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MINUTES: Thursday, 3 December 2020 at 9:00 AM.
Microsoft Teams Meeting

Attending

- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- 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
- Twan van Duivenbooden, Auckland Transport
- Victor Devyatov, Road Safety Engineer, Far North District Council
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Transport Planner/Engineer, Wellington City
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Senior Multi-modal Specialist, Transport Services, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Chris Lai, Transportation Planner, Palmerston North City
- Malcolm McAulay, Senior Multi-modal Adviser, NZTA
- Sandi Morris, Road Safety & Traffic Planning Engineer, Far North District Council
- Wayne Newman, (secretary)
- Martin Parkes, PT & Urban Mobility Programme Delivery Lead, Hamilton City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Hjarne Poulsen, Transportation Team Leader, Dunedin City
- Kelera Qaraniqio, Network Engineer, Hamilton City
- Bill Rice, Senior Transport Engineer, Nelson City
- Claire Sharland, Asset Manager Transportation, Taupo District
- Erik Teekman, Principal Adviser Walking & Cycling, NZTA
- Sarah Thorne, PT Engineer, Christchurch City
- James Wratt, Assistant Engineer - Multi modal, NZTA

Apologies

- Niki Carling, Safe& Sustainable Journeys Manager, Rotorua Lakes District
- Nick Marshall, Senior Roding Engineer, Whangarei District
- Tony Mills, Senior Roding Engineer, Napier

Guests

- Steve Elvy, Contracts Engineer, Rotorua Lakes District
- Jane Nalder, Landscape Adviser, Urban Design & Place, NZTA
- Jeanette Ward, Technical Director, Abley Limited
- Hamish Mackie, Director, Mackie Research & Consulting
- Rebekah Thorne, Researcher, Mackie Research & Consulting

AGENDA

1. WELCOME, INTRODUCTIONS, APOLOGIES

2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Actions from the meeting on 24 September 2020

3. TRIAL REPORTS and ISSUES

- 3.1 Tactile delineator trials – work by AT and NZTA
- 3.2 Extending painted cycleways through and around roundabouts
- 3.3 Shared-path marking trials preliminary data
- 3.4 Wayfinding – having pedestrian and bicycle symbols on shared-path signs
- 3.5 Dragon Teeth trials report
- 3.6 Aotearoa Urban Street Guide
- 3.7 Totara St interventions update
- 3.8 Crossings
 - a. Pedestrian Crossing Facility Selection Advice Note
 - b. SafeTy crossing sign – Kea crossings and school crossings
 - c. Use of red surface at Zebra crossings
 - d. Belisha beacon enhancements

4. UPDATES

- 4.1 CNG and PNG update tasks report
 - Access Control Device Guidance
 - Brief for Technical Note for temporary products
- 4.2 TCD Steering Group report
 - TCD Part 5 update
 - ASB buffer limit line
 - Pass Safely Pedestrian Advisory
- 4.3 Regulatory progress update – Accessible Streets; Micro-mobility Framework
- 4.4 Ramp platform design in Building Code
- 4.5 Rural roads – solutions matching risk profile
- 4.6 Designing streets for the 21st century
- 4.7 2021 AMIG meetings and related events

NOTES

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed the group to the seventh AMIG meeting of 2020 and introduced Malcolm McAulay. The improved accessibility to the meetings as a result of remote conferencing was evident in the number present. The apologies of Nick Marshall and two new members, Niki Carling and Tony Mills, were noted. The agenda was confirmed, noting that the order had been reversed to place brief updates after reports that were expected to generate more discussion.

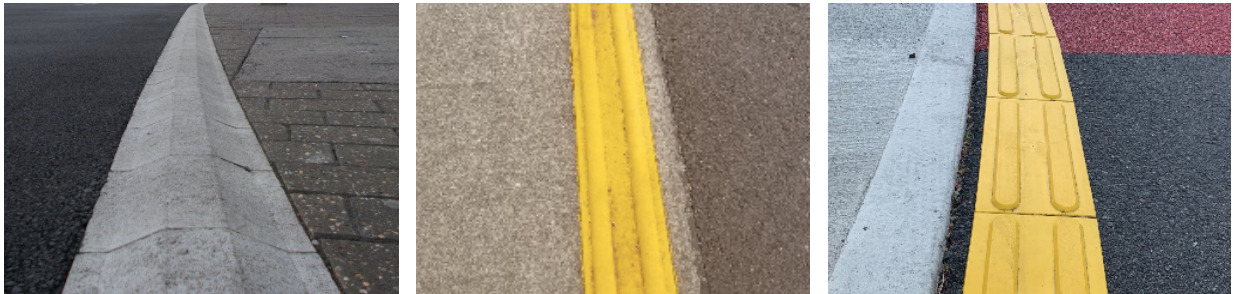
2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

The minutes from the meeting on 24 September 2020 were confirmed.

3. TRIAL REPORTS and ISSUES

3.1 Tactile delineator trials – work by AT and NZTA

Simon Kennett explained that this work arose in response to reports of pedestrians tripping on the second curb in Copenhagen lane facilities. Alternative delineators had been investigated. A low trapezoid curd, as seen used in the UK, was rejected as a trip hazard, but a ridged thermoplastic stripe used in Seattle was considered a potential model.



In Wellington this effect was replicated by laying yellow directional TGSIs as a delineator (image at right above).

The TGSIs proved to be unexpectedly slippery and it was agreed that the colour was inappropriate. The Blind Foundation was neutral on their effect. CCS Disability Action favoured a higher delineator (which would increase the risk of it being a trip hazard). In fact, a higher profile TGSIs had been used initially and both pedestrians and cyclists had sought a height equivalent to the standard TGSIs of 6-8mm.

Twan van Duivenbooden reported that AT had adapted the profile used in Seattle from two ridges of 40mm separated by a groove of 40mm (with 15mm to each edge giving a total width of 150mm) to four ridges of 20mm with three grooves of 15mm (with the edges adjusted to retain an overall width of 150mm).

The white thermoplastic profile offered good skid resistance and prompted no complaint from a pedestrian or a cyclist. The response from the Blind Foundation and CCS Disability Action was very similar. The only potential issue identified was with the width of the delineation and Twan suggested that an optimal width might be 600mm.

Issues identified by the meeting for further work were the effect on cyclist speed and behaviour from having a clear delineation, and the effect on skid resistance of tyre types, changing wheel size, and varying weather conditions. Provision for drainage to avoid permanently water-filled grooves becoming a trap for litter and leaves was also noted as a consideration.

Behaviour monitoring reports and other evidence will be brought back to a future meeting.

3.2 Extending painted cycleways through and around roundabouts

Michael Bridge raised the challenge of making existing roundabouts safer for cyclists without major investment. He proposed extending the painted cycleways through the intersection:



Glen Koorey noted the previous discussion on the use of colour and markings at the merger of a separated facility into the traffic lane at such locations [30.07.20 Item 4.4]. Placing a green block and sharrow at the limit line was the preferred marking, as this would give motorists passing in front of it a visual cue to watch for cyclists.

Marking sharrows within roundabouts had proven to be too difficult to maintain, because the action of the tyres quickly obliterated the markings, and the useful life of the green on curves as proposed would be unacceptably brief.

Glenn Bunting noted that the use of green was intended to discourage other traffic from using the special vehicle lane, whereas the proposed extension of the SVL was merging the traffic lane into the SVL.

It was likely that improving the geometry of the intersection to achieve better speed management would deliver more cost-effective improvements for cyclist safety. This would be needed for the use of the sharrow marking within the roundabout anyway, as the location would need to meet the parameters for the marking in the guidance.

3.3 Shared-path marking trials preliminary data

Simon Kennett explained that this trial arose initially out of conflict being reported between high-speed cyclists and school children on the North-Western cycleway and continued work done last year on potential markings to influence behaviour. The trials had been delayed, but 4 sites in Auckland, 4 in Wellington and 2 in Christchurch were being used to test a raft of ideas.

Determining how to measure and code behaviour to allow meaningful analysis has been a challenge, and the team recognises that the presence or absence of other users is likely to affect behaviour far more than any marking. Data from the trials should be ready to present to the next meeting.

3.4 Wayfinding – having pedestrian and bicycle symbols on shared-path

Simon Kennett noted that the specifications for cycle wayfinding first developed for Christchurch by Warren Salmon and incorporated into the CNG by Richard Bean are most easily accessed through the “Supporting infrastructure” portal. An issue had arisen with wayfinding provision for shared paths: if these form part of an active modes network, should they carry pedestrian symbols as well? Examples exist in Australia and something similar had been introduced on the “Great Taste Trail”.



Steve Dejong noted that the Kohatu sign did not comply, and questioned the purpose in adding a pedestrian symbol. Research for the London Olympics had shown that pedestrian wayfinding is destination specific, rather than indicating routes.

3.5 Dragon Teeth trials report

Hamish Mackie and Rebekah Thorne reported on these trials, which sought to see whether the markings: reinforce posted speed limits; improve driver awareness; help to manage speed; have any potential operational issues. Sites were marked at 13 locations in 5 centres: Hamilton, Dunedin, Christchurch, New Plymouth and Auckland. Of these, 7 sites were speed thresholds, 5 were school crossings and 1 was in a shopping precinct. The trial data are now being collected and analysed.

Claire Pascoe queried whether the marking might be used to improve the visibility of schools and school crossings, and therefore used specifically for schools. Hamish noted that the marking reinforces the street hierarchy and exposure could be expected to make drivers more responsive, but also noted that there is a need for a tool to improve safety around rural schools in particular that might be filled by this marking.

It was agreed that it was critical that a further round of data was collected on the condition of the marking and driver behaviour after 12 months.

3.6 Aotearoa Urban Street Guide

Jane Nalder presented an explanation of this project, which addresses the ability of streets to deliver adequate place-value. The intention is to deliver a high-level best-practice guide that will fit within multi-modal design guidance to provide multi-modal streets that are vibrant, inclusive, safe and fit for purpose. The result should adapt the NACTO Global Street Design Guide to a New Zealand context. Work commenced in October and is expected to be completed by next June, with a draft text ready for stakeholder feedback from late January.

3.7 Totara St interventions update

Karen Hay reminded the group of the attempt to arrive at a solution for cyclists in response to 2 fatalities and a negative safety audit, recognising that they cannot use any treatment that would eliminate the 'blind side' of a HV. What is proposed is a widened shoulder (1.0-1.2m wide) with blocs of red to alert all users to potential conflict points. A 3m wide sealed shared path will be constructed in April.

Use of colour outside a SVL was viewed as problematic and the meeting queried whether undue emphasis was being put on those few cyclists who responded that they would not use a shared path, especially as the path would be relatively empty of pedestrians. Given the length and turning radii of HV, any potential loss of LoS caused

by vehicle entrances is unlikely to be greater than for cyclists using the road.

3.8 Crossings

a. Pedestrian Crossing Facility Selection Advice Note

Jeanette Ward explained how the initial guidance for courtesy crossings had shifted in scope to respond to a need for guidance on deciding on the type of crossing to instal. This is a complex process for which Austroads offers little guidance. The result is a series of questions to which the answers indicate options. The options lead to a context table able to be applied to the specific location. The draft document will be circulated in a format to allow members to add and test known local crossings against the guidance.

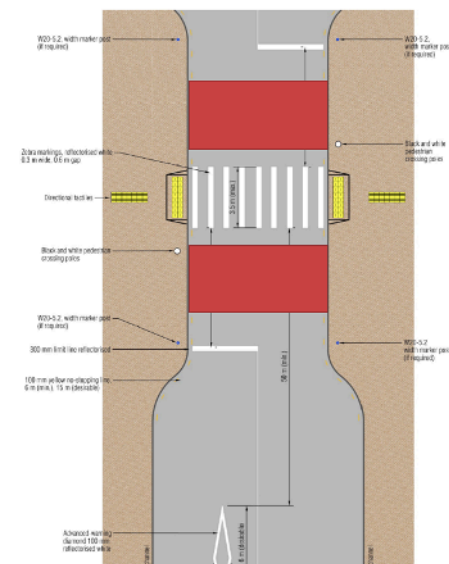
b. SafeTy crossing sign – Kea crossings and school crossings

This item was not taken.

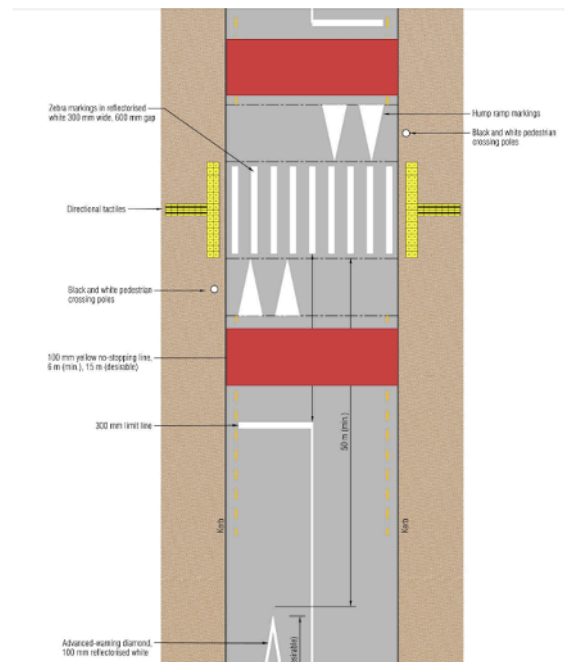
c. Use of red surface at Zebra crossings

Simon Kennett presented work done on the use of colour to highlight conflict points. This had led to red blocs used on corners, red under zebra crossings and under entire slip lanes. This use had been shown to substantially decrease the safety of blind and vision-impaired pedestrians. Trials in Christchurch at floating bus stops had found that marking red on either side of the zebra, but not under it, provided better definition for the visually impaired.

Use of Red at Crossings



Minimum gap between red block and limit line = 500mm.
 Minimum gap between red block and Zebra bars = 500mm.
 Typical length of red block = 3m



Minimum gap between red block and limit line = 500mm.
 Minimum gap between red block and hump ramp marking = 500mm.
 Typical length of red block = 2m

Simon conceded that there were contrary opinions on marking the red bloc under the ramp markings. One view was concerned that higher wear would result in greater maintenance needs, while the other view was concerned that the red blocs were as a result placed further from the zebra.

d. Belisha beacon enhancements

Claire Pascoe explained the origins of this item, with a pedestrian-activated beacon that was outside of the Rule. Discussions with a supplier had identified that a beacon could be activated to flash more brightly and more rapidly when a pedestrian was present. To take it further there would need to be interest in undertaking a trial. The concern expressed by the group was the effect of having activated beacons on a few crossings while the majority of crossings did not. Would such a trial reduce the safety of pedestrians using ordinary crossings?

4. UPDATES

4.1 CNG and PNG update tasks report

Glen Koorey reported that Access Control Device Guidance and the Facility Costs Estimates Tool are almost complete. Work on a Technical Note for temporary traffic control devices should be completed before Christmas. This would provide guidance on what is available and what is compliant, especially for Innovating Streets projects.

4.2 TCD Steering Group report

Steve Dejong noted the continued concern at the constant attempts to use colour in traffic lanes outside of the approved use for SVL. He reported that the TCD Manual Part 5 update was in its final proof and the aim was that it, too, would be published before Christmas. Both the Pass Safely pedestrian sign and the ASB buffer limit line had now been approved for use.

4.3 Regulatory progress update – Accessible Streets; Micro-mobility Framework

Although this item was not taken, Simon Kennett confirmed that there was very little progress to report as yet.

4.4 Ramp platform design in Building Code

Item not taken.

4.5 Rural roads – solutions matching risk profile

Item not taken.

4.6 Designing streets for the 21st century

Glen Koorey reported that 33 persons attended the Wellington workshop and participated in exercises and site visits. It was intended that three further workshops would be held across three main centres during March/April.

4.7 2021 AMIG meetings and related events

Gerry Dance noted that the next meeting is scheduled for Thursday, 4 February 2021 again for 9:00 AM – 12:00 PM. Microsoft Teams Meeting Conference ID: 614 191 350#. Subsequent meetings scheduled for 2021 are on: 1 April, 3 June, 5 August and 30 September.

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