

Active Modes Infrastructure Group (AMIG) Update



AMIG concluded its meetings for the year with a two-day catch-up in Auckland on November 29th-30th. The longer time-slot allowed attendees a chance to have a look firsthand riding the recent Northcote cycle route (see photo), as well as getting through some additional agenda items. Here's some key points of interest from the latest meeting:

- One of the reasons for the extended meeting was to allow for review of some of the draft **updates to the Cycling Network Guidance** (www.nzta.govt.nz/cng). The CNG is now an ongoing 'living document', with additions and amendments being made as new information comes to hand from trials, case studies, overseas examples, and changes in relevant legislation. At present, there are over 50 different items being developed or reviewed for the CNG, some minor changes and some quite significant updates. At this meeting, feedback was received on proposed updates to hook turn guidance, cycleway separators, neighbourhood greenways, and merges between cycleways and roads at intersections.

- **Coloured surfacing** was a topic of some discussion at this meeting. Increasingly we are seeing the likes of green, red, and other colours being used as part of treatments for cycleway conflict areas, pedestrian crossings, shared spaces, etc. While it may provide a useful indicator or guidance, there is a



need to ensure that there is some consistency about how and where it is used; it is another 'traffic control device' after all. Some investigative work will scope out the range of current or potential uses of coloured surfacing to identify where some specific national guidance might be needed.

- The previous draft guidance on bollards on pathways has been expanded into a **restrictive devices policy**, now covering all manner of 'furniture' on or close to cycling paths. The default position is that no potentially hazardous objects (poles, barriers, railings, etc) will be placed in these areas unless there is a clear documented need for them (after exploring alternatives), or rider speed is managed first.



- Now that public e-scooters have touched down in our main centres, there has not surprisingly been some consideration of user behaviour and how fit-for-purpose our **e-scooter regulations** currently are. NZTA are liaising with the main city councils to ensure that a coordinated approach is taken to amending existing Rules or bylaws based on the initial local trials. The current anomaly that technically prohibits e-scooters from using on-road cycle lanes is one of the issues being looked at, as well as the potential for more explicit speed requirements for wheeled devices on footpaths.

Other items discussed at AMIG this time include pedestrian/cycle signal trials, updates on multimodal planning/design industry training, forthcoming redevelopment of NZ pedestrian guidance, findings from cycling Level of Service research, and the development of a national cycle count database. If you want to know more about this and previous AMIG meetings, check out the group's webpage:

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

The next AMIG meeting will be at the **end of February 2019** back in Wellington and will probably also feature a look at some of the recent walking/cycling developments around town too. If you would like to attend, or at least be part of the ongoing email discussion group, contact co-convenors Wayne Newman (RCA Forum; wayne@cesmere.co.nz) or Gerry Dance (NZTA; Gerry.Dance@nzta.govt.nz).

I don't receive much feedback from Group members, but your practical input is important. If you have any ideas or issues regarding the planning, design or regulation of active modes, have a chat with me about raising these on your behalf. AMIG is also always on the lookout for RCAs wishing to trial new treatments, e.g. we're currently interested in **trailing cycleway merge treatments approaching roundabouts**.

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