

Active Modes Infrastructure Group (AMIG) Update

Welcome back to another year of AMIG meetings! The first online meeting for 2024 was held on Feb 22nd; here's a few of the things discussed there:

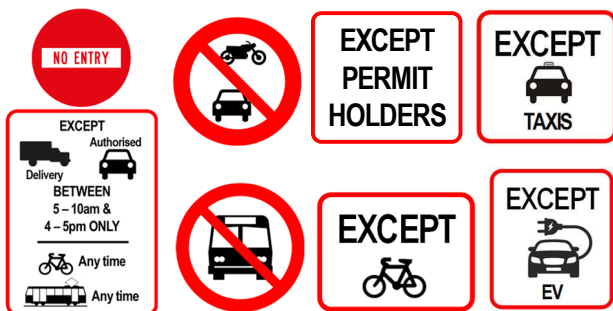
- Some NZ guidance on **pedestrian wayfinding** (signs, boards, totems, etc) is nearing completion, based on best-practice found elsewhere around the world. After AMIG feedback and TDC Steering Group ratification, it should hopefully be available on the Pedestrian Network Guidance website soon after that.



- As **micro-mobility devices** like e-scooters become more prevalent, there is a need for further design guidance to cover their needs; currently neither the CNG nor PNG say much about them. It is suggested that planning and design guidance addresses improving the environment for micro-mobility, including details like kerb heights and angles, surface quality, path widths, and sight-lines. Some new guidance covering micro-mobility is planned to be added to the CNG in the near future.



- With the current development of some new traffic filtering design guidance, a related question being considered is what **new traffic filtering signs** might need to be introduced in NZ to cover various vehicle prohibition and exemptions situations not currently captured here. Ideally the signs should also make use of symbols as much as possible too to aid comprehension. AMIG feedback is being sought before further work is done to update the TCD Rule.



- What's the difference between a "separated cycleway" and a "segregated cycle path"? Currently

there are a few cycle facility terms floating around that are a bit inconsistent and often not legally recognised in our Rules either. Some discussion was held to try to agree on a **consistent set of cycleway terms** depending on whether the facility in question is separate or not from the roadway or pedestrians. This should help to simplify the distinctions in the CNG and also align better with Austroads usage.



- The long-awaited revision of the NZTA **Traffic Control Devices Manual Part 4 (At Intersections)** is nearing completion, with publication expected mid-2024. After that, it's back to looking at some further revisions to Part 5 (Between Intersections), including cycle crossing updates. And with the pending regulatory approval of **directional cycle signals** and **2-aspect pedestrian/cycle signals**, it will be time again for some further updates of Part 4...

- One bit of guidance not currently well covered in NZ is how to provide for **mobility-impaired users parking next to a separated cycle path**. Other agencies (e.g. VicRoads) have attempted to come up with potential designs, and work done already in Auckland along Karangahape Rd and in Wellington around bus stop bypasses might provide useful guidance on how to develop similar good practice here to add to the CNG.



- Other topics discussed at the latest AMIG meeting included progress on arranging low-level cycle signal trials, modelling of a shared Barnes Dance in Palmerston North, and the latest active mode crash statistics. Detailed minutes about all these topics can be found on the AMIG website:

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

The next AMIG meeting will be on May 2nd (online). Contact Wayne Newman (wayne@cremere.co.nz) or Gerry Dance (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.

Glen Koorey (Trptn Group AMIG rep), ViaStrada
(glen@viastrada.nz, ph.027-739-6905)