



F1 Abstract

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Presentation Topic	Please check the box to identify your topic area:		
	➤ Transport Demand Management		<input type="checkbox"/>
	➤ Intelligent Transportation Solutions		<input type="checkbox"/>
	➤ Traffic Management and Planning Issues		<input checked="" type="checkbox"/>
	➤ Land Use and Traffic Management Planning		<input type="checkbox"/>
	➤ Local, Regional and Strategic Traffic Management Planning		<input type="checkbox"/>
Title of Presentation	Standard for marking, signing and coloured surfacing of on-road cycle lanes		
Presentation Remit			
<p>Cycle facilities across New Zealand are designed and constructed to be consistent with various standards and best-practice principles. There is variance however in the visual identification of cycle facilities in terms of their marking (including use of symbols), surface colouring and signage.</p> <p>Auckland City Council, in conjunction with the region's other councils, ARTA and LTNZ has developed a standard for the marking, signing and coloured surfacing of cycle lanes and cycle paths. The need for this standard arose from the council's review of existing and planned cycle lanes under the new Traffic Control Devices Rules. There were identified areas where discretion could be used in the application of a 'standard' (particularly the use of coloured surfacing) and regional consistency was sought. This process involved assessments of legality, enforcement, cost and maintenance. Maunsell Ltd were used as the consultants who developed and prepared the standards.</p> <p>The presentation will illustrate the development and application of minimum standards for cycle facility marking, surface colouring and signage. The standards presented comprise the following proposed treatments / uses:</p> <ul style="list-style-type: none"> a) Appropriate detail for regulatory / advisory signs. b) Standard pavement marking (including cycle symbol) with surface colouring (green); c) Frequency of use for pavement marking and surface colouring; d) Use between kerbside and non-kerbside positions (i.e. for parking bays); e) Use at on-street parking bays (including angle parking and recessed parking); f) Use adjoining bus / transit lanes and bus stops; g) Use at priority intersections; h) Use at signalised intersections; and i) Use on curves. 			