

MEETING: Thursday, 22 May 2025 9:00 AM.

44 Bowen and MS Teams Meeting ID: 432 395 568 549

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
- Daniel Cairncross, Principal Traffic Engineer, Wellington City
- Bruce Conaghan, Transportation Policy and Planning Manager, Hastings District
- Gerry Dance, Team Leader Multi-Modal & Urban Design, NZTA
- Matthew Edmonds, Emerging Professional, NZTA
- Mark Edwards, Senior Specialist Multi-modal, NZTA
- Mike van Enter, Senior Transportation Engineer, Tasman District
- Ashok Harridaw, Senior Engineer – Walking & Cycling, Tauranga City
- Kirsty Horridge, Senior Urban Mobility Engineer, Hamilton City
- Will Hyde, Senior Transportation Engineer, Tauranga City
- Simon Kennett, Principal Specialist Multi-modal, NZTA
- Glen Koorey, Director, ViaStrada, representing Transportation Group NZ
- Putri Kusumawardhani, Senior Specialist, Active & Shared Modes Design, AT
- Iain McAulay, Manager Regulatory Technical, NZTA
- Marziyeh Mozaffari, Road Safety & Traffic Engineer, Whangarei District
- Jane Murray, Transport Planning Advisor, Tasman District
- Wayne Newman, secretary
- Ivan Nikitin, Asset Engineer, Taupo District
- Scott Parker, Cycleways Manager, Western Bay of Plenty District
- Cara Phillips, Senior Transport Engineer, Tauranga City
- Eynon Phillips, Strategic Transport Engineer, Hastings District
- Mitra Prasad, Technical Lead – Active Modes, AT
- Vaishali Sankar, Road Safety & Traffic Engineer, Kaipara District
- Erik Teekman, Principal Transport Planner, NZTA
- Patrícia Vasconcelos, Principal Specialist Multi-Modal, NZTA
- Jeanette Ward, Technical Director, Abley (item 3)
- James Wratt, Senior Specialist Multi-modal, NZTA

Apologies

- Charlotte Campbell-Lamerton, Multi-modal Advisor, NZTA
- Steve Dejong, Senior Engineer, Regulatory Services, NZTA
- Rachel Doelman, Transport Facilities Lead, Rotorua Lakes District
- Tony Mills, Senior Roading Engineer, Napier
- Anna Nord, Principal Multi Modal Advisor, WK/NZTA
- Claire Sharland, Asset Manager Transportation, Taupo District

A G E N D A

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2. MINUTES FROM PREVIOUS MEETING: 13 February 2025
3. PEDESTRIAN FACILITY MAINTENANCE SPECIFICATIONS
4. CENTRE-LINE DIMENSIONS
5. AT SEPARATOR AUDIT LESSONS
6. SUP PATH MARKING DIMENSIONS
7. USE OF RED SURFACING AT ZEBRA CROSSINGS
8. REGULATORY STEWARDSHIP RULE AMENDMENT
9. TCD STEERING GROUP UPDATE
10. ACTIVE MODES CRASH STATISTICS

M I N U T E S

1. WELCOME, INTRODUCTIONS, APOLOGIES

Gerry Dance welcomed the group and introduced Jeanette Ward. Ivan Nikitin and Iain McAulay were welcomed. The welcome return of Kirsty Horridge after many years absence was noted during the meeting, too. The apologies were recorded. Gerry noted the departure of Michael Bridge from the group after recent restructuring at Palmerston North and acknowledged the substantial contribution made by Michael to the meetings over several years and the success of his arrangements for the site visits and meeting in Palmerston North in November 2023. The second imminent loss from the group Gerry reported was James Wratt, who was leaving NZTA after nine years to join AT.

2. MINUTES FROM PREVIOUS MEETING: 13 February 2025

Wayne Newman thanked Glen Koorey for feedback on the circulated draft minutes and confirmed that corrections had been made to the spelling of ViaStrada and Kilbirnie, the full name of Axel Downard-Wilkes and the employer of Peter Jones. The minutes were approved as corrected. Wayne also reported an action arising from item 5. Following the meeting Mark Edwards met with WCC and their consultants to explain that the formal trial application needed to follow the TN10 format to cover the requirements of the trial application process.

3. PEDESTRIAN FACILITY MAINTENANCE SPECIFICATIONS

Patrícia Vasconcelos introduced Jeanette Ward to explain the development of new (and possibly more nationally applied) maintenance specifications for paths and pedestrian crossings. While these are intended first for NZTA and RCAs lacking their own, reference to the specifications by other RCAs as their own specifications are updated should move everyone towards greater consistency. The new specifications will be drafted to recognise the requirements of the Integrated Delivery Model. They will also refer to the PNG; however, they are aimed at the contractor, not the designer.

Jeanette asked who was using the Pathways Condition Rating & Fault Assessment Guide, developed by WSP with REG, RIMS and NZTA. She shared examples of questions and information required for development of the specifications that would be useful to obtain from RCAs. This included defined levels of service in their Activity Management Plans for paths and pedestrian crossings, who already had maintenance specifications for these (and whether it was method-based or performance based) and whether a NZTA specification would be useful.

In response to questions, Jeanette explained that the specifications were considering only maintenance, rather than construction, of pedestrian facilities, but included signs and "anything and everything needed for these facilities to function".

Recognising that members of the group might not be directly involved, Jeanette asked that the list of questions be forwarded by members to the appropriate person at the RCA, who could contact Jeanette directly.

4. CENTRE-LINE DIMENSIONS

Simon Kennett noted the present lack of guidance for the spacing and width of lines and markings for paths and raised the possibility of a standard specification in the guidelines, potentially based on a scaled-down version of roadway markings. Current usage has variances in both the lengths of lines and of the gaps between them, and greater consistency is sought. A standard of 100mm wide lines 1m long and separated by 3m gaps was proposed, with location-specific variation, such as a double 50mm yellow centreline at a blind corner. It was agreed that the intention was not to replicate roadways on paths, and lines should be marked minimally and in response to clearly identified safety hazards and desired outcomes.

5. AT SEPARATOR AUDIT LESSONS

Mitra Prasad explained the purpose of the survey of cycle separators. Although various types have been installed on several projects across Auckland, only anecdotal evidence was available on which worked or how well they worked, or on any trends in physical deterioration of these assets that could inform future guidance and standards. The survey followed the examples of Queensland and Glasgow.

The survey assessed over 3,000 separators on 26 routes, collecting extensive contextual data on each. Although 2/3 of the separators installed had been concrete, Mitra revealed that five different widths had been used, and whether they were bedded onto grout or epoxy varied their heights by about 20mm. A further quarter of separators were rubber, with the remainder being wood. The survey indicated that the concrete separators were generally performing well while almost 2/3 of the wooden ones were approaching the ends of their life, although still satisfactory.

The recent replacement of concrete with rubber separators on Upper Harbour Drive distorted the apparent performance of the latter. Excluding these newly installed assets revealed that most rubber separators were in an unacceptable condition, indicating an effective asset life of about five years.

Terminal separators (first or last in series) were found to be disproportionately more frequently damaged. Potential design lessons were suggested by the high incidence of initial separators being hit and by the high number of final separators at bus stops also being damaged. Middle separators were also more likely to be damaged on the inside of a curve than the outside. Having a buffer of at least 0.3m more than halved the damage to separators, compared to having no buffer at all. Of all the variables on and between routes assessed in the survey, the proportion of heavy vehicle traffic was found to be the only one with a significant correlation with separator damage.

The survey raised important questions around whole of life costs, both for individual separators and for the series, and around sustainability and environmental impact of different alternatives. A need for a more effective treatment of the beginning of any series of separators appeared to be a widespread issue.

6. SUP PATH MARKING DIMENSIONS

Simon Kennett noted the lack of consistency in marking the pedestrian and cycle symbols on shared paths, reflecting the lack of guidance. The pedestrian symbol was appearing above, beside and below the cycle, while the cycle could be elongated or square. Simon proposed that the pedestrian symbol should always be marked above the cycle symbol, and some effort should be made to keep the two proportionate. On a shared path the cycle should be a maximum of 720mm wide and the pedestrian 450mm wide. On a cycle path the cycle marking could be increased to 1080mm. Similarly, on a footpath beside a cycle path without vertical separation a larger pedestrian marking could be appropriate.

It was agreed that the placement of the pedestrian symbol above the cycle implied the correct priority in the hierarchy of users, but placing the symbols side by side at pinch points or transitional locations had the potential to convey an additional behavioural message. Use of elongated markings suitable for higher speed traffic lanes was not appropriate in low-speed environments. The size and use of markings needs to be kept suitable to the environment in which they are employed.

7. USE OF RED SURFACING AT ZEBRA CROSSINGS

Gerry Dance noted the update to the Rule several years ago that permitted the use of a red bloc as a road marking. Cara Phillips presented examples from several sites in Tauranga of the use of these to augment the conspicuity of pedestrian crossings in situations where a raised platform might have been considered before the GPS. On Devonport Rd a large bloc was added immediately in front of the zebra bars on the approaches to a crossing with a central island during a reseal, in response to driver behaviour on a straight road descending into a slight dip. At Levers Rd outside a school a crossing with a central island and chicane on a primary collector with high traffic counts and high vehicle speeds had red blocs added immediately in front of the zebra on the approaches as well as earlier giving advance notice of the school. They had also been installed as full-width broad bands on either side of the new crossing installed with the new Durham St bus interchange.

Cara reported one outcome from this use of red blocs was an increased demand from schools for more. Nevertheless, it was agreed that caution was needed in meeting this demand. Previous research on the effect of red at crossings had concluded that the red diminished the conspicuity of the zebra bars and was not an appropriate tool to modify approach speeds at crossings. Increased use of red at pedestrian crossings could also give rise to a perverse result where crossings without red became less conspicuous to drivers. It was also noted from the images in the presentation that the additional conspicuity of the newly installed blocs on the fresh reseal was quickly lost, so that the blocs at the Levers Rd crossing photographed on a dull day were barely noticeable.

A preferable intervention would be to use pale friction course seals on the approach to a crossing to give drivers advance notice of the crossing and increased ability to stop before reaching it. It was unclear that the conspicuity of zebra crossings was the issue, rather than driver behaviour, and coloured surfacing needed to be used with care to deliver a consistent and readily understood message for road users.

Gerry noted that research on crossing conspicuity had just been completed and could be presented to the next meeting.

8. REGULATORY STEWARDSHIP RULE AMENDMENT

Mark Edwards noted that both coloured surfacing and zebra crossings were included in the routine updates to the TCD Rule that were a part of the Amendment bill. For coloured surfacing, what may be used, where and why, would be more prescribed. For zebra crossings the former specification allowing 300mm bars and 600mm spacing was being revoked and all new crossings would need to conform to the new 600 + 600mm specification. Other minor amendments included the expansion of the bus stop width from 2m to 2.5m to reflect changes in the bus fleet, and the use of the small cycle symbol loop marking for cyclists. Directional cyclist signals and dual aspect signals are both considered to be substantial Rule changes not suitable for the Amendment bill.

9. TCD STEERING GROUP UPDATE

Mark presented the update in Steve DeJong's absence. Feedback from trials included the interim report from AT on a dynamic bus lane responsive to increasing congestion by using dynamic signage to create a "pop-up" bus lane. Although the initial response has been encouraging, being able to alert road users in time to implement the dynamic SVL required anticipation of congestion and implementation before it was too late for motorists to vacate the space.

AT is also looking at where a warning should go at intersections where traffic turns across both general traffic lanes and a special vehicle lane, and where a vehicle in a general traffic lane may mask the turning vehicle and SVL occupant from each other. Who should be alerted to the hazard? Would the potential for confusion for a turning motorist exceed the safety gain from alerting them to the potential hazard? Further reports are expected from AT.

The full trial of a mixed pedestrian and cyclist Barnes dance by AT has now been approved to proceed.

Finally, Iain McAulay explained that funding for updating the TCD Manual is no longer available. The updates do not fit the NZTA cost-recovery model, so alternative funding sources will need to be identified, which in turn will require the TCD Steering Group to identify priorities for updating. In response to questions, Iain confirmed that feedback on priorities was only being sought from the TCD Steering Group at the moment.

10. ACTIVE MODES CRASH STATISTICS

James Wratt explained that, as the purpose of AMIG was delivery of safe cycling and walking, the crash statistics offered a useful progress check. The Household Travel Survey indicates that the distance travelled by walking has continued to decline after the increase during 2018-21 while the distance travelled by cycling retains an upward trend despite a reduction in 2023-24 from 2021-23. Time spent walking or cycling was greater for both in 2023-24 than in 2015-18.

The declining trend for on-road cycle deaths over 2005-2015 became significantly more erratic in the ensuing decade, with record low fatalities of only 5 in both 2016 and 2018 falling either side of an abrupt leap to 17 in 2017, and of 8 and 7 in 2021 and 2023 respectively separated by a record high of 19.

For both 2017 and 2022 the contribution of rural cyclist deaths was a substantial fraction that otherwise belied the observable downward trend over 2005-2024. For urban cyclist deaths the trend is perceptibly upward. Cyclist serious injuries in crashes, however, do show a declining trend from 2007.

Similarly, pedestrian deaths since 2006 show a marked downward trend while serious injuries have a very slight upward trend.

James noted the 29% increase in cyclist deaths and 13% increase in serious injuries on hilly terrain over 2015-24 compared to the previous decade and speculated that this might be a visible effect of the increasing prevalence of e-bikes.

E-scooter crashes remain invisible in CAS data, as they are not classed as vehicles.

GENERAL BUSINESS

In response to a question from Mitra Prasad, Simon Kennett confirmed that the updated guidance for sharrows markings, expanding the list of approved locations, would be ratified later this year.

Gerry added that the whole of CNG was being ratified as one, rather than in each of its constituent units.

Meeting closed: 11:55