

# Active Modes Infrastructure Group (AMIG) Update

Another AMIG online meeting was held on Aug 3<sup>rd</sup>. The next one actually just occurred on Sep 14<sup>th</sup> but details of that one will have to wait until next time, so here's what got discussed in August:

- Lots of industry **multi-modal training** has been continuing, with both online webinars and in-person workshops undertaken. Webinars on 'Healthy Streets' and 'Maintenance & Renewals for Active Modes' were presented in August and soon there will be another on 'Integrating Public Transport and Cycling facilities' (Sep 20). Meanwhile there have recently been Cycle Planning/Design courses in Hamilton & Wellington, Advanced Cycle Intersection Design workshops in Auckland & Christchurch, and the first course on Planning/Design for Walking in Christchurch. Look out for further industry training in the near future on Planning/Design for Public Transport, Urban Street Design, and Planning/Design for Walking.



- As mentioned in March, work is finishing up on revisions to what is now being called the “**Accessible Cycling Guidance**”, aimed at providing useful advice about providing cycling facilities that cater for a wider range of users and cycles. Expect to see this guidance published very soon on the CNG.

- The new Public Transport Design Guidance (PTDG) features advice on suitable **bus lane widths**, which have traditionally either been  $\leq 3.2\text{m}$  or  $\geq 4.2\text{m}$  (plus extra width on curves) to cater for bikes. With modern buses tending to be a bit wider, there is now consideration being given to increasing both ranges a little by 0.2m, noting that “in-between” widths are still acceptable when there are separate cycleways.



- The “**Reshaping Streets**” legislation (aka the Streets Layouts Rule) has now come into effect, enabling RCAs to undertake pilot street changes,

establish School Streets and Community Streets (aka “play streets”) and better manage traffic by means of filtering devices. Some industry planning & design guidance for traffic filtering and road-space reallocation is currently being developed.



- Tauranga City presented some interesting work they are doing to develop **bike parking “hubs”** in commercial centres. They are looking at a trial for ~80 bikes using vacant retail spaces, as well as options for relocatable bike shelters and school bike parking. Other cities are working on developing similar bike parking hubs near key destinations as well.



- The TCD Steering Group has been rather busy lately (including >10,000 submissions on the recent bilingual signs consultation). There is planning to prepare a “Regulatory Stewardship Rule Amendment” (previously known as Omnibus Rule Amendments) that will incorporate recently trialled devices such as **directional cycle signals** and **two-aspect pedestrian/cycle signals**. Meanwhile, other signs being finalised for gazetting include “Except Cycles/Pedestrians” plates for NO EXIT signs, “Merging / Crossing / Turning” supplementary plates for cycle warning signs, and formalising advisory speeds associated with road hump signs.

- Other topics discussed at the recent AMIG meeting included bi-directional vs uni-directional cycleways, the review of the e-scooter Gazette notice, and the use of motorcycles on cycle paths. Detailed minutes about these topics can be found on the AMIG website:

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

After the September online meeting, the next AMIG meeting is planned to be an in-person session in mid-November, probably in Palmerston North. If you would like to be part of these meetings, contact Wayne Newman ([wayne@cremere.co.nz](mailto:wayne@cremere.co.nz)) or Gerry Dance ([Gerry.Dance@nzta.govt.nz](mailto:Gerry.Dance@nzta.govt.nz)) to get on the circulation list. I am also happy to discuss with you any ideas or issues that you'd like to raise at AMIG.

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