

MINUTES: Thursday, 3 August 2023 9:00 AM – 12:00.

Majestic 7.08 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
- 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
- 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
- Nancy Mitchelson, Urban Mobility adviser, WK/NZTA (Item 9)
- Jane Murray, Transport Planning Advisor, Tasman District
- Wayne Newman, (secretary)
- Scott Parker, Cycleways Manager, Western Bay of Plenty District
- Cara Phillips, Senior Transport Engineer, Walking & Cycling, Tauranga City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Lorelei Schmidt, Principal Multi-Modal Advisor, WK/NZTA (Item 10)
- James Wratt, Multi-modal Advisor, WK/NZTA
- Honor Young, Urban Mobility Team Lead, Hamilton City

Apologies

- Nick Marshall Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Steve Dejong, Senior Engineer, Regulatory Services, WK/NZTA
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Claire Sharland, Asset Manager Transportation, Taupo District
- Patricia Vasconcelos, Principal Multi-Modal Advisor, WK/NZTA

A G E N D A

1. WELCOME, INTRODUCTIONS, APOLOGIES
2. MINUTES FROM PREVIOUS MEETING: 8 Jun. 2023
3. MATTERS ARISING
 - (a) Bi-directional Cycleway Concept Designs - Michael Bridge
4. BRIEF UPDATES
 - (a) Dutch-style roundabout design - Palmerston North – Michael Bridge
 - (b) Inclusive Cycling Guidance Note feedback - Simon Kennett
 - (c) Maintenance Specifications for Cycle Facilities – Simon Kennett
5. CAPABILITY-BUILDING
 - (a) Multi-modal design & design workshops - Glen Koorey
6. TCD STEERING GROUP – report - Mark Edwards
7. CNG UPDATES - report - Simon Kennett
8. PNG UPDATES - report - James Wratt
9. RESHAPING STREETS - Nancy Mitchelson
10. BUS LANE WIDTH RECOMMENDATION REVIEW - Lorelei Schmitt
11. BIKE PARKING GUIDANCE - Cara Phillips

NOTES

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed Scott Parker to the group and noted the addition, too, of Vaishali Sankar from the Northern Transport Alliance and the resignations of Elizabeth Stacey, Bob Hu and Jocelyn Zhang. The apologies of Steve Dejong, Karen Hay and Claire Sharland were noted.

2. MINUTES FROM PREVIOUS MEETING: 8 Jun. 2023

The circulated draft minutes were confirmed without amendment.

3. MATTERS ARISING

(a) Bi-directional Cycleway Concept Designs

Michael Bridge reported that the public consultation on the designs had aligned with the Safe System Audit and stakeholder feedback in favouring a unidirectional design. The elected representatives overwhelmingly endorsed the unidirectional design. Given that this will reduce parking along the route to about 85 parks from 600+ this was a very strong vote for change. A design workshop was scheduled for September to begin to identify and resolve specific issues within the design. Michael also noted that Waka Kotahi plans to upgrade the State highway intersection meant that a lot of design work was now progressing.

4. BRIEF UPDATES

(a) Dutch-style roundabout design - Palmerston North

Michael Bridge reported that no decision had been made yet on proceeding as the raised platform design creates some costly issues around stormwater still to be resolved.

(b) Inclusive Cycling Guidance Note feedback

Simon Kennett reported that good feedback had been received and passed to MR Cagney, and the final draft had been received back that week. One issue identified in the consultation was the name, with “accessible” favoured over “inclusive”, which was seen to imply matters related to ethnicity and gender. Michael Bridge supported this, noting that “accessible” implies “inclusive” whereas “inclusive” need to be “accessible”.

(c) Maintenance Specifications for Cycle Facilities

Simon Kennett reported that this work had not yet been progressed.

5. CAPABILITY-BUILDING

(a) Multi-modal design & design workshops

Glen Koorey reported on the webinar and workshop programme. All webinars are being loaded into the PNG. Webinars would cover renewals on 2 August, Healthy Streets (presented by Lucy Saunders) on 8 August, and PT and cycling on 5 September. Topics for further webinars needed to be identified, but might include innovative streets, paths and supporting infrastructure, parking management or local case studies.

The Planning & Design workshop in Hamilton on 27 July had 19 attendees, while the Wellington workshop on 28 July had been attended by 25. Venues for further workshops were likely to include Whangarei and Palmerston North.

Advanced Cycle Intersection Design workshops were scheduled for 28 August in Auckland and 29 August in Christchurch. Whangarei was a possible venue for one of these, too.

A Planning & Design for Walking workshop had been held in Christchurch on 26 July. A date and venue for the next one was still being worked on.

A further round of Urban Street Design workshops during September to December was still being organised, but venues were likely to be Hamilton, Auckland, Palmerston North and Christchurch. Similarly, dates for Planning & Design for PT workshops in Auckland, Wellington and Christchurch during September to November still needed to be set.

Feedback on the benefit/cost of the two-day workshops in the meeting suggested that these were cost-effective and accessible, with wider participation at an introductory first day and more experienced participants joining for the more advanced level on the second day.

6. TCD STEERING GROUP – report

Mark Edwards reported in Steve Dejong's stead that Directional cycle signals will be included in consultation for changes to the TCD Rule under the Regulatory Stewardship Rule Amendment (previously known as the Omnibus Rule Amendment). Consultation will be post-election (and there may be opportunities to include shared pedestrian / cycle crossing aspects pending a positive trial report before then). Priority is being given to addressing the consultation on the Bilingual Rule change, which drew approximately 10,000 submissions.

The following signs had been drawn up and would come to the next AMIG meeting for discussion (if not already gazetted before then):

- NO EXIT except Cyclists & pedestrians.
- Cycle MERGING, CROSSING, TURNING supplementary signs to supplement the W16-7 cycle warning sign.
- Multiple humps warning sign.

Mark also reported that the AMIG pedestrian wayfinding signage group had had its second meeting on 31 July, where it received input from Melbourne City Council on Wayfinding Melbourne signage. The meeting also looked at what has been done by AT.

7. CNG UPDATES - report

Simon Kennett reported that the change of format was technically difficult and this project was progressing very slowly. A second workshop was held with advocacy groups, while a third would be with consultants.

8. PNG UPDATES - report

James Wratt reported that much of the focus of the work on the PNG this year has been in response to the lead-up to the Living Streets Aotearoa conference and workshops.

Updates had been responding to submissions received during consultation last year. Work was about to begin on “Streets & Places”.

9. RESHAPING STREETS

Nancy Mitchelson joined the meeting to present Land Transport Rule Street Layouts 2023 (previously called Reshaping Streets) which had received Ministerial approval and would come into effect on 21 August. The rule enables an RCA to undertake pilot street changes, establish school streets and community streets (previously called play streets) and better manage traffic.

While it would support changes envisaged in other proposed regulatory changes, the rule is not “Accessible Streets”, “Innovating Streets”, “Streets for People”, etc. It provides a framework and criteria for a variety of changes.

Section 2 enables changes to the use of roads, whether prohibiting or restricting vehicles by modal filtering or timed restrictions outside schools. Section 3 enables pilots of street layout changes or speed limits in certain circumstances. Section 4 enables councils to approve community streets.

10. BUS LANE WIDTH RECOMMENDATION REVIEW

Lorelei Schmitt joined the meeting to present the background to the recommended changes. Austroads recommends 4.5m but allows 3.7m as acceptable. NZ has used either 3.2m or 4.2m, each intended to restrict conflict with passing bikes. Modern buses and bikes tend to be wider. Developers are using 3.2m for bus lanes because it is available in the guidance, but bus drivers find the lanes too constrictive and avoid using the lanes entirely. A survey of lanes in Christchurch, Tauranga and Auckland found lane widths of 3.2-3.5m. Research suggests that narrow lanes increase the potential for conflict with cyclists.

The proposed advice recognises the many variables in context for setting widths. A lane width of 3.4m should be used with caution and preferably with a separated bike facility only where the roadway is relatively straight and only in low-speed environments. Lane widths of 3.5-4.3m can be acceptable, again preferably with a SBF. A lane width of 4.4m, although generally preferred by both bus drivers and cyclists, can result in unsafe or excessive speeds.

The discussion focussed on whether the default response should be to provide a SBF in the design and fit the bus lane to the available remaining width, but noted the need for any design to provide extra width on curves.

11. BIKE PARKING GUIDANCE

Cara Phillips explained the context for Tauranga City Council exploring the use of vacant retail premises for bike parking. A \$300 million redevelopment was underway which would replace a CBD area currently having 25% empty retail premises, but this was happening within a broader redevelopment. A review by Stantec revealed the CBD would require parking for 450 bikes for visitors and commuters within 10 years.

This prompted TCC to look at using vacant retail premises. Eight potential sites were assessed against 11 criteria: owner willingness, availability, price, area, toilet facilities, presentation, location, accessibility, signage opportunities, potential conflicts. A key criterion was the ability to fit at least 80 bikes to justify the high cost: capex of \$105,000 and opex of \$235,000. Premises in Grey St have been taken for an 18-month trial.

12. OTHER BUSINESS

(a) November AMIG venue

Gerry Dance reminded the meeting of the dates for the remaining AMIG meetings for 2023, with the next meeting coming quite quickly on 14 September, and asked for offers to host the 15-16 November meeting. Both Gemma Dioni and Michael Bridge

offered, for Christchurch and Palmerston North respectively. As Christchurch had hosted a meeting relatively recently, Palmerston North was subsequently confirmed as the November meeting venue.

(b) Review of e-scooter Gazette notice

Glen Koorey noted the review of the 2018 E-scooter (Declaration not to be a Motor Vehicle) Notice, which was due to expire on 30 September 2023. Given that it would be very difficult to make any e-scooter compliant as a motor vehicle, as well as to create a practical licensing regime, it was recognised that without the Notice e-scooters would become illegal immediately.

(c) Motorcycles on cycle paths

Michael Bridge reported on mounting pressure to install extra barriers to prevent motorcyclists from accessing cycle paths. Sean Christian agreed that complaints about use of paths where barriers had been removed is prompting HCC to re-install barriers. These were likely to be mobility-scooter chicanes. Simon Kennett reported that gates that open slowly after a button is pushed were seen as an effective deterrent, whereas almost every other barrier invariably introduces accessibility restrictions for disabled cyclists.

Rachel Doelman reported that this has been a serious problem on cycle paths around Rotorua Lakes, where paths can be accessed directly from adjacent private properties. The paths were now being policed by officers on cycles and a Council bylaw allowed Police to seize property being used illegally on cycle paths.

Meeting closed 12:00