

MEETING: Thursday, 22 Feb. 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
- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- 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
- Mark Edwards, Multi-modal Senior Advisor, NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District
- Saiyad Hanzalah, Hamilton 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
- George Lane, Senior Urban Mobility Engineer, Hamilton City
- Malcolm McAulay, Senior Multi-modal Advisor, NZTA
- Peter McGlashen, Lead Adviser, Urban Mobility, NZTA
- Tony Mills, Senior Rooding Engineer, Napier
- Sandi Morris, Land Development Engineer, Tararua District
- 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
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Mitra Prasad, Technical Lead – Active Modes, AT
- Vaishali Sankar, Road Safety & Traffic Engineer, Northland Transportation Alliance
- 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

- Rachel Doelman, Sustainable Journeys Coordinator, Rotorua Lakes District
- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Claire Sharland, Asset Manager Transportation, Taupo District

A G E N D A

1. WELCOME, INTRODUCTIONS, APOLOGIES

2. MINUTES FROM PREVIOUS MEETING: 16 Nov. 2023

3. MATTERS ARISING

- a) Low level cycle signal trial opportunity
- b) PT infrastructure – low cost, low risk for SH
- c) Advanced cycle lanes at zebra crossings

4. TCD STEERING GROUP UPDATE

Steve Dejong

5. TRIAL BARNES DANCE FOR SH3/FEATHERSTON ST

Michael Bridge

6. PEDESTRIAN WAYFINDING GUIDANCE

Mark Edwards

7. E-SCOOTER DESIGN GUIDANCE

Simon Kennett

8. TRAFFIC FILTERING SIGNAGE NEEDS

Mark Edwards

9. ACTIVE MODES CRASH STATISTICS

James Wratt

10. SEGREGATED SHARED PATH – NAME CHANGE

Simon Kennett

11. PROVIDING FOR MOBILITY IMPAIRED USERS

Daniel Cairncross

12. RURAL CYCLING SIGNAGE – EXAMPLES

Glen Koorey

13. 2WALK&CYCLE

Michael Bridge

BUSINESS

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed the group for the first meeting of 2024 and introduced Scott Parker. The apologies were received and noted.

2. MINUTES FROM PREVIOUS MEETING: 16 Nov. 2023

The draft minutes of the previous meeting were approved.

3. MATTERS ARISING

a) Low level cycle signal trial opportunity

Daniel Cairncross reported that WCC remained willing to lead a trial, but there was some uncertainty around whether the investment might be wasted. Steve Dejong

reminded the meeting that the proposal for a trial would need to be submitted to the TCD Steering Group before, if approved, being Gazetted.

b) PT infrastructure – low cost, low risk for SH

James Wratt reported that the scoping documentation for this programme was being completed and confirmation of the budget for it would be the next stage.

c) Advanced cycle lanes at zebra crossings

Mark Edwards reminded the meeting that marking the general traffic limit line at 6m or 7m from the zebra was a compliant means to deliver this and queried whether guidance was required. Discussion of situations where this layout could be beneficial and where guidance might assist, such as before a zebra crossing on an uphill gradient, brought agreement that CNG could offer potential examples.

4. TCD STEERING GROUP UPDATE

Steve Dejong reported that the review of Part 4 of the TCD Rule was nearly completed, and publication was expected mid-2024. The review of Part 5, including cycle crossings and wire rope barriers, et al, would then be completed before the many changes approved through the Regulatory Stewardship Rule Amendment made a further review of Part 4 necessary later in 2024.

Reviewing the Barnes dance component of the 2-aspect signals trials, the Steering Group recommended that a new trial be undertaken at sites with greater volumes of both active users and vehicle numbers. This trial will be undertaken by AT, at intersections of higher volumes of both traffic and active modes crossing and mixing at the trial site.

Poor data collection has rendered several trials a waste of time, requiring new trials to be undertaken in different locations. The trial of static variable speed signs to test a low-cost solution delivered inconclusive results because the location of the speed measurement tubes was inconsistent across the trial.

Mark Edwards commented on an unexpected lesson from that trial. The installation of 30kmph limit signs had a perverse effect where speeds were already less, causing average speeds to increase to the perceived approved speed. This suggests signs should not be installed where the desired speed is already being achieved.

5. TRIAL BARNES DANCE FOR SH3/FEATHERSTON ST

Michael Bridge presented modelling of the effects of having a shared Barnes dance at the intersection of Rangitikei St (SH3) and Featherston St in Palmerston North. PNCC is developing separated cycle lanes in each direction along Featherston St and this intersection is already a busy pedestrian and cyclist crossing.

The modelling indicated that a Barnes dance could deliver savings of 8 seconds for pedestrians and 19 seconds for cyclists. Delays for northbound through traffic on SH3 during the morning peak would increase from 88 seconds to 359 seconds. For southbound through traffic on SH3 during the afternoon peak the increase would be from 86 seconds to 374 seconds.

For Featherston St westbound during the morning peak the delay increased from 92 seconds to 361 seconds, and eastbound during the afternoon peak from 41 seconds to 367 seconds. The delays would generate traffic queues of 721m westbound in the morning and 688m eastbound in the afternoon (95% back of queue).

It was agreed that approval for a shared Barnes dance would be required and unlikely to be given for the levels of delay being modelled. It was suggested that this site was beyond the upper limits of complexity, scale and traffic volumes suitable for a Barnes dance.

6. PEDESTRIAN WAYFINDING GUIDANCE

Mark Edwards asked for feedback by 15 March on the circulated draft guidance prepared by the working group, so that it could be signed off by AMIG before being presented to the TCD Steering Group to recommend ratification.

7. E-SCOOTER DESIGN GUIDANCE

Simon Kennett raised the issue of how to design for e-scooters, which are inherently less stable and four times more likely to be involved in an injury-causing crash than cyclists (adjusted for time spent travelling, rather than distance travelled). Although the crash causes seem to reflect the user demographic (inexperience, excess speed, alcohol, poor coordination and risk taking all being contributors) the devices are less forgiving of error or surface irregularities.

Planning and design guidance for providing for micro-mobility will need to address improving the environment for e-scooters. This will need to consider kerb heights and kerb-cut angles, path edges and surface quality. The minimum recommended width for footpaths will become 1.8m to reflect the increased risks of a crash on narrower paths.

8. TRAFFIC FILTERING SIGNAGE NEEDS

Mark Edwards sought feedback by 15 March on potential signs or markings that might be added to the existing limited suite available to allow more granular traffic filtering. He noted the few exceptions currently available with restrictive signs and the expectation that exceptions will comply with standard VDAM categories. Examples of supplementary exception signage tended to be not readily comprehensible to users, excessively detailed and complicated, whereas signage or markings that were instantly and readily understood, and easily enforced, were needed.

9. ACTIVE MODES CRASH STATISTICS

James Wratt presented a brief overview of national crash trends since 1983, noting the overall downward trend in cyclist and pedestrian fatalities and serious injuries, and the upturn in recent years reflecting increasing numbers of cyclists on the road. The statistics continue to show a clear distinction in risk between urban and rural roads, with urban intersections and rural mid-block sections having the highest risk in each network.

10. SEGREGATED SHARED PATH – NAME CHANGE

Simon Kennett sought agreement on adopting clearer and more consistent terms for various types of cycling infrastructure. The present CNG hierarchy employs “shared path”, “separated cycleway” and “segregated shared path” but the terms are not all defined in the Rules and are not used consistently and distinctly. This is causing confusion at every level from users to funders.

Using “cycle path” to include “separated cycleway” would bring NZ terminology in line with Austroads usage, which denotes a separated cycleway as a “bicycle path”. It was agreed that only three markings mattered for users: ‘cycle’, ‘foot’ or ‘shared’. For those planning, designing and operating the infrastructure, clear and consistent terms for different types of facility were necessary.

It was agreed that the name “segregated shared path” would be discontinued.

11. PROVIDING FOR MOBILITY IMPAIRED USERS

Daniel Cairncross presented an example of guidance developed by Vicroads for providing parking for mobility-impaired drivers beside cycle paths, noting that current provision was very ad hoc and there appeared to be a need for national guidance or examples of good practice.

Providing for mobility impaired users

An example of providing for mobility impaired users is shown in Figure 12. The figure shows a crossing point with a kerb ramp and additional space around disabled parking bays to accommodate wheelchairs.

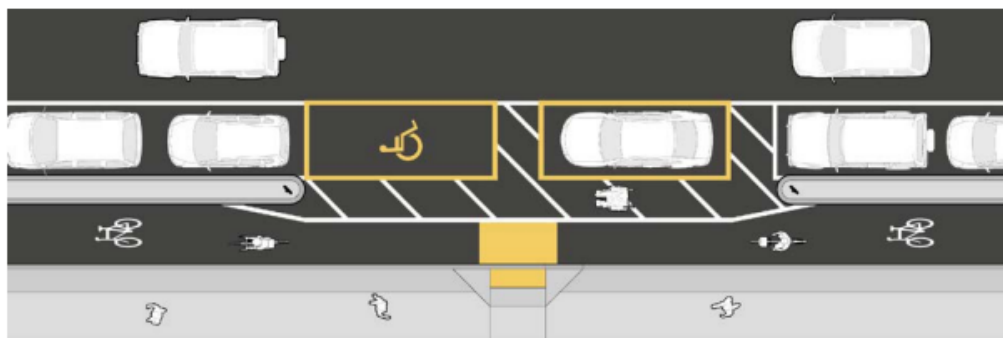


Figure 12: Providing for mobility impaired user across a protected bicycle lane⁷

It was agreed that the example was completely unacceptable, providing insufficient space for the vehicles commonly used (which tend to be longer and wider and require wider space around and behind), requiring the mobility-impaired user to exit the vehicle into the live traffic lane, and placing them at risk from cyclists approaching from behind when accessing the kerb ramp from the rear park.

Guidance with reference to examples of good practice could be developed from work done by AT along Karangahape Rd for situations where angle parking for mobility-impaired users could not be provided. Work being done in Wellington around bus stop bypasses could potentially provide additional guidance on measures to reduce or avoid conflict.

12. RURAL CYCLING SIGNAGE – EXAMPLES (This item was deferred to the next meeting.)

Glen Koorey

13. 2WALK&CYCLE

Michael Bridge asked who of the group might be in Wellington for an informal or social meeting during the conference over 18-19 March, and requested that they confirm by separate email.

14. NEXT MEETING

2 May 2024

Programme for remainder of the year:

- 4 July
- 12 September
- 28 November

Meeting closed: 12:00