

MINUTES: Thursday, 2 July 2020 at 9:00 AM – 11:00 AM.
Majestic Centre 6.19 and Microsoft Teams Meeting

Attending

- Adam Beattie, Technical Lead, Active Modes, Network Management, AT
- David Brown, Traffic and Safety Engineer, New Plymouth
- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Simon Cager, Senior Project Engineer, Hutt City
- Gerry Dance, Multi Modal Team Leader, Transport Services, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Transport Planner/Engineer, Wellington City
- Wayne Gallot, Senior Transportation Engineer, Christchurch City
- Tim Hughes, Principal Safety Engineer, Transport Services, NZTA
- Simon Kennett, Senior Multi-modal Specialist, Transport Services, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Sandi Morris, Road Safety & Traffic Planning Engineer, Far North District Council
- Wayne Newman, (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Kelera Qaraniqio, Network Engineer, Hamilton City
- Bill Rice, Senior Transport Engineer, Waimakariri District Council
- James Wratt, Assistant Engineer – Multi modal, NZTA

Guests

- Margaret Trotter, Senior Advisor – Behavioural Insights, NZTA
- Jessica Rattray, Team Lead – Safe Road Use, Vehicles, Speeds, Roads & Roadsides, NZTA

Apologies

- Hjarne Poulsen, Transportation Team Leader, Dunedin City
- Twan van Duivenbooden, Auckland Transport
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City

NOTES

1. The meeting welcomed Bill Rice from Waimakariri District Council to the group and farewellled Adam Beattie, who was leaving the group and AT on 10th July to join the Agency. The imminent retirement of Tim Hughes from the Agency on 31st July was also noted. Apologies were recorded from Hjarne Poulsen and Twan van Duivenbooden. The agenda was confirmed, with Courtesy Crossings to be taken after 4.1 to include Jessica Rattray in that discussion.

2. Minutes of the previous meeting were not available, but actions from the MS Teams meeting on 4 June 2020 were reported:

1. Steve Dejong noted that the Shark Teeth design options were with Wayne Gallot for final amendments.
2. Simon Kennett noted that he had an action relating to marking parallel white lines on each side of the green on a dual crossing. It was agreed that this was the preferred layout and the CNG would be updated accordingly.
3. Steve Dejong noted that additional signage at side roads for contra-flow cycleways would add to the visual clutter. Further discussion agreed that some warning was needed for motorists approaching an intersection where they would be expected to give way to cyclists approaching from an unexpected direction. As the requirement for the extra signage would be specific to a limited set of circumstances, it was agreed that guidance on the use of such signage would be developed in conjunction with progressing the sign.

3. UPDATES

3.1 TCD Steering Group

Glenn Bunting provided an update. The Steering Group would meet in the week following AMIG and had likewise adopted a virtual meeting format. Progress in the revision of the constituent parts of the TCD Manual would be reviewed during a morning session, with an afternoon session focused on traffic engineering solutions and reports from a number of trials.

3.2 Street art, TCD Rule change

Gerry Dance reported on the outcome of a successful workshop on an enabling rule change to allow street art in low speed environments. The proposed rule change was being referred for interdepartmental discussion while guidance was being developed.

4. DESIGN ISSUES

4.1 RSA/TSA

Jessica Rattray was welcomed and explained the initiative to embed the Safe Systems Framework into the auditing process. The adoption of the Road to Zero Action Plan had shifted the context for a piecemeal revision of the Austroads audit procedures guidelines towards a merger of the guidelines into a single resource able to be applied to the full range of road types, providing an overarching document giving guidance on when and how to use the appropriate auditing tools at each project stage.

4.2 Greenway signage – behaviour report

Steve Dejong explained that following a favourable response to the proposed sign from the group, a review of the sign had been requested. He introduced Maggie Trotter, who had reviewed the sign in terms of human factors signage principles, including familiarity, concreteness, simplicity, meaningfulness, relatedness and grammar.

The proposed sign was seen to combine three elements, described as speed limit, hazard warning and directional wayfinding. The combination of elements has the potential to dilute the impact of any single element and to interfere with comprehension.

Use of red within the proposed design was particularly problematic. The lack of a distinct edge to the roundel, usually provided by a white line, made the speed limit roundel less visible to those who are colour blind. The same was true of the red car, but the strong association of red with danger created a particular connotation of hazard attached to the car. It was suggested that this could potentially engender animosity towards the car.

The use of a cyclist viewed from face-on in front of a car was considered to be both poor design and poor regulatory practice, as the symbol was based on European symbols used within a wholly different legal context. Combining two symbols is considered to be more difficult to comprehend than a combination of a symbol with text, and alternative text proposed included "Safe Speed Area", "Greenway" and "Bike Street" (being a direct translation of the text used with similar symbols in the Netherlands). Separate signs were a possible solution.

The group agreed that elements of the design had not been as well implemented as might have been expected to ensure the optimal visibility of all symbols for all users, but queried the proposed substitution of text, especially text lacking clear local or legal meaning, both in terms of the length of text that would be needed to convey the same message and in terms of words that would be meaningless to overseas tourists.

It was agreed that the proposed Greenway Threshold sign would be reviewed by the group again based on the findings and determine the need for a threshold sign and options available for addressing these.

4.5 Courtesy crossings – need for design guidance

Glen Koorey reported on the progress in thinking since previous discussions with the group, noting that there appeared to be an urgent need for guidance on selecting the most appropriate crossing type for the proposed location as well as design guidance for such crossings. An historic aversion to installing zebra crossings had resulted in the use of courtesy crossings in traffic and speed environments where best practice now would place a zebra crossing on a platform. Conversely, a perception of courtesy crossings as being unsafe in every situation hindered their installation in low speed environments, such as those within the scope of the Innovating Streets and road art initiatives, where zebra crossings would detract from the context and impede the adoption of changes. It was agreed to keep this item on the agenda for further discussion in coming meetings.

4.3 Rural treatments – deferred to next meeting

4.4 Barrier guidance – deferred to next meeting

4.6 Cycleway merger design options at intersections – deferred to next meeting

5. OTHER BUSINESS

No item of other business was raised.

6. NEXT MEETING

Thursday, 30 July 2020 at 9:00 AM – 11:00 AM. Microsoft Teams Meeting
Conference ID: 707 270 878#

Meeting closed 1.05 pm