

National Cycling Signs and Markings Working Group
Meeting at 9:30am on Friday, 23 November 2012
NZTA, National Office, Room 4.07, 44 Victoria Street, Wellington

Notes of Meeting

Attending:

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| • Bruce Galloway | Tauranga City |
| • Carl Whittleston | New Plymouth City |
| • Ron Minnema | Dunedin City |
| • Andrew James | Nelson City |
| • Michael Ferigo | Christchurch City |
| • Paul Barker | Wellington City |
| • Sandi Morris | Palmerston North City |
| • Owen Mata | Hastings District |
| • Claire Harland | Taupo District |
| • Matthew Rednall | Auckland Transport |
| • Adam Moller | Auckland Transport |
| • Amit Patel | Auckland Transport |
| • Michael Brown | Auckland Transport |
| • Tim Hughes | NZTA |
| • Gerry Dance | NZTA |
| • Glenn Bunting | NZTA |
| • Wayne Newman | RCA Forum Research & Guidelines Group |

1. Introduction, background and overview

Gerry Dance presented an overview of the current situation and some of the issues surrounding provision of adequate information for both cyclists and fellow road users.

2. Defining the problems

Matt Barnes facilitated an Investment Logic Mapping exercise to define the problems at stake as precisely as possible and to establish the benefits in addressing these and the outcomes being sought. During the exercise the following points were noted:

- Legal meaning of current cycle symbol is not understood by most road users
- Both cyclists and motorists regard cyclists as not belonging on roads

- The present legal signage and marking guidance for an exclusive cycle lane has limitations, requiring signage at desirable intervals of between 50 m and 100 m within an urban area and the addition of extra marking in yellow or green to convey the message
- Use of signs, rather than markings, tends to increase conflict between cyclists and parking, and cyclists and pedestrians when signs are lost in visual clutter or obscured
- A marking to show cyclists to proceed into a lane shared by motorists wishing to turn left or proceed straight ahead has been understood by both cyclists and motorists, yet combined with an arrow (legally telling motorists that they could proceed only straight ahead) with a cycle symbol (legally telling motorists that the lane was for cyclists only)
- Although provision of a fully segregated and continuous alternative network for cyclists at the same LOS as available on the existing road network is regarded as an ideal solution, it would merely replicate the network already constructed
- Alternative infrastructure is almost invariably provided at a lower level of service than exists on roads
- The perception of safety is central to encouraging cycling uptake, but the approach to cycling over decades has been to emphasise that it is not safe on roads
- Planning for cycling infrastructure is piecemeal, uncoordinated and often done without regard to meeting cycling needs or demand for routes

The ILM exercise identified three related problems (see Appendix):

- Cycling is not seen as part of an integrated network solution, which affects 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 leads to a lack of understanding of cycle signs, markings and infrastructure.

3. Understanding the problems in the context of the network

A round-table discussion identified 6 situations within the network where a means of providing information for cyclists exist:

- Where a facility is for the exclusive use of cyclists
- Where a facility is to be shared by motorists
- Where a facility is to be shared by pedestrians
- To identify a route
- To offer advice on alternative routes for cyclists
- To indicate preferred or safe alignment

The nature of these situations would be often specific to certain types of locations within networks. Rural roads were seen as differing from urban and

alignment for safer passage beside parked cars was seen as differing from alignment to activate cycle detection traffic signals.

4. Consideration of solutions, options and potential impediments to achieving them

A round-table discussion identified the following:

- A one-size-fits-all approach does not work if it does not address the needs of all road users
- Signs add to, and get lost in, the visual clutter within the road environment
- Experience has shown that a white edge-line to show exclusive use needs to be reinforced with colour and even physical separators
- Marking an edge-line has tended to cause all users to perceive the road as having a higher speed environment
- Reducing the speed limit on the road may allow cyclists and motorists to integrate more safely
- Colour is clearly understood to mean exclusive use for special vehicles by all road users
- Lanes for exclusive cycle use are necessary to address the RUR prohibition on passing on the left, which most cyclists breach routinely when other traffic is stationary
- The RUR does not provide for exclusive cycle use when vehicles can encroach to turn left and do not need to give way to a road user proceeding straight ahead on the left side when turning, if the road user is a cyclist
- Less than full-width exclusive lanes for cyclists encourage motorist encroachment and leave no margin of safety when this happens
- Use of green ‘tram-lines’ to mark lanes for exclusive use by cyclists has proven effective, across intersections in particular
- If green marking became the means of showing a lane is for cycles, the current symbol could be used legally in the situations where it is already being used illegally, potentially achieving greater clarity for road users
- Including the cycle symbol within the lane could equally reduce rather than reinforce the message of green markings as having a specific legal meaning, if they became the means to designate exclusive use
- The cycle lane is the only special vehicle lane where words are not used (BUS, T2, T3)
- Use of subtle variations, such as solid or hatched variations of the same symbol, to convey different meanings would increase confusion
- The current cycle symbol reflects international use and has been the pattern for many decades
- A new symbol needs to be clear in its meaning and application, and appropriate within the context of the experience of road users here

It seems likely that changes will need to be made to the legislative toolbox to amend the RUR and adopt changes to the TCD Manual. Before this can be done, it will be necessary to assess the existing symbol and various

combinations and alternatives that might be used to deliver the variety of messages identified, first in focus groups and then in controlled trials. Early engagement with other road user groups will be necessary, too.

The working group will continue to develop individual initiatives and meet again in late February or early March to identify trial sites.

Specific Actions

Members of the working group to identify a number of potential trial locations in their region.

Members to identify variations to the existing cycle symbol and provide feedback to Wayne and Gerry.

Gerry and Wayne to liaise on:

- Identifying a selection of combinations using the existing symbol
- Identifying potential alternative or additional symbols
- Engaging with other road user representatives
- Identifying focus group participants
- Identifying the process and likely timeline for changes to RUR
- Identifying the process and likely timeline for changes to the TCD Manual

Gerry and Wayne to liaise with Matthew on:

- Development of guidelines
- Testing variations to the existing bike symbol

APPENDIX

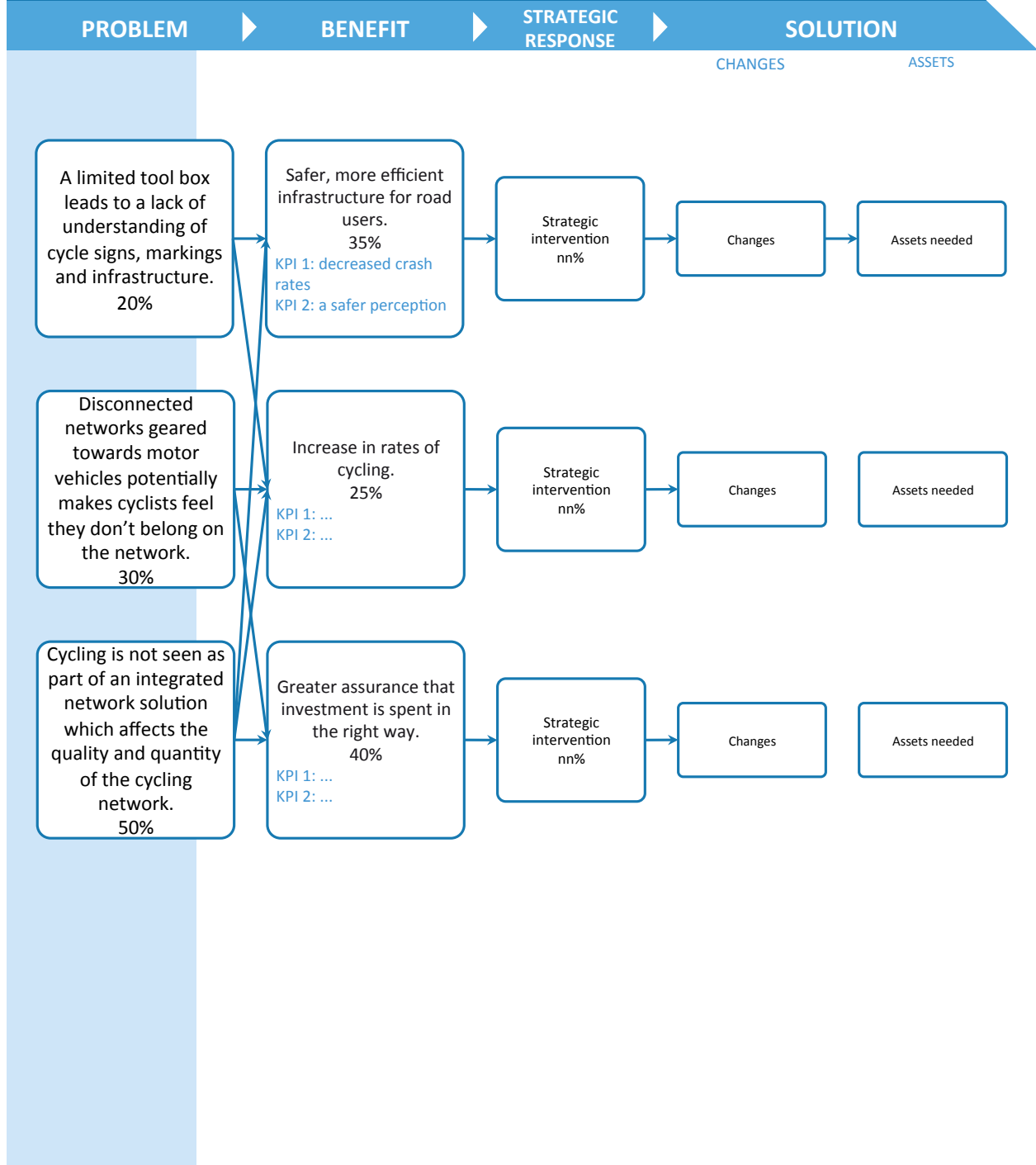
DEPARTMENT NAME

Investment name: Cycle Signs and Markings Review

Subtitle: Nationally consistent approach

INVESTMENT LOGIC MAP

Initiative



Investor:
Facilitator: Matt Barnes
Accredited Facilitator: No

Version no: 0.1,
Initial Workshop: 23/11/2012
Last modified by: Matt Barnes 23/11/2013
Template version: 5.0