

## **Land Transport Rule: Traffic Control Devices 2004 Priority Stop Limit Line Pavement Markers Trial**

Pursuant to subclause 3.4(1) of Land Transport Rule: Traffic Control Devices 2004 (“Rule”) and a delegation from the NZ Transport Agency, I, Glenn Bunting, Network Manager, authorise the installation and maintenance of red, illuminated pavement markers at stop sign controlled limit lines:

- a. for the purpose described in Schedule 1;
- b. in the form and layout, set out in Schedule 2;
- c. at the location stated in Schedule 3;
- d. for the period specified in Schedule 4; and
- e. subject to the conditions and an evaluation outlined in Schedule 5.

The red, illuminated pavement markers may be installed for the purpose of evaluating their use and the trial will be called the “priority stop limit line pavement markers trial”.

### **Schedule 1—Purpose of trial**

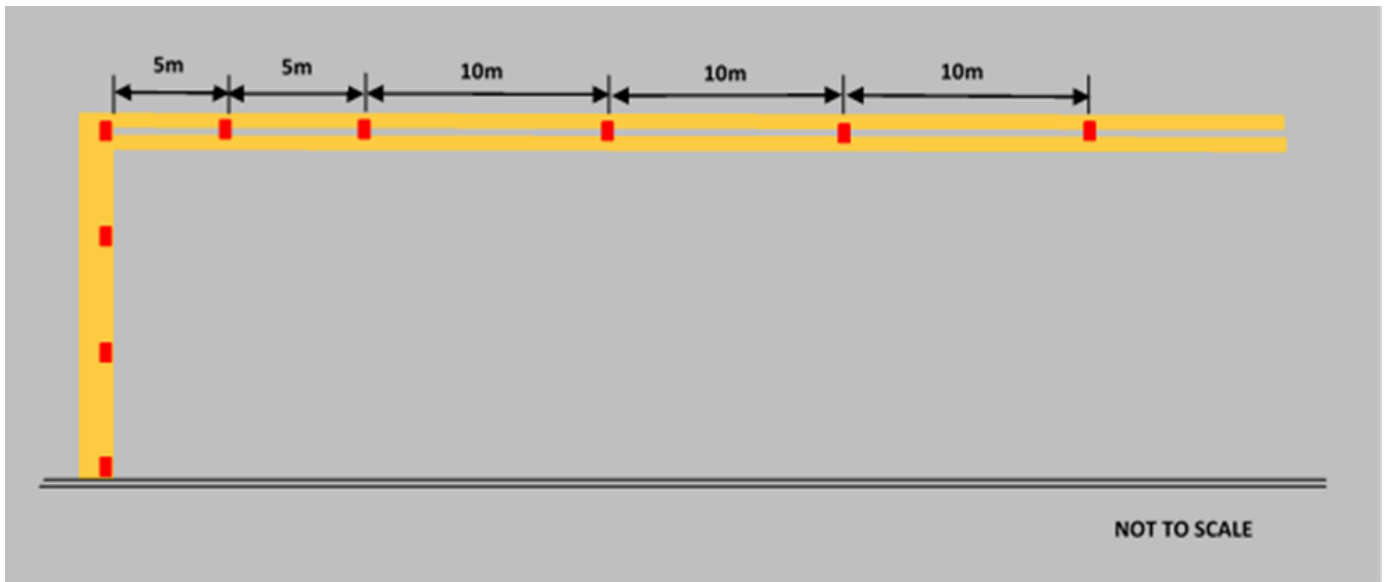
The purpose of the trial is to:

- a. evaluate the effectiveness and safety of red, illuminated pavement markers installed on the limit line at a priority stop controlled intersection;
- b. enable the placement of red pavement markers in an alternative position to the left edge of the roadway, as specified in 5.4(6)(b) of the Rule;
- c. assess drivers’ understanding of red, illuminated limit line pavement markers and compliance with the priority stop sign and the limit line which are augmented by red, illuminated limit line pavement markers.

### **Schedule 2—Form and layout of red, illuminated limit line pavement markers**

- a. Red, illuminated pavement markers used in this trial must be approximately the same shape and size as standard reflectorised pavement markers;
- b. red, illuminated pavement markers may be installed on the limit line or immediately before the limit line, on the Piha Road approach lane to the intersection with Scenic Drive, facing traffic approaching the intersection;
- c. a minimum of four pavement markers must be installed, evenly spaced, across the full width of the limit line;
- d. five pavement markers may be installed on the approach lane(s) to the limit line as follows:
  - i. One pavement marker 5 metres in advance of the limit line.
  - ii. One pavement marker 10 metres in advance of the limit line.
  - iii. One pavement marker 20 metres in advance of the limit line.
  - iv. One pavement marker 30 metres in advance of the limit line.
  - v. One pavement marker 40 metres in advance of the limit line.

### **Layout diagram for red, illuminated priority stop limit line pavement markers**



**Schedule 3—Location**

The location approved for this trial is the intersection of Piha Road and Scenic Road, Auckland.

**Schedule 4—Period of trial**

The trial may begin after the publication of this notice and, unless terminated earlier, must end by **30 April 2021**.

**Schedule 5—Conditions and evaluation**

- a. The illumination of the pavement markers must be linked to the detection of traffic on Piha Road approaching the intersection of Piha Road and Scenic Road so that:
  - i. the pavement markers are illuminated, red, when the lanes in which they are installed are activated by the detection of approaching traffic;
  - ii. the pavement markers are not illuminated when the lanes in which they are installed are free of traffic.
- b. A missing, damaged or malfunctioning pavement marker must be repaired or replaced as soon as possible during the trial.
- c. An evaluation must be undertaken as outlined in section eight of Auckland Transport’s trial application of November 2018 and including:
  - i. a measurement of any change in drivers’ compliance with the priority stop sign and the limit line;
  - ii. an assessment of drivers’ understanding of the red, illuminated limit line pavement markers;
  - iii. an assessment of the effect of the system on driver’s approach speeds;
  - iv. a description of the method of installing the markers, including how they were linked to the traffic detection system;
  - v. a description of any operational problems that arose during the trial and how they were resolved;
  - vi. recommendations for improvements in the installation and operation for future use of illuminated limit line pavement markers;
  - vii. an assessment of costs and benefits, including any crash reduction attributable to illuminated limit line pavement markers.

An interim evaluation report must be sent to me by **30 November 2019** and a final report by **30 June 2021**.

Signed at Wellington this 25th day of February 2019.

GLENN BUNTING, Manager Network Safety, NZ Transport Agency.