

## Pedestrian Crossing Warning Lights Trial

Pursuant to subclause 3.4(1) of the *Land Transport Rule: Traffic Control Devices 2004* and pursuant to a sub-delegation to me by the Director of Land Transport, I, Peter Graeme Croft, Manager Networks, hereby authorise the installation and maintenance of experimental warning lights:

- (i) for the purpose described in Schedule 1;
- (ii) in the form and use set out in Schedule 2;
- (iii) at the locations stated in Schedule 3
- (iv) for the period specified in Schedule 4; and
- (v) subject to the terms and conditions detailed in Schedule 5.

These experimental warning lights shall be used for the purpose of evaluating their use and the experiment shall be called the "Pedestrian crossing warning lights trial".

### Schedule 1 Purpose of trial

The purpose of the trial is to evaluate in-pavement flashing light warning systems activated by pedestrians about to enter a pedestrian crossing. In particular, to:

- (a) determine their effectiveness in producing desirable driver and pedestrian behaviour that will improve safety of the crossing;
- (b) identify operation and maintenance issues and costs to assist in measuring reliability and cost effectiveness; and
- (c) assist in the formulation of any standards, guidance or possible changes to Land Transport Rules.

### Schedule 2 Form and use of warning light system

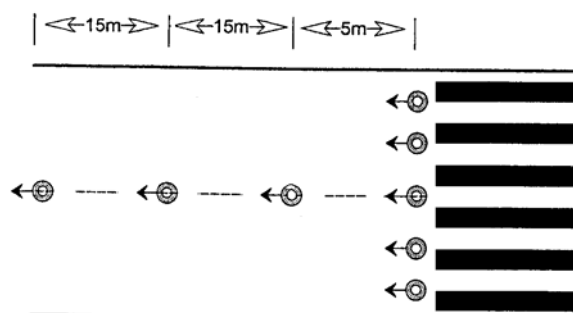
On each roadway approaching the crossing uni-directional (facing toward vehicles approaching the pedestrian crossing), in-pavement lights shall be installed:

- (a) immediately on the approach side of the striped marking defining the pedestrian crossing across the full width of the pedestrian crossing at least five equally spaced lights; and
- (b) on the centre line or lane line, as appropriate, three lights installed at 5m, 20m and 35m from the pedestrian crossing.

These locations are shown diagrammatically in Figure 1 below.

[Note: For clarity, the full width of the pedestrian crossing is:

- (i) in the case of an undivided road, from the kerb on one side of the road to the kerb on the other side; and
- (ii) for a divided road, from the kerb on one side of the road to the kerb of the island or median separating traffic and providing a safe place for pedestrian to wait.]



**Figure 1 Placement of warning lights – not to scale**

Before each kerb defining the ends of the pedestrian crossing, an appropriate system will automatically detect pedestrians wishing to use the crossing.

The system will operate as follows:

- (a) A pedestrian wishing to cross the road will be detected;
- (b) the warning lights will flash advising drivers of the presence of a pedestrian;
- (c) the warning lights cease flashing after a period determined for each location.

### Schedule 3 Locations of the trial

The trials shall be carried out at the following locations:

*Christchurch City*

- (1) Tuam Street 120m east of Colombo Street.
- (2) Hereford Street 110m east of Colombo Street.

*Auckland City*

- (3) Mt Albert Road 60m west of Manukau Road.

### Schedule 4 Duration of the trial

The trial will commence no earlier than 1 March 2006 and shall end on 28 February 2008 unless otherwise notified in the *New Zealand Gazette*.

### Schedule 5 Terms and conditions of the trial

The format of the trial and its evaluation shall comply with this notice and, in conducting the before, after and other surveys should follow the procedures documented in *Proposal for a Pedestrian Crossing Warning Lights Trial* prepared on behalf of the Christchurch City Council and Auckland City Council by MWH New Zealand Limited dated December 2005.

Dated at Wellington this 16th day of January 2006.

PETER GRAEME CROFT, Manager Networks.

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