

# Active Modes Infrastructure Group (AMIG) Update

AMIG has been embracing the new COVID world via a series of shorter video-chat meetings every four weeks. This means that, since my previous report in June, there have been *three* AMIG meetings (2<sup>nd</sup> Jul, 30<sup>th</sup> Jul, 27<sup>th</sup> Aug), each packing a lot of interesting topics into 2 hours. Attendance continues to be good under this new format too, allowing contributors from right around the country to take part for a couple of hours without having to travel to Wellington for a day.

Here are some of the different topics discussed lately:

- The *Pedestrian Network Guidance* advice on crossings is being developed and a topic of interest right now is the role of **courtesy crossings**. Not a formal priority crossing, but not just a crossing point either, there has been little clear guidance on when to use these (or not). A key factor is having a sufficiently low-speed environment for them to be a safe option; often that requires a raised platform to achieve this. A draft Technical Note is being finalised at the moment to help provide more clarity on using these.

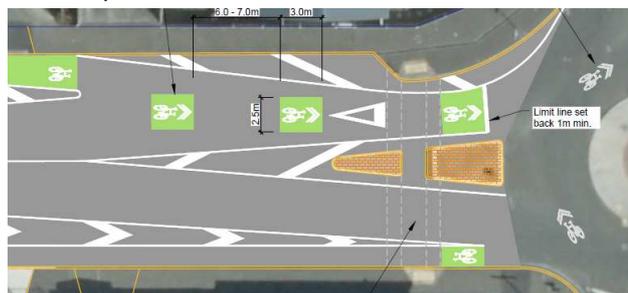


- A new piece of work is underway to consolidate relevant *Cycling Network Guidance* (CNG) advice on providing for **cycling on rural roads**. This somewhat neglected area will include shoulder widths, speed management, dealing with sight distance limitations, warning signage, and treating pinch points. In many cases, the guidance can simply make reference to the recent (2019) updates to the *NZ Cycle Trail Design Guide*, which also beefed up a lot of these topics.



- When **cycleways merge with roadways** approaching intersections, there has been no clear guidance on how to mark these. After some deliberation, a combination of coloured blocks and

sharrows has been agreed upon and this advice will be incorporated into the CNG.



- A recent sign trialled for **neighbourhood greenways** in Christchurch is being reviewed to assess whether it is the best way to denote these. Based on similar signs in Europe, while visually appealing, the issue is that the sign is arguably attempting to convey a mixture of regulatory, warning, and information messages in the same sign. Further work is considering alternative sign/markings options to convey the same messages.



- As discussed previously, a new sign has now been gazetted to indicate the presence of a **contra-flow cycle facility** to users approaching from side roads. Associated signage layout guidance for different scenarios is now being prepared for the CNG.

- Other items discussed briefly at recent AMIG meetings include the development of guidelines for in-roadway street art, fine-tuning the layout of “shark’s teeth” marking at raised platforms, results from trials of 2-aspect pedestrian/cycle signals, new guidance on barriers by bridges and paths, and the development of a new multi-modal urban street design course.

- The July 30<sup>th</sup> AMIG meeting also marked the final appearance of stalwart **Tim Hughes** before he retired. For over 40 years, Tim served the various NZ national transport agencies, and his understanding of the legal and technical aspects of walking and cycling practice is legendary and will be sorely missed. Cheers Tim!

The next online AMIG meeting is set for **24<sup>th</sup> Sep 2020**; after that the schedule will spread out a bit to only every couple of months (and maybe a return to some face-to-face meetings next year). RCA members who would like to be added to the group can contact co-convenors Wayne Newman (RCA Forum; [wayne@cresmere.co.nz](mailto:wayne@cresmere.co.nz)) or Gerry Dance (NZTA; [Gerry.Dance@nzta.govt.nz](mailto:Gerry.Dance@nzta.govt.nz)). Other TGNZ members are always welcome to talk with me about raising any ideas or issues on your behalf at AMIG as well.

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