

# Active Modes Infrastructure Group (AMIG) Update

Last time in *Roundabout*, I introduced you to the Active Modes Infrastructure Group (AMIG), convened by the RCA Forum and the Transport Agency to consider developments in walking/cycling signs and markings, rules, and best-practice design and guidelines. Since then, AMIG has met once more in Christchurch on 16<sup>th</sup> October, ahead of the Asia-Pacific Cycle Congress. As well as a good look around some of the latest cycling infrastructure that the city has to offer, a very busy programme of topics were covered by the 14 or so attendees, including:

- The tricky issue of waste collection and new separated cycleways has been discussed in various circles lately. Work is underway to come up with some consistent strategies for where to locate waste collection bins so that collection trucks can easily access them. The preferred option is to have bin spaces nearest to the road, avoiding the need for the collection arm to extend across a live cycleway.



- Although AMIG's remit covers all active modes, there has been a lot of focus on cycling due to the current investment focus in this space. A separate Shared Footpaths Working Group has not been able to effectively deal with technical matters related to this area, so AMIG members agreed to pro-actively raise more walking-related issues as part of future AMIG meetings.



- The group agreed that there is a need for a standard contra-flow cycling warning / information sign for drivers and recommended that the *example shown* be referred to the TCD Steering Group for consideration.

- Some treatments for cycling on rural roads were discussed, including hold rails and marked waiting zones before a narrow bridge, and the most appropriate options for improving narrow roads (including shoulder widening, speed limits and removing centrelines).

- Excellent draft local guidance about Bollards on Cycle Tracks was reviewed by AMIG. Key issues commonly noted are their unnecessary use in many places and poor placement or delineation. The draft guidance will be refined further for adoption at a future meeting.



- Various other minor planning/design issues were discussed regarding advanced stop boxes, cycle lane buffers, and shared path markings and intersections. Ultimately, advice on these will appear in national documents like NZTA's *Cycling Network Guidance*. Further design guidance is also being prepared for cycleway separators and cycle path pavement levels of service.

For more details, you can also check out the group's webpage, including links to recent meeting minutes and a summary of all key policy decisions made:

<http://rcaforum.org.nz/working-groups/active-modes-infrastructure>

The next AMIG meeting will probably be about mid-February 2018; Hastings has been mooted as a possible venue for this gathering. A reminder that any other NZTA/RCA staff who wish to get involved with AMIG meetings (or at least be on the mailing list) should contact co-convenors Wayne Newman (RCA Forum) or Gerry Dance (NZTA). Transportation Group members are also welcome to contact me about any ideas or issues regarding walking or cycling treatments and I will raise them on your behalf at AMIG.

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