

MANAGING THE RISK FOR CYCLE EVENTS



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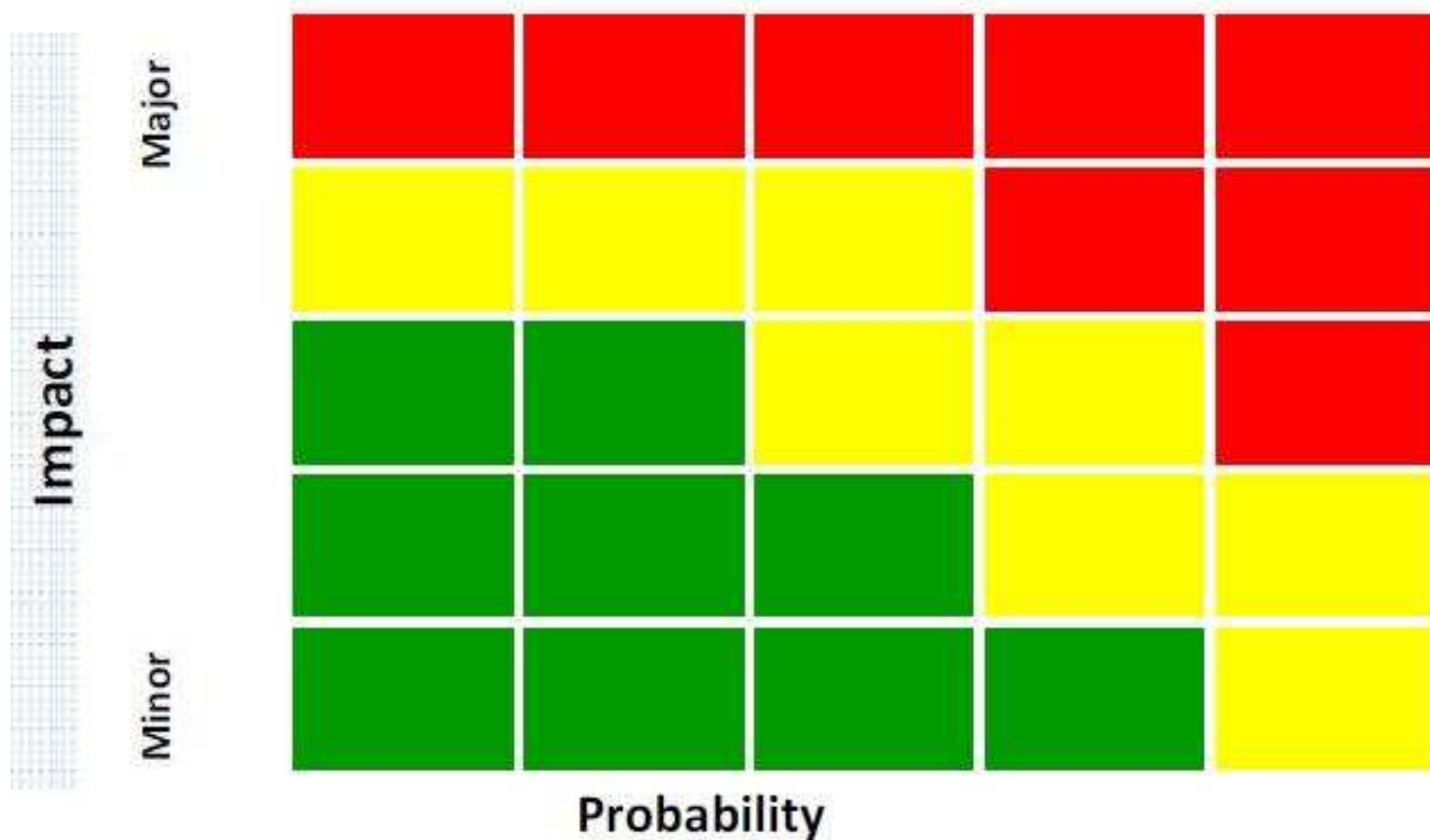


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This presentation covers:

- An assessment of the risk for cycle events
- A consideration of common cycle event situations
- Suggested traffic management solutions using minimal interventions

CYCLE EVENT RISK MATRIX



- A. Low vehicle AADT → High vehicle AADT
- B. Priority at intersection → No priority
- C. Wide Shoulder → No shoulder
- D. Adequate SSD → Inadequate SSD
- E. Low speed → High Speed



Impact

The greatest impact is likely to result from the speed environment.

The faster the traffic

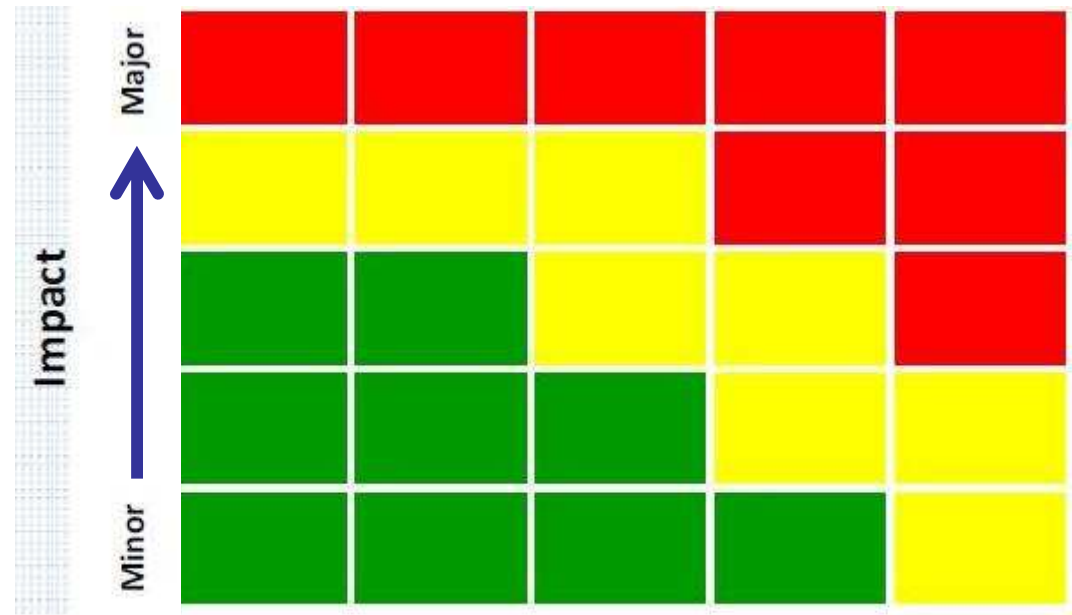
→ the harder to judge a safe turn or crossing time

The faster the traffic

→ the further it takes for a driver to react and brake to a stop

The faster the impact speed

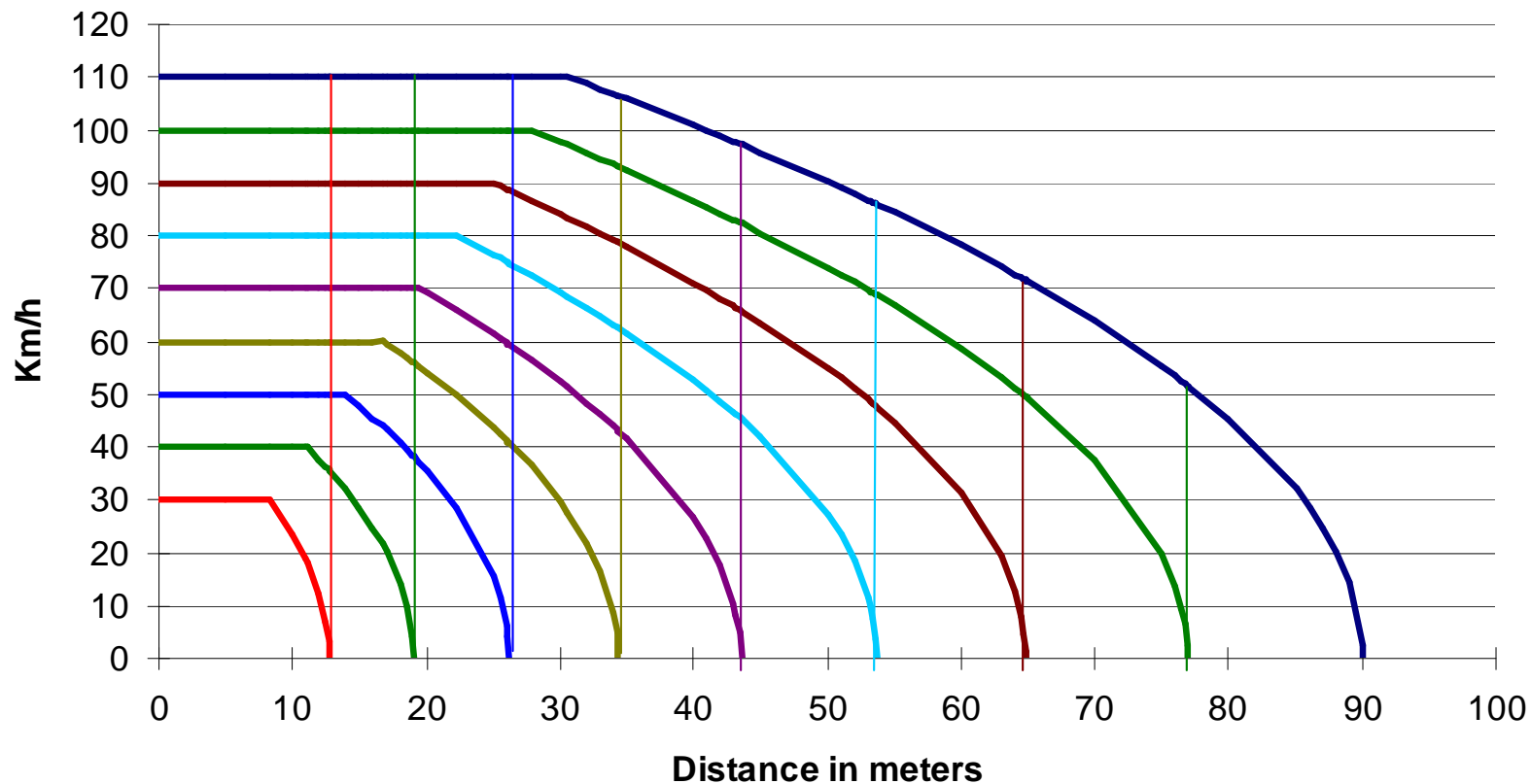
→ the more severe the injuries



What is low risk?

A cyclist will always be vulnerable

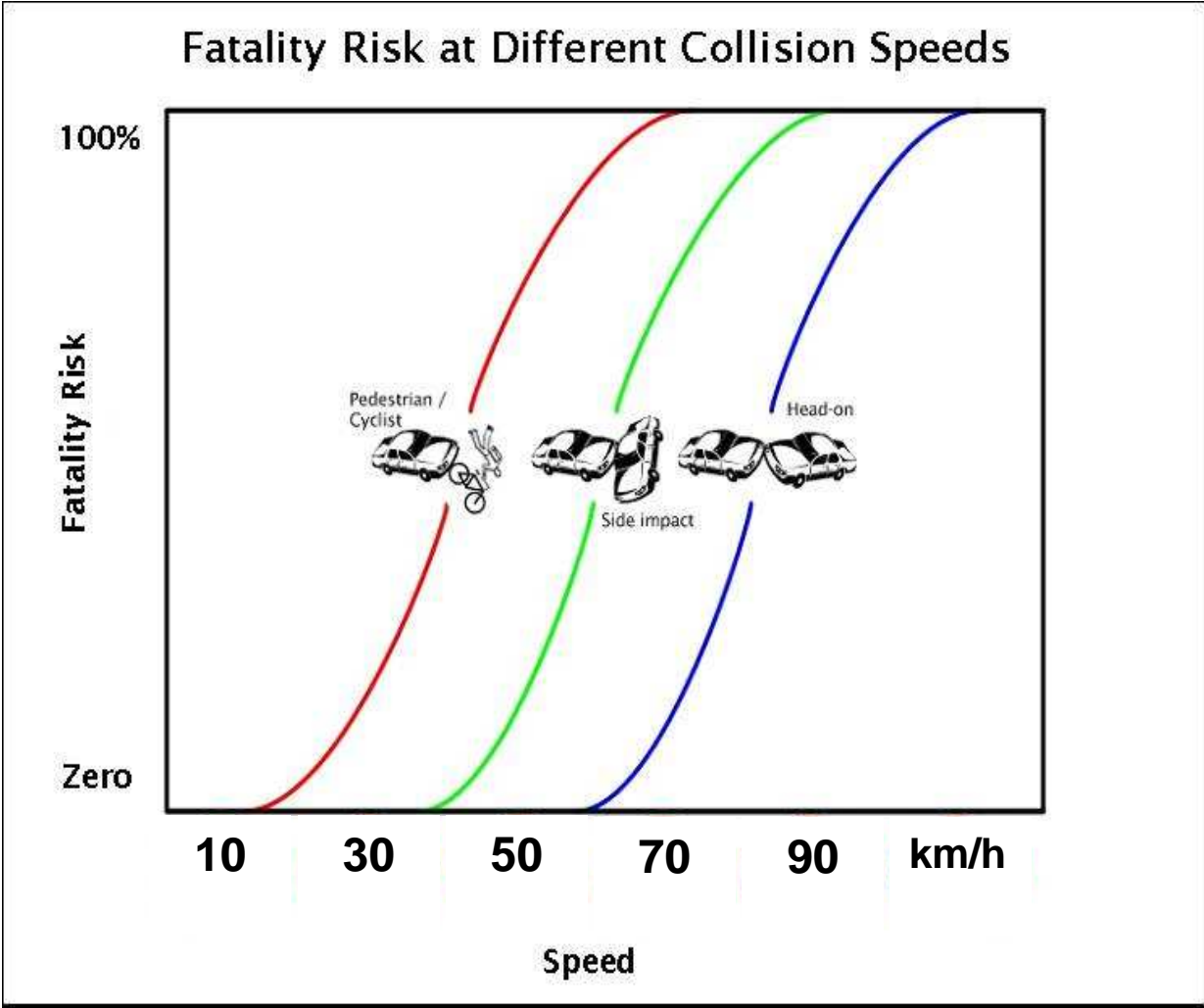
Stopping distances and collision speeds



50km/h = 26m

100km/h = 78m

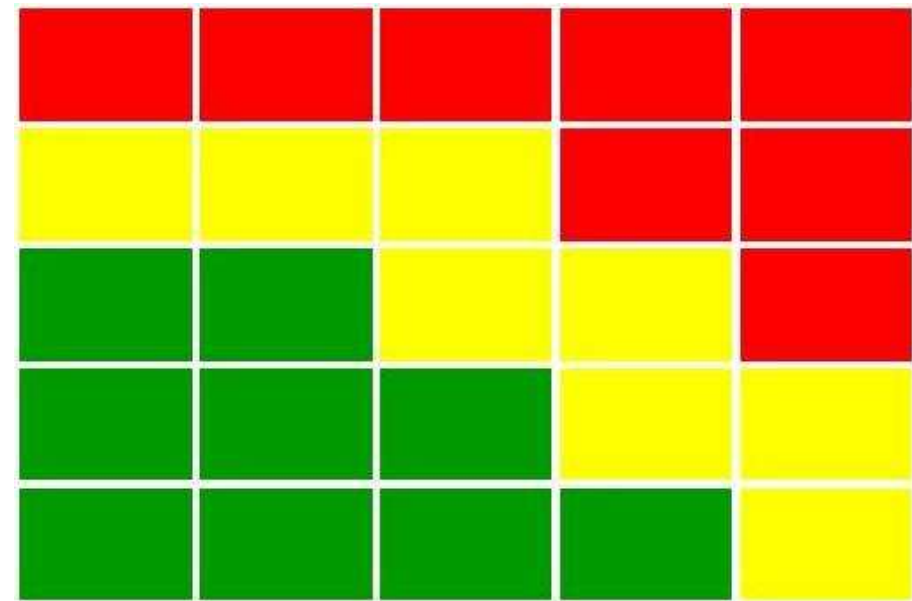
Human vulnerability



Probability

A crash is more likely to happen when:

- Vehicle Numbers are high
- The cyclists do not have priority at an intersection
- There is no shoulder to ride on
- Approaching vehicles do not have adequate sight stopping distance
- It is a high speed environment



Probability

- | | | |
|-----------------------------|--------|-------------------|
| A. Low vehicle AADT | -----> | High vehicle AADT |
| B. Priority at intersection | -----> | No priority |
| C. Wide Shoulder | -----> | No shoulder |
| D. Adequate SSD | -----> | Inadequate SSD |
| E. Low speed | -----> | High Speed |

Vehicle Numbers are high



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Solution – Avoid roads with high traffic counts



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Priority at an intersection

Solution – Plan a route with priority



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**No shoulder to
ride on**

**No shoulder and a
pinch point**

**No shoulder but good
SSD**



Approaching vehicles do not have adequate stopping sight distance



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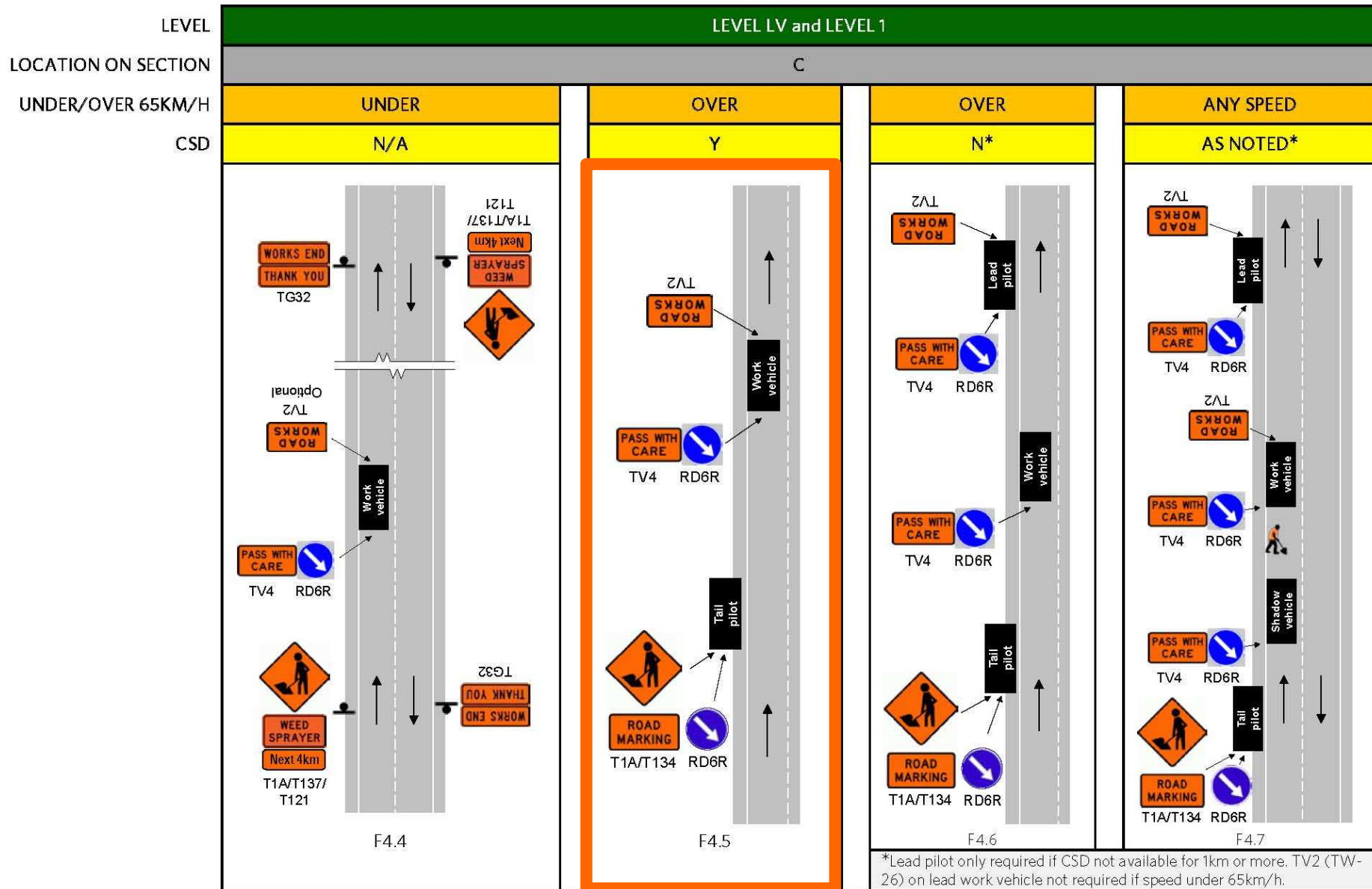


Speed environment?



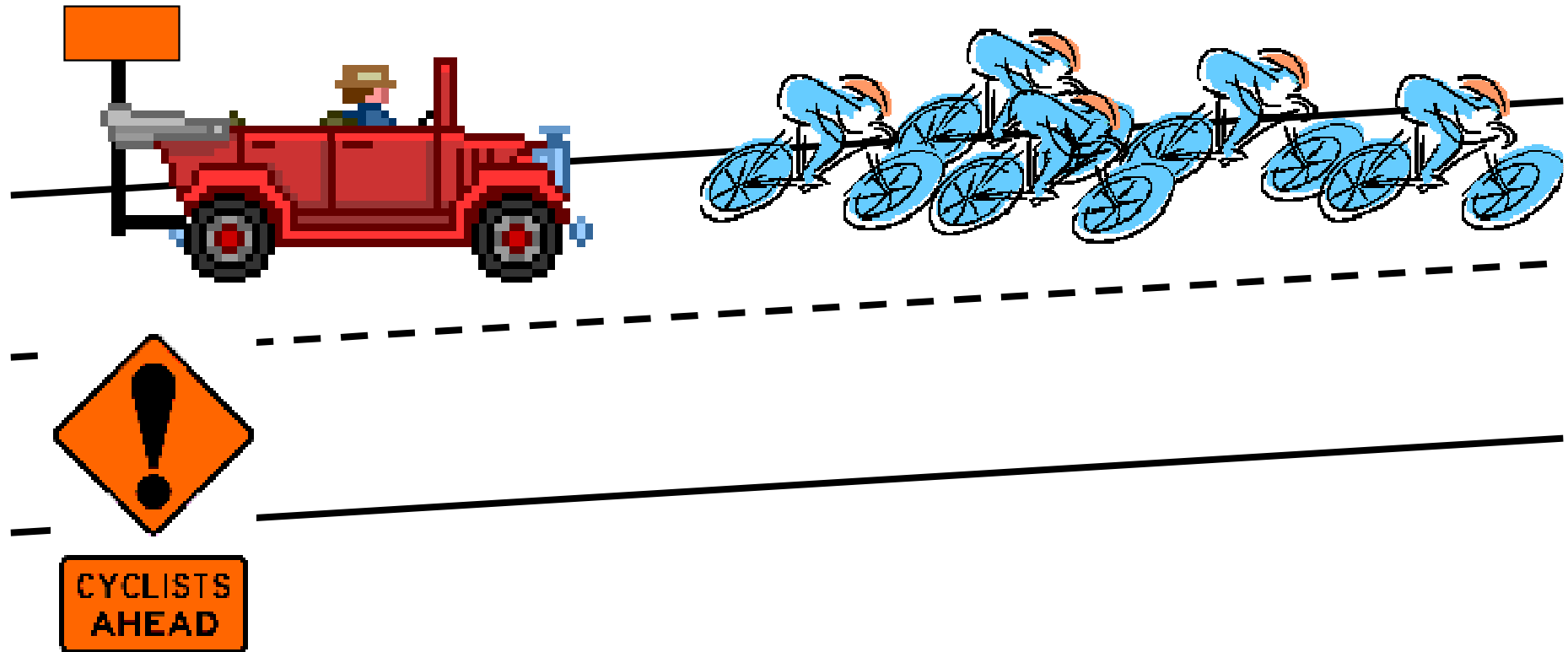
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Solution – Speed/SSD/Shoulder



Mobile Operation – Cycle Race

with rear pilot



Keep Left of the Centre Line



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Conclusion

- **A cyclist has a normal level of risk which may be higher than that of other road users**
- **The TMC may require any additional protection when that level of risk gets above a normal risk**