent: Monday, 10 March 2025 10:12 am

To: Sophia Wang (AT) <Sophia.Wang@at.govt.nz>; Vaughn Scott (AT) <Vaughn.Scott@at.govt.nz>; Mathew Rudez (AT) <Mathew.Rudez@at.govt.nz>

Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Jason Budd (AT) <Jason.Budd@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>; [REDACTED]
<[REDACTED]@beca.com>

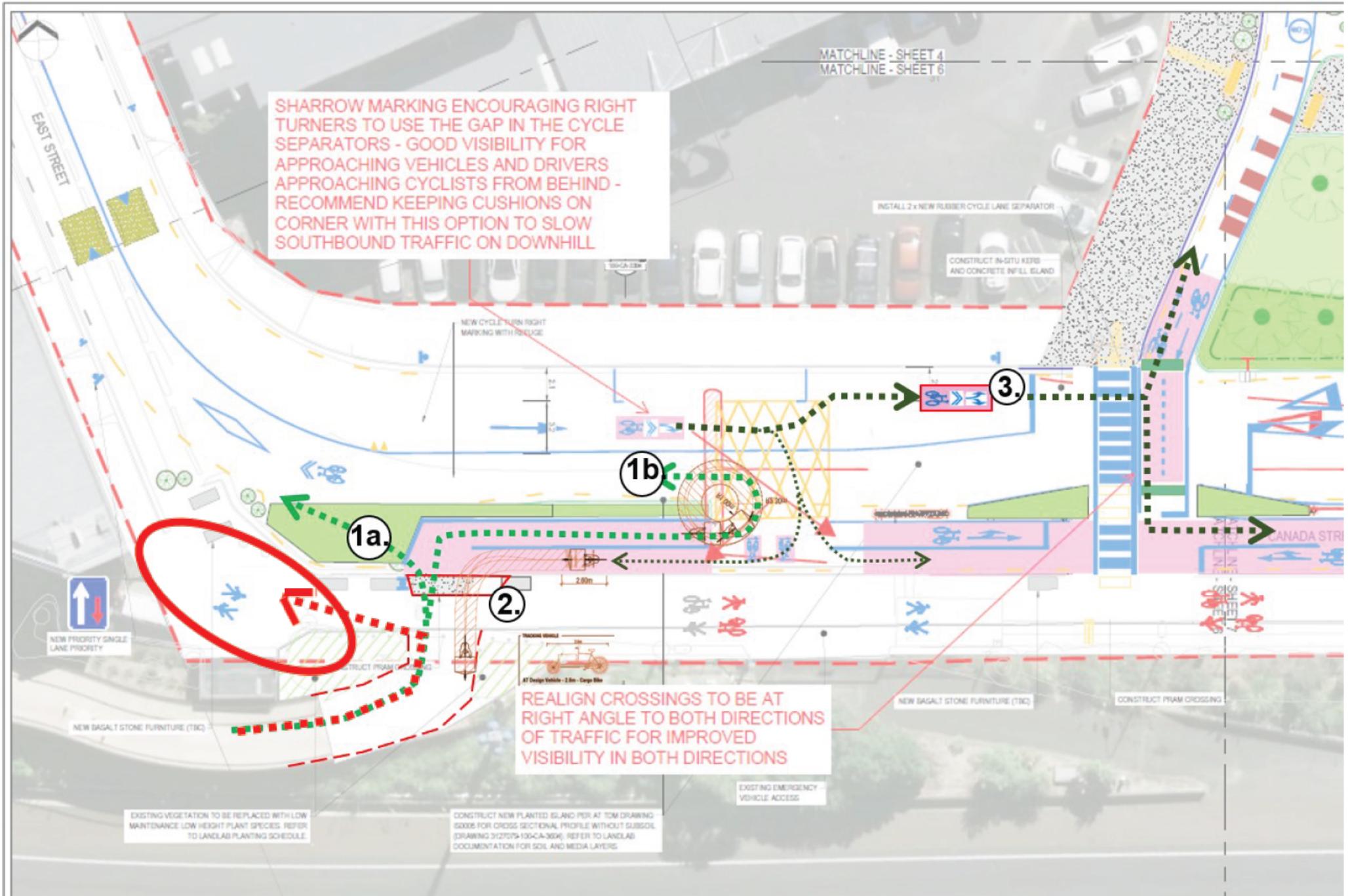
Subject: RE: Canada/East St sketch

Hi Sophia,

Apologies for the delay in my response. I've given a lot of thought to the expected movement concerning the updated design layout on Canada St/East St.

From my technical perspective, I think **Option 1** is clearer. However, I believe there is a slight refinement needed specifically regarding radius turning, for Option 1.

1. People on bikes coming out from Lightpath should be able to turning left (1a.) rather than being expected to come out between the separator gap (intended for maintenance access). The turning manoeuvre (1b.) as currently designed seems quite challenging. Please see the tracking example attached for a clearer illustration.
2. Cycle ramp connecting Light Path to proposed (separated) cycleway will need to be widen and the proposed bench will need to be shifted outside the turning manoeuvre. Additionally, the cycle ramp should have a gentle gradient to assist the turning movement for cyclists. This will make the transition smoother and safer.
3. Additional sharrow marking with arrow is needed at the termination point of the sharrow to the separated cycleway to guide cyclists effectively.



SHARROW MARKING ENCOURAGING RIGHT TURNERS TO USE THE GAP IN THE CYCLE SEPARATORS - GOOD VISIBILITY FOR APPROACHING VEHICLES AND DRIVERS APPROACHING CYCLISTS FROM BEHIND - RECOMMEND KEEPING CUSHIONS ON CORNER WITH THIS OPTION TO SLOW SOUTHBOUND TRAFFIC ON DOWNHILL

MATCHLINE - SHEET 4
MATCHLINE - SHEET 6

INSTALL 2 x NEW RUBBER CYCLE LANE SEPARATOR

CONSTRUCT IN-SITU KERB AND CONCRETE INFILL ISLAND

NEW CYCLE TURN RIGHT MARKING WITH POLICE

1a.

1b.

3.

2.

REALIGN CROSSINGS TO BE AT RIGHT ANGLE TO BOTH DIRECTIONS OF TRAFFIC FOR IMPROVED VISIBILITY IN BOTH DIRECTIONS

NEW BASALT STONE FURNITURE (TBC)

CONSTRUCT PRAM CROSSING

EXISTING VEGETATION TO BE REPLACED WITH LOW MAINTENANCE LOW HEIGHT PLANT SPECIES. REFER TO LANDLAB PLANTING SCHEDULE

CONSTRUCT NEW PLANTED ISLAND PER AT TOM DRAWING. SOURCE FOR CROSS SECTIONAL PROFILE WITHOUT SUBSOIL (DRAWING 3121019-135CA-3654). REFER TO LANDLAB DOCUMENTATION FOR SOIL AND MEDIA LAYERS

EXISTING EMERGENCY VEHICLE ACCESS

Thank you for your understanding, and I hope these suggestions are helpful for the final design. Please let me know if you have any further questions or need additional information.

Ngā mihi,

Putri Kusumawardhani | Senior Specialist – Active Modes Design

Design & Engineering | Infrastructure & Place

20 Viaduct Harbour Avenue, Auckland 1010

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

Sent: Wednesday, 5 March 2025 1:16 pm

To: Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>; Vaughn Scott (AT) <Vaughn.Scott@at.govt.nz>; Mathew Rudez (AT) <Mathew.Rudez@at.govt.nz>

Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Jason Budd (AT) <Jason.Budd@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>; [REDACTED] <[\[REDACTED\]@beca.com](mailto:[REDACTED]@beca.com)>

Subject: RE: Canada/East St sketch

Importance: High

Hi Putri, Vaughn, and Matt

I'm following up with the email I sent last week, I haven't heard back from you by far, so I'd like to confirm that no further comments from any of you on the updated design layout on Canada St/East St, if we are pursuing the design option on pg. 2, which provides a breakout space for the eastbound cyclists to join the two-way cycleway on the southern side of Canada St and light path, but no formal connection/ramp to join the dual-crossing point further east, as practically very few cyclists would do so and it creates more conflict on the northern footpath at the crossing point, project wise it adds more design and construction costs to the project. We can keep the speed cushion in the southbound direction but remove the one in the northbound, to assure downhill (southbound) traffic is at low speed when sharing use with the cyclists and cyclists are waiting and finding the gap to join the light path.

Please let me know if any late comments by COB today, the project team needs to present the final design to the PCG group next week.

Thanks

Sophia

From: Sophia Wang (AT)

Sent: Tuesday, 25 February 2025 2:27 pm

To: [REDACTED] <[REDACTED]@beca.com>; Putri Kusumawardhani (AT) <Putri.Kusumawardhani@at.govt.nz>; Vaughn Scott (AT) <Vaughn.Scott@at.govt.nz>; Mathew Rudez (AT) <Mathew.Rudez@at.govt.nz>

Cc: Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Jason Budd (AT) <Jason.Budd@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>

Subject: RE: Canada/East St sketch

Importance: High

Thanks [REDACTED] for the quick turnaround.

@Putri Kusumawardhani (AT), @Vaughn Scott (AT), and @Mathew Rudez (AT), based on your comments on the last version of East St design and one meeting the project team had yesterday, [REDACTED] has come up with an updated design, which include two options for the cyclists joining the two-way cycleway on the southern side of Canada St. From safety, active mode, and traffic engineering perspective, what's your view on these two options? Comments are welcome.

Cheers

Sophia

From: [REDACTED]@beca.com

Sent: Tuesday, 25 February 2025 2:11 pm

To: Sophia Wang (AT) <Sophia.Wang@at.govt.nz>; Manoj Nathoo (AT) <Manoj.Nathoo@at.govt.nz>; Jason Budd (AT) <Jason.Budd@at.govt.nz>; Suresh Patel (AT) <Suresh.Patel@at.govt.nz>

Subject: Canada/East St sketch

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Report Suspicious

Good afternoon,

Following our meeting yesterday, this email is to confirm the preferred approach for our design update. I have attached a bluebeam markup (to the best of my ability) to show what was discussed yesterday. There may be some errors and/or things not updated but I've designed a realigned pedestrian/cycle crossing to be a safer 90degree alignment, with both directions of traffic (the previous was aligned 90degrees to the westbound approach). I have also provided two options for cyclist connection between East St and Canada St:

1. Sharrow marking showing a right turn to connect with the light path, encouraging users to turn in the gap in the cycle separators for SH1 access. There is good visibility for approaching vehicles and drivers approaching cyclists from behind. However, I recommend this option keep the cushions for reducing vehicle speed southbound on the East St downhill to reduce speed approaching cyclists from behind, that might be waiting to turn right.
2. As discussed in the meeting, provide a formal egress from Canada Street to the north, to join the cycle path on Mercury Lane into the proposed new pedestrian/cycle crossing. This creates less conflict between cyclists and vehicles, but may result in more conflict with other pedestrians and cyclists using the crossings and paths. A shared path would need to be introduced, requiring additional signage and markings, and cyclists can continue to choose to use informal gaps in the cycleway if desired.

Based on the meeting, it is assumed that Option 2 is the preferred approach for cycle facilities? Also, please confirm you're happy with the crossing alignment amendment?

If you have any questions please let me know?

Regards,

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Sensitivity: General