

**MINUTES: Thursday, 28 July 2022 9:00 AM – 12:00 PM.  
Majestic 6.06 and Microsoft Teams Meeting Conference**

**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, Transport Engineer, Waimakariri District
- Michael Bridge, Activity Manager Active Transport, Palmerston North City
- Serena Chia, Emerging Professional, Multimodal, WK/NZTA
- Gerry Dance, Team Leader Multi-Modal, WK/NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, WK/NZTA
- Gemma Dioni, Senior Transportation Engineer, Christchurch City
- Rachel Doelman, Rotorua Lakes District
- Twan van Duivenbooden, Principal Specialist Active & Shared Modes Design, AT
- Mark Edwards, Multi-modal Senior Advisor, WK/NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Hilary Fowler, Senior Transport Planner/Engineer, Wellington City
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Principal Multi-modal Advisor, WK/NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Malcolm McAulay, Senior Multi-modal Advisor, WK/NZTA
- Peter McGlashan, Lead Advisor, Urban Mobility, WK/NZTA
- Ian Martin, Principal Advisor, Road Safety, Transport Engineering & Road Safety, Dunedin
- Wayne Newman, (secretary)
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Bill Rice, Senior Transport Engineer, Nelson City
- Claire Sharland, Asset Manager Transportation, Taupo District
- James Wratt, Multi-modal Advisor, WK/NZTA

**Guests**

- Darren Fidler, Lead Advisor, Walking and Cycling, WK/NZTA
- Alan Meharry, Principal Advisor, Walking and Cycling, WK/NZTA
- Geoff Haines, Lead Advisor, Streets for People, WK/NZTA
- Matt Barnes, Principal Advisor, Streets for People, WK/NZTA

**Apologies**

- Niki Carling, Safe& Sustainable Journeys Manager, Rotorua Lakes District
- Tony Mills, Senior Transport Engineer, Napier
- Clare Scott, Transport Planner, Active Modes, Tasman District
- Erik Teekman, Principal Transport Planner, WK/NZTA

# A G E N D A

## 1. WELCOME, INTRODUCTIONS, APOLOGIES

## 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Actions from the meeting on 26 May 2022

## 3. TRIAL REPORTS and ISSUES

3.1 Symbols for Cycling Wayfinding Signage - Mark Edwards

3.2 Emission Reduction Plan National Cycle Plan – Darren Fiddler, Alan Meharry

## 4. UPDATES

4.1 CNG – guidance development – Glen Koorey

4.2 Streets for People - Geoff Haines and Matt Barnes

4.3 Infrastructure for quick-build cycleways – RN006 - Peter McGlashan

4.4 TCD Steering Group – Mark Edwards

## 5. OTHER BUSINESS

# NOTES

## 1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed Shane Binder and Peter McGlashan to the group, and welcomed Serena Chia back. The apologies of Niki Carling, Tony Mills, Erik Teekman and Clare Scott were noted. The retirement and long contribution of Glenn Bunting to the group from its initial establishment was acknowledged. The draft agenda was confirmed.

## 2. MINUTES AND ACTIONS FROM PREVIOUS MEETING

Minutes of the meeting on 26 May 2022 were confirmed without change. Brief reports were received on several actions from that meeting:

- Sharrow use guidance – Simon Kennett reported that possible sharrow use for rural roundabouts was being investigated and a report from this would be presented to the next meeting.
- Recommended widths for separated cycleways – Simon Kennett reported that measured speeds justify wider widths for N.Z. than recommended by Austroads and increased recommended widths would be presented later this year.
- Cycle lanes crossing side roads – Serena Chia reported on the feedback received after the previous meeting, which strongly favoured green blocs with the cycle symbol between the blocks and aligned to the direction of travel of the cyclist. There was also support for a dashed version of the green outer lines for the cycle lane with cycle symbol within the lines. Reducing the kerb radii to slow turning vehicles was also suggested.
- Behaviour markings for e-scooters – Simon Kennett reported that this work was completed.
- Separated or shared guidance chart – Gerry Dance reported that the updated version of the 2012 revision of the 2000 Dutch original had now been published. It was noted that the terminology used reflected expected legislative changes that would be likely to require revision across CNG.
- Planned 16-17 November conference and site visits – Gerry Dance explained the background to this twice-postponed live meeting. It was agreed that members would check and confirm the likelihood of attendance to establish whether the numbers intending to attend would make the event viable.

### 3.1 SYMBOLS FOR CYCLING WAYFINDING SIGNAGE

Mark Edwards explained the need to agree a set of A51-4 symbols appropriate for cycling wayfinding signs that would be nationally consistent. Two challenges were identified: most of the current symbols reflect the needs of motorists; and cycling wayfinding signs could be expected to offer less space for symbols. The number of symbols and the size of each individual symbol would be constrained, potentially diminishing the clarity of some more complex symbols currently in the A51-S set.

Reviewing the suggested list of 24 potential symbols revealed that New Zealand does not use the international standard for Park and ride (P+) so it has symbols that appear to show “cycle park”, “bus park”, “ferry park”.

It was agreed that major destination signage, such as hospital or airport, was not what was intended for the wayfinding signs, and that the object was to identify a suite of symbols that specifically recognised cyclists’ needs.

**Action: each member to select preferred five from list of options and provide these to Mark by COB on 11 August.**

### 3.2 EMISSION REDUCTION PLAN NATIONAL CYCLE PLAN

Darren Fiddler and Alan Meharry joined the meeting. Darren Fidler explained the strategic context of the ERP in relation to the GPS, “Road to Zero”, Waka Kotahi 30-Year Plan and National VKT Reduction Plan, and how Crown funding would flow through CERF bids into early targeted investment areas informed by national cycling, walking, freight and SH plans. Delivering the ERP required a fundamental step-change in national cycling levels.

Alan Meharry explained that achieving a 20% reduction in VKT by 2035 required a rapid acceleration in the pace and scale of delivery of cycling infrastructure, which at current rates of completion would not be in place before 2100. Only 17% of cycle networks in main urban areas have been completed, while 60% of car journeys remain under 5km.

A key stakeholder survey in 2021 found that 90% of councils supported a step-change and considered it achievable, but 73% of councils perceived Waka Kotahi and its internal processes to be a significant barrier. A contemporary review of the Urban Cycleways Programme identified six key lessons. Investment must be within an integrated programme to deliver networks, rather than piecemeal projects. Strong leadership was needed. Network connectivity must be delivered and investment must remain focussed on this. Management of the investment needs to facilitate its purpose, rather than hinder it.

Darren Fidler explained that the current pace of delivery is both too slow and too expensive. To deliver completed connected networks within ten years will require reallocation of street space and reprioritisation away from providing for private vehicle

capacity. This will need networks to be installed first and made permanent later, but much of the existing urban network could be completed and connected through lower traffic volumes and speeds.

Research, development, internal and external engagement have been completed and the NCP is being finalised to go to the Minister within next month, before work begins on delivering it. Discussion within the group identified the scale of the challenge involved to change processes and priorities and to deliver infrastructure that was good both quickly and cheaply.

#### **4.1 CNG – GUIDANCE DEVELOPMENT**

Glen Koorey provided a quick recap of the results from the feedback on the draft lighting guidance, which had been incorporated into the revised draft. The key challenge was the most effective presentation format to convey the options. Two comments on this were to ensure consistent terminology across the guidance and lighting standards, and to identify solutions that were “highly recommended”.

Glen reported on research on the effects of gradient, with local measurements in Wellington on gradients of 4-5%, 6-7% and 8-9% indicating e-bikes were about 8-10kmph faster than unpowered cycles.

Other tasks to be progressed include provision for separation at signalised intersections, rural cycling, directional cycle signals, minimum path radii and the He Ara Kotahi Bridge. A wider review of the layout and navigation of CNG was also now due, as the site was six years old and less intuitive to use than the PNG site.

Shane Binder reminded the meeting that the lack of a section or clause reference can be an impediment for directing someone to a specific piece of guidance. Gerry Dance also noted the need for a date stamp on the content.

#### **4.2 STREETS FOR PEOPLE**

Geoff Haines and Matt Barnes were welcomed to the meeting. Geoff Haines the policy impetus to deliver emissions reductions and mode shifts driving a focus on prioritising people over vehicles on urban streets. Key steps in developing the programme were the first supported “tactical urbanism” projects in 2019, the Covid-19 response in 2020 and the 2020-21 Innovating Streets for People projects, which delivered 89km of change within 12 months and valuable lessons that will inform the national Streets for People programme for 2021-24, the levels of support given to councils and plans for wider system changes.

The programme is seeking to repurpose streets to deliver a mode shift and rapid de-carbonisation. A \$30million contestable fund will offer 90% FAR for 3-year projects. Ten councils are currently working with the programme and projects are about to be selected for funding, for launching in September.

As a part of this process, the guidance will be updated, so that the 2020-21 Handbook for Tactical Urbanism in Aotearoa guide for project teams will be revised to present Tactical Urbanism for specific audiences – project leads, design practitioners, physical delivery, communication and engagement, and monitoring and evaluation.

#### **4.3 INFRASTRUCTURE FOR QUICK-BUILD CYCLEWAYS – RN006**

Peter McGlashan was welcomed and explained the reason for revisiting this guidance was the need to be able to deliver infrastructure more quickly. The CERF Transport Choices Package provides \$120 to \$150million for the rapid roll-out of connected cycling network to accelerate the uptake of micro-mobility and low carbon transport. The matrix for providing separation had to be for urgent delivery, showing availability, affordability, installation pace, compatibility and effects of scaling up. The research note will inform future enhancements of CNG. It supports iterative solutions and identifies existing knowledge and gaps in knowledge. The draft format supports an interactive device selection matrix able to be filtered for specific search needs as a live document.

#### **4.4 TCD Steering Group**

Mark Edwards explained that the TCD Steering Group was in temporary abeyance pending the appointment of a new chair to replace Glenn Bunting, but a special meeting had been convened specifically to review work on the revision of Part 4 in order to avoid delaying this project.

#### **5. OTHER BUSINESS**

Gerry Dance announced a webinar scheduled for 11 to noon on 18 August giving an overview of current multi-modal guidance. It would be free to attend and the intention was that feedback would identify further needs and the next steps.

Meeting closed: Midday