

MINUTES: Thursday, 30 July 2020. Rm 3.11 50 Victoria St, Wellington and Microsoft Teams Meeting

Attending

- David Brown, Traffic and Safety Engineer, New Plymouth
- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Simon Cager, Senior Project Engineer, Hutt City (to 10.25)
- Gerry Dance, Multi Modal Team Leader, Transport Services, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Twan van Duivenbooden, Auckland Transport
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Transport Planner/Engineer, Wellington City
- Wayne Gallot, Senior Transportation Engineer, Christchurch City
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Tim Hughes, Principal Safety Engineer, Transport Services, NZTA
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Senior Multi-modal Specialist, Transport Services, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Chris Lai, Transportation Planner, Palmerston North City (to 10.25)
- Wayne Newman, (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Hjarne Poulsen, Transportation Team Leader, Dunedin City
- Kelera Qaraniqio, Network Engineer, Hamilton City
- Bill Rice, Senior Transport Engineer, Waimakariri District Council
- James Wratt, Assistant Engineer – Multi modal, NZTA

Apologies

- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Sandi Morris, Road Safety & Traffic Planning Engineer, Far North District Council

Agenda: principal items

- 3.1 TCD Steering Group report
- 3.2 CNG & PNG update report
- 4.1 Rural treatments
- 4.2 Crossings – courtesy, platform, etc
- 4.3 Two-aspect cycle signal trials reports
- 4.4 Cycleway merge options
- 4.5 ASB buffer – guidance note
 - Pedestrian crossing line – limit line
- 4.6 AT landing guidance
- 4.7 Sharks teeth ramp markings

NOTES

1. WELCOME, INTRODUCTIONS, APOLOGIES

Apologies were received from Sandi Morris and Nick Marshall. Will Hyde joined Karen Hay from Tauranga City Council and was welcomed to the group.

2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Minutes of the meeting on 2 July 2020 were amended to record an apology from Karen Hay and the correct title for Wayne Gallot. It was noted that Greenway signage was deferred to the 27 August meeting.

3. UPDATES

3.1 TCD Steering Group report

Steve Dejong reported on the outcome of a TN10 trial of 2-aspect cycle signals on slip lanes on intersections at Stanley St/Beach Rd and Blockhouse Bay/New North Rd. This trial had failed to achieve the intended outcome; traffic using the slip lanes failed to stop. Steve also noted that Mark Edwards is progressing the completion of the revision of Part 5 of the TCD Manual and the review of Part 4 is now in the programme.

3.2 CNG & PNG update

Glen Koorey provided an update on progress with both completion of CNG tasks, noting that a large number are effectively completed and ready to upload, and commencement of substantive development of the PNG, which is potentially now on track for a mid-September publication date. The draft structure for the PNG was presented.

4. DESIGN ISSUES

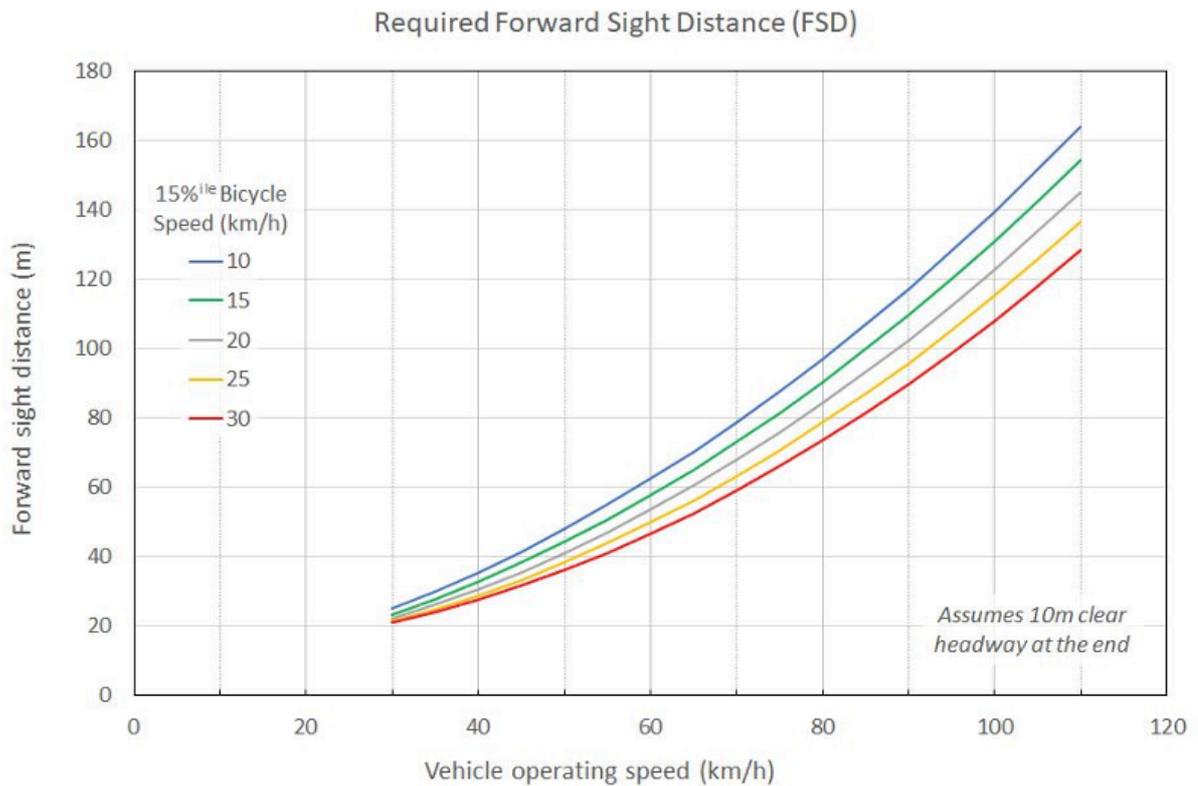
4.1 Rural treatments

Glen Koorey reported on work to consolidate relevant guidance from within the CNG into a specific section for rural roads, likely to incorporate:

- Safety issues and crash statistics
- Target road/shoulder widths
- Pinch points (incl. bridges)
- Geometry and forward sight distance issues
- Relevant signs (incl. dynamic)
- ATP installation (reference Technical Note)
- Sealed pavement guidelines
- Trials & case studies
- Rest areas & complementary facilities
- Wayfinding
- Sealing side roads or driveways
- Speed limits
- Speed vs volume facility selection
- Protection from roadside hazards

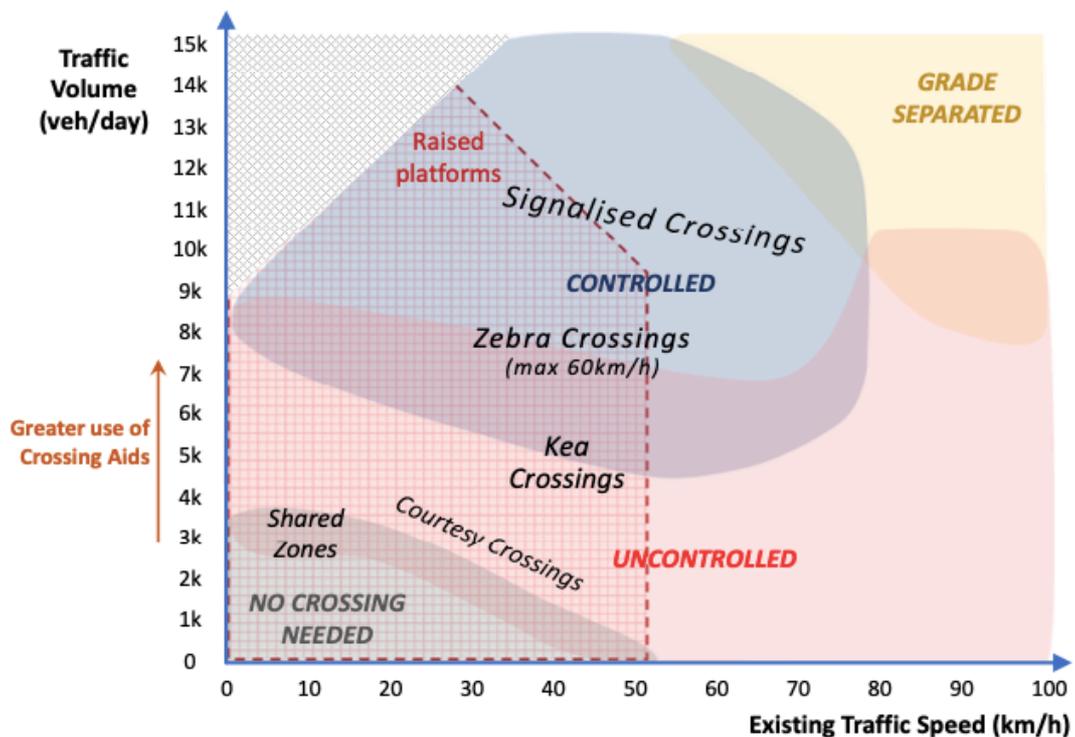
Glen noted that the 5th Edition of the NZ Cycle Trail Guide released in August 2019 has expanded the content on on-road facilities, so some material will be referenced to avoid duplication.

Glen particularly noted the effect of a lack of a sealed shoulder where double yellow lines are marked and where forward sight distance for drivers would fail to provide sufficient time for safe deceleration when a cyclist is present. The desired outcome is to avoid the default being to pull into the oncoming lane.



4.2 Crossings – courtesy, platform, etc

Glen Koorey presented a graphic representation of pedestrian crossing options available for traffic volume and traffic speed variables for discussion:



V2, 30 Jul 2020

It was agreed that this needed refinement. Platforms would be unlikely to be needed where no crossing was needed or within Shared Zones or where existing traffic speeds were <30kmph. Whether a crossing with over 8,000 vehicle/day and

existing traffic speeds >80kmph would be uncontrolled was open to doubt. A Shared Zone with existing traffic speeds of >40kmph was viewed with some misgivings and it was felt that Courtesy Crossings should be restricted to traffic volumes <4,000 vehicles/day and existing traffic speeds <30kmph. Peak volume, rather than average, would be the better determinant. Pedestrian traffic volume would also be a determinant.

It was agreed that thought also needs to be given to the implications arising from the rule changes resulting from Accessible Streets, Innovating Streets and the side-road give way changes. Further comments were sought from members.

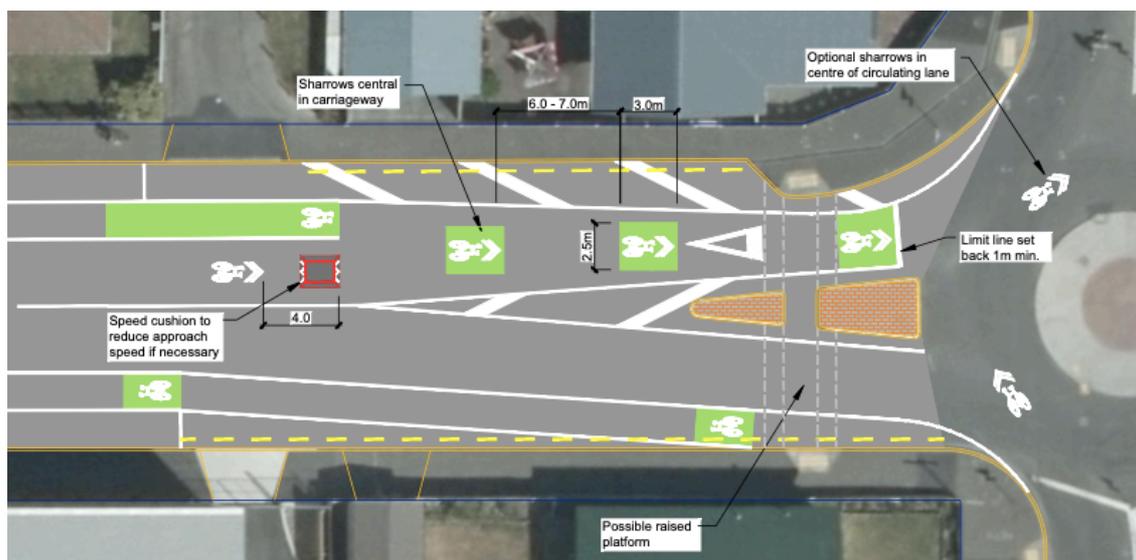
4.3 Two aspect Cycle signals reports

Steve Dejong reported on the outcome of two slightly different trials of two-aspect cycle signals approved in April 2018 at the Taranaki St/Arthur-Buckle St intersection in Wellington and the intersection of the Quarryman's Trail MCR with Barrington St and Strickland St in Christchurch. The Christchurch trial used combined pedestrian and cycle masks, requiring 300mm lanterns. The Wellington trial used separate cycle and pedestrian displays on 200mm lanterns.

The trials showed that cyclists do not select the cyclist call button and will press the pedestrian call button as frequently, and the majority of cyclists proceed to cross with either a flashing red or yellow cycle signal. There were potential safety implications for signal controlled shared crossings as a result of both behaviours, but no safety issues specific to the combined signals that are not seen with the traditional signals were observed. It was noted that a Rule change would be required to proceed further from this trial and it was unclear how and when such a change might be implemented at present.

4.4 Cycleway merge options

Glen Koorey presented four revised options for the use of colour and markings at the merger of a separated facility into the traffic lane.



Placing the green block and sharrow at the limit line was preferred, as this would give motorists passing in front of it a visual cue to watch for cyclists. The first sharrow without green was agreed to be confusing and unnecessary. Closing the entry to a cycle lane with a white line was incorrect.

Marking sharrows within roundabouts had proven to be too difficult to maintain, because the action of the tyres quickly obliterated the markings, while shifting the markings into the debris zone to extend their life would diminish both the message to motorists and the level of service for cyclists tracking the markings.

Indicating the installation of a speed cushion as an integral part of the layout was considered unnecessary and potentially less safe for cyclists, if motorists were likely to avoid it by entering the cycle lane to go around the cushion.

It was agreed that the use of the sharrow marking would require the location to meet the parameters for the marking in the guidance.

Glen Koorey will revise the design to reflect the comments.

4.5 ASB buffer – guidance note to be reviewed

Simon Kennett presented the draft guidance developed following the trial of a buffer behind the ASB at the Ngaio Gorge Rd/ Hutt Rd intersection in Wellington.



It was agreed that the Draft Guidance Note would be circulated for comment.

Simon also raised the incidence of encroachment over the limit line before pedestrian crossing lines. It was agreed that marking an increased gap between the lines needed to be given a trial, with enough warning before the remarking for pre- and post-marking video records of behaviour to be obtained. Members were asked to make a note of this for any remarking being scheduled.

In response to a query received in Auckland, it was agreed that marking an ASB at a mid-block crossing was not an intended or appropriate use.

4.6 AT landing guidance

Simon Kennett reported that NZTA was keen to see national adoption of the guidance developed by AT for the design of ramps and landings on cycle and shared paths. The experience with the Glen Innes facility had demonstrated that application of the guidance within the Building Code was inappropriate and caused stability problems for users. Longer landings are needed and for gradients up to 8%, longer gaps between landings can be tolerated. It was agreed that liaison with MBIE on the guidance to ensure it was recognised as a suitable alternative solution should precede any wider promulgation.

4.7 Sharks teeth ramp markings

Tim Hughes and Wayne Gallot reported separately on potential ramp marking designs. Both identified that attempting to fit the marking to the variable height of the ramp while maintaining a set base width for the marking and having each triangle contiguous with the next produced anomalous results. It was apparent that developing specifications for all variables would result in an excessively complex marking guide.

Points in general agreement from discussions of this topic were:

- the apex of each triangle should be at the crest of the ramp, and that the length of the marking to its base should be standard, rather than defined by the ramp length
- the minimum and maximum width of the base should be specified
- the maximum gap between each triangle should be specified
- where used with a zebra on a platform, aligning the apex of each triangle with the centre of a bar of the zebra could increase the visibility of the zebra to an approaching motorist
- three white triangles within a lane were likely to be understood as marking a ramp, regardless of the width of the lane.

Steve Dejong and Gerry Dance will review the work done on this in order to synthesise the possible minimal guidance requirements.

5. OTHER BUSINESS

5.1 Comings and goings

Gerry Dance acknowledged the enormous contribution to the work of the Agency and the group by Tim Hughes, who retired on 31 July, and wished him well for the future.

5.2 AMIG meeting frequency - deferred to next meeting

6. NEXT MEETING

Thursday, 27 August 2020 at 9:00 AM – 11:00 AM. Microsoft Teams Meeting
Conference ID: 707 270 878#

- Greenway signage
- Barrier guidance
- Access control devices