

## Appendix 2: Pedestrian crossing zigzag marking trial

### **Purpose of trial**

The pedestrian crossing warning diamond has been a required marking on New Zealand roads in advance of crossings since 1976. However, evidence suggests motorists do not have a clear understanding of its purpose, particularly given the symbol of a diamond is not readily associated with pedestrian crossings. In addition, the diamond symbol has now been adopted in the United States to mark high occupancy lanes (transit lanes in New Zealand), increasing risk of confusion for overseas drivers.

Auckland City Council reviewed overseas practice and believed three forms of marking were worth considering as alternatives to the diamond, in relation to pedestrian crossing warnings:

- Australian zigzag marking – marked within each approach lane;
- United Kingdom zigzag marking – marked on both sides of the road and at the centre line on both approaches to a crossing
- A 'PED X' marking – marked within each approach lane.

While the PED X marking provides the clearest meaning, it can easily be obscured by stationary or moving vehicles. The zigzag marking used in the UK also imposes extensive 'no stopping' restrictions which would not be practicable in this country. Overall, Auckland City Council concluded the Australian zigzag marking would be the most appropriate alternative, but needed testing in the New Zealand environment.

The Director of Land Transport Safety (Director) considered the application for a trial and approval was published in the *NZ Gazette* on 24 May 2004. (See attached copy.)

### **Need for approval**

Given the zigzag marking is proposed as a substitute for the previously mandatory diamond marking, approval was considered necessary to give legal standing to the trial.

### **Results and action**

Although there was no conclusive evidence of improvements to safety, the trial also did not show any adverse safety effects. The Director was satisfied the zigzag marking at pedestrian crossings in the form described should be generally allowed. Changes were proposed for inclusion in an Omnibus Rule. However, the policy support and benefits were not considered sufficient to allow the proposal to proceed. The option has, therefore, not been incorporated into the TCD Rule.

### **Contact details**

For further information about the trial please contact:

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