



Path Behaviour Markings Guidance

Waka Kotahi NZ Transport Agency

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Introduction

User conflict on shared paths and cycle paths can lead to frustration or safety concerns that deter some people from using paths, or even result in crashes leading to serious injury. Conflict can usually be avoided through best-practice path design (e.g. adequate path width and sight-lines, or segregation of fast and slow users) and other design that makes appropriate user behaviour more intuitive (e.g. the use of art or furniture to indicate a shift of path function from movement to place).

In some situations, a specific marking (or sign) may help remind people of a particular behaviour required to make the path safe and enjoyable for all people using it.

The following set of shared path behaviour markings are not a substitute for good path design and should be used sparingly. In general, only one or two markings should be used at a specific location, with 20-50 m spacing between markings intended to be read by people cycling or e-scootering.



Figure 1: Slow Zone marking on approach to Canterbury Museum

For information on the use of markings to designate the use of paths, see [Signs and markings to designate paths for pedestrians and cyclists](#).

For information on the use of markings at the intersection of paths and driveways, see [High-use driveway treatment for cycle paths and shared paths](#).

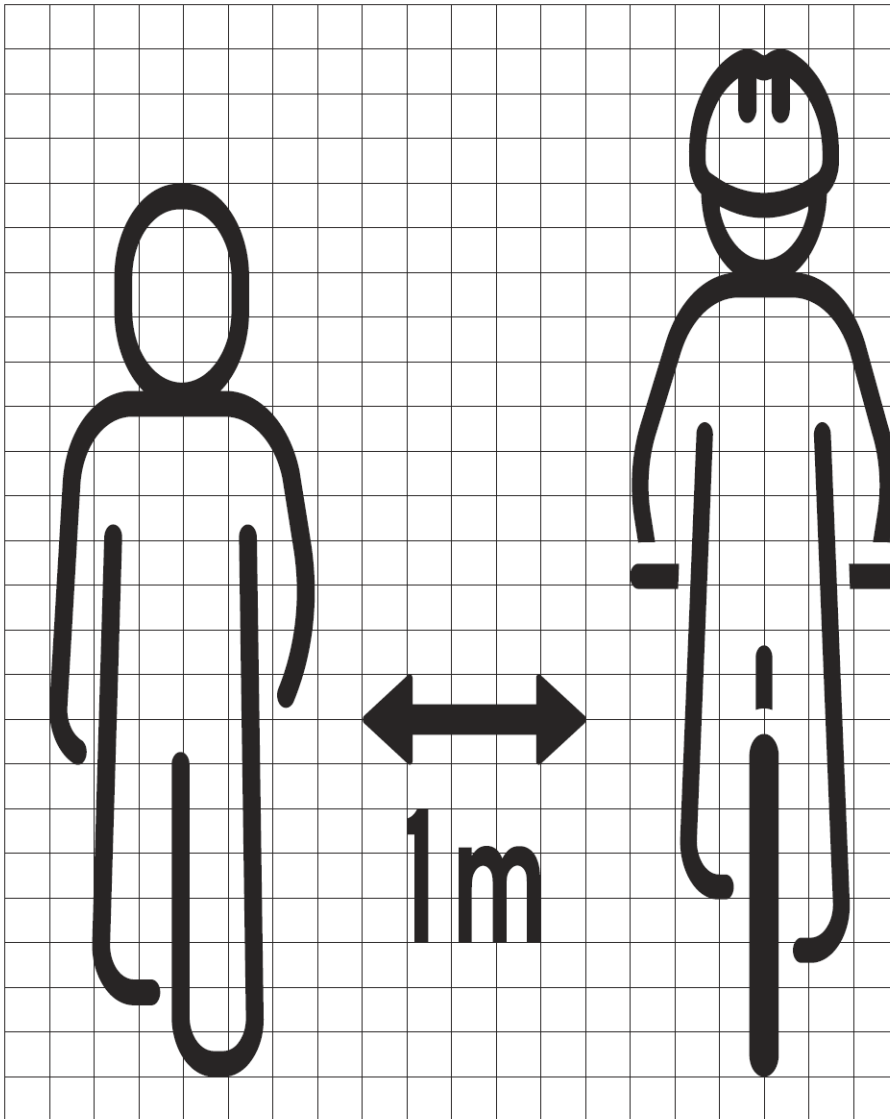
For information on the marking of cycle signal loop detectors, see [TCD Manual](#) Part 4 (under consultation in September 2021).

The shared path behaviour markings details can be found in the following [Gazette notice](#) and will feature on the NZTA Sign Specifications web page in due course.

The purpose and directions for use of the behaviour markings are given below. These markings are the result of an iterative design process involving extensive testing carried out in 2019 and 2020.

Markings

Give Space



Context:

- Use in high density areas where space is currently an issue
- Not bidirectional. Separate markings required for each direction
- Could be paired with a Slow Zone marking nearby

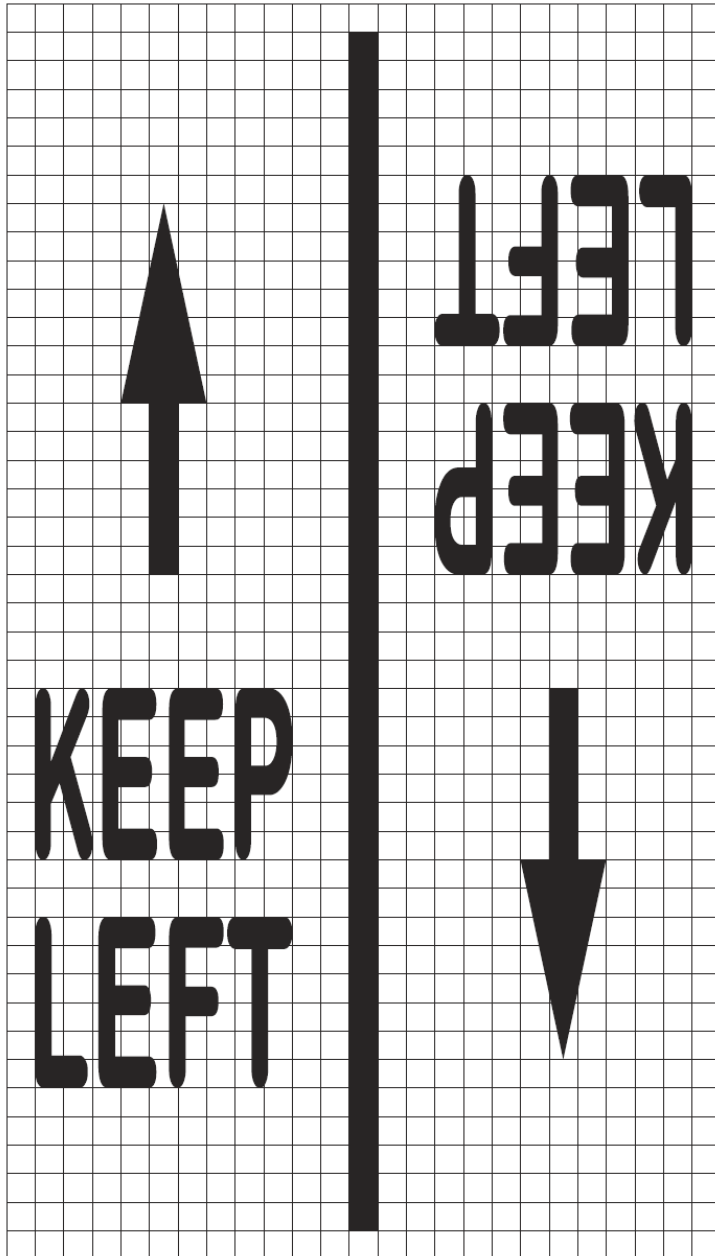
Size:

- Minimum recommended size – 950 mm wide (i.e. 50 mm grid)

Qualities:

- Clear message
- Gender neutral
- No distracting faces
- Intentional cycle/scooter ambiguity
- Cyclist on correct side (i.e. passing on right).

Keep Left



Context:

- Use as reminders in locations where not keeping left is a risk (e.g. approach to blind corner)
- Could be used at the start of a cycleway or just prior to a stretch of double yellow line
- For use on paths wider than 2.5m (if narrower, consider use of arrows and centreline without words)
- Can be used on shared paths and cycle paths

Size:

- Minimum recommended size – 2300 mm wide (i.e. 100 mm grid)

Qualities:

- Clear and simple
- Can be understood without knowing English

No passing lines



Figure 2: Example of a pair of 50 mm wide double yellow lines on the Northwestern Cycleway

Context:

- Complements the Keep Left marking
- Use on blind corners
- Start double yellow lines 1-2 m after Keep Left marking
- For use on paths wider than 2.0 m
- May be used on shared paths and cycle paths

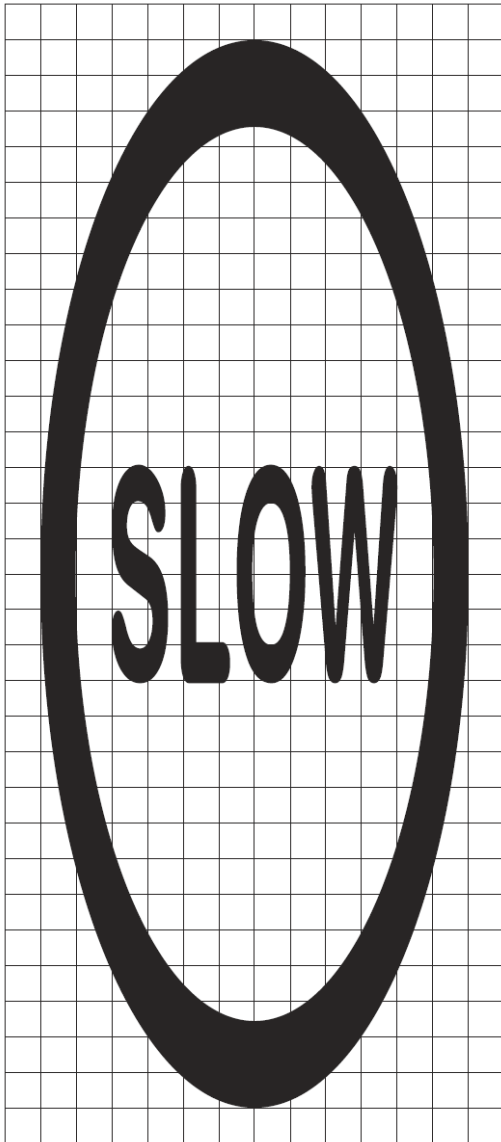
Size:

- Two lines, 50 mm wide each

Qualities:

- Clear and simple
- Can be understood without knowing English

SLOW



Context:

- For use on fast approach to blind corners or other 'slow down immediately' situations
- Complementary markings (such as red blocks) may improve behaviour
- Not bi-directional but should be marked in centre of path so riders are not tempted to ride to the right-hand side of marking.

Size:

- Minimum recommended size – 1200 mm wide (i.e. 100 mm grid)
- Scale up size to half the width of the path (with maximum marking of 1800 mm wide) where speeds >40 km/hr are expected

Qualities:

- Clear and simple
- Familiar from other signage seen in the NZ transport system
- Red blocks increase sensation of speed



Figure 3: SLOW marking and red blocks prior to Keep Left and double yellow line markings at blind corner, Northwestern Cycleway. Note incorrect font used for SLOW. More space between markings is recommended.

Bear in mind that fast riders will travel a significant distance before reacting to a marking and may be wary of braking on a 'painted' surface (which they perceive to be slippery). It is important to place the SLOW marking at least 20m prior to the location where the speed reduction is desired, and ensure the marking is applied with a durable, slip-resistant material. Applying the red blocks in accordance with [NZTA P:33 Specification for Coloured Surfacing](#) is recommended. Applying the blocks with a thick material (e.g. Thermoplastic or MMA surfacing) will give tactile feedback that helps attract the attention of riders.

Markings also need to have a high contrast with the underlying surface material. If placed on a light surface, it may be necessary to clean the markings periodically to retain high contrast. Another method for achieving high contrast is to apply the marking over a block of coloured surfacing.

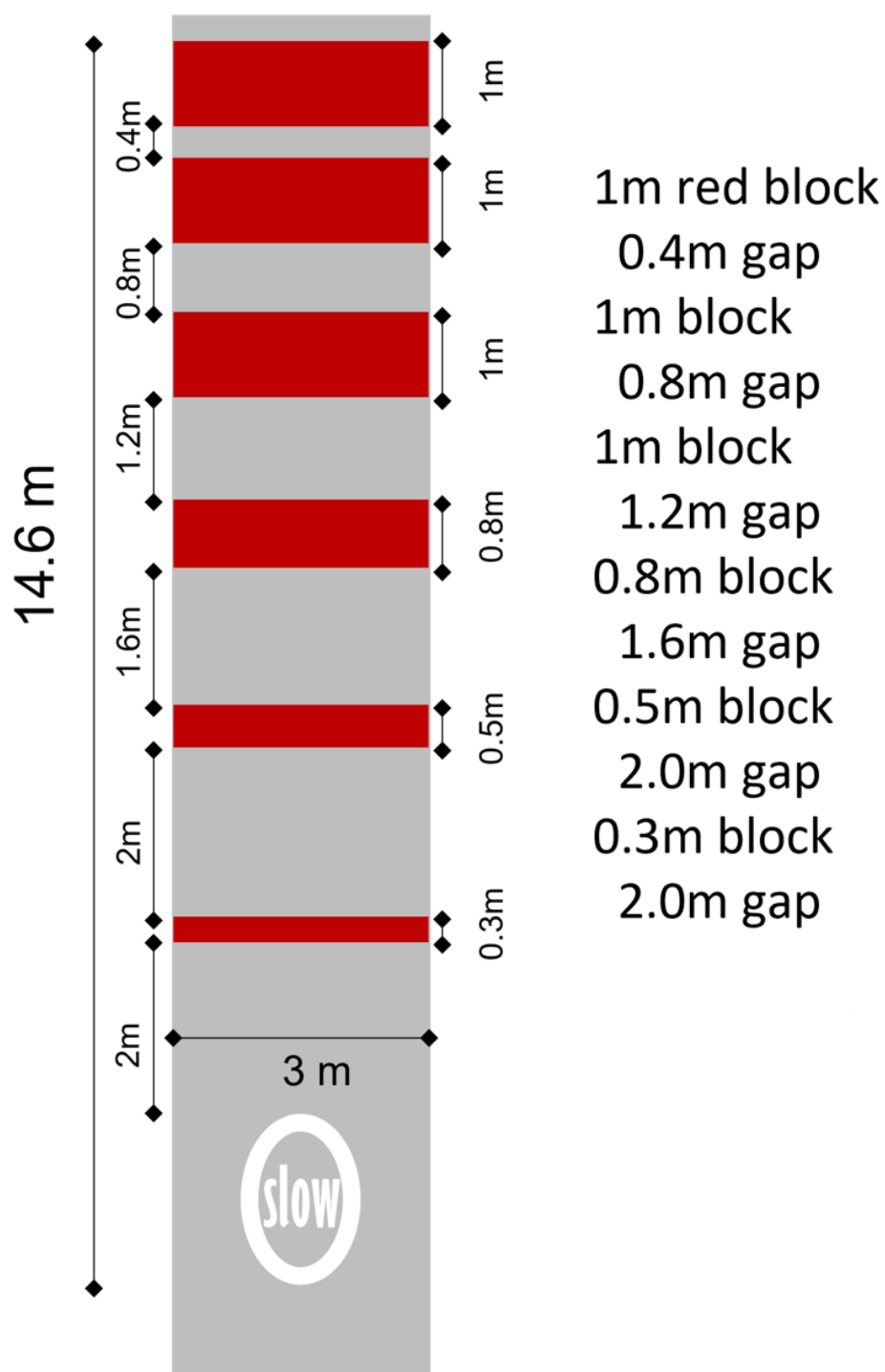
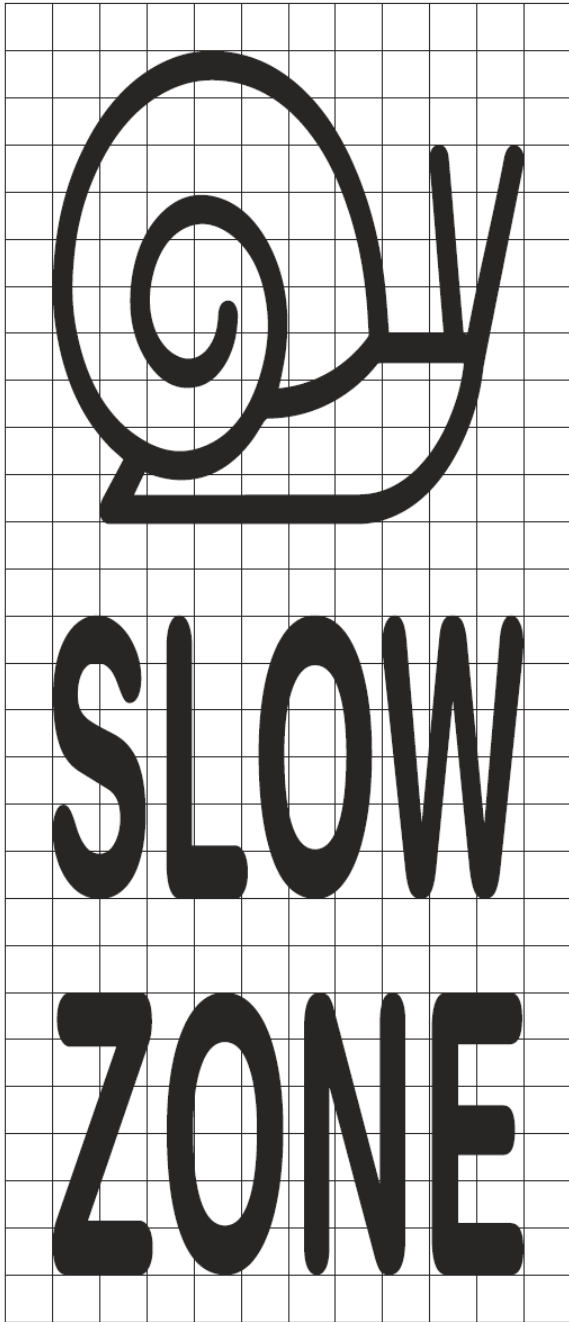


Figure 4: Suggested spacing for SLOW and red block markings. R13 Signal Red is recommended for the red blocks.

Where red blocks are used to highlight the approach to a conflict point, such as an area where pedestrians cross a cycleway, a smaller number of blocks may be preferable (e.g. just the second, third and fourth blocks from the figure above, applied to each approach).

Slow Zone



Context:

- For use in extended areas where you want users to be slow, such as high pedestrian density areas, or paths that also provide a place function
- Not for use on blind corners or other 'slow down immediately' situations.
- Not bidirectional. Separate markings required at each entry point to a slow zone
- Could be used inside a coloured bar to indicate the start of a slow zone
- Playful design is particularly suitable near schools or play area

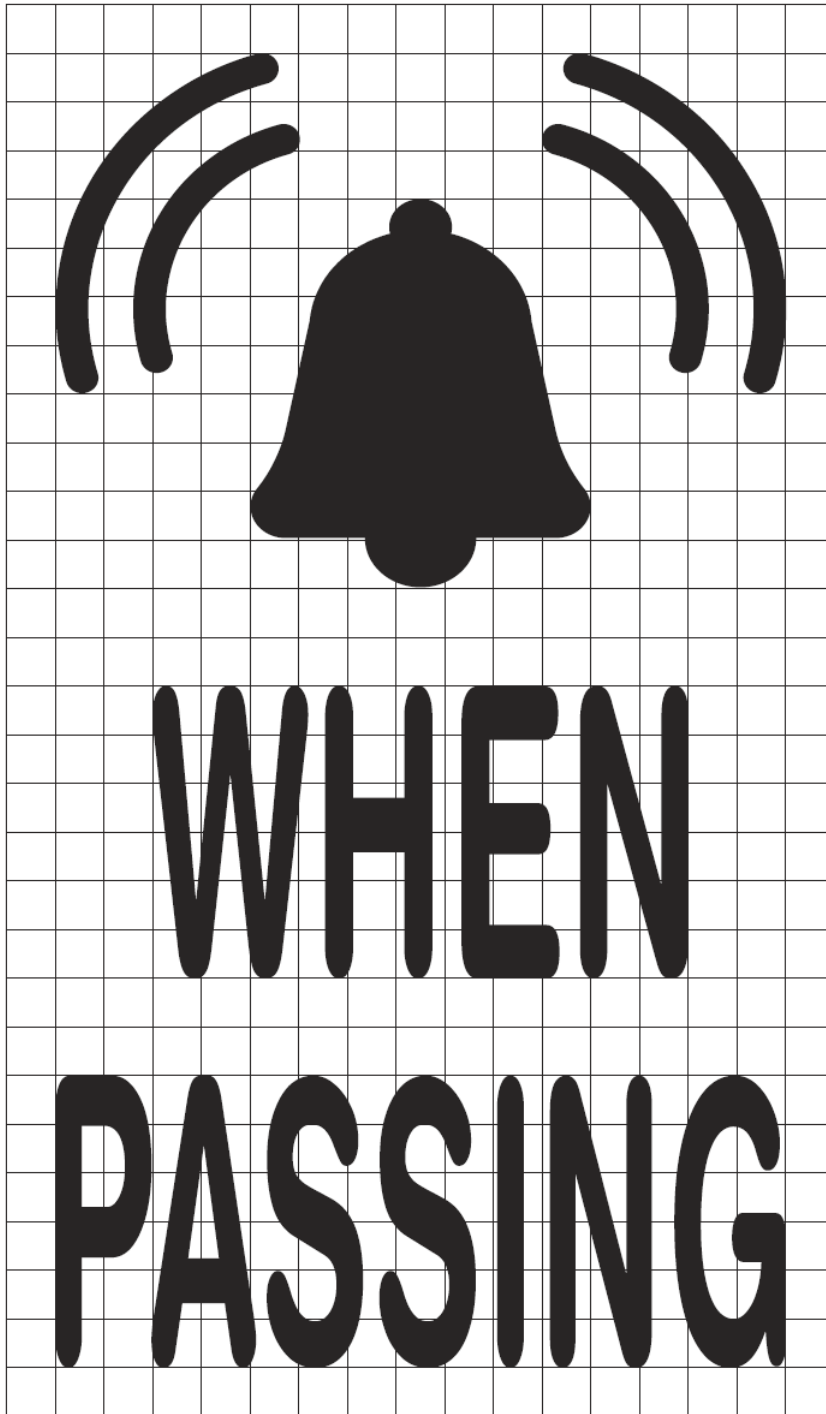
Size:

- Minimum recommended size – 1000 mm wide (i.e. 100 mm grid)

Qualities:

- Non-English speakers understand 'snail' as slow

Alert When Passing



Context:

- For use on shared paths
- Not bidirectional. Separate markings required for each direction

Size:

- Minimum recommended size – 750 mm wide (i.e. 50 mm grid)

Qualities:

- Generally interpreted as 'alert others' as opposed to just using your bell
- Can be understood without knowing English

Keep Dogs Close



Context:

- For use on shared paths
- Not bidirectional. Separate markings required for each direction
- Marking should be positioned with the dog on the left-hand side of path

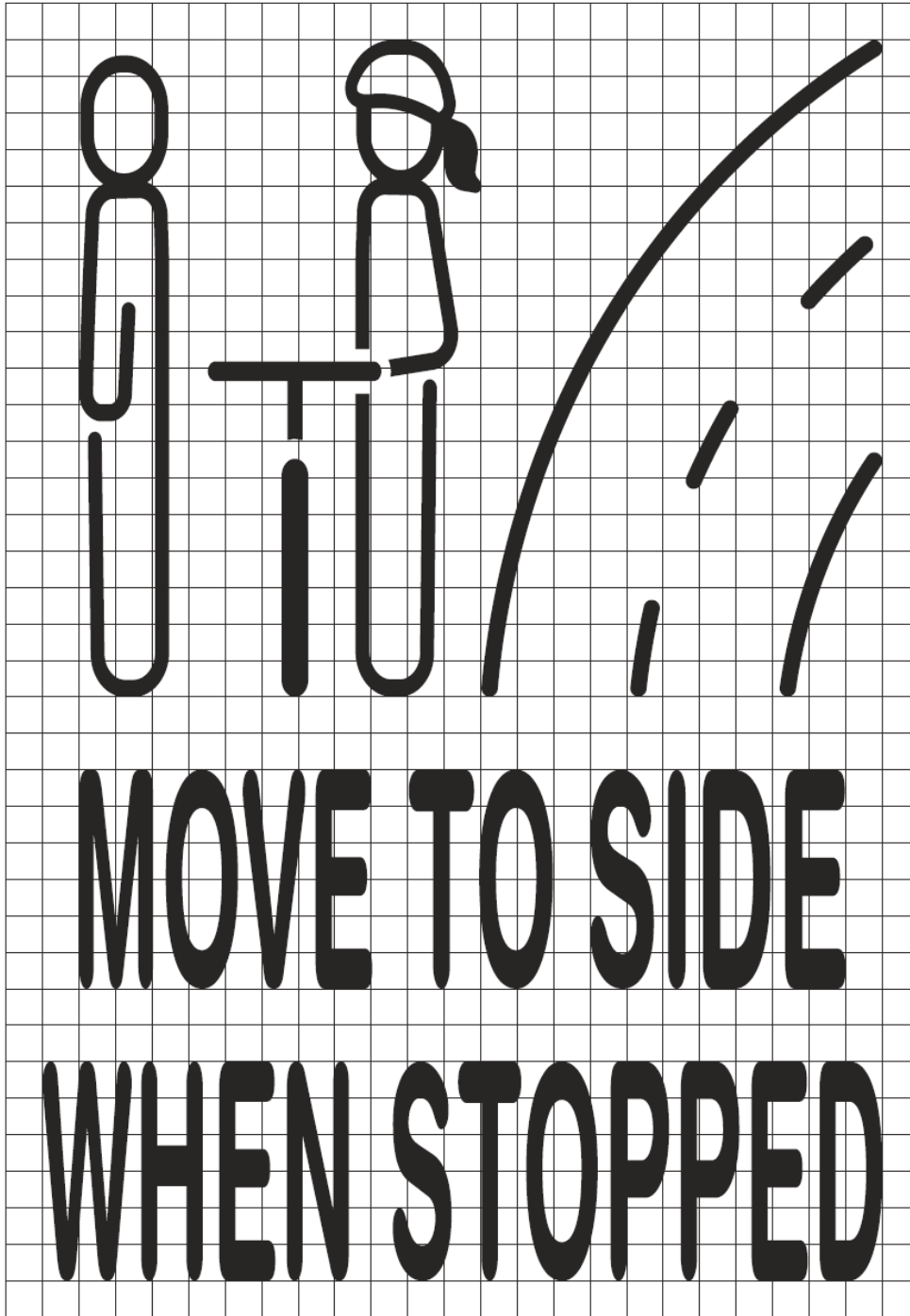
Size:

- Minimum recommended size – 1000 mm wide (i.e. 50 mm grid)

Qualities:

- The short lead length indicates the desired behaviour, which can be understood without knowing English

Move to Side When Stopped



Context:

- For use on shared paths and cycle paths
- Not bidirectional. Separate markings required for each direction

Size:

- Minimum recommended size – 1150 mm wide (i.e. 50 mm grid)

Qualities

- Image placement relative to text implies where you should move, i.e. to the side