

MEETING: Thursday, 9 February 2023 9:00 AM – 12:00.

Majestic 7.08 and Microsoft Teams Meeting

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
- Daniel Cairncross, City design and place planning, Wellington City
- Bruce Conaghan, Transportation Policy and Planning Manager, Hastings District
- Gerry Dance, Team Leader Multi-Modal, WK/NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, WK/NZTA
- Gemma Dioni, Senior Transportation Engineer, Christchurch City
- Rachel Doelman, Sustainable Journeys Coordinator, Rotorua Lakes District
- Mark Edwards, Multi-modal Senior Advisor, WK/NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Karen Hay, Cycle Plan Implementation Lead, Tauranga City
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Principal Multi-modal Advisor, WK/NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Putri Kusumawardhani, Senior Specialist, Active & Shared Modes Design, AT
- Chris Lai, Senior Transportation Planner, Palmerston North City
- Malcolm McAulay, Senior Multi-modal Advisor, WK/NZTA
- Peter McGlashan, Lead Advisor, Urban Mobility, WK/NZTA
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Wayne Newman, (secretary)
- Martin Parkes, Urban Mobility Programme Delivery Lead, Hamilton City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Cara Phillips, Senior Transport Engineer, Walking & Cycling, Tauranga City
- Mitra Prasad, Technical Lead – Active Modes, AT
- Erik Teekman, Principal Transport Planner, WK/NZTA
- James Wratt, Multi-modal Advisor, WK/NZTA
- Jocelyn Zhang, Transport Project Manager, Hutt City

Apologies

- Niki Carling, Safe& Sustainable Journeys Manager, Rotorua Lakes District
- Izelda Cruz Taupo
- Bill Rice, Senior Transport Engineer, Nelson City
- Elizabeth Stacey, Road Safety Engineer, Northland Transport Alliance

Guests

- Fiáin d'Leafy, Chief Bike Officer, Bike Auckland
- Kimberly Graham, Bike Auckland
- Greer Rasmussen, Bike Auckland

A G E N D A

- 1. WELCOME, INTRODUCTIONS, APOLOGIES**
- 2. MINUTES FROM PREVIOUS MEETING: 17 Nov. 2022**
- 3. UPDATES & REPORTS**
 - 3.1 TCD Steering Group meeting on 8 Feb. 2023**
 - 3.2 Pedestrian Wayfinding signage; Parking & road safety questionnaire**
 - 3.3 PNG & CNG updates**
- 4. AMIG – ORIGINS & ACHIEVEMENTS AFTER 10 YEARS**
- 5. INCLUSIVE CYCLING ACCESS**
- 6. PERMANENT CYCLISTS MERGING SIGN**
- 7. NEW DUTCH-STYLE ROUNDABOUT DESIGNS**
- 8. CHOOSING SEPARATORS FOR WASTE COLLECTION**
- 9. CAPABILITY-BUILDING IN 2023**
- 10. 2023 AMIG PROGRAMME**

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed members to the first meeting of 2023, welcomed Putri Kusumawardhani and Cara Phillips to AMIG, noting the retirement from the group of Hilary Fowler from Wellington and Twan van Duivenbooden from AT, and welcomed Fiáin d’Leafy, Kimberly Graham and Greer Rasmussen of Bike Auckland to AMIG. Wayne Newman recorded the apologies.

2. MINUTES FROM PREVIOUS MEETING: 17 Nov. 2022

The minutes of the previous meeting were confirmed, with actions arising from that meeting being taken under Item 3.

3. UPDATES & REPORTS

3.1 TCD Steering Group meeting on 8 Feb. 2023

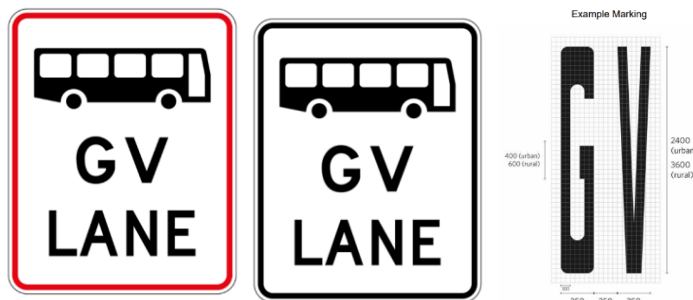
Steve Dejong provided a detailed report from the first meeting of the TCD Steering Group, summarising the five gazette notices published since the 16 February 2022 meeting:

1. 2022-au756 Goods vehicle Lane signs and Markings

To facilitate the ability of AT to restrict through movements along Queen Street and to enhance place function, PT and active modes, Waka Kotahi (following legal advice) approved ‘Goods Vehicle’ as an additional specified class to add to the provisions of special vehicle lanes in both the RUR and TCD Rule.

A ‘Goods Vehicle’ is defined in the RUR & TCD Rule as: *Goods vehicle means a motor vehicle that is: (a) designed exclusively or principally for the carriage of goods; or (b) used for the collection or delivery of goods in the course of trade.*

Goods vehicles are also specified in the 1st schedule of the TCD Rule under R6-2C Parking Signs Components Text or symbols that may appear below or beside symbol R6-1C or R6-1D, therefore it was determined that the general public were familiar with the term “Goods Vehicle “ and its meaning. Examples of Bus and GV Lane signs and GV marking:



2. 2022-au1877 ‘TURNING’ Supplementary for W18-4 Trucks operating ahead Permanent warning sign

Supplementary sign for the W18-4 *Trucks are likely to be entering, leaving or crossing the road ahead.*



3. 2022-au2170 Setting of Speed limits Rule signs

To facilitate the 2022 Setting of Speeds Limits Rule a package of signs were gazetted to provide RCAs with the means to manage: speeds on beaches and riverbeds, and emergency speed limits. The pack also included the RIAWS now referred to as the Intersection Speed Zone (ISZ) (which was overlooked in gazetting and inclusion in the Schedule of the TCD Rule some 10 years ago) and updates threshold signage taking into account advice that colour blind people do not easily differentiate green, red and blue by the additions to these signs of a white halo around the red speed roundel.

A number of font and spacing corrections were made to the signs, in particular to the Safer Speed Area sign that did not conform to the approved AS1744: 2015 Transport series fonts. These signs are yet to be published on the signs specifications web site.



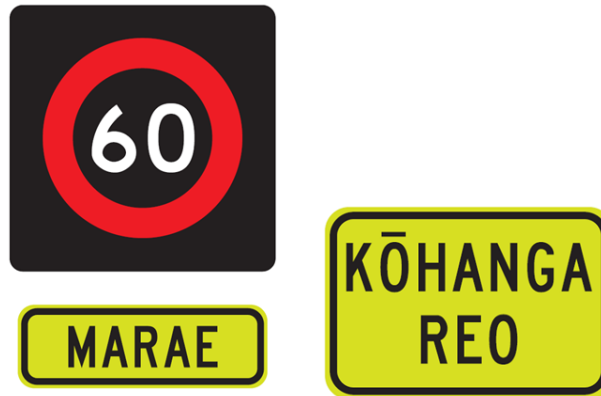
4. 2022-au4037 Further Trials of the Cycle Directional signals for WCC

Wellington City Council (Let's Get Wellington Moving) wish to use Cycle Directional signals (CDS). CDS have been successfully trialled and are included in the current regulatory system rule amendment, having been approved by regulatory management following advice and input from the TCDSG as being worthy of inclusion in the Rule. However, until the rule change is signed off by the Minister RCAs cannot of right use CDS; this gazette simply adds a further trial site to the previous trial to permit WCC to use the signals.

5. 2023-au278 R1-2.2 Marae Variable Speed Limit Sign and W16-5.4 Kōhanga reo supplementary

To manage speeds at marae the Marae VSL has been developed following comprehensive legal advice. The 2022 Setting of Speed Limits Rule provided for the use of VSL at Marae. The R1-2.2 provides RCAs with the means to manage speeds as approved and set under their respective speed management plans. The VSL can only be provided in the Option B, flashing red roundel format (without flashing orange beacons) as all VSL are being updated to Option B (old option A type VSL currently on the network can still be remain until the end of their usable life).

The Kōhanga reo supplementary supplements the W16-2 Children or W16-4 pedestrian crossing sign as appropriate outside Kōhanga reo just like the Kura school supplementary sign does. The reason that the words Marae & Kōhanga reo are not bilingual is that there are no equivalent English words for these Te Reo terms.



TCD Manual Parts 4 & 5 Update

At this stage, a detailed understanding of the extent of the work associated with the update for TCD 5 is not available. Therefore, the timeframe for TCD Part 5 may need to be refined as the extent of work becomes clear.

TCD 4

Current status:

1. A draft of TCD 4 was completed late in 2022.
2. The draft contains some diagrams that need to be amended; it has also been noted that some of the referencing and cross-referencing in that draft needs to be corrected.
3. A section in the draft relating to cycle crossings of roads, will be moved to TCD 5. Cross-referencing between TCD 4 and TCD 5 will be added to highlight to practitioners that the information they require in relation to cycle crossings may be in the other Part.
4. New text and diagrams need to be developed for cycle priority crossings at intersections (TCD Rule 11.4(5)).
5. Some Gazette Notice content that is not presently available to practitioners needs to be incorporated into TCD 4.

Timeframe for completion:

- 31 March - Amended draft provided to Waka Kotahi for discussion purposes
- 21 April - Feedback received from Waka Kotahi
- 12 May - Revisions to the amended draft complete
- 19 May - Circulate to Steering Group for consideration
- 16 June - Steering Group meeting to discuss TCD 4 to be held no later than
- 7 July - Incorporate any final amendments identified by Steering Group

TCD 5

Current status:

1. The content of TCD 5 in its HTML format on the Waka Kotahi website is based on the version completed in December 2020.
2. A working copy of the document has been maintained since that time and notes recorded of amendments that are required.
3. There have been amendments to the TCD Rule in the interim and those amendments are not presently contained in the online version of TCD 5.
4. Some of the work that has been undertaken as part of TCD 4 will result in changes being required to TCD 5.

Timeframe for completion:

Priority will be given to completing TCD 4. Therefore, the bulk of the work on TCD 5 will not commence until after TCD 4 is substantially complete. The work involved in updating TCD 5 is more extensive than the work involved with completing TCD 4. Taking that into account, the proposed timeframe for completion is as follows:

- 1 September - Updated version in Word format provided for review purposes
- 22 September - Waka Kotahi review completed
- 13 October - Amend TCD 5 based on feedback from Waka Kotahi
- 20 October - Circulate to Steering Group for consideration
- 17 November - Steering Group meeting to discuss TCD 5 to be held no later than
- 15 December - Incorporate any final amendments identified by Steering Group

3.2(a) Pedestrian Wayfinding signage; Parking & road safety questionnaire

Mark Edwards reported on these two actions from the previous meeting. Although the TCD Rule does not yet provide for pedestrian wayfinding signage, terms of reference and a scoping document for a sub-committee to review possible designs for symbols to be included within an approved suite of signs have been developed, in order to ensure that nationally consistent and readily comprehensible signage can be delivered in response to an amendment to the Rule.

3.2(b) Parking & road safety questionnaire

Mark Edwards thanked those who had responded and reported that no new input had arisen from these.

3.3 PNG & CNG updates

James Wratt reported on new pages finalised and published at the end of 2022. In the PNG this was an extensive review of the elements and types of intersection. In the CNG lighting design guidance had been included under designing supporting infrastructure (recognising that specialist lighting input would still be required). Cycle parking design had been amended to recognise cargo bikes and e-scooters. Further pages on supporting infrastructure design were imminent. Elsewhere, bus stop design had been added to the PT design guidance.

4. AMIG – ORIGINS & ACHIEVEMENTS AFTER 10 YEARS

Wayne Newman provided a summary of the impetus to establish a working group on cycling signs and markings and the relatively rapid shift in scope that led to the formation of AMIG as the national active modes infrastructure steering group. He noted that all meetings' minutes, summaries of decisions and much of the presented material are available at:

- <https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>

5. INCLUSIVE CYCLING ACCESS

Simon Kennet introduced the Bike Auckland presenters, explaining that the need to recognise inclusive access within CNG (to match PNG) and improve the guidance had led to contact with the work of Bike Auckland and the invitation to present to AMIG.

Fiáin d'Leafy, Chief Bike Officer, Bike Auckland, noted the backlash against cycling as "ableist", where, although many forms of cycle are available to, and regularly used by, members of the disabled community, the conversation, imagery and infrastructure is invariably about bicycles. Bike Auckland had received funding to undertake a cycle path audit for disabled accessibility – whether for tricycles, quad-bikes, reclining bikes or hand cycles.

Kimberly Graham presented her personal experiences of challenges offered to non-bicycle users of cycling infrastructure. She uses a 'duet' wheelchair and bicycle. This requires 2m of path. It has implications for the space required at mobility parking, PT access and widths of access to the pavement from the carriageway. Accessible route wayfinding signage must be accurate for the whole route. It cannot include a flight of steps partway along it. The usual problems with TTM are magnified exponentially where an accessible route is closed without provision of an accessible alternative being clearly provided.

Greer Rasmussen reported on the "huge" latent demand among the mobility impaired for less tiring mobility options than vehicle transfers. Mobility scooters and e-versions of tricycles, quad-bikes and other cycling alternatives offer this for the mobility impaired. This segment of the population includes the aged, the most rapidly growing demographic in NZ.

Michael Bridge asked whether infrastructure designs needed peer review and specialist input to avoid local input into designs carrying insufficient weight in decision-making.

6. PERMANENT CYCLISTS MERGING SIGN

Simon Kennett introduced the topic, explaining that some form of signage seemed to be needed where a SBF ends and cyclists are required to merge into the traffic lane. Sharrows have been used, but these will be potentially obscured by stationary vehicles in some cases. If a SBF must end 30m before a roundabout, is signage required to manage what happens next?

Gemma Dioni noted that a safety audit of Christchurch roundabouts and traffic-calming sites showed a need for "cyclists merging" signage, but found that cyclists generally did not want to merge into the queue and preferred to keep to the left.

Steve Dejong reminded the meeting of the hierarchy of signage through regulatory, warning and advisory, and the importance of giving consistent messages. There appeared to be two separate messages for the situation being discussed: a cyclist advisory to merge with care and a separate hazard warning for motorists of cyclists merging.

There was discussion of whether erecting a sign warning of the hazard was an adequate response to having designed it, and whether resolving the design issues needed to be addressed instead. The effectiveness of extra merging signage remained open to question after public surveys last year, undertaken in response to merging being required at TTM sites, revealed a widespread lack of understanding of what was intended.

7. NEW DUTCH-STYLE ROUNDABOUT DESIGNS

Chris Lai presented a design for a new roundabout at the Cook St/College St intersection in Palmerston North that would create an outer ring for cyclists. The design placed the whole roundabout on a single platform. Potential conflict points were identified at the zebra and cycle crossing on the arm where any vehicle was exiting the roundabout, both in terms of the priorities and in terms of vehicles within the roundabout obstructing other vehicles entering it by being stopped for pedestrians or cyclists. It was also noted that the very poor visibility from most HGV cabs to the left created a hazard for pedestrians on zebras close to left-hand turning traffic. The requirement for drivers' attention to be to the right on entering a roundabout also meant that the design needed to ensure that any potential hazard was clearly visible before the motorist entered. It was agreed that it would be safer for the whole roundabout not to be on a single platform but instead for only the outer rings carrying the cycle path and pedestrian path to be raised, to provide physical traffic calming on both approaches for each arm.

8. CHOOSING SEPARATORS FOR WASTE COLLECTION

Michael Bridge reported that there is a need to ensure that any contradictions or discrepancies between the CNG and the WasteNZ guidance for collecting beside a SBF are resolved. Waste collection on SBF designs was becoming a significant issue, and noted that it was unacceptable for a SBF to be halted by waste collection needs. The challenge faced at Summerhill in Palmerston North were the conflicting needs for strong vertical separation on a high volume, high speed and high freight traffic route with the need for nine separate waste collection operators to have access and space to operate.

It was agreed that the strategy for waste collection, providing for how waste can be collected, where bins can be put, heights and widths of separators, must be an integral part of the SBF design for the SBF to be successful. There had been extensive discussion of this topic in AMIG in 2017-18 and it was agreed that these could usefully be recirculated. **Attached as Appendix.**

9. CAPABILITY-BUILDING IN 2023

10. 2023 AMIG PROGRAMME

Items 9 and 10 were deferred to the next meeting scheduled for 4 April.

Meeting closed 12:00

Waste Collection Vehicles and Cycle Lanes (Summary of AMIG decisions)

A waste collection vehicle cannot display a RG-24 sign. The preferred sign is a combination of the M-2 cycle symbol with a variant of RD-6R to indicate cyclists should pass safely to the right. Ideally the RD-6R variant should be hinged or active to be able to be used only when the truck is actively blocking a cyclist lane or engaged in waste collection. (May 2018)

Consideration must be given to the safety of cyclists being diverted to merge into the traffic lane to pass a waste collection truck and where the risk to cyclist safety is unacceptable the RD-6R sign should not be displayed. Having the waste collection truck routinely block the cycleway by straddling any separator while collecting should be discouraged or prohibited. (Aug. 2018)

Although signs directed at cyclists should normally be set at or below the eye level of cyclists wherever practical to ensure that they are seen, where trucks are presently at their maximum length and the bulk of the illuminated sign would exceed the permitted length or where the signs would be at risk of damage during reversing and routine operations, an illuminated sign on top of a waste truck carried an inherently lower risk of not being noticed and the TU24 Supplementary sign may be placed at the top of the rear of the truck. (Nov. 2018)

Most recent legal advice

A legal opinion on this matter states that only Rule-approved vehicle-mounted signs can be used on vehicles. As this is specifically restricted in the body of the Rule additional other vehicle-mounted signs cannot be approved by Gazette notice.

The R3-13 R3-13.1 & R3-13.2 keep left & right signs are not approved vehicle-mounted signs. Only the R3-13.3 attenuator display as a whole system can be vehicle-mounted.

R3-13.3 attenuator display



Developing a specific sign for the back of a refuse truck will have to wait for a Rule change as it involves changing the body of the Rule to permit other vehicle-mounted signs which the Rule at this time specifically prohibits.