

Active Modes Infrastructure Group (AMIG) Update

It didn't seem that long ago since the previous meeting, but the AMIG team was back in Wellington on Aug 7th. The discussions still managed to fill the day, so here are some of the highlights:

- A number of new or updated items have recently been developed for NZTA's **Cycling Network Guidance (CNG)**; see the separate note about the latest additions to be published. AMIG this time concerned itself with a few other CNG items slowly taking shape: ways of illustrating options for installing buffered cycle lanes at differing road widths, new barrier height guidelines for bridges and other structures, and design details for dual pedestrian/cycle crossings.



- Meanwhile, a fascinating discussion was had regarding the use of **coloured surfacing treatments** on cycle facilities and other traffic situations. As a wide-ranging picture-show revealed, there are some quite "creative" uses for colour already out there (and more examples keep getting sent in). The observed treatments appeared to serve five (sometimes multiple) purposes: to highlight, to direct (wayfinding), to slow traffic, to indicate priority, and to support placemaking. Further work will refine the discussion into a recommendation paper for any changes to existing traffic control device rules and guidelines.



- AMIG previously endorsed the VicRoads **markings for shared path behaviour**, but they don't cover all desired behaviours. A working group has started to define the key behaviour changes being sought and how best to convey these in markings.

While "Keep Left", "Give others adequate space", and "Communicate with others" are key desired behaviours, the most important is deemed to be "Slow down when appropriate". Work will be done to develop path decals to deliver the intended messages, followed by some trialling and monitoring at a few selected urban pathways.



- An interesting debate ensued over whether special road signs should be developed to indicate the **presence of hikers** (e.g. *Te Araroa* Trail walkers), as opposed to ordinary "pedestrians". A number of informal "watch for hikers" signs have already been placed around the country. While it was resolved that the specific hazard didn't warrant a change to the current pedestrian sign (where "next 4 km" could be added to it), further work will consider developing equivalent pedestrian signs for the existing cyclist "pass safely" sign for narrow roadways and cyclist 'double arrow' sign for crossings.



Other items discussed at AMIG this time included updates on the planned belisha beacon and 'dragon's teeth' marking trials, specifications for reflective tape on delineators, planned intersection signal phasing for cycleways in Auckland, and a discussion about temporary traffic management requirements when inspecting active mode facilities. There were also some interesting presentations about overseas experiences of speed management and informal shared street designs in the UK and Queensland's cycling on footpaths rules. 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 on **28-29th November 2019** and the plan is to explore the latest developments in **Dunedin**. For RCAs who would like to be added to the group, contact co-convenors Wayne Newman (RCA Forum; wayne@cresmere.co.nz) or Gerry Dance (NZTA; Gerry.Dance@nzta.govt.nz). As always, any TGNZ members are welcome to talk with me about raising any ideas or issues on your behalf at AMIG as well.

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