



Minutes of Meeting

Project Name	Transitional Cycleways
Project Number	5-C4623.00
Date	30 March 2022
Time	9:00am
Venue	Teams
Subject	Elizabeth St/ Cambridge St/ Kent Tce
Client	Wellington City Council
Attendees	Chris Groom, Paul Addy, Renee Corlett, Stephen Harte, Tim Kirby, Cobus Dekock, Dennis Davis, Haydn Wardley, Mike Smith, Soon Teck Kong, Simon Kennett
Apologies	
Distribution	Chris Groom, Paul Addy, Renee Corlett, Stephen Harte, Tim Kirby, Cobus Dekock, Dennis Davis, Haydn Wardley, Mike Smith, Soon Teck Kong, Simon Kennett, Claire Pascoe, Sam Thornton, Billy Rodenburg

Risk	Mitigation
<p>Turning cyclists holding up through cyclists</p> <p>Main cycle movement north/south would be tidal and therefore potential that cyclists turning right into Elizabeth St or left into Tennyson St could be held up by a platoon of cyclists</p>	<p>This would be mitigated by the length of the cycle phase which runs with the main vehicle phase, therefore cyclists should be able to wait until after the platoon has cleared</p> <p>Can add the turning pocket for Tennyson St post implementation should the turn into Tennyson St be higher volume than expected</p>
<p>Central flush median</p> <p>Square central flush median not suitable for tracking of larger vehicles</p>	<p>Round off the central flush median to reflect tracking of a light vehicle, this is to improve alignment of turning vehicles</p> <p>Include a continuity line for right turn from Kent Tce into central waiting area to direct vehicles to make a wider turn and provide more clearance for cyclists waiting at the ASB</p>

Southbound limit line is setback further from the intersection than is ideal	Limit line location is determined by the location of the existing signal pole
Lack of cycle continuity lines to guide cyclists through the intersection	Add cycle continuity lines for the north/south movement to be consistent with Courtenay Place
Potential for right turning vehicles tracking over cyclist waiting area	Shift cycle divider forward to the limit line
Signal pole clutter	Remove pole 7 and relocate lantern to new signal pole to reduce pole clutter
Visibility of cycle lanterns	<p>Need to have backing board for cycle lanterns</p> <p>Mount cycle lanterns at 3.2m</p> <p>WSP to provide elevation views of cycle lanterns with updated signal layouts</p> <p>To specify clearance height instead of mounting height on the signal layouts</p>
<p>Limit lines</p> <p>Current bus lane limit line is too close to the walk line</p>	<p>Move the bus lane limit line to be at least 1m from the walk line and recut the loops if needed</p> <p>Cycle limit line should reflect advance stop line advice of being 200mm from the walk line</p>
Moving right turning vehicles further away from right turn arrow	Add signal group 2 (right turn arrows) to mast arm pole
Cyclists recognition of the right turn facility to Elizabeth St	Include through/ right markings on northbound approach and through/ left markings on southbound approach
Pedestrian protection from Elizabeth St left turning traffic	<p>Separate the left and right turn lanes</p> <p>Add left turn arrows to increase pedestrian protection</p> <p>Narrow central hatched area to align with new Elizabeth St lane</p>
Undesirable pram ramp dimensions	<p>Outside of transitional cycleways scope to reconstruct kerblines/ramps in central island since civil works not otherwise required in this area</p> <p>To pass feedback onto LGWM</p>
Pedestrian protection from Kent Tce left turn	<p>Add left turn arrow</p> <p>Left turn to run in phase D</p>



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Discussion	Action
Future pedestrian crossing	Pole 7 would be useful for future pedestrian crossing and therefore keep ducting, cables and foundations with the pole to be removed and hole capped
Cycle detection	<p>Aim is for the signal design to be able to accommodate changes to cycle detection method</p> <p>Allow for placement of push button for cyclists at ASB which is either full height pole or short pole (if short pole then have ducting and cable for short pole to allow for easy future installation)</p> <p>Include toby box for cycle loops to enable future installation of loops</p> <p>Locate pole 7A to enable overhead detection</p> <p>Specify CAT6 cable to pole 7A</p> <p>Do not require vehicle loops in the central waiting area because turning vehicles will be detected at Kent Tce or Cambridge Tce</p> <p>Detection of cyclists at the ASB is required so that cyclists can call turning phase</p>