

**MINUTES: Thursday, 26 May 2022 9:00 AM – 12:00 PM.  
Majestic 7.02 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**

- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- David Brown, Traffic and Safety Engineer, New Plymouth
- Serena Chia, Emerging Professional, Multimodal, NZTA
- Sean Christian, Cycling Education Adviser, Hamilton City
- Gerry Dance, Team Leader Multi-Modal, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Gemma Dioni, Senior Transportation Engineer, Christchurch City
- 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
- Karen Hay, Cycle Plan Implementation Leader, Tauranga City
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Principal Multi-modal Advisor, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Chris Lai, Activities Manager – Transport, Palmerston North City
- Malcolm McAulay, Senior Multi-modal Advisor, NZTA
- Nick Marshall, Team-leader Road Safety & Traffic Engineering, Northland Transport Alliance
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Wayne Newman, (secretary)
- Martin Parkes, Manager Walking & Cycling, Hamilton City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Bill Rice, Senior Transport Engineer, Nelson City
- Claire Sharland, Asset Manager Transportation, Taupo District
- Elizabeth Stacey, Road & Safety Engineer, Northland Transport Alliance
- Erik Teekman, Principal Transport Planner, NZTA
- James Wratt, Multi-modal Advisor, NZTA
- Honor Young, Senior Active & Sustainable Transport Engineer, Hamilton City

**Guests**

- Wayne Sharplin, Senior Advisor, One Network Framework, NZTA
- Will Foster, Emerging Professional, NZTA

**Apologies**

- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Tony Mills, Senior Transport Engineer, Napier
- Clare Scott, Transport Planner, Active Modes, Tasman District

## **A G E N D A**

### **1. WELCOME, INTRODUCTIONS, APOLOGIES**

### **2. MINUTES AND ACTIONS FROM PREVIOUS MEETING**

### **3. TRIAL REPORTS and ISSUES**

3.1 Wider use of Sharrows - Simon Kennett

3.2 Cycle Facility Lighting - Glen Koorey

3.3 Recommended widths of separated cycleways - Simon Kennett

3.4 Cycle lane at side roads - Serena Chia

3.5 'Bus/Bike/Parking lanes'- Simon Kennett

### **4. UPDATES**

4.1 One Network Framework - Wayne Sharplin

4.2 TCD Steering Group - Mark Edwards

4.3 CNG - Glen Koorey

4.4 PNG - James Wratt

4.5 Capability growth training - Gerry Dance

### **5. OTHER BUSINESS**

## **NOTES**

### **1. WELCOME, INTRODUCTIONS, APOLOGIES**

Gerry Dance welcomed Ian Martin and introduced Wayne Sharplin and Will Foster to the group. The apologies of Tony Mills, Glenn Bunting, Mike van Enter and Clare Scott were noted. The draft agenda was confirmed.

### **2. MINUTES AND ACTIONS FROM PREVIOUS MEETING**

Minutes of the meeting on 7 April 2022 were confirmed without change.

### **3.1 WIDER USE OF SHARROWS**

Simon Kennett reported on draft guidance for marking sharrows to recommend their use on moderately busy roads or in isolated locations where speeds are low, in response to the coronial inquest into the fatal collision at the Te Rapa Road, Sunshine Avenue and Bryant Road roundabout. The marking is now used where no feasible alternative is available, such as on the approach to tunnels, bridges or roundabouts. The draft update would support its use where the 85<sup>th</sup> percentile traffic speed was no more than 30km/h in urban settings or no more than 50km/h in rural settings, but would recommend consideration of a safe and attractive off-road alternative as well as use of traffic calming measures. This might be a platform, active warning sign or static warning sign, such as "Narrow Bridge 40 When Cyclist Present". A version of the last for "Narrow Tunnel" might need to be developed.

It was agreed that speed management was essential, but also that use of temporary signs to educate motorists and cyclists of the marking's purpose and the desired behaviour could be beneficial. Simon noted that multi-lane roundabouts would need further thought, as their approach speeds tended to be faster.

### **3.2 CYCLE FACILITY LIGHTING**

Glen Koorey presented draft guidance for the provision of lighting for cycle facilities and sought comment. Twan van Duivenbooden responded that a concern with any standard guidance would be having differing lighting requirements at different side road intersections depending on whether there was a marked pedestrian crossing or not already installed, and needing to retrofit extra lighting at non-zebra priority crossings. Erik Teekman urged that up-lights for cycle facilities should not be recommended as they cause temporary vision loss for cyclists riding over them, and any abrupt change in illumination was to be avoided. Ian Martin queried whether tracking was used already in NZ to illuminate the path as the cyclist travelled along it. It was confirmed that this was used only on Te Ara I Whiti at present. The draft guidance will be further developed and circulated for feedback.

### **3.3 RECOMMENDED WIDTH OF ONE-WAY SEPARATED CYCLEWAYS**

Simon Kennett reminded the meeting that CNG currently refers to Austroads GRD Part 6A Fig. 5.5 to provide guidance on path widths with a 75/25 directional split, but this is based on the Australian speed limit for e-bikes of 25kmph whereas NZ has no such limit and a greater speed differential. He presented a draft new graph developed for NZ situations and draft replacement tables for CNG that replaced references to "ideal" and "tolerable" minimum widths with minimum and absolute minimum for isolated sections only. This was considered to be still presenting too many 'minimums' within the tables. It was agreed that CNG tables should indicate the minimum widths for the network and then provide guidance on where departures from the standard might be permissible to provide connectivity, allowing professional judgement to be exercised. It was also agreed that for 1-way paths with fewer than 150 cyclists a proposed 1.6m minimum could be reduced to 1.5m.

### **3.4 CYCLE LANE AT SIDE ROADS**

Serena Chia presented a study of the current guidance for marking a cycle lane across a side road. Two potential issues were identified: the placement of cycle symbols on the lane made them effectively invisible to a motorist approaching along the side road; and the solid green across two lanes of turning traffic would be subject to greater wear and relatively expensive to maintain. Serena showed a treatment used by London Transport where the cycle lane is widened as it crosses the side road and cycle symbols within the lane are marked central to the lanes of the side road. Several scenarios were presented for discussion: marking the bike symbols central to the lanes of the side road in each case, but on a solid green cycle lane (either in line with the cycle direction or in line with the direction of crossing traffic turning in or out of the side road) or on a cycle lane indicated by two broad green lines or by green blocs at 3m spacing.

Each option was recognised to present its own potential difficulties. Moving the cycle symbol into the turning zones would mean that the marking would need to be replaced more frequently and require two separate road closures if marked on green, while reducing the area of green surface could be expected to render the cycle lane less visible for motorists. Turning the symbol to face approaching traffic could cause it to be confused with a sharrow. Marking a single cycle symbol within the green cycle lane in line with the centre line of the side road might make it relatively less prone to excess wear and more visible to motorists turning out of the side road. Motorists turning into the side road should already have become aware of the cycle lane on the same road as them. It was agreed that the scenarios would be circulated for feedback with a blank template for any proposed alternatives.

### **3.5 'BUS/BIKE/PARKING LANES'**

Simon Kennett presented an issue raised by Claire Pascoe from Adelaide Road in Wellington, where part-time bus lanes reverted to parking off-peak. Alternatives were offered for making the lane more attractive to cyclists by marking a green cycle lane either against both the left and right edges of the bus lane (so that the cycle lane would be occupied by parked cars off-peak) or only along the right side with sharrow markings. It was agreed that neither solution was appropriate. The sharrow could not be marked in a bus lane. Good practice is already available within the guidance to place the outer white line of the bus lane against a 300mm green line on the inside of that line.

### **4.1 ONE NETWORK FRAMEWORK**

Wayne Sharplin presented an update on progress in implementing the ONF. He noted that the current challenge is modal integration and looking to identify and integrate all systems being used currently for those modes less visible in ONRC and RAMM, such as walking and cycling. Modal layers are being classified as being 'W' (walking), 'C' (cycling), 'PT' (public transport), 'GT' (general transport) and 'F' (freight). There was a question on how appropriate these labels might be in an environment where slower micro-mobility devices were confined to 'W' infrastructure while faster devices used 'C' infrastructure, and concern was expressed at a possible proliferation of categories.

### **4.2 TCD STEERING GROUP REPORT**

Steve Dejong reported that the next Steering Group meeting was scheduled for July, and advised the meeting that an omnibus rule change was proceeding with directional cycle signs included.

### **4.3 CNG UPDATE**

Glen Koorey reported that current work in progress for CNG included: draft guidance on separated cycleways at intersections, draft guidance on rural cycling provision, work on the effects of gradient and work on cycle parking facility design.

### **4.4 PNG UPDATE**

James Wratt reported current activities remain work on intersections and supporting infrastructure that can be expected to be added in draft form within the next few months.

### **4.5 CAPABILITY GROWTH TRAINING**

Gerry Dance stressed the importance attached to providing such support and noted the three two-day design workshops held last year. The first of the planned webinars for this

year would provide an introduction to multimodal guidance that is available and attempt to pull together everything currently happening in this space.

### **5.1 DIRECTING E-SCOOTERS TO CYCLE PATHS**

Simon Kennett presented draft behaviour markings to encourage e-scooters to use cycle paths, as regulatory signage or markings are not available. There was concern that the narrow outline paperclip design would be prone to fading and wear, while the images for e-scooters and kick-scooters had the potential to be very confusing for users.

### **5.2 ACCESSIBLE STREETS**

Simon Kennett reported on discussions regarding possible signs and markings to give regulatory effect to changes within the Accessible Streets package, which was expected now to go before Cabinet later this year. Considerable concern was expressed over the practical application of some of the options under discussion.

### **5.3 COMING MEETINGS**

Gerry Dance noted that the Emissions Reduction Plan contained a further massive investment in walking, cycling and public transport, and the National Cycling Plan mentioned within it also needed to be discussed by the Group. The Reshaping Streets project would probably be something for a meeting later in the year, as also Streets for People. Current work being done on draft guidance for road safety platforms (and the extent to which these might overlap with courtesy crossings) should be ready for the meeting on 28 July, and planning for the currently scheduled two-day November AMIG meeting would also need to commence then.

Meeting closed: 12:00

Next meeting: 28 July 2022