

SNUG 2024 TCD Update

Jeff Greenough

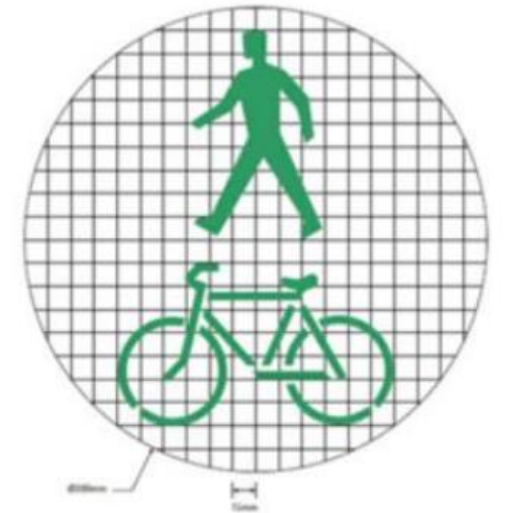
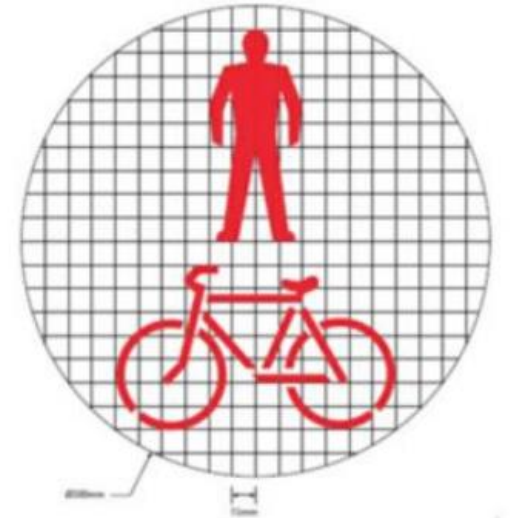
Future Omnibus Rule Change (Possible Traffic Control Devices Amendment 2024)

- 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

Likely to go through early 2025

Barned Dance sites require further trials



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

- Ahead arrows and additional turn arrow combinations using ahead arrows
- What has held up signals changes was the Ministry up until this current omnibus not permitting signals changes in omnibus rule changes as they felt this was too big of a change for an omnibus.
- Expected 2025

Cycle Direction Arrows

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



LEFT ARROW



STRAIGHT AHEAD
ARROW



RIGHT ARROW



BEAR LEFT
ARROW



BEAR RIGHT
ARROW



Cycle Direction Arrows

■ 6.1 Types and purposes of traffic signals

- Traffic signals must be one of the following types:
 - (a) steady vehicle displays that when operational:
 - (i) provide continuous control of the movement of vehicles; or
 - (ii) are roundabout signals for the purposes described in [6.4\(13\)](#); or
 - (iii) are ramp signals for the purpose described in [6.4\(16\)](#); or
 - (iv) are temporary traffic signals for the purposes described in [6.4\(21\)](#); or
 - (b) when the circumstances warrant, flashing vehicle displays that, when operational, control the movement of vehicles or warn drivers that they must be prepared to stop; or
 - (c) pedestrian displays that, when operational, control the movement of pedestrians.
- **6.1(d) cycle arrow displays that control the movement and direction of cyclists**

- This just adds a cycle

Creating a special lane for cyclist by nominating the road as a roadway

6.4 Steady vehicle displays in the form of a continuous display

- 6.4(2A) A steady vehicle display of a red arrow applies to all traffic on the roadway intending to travel in the direction indicated by the arrow and is not overridden by a white or yellow B signal for buses, a white or yellow T signal for light-rail vehicles or a green or yellow cycle signal for cycles.
- 6.4(2B) Cyclists on a cycle facility separated from the roadway and facing a steady red arrow display in *clause 6.4(2A)* and also facing a full green cycle display may turn left after giving way to pedestrians.

6.4(12) Provision of cycle arrows

If a cycle lane traverses an area controlled by traffic signals, the road controlling authority:

- (a) must include a green cycle signal and may include a yellow cycle symbol in the display of traffic signals if cycles are allowed to enter an area controlled by signals when other traffic is not allowed to enter that area; or
- (b) must include a red cycle signal in the display of traffic signals to indicate when a cycle is not allowed to proceed along the cycle lane when other vehicles are allowed to move in the same general direction; or
- (c) may include a green, yellow and red cycle signal in the display of traffic signals, and
- (d) may include a 3 *schedule S2-4* green, yellow and red cycle arrow signal to control the specific directional movement of cyclist entering the controlled area so as not to conflict with other vehicle traffic in the controlled area.

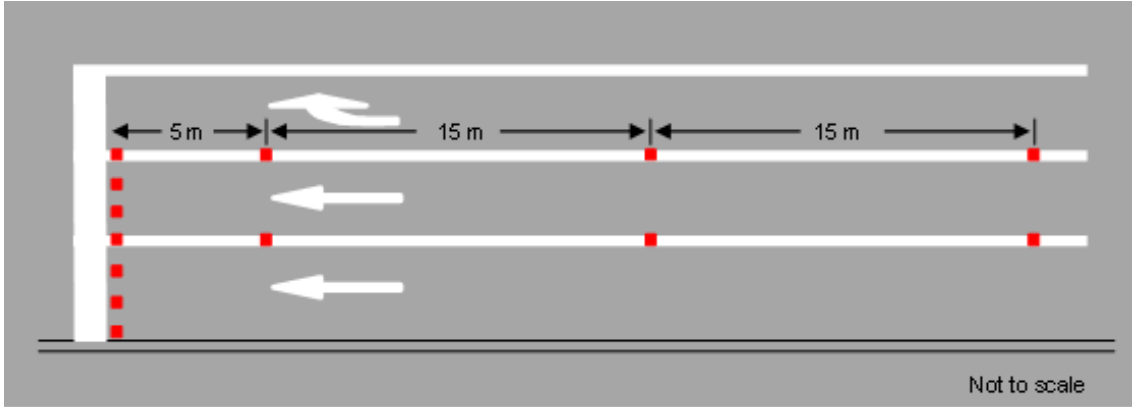
Clearing up the all movements on a full cycle aspect

- 6.4(12A) Cyclists facing a 3 *schedule* S2-3 full green cycle signal may travel in any direction; not prohibited by a traffic sign specified in the *schedule* 1, after giving way to traffic moving in the opposite direction and if turning right, after giving way to left turning traffic.

6.7 (Cycle displays)

- 6.7 Where a cycle path or cycle facility which is separated from the roadway crosses an area controlled by traffic signals a road controlling authority must provide a green, yellow and red cycle signals as specified in 3 *schedule S2-3* to control the movement of cyclists entering the roadway, and may include:
 - (a) directional cycle signals as specified in 6.4(12)(d).

Red LED limit line pavement markers



Trial completed and found ineffective over a period. Solution not approved for wider use and sites to be decommissioned

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.

Pole Colours

Final colour to be yellow

While under construction, and prior to painting can be galvanised grey hence grey being in the TCD.

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.

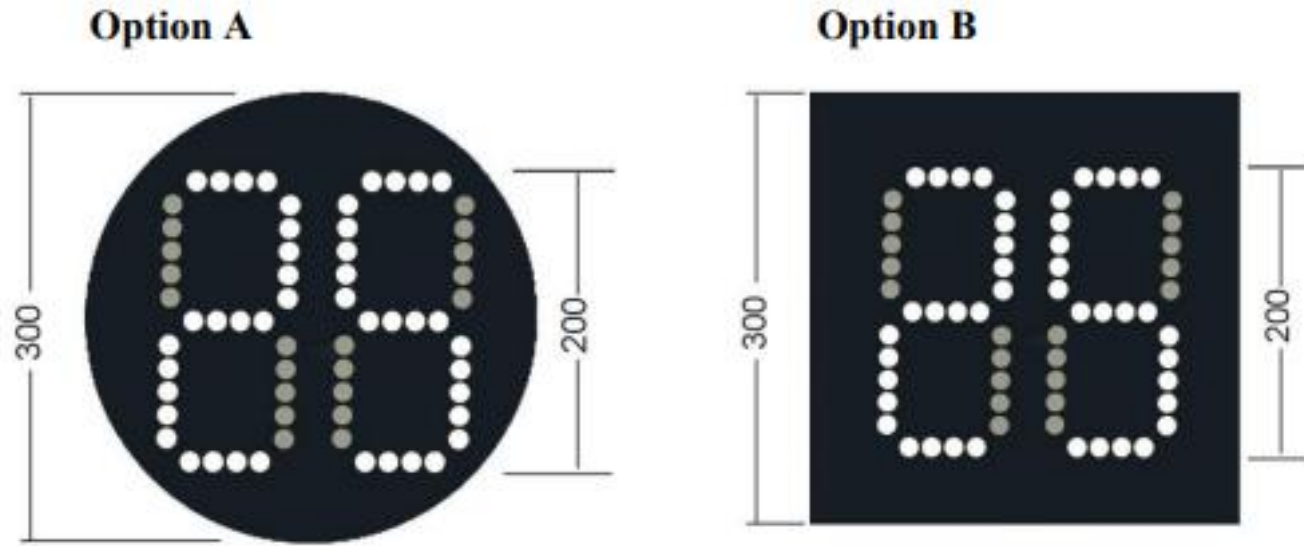
Trial application to be finalisation appears to have gone silent

AT Shared Pedestrian & Cycle Signals & Barnes Dance stage 2

Discussions have commenced with AT regarding further trialling the Shared Barnes Dance

Trial application to be finalisation

Countdown timers



6.6(3B) A countdown pedestrian signal, described in 6.6(3A), must only be displayed at the same time as the flashing red standing human figure display described in 6.6(4).

Countdown timers

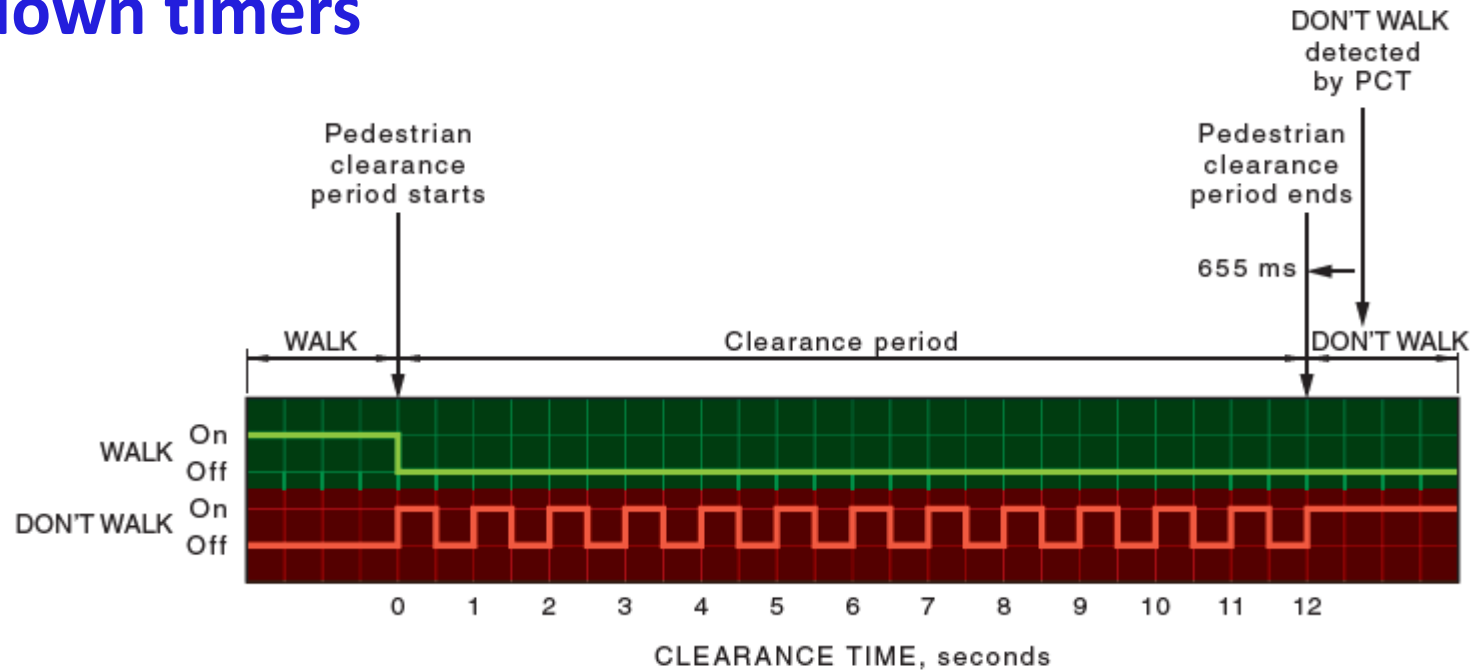


Figure 3.4 — “Walk” and “Don’t walk” signal group output

Just countdown shown
no green man



Once the PCT has established the duration of the pedestrian clearance period, the PCT shall count down from a value equalling the recorded pedestrian clearance period, in preference to displaying the flashing red “DON’T WALK” signal.

Thanks for listening

If you want to know more feel free to contact me on
0212453360