

# Velocity Conference 2007

Presentation to the  
Canterbury Active Transport Forum  
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**ViaStrada Ltd**

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# Background

- European Bicycle Conference “Velocity” in Munich (June 07)
- Report conclusions and lessons learned for NZ to CAT Forum
  - Report on our website
  - More issues covered
  - [www.viastrada.co.nz/story/velocity\\_munich](http://www.viastrada.co.nz/story/velocity_munich)



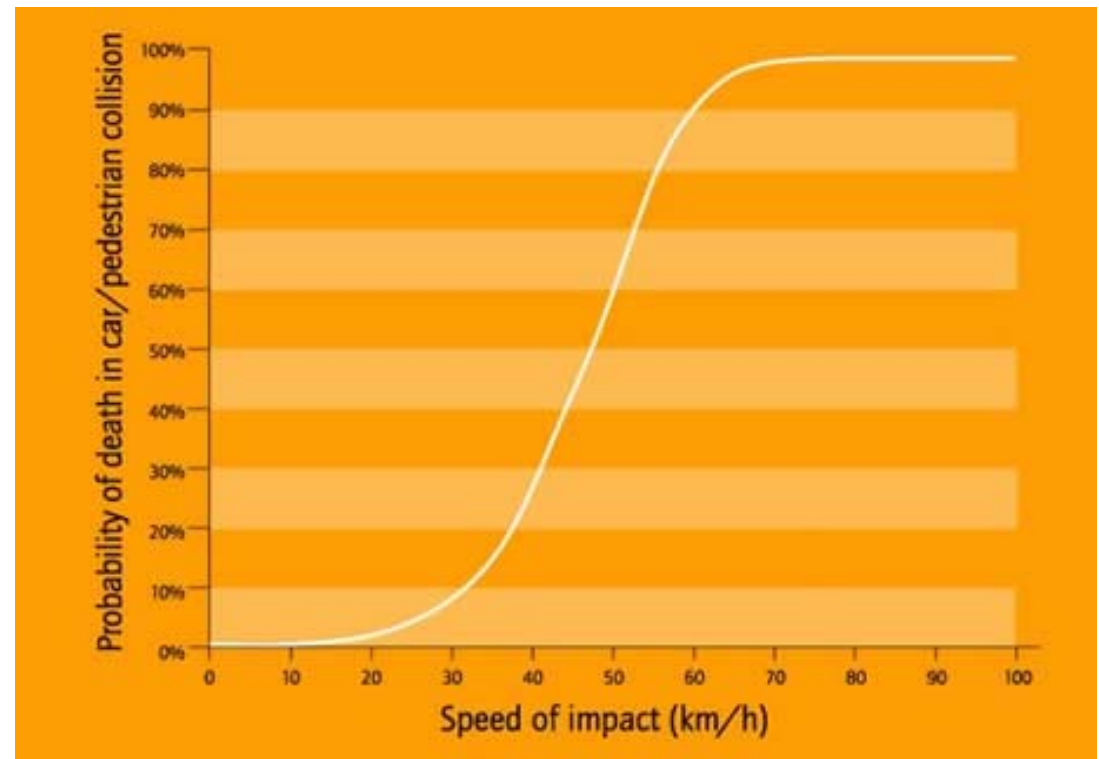
Michael Nagy, Presseamt München

# Content

- In depth discussion
  - 30 km/h speed limits for residential streets
  - Cycle path and cycle lane comparison
- Other conclusions overview
  - Marketing
  - Cycle Parking
  - Political will makes all the difference

# 30 km/h as Road Safety Tool

- Since 1980s, 30 km/h speed limit zones most important German road safety tool
- Many cities have converted their complete non-arterial network



# 30 km/h Speed Limits save Lives

- German experience is
  - At least 20% fewer crashes
  - Between 30% and 70% fewer serious injuries
- Stopping distances reduce
  - 50 km/h – stop after 28 m
  - 30 km/h – stop after 13 m
- Creates shared spaces where cars and cycles can easily co-exist



## ... but not in NZ

- So why not in NZ?
  - Setting of Speed Limits Rules does not encourage 30 km/h zones

*“These limits [20 to 40] can only be set if ... techniques are applied to ensure that **the mean operating speed of motorised traffic is kept to within 5 km/h of the speed limit.**”*

- But we allow a 10 km/h enforcement tolerance...



# 30 km/h limits – Lessons for NZ

- Central government to introduce legislation, allowing RCAs to implement 30 km/h speed limit zones
- RCAs to introduce 30 km/h speed limit zones outside of the urban arterial network
- RCAs to introduce mixed traffic in 30 km/h speed limit zones
- Police to lower speed tolerance levels

# Cycle Paths and Cycle Lanes

- Copenhagen comparison study
  - Comparing safety and usage numbers
  - Their cycle lanes are not comparable to ours (ours are better!)





# Findings

- The facilities that make cyclists feel safer may actually make them less safe
  - Cyclists prefer pathways, but pathways increase cyclists' crash risk
  - Cyclist numbers increased, and car traffic reduced → mode shift
  - Cycle lanes comparatively safer, but no mode shift

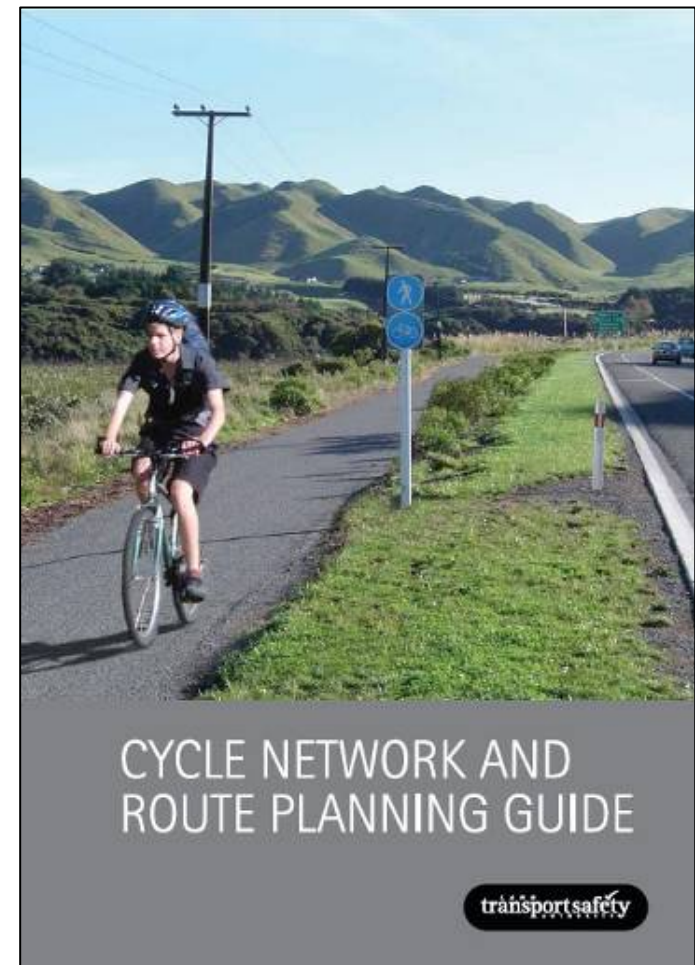
# Their Conclusions

- Copenhagen will continue to predominately build pathways
  - Cyclists prefer it
  - It results in mode shift
  - They accept that it's less safe
  - They will also create some further cycle lanes



## ... but not in NZ

- Pathways parallel to urban roads are an exception
  - Refer to long list of disadvantages/ limitations in section 6.16 CNRPG



# Major limitation – NZ Give Way rules

- European traffic regs give right of way over side roads to **everyone** along a road corridor
  - Including cyclists and peds on paths
  - NZ pathway users give way to side streets
- NZ pathways offer poor Level of Service
- Local Authorities won't build them because they don't meet the needs of cyclists

# Pathways – Lessons for NZ

- Cycle paths are much preferred by cyclists
  - Even if they are less safe
- If we want to use pathways as a tool promoting cycling, need to review Give Way rules

# Other conclusions overview

- Marketing
  - Put much more emphasis on marketing measures
- Cycle Parking
  - Should be actively managed
  - Free supervised bike parking a great promotional tool

# Other conclusions overview cont'd

- Political will makes all the difference
  - Where there is total political commitment, it will happen
  - Example London

Refer

[www.viastrada.co.nz/story/velocity\\_munich](http://www.viastrada.co.nz/story/velocity_munich)



# Thank you

- Questions & discussion please

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