

MEETING: Thursday, 2 May 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

- 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, 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
- Darren Fidler, Team Leader, Urban Mobility, NZTA
- 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
- George Lane, Senior Urban Mobility Engineer, Hamilton City
- Peter McGlashen, Lead Adviser, Urban Mobility, NZTA
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Tony Mills, Senior Rooding Engineer, Napier
- Sandi Morris, Land Development Engineer, Tararua District
- Wayne Newman, (secretary)
- Anna Nord, Senior Urban Mobility Advisor, WK/NZTA
- 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
- Mitra Prasad, Technical Lead – Active Modes, AT
- Roy Pryor, Manager, Acceleration & Development, NZTA
- Claire Sharland, Asset Manager Transportation, Taupo District
- Erik Teekman, Principal Transport Planner, NZTA
- Patricia Vasconcelos, Principal Multi-Modal Advisor, NZTA
- James Wratt, Multi-modal Advisor, NZTA
- Honor Young, Urban Mobility Team Lead, Hamilton City

Apologies

- Shane Binder, Senior Transport Engineer, Waimakariri District
- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- Mike van Enter, Senior Transportation Engineer, Tasman District
- Saiyad Hanzalah, Hamilton City
- Malcolm McAulay, Senior Multi-modal Advisor, NZTA
- Vaishali Sankar, Road Safety & Traffic Engineer, Northland Transportation Alliance
- Jane Murray, Transport Planning Advisor, Tasman District
- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance

A G E N D A

- 1. WELCOME, INTRODUCTIONS, APOLOGIES**
- 2. MINUTES FROM PREVIOUS MEETING: 22 Feb. 2024**
- 3. MATTERS ARISING – progress reports**
 - **PT infrastructure – low cost, low risk for SH - programme budget**
 - **Advanced cycle lanes at zebra crossings guidance in CNG**
 - **Pedestrian wayfinding signage draft guidance feedback**
 - **E-scooter design guidance**
 - **Traffic filtering signage needs - feedback on potential signs or markings**
 - **Name “segregated shared path” to be discontinued**
 - **2WALK&CYCLE Wellington 18-19 March**
- 4. TCD STEERING GROUP UPDATE** Steve Dejong
- 5. RAISING CONSPICUITY OF FLUSH CROSSINGS - WORKSHOP** Simon Kennett
- 6. RURAL CYCLING SIGNAGE – EXAMPLES** Glen Koorey
- 7. PNG – NEW TOPICS AND UPDATES** Patricia Vasconcelos
- 8. ACTIVE MODES COUNTER CAPABILITY – FUTURE NEEDS** Darren Fidler
- 9. DRAFT GPS AND SHIP** Gerry Dance
- 10. GENERAL BUSINESS**
Meetings programme and November meeting

BUSINESS

- 1. WELCOME, INTRODUCTIONS, APOLOGIES**

Gerry Dance welcomed the group and noted that the draft GPS had been released since the last meeting. The apologies were received and noted.
- 2. MINUTES FROM PREVIOUS MEETING: 22 Feb. 2023**

The draft minutes of the previous meeting were approved subject to corrections to record Shane Binder’s correct job title and presence at the meeting.
- 3. MATTERS ARISING**
 - a) PT infrastructure – low cost, low risk for SH - programme budget**

James Wratt confirmed no budget had been allocated for this programme yet.
 - b) Advanced cycle lanes at zebra crossings guidance in CNG**

Glen Koorey confirmed that updates to CNG were still being done and there could be an opportunity to include this project within the work programme.
 - c) Pedestrian wayfinding signage draft guidance feedback**

Mark Edwards confirmed that the draft guidance would be reported to the TCD Steering Group with no changes from what was presented previously.

d) E-scooter design guidance

Simon Kennett confirmed that this project was proceeding and might be ready for further discussion at the next meeting.

e) Traffic filtering signage needs - feedback on potential signs or markings

Mark Edwards confirmed that feedback on any perceived gaps in the toolbox of traffic filtering signage was still welcome.

f) Name “segregated shared path” to be changed

Simon Kennett confirmed that the new nomenclature was being adopted.

g) 2WALK&CYCLE Wellington 18-19 March

Several members expressed regret at the conflict in dates of this conference with the Sustainable Trails Conference. Anna Nord shared an image of the plaza in front of St James filled with bicycles.

Congratulations to Glen Koorey who received his Engineering New Zealand Te Ao Rangahau 2024 Fellows’ Award at Tākina – Wellington Convention & Exhibition Centre on Friday, 22 March. Fellowship is an honoured class of membership recognising highly experienced professionals who have made a huge impact on engineering in New Zealand.

4. TCD STEERING GROUP UPDATE

Steve Dejong reported that the “Merging” and “Crossing” supplementary signs for W16-7 signs were Gazetted and available for use. Only one or the other may be used to supplement the W16-7. The supplementary blade “no exit except pedestrians/cyclists” for street sign blades was also now available. Finally, Steve reported on work done with NEMA to develop advisory signage for entering or leaving tsunami safe zones, and evacuation route advisory signage.

5. RAISING CONSPICUITY OF FLUSH CROSSINGS

This item was taken after Item 7.

Simon Kennett explained that consideration of how to raise the conspicuity of crossings and achieve lowered speeds without recourse to platforms or ramps was a response to new government policies. Road controlling authorities have begun to evaluate the available suite of horizontal interventions, such as flashing studs, active speed indicators, high-friction surfaces, kerb build-outs, raised medians, narrowed lane marking, coloured surfacing and chicanes. Better urban design, education, enforcement and changed priority at crossings were all potential means to improve safety at crossings, too. Use of rumble strips or a slightly rolled crossing to make the bars of the crossing more visible to approaching drivers were suggested. It was agreed that new practice notes being developed in response to the policy shift need to be circulated among the group, because it is critical that the treatment of crossings remains nationally consistent.

6. RURAL CYCLING SIGNAGE – EXAMPLES

Glen Koorey presented examples of advisory and warning signage posted along the Alps2Ocean Trail. Some signs were unique; some applied approved signs to new situations. While it could be said that almost every sign conveyed the message that was intended, some introduced potential risks. One example was a use of the tram tracks hazard sign to indicate an approaching steep descent. Many signs showed inappropriate use of supplementary signage. Steve Dejong and Mark Edwards both noted that consistent compliance with legal signs was a good start to avoid facing a Coronial Court.

7. PNG – NEW TOPICS AND UPDATES

This item was taken after Item 4.

Patricia Vasconcelos reported on recent and imminent additions to the PNG. These included: maintenance and renewals, and supporting infrastructure chapters already

published, and a streets and public realm chapter and pedestrian_crossing selection process chapter (both since_published).

Maintenance and renewals covered purpose, principles, planning, opportunities, funding, TGSi use, etc. Opportunities could be reduction of visual clutter by removal of obsolete signage or furniture within the project.

Supporting infrastructure covered landscaping treatments, street furniture, wayfinding, barriers and fencing, lighting, and coloured surfacing – role, benefits and design considerations.

Streets and public realm covers shared zones, public realm such as plazas and squares, waterfronts and parks, off-street car parks as well as streets. Key pedestrian principles to consider when planning and designing these spaces, as well as design and legal considerations are provided in this chapter.

The pedestrian crossing selection process chapter included an added guidance note, which is downloadable and consists of a three-stage process whereby the street context was first defined, then a shortlist of crossing options that might be suitable for the location is identified, with the third stage being identification of the most appropriate crossing facility and crossing aids. It was agreed that the need to understand context could not be skipped. It was noted that established best practice was misaligned with current government policies on vertical separation.

8. ACTIVE MODES COUNTER CAPABILITY – FUTURE NEEDS

Darren Fidler and Roy Pryor were welcomed to the meeting and explained that the Agency was still struggling to provide comparable reporting on walking and cycling to other modes. The household mobility survey and route counters filled some gaps, while much of the data collected by Eco-counter or Be counted for road controlling authorities remained proprietary and unable to be shared. What was urgently needed was increased and consistent data collection, with disaggregation of modes, able to be assembled into a national database that could then be available back to all users.

It was agreed that data that needed to be collected included differentiated modes, direction of travel, time and location, and mobility aid usage. It also needed to be collected 24/7. There is also a need for guidance on the placement of counters and location – to ensure that non-cycle routes can provide a control and to avoid merely counting transference across facilities.

Anna Nord commented that Eco-counter does already offer a national dataset that might potentially be made available to other users, if access could be made available to the Eco-visio database. This might facilitate offering more timely data reporting to support dynamic signal timing to improve freight, PT and active modes flows.

It was also noted that the draft GPS expects demand to be demonstrated and expenditure to be justified, so counting needs to become automatic for projects.

9. DRAFT GPS AND SHIP

Gerry Dance reminded the meeting that the draft GPS was released on 4 March and consultation was closed. It would need to be finalised by end of June to permit the NLTP to be completed by the end of August. The outcomes will be driven by eligibility and affordability. The Emissions Reduction Plan is not being aligned to the GPS. The revenue sources for the hypothecated \$20 billion NLTF 2024-27 are being reassessed. The strategic priorities are economic growth and increased maintenance and resilience, safety and value for money. Measures to support economic growth will be reduced travel times and congestion, improved access and improved supply chain reliability. Maintenance will focus on reseals and pot holes. Multimodal interventions for improvements is no longer an available activity class. Any

investment relating to walking or cycling will only be available from the walking and cycling activity class.

The Minister's letter setting out his expectations of the Agency required that it:

- Focus on core business
- Focus on value for money
- Focus on delivery
- Consider other revenue sources
- Consider greater use of user pays
- Focus on performance and efficiency
- Ensure RCAs follow Ministerial expectations for co-investment
- Report against these expectations

The SHIP has an increased focus on maintenance and renewals to arrest the deterioration of the asset and restore levels of service. A sustainable programme for this will need to be set beside the return of possibly 15 or more Roads of National Significance and the need to deliver value for money.

Finally, the draft investment prioritisation method for 2024-27 was being consulted on even before the final GPS was available in recognition of the very tight time-frame to deliver the NLTP. All projects will be expected to demonstrate demand. Walking and cycling projects are all low priority.

10. GENERAL BUSINESS

Gerry Dance noted that the next meeting was scheduled for 4 July, with one more on 12 September before the final meeting of the year on 28 November. He asked if any member was interested in hosting the November meeting out of Wellington. For the July meeting, Gerry suggested that members report on how they are responding to, and working within, the new policy environment.

Meeting closed: 12:00