

MINUTES: 27 February 2020

Chancellor 4, L. 16, James Cook Grand Chancellor Hotel, 147 The Terrace, Wellington

Attending

- 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, Traffic Engineer, Christchurch City
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Transport Planner/Engineer, Wellington 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
- Sandi Morris, Road Safety & Traffic Planning Engineer, Far North District Council
- Wayne Newman, (secretary)
- Hjarne Poulsen, Transportation Team Leader, Dunedin City
- Ina Stenzel, Principal Specialist – Walking and Cycling, AT

Guests

- Margaret Trotter, Senior Advisor – Behavioural Insights, NZTA (item 5.1)

Apologies

- Adam Beattie, Technical Lead, Active Modes, Network Management, AT
- David Brown, Traffic and Safety Engineer, New Plymouth
- Mark Edwards, Senior Engineer, Regulatory Services, NZTA
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Chris Lai, Transportation Planner, Palmerston North City
- Jodie Lawson, Sustainable Transport Team Leader, Rotorua Lakes
- Nick Marshall, Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Kelera Qaraniqio, Network Engineer, Hamilton City
- Claire Sharland, Asset Manager Transportation, Taupo District
- Andy Vuong, Manager, Cycle Plan Implementation, Tauranga City

ACTIONS - Summary

1. Glen Koorey - Coloured Surfacing. (4.4).
2. Glen Koorey - crossing facilities. (4.5)
3. Steve Dejong - Shark Teeth design options. (4.6)
4. AMIG members - facility costs estimating tool. (4.7).
5. Gerry Dance - signage at side roads for contra-flow cycleways. (4.8).
6. Simon Kennett - minimum marking requirements Access Control Devices. (4.10).
7. Ina Stenzel - TMP signage; and Gerry Dance - input into the review of CoPTTM. (4.15).
8. Tim Hughes - changes needed to make the shared crossing in Tauranga compliant. (4.16).
9. Glen Koorey - additional guidance on tactile surfacing in the development of the PNG. (4.17).
10. Simon Kennett - preferred lay-out of partial and full island bus stops beside cycleways. (4.18).

Agenda

1. WELCOME, INTRODUCTIONS, APOLOGIES AND H&S BRIEFING
2. MINUTES AND ACTIONS FROM PREVIOUS MEETING
3. UPDATES
 - 3.1 Omnibus Rule Change progress
 - 3.2 “Innovating Streets for People” project
 - 3.3 Dragon’s Teeth markings
 - 3.4 Pedestrian-activated Belisha beacon development project
 - 3.5 Development of new shared-path behaviour marking decals
 - 3.6 Accessible Streets
 - 3.7 NZUP – New Zealand Upgrade Programme
 - 3.8 Infrastructure design training and webinars
4. DESIGN ISSUES
 - 4.1. Cyclist-pedestrian combined Barnes dance trials report
 - 4.2 Guidance on options for dealing with shared path conflict
 - 4.3 Advanced Stop Box buffers
 - 4.4 Coloured surfacing
 - 4.5 Crossings
 - 4.6 Shark Teeth marking for humps and platforms
 - 4.7 Facility Cost Estimates
 - 4.8 Contra-flow cycle signs at side roads
 - 4.9 Cycleway delineators/separators – choice of colour
 - 4.10 Access Control Devices
 - 4.11 ATP Specification
 - 4.12 Treatments for rural roads
 - 4.13 Signalised intersections
 - 4.14 Safe passing sign for pedestrians
 - 4.15 TMP – sign placement
 - 4.16 Shared crossing design – Tauranga
 - 4.17 PNG Tactile paver installation guide
 - 4.18 Bus stop and cycleway integration
 - 4.19 Benchmarking
5. OTHER BUSINESS
 - 5.1 Stage 1 findings of Shared Path Markings project – report from Dr Maggie Trotter
6. NEXT MEETING
 - 6.1 4th June in Wellington. Venue to be advised.

ACTIONS

1. Glen Koorey to have the agreed changes made to the final report on Coloured Surfacing. (4.4).
2. Glen Koorey to progress incorporation of the criteria for selection of crossing facilities appropriate to the pedestrian and traffic volumes, speed environment, lane width and number, into the development of the PNG. (4.5)
3. Steve Dejong to have Shark Teeth design options prepared for alternative situations of humps and platforms, with and without parking, with and without a zebra crossing on the platform, to be sent to Mark Edwards and Glenn Bunting. (4.6)
4. AMIG members to test the facility costs estimating tool against known local projects and costs and report results back to Glen Koorey within two weeks. (4.7).
5. Gerry Dance to follow up with Mark Edwards on possible signage at side roads for contra-flow cycleways. (4.8).

6. Simon Kennett to arrange for the agreed minimum marking requirements to be incorporated into the guidance on Access Control Devices. (4.10).
7. Ina Stenzel to provide further details on issues with TMP signage to Gerry Dance; and Gerry to pass these to Neil Greaves with request for AMIG to have input into the review of CoPTTM. (4.15).
8. Tim Hughes to advise Karen Hay of the changes needed to make the shared crossing in Tauranga compliant. (4.16).
9. Glen Koorey to progress inclusion of additional guidance on tactile surfacing to include avoiding the use of any form of plastic TGSi, avoiding staggered TGSi tiles, avoiding using bagged cement for installing these, and adding clearer detail of dimensions and radii in the diagrams in the development of the PNG. (4.17).
10. Simon Kennett to progress agreed changes to designs for preferred lay-out of partial and full island bus stops beside cycleways. (4.18).

NOTES

1. Introductions, apologies and H&S briefing

Hilary and Sandi were both welcomed back, introductions made, and apologies noted.

2. Confirm Minutes of previous meeting

The minutes of the meeting on 28-29 November 2019 were confirmed.

Actions arising

It was confirmed that the actions from the last meeting were:

1. Open: examples of delineators actually in use within New Zealand are still sought.
2. Closed: Steve Dejong supplied the original final design for the Greenway sign to Mark Edwards; and Mark corrected this for national use. Two versions had been produced: conforming to standard practice, a 60kmph version on a green background for use on a SH where cyclists are sharing the same limited space on a principal cycling route, and a 30kmph version on a blue background for neighbourhood greenways. These have yet to be Gazetted.
3. Closed: Mark Edwards arranged for inclusion of the recommended change to TCD Manual Part 5 (Item 4(c)).
4. Closed: Glen Koorey obtained a trial extension from Mark Edwards (Item 9).
5. Closed: Claire Pascoe circulated the benchmarking survey to AMIG members (Item 10).
6. Closed: Mike van Enter liaised with Fabian Marsh on work done on putting crossings on to platforms (Item 12).
7. Open: Tim Hughes still to be invited to join the SNUG working group; Mark Edwards has alerted Jeff Greenough to the relevance of the work and need for it to come to AMIG (Item 19).
8. Closed: Ina Stenzel confirmed the AT research is able to be shared with AMIG (Item 21).
9. Closed: Mark Edwards to include in the Omnibus Rule change increasing the width of the white bars on zebra crossings to 600mm; Tim Hughes to draft guidance on courtesy crossings and platform and ramp design for reporting back to AMIG (Item 23).
10. Closed: Members to provide feedback to Glen within a fortnight of the meeting, identify any specific concerns with revised drawings, and identify uses that they want and uses that they do not want (Item 24).
11. Closed: Mark Edwards to draft advisory sign for next meeting (Item 24, Task 134).

3. UPDATES

3.1 Omnibus Rule Change progress

The detail of this had not been finalised, but it was now expected in mid-2020. It would not include significant changes, such as directional signals or coloured surfacing.

3.2 “Innovating Streets for People” project

The object is to facilitate responding more quickly to change as the pace of change increases exponentially and ¾ of councils reported that delivering pop-up, pilot or semi-permanent interventions is not easy. The focus is on achieving low-speed zones (30kmph limit), rather than on shared zones (10kmph limit). The goal of Barcelona’s city government to “reclaim” 600Ha of “public space” (roads) for public use

is an exemplar. It was expected that funding for appropriate placemaking projects was likely to be included in the NLTP with a very high proportion of central funding.

3.3 Dragon's Teeth markings trial

The Gazette Notice of 9 January 2020 provided for three types of marking to be used, depending on speed environment (A and B) or adjacent land use (C), in a trial to be completed by 31 December 2021. An interim evaluation report on the markings is to be submitted by 31 August 2020.

3.4 Pedestrian-activated Belisha beacon development project

A trial installed on Victoria Street, Dunedin, currently appeared to be working without unexpected consequences.

3.5 Development of new shared-path behaviour marking decals

(Taken with Items 4.2 and 5.1)

3.6 Accessible Streets Regulatory Package

This package, expected to include changes to rules around priority at side roads and more, was reported to be very close to being released for consultation.

3.7 NZUP – New Zealand Upgrade Programme

As part of the announced \$12bn investment programme, some \$6.8bn is to be directed to 17 projects in six identified major growth areas, across road, rail, PT, cycling and walking. As such, per km it represents the largest investment in active modes infrastructure ever made.

It was agreed that care would be needed in designing the new cycle pathways that they were not simply replicas of the expressways for motorised traffic, designed to bypass, rather than, connect communities, especially where they are built as a component of the expressways.

3.8 Infrastructure design training and webinars

A range of training courses was being planned for the year to cater to the needs of both practitioners and decision makers, combining walking and cycling needs, with a focus on providing better knowledge for associated professions, such as surveyors, developers and planners, and on tailoring training to meet needs.

4. DESIGN ISSUES

4.1. Cyclist-pedestrian combined Barnes dance trials report

The addition of a cycling Barnes dance component to the original two-aspect directional cycling trial on the Albany Street intersections with Cumberland and Great King Streets in Dunedin was a response to meet cyclist desire lines while seeking to eliminate potential conflict arising from illegal behaviour, such as crossing diagonally or on the pedestrian phase. A two-aspect cycle crossing signal was added beside a pedestrian crossing signal at each intersection to permit diagonal movement. Three separate video surveys done on 3 October 2019 recorded about 150 cyclists per intersection and confirmed very high demand for the diagonal movement, with no observed conflict resulting in physical interaction between pedestrians and cyclists as both groups were noted to exercise greater care in crossing. An on-line survey to gauge user understanding, however, revealed some confusion, possibly caused by the failure of the signage to include a cycle symbol on the Barnes dance signs as intended as much as by the unfamiliarity of the movement. A specific source of confusion was identified as the combination of counters with flashing red signals, which presented a contradiction, indicating sufficient time to cross safely but signalling not to enter the crossing, and it might offer clearer guidance to users to have only the timer.

4.2 Guidance on options for dealing with shared path conflict

(Taken with 5.1)

4.3 Advanced Stop Box buffers

Following testing of the view of an ASB from within a heavy vehicle cab, a trial was undertaken at the intersection of Kaiwharawhara and Hutt Roads whereby the limit line behind the ASB was moved back 1m without making any change to the area of colour in the ASB. Prior to the trial about one third of vehicles encroached on the ASB. This was reduced to 10%, achieving an acceptable level of compliance and facilitating cyclists being able to access the ASB in greater numbers. The final report on the trial was being drafted.

4.4 Coloured surfacing

The draft report from ViaStrada on Coloured Surfacing was presented and considered. Although the text noted that several images illustrating current use of coloured surfacing showed non-compliant usage, and the report was not intended for guidance or public release, it was felt nevertheless that those uses that were non-compliant should be more clearly marked as such. It was agreed that the table of proposed uses (Section 8) should also distinguish what is currently a compliant use from any proposed extension. Use of green underneath sharrow markings was preferred to green stripes outside of a SVL for cycle lane transition to a shared lane. A cycle crossing facility could be added to the list of suitable uses for green, while use of red surfacing was potentially appropriate for courtesy crossings. It was agreed that references to the use of yellow in non-regulatory applications should be removed.

Action: Glen Koorey to have the agreed changes made to the final report.

4.5 Crossings

The new M1-1.2 marking for zebra crossings harmonises with Australian practice using alternate 600mm dimensions and is to be used for new crossings and remarking. A new M1-1.1 marking allows for existing M1-1 markings to be modified to alternate 450mm dimensions in the interim. It was noted that “courtesy crossings”, although described in the Road Code, are otherwise absent from the guidance and rules. Nevertheless, designed as described, with a distinguishing surface material and on a platform, these have been shown to be effective, even with higher traffic volumes, while being easier to install and creating less clutter in the corridor. It was agreed that the criteria for selection of crossing facilities appropriate to the pedestrian and traffic volumes, speed environment, lane width and number, should be incorporated into the PNG.

Action: Glen Koorey to progress this in development of the PNG.

4.6 Shark Teeth marking for humps and platforms

The issue of responding to varying road or lane widths in marking humps and platforms was considered. It was agreed that the base of the markings should not widen as the road width widens, so that the width of the marking remained consistent, but it was agreed that clearer guidance on marking to ensure that the central ‘tooth’ is centred, is required. The implication of this beside a parking lane also needs further consideration.

Action: Steve Dejong to have design options prepared for alternative situations, with and without parking, with and without a zebra crossing on the platform, to be sent to Mark Edwards and Glenn Bunting.

4.7 Facility Cost Estimates

A tool using typical costs has been developed to allow rough-order cost estimates to be calculated for cycling and walking project planners. The tool allows users to drill down to select alternative options and to adjust for local variables. The tool was at the point where it needed to be field-tested.

Action: AMIG members would test the facility costs estimating tool against known local projects and costs and report results back to Glen Koorey within two weeks.

4.8 Contra-flow cycle signs at side roads

This item was deferred to next meeting.

Action: Gerry Dance to follow up with Mark Edwards on possible signage.

4.9 Cycleway delineators/separators – choice of colour

Although nothing specific to cycleway delineators or separators is included, TCD Part 5 has been completed and does deal with the requirement that delineators or separators must be consistent with the colour of the line on which they are placed, whether white or yellow.

4.10 Access Control Devices

It was agreed that the draft design, requiring a painted taper 450mm to each side of a bollard and 18m in front of it or a marking 36m long and 900mm wide for every mid-path obstacle, was excessive. This was reduced to a required minimum marking of 200mm to each side and 10m in front of any obstacle or access control device.

Action: Simon Kennett to arrange for the agreed minimum marking requirements to be incorporated into the guidance.

4.11 ATP Specification

Simon Kennett reported that this is being finalised.

4.12 Treatments for rural roads

This item was deferred to next meeting.

4.13 Signalised intersections

This item was deferred to next meeting.

4.14 Safe passing sign for pedestrians

This item was deferred to next meeting.

4.15 TMP – sign placement

Ina Stenzel raised an issue being frequently encountered by AT where the size and placement of TTM signage are themselves generating hazards for cyclists and pedestrians using the same corridor. It was immediately apparent that this is a national issue. It was noted that CoPTTM was being reviewed and it was agreed that AMIG needed to have input into that review.

Action: Ina Stenzel to provide further details to Gerry Dance and Gerry to pass these to Neil Greaves with request for AMIG to have input into the review of CoPTTM.

4.16 Shared crossing design – Tauranga

The design of a new shared crossing installed in Tauranga had been queried by NZ Police. The design placed a continuous green path beside a M1-1 zebra without side lines for the cycle crossing and added square white extensions of the zebra on the further side of the green. The visual effect was as though a roll of green felt had been laid across a very wide zebra crossing, but the legal result was a line of illegal 'elephant feet' beside a crossing lacking the required lines, markings and signs for a shared crossing.

Action: Tim Hughes to advise Karen Hay of the changes needed to make the crossing compliant.

4.17 PNG Tactile paver installation guide

It was noted that RTS14 was being integrated into the PNG and this provided an opportunity to improve guidance on the installation. Matters on which additional guidance was required were agreed to include avoiding the use of any form of plastic TGSi, which peel and become a trip hazard, avoiding staggered TGSi tiles and using bagged cement for installing these, as the cement swells and lifts the tiles as it sets. Including clearer detail of dimensions and radii in the diagrams was also supported.

Action: Glen Koorey to progress this in development of the PNG.

4.18 Bus stop and cycleway integration

Designs for full island and partial island bus stops along cycleway routes were considered. Options for the pedestrian crossing were canvassed; as the island, the cycleway behind it and footpath beyond that were all at the same level, would introducing colour onto the cycleway between the island and footpath effectively make all of it a courtesy crossing? Was a single zebra situated at the mid-point of the island likely to reflect the desire lines of any pedestrian crossing to the footpath? It was agreed that lines implying haunches and ramps for the pedestrian crossing were incorrect and should be deleted, and that "SLOW" should be inserted onto the red surfacing of the cycleway beside a partial island.

Action: Simon Kennett to progress agreed changes to designs.

4.19 Benchmarking

Gerry Dance gave a report on progress with the sustainable urban mobility benchmarking project to establish a platform for sharing best practice and lessons learned. The project has reached the stage of facilitating a steering committee and researching platforms for information sharing. It will need to coordinate with internal performance monitoring before moving to begin to identify KPIs and data collection and reporting.

5. OTHER BUSINESS

5.1 Stage 1 findings of Shared Path Markings project – report from Dr Maggie Trotter

The object of this project is to identify markings that will support and reinforce that shared paths are safe, enjoyable and effective for all users. Current markings seek to reinforce leaving adequate space when passing, keeping to appropriate speeds, keeping left, alerting other users of your approach, moving off the path when stopped and keeping dogs on leashes. The project addressed four of these:

- Passing too closely
- Riding too quickly
- Keeping left
- Alerting when passing

An initial ideation session for concepts was followed by a survey with 286 participants and the concepts were then tested for public reaction on Wellington waterfront. While the public response was varied, the markings consistently least favoured were the current Austroads markings for shared paths. A follow-up survey, testing variables, drew over 900 responses.

The markings that drew the most favourable responses were:

- Passing too closely – pedestrian on left and cyclist on right as viewed from behind, separated by double ended arrow over “1m”;
- Riding too quickly – for general use or a wider zone, a snail; for requiring immediate speed reduction, “SLOW” inside a circle
- Keeping left – bi-directional spread arrows on each side of a centre line
- Alerting when passing – a church bell

Four further markings are being tested, including an additional marking to reduce speed.

6. NEXT MEETING

4th June in Wellington. Venue to be advised.

Meeting closed: 4.15