

Standards for Marking, Signing & Coloured Surfacing of Cycle Facilities

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Clarkson's Highway Code on cyclists:

'Trespassers in the motorcar's domain.

They do not pay road tax and therefore have no right to be on the road, some of them even believe they are going fast enough to not be an obstruction.

Run them down to prove them wrong'

Development of Regional Cycle Standards

- The draft standards are intended to provide minimum cycle standards for pavement marking, colouring and signage throughout the Auckland region
- TCD Rule/Austrroads standards in place, but still room for discretion (particularly in colouring) – seeking consistency in application

Why do we need consistency?



Development of Regional Cycle Standards

- Auckland City Council engaged Maunsell to develop proposed marking, signing and colouring standards, similar to work done on Special Vehicle Lane standards in 2005
- The draft standards are for cycle lanes or pathways on urban roads controlled by road controlling authorities (excluding Transit NZ)

Development of Regional Cycle Standards

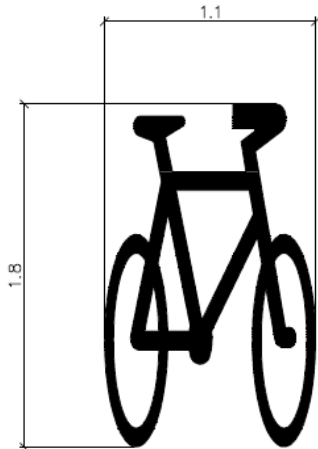
- Proposals for most road scenarios (excluding roundabouts, which are too hard)
- Consultation underway with all Auckland TLAs, LTNZ, ARTA & interested parties to gain input and agreement
- Considerations for TLAs include installation costs, maintenance costs, legibility for cyclists and motorists, road safety and local issues
- Still working on it..... these are not final designs

Cycle symbols / patches

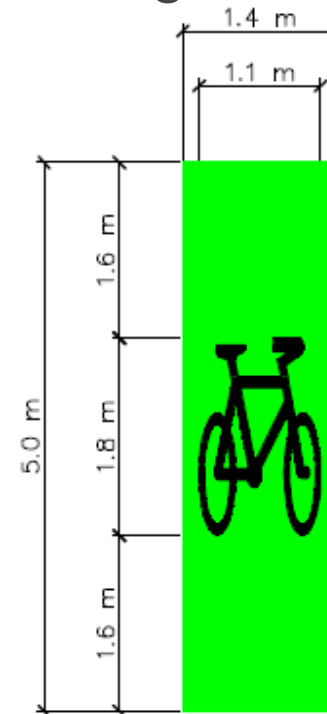


Cycle symbols / patches

Cycle Symbol:
Austroads / NZ
Supplement / TCD
Amendment



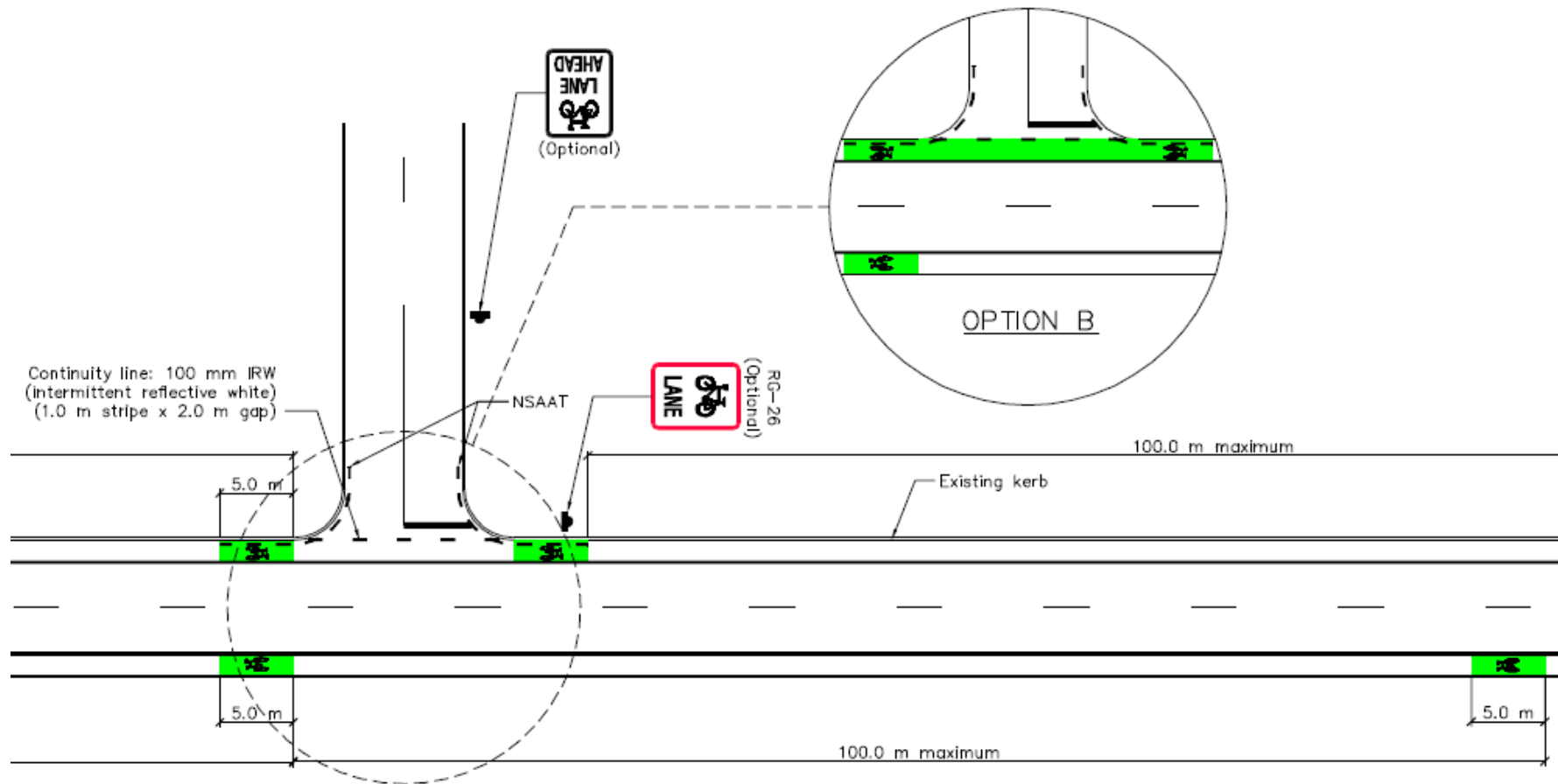
Cycle Patches =
White cycle symbol
inside a green patch



Cycle patches – frequency & use at priority intersections



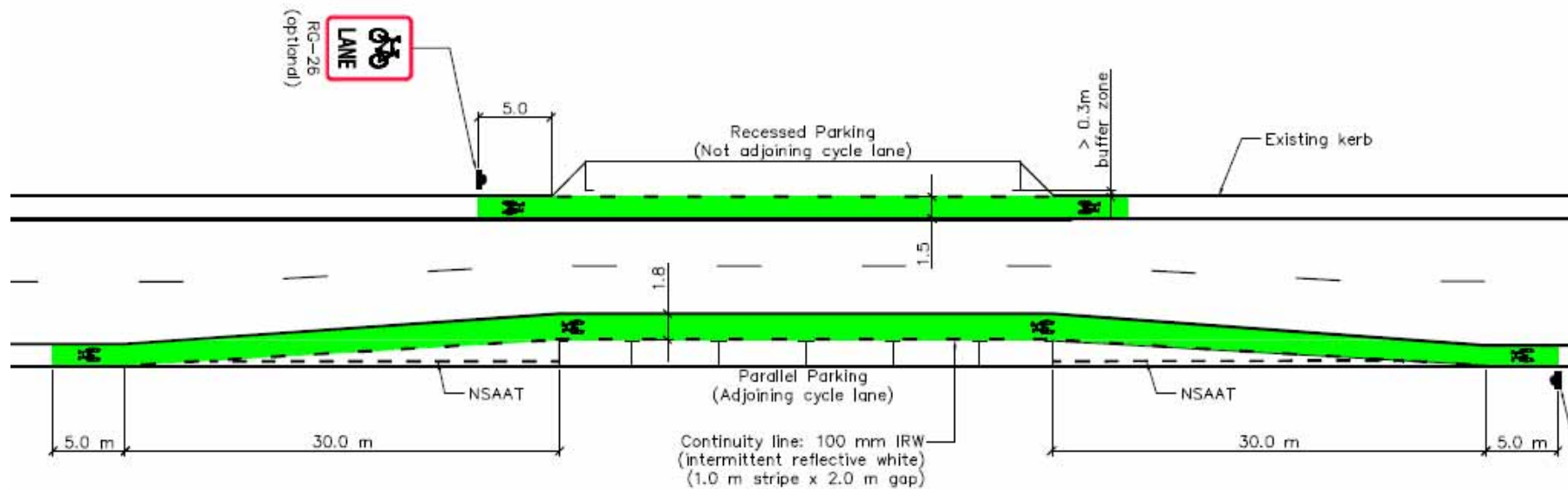
Cycle patches – frequency & use at priority intersections



Treatment adjoining parallel parking



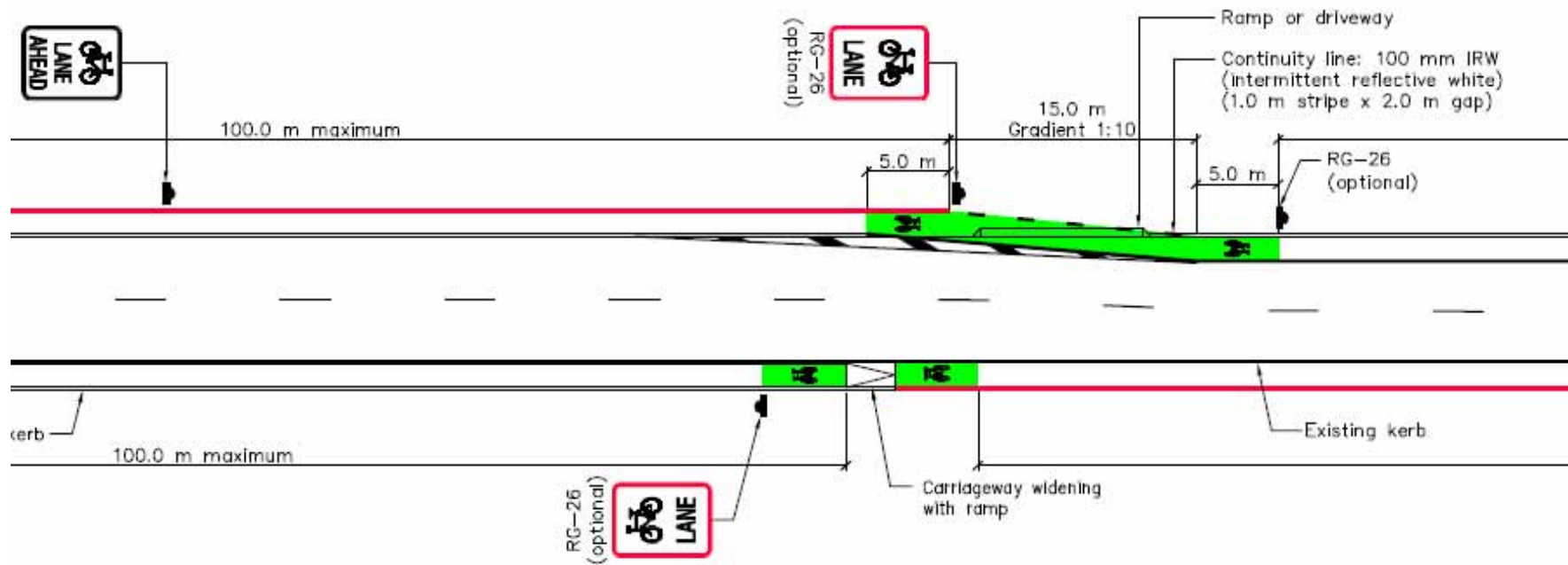
Treatment adjoining parallel parking



Treatment at on-/off-road transitions & cycle paths



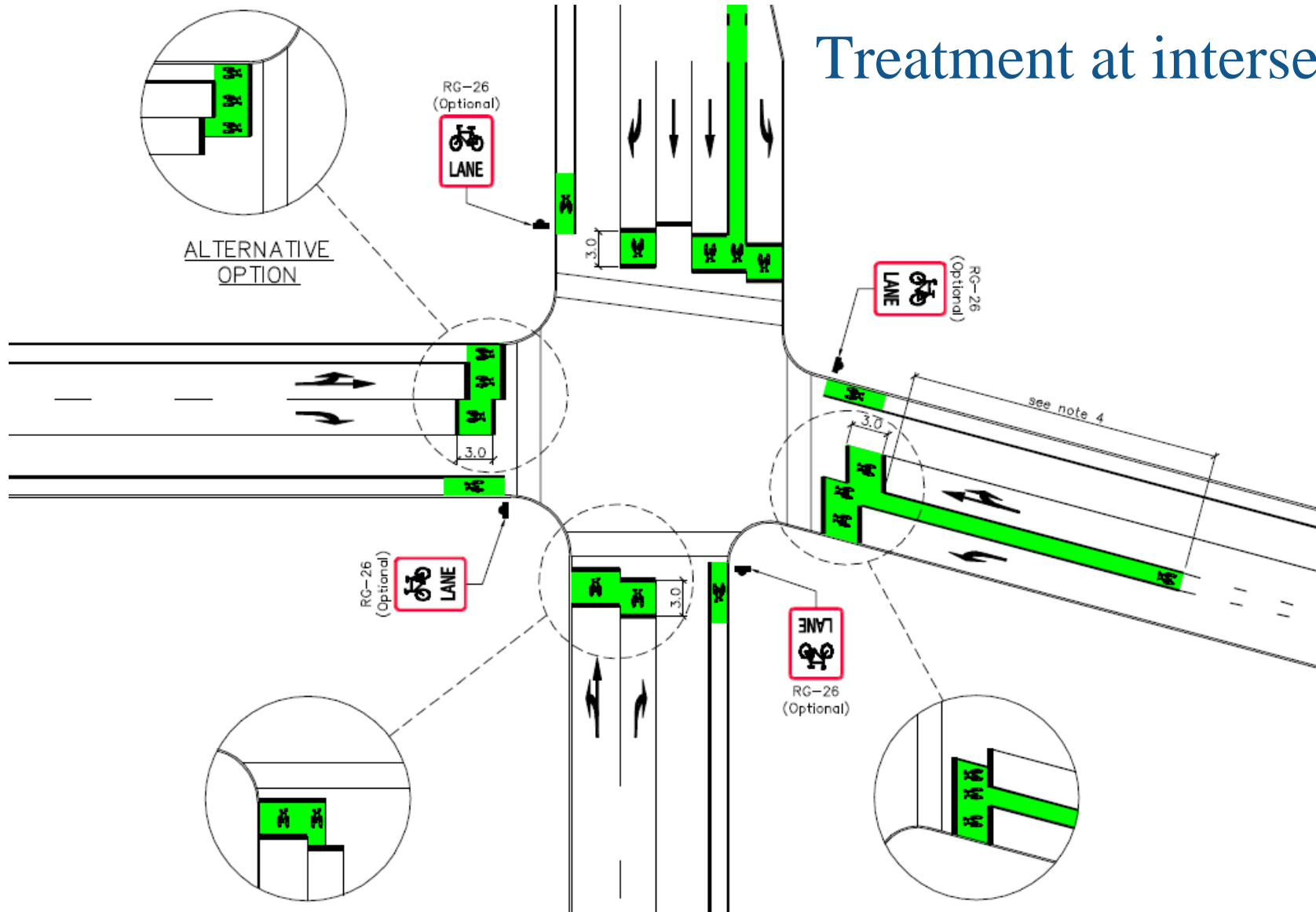
Treatment at on-/off-road transitions & cycle paths



Treatment at intersections



Treatment at intersections



Also developing standards for:

- Cycle lane/bus lane transitions
- Pedestrian crossings (signalised and zebra)
- Off-road situations
- Use of signs in all situations

Summary

- Draft cycle standards should help create consistent facilities across the Auckland region – benefiting all road users
- Possible use nationally if the proposals are accepted
- Still finalising proposals – any input welcomed

Questions?

