

MEETING: Thursday, 16 Nov. 2023 9:00 AM – 12:00.
Palmerston City Council offices and MS Teams Meeting
Level 4, 32 The Square, Palmerston North

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

- Mark Allingham, Manager, Transportation, Tararua District
- Shane Binder Transport Engineer, Waimakariri District
- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- David Brown, Traffic and Safety Engineer, New Plymouth
- Sean Christian, Urban Mobility Specialist, Hamilton City
- Bruce Conaghan, Transportation Policy and Planning Manager, Hastings District
- Gerry Dance, Team Leader Multi-Modal, WK/NZTA
- 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 McGlashan, Lead Adviser, Urban Mobility, WK/NZTA
- Nick Marshall Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Tony Mills, Senior Roding Engineer, Napier
- Sandi Morris, Land Development Engineer, Tararua District
- Wayne Newman, (secretary)
- Anna Nord, Senior Urban Mobility Advisor, WK/NZTA
- Cara Phillips, Senior Transport Engineer, Walking & Cycling, Tauranga City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Vaishali Sankar, Road Safety & Traffic Engineer, Northland Transportation Alliance
- Patricia Vasconcelos, Principal Multi-Modal Advisor, WK/NZTA
- James Wratt, Multi-modal Advisor, WK/NZTA
- Honor Young, Urban Mobility Team Lead, Hamilton City

Apologies

- Daniel Cairncross, Principal Traffic Engineer, Wellington City
- Steve Dejong, Senior Engineer, Regulatory Services, WK/NZTA
- Gemma Dioni, Senior Transportation Engineer, Christchurch City
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Jane Murray, Transport Planning Advisor, Tasman District
- Scott Parker, Cycleways Manager, Western Bay of Plenty District
- Claire Sharland, Asset Manager Transportation, Taupo District
- Erik Teekman, Principal Transport Planner, WK/NZTA

A G E N D A

- 1. WELCOME, INTRODUCTIONS, APOLOGIES**
- 2. MINUTES FROM PREVIOUS MEETING: 14 Sep. 2023**
- 3. MATTERS ARISING**
Low level cycle signal trial opportunity – Daniel Cairncross
- 4. TCD STEERING GROUP UPDATE** **Mark Edwards**
- 5. ADVANCED CYCLE LANES AT ZEBRA CROSSINGS** **Glen Koorey**
- 6. PEDESTRIAN WAYFINDING GUIDANCE** **Mark Edwards**
- 7. TRAFFIC FILTERING FOR RESHAPING STREETS** **Glen Koorey**
- 8. PT INFRASTRUCTURE LOW COST LOW RISK FOR SH** **James Wratt**
- 9. 2024 AMIG MEETING SCHEDULE** **Gerry Dance**
- 10. WEDNESDAY SITE VISITS REPORT** **James Wratt**

NOTES

- 1. WELCOME, INTRODUCTIONS, APOLOGIES**
Gerry Dance welcomed the group to Palmerston North and thanked Michael Bridge and Palmerston North City Council for hosting the meeting. The apologies were noted. Anna Nord and Mark Allingham were welcomed, and Sandi Morris was welcomed back to the Group.
- 2. MINUTES FROM PREVIOUS MEETING: 14 Sep. 2023**
The circulated draft minutes were confirmed without amendment.
- 3. MATTERS ARISING**
Low level cycle signal trial opportunity **Daniel Cairncross**
In Daniel's absence, this item was presented by Simon Kennett, who explained that NZTA is supportive of a trial of supplementary smaller aspect signals set at a lower level for cyclists, and asked for expressions of interest in participating.

Michael Bridge, Tony Mills and George Lane registered interest on behalf of Palmerston North, Napier and Hamilton respectively. Ian Martin noted that Dunedin was already a participant in a previous similar trial of two-aspect signals.

4. TCD STEERING GROUP UPDATE

Mark Edwards

Mark noted the potential effect of the election outcome on proposed Rule changes, particularly the appointment of a new Minister for Transport. The views and priorities of the new Minister are unknown at the moment; this includes views on such proposals as Bilingual signs. Consultation on some of the minor regulatory amendments planned for early 2024 might also not occur in the first quarter of 2024 as originally planned. This includes the cycle directional signals changes. The reviews of TCD Manual Part 4 and Part 5 were continuing. Feedback on the poor search capability for the online specifications was passed back to the TCD Steering Group, at its last meeting, to reflect some of AMIG's frustrations.

Proposed TCD trials included dynamic bus lane signs to signal if the lane is or is not in use to ease congestion at unexpected times (as after a mid-day incident closing a lane) and positive speed message compliance (instead of the standard negative message in red for excessive speed).

It has been agreed that Dragon's Teeth have not been shown to deliver sufficient benefits and will not become a permitted road marking. Where they are in use, the RCA will be requested to remove the markings.

In response to further discussions about the bar width of zebra crossings marked on cycle, Mark noted that the 600mm bar is for use in a roadway. Shared or cycle paths are not in the roadway and, therefore, the full suite of signs and markings required of a zebra crossing do not need to be provided. The cyclist would be required to cede priority to any crossing pedestrian under the RUR, nonetheless, and it is good practice to clearly establish this relationship where necessary using a Give Way sign with supplementary "to pedestrians".

The Cyclist Merging, Crossing and Turning supplementary signs were in the process of being Gazetted and were expected to be available by the end of the year.

5. ADVANCED CYCLE LANES AT ZEBRA CROSSINGS

Glen Koorey

Glen shared a question about the guidance on marking the limit line for a zebra crossing, noting the recommended 5m "if practicable" in the TCD Rule (Fig. 7-13). Glen suggested the use of advanced cycle lanes ahead of the traffic lanes on approaches to zebra crossings. There are situations from safety audits and designs where it seems prudent to have the cycle marked further ahead (e.g. left-turn for traffic immediately after a crossing, or where the cycle facility is merging with the traffic lane afterwards). Things are further confused by Figures 7-14/7-15 that do show a (separated) cycle path stopped further in front.

It was agreed that it would generally be safer to advance the cyclist to provide greater visibility and better confidence of being visible, especially to vehicles approaching from the right if a larger vehicle obscures visibility for or of the cyclist.

Mark Edwards noted that nothing in the TCD Rule limits marking the line nearer on a separated facility, as that is no longer in the roadway, but the guidance specifies the minimum distance. Mark recommended marking the limit line at 5m in the cycle lane and 7m in the traffic lane (from the bars of the zebra) as the consideration needs to be the safety of pedestrians using the crossing and provision of a safe stopping distance.

It was agreed that situations where guidance could reflect this recommended layout should be identified and extra guidance prepared for inclusion in CNG and PNG.

6. PEDESTRIAN WAYFINDING GUIDANCE

Mark Edwards

Mark reported on the progress of this project, explaining the background briefly. Lack of guidance on good pedestrian wayfinding signage had been identified as an impediment to consistency and quality. Taking the A51 cycle wayfinding signage as a model, the working group had consulted Martin Whittle of Melbourne (currently one of the leading cities in the international wayfinding signage group) and Tina Kittelty of AT to develop core design principles and then draft guidelines. These draft guidelines were being reviewed by NZTA Regulatory Services and it was expected that they would be able to be presented to the AMIG meeting in February 2024. It was expected that the guidance would ultimately form a technical note in the PNG.

7. TRAFFIC FILTERING FOR RESHAPING STREETS

Glen Koorey

Glen presented work done by Abley and ViaStrada on filtering guidance. Traffic filtering was introduced as a permitted tool by the Street Layouts Rule, prompting development of a technical note to provide guidance on context, planning considerations, design options and delivery approaches. The developers had identified eight categories of scenario and four categories of filtering tool.

The discussion questioned the potential complexity of the likely guidance, noting that the ideal should always be simple and based on good practice, and should avoid duplicating what already existed. Inclusion of justification of filtering was thought unneeded, as filtering is a fundamental tool, and engagement and consultation should be encouraged from the outset. It was agreed that practitioners and communities will want a simple, easily understood tool able to be applied to different situations and giving potential solutions that reflected good practice.

8. PT INFRASTRUCTURE LOW COST LOW RISK FOR SH

James Wratt

James explained that the 2024-27 programme was expanding to PT infrastructure or facilities work that had been done successfully for other modes and invited requests for projects. Examples shown included bus stops lacking nearby crossings, signage or shelters, or having very poor access. Once projects have been received they will be prioritised. As the number of project requests was likely to exceed the available budget, it will be critical to identify and prioritise the correct projects.

9. 2024 AMIG MEETING SCHEDULE

Gerry Dance

Gerry presented the schedule of proposed meeting dates for 2024:

- 22 February
- 2 May
- 4 July
- 12 September
- 28 November

Gerry explained that the number of meetings has been reduced from six to five to allow more time between meetings and to provide a better correlation with the scheduled meetings of the TCD Steering Group.

10. WEDNESDAY SITE VISITS REPORT

James Wratt

James presented a photomontage of the site visits on 15 November, including the visit to Feilding and 26.9km ridden by group members in the afternoon. This showed the limitations of guidance if practitioners do not accept it and prompted discussion of funding-tied design audits.

11. OTHER BUSINESS

Glen Koorey reported on work being done in response to the 2019 fatality in a worksite and the identified need to improve TTM to protect vulnerable users. A practice note will be published by the end of the year. It is expected that this will receive regular and frequent updates to remain effective.

Meeting closed: 12.00.