SNUG 2025~~5~~6

TCD Update

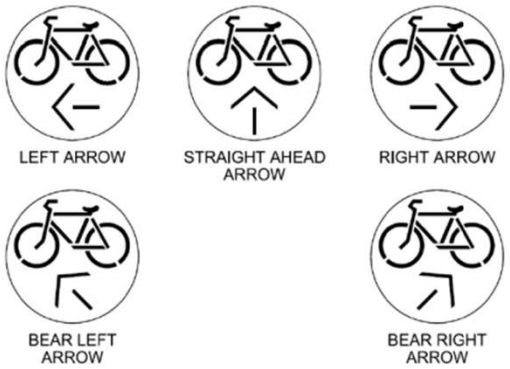
Jeff Greenough



Will be available 3rd November 2025

Cycle Direction Arrows

Positive outcome, Signals are included in the current Regulatory Stewardship Rule Amendment awaiting consultation & the Ministers signature.





Will be available 3rd November 2025

Cycle Direction Arrows

Positive outcome, Signals are included in the current Regulatory Stewardship Rule Amendment awaiting consultation & the Ministers signature.





But.... Only for use on a path or separated cycle facility.

If it can be driven on by the majority of vehicles it is NOT permitted.

Will be ava

Cycle Direct

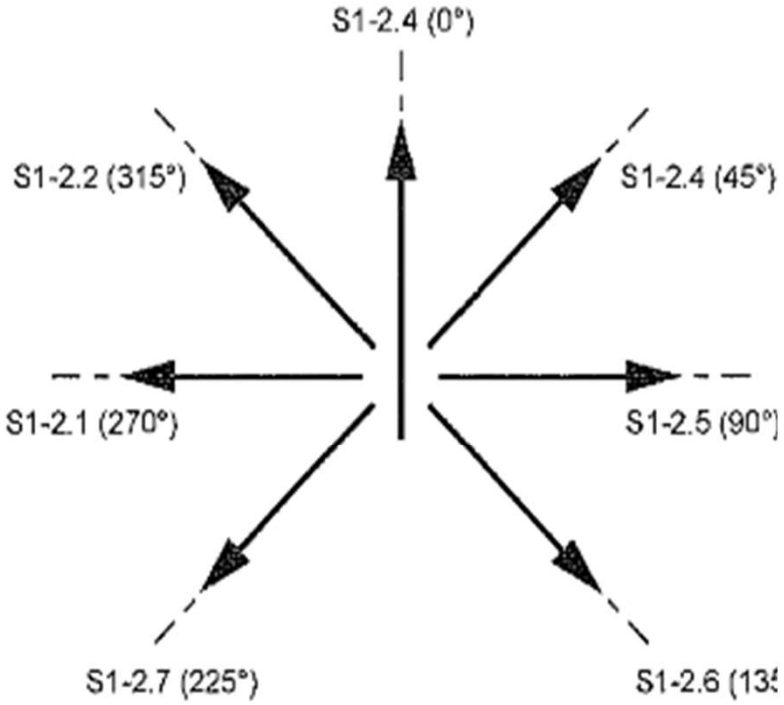
Positive outc
included in t
Regulatory S
Amendment
consultation
signature.



But.... Only for use on a path or separated cycle facility.
If it can be driven on by the majority of vehicles it is NOT permitted.

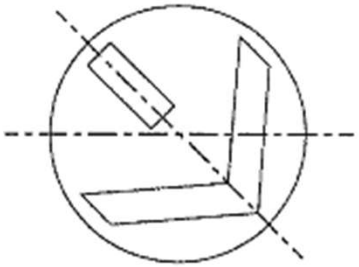
Ahead Arrows and Full Combination

Permitted arrow display angles

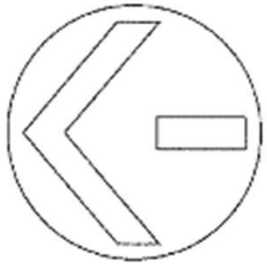


Disc and arrow displays (diagrams S1)

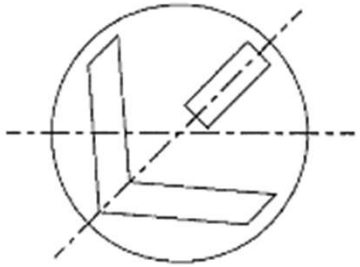
S1-2.6 Return right turn



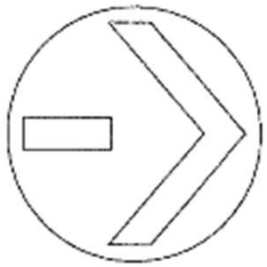
S1-2.1 Left turn



S1-2.7 Return left turn



S1-2.5 Right turn

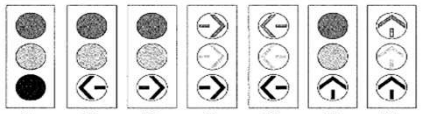


Ahead Arrows and Full Combination

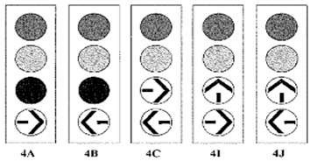
S4 Permitted steady signal displays

Note: Although shading is provided in the S4 permitted displays to give some clarity, it should not be read to specify a signal colour. Part 1, section 6 of this rule must be referenced for required operation and colour of traffic signal lanterns in the display.

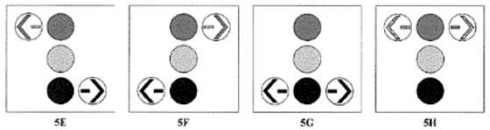
S4-3 Single-column 3-aspect



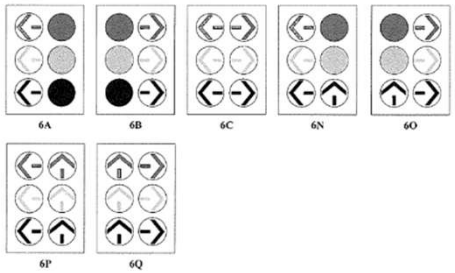
S4-4 Single-column 4-aspect



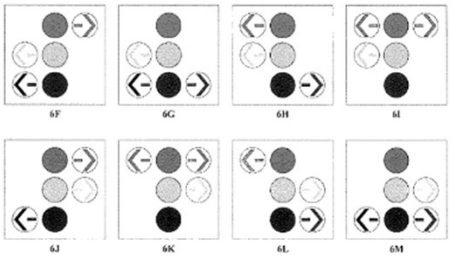
S4-5 Three-column 5-aspect



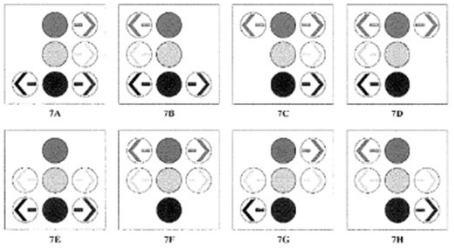
S4-6 Two-column 6-aspect



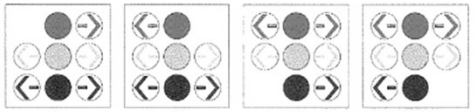
S4-6 Three-column 6-aspect



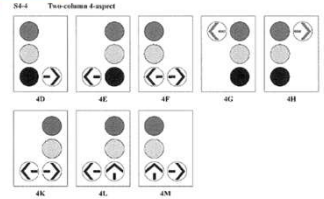
S4-7 Three-column 7-aspect



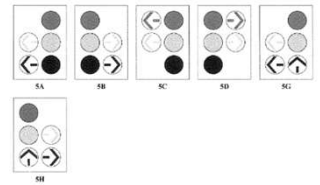
S4-8 Three-column 8-aspect



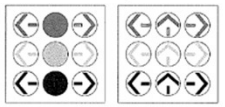
S4-4 Two-column 4-aspect



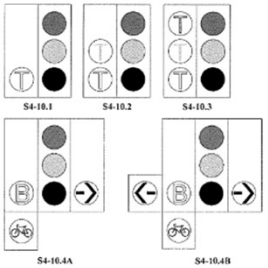
S4-5 Two-column 5-aspect



S4-9 Three-column 9-aspect



S4-10 Special vehicle displays

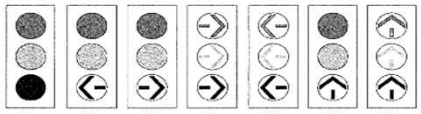


Ahead Arrows and Full Combination

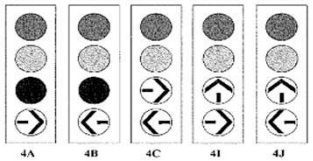
S4 Permitted steady signal displays

Note: Although shading is provided in the S4 permitted displays to give some clarity, it should not be read to specify a signal colour. Part 1, section 6 of this rule must be referenced for required operation and colour of traffic signal lanterns in the display.

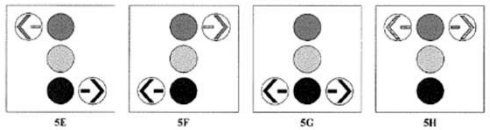
S4-3 Single-column 3-aspect



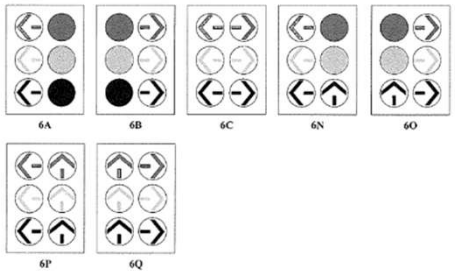
S4-4 Single-column 4-aspect



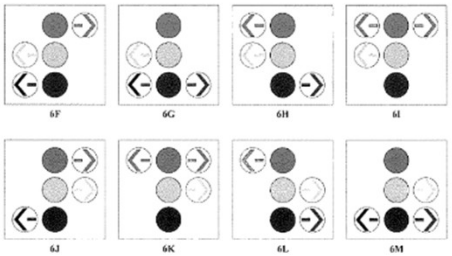
S4-5 Three-column 5-aspect



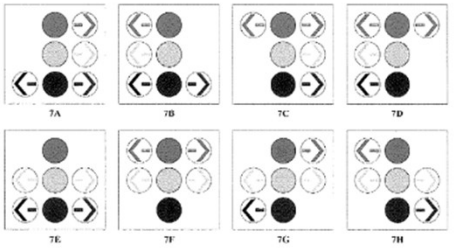
S4-6 Two-column 6-aspect



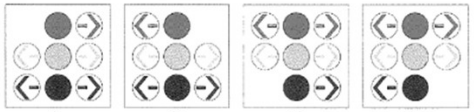
S4-6 Three-column 6-aspect



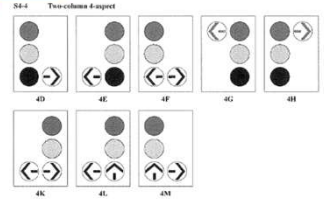
S4-7 Three-column 7-aspect



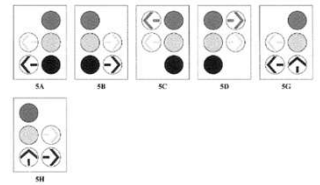
S4-8 Three-column 8-aspect



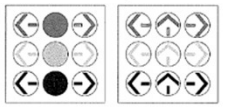
S4-4 Two-column 4-aspect



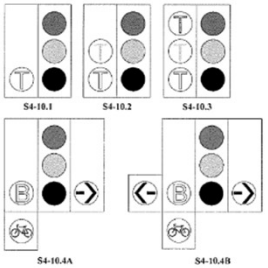
S4-5 Two-column 5-aspect



S4-9 Three-column 9-aspect



S4-10 Special vehicle displays

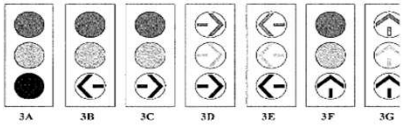


Ahead on

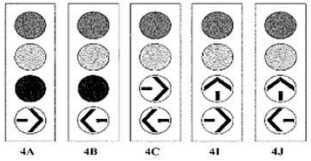
S4 Permitted steady signal displays

Note: Although shading is provided in the S4 permitted displays to give some clarit to specify a signal colour, Part 1, section 6 of this rule must be referenced for require of traffic signal lanterns in the display.

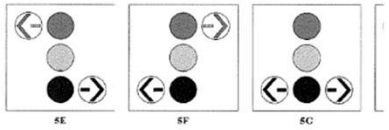
S4-3 Single-column 3-aspect



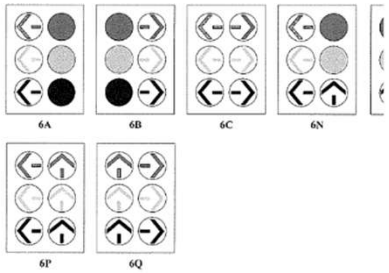
S4-4 Single-column 4-aspect



S4-5 Three-column 5-aspect

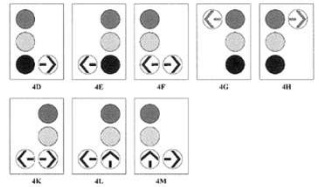


S4-6 Two-column 6-aspect

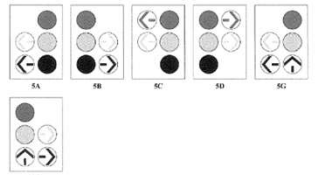




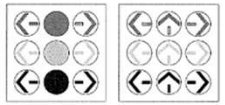
S4-4 Two-column 4-aspect



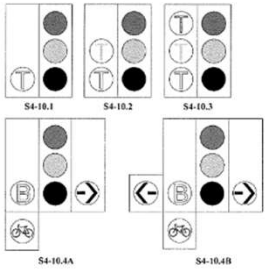
S4-5 Two-column 5-aspect



S4-9 Three-column 9-aspect



S4-10 Special vehicle displays



Other stuff

- Change requirement for variable message signs (Display B) in advance of ramp signals

(i) where approach speeds are likely to exceed 70 km/h, one yellow disc signal mounted above the variable traffic sign and one yellow disc signal mounted below it; or

(ii) where approach speeds are not likely to exceed 70 km/h, the yellow disc signals may be omitted.

Other stuff

- Enabling existing ‘give way to cyclists’ sign to be attached to a signal pole

Clause 10.5 amended (Intersections controlled by traffic signals)

After clause 10.5(2)(g), insert:

(h) a ‘Turning traffic give way to cyclists’ sign;

(i) a ‘Turning traffic give way to pedestrians and cyclists’ sign.

Held up by AT the industry need to decide if 3 aspect or 2.

Metering Signals

Two-aspect roundabout metering traffic signals

(Stage one)

Positive outcome, Completed waiting for Stage two trial for a decision.

(Stage two)

State Highway 5 (Eastbound approach) to the Ngongotaha Roundabout (Intersection of State Highway 5 and State Highway 36) ?Rotorua?

Signals installed but apparently have not been commissioned because queues have not reached the point that requires metering.

Held up by AT the industry need to decide if 3 aspect or 2.

Metering Signals

Two-aspect roundabout metering traffic signals

(Stage one)

Positive outcome, Completed waiting for Stage two trial for a decision.

(Stage two)

State Highway 5 (Eastbound approach) to the Ngongotaha Roundabout (Intersection of State Highway 5 and State Highway 36) ?Rotorua?

Signals installed but apparently have not been commissioned because queues have not reached the point that requires metering.

Held up b

de if 3 aspect or 2.

Metering Sig

Two-aspect r

(Stage one)

Positive outco

ecision.

(Stage two)

State Highway

ndabout (Intersection of State Highw

Signals install

ecause queues have not reached th



Small aspect cycle signals

Currently termed (WCC Auxiliary small cycle signals Trial)

Discussions have commenced with WCC who are interested in trialling small cycle signals low down on pole below the primary signal.

Trial application to be finalisation appears to have gone silent

On hold need a Council backing, and close work with TCD and SNUG committee

Small aspect cycle signals

Currently termed (WCC Auxiliary small cycle signals Trial)

Discussions have commenced with WCC who are interested in trialling small cycle signals low down on pole below the primary signal.

Trial application to be finalisation appears to have gone silent

On hold need a Council backing, and close work with TCD and SNUG committee

Small aspect cyc



Currently termed Trial)

Discussions have terested in trialling small cycle signal ary signal.

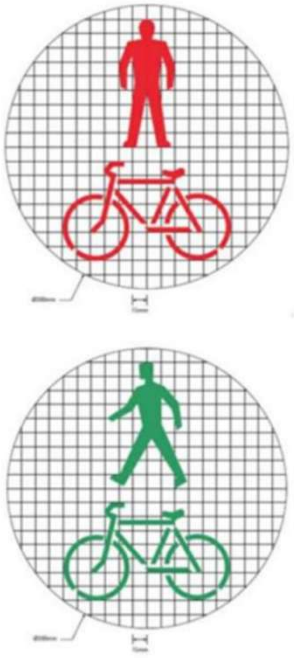
Trial application tc ne silent

Shared Pedestrian and Cycle Signals

Future Omnibus Rule Change
(Possible Traffic Control Devices Amendment 2024)

- The two-aspect cycle display for road crossings and the two-aspect shared pedestrian/ cycle display which included the shared pedestrian/Cycle Barnes dance has been completed.
  - Standard crossing are looking very positive
  - Barnes Dance, not so much they are likely to require further trials (at higher active user volume intersections)

TCDSG recommended that: Two-aspect Shared Cycle & Pedestrian Signals at standard sites be incorporated into the Rule

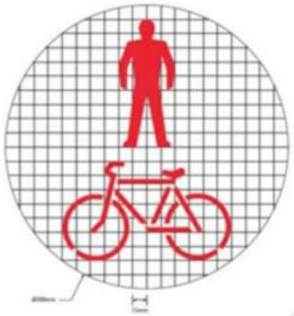


Shared Pedestrian and Cycle Signals

Future Omnibus Rule Change
(Possible Traffic Control Devices Amendment 2024)

- The two-aspect cycle display for road crossings and the two-aspect shared pedestrian/ cycle display which included the shared pedestrian/Cycle Barnes dance has been completed.
  - Standard crossing are looking very positive
  - Barnes Dance, not so much they are likely to require further trials (at higher active user volume intersections)

TCDSG recommended that: Two-aspect Shared Cycle & Pedestrian Signals at standard sites be incorporated into the Rule

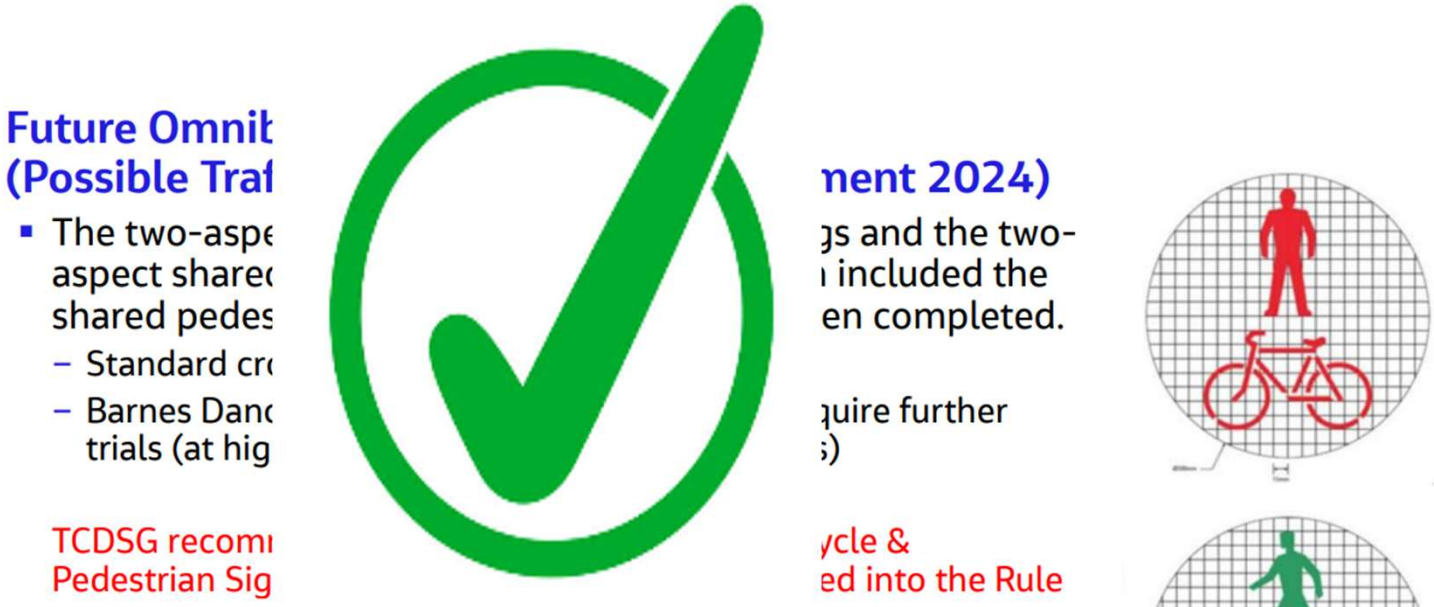




NZTA confirmed that shared signals may be used:

- at mid-block crossings, and
- at intersections where a shared path crosses the roadway.

Shared Pedestrian and Cycle Signals



NZTA confirmed that shared signals may be used:

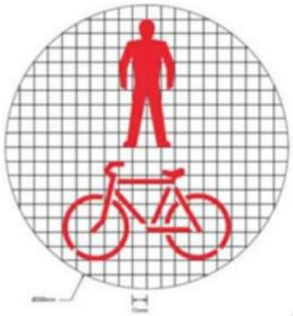
- at mid-block crossings, and
- at intersections where a shared path crosses the roadway.

Shared Pedestrian and Cycle Signals

Future Omnibus Rule Change
(Possible Traffic Control Devices Amendment 2024)

- The two-aspect cycle display for road crossings and the two-aspect shared pedestrian/ cycle display which included the shared pedestrian/Cycle Barnes dance has been completed.
  - Standard crossing are looking very positive
  - Barnes Dance, not so much they are likely to require further trials (at higher active user volume intersections)

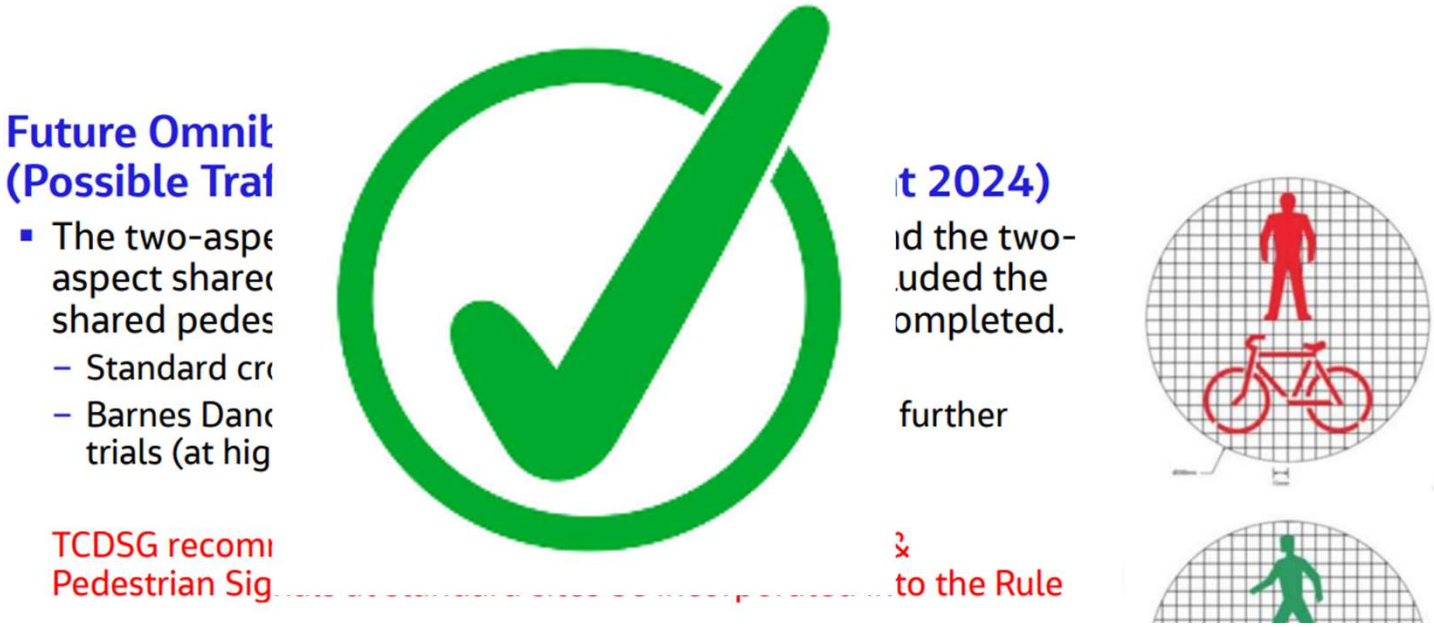
TCDSG recommended that: Two-aspect Shared Cycle & Pedestrian Signals at standard sites be incorporated into the Rule





Barnes Dance required further trial and this has now been completed and was positive, awaiting final conformation for this use.

Shared Pedestrian and Cycle Signals



Barnes Dance required further trial and this has now been completed and was positive, awaiting final conformation for this use.

TCD rule – cycle displays

Cycle displays: Are cyclists in a lane or path?

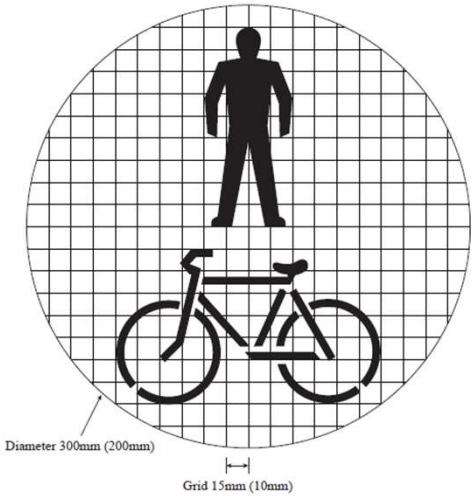
On-road cycle "lane"

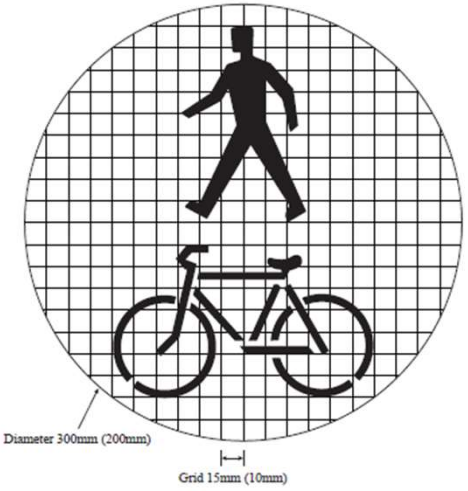
- **No display, or optional single-aspect special display cycle symbol**
- **(RARE) three-aspect cycle displays [LOS and safety concerns]**

Separated cycle "path"

- **MUST** have green, yellow, and red cycle symbols (optional directional aspects)
- The display must be separate (not part of a vehicle display)

TCD new rule – shared pedestrian and cycle displays





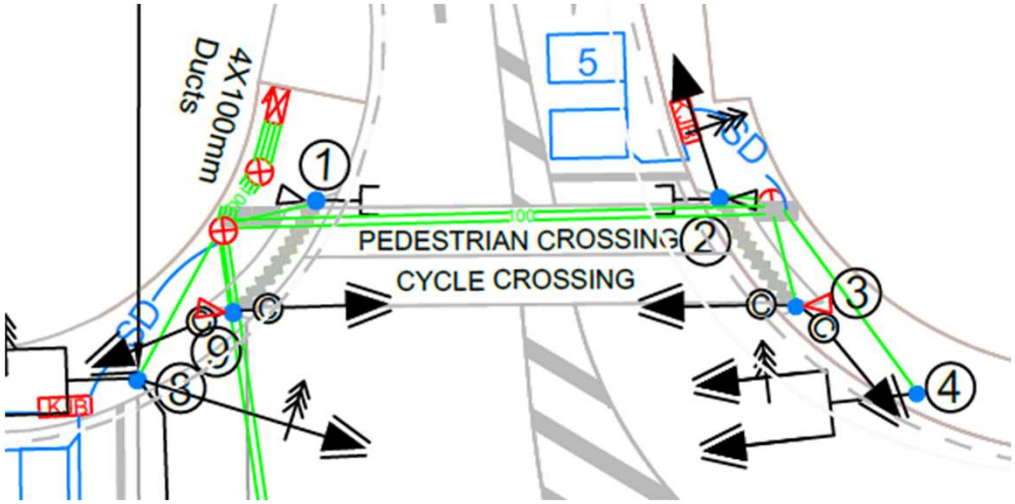
ONLY when a “shared path” crosses a roadway.

Optional (not mandatory) shared display.

Cyclists are treated as pedestrians in operation,
> Full protection is not required.

Recommended approach:

- **If your cycle lane is segregated on approach, have segregated crossings at the intersection.**
- **If you have a shared path on approach, have a shared crossing at the intersection.**





Recent design changed from segregated ped/cycle crossing to a shared crossing.

Benefits:

- **Reduced poles**
- **Reduced displays**
- **Cheaper**
- **Simpler operation**



Thanks