

MEETING: Thursday, 1 August 2024 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, Senior Transport Engineer, Waimakariri District
- Daniel Cairncross, Principal Traffic Engineer, Wellington City
- Charlotte Campbell-Lamerton, NZTA
- Bruce Conaghan, Transportation Policy and Planning Manager, Hastings District
- Gerry Dance, Team Leader Multi-Modal, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Gemma Dioni, Senior Transportation Engineer, Christchurch City
- Rachel Doelman, Sustainable Journeys Coordinator, Rotorua Lakes District
- Mark Edwards, Multi-modal Senior Advisor, NZTA
- Ashok Harridaw, Senior Engineer – Walking & Cycling, Tauranga City
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Principal Multi-modal Advisor, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Putri Kusumawardhani, Senior Specialist, Active & Shared Modes Design, AT
- Peter McGlashen, Lead Adviser, Urban Mobility, NZTA
- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, NTA
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- 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
- Mitra Prasad, Technical Lead – Active Modes, AT
- Patricia Vasconcelos, Principal Multi-Modal Advisor, NZTA
- James Wratt, Multi-modal Advisor, NZTA

Apologies

- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- Sean Christian, Urban Mobility Specialist, Hamilton City
- Mike van Enter, Senior Transportation Engineer, Tasman District
- Tony Mills, Senior Rooding Engineer, Napier
- Anna Nord, Senior Urban Mobility Advisor, WK/NZTA
- Claire Sharland, Asset Manager Transportation, Taupo District
- Erik Teekman, Principal Transport Planner, NZTA

A G E N D A

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| 1. WELCOME, INTRODUCTIONS, APOLOGIES | Gerry Dance |
| 2. MINUTES FROM PREVIOUS MEETING: 2 May 2024 | Wayne Newman |
| 3. MATTERS ARISING – progress reports | Wayne Newman |
| 4. TCD STEERING GROUP UPDATE | Steve Dejong |
| 5. AT PN FOR CYCLING INFRASTRUCTURE (INTERIM FACILITIES)
Mitra Prasad & Putri Kusumawardhani | |
| 6. DOING MORE FOR LESS | |
| 7. APPLYING “NO FRILLS” | |
| 8. REVISED MEETINGS PROGRAMME | Gerry Dance |

BUSINESS

- 1. WELCOME, INTRODUCTIONS, APOLOGIES**
Gerry Dance welcomed the group and the apologies were received and noted.
- 2. MINUTES FROM PREVIOUS MEETING: 2 May 2024**
The draft minutes of the previous meeting were approved subject to corrections to items 4 and 7 circulated and approved.
- 3. MATTERS ARISING**
There were no matters arising.
- 4. TCD STEERING GROUP UPDATE**
Steve Dejong reported that the revision of TCD Manual Part IV was finished and would be reported to the next meeting of the TCD Steering Group before going to publication. Steve noted that much of the recent work had been in correcting the figures to ensure a consistent scale and appearance throughout. He reminded the group that the published document would be an interactive PDF rather than HTML.

In response to questions, Steve confirmed that work is continuing on TCD Manual Part V and this would also be published in interactive PDF rather than HTML.

Several good locations had been identified by AT for pedestrian-cycle shared Barnes dance trials, potentially yielding good data for relatively high-volume multi-modal intersections.

The Regulatory Stewardship Amendment Bill was waiting on Ministerial approval before being released for consultation. The release of the GPS had provided clearer focus for the Bill.
- 5. AT PN FOR CYCLING INFRASTRUCTURE (INTERIM FACILITIES)**
Mitra Prasad and Putri Kusumawardhani reported on how lessons learned from the installation of protected cycle lanes along Upper Harbour Drive had been incorporated into a new Practice Note. Mitra reminded the group that this was the first of a planned programme of 70km of protected cycle lanes over 60 routes to be created over three years. The height and spacing of the concrete separators caused serious problems and were involved in 34 accidents before they were removed and replaced with a lower rubber separator.

Putri explained that it was necessary to apply the lessons learned to the Engineering Design Code because it had been seen that the engineering design for interim facilities was inconsistent with the EDC. If there was to be a departure from the EDC then better specifications were required. The Practice Note provides detailed consideration of the design components and potential conflict points.

6. DOING MORE FOR LESS

Gerry Dance reported that the GPS had been finalised with no real change from the draft discussed previously. The NLTP for 2024-27 was not expected to be finalised before September, but was expected to provide less investment. Much of the programme (70-85%) would inevitably be carried over from the previous NLTP. Nevertheless, there was a clear move to focus less on place and more on transport. RCAs might find savings in using cheaper separators, less coloured surfacing and less paint in projects.

7. APPLYING “NO FRILLS”

Gerry Dance explained that “no frills” was used four times in the GPS, signalling a strong emphasis being placed on value for money and whole of life costs. This will require specifications and guidance to provide for more efficient and effective interventions and solutions. In some cases there will be a trade-off between connectivity and level of service. The slightly higher priority for walking improvements should support improved connections to public transport, but the drive towards standardised solutions will conflict with delivering context specific interventions. For many projects, it has to be recognised that “no frills” is likely to be delivered by removal of provision for walking and cycling.

8. REVISED MEETINGS PROGRAMME

Gerry reported on the revised format for AMIG meetings. These will continue with 5-6 MS Teams meetings annually, of 2-3 hours depending on the agenda, but without the annual site visit and physical conference.

9. REVISED GUIDANCE FOR SHARROW USE BY ANGLE PARKING

Simon Kennett requested an extra item to revisit the guidance, as it had become apparent that the example used in it had been uncommonly spacious. As a result the specification was pushing the sharrow marking too close to the centre line. It was agreed that the specification should be:

“The preferred position for sharrow markings in a traffic lane adjacent to angle parking is close to the centre of the lane, to encourage cyclists to ride well clear of the hazard posed by drivers reversing out of angle parking.

If a road does not have a centreline, the sharrow marking must be placed to the left of an imaginary centreline.”

Meeting closed: 11:00