



# Driver responses to audio tactile profiled white centrelines

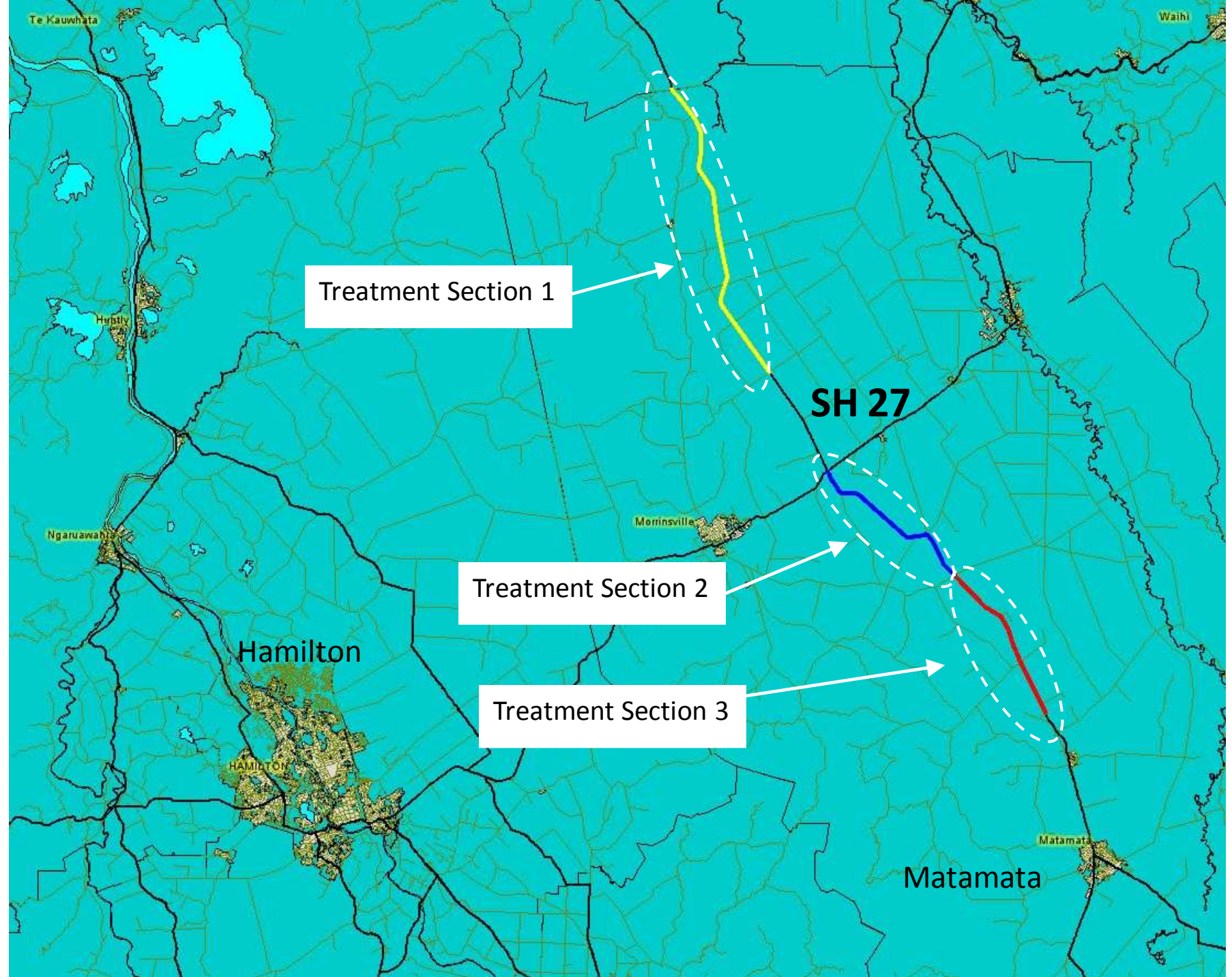
Hamish Mackie

TERNZ Ltd  
Level 9 | Telco Building | 16 Kingston Street | Auckland  
PO Box 106 573 | Auckland 1143  
Phone +64 9 337 0542

[info@ternz.co.nz](mailto:info@ternz.co.nz)  
[www.ternz.co.nz](http://www.ternz.co.nz)



Source: J Woolley, in Woolley and McLean (2006)



Treatment Section 1

Treatment Section 2

Treatment Section 3

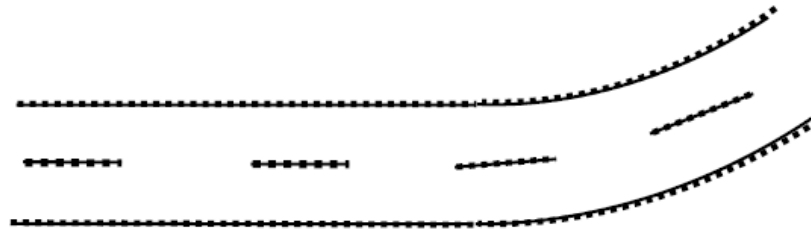
SH 27

Hamilton

Matamata

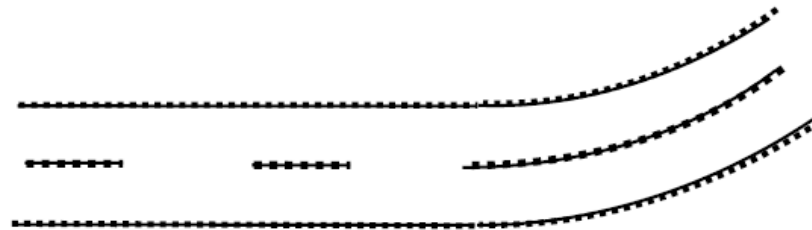
**Treatment Section One: Maukoro Landing (27/21/0.00) to No. 4 Road (27/27/11.904) (17.3 km)**

- ATP dashed centre line on straights and around curves (200mm wide ribs on 100mm painted line)
- ATP edge lines (150mm wide ribs on 100mm painted line)



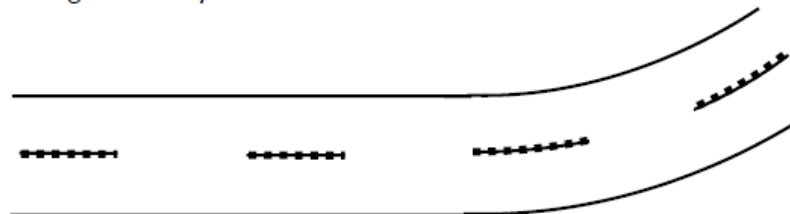
**Treatment Section Two: Intersection of SH26/SH27 (27/46/0.000) to Kereone Road (27/46/9.860) (9.9 km)**

- ATP dashed centre line on straights with ATP continuous white centre line around curves
- ATP edge lines



**Treatment Section Three: Kereone Road (27/46/9.860) to Kutia Road (Waharoa) (27/46/19.268) (9.4 km)**

- ATP dashed centre line on straights with ATP dashed white centre line around curves
- Painted edge line only







# Measures



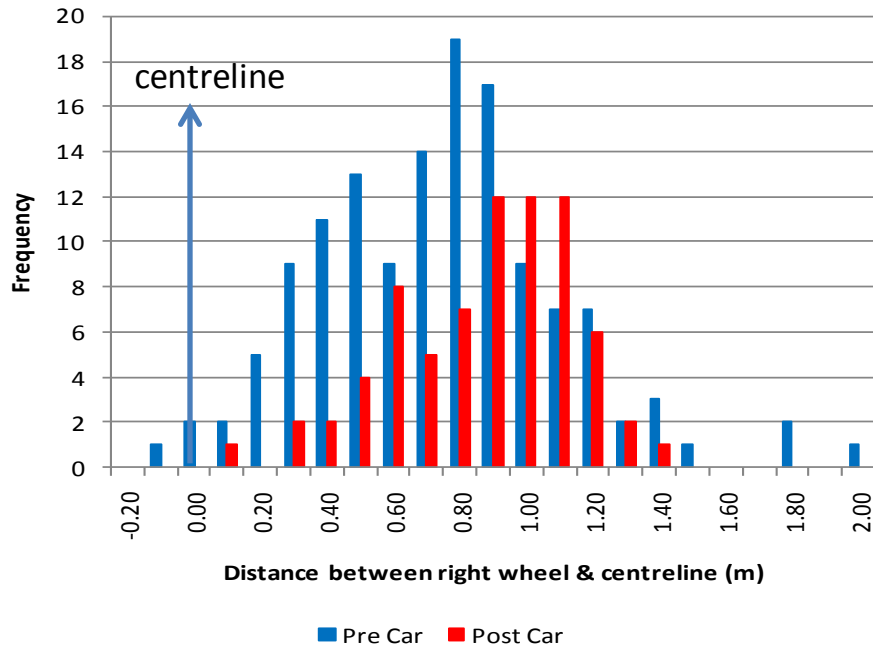
- **Video:** Lane Keeping
- **Tube counters:** Speed and centreline crossing
- **Driver interviews:** Perceptions of ATP markings

| Site             | Direction                | Change           |                  |                |
|------------------|--------------------------|------------------|------------------|----------------|
|                  |                          | Mean dist CL (m) | No. Cross centre | No. Cross Edge |
| Left hand curve  | SB, curve entry (Site 1) | 0.13             | 0                | -23            |
|                  | SB, curve exit (Site 3)  | -0.44            | 0                | -59            |
|                  | NB, curve apex (Site 5)  | 0.04             | 0                | 17             |
| Right hand curve | NB, curve exit (Site 1)  | 0.16             | -2               | -1             |
|                  | NB, curve entry (Site 3) | 0.15             | -6               | 0              |
|                  | SB, curve apex (Site 5)  | 0                | 1                | 1              |
| Straight         | NB (Site 2)              | -0.01            | 0                | -6             |
|                  | SB (Site 2)              | 0.01             | 0                | -6             |
| Straight         | NB (Site 4)              | -0.08            | 0                | -3             |
|                  | SB (Site 4)              | 0.01             | 0                | -1             |
| Straight         | NB (Site 6)              | 0.04             | 1                | 1              |
|                  | SB (Site 6)              | 0.08             | 0                | 3              |

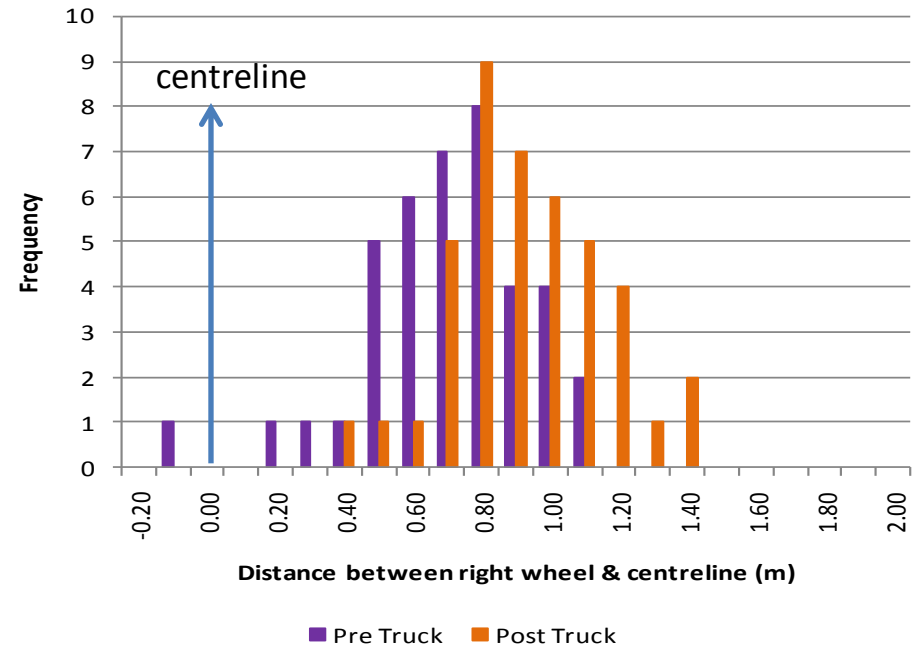




**Pre/Post ATP (Cars)**  
Site 1 North Bound

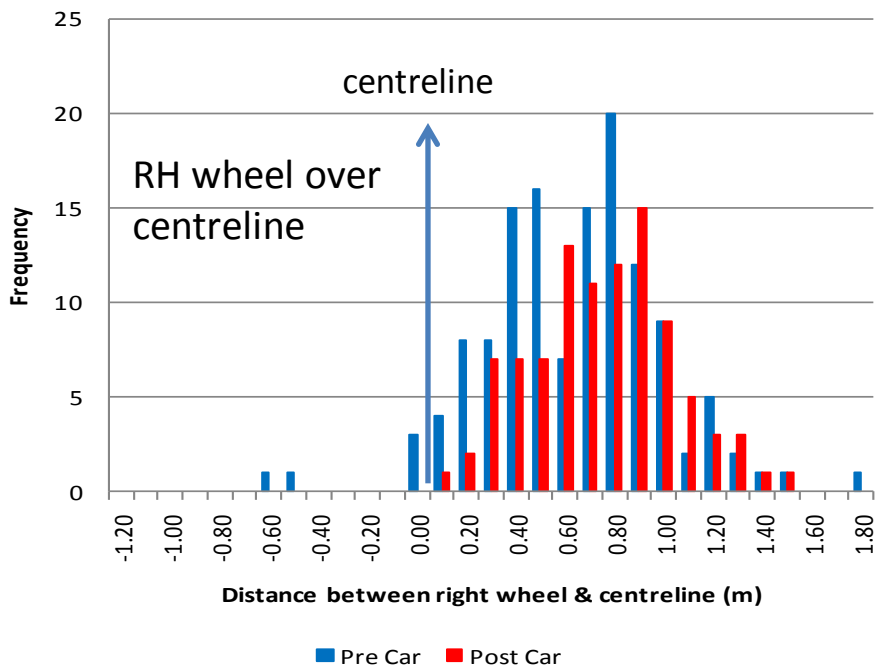


**Pre/Post ATP (Trucks)**  
Site 1 North Bound

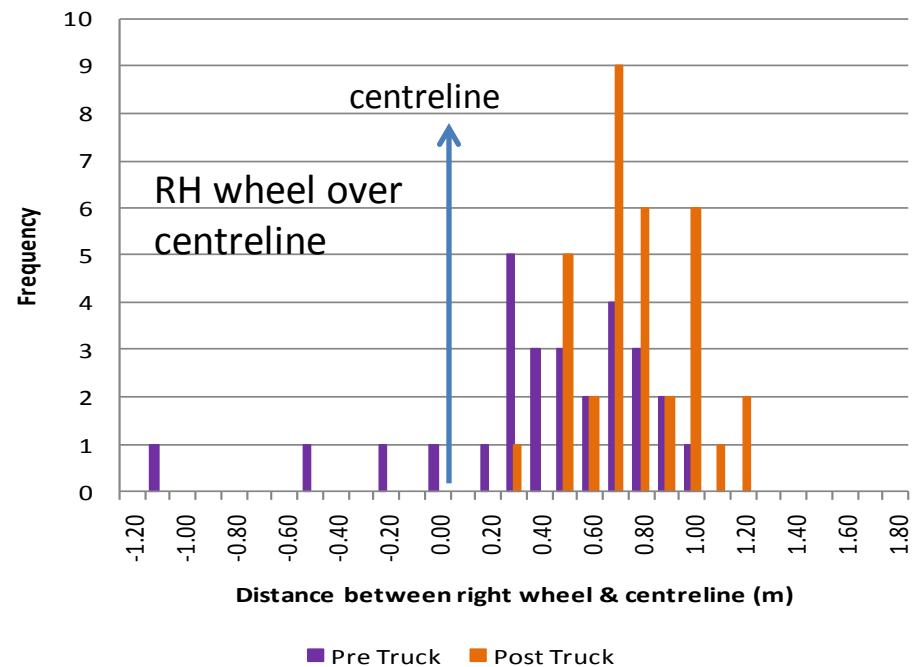




**Pre/Post ATP (Cars)**  
Site 3 North Bound



**Pre/Post ATP (Trucks)**  
Site 3 North Bound



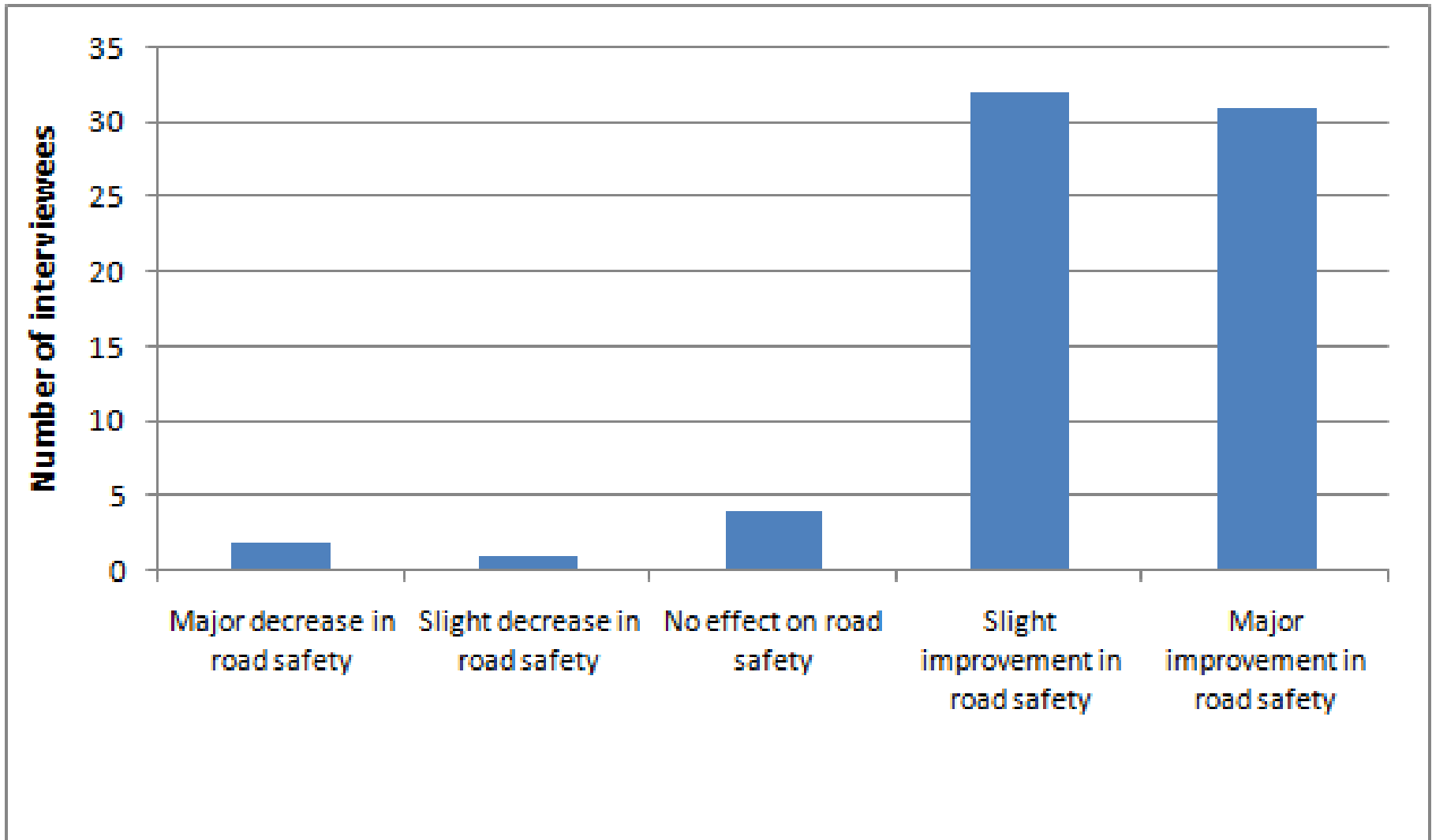
# 'over the centreline' events



- *Following ATP centre + edge lines:*
  - reduced centreline straddling events
  - Increased events where vehicles were completely on other side of road



Which statement most closely resembles your thoughts about the **safety** of white rumble centre lines?



# Main Points: ATP centrelines

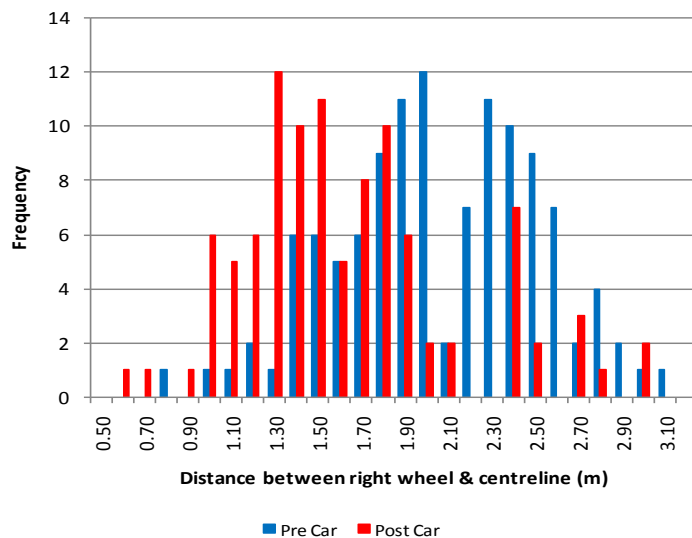


- On right-hand curves:
  - Move traffic away from centreline
  - reduce centreline crossing
- Do not prevent deliberate overtaking
- Appear to prevent centreline straddling events in most locations
- Are very positively viewed by the motoring public

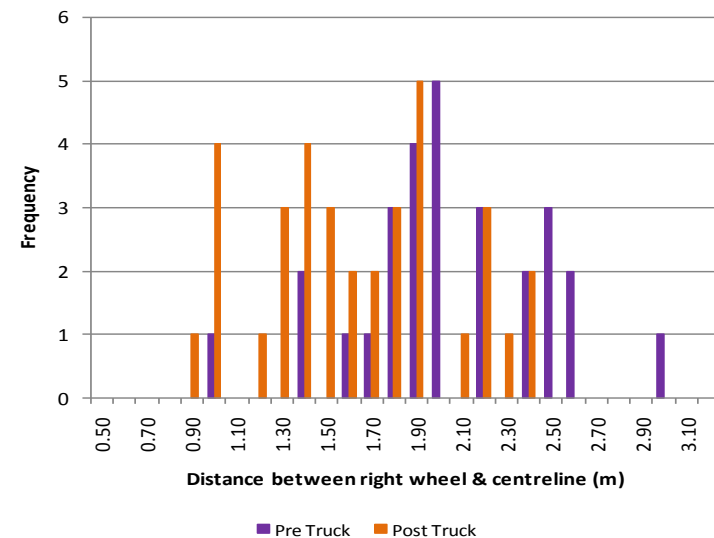
# A bit about ATP edgelines



**Pre/Post ATP (Cars)**  
Site 3 South Bound



**Pre/Post ATP (Trucks)**  
Site 3 South Bound



# Summary: ATP effects on driver behaviour

- ATP road-markings promote better lane keeping where digressions are likely to occur
- ATP road-markings **DO NOT** *force* drivers to act in particular ways
- Drivers will still cross ATP edgelines and overtake on ATP white centrelines, but actions are likely to be more deliberate

