ACTIVE MODES INFRASTRUCTURE GROUP

Presentation to Road Controlling Authorities Forum, 29 March 2019

PURPOSE OF AMIG

- Network optimisation in the context of infrastructure provision for the active modes
- By
  - Identifying best practice and making it available nationally
  - Developing and promoting sector agreement
  - Developing or steering development of national guideline documents
  - Promoting consistent implementation of best practice nationally

HOW DID IT START?

- November 2012 workshop
- Issues for providing for cycling
  - Disconnected network
  - Limited toolbox of signs and markings
  - Lack of guidance
  - Lack of consistent responses nationally
- Neither cyclists nor motorists believed that cyclists should be on the road
- Establishment of "National Cycling Signs and Markings Working Group"

MEMBERS

- Whangarei
- Auckland
- Hamilton
- Tauranga
- Rotorua
- Taupo
- New Plymouth
- Hastings
- Palmerston North
- Lower Hutt
- Wellington
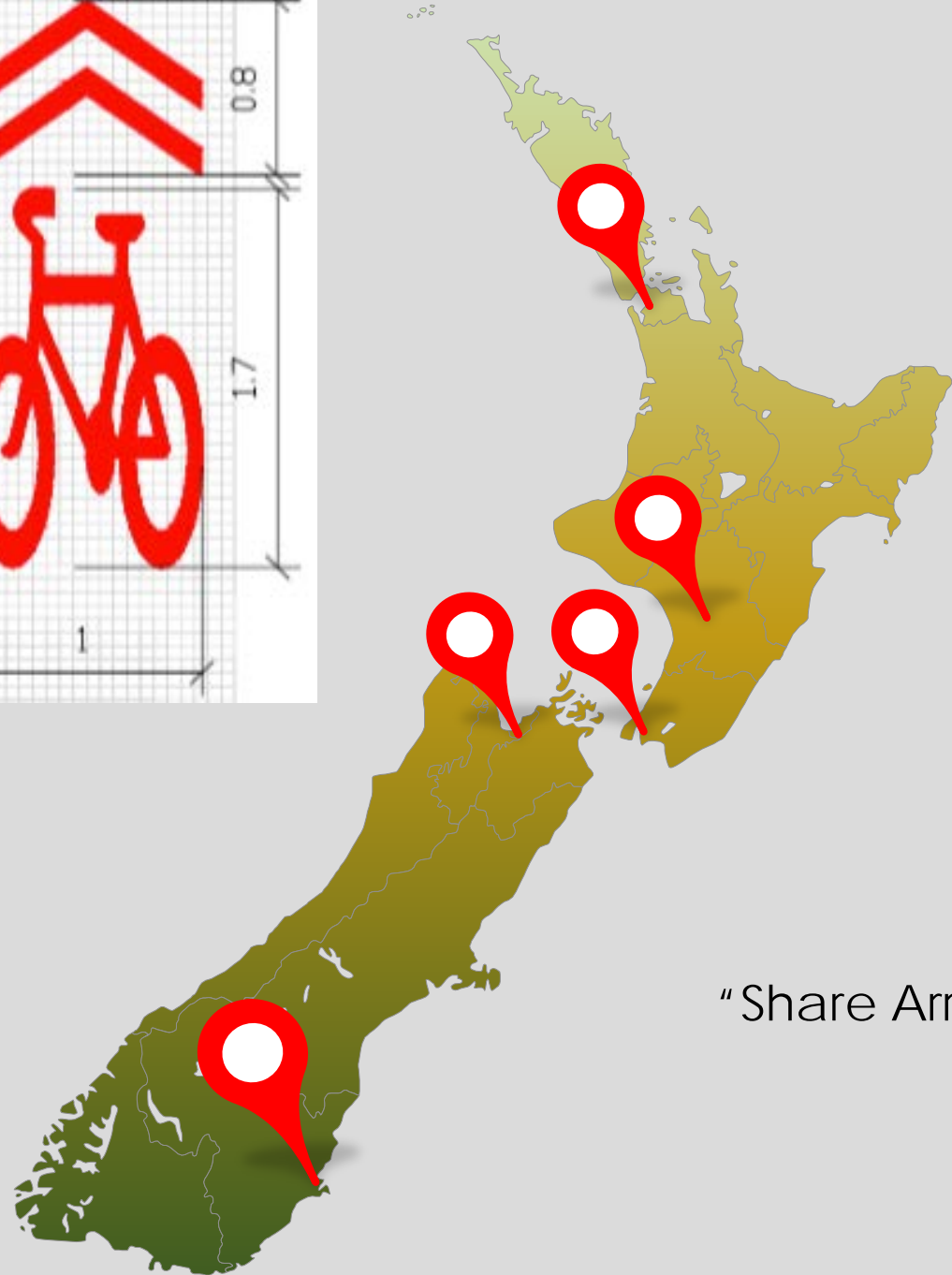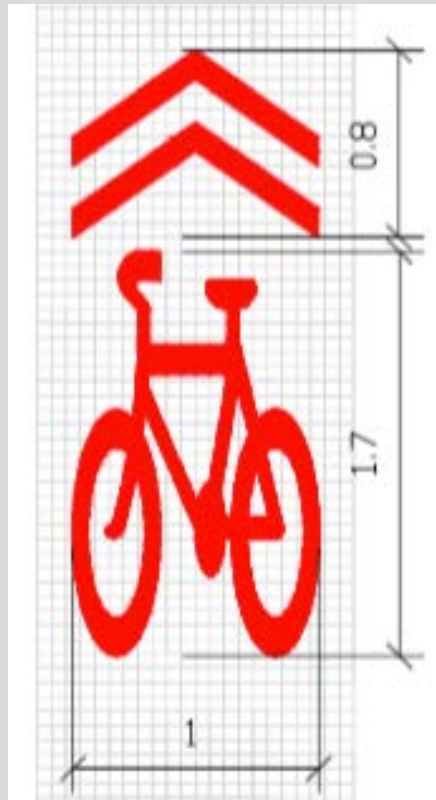- Nelson
- Christchurch
- Dunedin
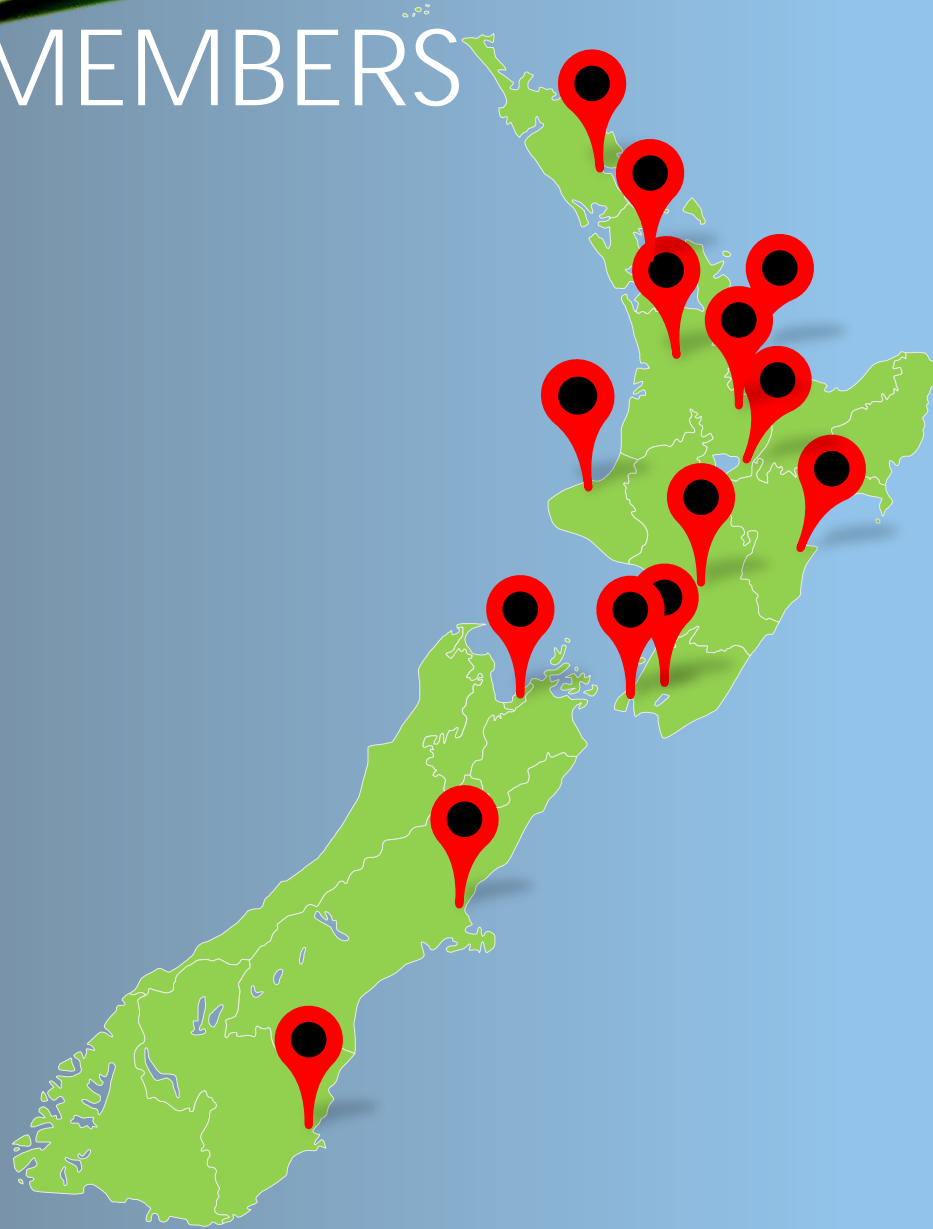
- Hub for collaboration and information sharing
- Driver for applicable research and innovative design
- Driver for sector capability development
- Conduit for sector feedback and advocacy

WHAT AMIG HAS BECOME

TRIALS OF NEW TOOLS

"Share Arrow" or Sharrow

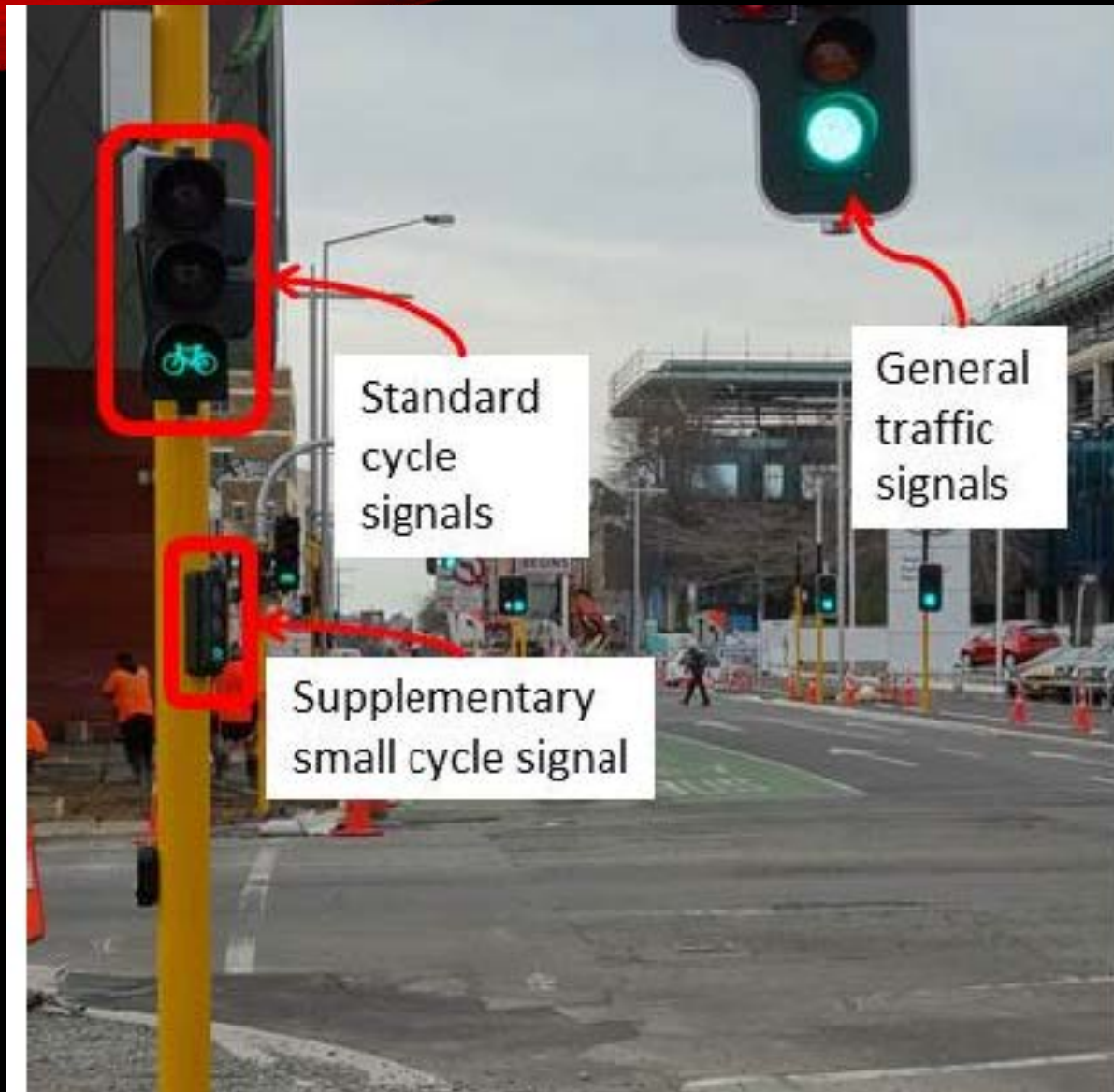# TRIAL: VEHICLE CROSSINGS ON CYCLE WAYS

Marking and sign to alert drivers and modify cyclist and motorist behaviour

Marking and sign for vehicle access crossing a cycle path with cyclists travelling in both directions

Standard cycle signals

General traffic signals

Supplementary small cycle signal

OTHER TRIALS

- Hook turn layout, markings and signage
- Cycle lane marking to place cyclists outside door zone
- Delineation and separation devices
- Floating bus stop layout to minimise pedestrian and cyclist conflict
- Shared crossings
- Cycling Barnes dance

- Tool kit of signs has been substantially increased
- Signage developed and approved for:
  - Shared spaces
  - Safe passing
  - Sharing the road
  - Safely passing waste collection trucks
  - Way finding
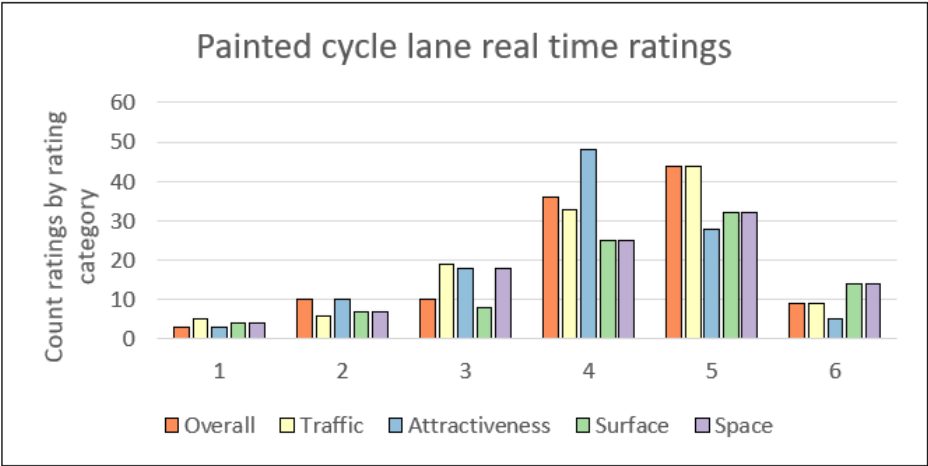 - Bridges and pinch points
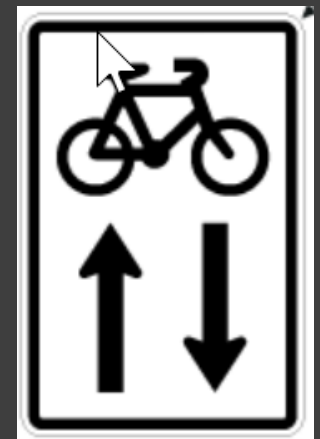
GUIDANCE DOCUMENTS
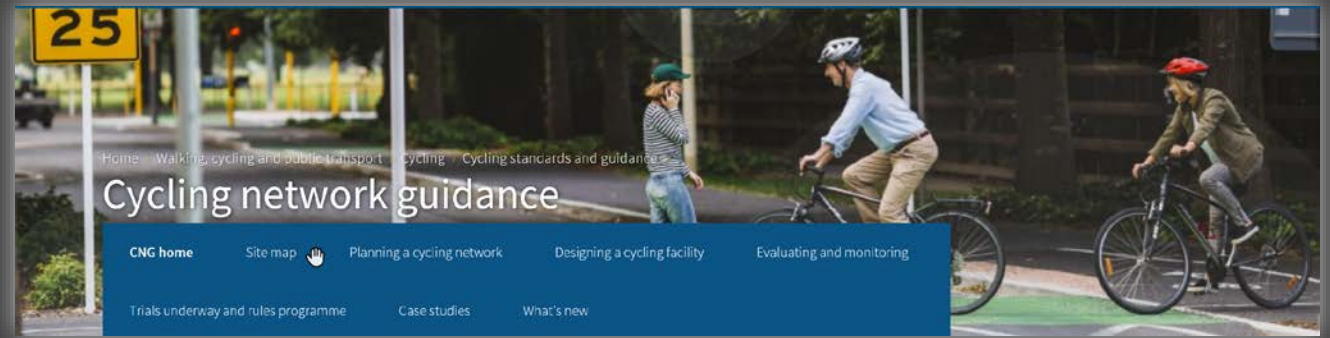
- Cycling Network Design Guide

- Sharrow Usage Guide

- Specifications for the design, construction and maintenance of cycling and shared path facilities

- Assessment and installation of restrictive devices on facilities used by cyclists (TAN)

- Bicycle parking planning and design (TAN)

- NZ Cycle Trails amendments

- Cycling Level of Service

Separated cycle lane real-time ratings

Shared pathway real-time ratings

Painted cycle lane real time ratings

Shared Roadway › Painted cycle lane › Shared pathway › Separated cycle lane
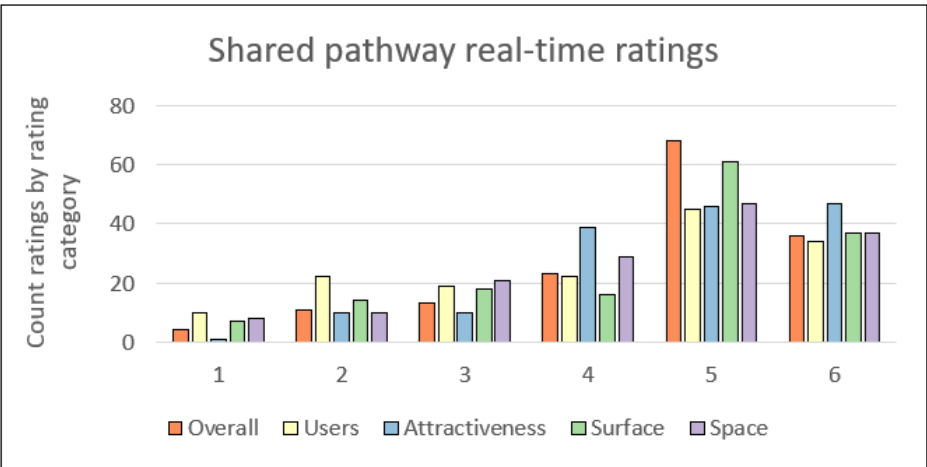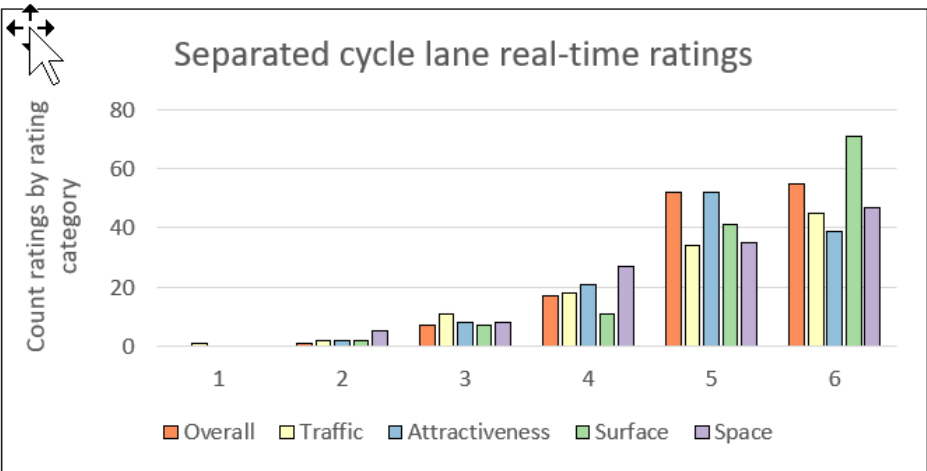
- Low-powered personal mobility devices
- E-scooters

JOHN KIRK-ANDERSON/STUFF

Main types of trips using shared e-scooter (% users)

Combined

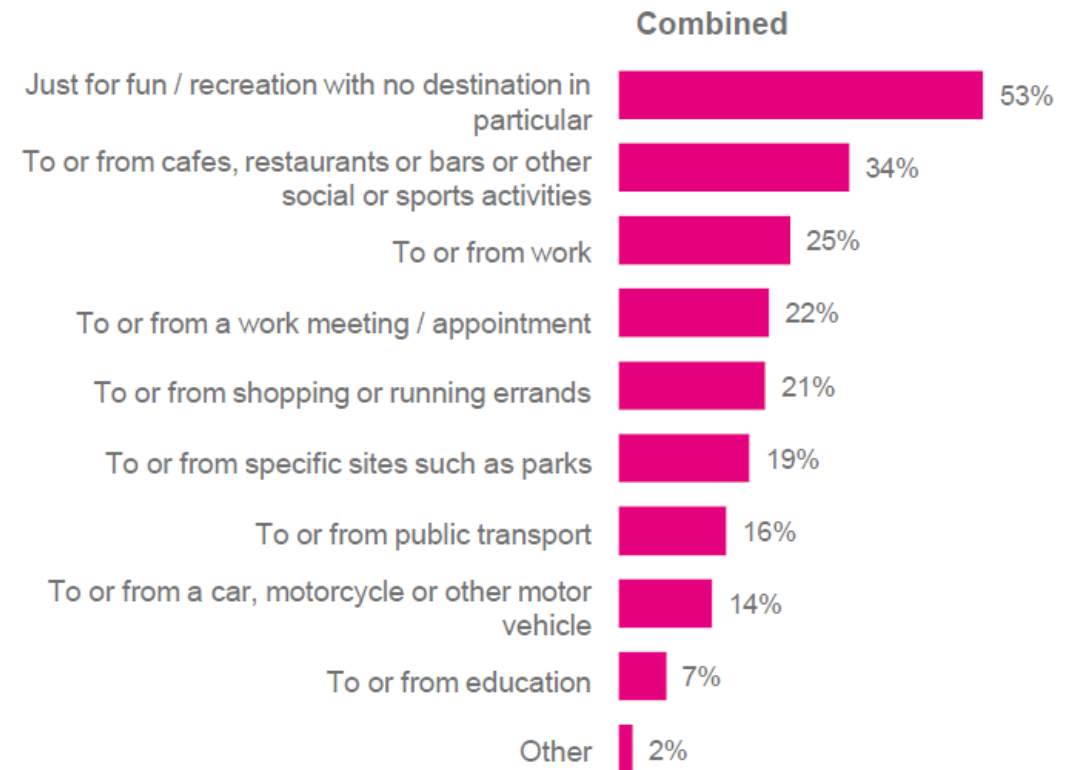| Trip type	%
Just for fun / recreation with no destination in particular	53%
To or from cafes, restaurants or bars or other social or sports activities	34%
To or from work	25%
To or from a work meeting / appointment	22%
To or from shopping or running errands	21%
To or from specific sites such as parks	19%
To or from public transport	16%
To or from a car, motorcycle or other motor vehicle	14%
To or from education	7%
Other	2%

Question: What are the MAIN types of trips for which you have ridden a [CCH: Lime] shared e-scooter?
Base: Users - Combined 1165 | Auckland 514 | Christchurch 651

KANTAR TNS.

COMING ACTIVITIES

- Pedestrian Planning Design Guide & RTS14 are being reviewed and updated – will be looking to AMIG for feedback

- Intersections – safer crossing facilities for pedestrians, cyclists and other mobility devices users

- Cycling design guidance – many more design challenges remain that will require discussion and agreement

- Use of colour markings in our streetscape – where, when and why

ALREADY ON THE AGENDA

- Accessibility – accessible street design enabling access for all people with disabilities

- Micro-mobility (powered scooters, skateboards, etc) and the competition for public space, footpaths, shared paths

- Responding to the integration of urban design and transit-orientated development – Multi-modal street design

- Innovating Streets for people – new signs and markings for low speed urban environments

- What all that means for how we influence and respond to planning and design challenges

SUMMING UP

AMIG is no longer a "working group" working on a specific task.

It is a highly-valued hub for collaboration and information sharing on all aspects of the provision of infrastructure for walking, cycling and emerging means of mobility that supports the development of sector capability through innovation, advocacy, effective research and making practical guidance on best practice as widely accessible as possible.

QUESTIONS?

Thank you