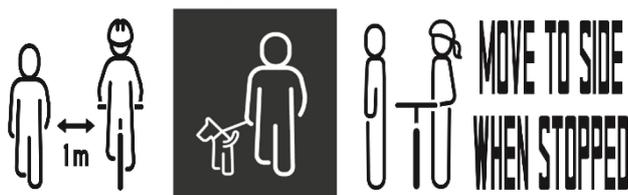


# Active Modes Infrastructure Group (AMIG) Update

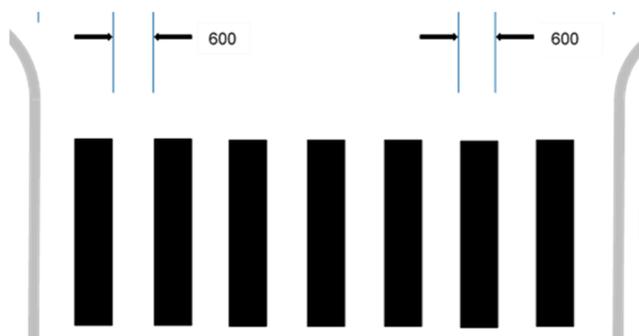
Another year and AMIG is back in session, with the 3-hour video-chat session back on Feb 4<sup>th</sup>. Another busy agenda kept us busy for the duration; here's what got discussed at that meeting:

- With recent work completed on **shared path behaviour markings** designed to encourage keeping left and slowing down, attention is now turning to what other messages could be graphically represented more clearly, such as “give space”, “move off path when stopped” or “control your dog”. Some user testing of preferences/understanding of potential designs is underway.



- Some ongoing work is developing guidance for assessing safer **rural cycling provision**. A couple of challenges identified are how to count cycle numbers in remote numbers cost-effectively (i.e. without installing counters) and how to determine the relative risk of riders and motor vehicles being in the same place on a narrow road at the same time. Some draft spreadsheet tools are being developed to help with this. Other issues raised include the appropriate height of roadside safety barriers and ensuring that shoulders reseals were well bedded in for cycling on.

- The group was reminded about the recent changes (gazetted in January) to dimensions for **pedestrian (zebra) crossings**, that make the white stripes more prominent. New crossings should have **600mm** wide stripes, although an interim 450mm wide design can be used on existing crossings. For more details, see <https://gazette.govt.nz/notice/id/2021-au89>.



- The perennial problem of getting consistency around **coloured surfaces** is slowly coming to a consensus at the national level, with agreement on green being used to highlight special vehicle lanes and cycling-specific facilities, while red denotes transition zones on roadways (eg speed/school zones) or where there is high conflict potential with pedestrians. As well as updating national guidance

accordingly, a Technical Note on this will probably be developed and circulated to the industry.



- The use of **planter boxes** as potential cycleway separators was raised by one RCA. Various issues were discussed, including the choice of colour/delineation and the ability for them to “nudge” by motor vehicles. Fortunately, there is some guidance coming soon on the use of various traffic control devices like this for interim street treatments.



- Other items discussed briefly at the last AMIG meeting included path ramp platform designs in the Building Code, progress (or not) on the Accessible Streets legislation package, and walking/cycling issues as part of the current COPTTM review. It's pleasing to also see the publication (finally) of the *Traffic Control Devices Manual Part 5 (between intersections)*, with a sub-sectioned HTML version of the current single PDF document also planned.

The two-monthly cycle of AMIG meetings will continue with the next one on 1<sup>st</sup> April. RCA members who would like to be added to the group can 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)). Other TGNZ members are always welcome to talk with me about raising any ideas or issues on your behalf at AMIG as well. Look out soon too for a new AMIG website hosted on the Waka Kotahi NZTA website.

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