

## Active Modes Infrastructure Group Update

The Active Modes Infrastructure Group (AMIG) continues to tick along, with the latest meeting held in Wellington on February 16<sup>th</sup>. Convened by the RCA Forum and the Transport Agency, AMIG's role is to consider developments in best-practice design and guidelines for walking and cycling, including signs, markings, and rules. It was good to see a number of new (or "long-lost") participants at AMIG in February, all the way from Whangarei to Dunedin. Here's what the 16 or so attendees discussed at the meeting:



- The directional cycle signal trials, reported in the Sep 2017 issue of *Roundabout*, are now being assessed following their implementation in Christchurch (High / Madras / St Asaph); this entailed video monitoring

and intercept and online surveying. Two further trial sites have now been installed in Auckland, at Beach / Te Taou and Nelson / Victoria intersections; monitoring will continue there.

- Draft advice on cycleway separators for the *Cycling Network Guidance* (CNG) was circulated and discussed. There are a range of different separator options either already in use here or potentially, and a selection matrix discusses their relative attributes. The new advice identifies factors that may affect the choice of treatment, including available width, mountability, and colour/conspicuity. AMIG attendees also gave good suggestions regarding the degree of permanence, construction methods, and choice of end treatments. Further amendments will be made before updating the CNG.

- Many of you will be aware that NZ Post has been trialling using small Paxster delivery vehicles on footpaths over the past year or so. Hamilton reported on their findings since their introduction last September. A user survey in Nov/Dec identified no significant concerns identified by people sharing paths with them, although there is a small group (<10%) who felt that they were inconsiderate towards pedestrians.

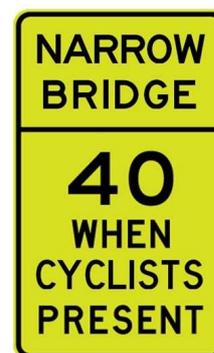


Further surveying and monthly meetings with key stakeholders are ongoing.

- There was a very detailed discussion about what is best practice for a 'Copenhagen lane', i.e. a cycleway vertically separated between road and footpath. Auckland Transport has been doing some investigation of various design options regarding the height and slope of the separator kerbs. Key things to determine are whether they are safely traversable and not trip hazards. Further trials are planned to test these things out.

- Another issue that Auckland is looking into is how to delineate a cycling space on a common path, so that it is detectable by vision-impaired pedestrians. Some thermoplastic tactile guide lines have been used overseas; just need to ensure that they don't create a new trip hazard.

- Further work continues by NZTA to consider options for cycle safety on rural roads; this is especially important for key cycling routes like Heartland Rides. Pinch-points such as narrow bridges create particular problems that may require low-cost solutions such as waiting spots with holdrails or conditional lower speeds (see example sign).



As usual, there were a heap of other topics also covered; for more details, check out the group's webpage, where links to recent meeting minutes and key policy decisions made are recorded in due course:

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

The next AMIG meeting will be about mid-May 2018, again planned for Wellington. If your RCA is doing lots of stuff in the walking/cycling space (or would like to learn more about what others are doing), contact co-convenors Wayne Newman (RCA Forum; [wayne@cesmere.co.nz](mailto:wayne@cesmere.co.nz)) or Gerry Dance (NZTA; [Gerry.Dance@nzta.govt.nz](mailto:Gerry.Dance@nzta.govt.nz)) about attending future meetings or at least being on the email group. 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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