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**MINUTES: Thursday, 24 September 2020 at 9:00 AM – 11:00 AM.**  
**Microsoft Teams Meeting**

**Attending**

- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- 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
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Transport Planner/Engineer, Wellington City
- Wayne Gallot, Senior Transportation Engineer, Christchurch 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
- Wayne Newman, (secretary)
- Graham Noble, Auckland Transport
- Martin Parkes, PT & Urban Mobility Programme Delivery Lead, Hamilton City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Bill Rice, Senior Transport Engineer, Waimakariri District Council
- Sarah Thorne, PT Engineer, Christchurch City
- James Wratt, Assistant Engineer – Multi modal, NZTA

**Apologies**

- Sandi Morris, Road Safety & Traffic Planning Engineer, Far North District Council
- Glenn Bunting, Manager Network Safety, Regulatory Services, NZTA
- Hjarne Poulsen, Transportation Team Leader, Dunedin City
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- Claire Sharland, Asset Manager Transportation, Taupo District

**Agenda: principal items**

- 3.7 “Ramp markings” to be used instead of “shark teeth”
- 3.8 Speed and gender differences between e-bikes and non-ebikes
- 4.1 Threshold signage and markings on cycle routes
- 4.2 Locations sought for trial of advisory shoulder layout trials
- 4.3 Courtesy crossings Technical Note
- 4.4 Roadway Art guidance
- 4.5 TGSI installation guidance for contractors
- 5.1 Cycleway design challenges – Main/Pitt St intersection, PNCC

## NOTES

### 1. WELCOME, INTRODUCTIONS, APOLOGIES

Martin Parkes and Michael Bridge were welcomed to the group, and the apologies noted.

### 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Actions from the meeting on 27 August 2020 were confirmed, noting that  
2.1 Inclusive access audit tool was deferred.

### 3. UPDATES

#### 3.1 TCD Steering Group – Part 5 and Part 4 progress

Steve Dejong reported on progress towards publication of Part 5 after the 11 November TCD meeting. This will respond to requests from industry for the manual to be in HTML, providing more precise hyperlinks within the text. Part 4 is also being progressed, engaging with SNUG, with an indicative publication date of 20 December 2021.

Steve also reported on the various 2-aspect signals trials, with the trial on these on left-hand turn slip lanes where there had not been prior pedestrian facilities having been suspended as ineffective at the chosen trial locations, while the 2-aspect component of the shared Barnes-dance trial is not due to be completed until December 2020. He noted that implementation of 2-aspect signals will need specific Rule changes, rather than through an Omnibus Change.

#### 3.2 CNG/PNG tasks progress

Glen Koorey explained his role as representing the Transportation Group and reported on progress with tasks. No new CNG task had been published since the previous month, while PNG was now getting close to starting to publish, with initial material now being reviewed by the Agency.

Steve noted that the structure of CNG required users to open multiple links searching for the specific guidance being sought in order to know if it is the right link, and welcomed news that a more intuitive and accessible structure will be employed with the PNG.

#### 3.3 Designing Streets for the 21<sup>st</sup> Century

Glen Koorey reported on the planned 2-day course in Wellington over 2-3 November to provide practical training in implementing a multi-modal approach to design, and noted that numbers will determine how and where further courses might be rolled out.

#### 3.4 NZ Code for Cycling

Simon Kennett reported on the work done by Elizabeth Claridge and her team to produce a revised new version of the Code intended to give adult users, and primarily trainers, a good understanding of the law.

#### 3.5 Cost estimation tool

Glen Koorey provided an update on the latest refinements to this tool and asked group members to test it for local applicability.

#### 3.6 Micro-mobility regulatory framework

Simon Kennett explained that this project was still in a very early stage of development by MoT and the Agency.

### 3.7 Shark Teeth – more appropriate descriptor – ‘ramp markings’?

Steve Dejong noted that the TCD Steering Group expressed concern that the term “shark teeth” was confusing with “dragon teeth” and it was agreed that “ramp or platform marking” would be an appropriate descriptor. Gerry Dance explained that the TCD Steering Group contains a wider representation than AMIG, from beyond RCAs.

### 3.8 Speed surveys of e-devices

Gerry Dance explained that this work continued the research done by John Lieswyn in 2017, exploring whether there had been a change in speeds or behaviour. Glen Koorey reported that the focus had remained primarily on comparisons of e-bike and non-ebike use in Christchurch, Wellington and Auckland, and summarised the findings:

- Average e-bike speeds are about 4kmph faster than for non-ebikes
  - Female users make up 45% of e-bike cyclists, but only 29% on non-ebike cyclists
- The implications for design were discussed, particularly for providing for greater speed differentials and passing room on gradients, but also for providing minimum curve radii >25m to permit safe operation at design speed or using curves of lesser radii to reduce speeds.

### 3.9 Access Control Device layout

Glen Koorey reported that the approved drawings would be added to the new guidance on the provision of access control devices and it would be ready for publication.

## 4. DESIGN ISSUES

### 4.1 Greenway signage

Glen Koorey reported on some of the concerns with the concept for these signs. Whereas the comparable signs overseas present specific legal or regulatory contexts, nothing similar exists for them in NZ. Combining three signage functions into a single sign was potentially confusing, but also unnecessary, because an environment that was appropriate for being classed a “neighbourhood greenway” should already not require warning signage.

Alternatives discussed included showing a Sharrow beneath a speed roundel, although a Sharrow should not be able to be marked except where the lower speed already prevailed. It was noted that the “Safer Speed Area” sign was already available and shown to work, and had a more immediately understood meaning than “greenway”.

Combining “Safer Speed Area” with a “Cycle Route” supplementary was suggested. Steve Dejong noted the schedule to the rule references for the R1-5.5 Safer Speed Area and the R1-5.1 Urban Threshold signs allows only ‘name of locality reached’ as a supplementary and ‘Cycle Route’ currently cannot be used on the R1-5.1 sign.

It was agreed that a regulatory speed roundel should not need an explanation for motorists to abide by it, but placing a Sharrow on a green bloc in the roadway would provide that explanation while giving cyclists confidence to take the lane. Wayfinding signage could be provided where and as appropriate, but was not necessarily best-placed in association with signage directed to motorists.

**ACTION:** Glen Koorey, Gerry Dance and Steve Dejong will develop a response to the TCD Steering Group.

#### 4.2 Advisory shoulder layout trial

Glen Koorey reminded the meeting that trial locations are needed to support the development of draft guidance and offered to circulate the parameters for choosing potential sites.

#### 4.3 Courtesy Crossings Guidance Note

Glen Koorey presented a draft Technical Note, explaining that there is still considerable work to be done to provide full guidance, but the current approach remains that these should never be a first choice solution or an acceptable alternative to a zebra on a platform unless other interventions are unavailable. He sought feedback on the draft TN.

#### 4.4 Roadway Art Guidance Note

Glen Koorey presented draft guidance on the needed environment and permissible shapes for inclusion in the Tactical Urbanism Handbook.

#### 4.5 Tactile Indicator Installation Note

Glen Koorey presented another draft Technical Note to go into the PNG, intended for contractors actually installing TGSI, rather than designers. It was noted that there is a gap in guidance for designers, with neither RTS14 nor the PPDG fully addressing the range of situations and offering consistent solutions, and RTS14 and the PPDG are scheduled for review as part of the development of the PNG.

### 5. OTHER BUSINESS

#### 5.1 Local design challenges

Michael Bridge presented an Innovating Streets temporary project proposed for the intersection of Main St and Pitt St in Palmerston North, with cycle lanes extended across Pitt St and new zebra crossings on each of the four slip lanes.

It was suggested that the cycle lanes be marked with continuity lines and the merger zones between the cycle lanes and slip lanes should be aligned to avoid have cyclists and vehicles entering the same space without pause. Additional safety features for the slip-lane zebra crossings were also recommended; if temporary platforms could not be installed, then judder bars and flexi posts could reinforce the altered priorities. The underlying message was that a temporary project could not be unsafe by design merely because it was a short-term intervention.

### 6. NEXT MEETING

Thursday, 3 December 2020 9:00 AM – 12:00 PM. (Note extra hour.)  
Microsoft Teams Meeting Conference ID: 515 411 172

On the agenda: Wayfinding signage – use of both pedestrian and cyclist symbols; appropriate FAR for this investment by councils

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