



Minutes of Meeting

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| Project Name | Transitional Cycleways |
| Project Number | 5-C4623.00 |
| Date | 16 March 2022 |
| Time | 2:30pm |
| Venue | Teams |
| Subject | Vivian St/ Cambridge St/ Kent Tce/ Pirie St intersection |
| Client | Wellington City Council |
| Attendees | Chris Groom, Paul Addy, Billy Rodenburg, Tim Kirby, Dennis Davis, Mike Smith, Cobus de Kock, Renee Corlett, Simon Kennett, Haydn Wardly & Stephen Harte |
| Apologies | |
| Distribution | Chris Groom, Paul Addy, Sam Thornton, Billy Rodenburg, Soon Teck Kong, Tim Kirby, Dennis Davis, Mike Smith, Cobus de Kock, Renee Corlett, Simon Kennett, Haydn Wardly & Stephen Harte |

| Risk | Mitigation |
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| Risk to pedestrians waiting at island near pole 6 | Traffic island would be extended west so that pedestrians could wait clear of both cyclists and vehicles |
| Conflict between pedestrians waiting and cycle bidirectional movement | Will be a kerb ramp to define footpath space from cycleway space and ped/cycle movements will occur in two separate phases |
| Ensure that there is enough space for mobility impaired to make 90 degree turn after kerb ramp. Wheel chair 1.5m square box | Measurement of plans confirmed that there is enough flat space before the power pole for wheel chair users to change direction |
| Critical importance of vehicles abiding by the right turn ban into Pirie St since both pedestrian and cycle movements go with Kent/ Cambridge Tce through phase | Use LED illuminated sign instead of standard sign for Cambridge Tce approach |

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| Sunstrike for traffic going north – less likely to see no right turn sign | Another reason to use LED illuminated sign. Example is the intersection of Willis St/ Ghuznee St |
| Best location for illuminated no right turn sign | Locate illuminated signs on poles 1 and 6 which are most visible to drivers in outer lane |
| Risk of cyclists not abiding by no right turn ban and being stuck in the middle of the intersection until the phase changes | Provide a hatched area against the northern side of the central island for a cyclist to wait. A hatch was chosen over a traffic island to avoid stormwater impact |
| Closure of u-turn bays putting pressure on signalised intersections | Acknowledged – in southbound direction u-turning vehicles would need to go around the Basin Reserve. In northbound direction u-turning vehicles would use Elizabeth St intersection |
| Directional three aspect cycle signals not in TCD and still under trial status | Acknowledged – to follow up with Waka Kotahi about update to TCD. Other RCAs have been using directional three aspect cycle signals |
| Directional cycle aspects make the cycle aspect smaller and therefore harder to see | Specify directional cycle aspect for green and regular cycle aspects for amber and red aspects |
| No right turn sign for Kent Tce | Cycleway would not change the layout for Kent Tce from current and therefore to retain existing standard no right turn sign |
| Straighten up walk lines to avoid bend in pedestrian crossing | To update civil works plans |
| Lack of direction for vehicles turning right out of Pirie St | Extend island which contains pole 6 further south to provide edge for vehicles to follow around |
| Lack of formal cycle crossing into Pirie St means that cyclists may use pedestrian crossing | Acknowledged – is low volume movement and in other locations pedestrian crossings have been used as second tier crossings |
| Short Pirie St phase resulting in cars overtaking on Pirie St approach lane | Acknowledged as an existing issue – two exit lanes with one approach lane means that there is space for overtake but we would not be encouraging this |
| Backing boards for cycle lanterns whether combined or separate to vehicle lantern | To have two separate backing boardings to keep the cycle and vehicle lanterns separate |
| Pole 14 too close to kerbline – risk of being hit by turning vehicles | To shift pole 14 to be 1m from kerbline |



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| Secondary signal for cyclists going north should be on the left | To make pole 6A full height and mount cycle aspect to this pole |
| For southbound cyclists the primary signal is not at the stopping point for cyclists – risk of cyclists travelling through the pedestrian crossing | To add new pole at cycle limit line to mount cycle primary to |
| Lack of directional tactile pavers | To add directional tactile pavers for east-west crossings but not north-south crossings because these crossings are directly in line with path followed by visually impaired people. Directional tactile pavers should direct people to the call button |
| Closing and reopening of the right turn into Pirie St and potential to confuse drivers | Close right turn using cone for early works until cycleway is implemented – pedestrian crossing would be operational from early works |

| Discussion | Action |
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| Mounting height for cycle lanterns – normally at 3.1m but will need to be consider no right turn sign | WSP to provide elevation view of different lantern configuration options |
| Show edge line for garden in central island | To update drawings |
| Show future provision of pedestrian crossing on Kent Tce exit lane | To show crossing, ducting and cabling for future crossing |
| Include meeting notes as an appendix to the road safety audit | Update RSA |