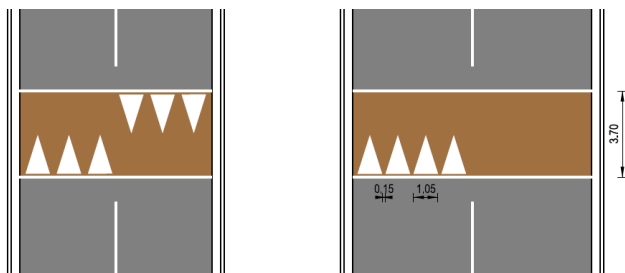


# Active Modes Infrastructure Group (AMIG) Update

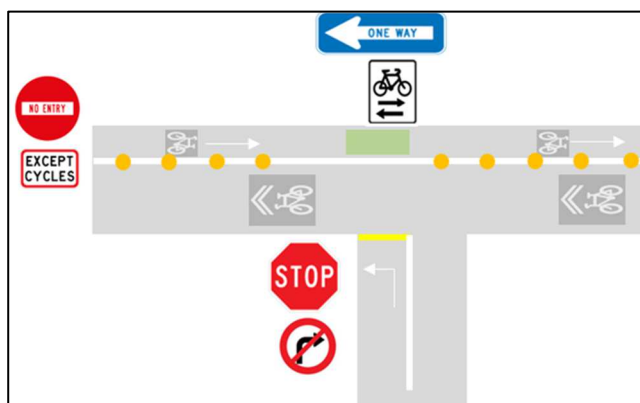
It seems a world away since the last AMIG face-to-face quarterly meeting back in February 2020. Since then, the COVID-19 world closed around us and we have only just returned to some semblance of normality. However, travel around the country to meet in close proximity again is still relatively novel and so it was decided that AMIG would re-convene for now via a series of shorter video-chat meetings.

The first of these was held on June 4<sup>th</sup>; perhaps not surprisingly the online format allowed a bumper collection of 20 different people from around the country to join in. Although only 2 hours long and with a shorter agenda to match, it was probably to be expected that the discussions were still vigorous and detailed on a range of different topics:

- Speed humps and platforms are an important tool for crossings and speed management; currently the markings used to highlight them are rather inconsistent nationally. Work is underway to develop a standard layout for using “**shark’s teeth**” markings, i.e. white triangles used to indicate the sloping portion of the hump/platform. The challenge is that every road is different, so there is some further work needed to come up with a scheme that can vary the size and number of “teeth” and gaps in between.



- A couple of AMIG meetings back we introduced the question of what signs (existing or new) to use to indicate the presence of a **contra-flow cycle facility** to users approaching from side roads. Since then, the Transport Agency has been considering the potential for a range of different sign layouts, depending on the relative level of separation of the contra-flow facility. The trick is to both inform cyclists and warn motorists of the presence of the contra-flow facility, often requiring different signs for each user.



- **Dual pedestrian/cycle crossings** are starting to appear more frequently around the country as more cycleways and shared paths get developed. The *Cycling Network Guidance* now has some design advice about what is considered best practice, but there are still several sites discussed having variances from these guidelines (and perhaps these guidelines need further refinement). For example, it is preferable that white parallel lines border the green cycle crossing and that zebra crossing stripes don't extend both sides of the cycle crossing.



- There was also time to hear about the first round of applications for the **Innovating Streets Fund** for pilot streetscape and 'tactical urbanism' projects. There was a huge interest in the first application round, with over 30 Councils submitting projects. Some lessons learned from the first round have been used to amend the application process for round 2 (due 3<sup>rd</sup> July).

- Other items discussed briefly at AMIG this time included progress on tasks for updating NZTA's *Pedestrian and Cycling Network Guidance*, alternative placement down low of wayfinding signs, and updates on current active modes legislation working its way through the system, including the recently closed Accessible Streets Rules package.

For now at least, the plan is to continue with four-weekly videoconferences, making the next AMIG meeting scheduled for **2<sup>nd</sup> July 2020**. The hope is that a return to (at least some) face-to-face meetings will be in a few months, although there is certainly an advantage for some of the more remote AMIG members to be able to connect via an online meeting.

For RCAs who would like to be added to the group, contact co-convenors Wayne Newman (RCA Forum; [wayne@cresmere.co.nz](mailto:wayne@cresmere.co.nz)) or Gerry Dance (NZTA; [Gerry.Dance@nzta.govt.nz](mailto:Gerry.Dance@nzta.govt.nz)). TGNZ members can also talk with me about raising any ideas or issues on your behalf at AMIG as well.

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