

**MINUTES: Thursday, 18 November 2021 9:00 AM – 12:00 PM.
Majestic 7.06 and Microsoft Teams Meeting Conference**

All AMIG meetings minutes, summaries and presented material are available at:
- <https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>

Attending

- Lachlan Beban, Senior Transport Engineer, Christchurch City
- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Sean Christian, Cycling Education Adviser, Hamilton City
- Gerry Dance, Team Leader Multi-Modal, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Twan van Duivenbooden, Principal Specialist Active & Shared Modes Design, AT
- Mark Edwards, Multi-modal Senior Advisor, NZTA
- Hilary Fowler, Senior Transport Planner/Engineer, Wellington City
- Courtney Groundwater, Manager Active Modes Planning, AT
- Karen Hay, Cycle Plan Implementation Leader, Tauranga City
- Simon Kennett, Principal Multi-modal Advisor, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Nick Marshall, Team-leader Road Safety & Traffic Engineering, Northland Transport Alliance
- Malcolm McAulay, Senior Multi-modal Advisor, NZTA
- Tony Mills, Senior Transport Engineer, Napier
- Wayne Newman, (secretary)
- Martin Parkes, Manager Walking & Cycling, Hamilton City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Kelera Qaraniqio, Network Engineer, Hamilton City
- Bill Rice, Senior Transport Engineer, Nelson City
- Clare Scott, Transport Planner, Active Modes, Tasman District
- Erik Teekman, Principal Adviser Walking & Cycling, NZTA
- James Wratt, Multi-modal Advisor, NZTA
- Honor Young, Senior Active & Sustainable Transport Engineer, Hamilton City

Apologies

- David Brown, Traffic and Safety Engineer, New Plymouth
- Niki Carling, Safe & Sustainable Journeys Manager, Rotorua Lakes District
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Claire Sharland, Asset Manager Transportation, Taupo District

Guests

- Anna Nord, Senior Urban Mobility Advisor, NZTA (3.3)
- Greer Hawley, Mackie Research (3.3)

A G E N D A

1. WELCOME, INTRODUCTIONS, APOLOGIES

2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

3. TRIAL REPORTS and ISSUES

- 3.1 Preferred separation graph – time to update?.....Simon Kennett
- 3.2 Rural cycling provisionGlen Koorey
- 3.3 Innovating Streets EvaluationAnna Nord
- 3.4 Speed reduction devices.....Simon Kennett
- 3.5 Luminescent path surfaces.....Glen Koorey

4. UPDATES

- 4.1 CNGJames Wratt
- 4.2 PNGGerry Dance
- 4.3 TCDGlenn Bunting/Steve Dejong

5. OTHER BUSINESS

- 5.1 2022 - AMIG programme and Capability Training calendar
- 5.2 Pt Chevalier roundabout trial
- 5.3 Draft acoustic specifications

NOTES

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed Lachlan Beban, Courtney Groundwater, Clare Scott, Sean Christian and Honor Young to the group. The apologies were noted. The draft agenda was confirmed subject to items 3.4 and 3.6 being deferred to the next meeting and two additional updates being included as 4.4 and 4.5.

2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Minutes of meeting on 30 September 2021 were confirmed. Twan van Duivenbooden noted (ref. item 3.1) that the first Dutch-style roundabout installed in NZ appears to have been built at Silverdale.

3.1 PREFERRED SEPARATION GRAPH

Simon Kennett noted that the route components between intersections dated from 2000 and, although updated in 2012, was now potentially out of date. A number of graphs now exist within the guidance and it was agreed that these should be aligned to avoid confusion. Individual cities have also adapted the published guidance in local plans.

It was agreed that a revision of Jensen 2012 needs to take into account the need to recognise active modes as the preferred default and to encourage mode shift. There is also a need for better recognition of cyclist numbers and also preferences of less experienced or confident cyclists. It was noted that the more route components added between intersections, the more complex and costly become the intersections.

3.2 RURAL CYCLING PROVISION

Glen Koorey explained the recognised need for specifically rural guidance for cycling and presented a summary of the planned content, and likely links to relevant existing guidance within the CNG and to on-road sections within the NZ Cycle Trail Design Guide. Rural cycling provision guidance will need to address a situation where 50% of cycling fatalities occur with only 10% of users and where >70% of rural cycle crashes occur on roads with shoulders of <0.5m. The greater appeal of quieter rural roads to some cyclists tends to mask their greater risk.

Methods for addressing localised pinch points will also feature, from bypasses around intrusive signage and active warning signs for narrow bridges to use of advisory shoulders. The dynamic forward sight distance graph has been revised to consider the effects of gradient on cyclist speeds and vehicle braking distances, giving a tighter spread over differing assumed cyclist speeds than the previous version. Many rural roads have inadequate forward sight distance to be considered safe for cycling.

3.3 INNOVATING STREETS EVALUATION

Anna Nord explained that the Innovating Streets for People programme was the first with a target of rapid reallocation of street space to active modes, in part in response to cycling networks remaining incomplete. Since its first trials in 2018, tactical urbanism has come to feature in every project in 2020-21. Projects received a 90% FAR and total spend was \$22,505,532 with projects ranging in cost from \$40,000 up to the \$1 million ceiling. Of 160 applications for project funding, 51% were not approved and only 39% proceeded. Averaged over 62 funded installed projects, mean project cost was \$362,992. Of those installed projects, 79% remained in place as at October 2021.

The programme hosted 22 workshops nationally. These and the projects that were funded identified a limited range of common objectives: to deliver a safer and more accessible environment for walking and cycling through reducing vehicle speeds and vehicle volumes. Examples of projects achieving this included three streets within Tasman District reducing speeds to <30km/h and heavy vehicle volumes on residential streets within Gore District being reduced by 53% (and by 38% across the network generally).

An important lesson from the projects was the value placed on the aesthetic appeal of alterations to the streetscape. Low aesthetic values, poor colour choices or excessive use of bollards could cause community resistance to otherwise acceptable designs. Finding an effective common design for a courtesy crossing remained a challenge and some choices of separator (flimsy plastic waves or unsecured planter boxes) proved impractical, but the greatest failure was in a lack of strategic vision to deliver complete networks.

Projects that were successful were often less overtly innovative and offered solutions that were familiar and worked with the perceived function of the space. Closing roads, even to create pocket parks, invariably generated vocal resistance. Delivering a project proved far more difficult than most teams expected, but the programme added 89km to cycling infrastructure (more than the 77km forecast in the NLTP) which with 97km added by small projects delivered 241% more cycling infrastructure in 2020-21 than could have been delivered otherwise.

3.4 SPEED REDUCTION DEVICES

Simon Kennett reported research done by Via Strada and Mackie Research on the effect of path markings on behaviour had shown little real reductions in speed. This left an established toolbox of devices, including chicanes, tight turns and vertical deflection, as well as bollards, which remain less preferred, to achieve safe conditions for cyclists and other path users. John Lieswyn has been commissioned to investigate points where speed will need to be reduced – terminal points, transitions, pinch points or conflict points – and potential interventions. His report is due early in 2022.

3.5 LUMINESCENT PATH SURFACES

Glen Koorey reported on a conversation with a developer of such products. The surface materials can be either an integral part of the surface or a component of any applied marking. Granules (6-8mm or 10-12mm) can be spread and pressed in to be incorporated into the path surface during construction. After exposure to sunlight the granules will glow for 8-10 hours. Three colours are available and can be applied singly or in any pattern.

The alternative, described as “a world first, 100% New Zealand developed system” is a polymer-based formula, applied to asphalt or concrete surfaces using the same techniques as traditional hot-applied technology. It can be applied in the various widths and depths as required relative to the area of application and is essentially a white line that glows in the dark. With the strongest effect in the hours immediately after sunset, it enhances the traversed areas in their peak times of utilisation after dark and has been described as a psychological handrail on cycleways. Trials have indicated that the product displays both strong surface adhesion and anti- skid characteristics.

The developer advocates line marking moving away from the traditional solid line to use applied dots of luminescent polymer. This has advantages over traditional lines in being more cost effective to apply, given the spacing between the ‘dots’, and the spacing allows water to flow across the line unhindered, rather than ‘pooling’. The dots could also deliver a discernible tactile reminder of deviation for cyclists.

Glen noted the challenge with both materials is that they need both sunlight and a low-light environment to be effective, as do alternatives such as solar powered mini-lights.

4.1 CNG UPDATE

James Wratt provided an update on new CNG content, particularly on the ‘Case studies’ and ‘What’s new’ pages. Further work being done on issues raised by e-mobility, such as path geometry appropriate for the greater weights and speeds of ebikes, recent case studies and the work on driveway visibility splays, rural roads and speed reduction devices would all appear soon.

4.2 PNG UPDATE

Gerry Dance announced that the PNG was on-line and presented a brief overview of the principal components. Nine tiles on the 'Overview' page provide the base for navigating the site. It was still only about 85% completed and the intention is that will go through the formal ratification process later in 2022 after it has had time to receive feedback on the content.

<https://nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/>

4.3 TCD UPDATE

Glenn Bunting reminded the meeting of the Rule change allowing permanent speed limits to be set outside schools and removing references to 'School Zones' which require changes to R1-6 and W16 signs (and will see W16-9.1, R1-7, W16-9 all deleted) and showed a draft permanent speed limit sign for a school, with '30' displayed over 'Kura' and 'School'.

Steve Dejong reported that consultation was underway on Part 4 of the TCD Manual – Intersections – and noted that Part 5 (as well as the CNG and PNG) were released in HTML, which had provoked a strong push for release in PDF. While it is not possible to refer directly to relevant sections in PDF, PDF allows operational engineers working with contractors to print the specific pages, which HTML does not. A quick poll showed PDF is slightly more preferred.

Steve Dejong also reported on current trials, noting that a Rule change would be required to progress directional signals for cyclists, while the reports from the final Barnes dance component of the 2-aspect signals trials was due in early December and the report on the Dragon's Teeth trials was due on 31/03/22. The urban intersection warning trial would continue into 2023.

5.1 2022 - AMIG programme and Capability training calendar

It was agreed that six meetings would be held in 2022 on: 3 February, 6-7 April, 26 May, 28 July, 22 September and 16-17 November, so two site visits would be scheduled, with the first to be Hastings in April and the second to be confirmed. No training dates were set, but it was agreed that more courses were needed, with short single-topic webinar courses (such as on the crossing selection process) seen as a priority.

5.2 Pt Chevalier roundabout trial

Twan van Duivenbooden showed a roundabout installed in Pt Chevalier that proved impossible to design so it was modelled and installed, and so far seems to be effective.

5.3 Draft acoustic specifications

Bill Rice noted that the revised NZTA P40 Specification for noise mitigation allowed no vertical deflection, speed bump, platform or rumble strip within 200m of a PPF, but consultation had now closed.