

The Strand Optimisation Project Design Decisions Register			
Project Name:	ANO The Strand Optimisation	Design Stage:	Preliminary Design
Project Manager:	Karamveer Talwar	Date:	4/12/2023
Design Drawings:	231204 The Strand Prelim Design Drawing Set.pdf		

Comment #	Date Raised	Reviewer	Type	Location	Review Comments	Include in workshop? (yes/no)	Designer Response	Action by	Design Decision/Action	Status (Open/Resolved)
12	8-Dec	Miguel Menezes	Important	Gladstone Road	Is the proposed layout FUTURE-PROOF? The intersection is always intended to be fully signalised. Are the proposed changes able to accommodate this future state, or will there be re-work? I suggest we only do what FITS with the future layout. [The future layout may need the 2 lane section, or we prove that it will work/fit because of synchronised signals etc. It may mean that we paint rather than do kerb build out?? It may also mean that we hold back on some of these mid-block pedestrian signalisation, especially the one on Gladstone?? KEY: have a good line of sight between what we do now, to the future state signalised Gladstone.	yes	Many things at play here. Future new bridge, and signalised intersection design which are all out of scope for this project. Changes we have made are minimal to improve safety. Cannot guarantee avoidance of rework, however any rework would be minor in nature. Design outcome for Gladstone Road TBC with client	N/A	The signalised crossing across The Strand near the Gladstone intersection has been removed from project scope and is expected to be addressed when the rail overbridge is replaced. There will also be no kerb build out.	Closed

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131	27/11/23	David Chieng	Important	Northern Extent	<p>Concerned about the very close proximity (~110m) between the proposed midblock crossing on Gladstone and The Strand. Suggest retaining the Gladstone crossing and removing The Strand crossing for these reasons:</p> <ul style="list-style-type: none"> - Visibility of the proposed Strand crossing low-level primary on approach from Gladstone Rd is obscured by the Gladstone Apartments boundary wall so the lanterns may not be immediately visible until late into the braking zone. Add to this, a downhill grade, a driver focus on gap selection looking right and a high likelihood of a green display given low ped demand (i.e. low amber-red instances reinforcing to drivers they will be unlikely to have to stop = lanterns can be 'ignored' over time) I am concerned about the location of this particular crossing from a safety aspect. Conversion to stop controls and kerb buildout to increase the entry angle of the LT is positive to see. - There was some previous discussion from AT that a motivator for retaining the proposed Strand crossing at this location was to cater to 755 service bus users wanting to access the western side of The Strand e.g. Sudbury Tce residents. My view is that it's not unreasonable to recommend use of eastbound bus stop 1358 prior to Cotesmore Way and westbound bus stop 1353 post St Georges Bay Rd as suitable stops for those bus users bound for the western side who may be uncomfortable crossing The Strand. - The WiM project advised they require a minimum speed across the weigh plate proposed immediately downstream of the proposed Strand crossing. In the event the midblock is demanded, a SBD truck setting off from the limit line may not be able to achieve the required min. speed so recommend confirming with the WiM team. 	yes	<p>Agree with safety concerns on the Gladstone Road approach, these have been previously shared with NZTA.</p> <p>There is potential to shift the crossing further south away from Gladstone Road to provide more braking space, however this may exacerbate the WIM issue noted.</p>	N/A	This crossing will not be installed as part of this project and should be addressed when the bridge is due to be replaced.	Closed
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