



People power: the path to low carbon transport
18 -19 March 2024
Tākina Convention Centre
Te Whanganui-a-Tara Wellington

Delivering interim cycling facilities design guide: a cross-disciplinary outcome

The current standards for Auckland (TDM Engineering Design Code – Cycling Infrastructure) focus on best practices for new, long-term infrastructure catering to all ages and abilities (AAA). However, it is recognized that past projects have encountered difficulties when attempting to implement the required width for long-term facilities within the constraints of the existing urban environment and existing kerb lines. The preferred cycleway dimensions cannot always be achieved alongside other functional road requirements (such as kerbside activities) that remain the same or no change in priority.

In response, Auckland Transport has developed a Practice Note to provide design guidance for interim cycling facilities with a design lifespan of 5-15 years. These Practice Notes are designed to attract various types of cyclists while awaiting the long-term facilities (full streetscape upgrade). The challenge of interim cycling facilities lies in achieving a balanced outcome for both new modes (cycling facilities) and existing modes (such as general traffic, bus, and/or freight). To create integrated facilities within the road corridor, the document's owner needs to go beyond specialist discipline boundaries and provide cross-discipline interventions. This involves considerations related to safety, operations, maintenance, wayfinding, and user interface through multiple discussions and knowledge exchanges. The projects and post-construction observations have provided valuable insights, leading to the development of design guidance for the installation of interim cycling facilities. This paper aims to showcase a cross-disciplinary perspective for interim cycling facilities design guidance that aiming to retain the existing kerbside activities/operation.



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