

**MINUTES: Thursday, 30 September 2021 9:00 AM – 12:00 PM.  
Majestic 5.02 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
- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Niki Carling, Safe & Sustainable Journeys Manager, Rotorua Lakes District
- 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, Transport Planner/Engineer, Wellington City
- Wayne Gallot, Senior Transportation Engineer, Christchurch 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, Senior Transportation Planner, Palmerston North City
- Malcolm McAulay, Senior Multi-modal Advisor, NZTA
- Wayne Newman, (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Bill Rice, Senior Transport Engineer, Nelson City
- Erik Teekman, Principal Adviser Walking & Cycling, NZTA
- James Wratt, Multi-modal Advisor, NZTA

**Apologies**

- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Claire Sharland, Asset Manager Transportation, Taupo District

**Guests**

- Nigel Hutt, Walking and Cycling Activity Class Manager, NZTA (3.2)

# A G E N D A

## 1. WELCOME, INTRODUCTIONS, APOLOGIES

## 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

### 3. TRIAL REPORTS and ISSUES

3.1 Dutch-style roundabouts.....Simon Kennett

3.2 NLTP overview.....Nigel Hutt

3.3 Walk/cycle design guidance and capability training in NLTP.....Gerry Dance

3.4 Lessons from Quay St and K'Road.....Twan van Duivenbooden

#### **Deferred to 17 November**

3.5 Flush medians v separated cycle facilities.....Simon Kennett

3.6 Rural cycling provision .....Glen Koorey

#### **Deferred to 17 November**

3.7 Reduced-impact pavement surfaces.....Hilary Fowler

### 4. UPDATES

4.1 TCD Steering Group .....Steve Dejong

4.2 CNG and PNG developments .....James Wratt

4.3 Accessible Streets .....Simon Kennett

4.4 Aotearoa Urban Street Planning and Design Guide .....Gerry Dance

4.5 Path Behaviour Marking Guidance.....Simon Kennett

### 5. OTHER BUSINESS

5.1 Final 2021 AMIG meeting –17-18 November

## NOTES

### 1. WELCOME, INTRODUCTIONS, APOLOGIES

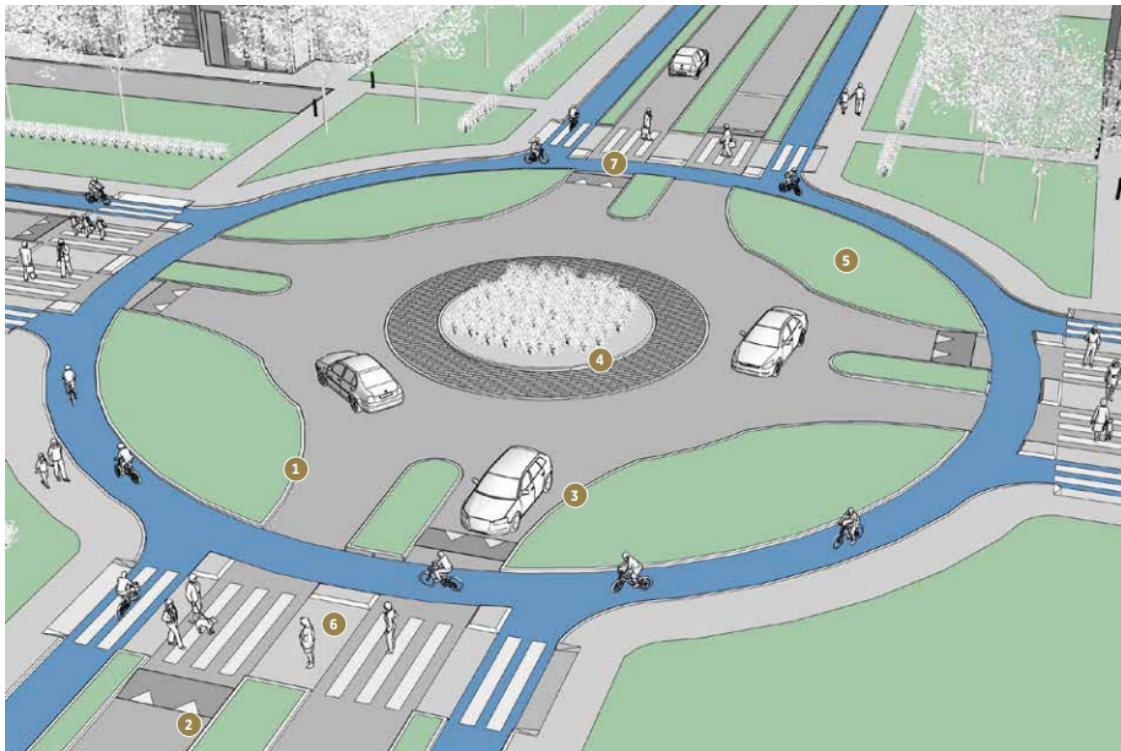
Gerry Dance welcomed Mark Edwards back to the group. The apologies were noted. Wayne Gallot offered his and Sarah Thorne's apologies for the November meeting. The draft agenda was confirmed subject to items 3.4 and 3.6 being deferred to the next meeting and two additional updates being included as 4.4 and 4.5.

### 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Minutes of meeting on 5 August 2021 were confirmed. Gerry Dance commented on the reference to a "potential requirement for bilingual signs" under 4.1, noting that design work for bilingual TCDs was expected to begin in earnest in 2022 and would have implications for wayfinding signage, as there was enthusiasm for these signs to be included in the first tranche of bilingual signs.

### 3.1 DUTCH-STYLE ROUNDABOUTS

Simon Kennett introduced this item, noting that Dutch-style roundabouts have long been discussed in NZ, but their spatial requirements are seldom available locally.



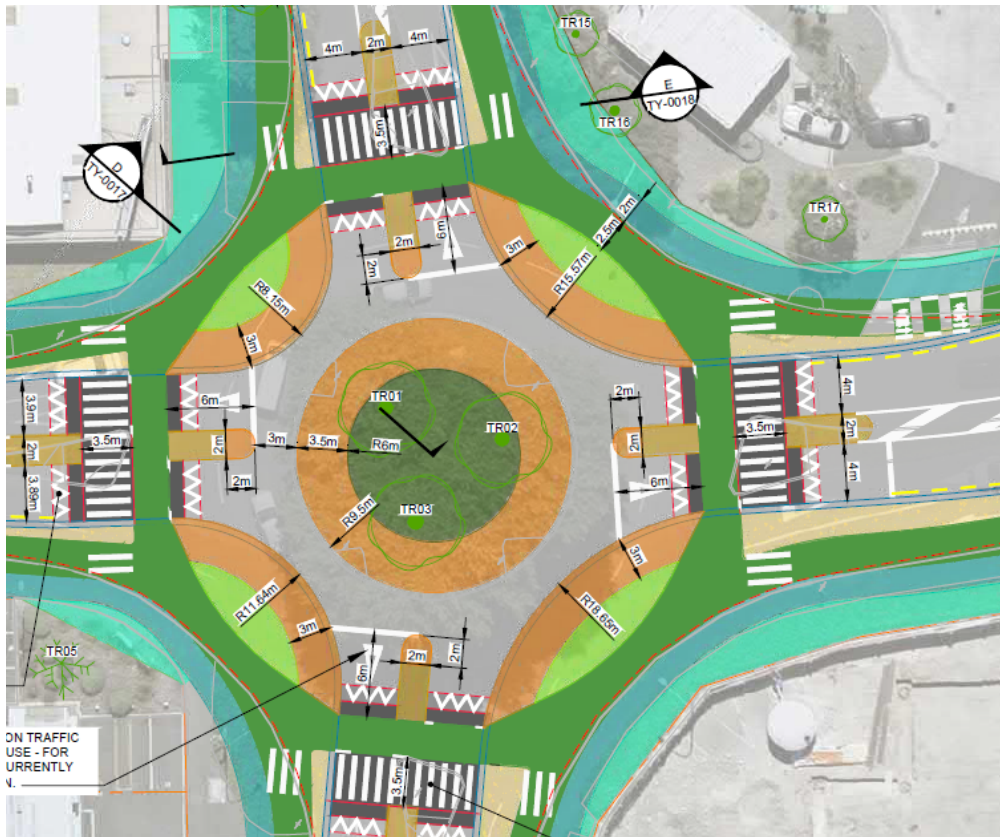
*Schematic of Dutch-style roundabout (inner diameter of cycle path estimated to be approx. 48m)*

Local attempts to replicate a Dutch-style roundabout tend to be constrained by the available space to a reduced radius for the encircling cycle path. This in turn reduces the length of the stacking spaces available to vehicles leaving the roundabout and waiting for cyclists and pedestrians, potentially blocking the whole intersection.

Simon presented designs from Palmerston North and Hamilton for possible Dutch-style roundabouts that demonstrated the challenge of fitting the circular design within a total diameter of 40m. The key considerations for such a roundabout appear to be:

- Slow speeds
- Visibility of both cyclists to motorists and motorists to cyclists
- Single direction of travel around for cyclists
- Curves that are neither too indirect nor too tight
- Space for a vehicle to stop after or before crossing the cycle path
- Clear priority for both pedestrians and cyclists
- Access for larger and longer vehicles to turn
- Comfort of bus passengers transiting ramps and mountable kerbs
- Appropriate pedestrian refuges, and
- Correct signs and markings

Specific design guidance and actual layout plans in the CNG could assist practitioners.



*Design for Tristram Street: Collingwood Street intersection, Hamilton*

The closest examples in NZ at present are in Mangere and at Salisbury Road, Richmond. Although the latter used only two crossings the cruciform design delivered stacking space within the crossings that would otherwise require a radius of about 30m to the inner edge of a circular cycle path.



*Salisbury Road: Champion Road intersection, Richmond*

Despite the inverted curves, however, cyclists were reported to enter the crossings at speed and appear very suddenly for motorists. One reason for this was that the cyclists were placed relatively further from the illumination from street lights, while the absence of hold rails or other furniture tended to allow cyclists to intrude easily onto the pedestrian crossings. It was agreed that cycle path illumination and effective approach speed mitigation were also design considerations for a successful Dutch-style roundabout.

### 3.2 NLTP OVERVIEW

Gerry Dance welcomed and introduced Nigel Hutt, who explained that the 2021-24 NLTP has \$24.3 billion of forecast investment:

- \$15.6 billion from the NLTF (including \$2 billion of Crown financing)
- \$4.8 billion of council funding (“local share”)
- \$0.8 billion of Crown funding for Rail Network Investment Programme (RNIP)
- \$2.5 billion Crown funding primarily for NZUP

This investment will reflect four strategic priorities outlined in the GPS and four further government commitments:

- Safety
- Better travel options
- Climate change
- Improving freight connections
- Road to Zero
- Auckland Transport Alignment Project (ATAP)
- Let’s Get Wellington Moving (LGWM)
- Rail Plan

The \$2 billion of additional Crown financing was critical to the investment target for Walking and Cycling, providing \$298 million extra to increase the initial investment target of \$320 million to \$618 million. There is already \$718 million of investment in the programme, but it is assumed that some projects will drop out.

Some of the larger projects likely to be funded include:

- \$179 million for Ngauranga to Petone shared path
- \$190 million for Auckland Urban Cycleways Projects
- \$19 million for Dunedin’s cycle network
- \$57 million for Tauranga’s primary cycleways
- \$18m for Let’s Get Wellington Moving (LGWM) City Streets and Safer Speed Implementation programmes, including the Cobham Drive pedestrian upgrade.
- \$4 million for Porirua shared paths
- \$7 million for 4.4km Eastern Bays Shared path in the Hutt Valley
- \$21 million for Hutt Riverlink Walking and Cycling Bridge to Melling
- \$26 million to complete Wellington City Council’s Cycleways projects.
- \$13 million for first stage of Wakatipu Walking and Cycling Network
- \$14 million for Mangawhai Shared Path in Kaipara
- \$9 million for New Plymouth Coastal Path.
- \$10 million for a clip-on shared path on SH3 Ashhurst Bridge

- \$22 million for Hamilton Eastern Pathways Connections and School link projects

There was also a \$30 million extension for qualifying Innovating Streets projects (at 90% FAR) and \$39 million for low-cost low-risk projects on state highways. The challenges now would be achieving a longer planning approach while addressing the increasing urgency of delivering responses to climate change, and increasing capabilities rapidly to be able to deliver the programme.

### **3.3 WALK/CYCLE DESIGN GUIDANCE AND CAPABILITY TRAINING IN NLTP**

Gerry Dance referred to the survey of training needs in 2018 that had identified multi-modal urban street design as the priority. The response had been the delivery in 2019 of six one-day Introduction to cycling courses, two advanced intersection design courses, two week-long Safe System Engineering Workshops, four two-day courses on Designing Streets for the 21<sup>st</sup> Century, a multi-modal design workshop for 'Let's Get Wellington Moving' and various Innovating Streets community of practice sessions.

Discussion of future training options agreed that these might include one-day courses on PNG, CNG and advanced intersection design, a two-day course on Designing Streets for the 21<sup>st</sup> Century and further Safe System Engineering Workshops, but also more half-day workshops and refresher courses looking particularly at changes. Workshops with a specific focus on one walking and cycling issue (such as intersections) or a masterclass able to get to granular detail on a specific location would also be useful additions to the suite of training offerings.

### **3.5 FLUSH MEDIANS V SEPARATED CYCLE FACILITIES**

Simon Kennett presented a brief summary of the conclusions from research on keeping or removing flush medians to facilitate provision of cycling facilities. Research report 389 concluded that flush medians:

- Provide for safer turning by cyclists, as well as motorists
- Allow for smoother traffic flow
- Provide space for able bodied pedestrians to pause between lanes when crossing the road
- Provide space to give safe separation when overtaking a cyclist

(<https://nzta.govt.nz/assets/resources/research/reports/389/docs/389.pdf>)

It was agreed that a flush median would need an adequate minimum width to deliver these benefits, and the degree to which they could be delivered would be location specific, but as a general principle removing parking lanes rather than a flush median was preferred. It was also noted that narrowing traffic lanes to retain a flush median had the potential to reduce vehicle speeds, while the flush median was in effect potentially an urban equivalent of the 2+1 layout. Greater guidance could usefully be added to CNG on this topic.

### **3.7 REDUCED-IMPACT PAVEMENT SURFACES**

Hilary Fowler sought more detail on this research, raised at the previous meeting. Research Report 679 had been published since that meeting but focussed on use of crumbed rubber from used tyres to enhance the performance of chipseal binders in vehicle-traffic pavements.

(<https://www.nzta.govt.nz/resources/research/reports/679>)

It was noted that LSA has repeatedly submitted that concrete is too hard as a walking surface and the occurrence of shin splints in runners habitually using such surfaces offers some support to this view. Of equal note would be the potential benefit to vulnerable transport users from a reduced-impact surface, as slips, trips and falls result in about 500 hospital admissions for this group annually from Auckland alone and this demographic is forecast to increase.

It was agreed that there was sufficient interest to justify some local research and testing. Steve Dejong noted that Maggie Trotter had also been interested in further investigation of this topic.

### **4.1 TCD STEERING GROUP UPDATE**

Steve Dejong reported that TCD Manual Part 4 was out for consultation and industry feedback on whether to provide it in HTML or PDF was particularly sought. Glen Koorey noted that Part 5 was very easily navigated in HTML. Steve also reported that the Gazette Notice replacing the VicRoads Cycle Note 10 cycle path markings was expected to be published on Monday 4 October. (<https://gazette.govt.nz/notice/id/2021-au4249>)

### **4.2 CNG AND PNG DEVELOPMENTS**

James Wratt explained changes being made to the CNG process for the new NLTF programme to reduce the list of tasks to identified priorities and 'proposed tasks' with priority being given to PNG tasks at present. Among the tasks identified as a higher priority for the CNG was "bike parking", specifically provision of parking for e-bikes. These now comprise 50% of total bike numbers and are too heavy to lift onto the standard bike hook. Gerry Dance reported that the draft PNG was undergoing the final reviews in preparation for going live and gave the meeting a brief tour of the draft site.

### **4.3 ACCESSIBLE STREETS**

Simon Kennett reported that officials were waiting on the Minister's decision on specific options within the package, but it was now possible that it would go to Cabinet before Christmas for implementation early in 2022.

### **4.4 AOTEAROA URBAN STREET PLANNING AND DESIGN GUIDE**

Gerry Dance reported that this new guide was available, only in PDF (24MB download) and provided a brief overview. The Guide seeks to provide a national framework and high-level principles for multi-modal street design in an urban context. This follows the success of overseas street design guides, such as the National Association of City Transportation Officials (NACTO) Urban Street

Design Guide, which look holistically at street design and provide clear directions towards a more human-centred approach to streets.

The Guide aims to support existing guidance and the growing body of national guidance for the multi-modal environment and will support existing good practice already underway in New Zealand, acknowledging that several local authorities have already produced their own street guides. The guide was released as a final draft, to be finalised in 2022.

<https://nzta.govt.nz/assets/About-us/docs/urban-street-guide/Aotearoa-urban-street-planning-and-design-guide-final-draft.pdf>

#### **4.5 PATH BEHAVIOUR MARKING GUIDANCE**

Simon Kennett reported that this guidance note was in draft waiting on the link to the published Gazette notice, but noted that good environmental design was the preferred option, with markings needed only where the design was not intuitive for users. The font used has been chosen to be ‘softer’ and distinct from road markings, and unlike road markings messages are laid out with the first word at the top. To be effective, the markings need to be large enough to be clearly visible and easily read, and this is reflected in the recommended sizes, whereas the double yellow lines are effective if marked at 50mm. There was some discussion of whether further guidance was needed on marking a shorter series of red blocks on shared paths (at the approach to a bus stop or school entrance, etc) for only 4m perhaps instead of the full 14.6m, and on whether the “((BELL)) WHEN PASSING” ought to be “BEFORE PASSING”.

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/guidance-notes-and-tools/>

#### **5.1 FINAL 2021 AMIG MEETING –17-18 NOVEMBER**

Gerry Dance reminded the meeting of the plan to meet in Havelock North and Eynon Phillips briefly outlined the programme of site visits being organised for the group to view facilities and interventions in Havelock North, Hastings and Napier over the two days. Wayne Newman reminded the meeting that numbers would need to be confirmed for booking bikes and catering. Glen Koorey added a report on luminescent path material to the agenda and Gerry noted that it would be an opportunity to hear a report from Owen Mata on ten years since the inception of the “IWay” Model Community.

Meeting closed: 12:15