

ACTIVE MODES INFRASTRUCTURE GROUP

RCA FORUM WORKING GROUP

Report to 7 august 2015 Forum



Objectives of the Active Modes Infrastructure Group:

- Identify best practice and make this available to practitioners;
- develop and promote sector agreement;
- develop or steer development of guideline documents; and
- promote consistent implementation of best practice.

Beginnings – 2004 RUR

“2.3 Use of lanes

- (1) A driver, when driving, must not use—
- [(f) a special vehicle lane reserved for a specific class or classes of vehicle unless— (i) the vehicle is one of the class or classes of vehicle for which the lane is reserved”

2004 TCD Rule

- 11.2(1) If defining a part of a road as a special vehicle lane, a road controlling authority must, at the start of the special vehicle lane and [after each intersection, along its length:]
- (a) mark on the road surface a white symbol, that complies with Schedule 2, defining the class or classes of vehicle for which the lane has been reserved;

Advisory sign need – local responses



2010 - review ordered

- *“to review the current signs and markings of cycle facilities in NZ and make recommendations to the TCD Steering Group on options for control devices, and/or the legal framework and rules that that will enable a clearer understanding to all road users on the meaning and application of cycle facility signs and markings (TCDs)”.*

Review recommendations

- **Not allow driving in a cycle lane for the purposes of making a turn**
- **Designate cycle lanes by road markings only**
- **Define a shared path by pavement markings only**
- **Turning traffic should give way to cyclists proceeding straight ahead**
- **Trial coloured surfacing materials for cycle lanes**
- **Adopt pavement marking for the cycle detector loop**
- **Determine whether shared lane markings should be trialled in New Zealand**

National Cycling Signs & Markings Working Group

ILM exercise – cycling issues

- Neither cyclists nor motorists regard cyclists as legitimately belonging on roads;
- Legal meaning of cycle symbol is not understood by most road users;
- Cycle lanes require added signage at 50-70m intervals and extra markings in yellow or green to convey the message of the current marking;

ILM exercise conclusions

- Cycling is not seen as part of an integrated network solution - affecting the quality and quantity of the cycling network;
- Disconnected networks geared towards motor vehicles potentially make cyclists feel they don't belong on the network;
- A limited toolbox of cycle markings and signs leads to a lack of understanding of those signs and markings.

Adding to the toolbox

Markings needed for:

- Defining a cycle lane
- Defining a lane to be shared by motorists
- Defining a safe line for cyclists

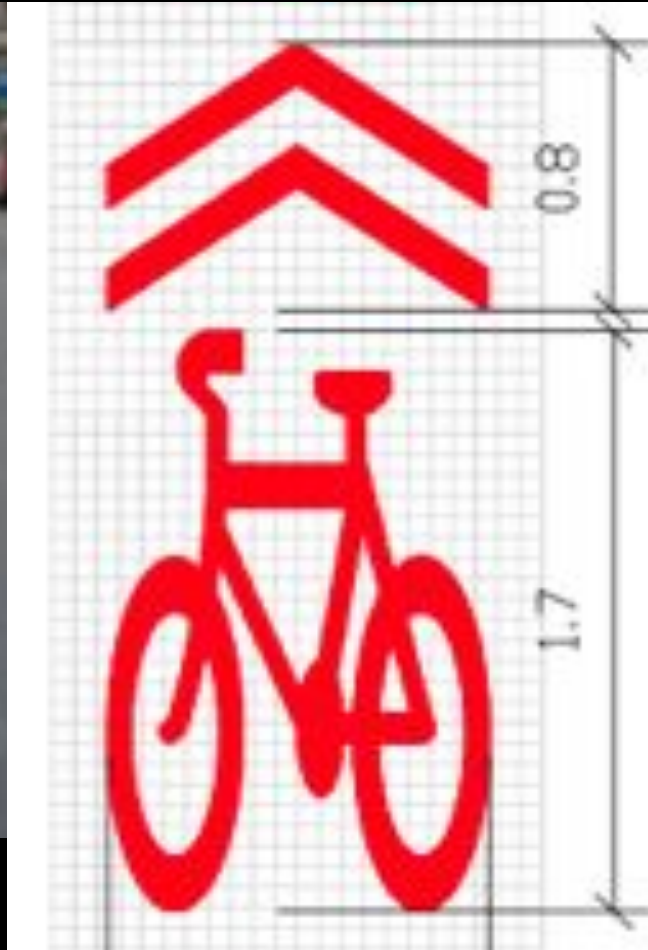
Options for trials: existing



Or adopt new cyclist symbol?



Advisory marking for trials



Cycle lane markings for trials



LANE

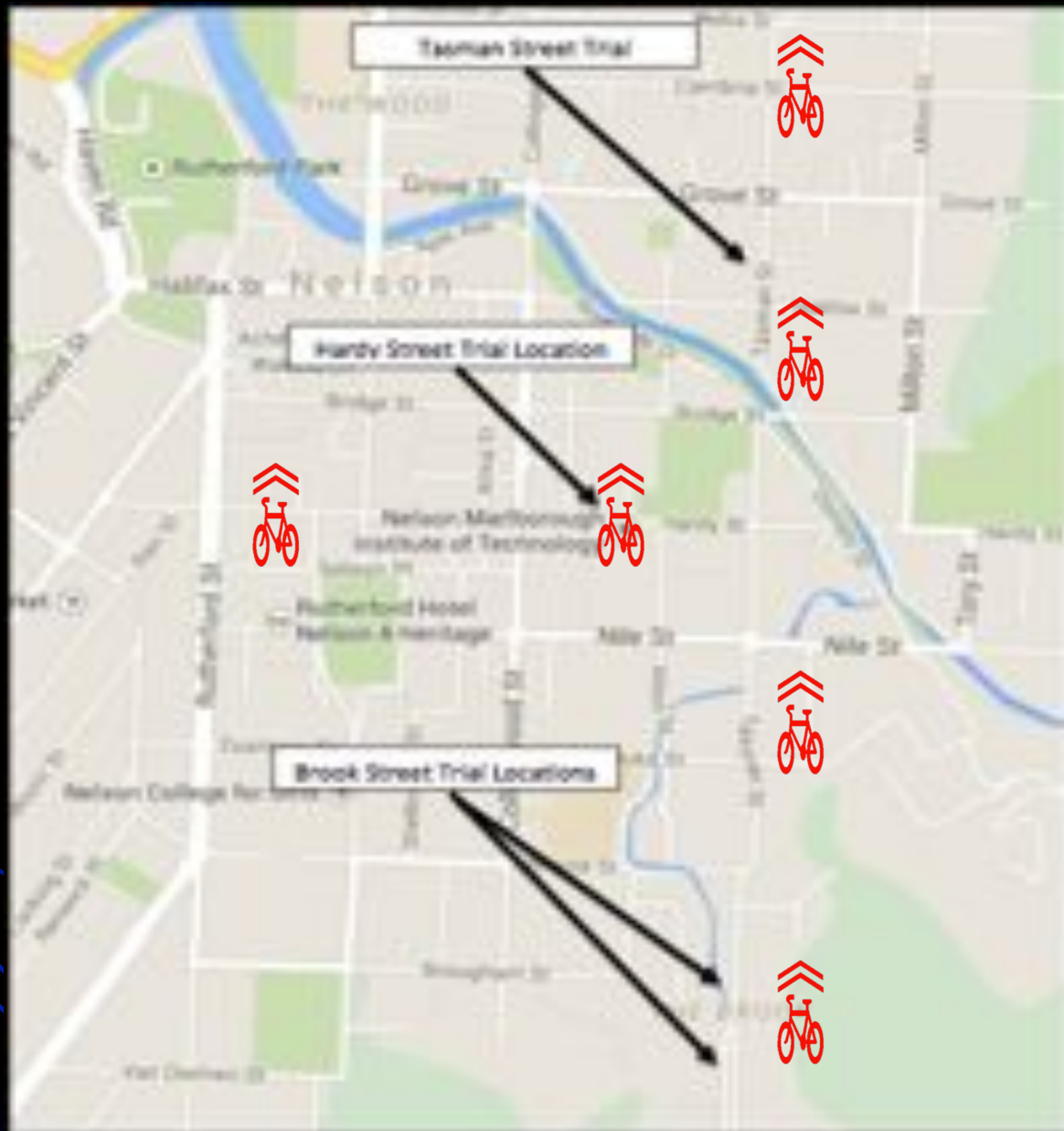


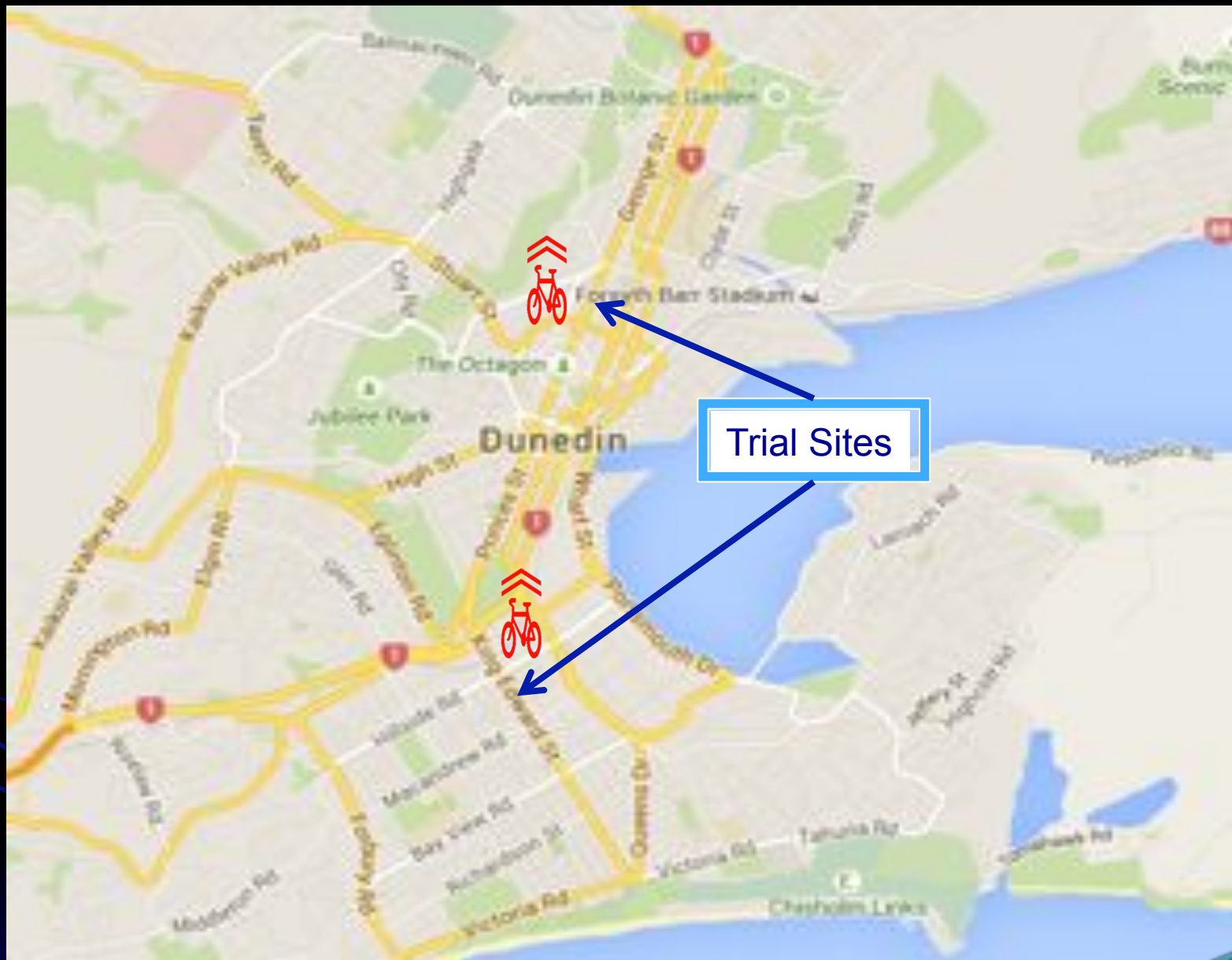
Auckland trial sites



Palmerston North trial sites







Wellington trial sites



LANE



Lessons from sharrow trials

- Needed to increase chevrons by 25% from 0.8 x 1.0 m to 1.0 x 1.0 m
- Needed to increase frequency of markings
- Needed to keep markings clear of other markings – directional arrows especially
- Needed to understand parking patterns

Placement in the lane

- Mid-lane with no parking = in door zone when parking is present



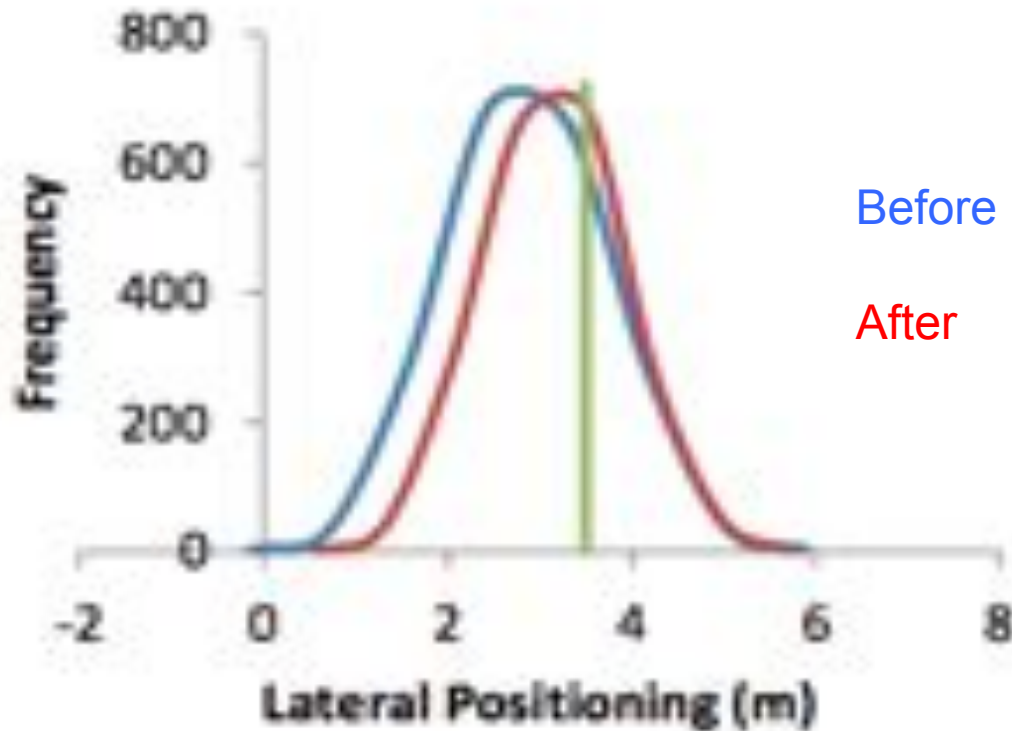
Measuring lateral shift



Results: some lateral shift

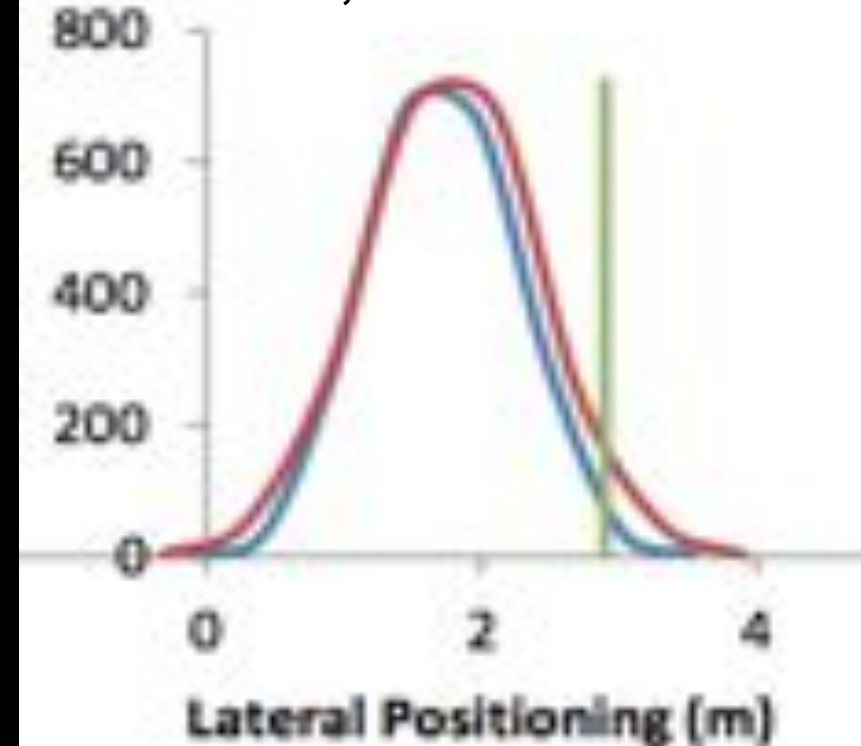
Weekend : Single Cyclist

Elstree Ave, Auckland



Weekend : Single Cyclist

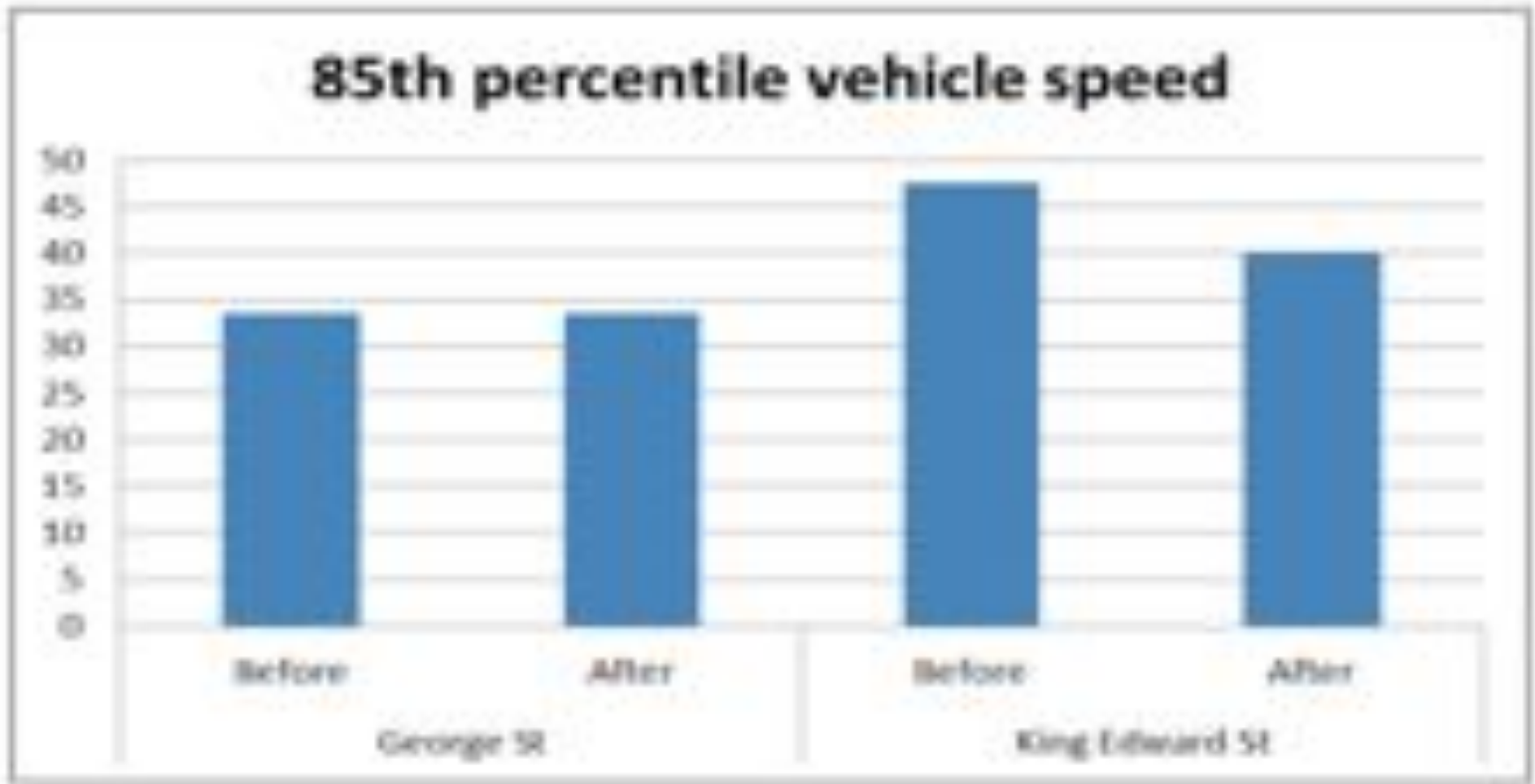
Riddell Rd, Auckland



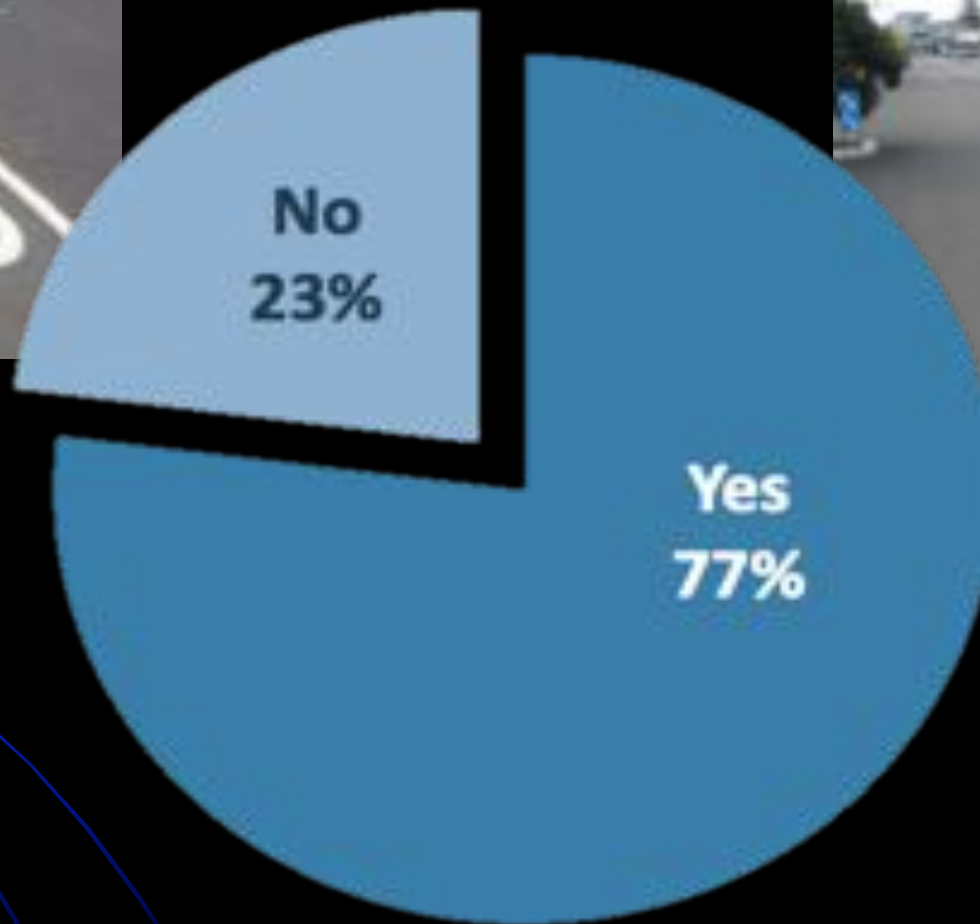
Response to parking



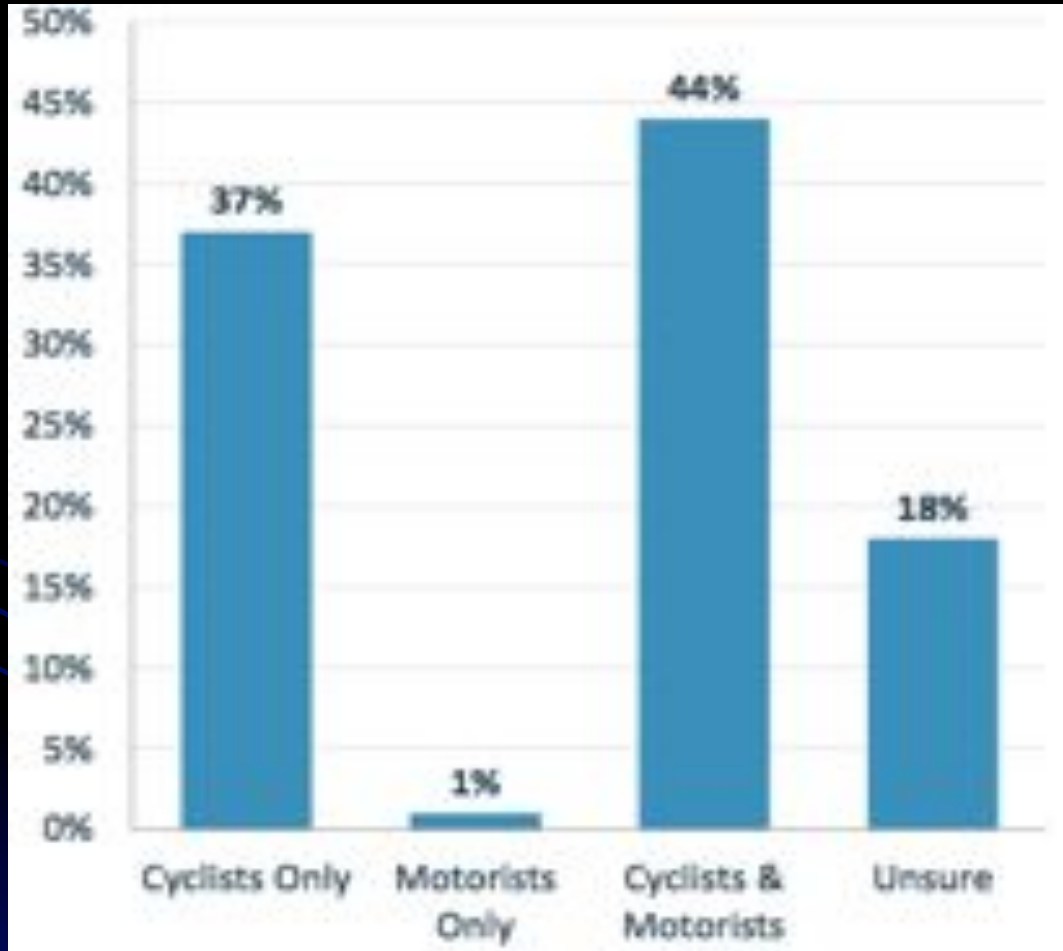
Effects on traffic speed



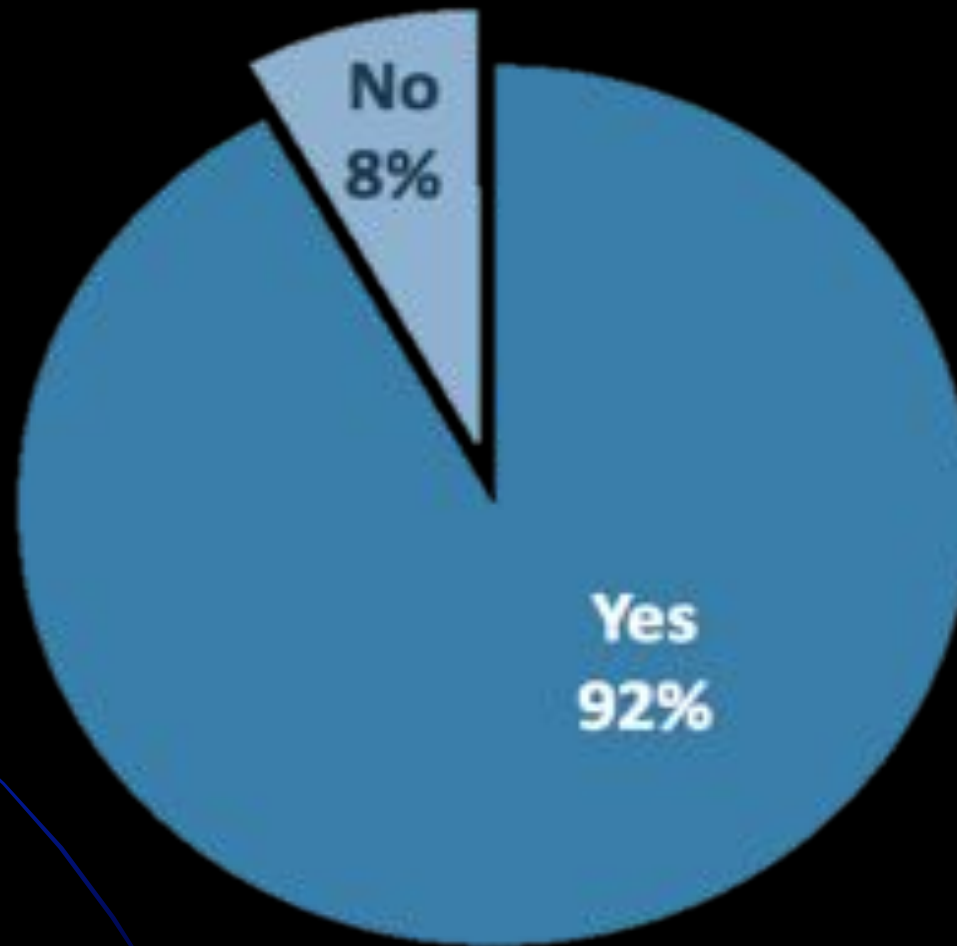
Can you tell the difference?



Do you know what it means?



Public education needed?



Cycle Lane marking results



Which of these markings is clearest and easiest to understand?

Which of these markings is clearest and easiest to understand?

■ M 2-3 ■ Green ■ "LANE"



Next steps

- Trials will inform a package of changes to the RUR on cycling issues
- Consequential changes to TCD Rule
- New advisory marking currently expected to become available in 2016

Meanwhile . . .

- National cycling signs and markings working group has become Active Modes Infrastructure Group
- AMIG is technical reference group for TCD Steering Group on walking and cycling infrastructure
- Technical forum for asset managers to share challenges and solutions

National cycling design guidelines

- Urgent need for best practice guidelines for cycling infrastructure design
- National cycling design guidelines being developed with AMIG input
- Stage 1: gap analysis – 39 priority tasks
- Need to deliver best practice solutions quickly; will require trials of innovative solutions and assessing what works

Thank you



www.rcaforum.org.nz/working-groups/active-modes-infrastructure