

Active Modes Infrastructure Group (AMIG) Update

The latest AMIG meeting was held in Wellington on February 28th, with an optional field trip the day after. The latter allowed a glimpse at some of the interesting walk/cycle projects happening around the region, including the Wainuiomata Hill path, Hutt Road pathways (photo below), and Rongotai Road separated bikeway. As for the meeting itself, here are some key points of note:



- An interesting project started by the Transport Agency is looking at “**Innovating Streets for People**”. Basically, the concern is that currently many RCAs find it quite difficult to trial any new traffic innovations, including many potential walking/cycling initiatives. A series of workshops is currently being held with key stakeholders, with the aim to produce some interim guidance by about June. A change to the traffic rules should also make it easier to approve innovation trials in low-speed, low-risk situations (e.g. 30km/h low-volume streets). Contact Claire Pascoe (NZTA) for more information about this project.

- With the growing use of separated cycleways, RCAs and traffic device manufacturers are wanting more specifics about what kind of **separator devices** should be used. Some expanded advice on separated cycleways will soon appear in the NZTA *Cycling Network Guidance* (CNG), but further details are desired regarding choice of colours, shape profiles, and device dimensions (without being too prescriptive and limiting what manufacturers can provide). The Transport Agency will look at developing some further guidance in this area.



- Some fascinating research was presented on **public e-scooter** trials to date in NZ, based on general attitude/perception surveys and ACC injury stats. Generally, there is good support for e-scooters and understanding of the laws around them, although some confusion is evident between the contractual conditions for hire and the actual road rules. The ACC data shows that e-scooter injuries continue to be a small drop in the ocean (particularly compared with other wheeled devices); interesting too that head injuries account for <8% of ACC e-scooter claims.

- Further updates to **best practice cycling guidance** are being reviewed by AMIG each meeting. This time, the group looked at draft guidance notes on bike parking and restrictive devices (bollards, railings, etc), and further discussion was held regarding the use of coloured surfacing and/or sharrow markings for cycling facilities. In case you're wondering too, a project has just started to update the existing NZ **walking planning and design guidance**, and to ultimately produce a similar online national resource for walking like the CNG.



Other items discussed at AMIG this time include forthcoming walking/cycling conferences and cycle planning/design courses, an update of the *NZ Cycle Trail Design Guidelines*, options for installing audio-tactile profiled line-markings (“rumble strips”), and progress on the *Traffic Control Devices Manual Parts 4/5*. 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 May 2019** also in Wellington. 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). Or you can have a chat with me about raising any ideas or issues on your behalf – I'm happy to do so.

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