

Active Modes Infrastructure Group (AMIG) Update

Since our last update, AMIG has convened two online meetings; one on April 7th and the latest on May 26th. There's quite a lot of focus on various cycling guidance in development or review at the moment; here's what was discussed at these forums:

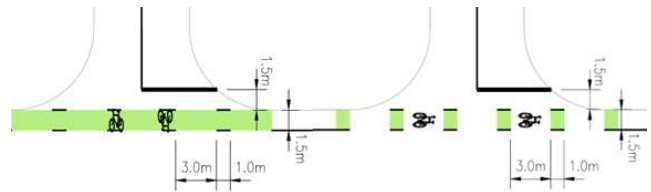
- **Sharrows**, those shared-use lane markings for cycling in quiet streets, are under review again as consideration is given to more situations where they might be appropriate to use, such as busier roundabouts, tunnels or bridges. The key would be to limit them to where 85th percentile speeds were still low, such as 30 km/h in urban areas and maybe more in rural situations – speed management features might be needed in some cases to achieve this.



- Other cycling guidelines currently being reviewed are **widths for separated cycleways**, be they one-way or two-way. As with many design parameters for biking, the bar continues to get raised on path widths; particularly to ensure that they can cater for higher numbers of riders. There's also a desire to do away with the various levels of "minimum" and just have one standard value, with a case needing to be made to reduce that. Practically speaking, on a one-way cycleway it should be clear whether the width allows for passing between riders or whether it is kept narrow for single-file use sometimes, due to other constraints.



- An interesting question posed is whether to review how **cycle lanes at side roads** are marked. Some suggestions are to reduce the amount of green colouring used there (e.g. dashed blocks or lines) or to orient cycle symbols sideways to be more visible to crossing traffic. Further feedback is being sought from the AMIG team on their preferences.



- Various other pieces of new or updated **cycling guidance** are currently being worked on too. These include separated cycleways at signalised intersections, cycling on rural roads, lighting for cycleways, and cycling on hills and gradients. Some findings from recent research on path speed control devices were also presented. Hopefully these updates will make their way to the CNG very soon.



- Other presentations given recently at AMIG meetings were a summary of the planned Wellington cycling network (Paneke Pōneke), an overview of how the new One Network Framework (ONF) accounts for different hierarchies by mode, and the potential for new markings to reflect a wider range of wheeled path users now and in the future. There were also discussions about the best way to mark space for cycling in part-time bus lanes.

- A reminder to check out the new content in the draft **Pedestrian Network Guidance** (PNG) website (<https://nzta.govt.nz/png>) and provide any feedback to Waka Kotahi. And for users of the **Cycling Network Guidance** (CNG) website (<https://nzta.govt.nz/cng>), remember that the new "Guidance notes and tools" tab in the top menu helps you more easily find all those handy guidance manuals, Technical Notes, software tools, and other useful documents in one place.

For more information about the AMIG activities and minutes, check out Waka Kotahi's AMIG website:

<https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>

The online AMIG meetings continue, with the next one in late July. Contact co-convenors Wayne Newman (RCA Forum; wayne@cesmere.co.nz) or Gerry Dance (Waka Kotahi; Gerry.Dance@nzta.govt.nz) for more info, or drop me a line if you wish me to raise any ideas or issues at AMIG on your behalf.

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