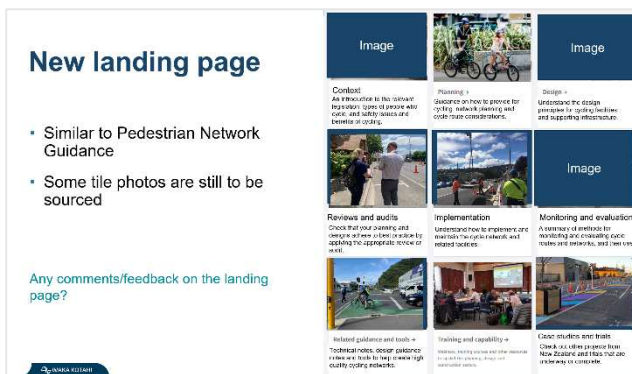


Active Modes Infrastructure Group (AMIG) Update

Since the last AMIG update it's been another double-banger of meetings (both online), with one on Apr 4th and another just held on June 8th. Here's what got discussed:

- Ahead of its time when launched in 2016, Waka Kotahi's *Cycling Network Guidance* (CNG) website (<https://nzta.govt.nz/cng>) is now starting to look a bit dated compared with more recent online multi-modal planning/design websites; parts of it can also be a bit difficult to navigate. Therefore, work has been underway on a new **refresh of the CNG**; firstly by reordering existing content to a 3x3 "tile" layout like other sites, and then adding or updating content later (e.g. greater discussion of micro-mobility, updated safety audit/review procedures, temp traffic m'gmt). A mock-up of the draft structure was presented to AMIG for some initial feedback; further engagement will be held in the near future with key industry stakeholders.



- Over the past few years, various formal trials of "dragon's teeth" markings have been tested approaching school zones, pedestrian crossings, and speed limit changes. The final results of the studies have now been published showing that, while people generally understood and supported their function, the actual changes in observed speeds were relatively small. Therefore, while they might be a useful tool in the "toolkit", they probably should be supplemented with other design features and environmental cues.



- It's nice to see **local Councils** trying a few new ways to deliver innovative active mode infrastructure, and AMIG is a great place to get some feedback about what is being tested. Recent initiatives discussed at AMIG included: wide shoulder treatments on narrow

Wellington streets, upgrading older cycle lanes in Hamilton, dual crossings near schools in Richmond, and a "Dutch style" priority roundabout in Palmerston North. The recent cyclone damage in Hawkes Bay has also seen a need to develop some quick-build pedestrian/cycle bridges to reconnect local communities ahead of more major bridge rebuilds.



- Hamilton City also raised some concerns about the current guidance around **tactile pavers**, particularly when it comes to their application at bus stops, the transitions between footpaths and shared paths, and the use of green tactiles at cycle crossings. Some further tweaks of the guidance might be warranted.

- Some new additions to the **Pedestrian Network Guidance** (PNG, <https://nzta.govt.nz/png>) are very imminent and include content on "Supporting Infrastructure", such as landscaping, wayfinding, street furniture, barriers/fencing, lighting, and coloured surfacing. As always, feedback is very welcome on what industry practitioners think of the content.

- Other topics discussed at the recent AMIG meetings included future Multi-modal Training, new Inclusive Cycling guidance and progress on Cycleway Maintenance Specs (*does any RCA have an example of one they already use?*). Daniel Cairncross from Wgtn CC was also fortunate enough to visit the Netherlands last year on a month-long study tour and shared some of his insights with the AMIG team. And Tim Judd from PJA Australia also introduced the work they are doing to update the existing Austroads guidance on pedestrian planning – due by Nov 2023.

- More details about these topics can always be found from the minutes on the AMIG website:

<https://nzta.govt.nz/walking-cycling-and-public-transport/active-modes-infrastructure-group/>

The next AMIG meeting will be in early August. It's great to see new faces showing up at the AMIG meetings so, if your local Council is not already there, contact Wayne Newman (wayne@cremere.co.nz) or Gerry Dance (Gerry.Dance@nzta.govt.nz) to get on the Teams link. As always, I'm also happy to pass on any ideas or queries that you'd like to raise at AMIG.

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