

Active Modes Infrastructure Group (AMIG) Update

The year has started with another online AMIG meeting, on Feb 3rd. It so happened that I was in Wellington anyway, so I joined the Waka Kotahi locals in person – a novel experience lately. Here's what was discussed at the latest meeting:

- Twan van Duivenbooden from Auckland Transport gave a visual overview of recently built **protected cycleways** along Quay St and Karangahape Rd and some of the lessons learned from these two designs. Challenges along Quay St included distinguishing and separating the pedestrian and cycle spaces and managing the adjacent vegetation that was already flourishing. The K Rd cycleway features angled kerbs and good separation from the roadway, although there are some interesting challenges at intersections, pedestrian crossings and bus stops along the route.



- A couple of bits of interesting research are underway by ViaStrada, and progress reports were presented to AMIG. Firstly there is an investigation of the effects of different **path restrictive devices** (e.g. chicanes, mazes, vertical bumps) on cycle speeds and other behaviour. Secondly, another study is looking into options for “**quick-build cycleways**”, reviewing what has been used in NZ and worldwide and making recommendations on the most useful in terms of cost, safety, installation, maintenance, etc.



- An interesting discussion was held about how to indicate where **scooters (foot or electric)** can go on paths and cycleways; at present we simply have pedestrian and cycle symbols to indicate usage. A scooter symbol is available, although it does beg the question of whether we should then consider signs also for skateboards or other yet-to-be determined forms of micro-mobility... All this is complicated slightly too by waiting still for the final decisions on the ‘Accessible Streets’ legislation package, which will determine what classes of wheeled devices can do what and where.



- At the moment, NZ has a **cycle facility selection** graph (based on traffic volumes and speeds) that is derived from a 2000 Danish graph. More recent guidance, both here and overseas suggests that the location of break points between different cycle provision options may need adjusting, especially if it should also align with the coming One Network Framework – watch this space...

- Readers might recall the various earlier discussions about the use of **coloured surfacing** for active mode facilities and other related treatments. The previous discussion document has now developed into a draft Technical Advisory Note on the desired uses for different colours, particularly green and red. Once this Note has been reviewed by AMIG, it will be published for industry use.



- Don't forget to check to out all the new content in the draft **Pedestrian Network Guidance** website (<https://nzta.govt.nz/png>) and provide any feedback to Waka Kotahi. For users of the **Cycling Network Guidance** website (<https://nzta.govt.nz/cng>), there is now a new “Guidance notes and tools” tab in the top menu where you can more easily find all those handy guidance manuals, Technical Notes, software tools, and other useful documents in one place.

For more information about the AMIG activities and minutes, check out Waka Kotahi's AMIG website:

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

Sadly, thanks to Covid, the next AMIG meeting in April originally planned to be in person will be online again. Contact co-convenors Wayne Newman (RCA Forum; wayne@cesmere.co.nz) or Gerry Dance (Waka Kotahi; Gerry.Dance@nzta.govt.nz) for more info, or have a chat with me about raising any ideas or issues at AMIG on your behalf.

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