

# Active Modes Infrastructure Group (AMIG) Update

Did you know that it has been **ten years** since AMIG first started? The first meeting of the “National Cycling Signs and Markings Working Group” met on 23 Nov 2012, originally to discuss the potential for trialling sharrow markings. Two years later it had morphed into AMIG with an even wider mandate, and here we are!



Since our last update, the AMIG team held an online meeting on Sep 22<sup>nd</sup> and then over Nov 16-17 about 15 people made it to Hawkes Bay for some field trips and an in-person meeting (joined by some other colleagues online). Here's what got discussed:



- A gap in the current TCD rules means that there is no specific guidance on minimum sizes for **pedestrian markings**. Although often they will be scaled in proportion to an adjacent cycle symbol, further guidance on this would be useful. In a similar vein, there is no current Rule allowing the use of smaller than normal **signs on pedestrian and cycle paths** (e.g. GIVE WAY), so this also needs further improvement to the existing legislation and guidance.



- The growing number of cycleways around the country also requires an increase in the amount of maintenance for them; this leads to the question of what an appropriate **level of service for cycleway maintenance** is. Things to pin down include maximum sizes/volumes for detritus and other hazards; the frequency of sweeping and auditing; the size of potholes, cracks, kerb-lips; and other issues such as ponding, lighting, and vegetation. Further input from AMIG members will be used to help develop a consistent national specification.



- The national guidance for cycle wayfinding signs is nearly published, and the question also arises about having similarly consistent national guidance for **pedestrian wayfinding**. There are some good overseas examples of best practice, especially in using colour to identify specific routes. Further work to develop some NZ options will get underway.



We had several interesting presentations and queries by RCA reps at the November meeting. One raised the question of the **use of courtesy crossings** and public confusion around them. As highlighted in a Waka Kotahi webinar in September, the new PNG guidance says that courtesy crossings should only be installed in low-speed, low-volume situations, and should avoid giving either the pedestrian or the motorist any indication of a continuous path. There was also some confusion around the use of kea crossing flags at **school patrols on zebra crossings**, but the legislation is quite clear that you don't need them for permanent zebra crossings, only at part-time school crossing points.



- Other topics discussed at the latest AMIG meetings included school patrols at dual crossings, updates to sharrow marking usage, temporary traffic management on paths and cycle lanes, and forthcoming CNG updates on rural cycling, path widths, cycleway lighting, and cycling on gradients. If you are interested in **incorporating cycleways through bus stops**, the Public Transport Design Guidance (<https://nzta.govt.nz/ptdg>) also now has advice on treatment options for this.

- If you want to see more details about these from the 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 return for 2023 in early Feb, with five expected throughout the year before another in-person meeting somewhere. As always, you can contact co-convenors Wayne Newman (RCA Forum; [wayne@cremere.co.nz](mailto:wayne@cremere.co.nz)) or Gerry Dance (Waka Kotahi; [Gerry.Dance@nzta.govt.nz](mailto: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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