

MEETING: Thursday, 4 April 2023 9:00 AM – 12:00.
Majestic 7.06 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

- Shane Binder Transport Engineer, Waimakariri District
- 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
- Mark Edwards, Multi-modal Senior Advisor, WK/NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Jonathan Kennett, Special Project Adviser, Wellington 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
- Malcolm McAulay, Senior Multi-modal Advisor, WK/NZTA
- Wayne Newman, (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Erik Teekman, Principal Transport Planner, WK/NZTA
- Patricia Vasconcelos, Multi-modal Advisor, WK/NZTA
- James Wratt, Multi-modal Advisor, WK/NZTA
- Honor Young, Urban Mobility Team Lead, Hamilton City
- Jocelyn Zhang, Transport Project Manager, Hutt City

Apologies

- Chris Lai, Senior Transportation Planner, Palmerston North City
- Nick Marshall Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Cara Phillips, Senior Transport Engineer, Walking & Cycling, Tauranga City
- Claire Sharland, Asset Manager Transportation, Taupo District

A G E N D A

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 - (a) Decision on developing a specific sign for the back of a refuse truck
 - (b) Dutch-style roundabout design for Palmerston North - update
3. ITEMS DEFERRED FROM LAST MEETING
 - 3.1 Capability-building in 2023
 - 3.2 2023 AMIG Programme
4. UPDATES & REPORTS
 - 4.1 PNG & CNG updates
5. WIDER SHOULDER / CYCLE FACILITY PROVISION & TRIALS
6. DEALING WITH OLD, RETROFITTED CYCLE LANES
7. MAINTENANCE SPECIFICATIONS FOR PRIMARY CYCLE FACILITIES
8. QUICK-BUILD PEDESTRIAN/CYCLING BRIDGES
9. INCLUSIVE CYCLING GUIDANCE NOTE FEEDBACK
10. HIGHLIGHTS FROM 2022 NETHERLANDS STUDY TOUR

1. WELCOME, INTRODUCTIONS, APOLOGIES

George Lane and Patricia Vasconcelos were welcomed and introduced. The apologies were noted.

2. MINUTES FROM PREVIOUS MEETING: 9 Feb. 2023

The minutes of the previous meeting were approved without amendment.

2.1 Matters arising

(a) *Decision on developing a specific sign for the back of a refuse truck*

Noted the “Pass with care” sign is approved for use on a moving vehicle and any extra signage would be permanently displayed whether the vehicle was on or adjacent to a cycle facility or not, and would need to be approved and Gazetted before it could be used.

Agreed that an appropriate sign is available and in use, and extra signage is not needed.

(b) *Dutch-style roundabout design for Palmerston North - update*

Michael Bridge presented revised designs for the proposed roundabout at the Cook St/College St intersection in Palmerston North, showing how the feedback from the previous meeting had been incorporated into the design at the dual zebra and cycle crossings, in the vegetation heights and in the geometry of the cycle path.

Noted that a supplementary [Give Way] to cyclists and pedestrians sign for motorists approaching the roundabout cannot be used in isolation and the approved Give Way sign must be present before any supplementary sign may be employed.

Agreed that the changes to deliver more consistent cyclist speeds and reduced speed differential between cyclists and vehicles within the roundabout were moving the design closer to the Dutch prototypes within the limited space available.

3. ITEMS DEFERRED FROM LAST MEETING

3.1 Capability-building in 2023

Glen Koorey reported on the cooperation between Abley, ViaStrada and MRCagney to support capability within the sector. Six courses have been presented since August 2022. The sector survey done in November 2022 showed good interest in course topics. Planned courses included maintenance and renewal, PT and cycling integration and Innovating Streets. Planning and design for cycling would be offered in Auckland and Christchurch during May 2023, with a course limit of about 30

participants and fee of about \$500 each (possibly discounted for some community-based group attendees).

Cycling intersection design is a possible course for June in Auckland and Christchurch, while a focus on walking could link to the 24-25 July summit being held in Christchurch. Later in the year an offer of urban street design workshops for Hamilton, Auckland, Palmerston North and Christchurch remains possible.

Noted that sector is currently working at capacity and needs capability support, and that any focus on intersection design now needs to be multi-modal.

3.2 2023 AMIG Programme

Gerry Dance presented the meeting schedule for the remainder of 2023, with meetings to be held on 8 June, 3 August, 7 September and 16 November. Topics likely to dominate much of the agenda for the year would be the planned refresh of CNG (now seven years old), the finalisation and ratification of PNG (and replacement of the PPDG), increasing focus on multi-modal guidance, and planning for NLTP and Transport Choice projects.

Noted the short interval between the August meeting and September meeting (which would clash with the Trafanz Conference over 5-8 September).

Agreed to reschedule September meeting to 14 September.

4. UPDATES & REPORTS

4.1 PNG & CNG updates

James Wratt reported that, in addition to the activities mentioned by Gerry, work on signalised intersections would be being progressed in the coming months, too, and a significant amount of work was in the programme for 2023.

5. WIDER SHOULDER / CYCLE FACILITY PROVISION & TRIALS

Daniel Cairncross reported on trials being undertaken by Wellington City Council to allow the installation of Paneke Poneke within a network dominated by relatively narrow roads on topography that made widening the carriageway prohibitively expensive in most cases. Many of the city's roads are only 6-8m wide, so the trials will measure the positions of cyclists and vehicles in response to a widened shoulder. This would create a 750mm path bounded by a solid white line. These would be installed primarily on uphill gradients, while sharrows could be installed on downhill gradients.

Noted that retention of centre lines combined with no hatched buffer on roads with often poor forward visibility was providing a suboptimal facility, while use of cycling symbols outside recommended guidance and on suboptimal facilities was also a potential concern.

Agreed that an urban '2 minus 1' lane configuration was a potential intervention to address the absence of safe passing distance likely to be present in many locations.

6. DEALING WITH OLD, RETROFITTED CYCLE LANES

Honor Young reported numerous requests were being received from cyclists relating to informal parking bays created by the position of marked cycle lanes leaving a wide shoulder. This was too narrow for vehicles to park within, so the vehicles intrude into the cycle lane and the full width of the cycle lane is within the dooring-zone.

Noted that the examples shown revealed very light parking demand, indicating that providing adequate parking with a buffer on one side of the road, removing it entirely from the opposite side, and shifting the traffic lanes accordingly was a readily available cost-effective solution. Alternating the removed parking/widened parking from one side to the other along the road would introduce passive traffic calming by making the road appear more sinuous to motorists.

7. MAINTENANCE SPECIFICATIONS FOR PRIMARY CYCLE FACILITIES

Simon Kennett presented draft specifications for maintaining acceptable levels of service, noting that many facilities are now up to a decade old and in need of renewal or major maintenance. The planning for a replacement of the Ngarauunga-Petone cycle path and need to avoid repetition of the maintenance problems encountered with that facility were the major drivers for new draft specifications addressing surface debris, bumps, vegetation encroachment, graffiti, surface defects, flooding and fencing.

Noted that design to facilitate maintenance and regular inspection, with clear guidance on inspection needs, could be more effective than prescriptive specifications. Having different or non-standard maintenance contracts would not be desirable for the majority of facilities. Generally the preference would be to align these contracts with other maintenance contracts.

8. QUICK-BUILD PEDESTRIAN/CYCLING BRIDGES

Eynon Phillips reported on the effect of cyclone damage on the network in his region, noting the loss of many bridges had left communities severed or isolated. Restoring road connections could be years away, so provision of pedestrian and cycling bridges could potentially offer a cheaper and faster means of reconnecting communities, but there was concern over the spans required. These were 100-150m in many cases.

Noted that the Cycle Trail has employed suspension bridges of 150m.

Agreed on a need for minimum standards for replacement structures to ensure space for dual use and use of materials with lesser environmental impact.

9. INCLUSIVE CYCLING GUIDANCE NOTE FEEDBACK

Simon Kennett presented guidance being prepared for delivering cycling for all abilities. The Inclusive Cycling Planning and Design Guidance will look at infrastructure challenges and possible solutions for narrow lanes, tight access, angle of approach, barriers, gradient, negative crossfall at curves, raised safety platforms, hook turns and intersections, coherent route signage for cyclists with cognitive disorders, and parking for cycles that can be up to 1.2m x 2.6m with a 6m turning circle. Feedback was sought by the end of April to allow the work to be completed by MRCagney.

10. HIGHLIGHTS FROM 2022 NETHERLANDS STUDY TOUR

Daniel Cairncross reported on some key insights gained from a month-long study trip in the Netherlands in mid-2022. The city of Utrecht, with a population of 560,000 within its metropolitan area, has more than 50% of the population cycling. The Dutch attitude to providing cycling infrastructure is that it is not about providing cycling infrastructure. Road design is determined by the intended function of the road - what it is trying to achieve or deliver - before turning to guidance. Only three classifications exist for roads: through roads, access roads and distributor roads. Infrastructure is consistent nationally. Design seeks to deliver functionality, homogeneity, recognisability, forgiveness and awareness. Infrastructure for cars is being deliberately reduced, whether by removing bypasses or making roundabouts more constrained for vehicles than cyclists. Underlying much of this is a recognition that cycling benefits vastly exceed the benefits from PT or private vehicles, while the costs of PT significantly exceed those of private light vehicles.

Meeting closed at 12:00.