

Red / Green Cycle lane colour surfacing



Red / Green Content

Purpose of surfacing

Scientific evidence

History

National consistency

Transport engineering guidelines

Current situation (predicament)

- Christchurch City Council is using red surfacing on its cycle lanes when all other areas (bar Waimakariri and local NZTA) in NZ are using green !
- Should we change?

History (abridged and edited)

- 1998 CCC first NZ trial cycle lane colouring (the wild west days)
- No National guidance
- A psychologists study
 - now missing
 - 1999 IPENZ Traffic Management Workshop – informal rec. to NZRCAs
- = GREEN
- Approx 2000 CCC resolution
- = RED

Purpose

- Uncommon to colour full cl lengths
- Only prioritised potential conflict points
- Primarily / secondary purpose delineation

Scientific Evidence

- Coloured cl research NZ 2007 illustrated improved motorist compliance - **silent**
- Crow 2007 **Blue** most effective of 4 colours trialled.
- Innovative treatments 2002 ITE USA **Blue**
- Cycling Infrastructure Design Dept for Transport 2008 UK suggests **consistency**
- Conversation with Exec director of NZ Rd Markers Fed 2009 **Green** fades less than red



Guidelines

- MOTSAM – NZTA 2008 Green is specified (acknowledges Chch's red)
- Austroads Guide to Traffic Management – 'green should be used'

National consistency

- Important that consideration give weighting to national consistency.
- Small country / few boundaries = lots of inter city travellers

Weighing Up

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Scientific evidence
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**National
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Conclusion

- CCC Resolved to use **Green** for any colour surfacing of cycle lanes.
- NZTA and WDC informed
- New projects immediately
- Existing using planned maintenance programme