

Traffic Note 16

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1999 Road Safety Surveys - Information

The Land Transport Safety Authority (LTSA) has carried out further surveys on the application of safety standards by road controlling authorities (RCA). The surveys help fulfil the LTSA's statutory function to "monitor adherence to safety standards within the land transport system".

Results of three surveys carried out during April and May 1999 are now available. The topics and results reached are briefly described below. Complementary copies of each report were sent to each RCA. Copies of the full reports are available through the Regional Engineers at the LTSA's Auckland, Wellington and Christchurch regional offices. Hard copy reports cost \$10 each while electronic versions are available through e-mail at no charge.

Report RSS10 Skid Resistance

- 32% of the RCAs surveyed had programmes for regular testing of skid resistance, 6% tested on an ad hoc basis and the remainder had not undertaken any skid resistance testing.
- 74% of the RCAs had specifications for constructing pavements with an appropriate level of skid resistance; however, only 48% always specified minimum levels of Polished Stone Value for aggregate.
- 52% had a policy on the minimum skid resistance of road markings.

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- The report recommends RCAs take a number of actions to improve knowledge of the skid resistance properties of their roads to ensure appropriate remedial work is done.

Report RSS11 Pedestrian Platforms

- Most of the surveyed RCAs had installed pedestrian platforms and, while none had documented policies or procedures for installing platforms, they were generally designed with local area traffic management or standard urban design guidelines.
- Surveys of a sample of pedestrian platforms showed 22% did not comply with *Traffic Note 2 Platforms as Crossing Points* (LTSA, June 1998) with the sites having insufficient demarcation between the footpath and the platform.
- Guidelines on where to install pedestrian platforms with detailed design features are desirable to achieve national consistency, but until these are developed RCAs should design and install them in accordance with *Traffic Note 2*.

Report RSS 11 Floodlighting Pedestrian Crossings

- 16% of the surveyed RCAs had a policy to floodlight all pedestrian crossings; most floodlit those crossings used at night while some did not floodlight crossings at all.
- 39% of floodlit crossings surveyed met *NZS 6701:1983 Code of Practice for Road Lighting* (NZS 6701), which has low specifications by international standards.
- 18% met the level of *Recommended Practice for Pedestrian Crossings*, Road Research Unit National Roads Board 1988 (TR11) which, at 40 lux, is twice the NZS 6701 level.
- The generally poor performance could be attributed to:
 - a significant number of crossings (12%) where the floodlights had failed.
 - the initial design not taking into account the depreciation in light output that fittings and lamps experience over their operational life.
 - poor alignment of the floodlights.
- 16% of the pedestrian crossings had at least one Belisha beacon not operating.
- The report suggests RCAs review their technical specifications and maintenance procedures and develop a programme for upgrading the floodlighting of pedestrian crossings.

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