

# MAKING CYCLING SAFER AND MORE ATTRACTIVE

The NZ Transport Agency's cycling safety action plan



## It's been an exciting few months at the NZ Transport Agency as we have stepped into high gear implementing the recommendations made by the Cycling Safety Panel.

Since the Panel published its report in December 2014, we have:

- › made cycling one of our [six priorities for 2015-19](#)
- › set up a new core cycling team
- › developed a programme to making cycling a safer and more attractive transport choice.

These key initiatives are just the tip of the iceberg - we have built the panel's recommendations into our ongoing programme. Where actions fall under local authorities' responsibility we will work in partnership to support them and facilitate delivery. We have moved to a 'whole-of-agency' approach to cycling which is enabling us to make our cycling priority a practical reality.

You can find more information about what we're doing in cycling at [www.nzta.govt.nz/cycling](http://www.nzta.govt.nz/cycling)



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### NZ Transport Agency

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This publication is also available on NZ Transport Agency's website at [www.nzta.govt.nz](http://www.nzta.govt.nz)



## SAFE ROADS AND ROADSIDES

The Panel saw improving the quality and quantity of cycling infrastructure as a high priority to improve the safety of people who cycle. Significant work is underway in this area with new high quality infrastructure being designed and built in many of New Zealand's main urban areas.

### Urban cycle networks

The faster delivery of consistent, continuous, convenient and complete urban cycle networks was a high priority recommendation from the Panel. The announcement in August 2014 of \$100 million in new government funding for cycling has enabled the establishment of the Urban Cycleways Programme (UCP) which will accelerate completion of urban cycle networks over the next four years. The UCP will be made up of projects within urban cycle networks throughout the country which will be funded predominately by three funding sources - \$100 million investment from government, the National Land Transport Fund (NLTF) and funding from local councils - resulting in a total investment in the UCP of \$333 million. Other wider network investment means that the total spent on cycling in 2015-18 will be \$380-400 million.

### Improving intersection safety

The Panel highlighted the increased safety risk to people on bikes at intersections and recommended trials of safer intersection designs from overseas. In partnership with other road controlling authorities, we will investigate safer intersection design options for people on bikes, primarily as part of the infrastructure delivery programme over the next three years.

### Nationally consistent cycle design guidance

To ensure that new cycling infrastructure meets international best practice, we have commissioned the development of a national cycling design framework for road controlling authorities, in line with the Panel's recommendation.

### Reviewing the land transport rules

The Panel recommended some alterations to the land transport rules. We are now working with the Ministry of Transport to investigate and progress some of these, along with other changes to support best practice infrastructure design. This will ensure the rules provide for safe use and implementation of quality cycle networks.

### Removal of car parking on arterial routes

The Panel recommended progressive removal of car parking on roads where it risks the safety of cyclists. We anticipate that, in delivering the UCP, some road controlling authorities will remove some parking on arterial routes subject to the required consultation processes. Also, we have research underway that will be a first step in developing a consistent framework for assessing the costs and benefits of inner city parking. Further research may be required to develop best practice guidelines that will enable road controlling authorities to consider parking in both a safety and efficiency context.

### Improving safety on rural roads

The Panel made a number of recommendations for safety improvements on rural roads. These covered design, maintenance, speed regulation, technology for heavy vehicles, HGV driver training and mandatory passing distances. See *safe speeds*, *safe use* and *safe vehicles* on page 2.

In 2014 the NZ Transport Agency commissioned a research project titled *Improving safety for people on rural roads*. This work, which includes trials, will be completed in 2015. The intent of this work is to test potential treatments on prioritised rural roads to improve cyclist safety.

## SAFE SPEEDS

The existing Safer Speeds Programme was endorsed by the Panel, with some additional recommendations. We will deliver on these through giving due consideration to cycling in the Safer Speeds Programme by targeting the riskiest parts of the network, both rural and urban. We are developing *Speed management guidelines* that take into account the needs of all road users, as well as the design, function and level of use of roads. Cyclists and pedestrians will be given greater consideration in setting and managing speed limits.

## SAFE VEHICLES

Cyclists' safety around heavy vehicles was another key issue identified by the Panel and it recommended further investigation of how side under-run protection and other technologies could be used to reduce risk to people on bikes. The Associate Minister of Transport has asked the Ministry of Transport and the Transport Agency to investigate a range of existing and emerging vehicle technologies (including side under-run protection) that if adopted could improve the safety of all road users, including cyclists. We are also focusing on improving cyclist safety around large vehicles such as trucks and buses, by educating both cyclists and drivers about behaviours that can prevent deaths and serious injuries.

## SAFE USE

### Minimum passing distances

The Panel's recommendation for the immediate introduction of mandatory minimum passing distances for a trial period was met with concerns by some stakeholders questioning the practicality and enforceability of such rules on New Zealand's roads. The Associate Minister of Transport has asked the Ministry of Transport and the Transport Agency to conduct research into whether it is practical and feasible to implement mandatory minimum passing distances in the New Zealand context. In the meantime, as part of our cycling programme, we are investing in activities to improve mutual respect and understanding between cyclists and other users, starting with expansion of the *See the person, share the road* campaign.



### More cyclists for a safer journey

The Panel noted that the safety of cyclists is linked with the number of people cycling (the more cyclists there are, the safer their ride). The Urban Cycleways Programme will actively encourage those living in New Zealand's main urban areas to choose to bike for transport or leisure journeys when appropriate, particularly as new high quality infrastructure becomes available. As part of this work, we will further investigate options to encourage more cycling to school in line with the Panel's recommendations.

**The NZ Transport Agency is fully committed to making cycling a safer and more attractive transport choice.**

A full list of our responses to all of the Cycling Safety Panel's recommendations can be found on pages 5-13.





## BACKGROUND - ABOUT THE CYCLING SAFETY PANEL

The NZ Transport Agency convened the Cycling Safety Panel in early 2014 following a recommendation by Coroner Gordon Matenga who had reviewed recent cycling deaths. The Panel's purpose was defined as follows:

*'With reference to the November 2013 coronial report on cycling safety, and taking safe system and urban design approaches, develop an innovative, comprehensive and practical set of recommendations for how central and local government can ensure that on road cycling is provided for as a safe transport option.'*

### Panel membership and process

The Cycling Safety Panel comprised 10 experts from across the cycling and road safety spectrum. The Panel met seven times throughout 2014. In April and October the Panel also held consultative summit meetings with representatives of cycling advocacy groups, local government and relevant central government agencies. Over 180 written submissions on the draft recommendations were considered before the Panel finalised its report in early December 2014.

### Panel members

Richard Leggat (Chair)

Simon Kennett

Dr Glen Koorey

Dr Hamish Mackie

Dr Alexandra Macmillan

Mike Noon

Marilyn Northcote

Sarah Ulmer

Axel Wilke

Professor Alistair Woodward

### The report

To read the recommendations and supporting evidence in full please go to [www.saferjourneys.govt.nz/resources](http://www.saferjourneys.govt.nz/resources)

### The Panel's key conclusions:

- › The majority of motor vehicle/cycle crashes occur at urban intersections and driveways.
- › Usable road shoulder width is a key factor in the incidence of rural crashes.
- › While cyclists are more likely to be killed or seriously injured in a crash with a car, heavy vehicles are over-represented in cycling fatalities compared with their proportion of the total vehicle fleet and total vehicle kilometres travelled.

### The Panel developed the following vision:

**'A safe road network with zero fatalities and reduced serious injuries for people who cycle.'**



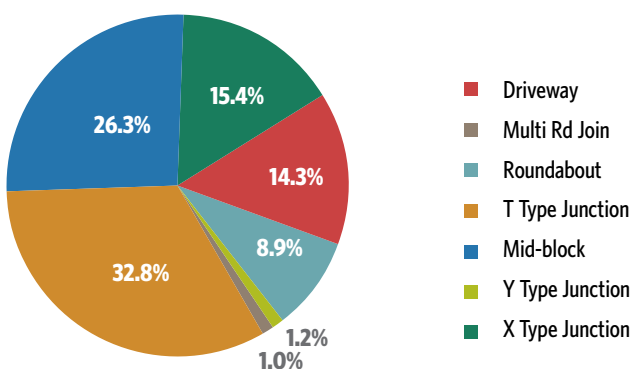
## MORE USEFUL INFORMATION

### WHERE AND HOW PEOPLE ON BIKES ARE KILLED OR SERIOUSLY INJURED ON NEW ZEALAND'S ROADS

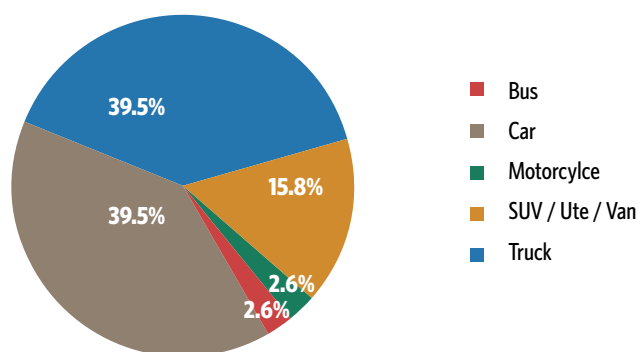
Cyclists made up approximately 3% of on-road fatalities over the last decade. This is disproportionate to their participation in the roading network where cycling comprises 1.6% of total time travelling. In terms of serious injury crashes the situation is worse with cyclists now representing around 8% of on-road crashes resulting in an hospital admission.

#### Urban roads

**Junction type in urban cyclist fatal and serious crashes 2003-12**

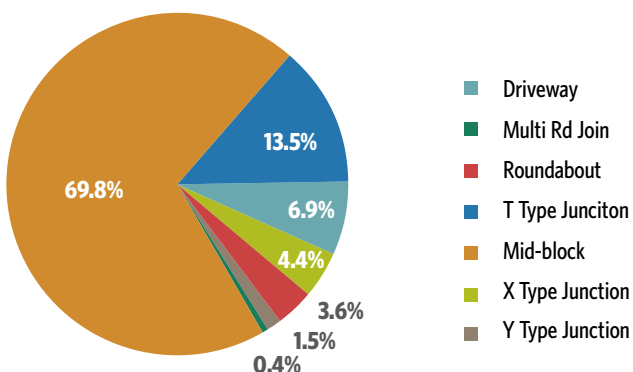


**Vehicles involved in urban cyclist deaths 2003-12**

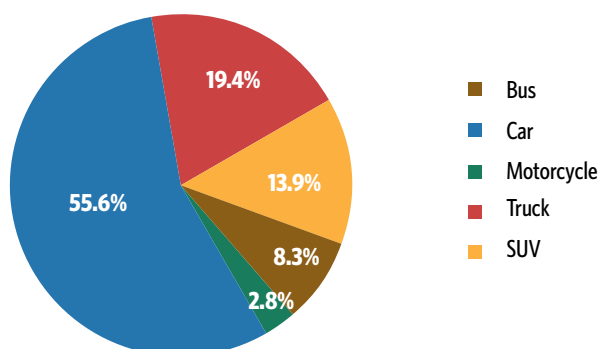


#### Rural roads

**Junction type in rural cyclist fatal and serious crashes 2003-12**



**Vehicles involved in rural cyclist deaths 2003-12**



#### The Safe System approach

The Panel considered the safe system approach as outlined in the government's Safer Journeys Strategy which can be found at [www.saferjourneys.govt.nz/resources](http://www.saferjourneys.govt.nz/resources)

# DETAILED ACTIONS

An overview of all 35 recommendations by the Cycling Safety Panel and the NZ Transport Agency's planned actions.

## Safe system enablers

### Recommendation

### Response

#### HIGH PRIORITY

**1. Active transport needs (cycling and walking) be accorded a greater priority in all transport planning and investment decisions. This needs to be reflected in the Government Policy Statement (GPS), the National Land Transport Programme, the Safer Journeys Strategy, the Transport Agency's *Economic evaluation manual (EEM)* and councils' long-term plans.**

The GPS and subsequently the National Land Transport Fund (NLTF) 2015-18 (cycling and walking class activity class) gives a high strategic fit to development of urban cycle networks in the 19 main urban areas. Previously high strategic fit was restricted to six major urban areas.

In August 2014 the government announced \$100 million in new funding for cycling – the Urban Cycleways Fund, to accelerate completion of urban cycle networks over the next four years.

The Urban Cycleways Programme will be made up of projects within urban cycle networks throughout the country which will be funded predominately by three funding sources: the \$100 million investment from government, the NLTF and funding from local councils resulting in a total investment in the UCP of more than \$333 million. Other wider network investment means that the total spent on cycling in 2015-18 will be \$380-400 million.

A five year evaluation of the Safer Journeys Strategy 2010-2020 is underway. The Panel's recommendations will be considered in development of the Safer Journeys Action Plan 2016-2020.

Ongoing reviews of the Transport Agency's EEM will consider taking into account the full benefits of cycling.

**2. The Transport Agency and Ministry of Transport establish and resource dedicated teams, with senior leaders, staff and funding, to plan, implement and evaluate investments in cycling. Local government is encouraged to do the same.**

The Transport Agency has identified 'making urban cycling a safer and more attractive transport choice' a strategic priority in its 2015-19 *Statement of intent*. The Transport Agency has established a cycling team which is developing a programme to ensure delivery of the strategic priority.

Measures of success include delivery of the urban cycle ways network in Auckland, Wellington and Christchurch, improved safety of cyclists, and increased volumes of cycle trips in New Zealand's main cities.

This programme includes work to address many of the recommendations made by the Panel.

**3. Central and local government improve the quantity and quality of data collection for real and perceived cycling safety, especially non-motor vehicle crashes.**

The Transport Agency is in the process of commissioning research to better understand the causes of cycling crashes.

The Transport Agency is looking at developing a National Network Monitoring Framework to help it better understand the location, nature and scale of current and future safety concerns on the network. This will help us to better target our investment. This may require collection of additional cycling data.

The Transport Agency is developing and will report on KPIs and outcome measures for its cycling programme. These will include participation and perceptions of safety.

## Safe system enablers

### Recommendation

### Response

#### MEDIUM PRIORITY

**4. Help road controlling authorities (RCAs) access National Land Transport Programme funding. The planning and investment criteria are currently making it difficult for cycling projects to meet the 'high strategic fit' criterion and need to be reviewed and monitored.**

**Cycling must be considered in all integrated transport strategies, plans and projects. This would include adjusting the application of the network operating framework to give effect to cycling.**

In August 2014 the government announced \$100 million in new funding for cycling – the Urban Cycleways Fund, to accelerate completion of urban cycle networks over the next four years.

The Urban Cycleways Programme will be made up of projects within urban cycle networks throughout the country which will be funded predominately by three funding sources: the \$100 million investment from government, the National Land Transport Fund (NLTF) and funding from local councils resulting in a total investment in the UCP of more than \$300 million.

In addition, the GPS and subsequently the NLTF 2015–18 (cycling and walking activity class) give a high strategic fit to development of urban cycle networks in the 19 main urban areas. Previously high strategic fit was restricted to six major urban areas.

The cycle network design guidance framework (recommendation 15) will reference levels of service, the network operating framework, and the One Network Road Classification.

**5. Establish key performance indicators (KPIs) and benchmarking based on cycling and participation.**

The Transport Agency is developing and will report on KPIs and outcome measures for its cycling programme. An increase in participation and perceptions of safety will be indicators of success for the programme, as it seeks to make cycling a safer and more attractive transport choice.

The Transport Agency will investigate benchmarking as part of this programme.

**6. Improve understanding of the distributional impacts of cycling participation and injury by socioeconomic status and ethnicity through improved relevant data collection in the New Zealand Household Travel Survey and CAS (Crash Analysis System). Use this data to target some cycling investment to communities at greater risk of cycling deaths or serious injuries.**

The Ministry of Transport is currently developing a new NZ Household Travel Survey and will review how this can be used to obtain better information about cyclists.

The number of cycling crashes recorded in the CAS database is too small to conduct meaningful distribution impacts analysis by socioeconomic status.

The Safer Journeys Signature Project 'Future Streets' will provide useful insights into how improved facilities for walking and cycling can contribute to improved community health and safety.



## Safe speeds

### Recommendation

### Response

#### HIGH PRIORITY

**7. Ensure the needs of cycling are considered in the implementation of the Safer Speeds Programme.**

As part of the Safer Speeds Programme, the Transport Agency is developing *Speed management guidelines*. The Transport Agency will continue to engage with stakeholders on the draft guide throughout 2015.

This guidance will complement the cycle network design guidance framework (currently under development, see recommendation 15) and the existing One Network Road Classification.

The Transport Agency will work in partnership with road controlling authorities to help utilise and implement these guides.

#### MEDIUM PRIORITY

**8. Reduce vehicle speeds by using traffic calming, self-explaining street treatments and lower speed limits around key destinations, such as schools and shops. Reduce speeds along key cycling network routes where separated facilities are not present and in local residential streets.**

These interventions and guidance on when to use them are included in draft *Speed management guidelines* (recommendation 7).

**9. Reduce vehicle speeds on routes where cycle and freight traffic are unable to be separated.**

This is consistent with the draft *Speed management guidelines* (recommendation 7).

In designing their urban cycle networks, road controlling authorities are already considering how to reduce interactions between cyclists and freight traffic. The Transport Agency already advises that solutions such as speed reduction, alternate quiet routes for cyclists, or physical separation should be considered.

This will be reinforced by the cycle network design guidance framework (recommendation 15).

**10. Reduce and set more appropriate speeds on rural roads where cyclists are most at risk.**

This is consistent with the draft *Speed management guidelines* (recommendation 7), where other interventions are not feasible.

## Safe roads and roadsides

### Recommendation

### Response

#### HIGH PRIORITY

**11. Road controlling authorities accelerate the provision of consistent, continuous, convenient and complete urban cycle networks, in keeping with the best evidence – a whole of journey approach.**

In August 2014 the government announced \$100 million in new funding for cycling – the Urban Cycleways Fund to accelerate completion of urban cycle networks over the next four years (see recommendation 1).

**12. Road controlling authorities widely implement established best practice intersection treatments and trial European roundabout design guidelines and other innovative approaches, in alignment with KiwiRAP.**

In partnership with road controlling authorities the Transport Agency will investigate intersection trials as part of its infrastructure delivery programme over the next three years.

**13. Road controlling authorities identify urban and rural high-density freight routes popular with cyclists. Where possible, consider alternative routing, for either freight or cycling. Where this is not possible, manage travel speeds and/or provide physical separation, intensive intersection treatments and wide protected turning and passing lanes.**

As part of the Safer Speeds Programme the Ministry of Transport is reviewing the Setting of Speeds Limits Rule which will be aligned with the Safe Speeds Programme objectives.

The Transport Agency will work with road controlling authorities to identify high density freight routes popular with cyclists and consider appropriate action with reference to the *Speed management guidelines*.

**Align and prioritise this work with the New Zealand Cycle Trail's Network Expansion Project.**

The Transport Agency is working with NZ Cycle Trails Inc to continue developing the cycle trails network. The GPS makes reference to NZ cycle trails and this is reflected as a medium strategic fit in the assessment framework for investment from the National Land Transport Fund.

**14. Road controlling authorities progressively remove parking on arterial roads where it is a safety risk. Under the One Network Road Classification (ONRC), develop nationally consistent parking guidelines for arterial roads and other key cycling routes.**

The Transport Agency has a research project underway, which is the first step in developing a consistent framework for assessing the costs and benefits of inner city parking, subject to the existing consultation requirements. It is likely that further research will be needed to develop best practice guidelines for road controlling authorities to refer to when considering parking in both a safety and efficiency context.

In delivering the urban cycleways it is likely that local authorities will remove some arterial route parking. Removing kerbside parking will not always be the most appropriate solution to optimise safety and efficiency for all transport users. The ONRC accessibility category highlights that the provision of parking is sometimes desirable depending on the function of the corridor and the adjacent land use.

**15. The Transport Agency develop consistent national guidelines and descriptions for cycling infrastructure and align relevant legislation where this is necessary.**

To ensure that new cycling infrastructure is fit for purpose, the Transport Agency is leading the development of a cycle network design guide for road controlling authorities, as recommended by the panel. A review and gap analysis of current design guidance is almost complete. This is being used to develop an updated framework for cycle network design.

The Transport Agency recognises that as well as improved designed guidance, specific training for quality cycle infrastructure design must be widely available to the sector to ensure that the new cycling infrastructure is fit for purpose. The Transport Agency will consider how best to ensure this.

## Safe roads and roadsides

### Recommendation

### Response

#### MEDIUM PRIORITY

**16. Improve rural space management which includes shoulder widening and smooth surfacing, sight distance improvements, road markings, maintenance and regular debris removal on key cycling routes. Align this work with KiwiRAP by developing a cycling component.**

In 2014 the NZ Transport Agency commissioned a research project titled *Improving safety for people on rural roads*. This work, which includes trials, will be completed in 2015. The intent of this work is to test potential treatments on prioritised rural roads to improve cyclist safety.

Further alignment with KiwiRAP for cyclists will be considered following delivery of the nationally consistent cycle facility design guidance framework and alignment to the ONRC.

**17. Improve roadside maintenance in urban areas.**

Road controlling authorities manage roadside maintenance contracts. The Transport Agency will work in partnership with road controlling authorities to investigate if there is a need to improve standards.

## Safe road use

### Recommendation

### Response

#### HIGH PRIORITY

#### TRIAL MANDATORY MINIMUM PASSING DISTANCES FOR MOTOR VEHICLES OVERTAKING CYCLISTS

**18. Trial mandatory minimum passing distances when drivers overtake cyclists (1 metre is suggested for speed limits up to 60km/h, and 1.5 metres for speeds that are 61km/h and above).**

Although the Panel recommended immediate introduction of mandatory minimum passing distances for a trial period, some stakeholders raised concerns about the practicality and enforceability of such rules on New Zealand's roads. At the request of the Associate Minister of Transport the Ministry will work with the Transport Agency to investigate whether it is practical and feasible to implement mandatory minimum passing distances in the New Zealand context.

#### HIGH PRIORITY

#### INCREASE CYCLIST SAFETY AROUND COMMERCIAL VEHICLES

**19. a) All employees who drive a heavy vehicle as the primary activity of their employment must receive cycle safety-specific driver training.**  
**b) Develop and provide training and resources for cyclists to raise awareness of the risks of riding near heavy vehicles.**

a) The Transport Agency will work with the industry, road controlling authorities and other stakeholders to target both cyclists and drivers of large vehicles (eg HGVs and buses) with interventions to improve mutual understanding and encourage, safe courteous behaviour from both parties.

Training for drivers of heavy vehicles and buses already exists and is being delivered to drivers and employers. The Transport Agency aims to extend the reach of this type of training.

b) The Transport Agency will continue updating the cycle skills training guidance and the *Code for cyclists* to give more specific advice to cyclists around heavy vehicles.

Some regions already provide advice to cyclists about staying safe around heavy vehicles, including opportunities to get inside a cab of a heavy goods vehicle to better understand the extent of driver blind spots.

## Safe road use

Recommendation	Response
MEDIUM PRIORITY – COMMERCIAL VEHICLES	
20. <b>Work with the freight industry to improve safe driving practices and vehicle standards.</b>	As per 19 and 22.
21. <b>Extend the Cycling Advocates' Network delivery of cycle/bus/truck workshops.</b>	As per 19.
22. <b>Use ACC levies and insurance premiums to reward corporate responsibility and actions to improve cycle safety</b>	The Transport Agency will explore how encouragement of driver behaviours that improve cyclist safety may best be linked to ACC's FleetSaver programme.
HIGH PRIORITY INCREASE THE SAFETY OF CYCLING TO SCHOOL THROUGH A PACKAGE OF SAFE SYSTEM MEASURES	
23. <b>Create and implement comprehensive school travel planning packages incorporating improved routes to schools, appropriate speed limits, community engagement and increased access to cycle skills training.</b>	A number of agencies, including the Transport Agency, fund cycle skills training for school children along with other activities to improve child safety on bikes. The Transport Agency will further investigate options to encourage more cycling to school in line with the Panel's recommendations.
MEDIUM PRIORITY INCREASE THE SAFETY OF CYCLING TO SCHOOL THROUGH A PACKAGE OF SAFE SYSTEM MEASURES	
24. <b>Developing the Bikes in Schools model further to ensure the longer-term success within schools, ongoing funded training assistance and bike maintenance, and integrating Bikes in Schools with an increase in grade 2 cycle skills training is recommended.</b>	See 23.

## Safe use

### Recommendation

### Response

#### HIGH PRIORITY

#### TRIAL MANDATORY MINIMUM PASSING DISTANCES FOR MOTOR VEHICLES OVERTAKING CYCLISTS

**25. The Transport Agency develop a best practice communication programme to promote 'sharing the road safely' to cyclists and motor vehicle drivers.**

In 2015/16 the Transport Agency will extend the existing *See the person, share the road* campaign to encourage more drivers to see cyclists as people on bikes, and act accordingly. Initial results suggest the campaign has achieved good results.

#### MEDIUM PRIORITY - DRIVER LICENCE QUESTIONS

**26. Add questions to the driver licence test regarding passing cyclists and interaction with pedestrians and cyclists. Investigate if driving instructors are appropriately qualified, and have relevant resources, to teach young drivers to be mindful of cyclists.**

The theory test includes a number of questions on appropriate behaviour around cyclists. Tests containing 35 questions are generated from a larger bank of questions. All questions must relate to information provided in the road code. Transport Agency will update the code for cyclists (recommendation 19) and can subsequently add new questions relating to cycling for inclusion in the bank of questions.

Driving instructors receive extended testing and with the inclusion of more questions on appropriate behaviour around cyclists will improve their testing with regard to cycling.

Existing driving instructors are best reached through their organisations or locally.

The Ministry is currently reviewing the Driver Licence Rule which may result in changes in testing policy. However, because the test takes place on public roadways, the government is unlikely to mandate interaction with pedestrians and cyclists as part of the test because an encounter cannot be guaranteed.

Investigation into the feasibility of introducing a mandatory minimum passing distance may lead to new insight in this area.

**27. Create adult cycle training opportunities**

Adult cycle training opportunities are already available in many regions including Auckland, Waikato, Wellington, Christchurch, and Dunedin.

The Transport Agency will work with stakeholders to develop approaches to cycle skills training that appeal to range of adult audiences, and result in skilled, courteous riders.

**28. Collect information on impaired cycling, with a particular focus on blood alcohol content.**

As noted by the Panel data in this area is weak and alcohol injury data is not easily obtained from existing government data sets. The Transport Agency's Crash Analysis System does record if alcohol was considered a factor in a crash however, for impaired cyclists; this data set is too small for meaningful analysis.

The Transport Agency publishes the official NZ Code for Cyclists which states that cyclists need to avoid drinking alcohol or using illegal substances before, or while cycling.



## Safe use

### Recommendation

### Response

MEDIUM PRIORITY  
REVIEW ROAD RULES THAT MAY BE PUTTING CYCLISTS AT RISK

#### 29. Amend:

**Road User Rule 2.6 to provide that a motor vehicle may encroach on a flush median to overtake a cyclist if it is otherwise safe to do so.**

**Road User Rule 2.9 to provide expressly that a motor vehicle may cross a no-passing line to pass a cyclist if it is otherwise safe to do so.**

The Transport Agency has reviewed previous work, and discussed regulatory issues with councils involved in the Urban Cycleways Programme.

Over the next three years the Ministry of Transport with support from the Transport Agency will progress a series of proposed packages of cycling related amendments to the land transport rules, through the Transport Minister's annual Land Transport Rules Programme. The Transport Agency is considering these proposed rule changes for inclusion in the Land Transport Rules Programme.

#### 30. Revisit and revitalise legislative recommendations from the work on vulnerable road users commenced in 2006. This could be done in conjunction with work to mandate minimum passing distances.

The Transport Agency has reviewed previous work, and discussed regulatory issues with councils involved in the Urban Cycleways Programme.

However, some of the rule changes recommended in 2006 have been implemented and some have been superseded by other changes.

Over the next three years the Ministry of Transport with support from the Transport Agency will progress a series of proposed packages of cycling related amendments to the land transport rules, through the Transport Minister's annual Land Transport Rules Programme. The Transport Agency is considering the rule changes recommended in 2006 for inclusion, where they are still relevant.

## Safe vehicles

### Recommendation

### Response

#### HIGH PRIORITY

**31. The Ministry of Transport and the Transport Agency, in consultation with industry representatives, complete investigations of the cost-effectiveness of truck side under-run protection and other vehicle technology improvements such as collision detection systems, additional mirrors or cameras.**

The Ministry of Transport will investigate, in collaboration with the sector, a range of existing and emerging vehicle technologies (including side under-run protection) that if adopted could improve the safety of all road users.

**32. Pending the development of a new international ISO bike light standard, the standard in the Land Transport Rule be amended as follows:**

**When operated between sunset and sunrise or in low light conditions, (bicycles) must be fitted with lights that are visible from a distance of 200 metres (this may be steady or flashing).**

**Note: the existing provision that lights should not dazzle or confuse other road users would remain.**

The Transport Agency has reviewed previous work, and discussed regulatory issues with councils involved in the Urban Cycleways Programme.

Over the next three years the Ministry of Transport with support from the Transport Agency will progress a series of proposed packages of cycling related amendments to the land transport rules, through the Transport Minister's annual Land Transport Rules Programme. The Transport Agency will consider this proposed rule change for inclusion.

There may be a number of possible approaches for improving the lighting on bicycles, and these would need to be evaluated in order to determine the most effective policy to proceed with.

#### MEDIUM PRIORITY

**33. Investigate the adoption of the ISO bicycle lights standard (or a New Zealand adaptation)**

See 32.

**34. Investigate the adoption of the European standard for electrically power assisted cycles (EN15194) in New Zealand.**

The current legislation governing the use of low powered vehicles is quite dated and in some situations does not fit well with new vehicle types that are being supplied to the NZ market. The government is aware that these rules need review. The best way to address this would be as part of a review of vehicle classification for such vehicles.

**35. Investigate an age limit for e-bike use on public roads.**

See 34.

You can find more information about what we're doing  
in cycling on our website [www.nzta.govt.nz/cycling](http://www.nzta.govt.nz/cycling)