

MEETING: Thursday, 14 Sept. 2023 9:00 AM – 12:00.

44 Bowen and MS 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

- Shane Binder Transport Engineer, Waimakariri District
- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- Daniel Cairncross, Principal Traffic Engineer, Wellington City
- Sean Christian, Urban Mobility Specialist, Hamilton 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
- Rachel Doelman, Sustainable Journeys Coordinator, Rotorua Lakes District
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- 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
- George Lane, Senior Urban Mobility Engineer, Hamilton City
- Malcolm McAulay, Senior Multi-modal Advisor, WK/NZTA
- Peter McGlashen, Lead Adviser, Urban Mobility, WK/NZTA
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Tony Mills, Senior Rooding Engineer, Napier
- Jane Murray, Transport Planning Advisor, Tasman District
- Wayne Newman, (secretary)
- Cara Phillips, Senior Transport Engineer, Walking & Cycling, Tauranga City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Patricia Vasconcelos, Principal Multi-Modal Advisor, WK/NZTA
- James Wratt, Multi-modal Advisor, WK/NZTA

Apologies

- Mark Edwards, Multi-modal Senior Advisor, WK/NZTA
- Nick Marshall Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Scott Parker, Cycleways Manager, Western Bay of Plenty District
- Vaishali Sankar, Road Safety & Traffic Engineer, Northland Transportation Alliance

A G E N D A

- | | |
|--|----------------------|
| 1. WELCOME, INTRODUCTIONS, APOLOGIES | |
| 2. MINUTES FROM PREVIOUS MEETING | 3 Aug. 2023 |
| 3. MATTERS ARISING | |
| (a) November AMIG venue | Michael Bridge |
| (b) Multi-modal design & design workshops dates | Glen Koorey |
| 4. PROGRESS OF TCD MANUAL PART 4 (INTERSECTIONS) | Steve Dejong |
| 5. TWO ROUNDABOUT RETRO-FITTING DESIGNS | Mike van Enter |
| 6. PRIORITY INTERSECTION CYCLE LANE MARKINGS | Will Hyde |
| 7. PROPOSED ACTIVE MODE SIGNS FOR COMMENT | Steve Dejong |
| 8. TRAFFIC SIGNALS FOR BIKES DESIGN GUIDANCE | Daniel Cairncross |
| 9. NZ HEALTHY STREETS DESIGN CHECK TOOL | Patricia Vasconcelos |
| 10. DIFFERENT ZEBRA CROSSING MARKINGS | Daniel Cairncross |
| 11. GUIDANCE FOR SHARROWS PAST ANGLE PARKING | Simon Kennett |
| 12. CNG BARRIERS AND FENCES GUIDANCE | James Wratt |
| 13. TACTILE SAFETY ISSUES | Simon Kennett |
| 14. DRIVEWAY VISIBILITY | Malcolm McAulay |

NOTES

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed the group to 44 Bowen St. The apologies of Scott Parker, Vaishali Sankar, Mark Edwards and Nick Marshall were noted.

2. MINUTES FROM PREVIOUS MEETING: 3 Aug. 2023

The circulated draft minutes were confirmed without amendment.

3. MATTERS ARISING

(a) November AMIG venue

Michael Bridge

Michael joined the meeting at 10:00 and this item was taken after item 7. It was agreed that Michael, Gerry, Wayne and James would liaise on the programme, but the format of the meeting in Havelock North with a hybrid meeting on Thursday morning, site visits on Wednesday afternoon and an opportunity for relevant local officials to meet with AMIG members on Wednesday during the site visits or in social surroundings afterwards was endorsed for 15-16 November. It was noted that a Pedestrian Network Guidance training workshop was scheduled for Palmerston North on 14 November. It was agreed that numbers able to attend would need to be confirmed soon for planning site visits, which potentially could include Feilding.

(b) Multi-modal design & design workshops dates

Glen Koorey

Glen reported on well-attended Advanced Cycle Intersection Design workshops held in Auckland on 28 August and Christchurch on 29 August, and noted that a webinar on PT and cycling harmonisation/integration was scheduled for 20 September. Two-day workshops on Urban Street Design and Public Transport were being planned, with the former possible in Hamilton or Palmerston North on 31 October or 4 December.

4. PROGRESS OF TCD MANUAL PART 4 (INTERSECTIONS) Steve Dejong

Steve reported that the consultants were working through minor editing of images and diagrams in preparation for going to the new Technical Standards Group for review before publication early in 2024. The format would be PDF.

5. TWO ROUNDABOUT RETRO-FITTING DESIGNS Mike van Enter

Mike presented detailed designs (Appendix 1 and 2) for retrofitting two existing roundabouts in a 'Dutch style' on Oxford St, Richmond, at the intersections with Queen St and Wensley Rd, noting that they were very different designs only 300m apart and very constrained by the available space. Concern was expressed that the tight angles would lead to cyclists encroaching on the footpaths, and that the footpaths had been used disproportionately in providing the space for cyclists. Reducing or even removing the central roundel was suggested to push the traffic lanes into the centre and create space for cyclists. The lack of space increased the risk of motorists' attention not having enough time to react to cyclists as they navigated the roundabout.

6. PRIORITY INTERSECTION CYCLE LANE MARKINGS Will Hyde

Will noted that the introduction of cycle lanes at signalised intersections had introduced a potential conflict between cyclists and left-turning traffic. He questioned whether extending the green marking of the cycle lane into or across the intersection (as on non-signalised intersections) would provide a visual cue to left-turning motorists of the potential traffic stream on the left. The problem with doing this, it was noted, is that the green lane marking gives cyclists priority at all times. Extending the marked cycle lane into a signalised intersection would introduce additional potential conflict, with cyclists potentially failing to observe signals. Marking the cycle symbol on the cycle lane across the signalised intersection would only exacerbate the potential for conflict. Preferred interventions would be to mark green only inside the continuity lines for the cycle lane, to add a buffer behind the advanced stop box to ensure that traffic was stopped further behind cyclists, and to modify the lantern phases so that the red signal for a left turn lasted longer. Consideration might also be given to merging the cycle lane back into the traffic lanes at the approach to the intersection to remove cyclists from the position of greatest risk caused by approaching the intersection at speed along the left side of a traffic queue.

7. PROPOSED ACTIVE MODE SIGNS FOR COMMENT Steve Dejong

Steve presented the 2023 signs to support cycling. Three potential supplementary signs for W16-7 provided warning of cyclists merging, turning and crossing. Immediate need for the merging and crossing supplementary signs was agreed. Whether a warning of cyclists turning was sufficiently clear or necessary remained undecided. There was likely to be a need for additional information indicated by markings to allow the motorist to have a reasonable expectation of the behaviour that might be encountered. This might possibly be shown by varying the chevron on a sharrow, which is currently not available but might potentially be revisited if it added a useful tool for designers.

The "except pedestrians and cyclists" supplementary for "No Exit" was supported.

A sign giving warning of multiple humps ahead was presented and discussed at length. The excessive use of hump warning signs by designers was unnecessary. Marking each hump was generating visual clutter and additional maintenance costs often for little real benefit. The example shown where each hump in a 30kmph speed zone was marked at 25kmph demonstrated this, as the speed advisory was only required where the difference in speed for the safe negotiation of the hump is greater than 15kmph. A zonal approach using one sign with a "next x m" was preferred, especially as the new ramp markings made the hazard to motorists far more obvious.

8. TRAFFIC SIGNALS FOR BIKES DESIGN GUIDANCE Daniel Cairncross

Daniel presented a comparison of signals installed in NZ with several overseas examples. The local examples consisted of a high 300mm lantern placed where cyclists

could not readily see the signal, but which was visible to motorists in addition to the signals specific to them. An excessive number of lanterns were being presented to motorists at intersections. The use of smaller lanterns placed lower and forward of the cyclist in various overseas examples resolved all of the issues visible with the local examples. It was noted that the potential for a trial of a smaller aspect lantern for cyclists remained available.

9. NZ HEALTHY STREETS DESIGN CHECK TOOL **Patricia Vasconcelos**

Patricia presented the development of a series of urban indicators for a human-centred framework for designers and a healthy design check tool. This consisted of a spreadsheet providing the metrics needed to fully assess the whole space within a street and then generate a visual grading based on the matrix of indicators and metrics. It has been tested and refined on Auckland streets and now offers a quick and simple to use tool to enable designers to pre-assess a street and then test potential options for change.

10. DIFFERENT ZEBRA CROSSING MARKINGS **Daniel Cairncross**

Daniel noted the varying guidance for setback lines, bar widths and triangle use for a zebra crossing and an apparently identical feature on a cycleway at a bus stop. While it was obvious that a pedestrian crossing across a cycle path could not be marked with bars at the standard 600mm width for a zebra crossing without losing the appearance of a zebra, it was agreed that there is a need for more consistency in the guidance diagrams.

11. GUIDANCE FOR SHARROWS PAST ANGLE PARKING **Simon Kennett**

Simon reported that one question remained from the update of the sharrow guidance to encourage use of the marking in more situations where cycling in the traffic lane would be the safest course, and that was alongside angle parking. As it could not be assumed that an edgeline between the traffic lane and parking would always be present, the text would need to specify the distance from the parked vehicles. It was agreed that this should be 2.5m at 45°, 3m at 60° and 3.5m at 90°.

12. CNG BARRIERS AND FENCES GUIDANCE **James Wratt**

James reported on changes made based on feedback from the previous meeting. New content had been included to recognise a lower height where there was no vaulting risk. New text addressed waterfront edge treatment. There was also stronger emphasis on the need to ensure any risk posed by terminating structures was safely removed.

13. TACTILE SAFETY ISSUES **Simon Kennett**

Simon reported on an issue of TSGI losing slip resistance when wet or through wear, so that devices installed for safety were becoming a hazard. TSGI were increasingly being installed in complex situations where there seems to be some confusion around correct usage. He sought feedback from the group on how widespread these issues had become.

14. DRIVEWAY VISIBILITY **Malcolm McAulay**

Malcolm outlined issues around visibility at driveways and accessways. RTS-6 (1993) is now quite elderly, but an update is yet to be confirmed. The ability to control the use of private land is limited but the fenced domestic property's driveway remains the most widespread risk, due to the frequently inadequate visibility splay. There are also different regulatory treatments of driveways and accessways that fail to recognise very high usage of the former (for a 600 vehicle carpark, for example). Current work is seeking to address these issues.

Meeting closed: 12 noon.