

MEETING: Thursday, 8 June 2023 9:00 AM – 12:00.

Majestic 7.08 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 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
- Allie Mace Cochrane, Waimakariri District
- Bruce Conaghan, Transportation Policy and Planning Manager, Hastings District
- Gerry Dance, Team Leader Multi-Modal, WK/NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, WK/NZTA
- Gemma Dioni, Senior Transportation Engineer, Christchurch City
- Mark Edwards, Multi-modal Senior Advisor, WK/NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District Council
- Tim Judd, Director, PJA Australia (Item 12)
- Karen Hay, Cycle Plan Implementation Team Leader, Tauranga City
- 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
- Malcolm McAulay, Senior Multi-modal Advisor, WK/NZTA
- Tony Mills, Senior Roading Engineer, Napier
- Jane Murray, Transport Planning Advisor, Tasman District
- Wayne Newman, (secretary)
- Cara Phillips, Senior Transport Engineer, Walking & Cycling, Tauranga City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Claire Sharland, Asset Manager Transportation, Taupo District
- James Wratt, Multi-modal Advisor, WK/NZTA
- Honor Young, Urban Mobility Team Lead, Hamilton City

Apologies

- Chris Lai, Senior Transportation Planner, Palmerston North City
- Nick Marshall Team Leader-Road Safety & Traffic Engineering, Northland Transport Alliance
- Ian Martin Principal Advisor, Road Safety, Transport Engineering & Road Safety, DCC
- Mitra Prasad Technical Lead – Active Modes, AT

A G E N D A

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2. MINUTES FROM PREVIOUS MEETING: 4 Apr. 2023
3. MATTERS ARISING
4. BRIEF UPDATES
5. CAPABILITY-BUILDING
6. TCD STEERING GROUP
7. CNG UPDATES WORKSHOP
8. PNG UPDATES
9. NARROW TABLE DUAL CROSSING WORKSHOP
10. BI-DIRECTIONAL CYCLEWAY CONCEPT DESIGNS
11. TACTILE PAVER GUIDANCE
12. AUSTROADS GUIDANCE FOR PEDESTRIAN PLANNING

NOTES

1. WELCOME, INTRODUCTIONS, APOLOGIES

Jane Murray joined the group from Tasman. The departures of Nikki Carling and Chris Lai from their respective member councils and from the group was recorded. Apologies from Nick Marshall, Ian Martin and Mitra Prasad were noted.

2. MINUTES FROM PREVIOUS MEETING: 4 Apr. 2023

The minutes of the previous meeting were confirmed. Daniel Cairncross's job title as Principal Transport Engineer at Wellington City Council was noted.

3. MATTERS ARISING

(a) Inclusive Cycling Guidance Note feedback

Simon Kennett reminded the meeting that MRCagney were seeking feedback on the draft guidance material before the end of June. He shared some preliminary feedback from users with disabilities, who reacted to language that they found patronising. In their view the issue is one of an inaccessible environment rather than the ability or disability of users. There was a suspicion of council staff relying on guidelines instead of consulting users about making their environment accessible for all.

4. BRIEF UPDATES

(a) Dutch-style roundabout design for Palmerston North – update

Michael Bridge reported on the progress on this design, the first of three planned along Cook St. Much of the focus since the previous meeting had been directed at the effects of the raised platform on stormwater flows. The next steps would be public consultation and elected member socialisation. Further refinements to the gaps between directional and hazard awareness tactile paving were recommended by the meeting.

(b) Trials of widened shoulder by WCC – update

Daniel Cairncross reported that the before analysis of space use had been completed using LIDAR imaging and the trial was continuing.

(c) Maintenance Specifications for Cycle Facilities – update

Simon Kennett requested examples of a NOC that included maintenance specifications. It was conceded that most did not extend beyond sweeping.

Agreed: RCAs urgently need to begin to address maintenance of cycling infrastructure.

5. CAPABILITY-BUILDING

(a) Multi-modal design & design workshops

Glen Koorey reported on planned multimodal training being scheduled:

Planning/Design for Cycling courses:

- Hamilton on 19 July and Wellington on 20 July. Early-bird fees (\$500+GST for professionals) close on 3 July (\$600+GST after that).

Advanced Cycle Intersection Design workshops:

- **Auckland on Mon 28 August and Christchurch on 29 August.** Early-bird fees (\$500+GST for professionals) close on 1 August (\$600+GST after that). Course pre-requisites are required to take part in these workshops.

Planning/Design for Walking course:

- **Christchurch on 26 July**, straight after the NZ Walking Summit and introducing the new PNG content. Further locations and dates will be organised after that.

Reasons to attend the courses:

- It's one thing to have content in the CNG, it's another to know what the critical things to focus on in the content are e.g. Geller's four target groups, CROW five main requirements, integration vs separation
- Because the presenters are deeply involved in the ongoing CNG development, they are familiar with coming new content that *isn't* on the CNG yet and can give a heads-up about these, e.g. separated cycleways at signalised intersections, updated shared/separated path widths, inclusive cycling design, wayfinding guidance
- The current CNG doesn't really cover e-bike and micro-mobility provision yet but the training courses do
- Recent research and policy not yet fully captured in the CNG are covered in the course, e.g. One Network Framework, new Business Case Approach, latest Monetised Benefits/Cost Manual procedures, research on under-reporting of cycle injuries, Healthy Streets framework, best-practice engagement and consultation, temporary traffic management
- Group activities undertaken during the sessions, e.g. a cycle route choice Multi-Criteria Analysis; how to reallocate roadway space to provide for cycling
- Local case studies are also presented that are not captured in the CNG, e.g. Christchurch cycling number growth, Nelson Tahunanui pathways planning, as well as examples of good/bad/interesting infrastructure around NZ (and elsewhere) to highlight the points made during the course

6. TCD STEERING GROUP

(a) Dragon's Teeth

Steve Dejong reported on the Mackie Report on the Dragon's Teeth trial, which had been in response to unapproved use of the marking at speed change thresholds or zebra crossings. The report concluded that the marking delivered minimal speed changes (<3km/h) for the quantity of paint needed. While it might be a tool in the kit, other interventions would be required, further decreasing the cost-effectiveness of the marking.

The possibility of testing the marking at rural intersections was raised but one trial at a Christchurch City black-spot suggested no benefit. There was also discussion of relative life-time costs compared to threshold markings placed in the wheel path.

Agreed: retaining the Dragon's Teeth marking as a possible tool was not supported.

(b) School Streets

Steve Dejong reported on two new modal filters introduced by the Land Transport Rule Streets Layout amendment. The local RCA will be able to restrict through movement and access for School streets and Community streets (previously proposed to be called “play streets”). Signs for each will go into the TCD Rule and Manual.

7. CNG UPDATES WORKSHOP

Simon Kennett explained that the CNG was now 7-years old and in need of a major refresh to ensure that it was as easily navigated as the newer PT Design Guidance and PNG. It would copy these by introducing a new 9-tile landing page. These tiles would be:

- Context – 6 sections (2 new sections to be added)
- Planning – 7 sections
- Design – 5 sections (1 to be added)
- Reviews & Audit – 4 sections
- Implementation – 4 sections (all new)
- Monitoring & Evaluation
- Training & Capability building
- Case Studies & Trials

Agreed: an effective search function and for the sections to be able to be referenced (and cross referenced to related guidance in PNG or PTDG) were needed.

The order of the tiles and the location of several sections was discussed in detail. A need to discourage a rush to “find the solution” and to make alternatives more obvious suggested a layout of:

Context	Related Guidance	Case Studies
Planning	Design	Review & Audit
Implementation	Monitoring & Evaluation	Case studies & Trials

It was suggested that Materials was a Design section, rather than Implementation, while Publicising was an Implementation section. Similarly, it was questioned whether Monitoring & Evaluation needed to come under Planning. It was noted that Training & Capability would move into “Multimodal”. There was also a question of whether encouraging mode-shift was a topic for Context, Planning, Design or Monitoring & Evaluation.

The distinction between field tests and formally approved trials needed greater clarity and explanation of the legal differences and requirements, but a link to current trials or pilots and to Rule changes was also sought. An example of the latter was the new TTM, with the transition from temporary to permanent provision, and differences between TTM for specific and general projects.

Simon noted that the next steps would be consultation with user groups, stakeholders and individual users.

8. PNG UPDATES

(a) Supporting Infrastructure

James Wratt reported that this new section to go under Design in the PNG was very close to publication. It was the penultimate remaining section to be added, with Streets & Places expected later this year. The new section included guidance on landscaping and planting selection, street furniture selection and placement, barriers and fencing, lighting, coloured surfacing and wayfinding signage (showing examples in use as this is not in the TCD Rule).

9. NARROW TABLE DUAL CROSSING WORKSHOP

Mike van Enter presented a proposed conversion of a zebra crossing to a dual crossing on a secondary cycle route monitored by a school patrol. The recommended dimensions for a dual crossing are 1.5m for the cycle facility and 2.5m for the zebra. The proposed design was 1.0m for the cycle facility and 2.0m for the zebra, allowing the crossing to

be fitted between the existing street lighting and stormwater infrastructure and to be more easily controlled by the school patrol.

The meeting recognised that the compromise on width did not compromise safety, and the changes did, in fact, offer a low cost safety improvement at the site. It was agreed that the full design standards applicable for primary routes might be less applicable for secondary routes in some cases.

Agreed: CNG needs to be revised to allow for variation appropriate to secondary routes.

10. BI-DIRECTIONAL CYCLEWAY CONCEPT DESIGNS

Michael Bridge presented a bi-directional concept design for Featherston St, Palmerston North, being presented to elected members later in June as part of the Innovating Streets and Streets for People upgrade of this route. He noted that the uni-directional design was favoured by both the public and iwi during consultation, but this removed significantly more parking along the route. The meeting endorsed the preferences of the public and iwi.

Agreed: the bi-directional design presented had potentially unacceptable safety hazards at intersections, entrances and PT stops.

11. TACTILE PAVER GUIDANCE

Honour Young (on behalf of George Lane) questioned whether new guidance was needed for tactile paving to address increasing queries about their use, especially at bus stops and the start of shared facilities. There was concern that the recommended layout could direct visually impaired pedestrians over double height kerbs or into the path of a bus, while the UK example of use of directional tactile paving to indicate the commencement of a shared path was cited.

RTS14 was now out of date and needed to be updated to specify a 'T' layout for a crossing, with hazard tiles crossing the directional tiles, and an 'I' layout for a bus stop. This distinction had been strongly endorsed by visually impaired representatives during consultation.

The UK example of directional tactile paving indicating the commencement of a shared path would not be appropriate for NZ. Transverse directional paving would direct visually impaired pedestrians onto the cycle path. Hazard paving on the cycle path and correctly aligned directional paving on the footpath would be needed.

Use of green hazard tiles at cycle crossings did carry a slight risk of being mistaken by a visually impaired pedestrian as a safe crossing. For this reason it was imperative that no directional paving was associated with them and crossings intended for pedestrian use were clearly marked with the 'T' pattern of tactile paving.

Agreed: an updated and revised guidance note is required.

12. AUSTRROADS GUIDANCE FOR PEDESTRIAN PLANNING

Tim Judd joined the meeting from Perth to explain the industry survey being conducted as part of the update to NEG6386 - Guidance for Pedestrian Planning by Austroads. New guidance is needed to provide for micro-mobility and inclusivity, and to recognise the diversity of pedestrians. Austroads are seeking inputs from industry professionals involved in planning and operating transport networks to suggest improvements to current guidance. The survey was developed by Sidelines Traffic (ABN 60 642 081 301) on behalf of Austroads and Phil Jones Associates. Data collected in this survey will be used to inform the project and unidentifiable data may be used to inform further research into planning for pedestrians. Survey Link:

[Updating Pedestrian Guidance in Austroads Guide to Traffic Management Survey](#)

Meeting closed: 12:00