

Land Transport Rule: Traffic Control Devices 2004—Two Aspect Combined Pedestrian and Cycle Signals Further Trials

Pursuant to subclauses 3.4(1), 3.4(10) and 3.4(11) of the Land Transport Rule: Traffic Control Devices 2004 (“Rule”) and a delegation from the Waka Kotahi (NZ Transport Agency), I, Chris Rodley, National Manager Regulatory System Design, authorise the installation and maintenance of two aspect combined pedestrian and cycle signals.

- a. for the purpose described in Schedule 1;
- b. in the form and layout and complying with the operating requirements set out in Schedule 2;
- c. at the locations stated in Schedule 3;
- d. for the period specified in Schedule 4; and
- e. subject to the evaluation outlined in Schedule 5.

The two-aspect combined pedestrian and cycle signals may be installed for the purpose of evaluating their use and the trial will be called the “two-aspect cycle signals trial, further trial”.

For the purposes of the trial, the red and green signal aspects with combined pedestrian and cycle symbols described in Schedule 2 of this notice are equivalent to the red and green cycle or pedestrian signal aspects in Section 6 and Schedule 3 of the Rule.

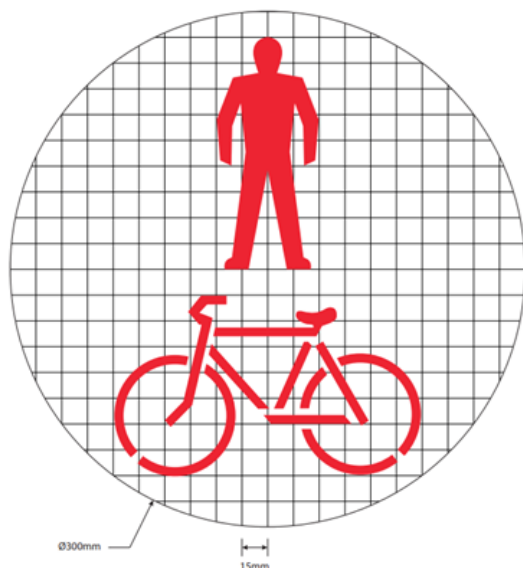
Schedule 1—Purpose of Trial

- a. enable the installation and operation of two-aspect signals that combine a pedestrian and cycle symbol in the same signal aspect, as an alternative to the requirements for traffic signal aspects in 6.3(1)(a) and Schedule 3 of the Rule;
- b. evaluate the safety and effectiveness of two-aspect signals which combine a pedestrian and cycle symbol in one aspect for shared path crossings;
- c. assess pedestrians’ and cyclists’ understanding of and compliance with combined pedestrian and cycle symbols;
- d. assess the behaviour and response of cyclists approaching two-aspect signals compared with their behaviour and response approaching three-aspect signals;
- e. investigate whether separate call buttons for pedestrians and cyclists are preferable or if a single call button provides an adequate level of service;
- f. assess the need for a system to automatically detect the presence of pedestrians or cyclists waiting to cross or to detect when they have cleared the crossing and to adjust the signal phasing accordingly;
- g. determine if a blank display (as described in Schedule 2(f)(iv) of this notice) is appropriate for two-aspect cycle signals or if a steady red signal should remain illuminated during periods when the green phase has not been called;

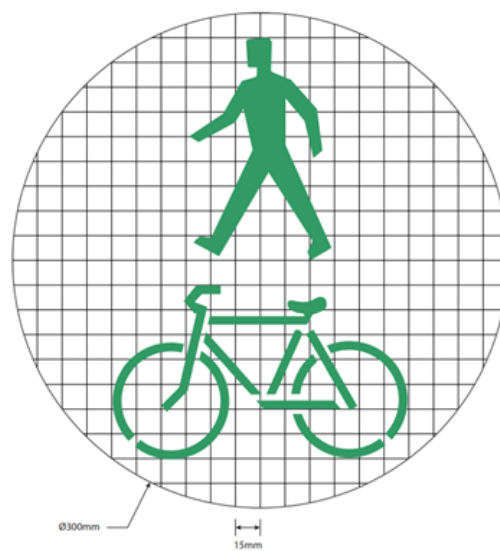
Schedule 2—Form, Layout and Operation of Two-aspect Cycle Signals

- a. All cycle and pedestrian symbols used in traffic signal aspects for the purposes of this trial must conform with the shape and size of the symbols in diagrams S2-3, S3-1 and S3-2 in Schedule 3 of the Rule, except as specified in Schedule 2(e) of this notice;
- b. Signal aspects with combined pedestrian and cycle symbols must comprise:
 - i. a red standing pedestrian symbol above a red cycle symbol in one signal aspect, installed above;
 - ii. a green walking pedestrian symbol above a green cycle symbol in one signal aspect;
- c. The signal aspects for combined pedestrian and cycle symbols must be 300mm diameter;
- d. The pedestrian and cycle symbols for combined signal aspects may be reduced in size to fit both images in a single 300mm diameter signal aspect;
- e. A countdown timer complying with 6.6(3A), 6.6(3B) and diagram S3-3 in Schedule 3 of the Rule may be incorporated in the green aspect of the combined pedestrian and cycle signals or may be displayed as a separate signal aspect;
- f. The sequence of operation of two-aspect cycle signals and combined pedestrian and cycle signals must be:
 - i. A steady green combined walking pedestrian and cycle signal, followed by;

- ii. A flashing red combined standing pedestrian and cycle signal, followed by;
 - iii. The sequence beginning in (f)(i) or steady red combined standing pedestrian and cycle signal, followed by;
 - iv. The sequence beginning in (f)(i) or a blank display, followed by;
 - v. The sequence beginning in (f)(i) or a steady red combined standing pedestrian and cycle signal, followed by the sequence beginning in (g)(i);
- g. Call buttons for the pedestrian or cycle crossing phase may call a pedestrian and cycle crossing phase simultaneously;



Example: steady red combined Standing pedestrian and cycle signal



Example: steady green combined Walking pedestrian and cycle signal

Schedule 3—Location

The following locations are approved for this trial:

Road Controlling Authority	Site number	Location	Crossing type
Christchurch City Council	1	Linwood Ave at Charlesworth Reserve	Signalised mid-block crossing
	2	Humphreys Drive north of Tidal View Crescent	Signalised mid-block crossing
	3	Ferry Road between Catherine Street and Maronan Street	Signalised mid-block crossing
	4	Northcote Road east of Lydia Street	Signalised mid-block crossing
	5	Ilam Road at Jelly Park	Signalised mid-block crossing
	6	Wairakei Road at Aorangi Road	Signalised mid-block crossing
	7	Harewood Road west of Matsons Avenue	Signalised mid-block crossing
	8	Bishopdale Roundabout (Intersection of Harewood Road, Highsted Road and Farrington Avenue)	Signalised Roundabout
	9	Harewood Road west of Nunweek Boulevard	Signalised mid-block crossing
	10	Harewood Road and Wooldridge Road	Signalised intersection

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	11	Harewood Road east of Waimakariri Road	Signalised mid-block crossing
	12	Heaton Street at Heaton Intermediate	Signalised mid-block crossing
Waka Kotahi	13	Halswell Road and Aidanfield intersection, Christchurch	Signalised intersection
	14	Main North Road, Woodend, Waimakiriri	Signalised mid-block crossing
	15	Archibald Street, Lagmhor Road and Agnes Street Intersection, Ashburton	Signalised intersection
	16	Grants Road and Evans Street intersection, Timaru	Signalised intersection
	17	Halswell Road Crossing, near Tankerville Road Christchurch	Signalised mid-block crossing
	18	Halswell Road and Rowley Ave, Christchurch	Signalised intersection
	19	Augustine Road and Halswell Road, Christchurch	Signalised intersection
	20	Dunbars Road and Halswell Road, Christchurch	Signalised intersection
	21	Halswell Road and Warren Crescent, Christchurch	Signalised intersection
	22	SH73, Weedons Ross Road, West Melton Road, Christchurch	Signalised intersection
	23	State Highway 3 Roberts line Palmerston North	Signalised intersection
	24	Old SH1 / Shared Pedestrian Crossing Pekapeka	Signalised mid-block crossing

Schedule 4—Period of Trial

The trial may begin after 31 March 2023 and, unless terminated earlier, must end by 31 October 2024.

Schedule 5—Evaluation

An evaluation must be undertaken, and a report produced with analysis, conclusion and recommendations from at least 4 sites (2 from Christchurch City Council and two from Waka Kotahi) that build on the learnings and recommendations from the previous Christchurch, Wellington and Auckland trials locations for the future of directional cycle signals, however all sites should be monitored. The report must include assessment of:

- a. pedestrians' and cyclists' recognition and understanding of and compliance with combined pedestrian and cycle signal displays;
- b. the behaviour and response of cyclists approaching two-aspect signals compared to three-aspect signals, especially with respect to the flashing red cycle signal compared to a yellow cycle signal displayed for a minimum of three seconds;
- c. the benefits of automatically detecting when pedestrians or cyclists are waiting to cross and when they have completed crossing the road;
- d. the safety and appropriateness of an extinguished wait phase for signals with combined pedestrian and cycle symbol aspects;
- e. any feedback received from cyclists, pedestrians and the public in general from all sites;
- f. any operational issues or incidents which arose during the trial and how they were resolved at all sites;
- g. the overall benefits of two-aspect cycle signals compared to three-aspect cycle signals;
- h. appropriate locations or circumstances in which two-aspect cycle signals could safely be approved for use instead of three-aspect signals.

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A final evaluation report must be sent to the Senior Engineer Regulatory Technical (TCD) by 20 December 2024.

Signed at Wellington this 3rd day of April 2023.

CHRIS RODLEY, National Manager Regulatory System Design, Waka Kotahi.

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