



**Cycle Action Waikato**  
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NEW ZEALAND

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**To: - The Cycling Safety Panel**

Cc: - Patrick Morgan – Cycling Advocates Network

**Comment on the Cycling Safety Panel’s - “Safer Journeys for people who Cycle”.**

**Introduction**

**The need to clarify for the reader the different types of cyclist.**

1. Neighbourhood cycling –The **highest priority is ensuring a safe environment for children and novices** in their local streets and around shops and schools. Speeds are typically lower than 15 km/h.
2. Commuter cycling - Most will choose a faster route at the expense of higher perceived safety, comfort and attractiveness. **They are the main users of the primary cycle network.** Regular commuters generally ride at speeds of 20 to 30 km/h.
3. The cyclist that use cycling for fitness / sport - Their speed tends to be high for cyclist often cruising at 30km/hr on the flat and higher than 50 km/hr on downhill runs.
4. The recreational / touring cyclist - They tend to use cycle trails and shared pedestrian / cycle ways. Their speeds tend to be low, particularly among pedestrians, at under 15 km/hr.

Reference: [NZTA cycle network & route planning 3.5](#)

While it is acknowledge that all this information is “within *The Report*” it is not summarised in such a way that a non-cyclist would understand the different requirements of the three categories. We feel that this needs to be included near the beginning of *The Report* to set the scene as it were.

**OVERVIEW OF RECOMMENDATIONS**

Comment from Cycle Action Waikato members and associates in Boarded area

**SAFE SYSTEM ENABLERS**

1. Safe provision for active modes is considered at all stages of road transport planning and investment and given higher priority status. - **Support**
2. Establish strong leadership and accountability practices for safe cycling - **Support**
3. Improve and expand cycling information collection and its use in policy and infrastructure development

Support – We believe local councils have started this

**SAFE ROADS AND ROAD SIDES**

4. Take action to minimise conflict (crash risk) between people who cycle and other road users, especially heavy vehicles and at intersections – for instance, through:

- separation of high volume freight traffic and cyclists – **MAJOR PRIORITY** make cycle lanes wider
- intersections, especially roundabouts, designed to be safe for people who cycle –

**We strongly agree with this.**

We request the panel research this **(and put this into action by trialing it at several sites across NZ).**

We sincerely hope that the European design guidelines on roundabout can make our Hamilton roundabouts safer for cycling.

Large multi-lane roundabouts are both difficult and dangerous for cyclists to negotiate. In Hamilton we are seeing that when these large roundabouts get designed for higher traffic speeds and greater traffic volume (3 lanes entry and 2 lanes exit) they become even more dangerous for cyclists to use.

**We strongly agree with this.**

The new and disturbing trend of adding left-turn slip-lanes when upgrading a major intersection to traffic lights (without push-button pedestrian crossing of the new slip lanes) needs to be addressed. Crossing of traffic light intersection's uncontrolled slip-lanes is nearly as dangerous for walking, cycling, and the mobility impaired, as using a pedestrian crossing on a large multi-lane roundabout. (Very Dangerous).

We are well aware that Pedestrian-traffic light control of Left-turn slip-lanes works perfectly well in two of the busiest existing Traffic light intersections within Hamilton City (Grey St-Clyde St, and Grey St-Bridge St).

Unfortunately we are getting dozens of these uncontrolled left-turn slip-lanes constructed across Hamilton, and **the new slip-lanes are all uncontrolled!** Along our City Arterial Ring road there are many new intersections constructed, many intersections upgraded from roundabouts to traffic lights, and traffic light intersections enlarged with more lanes added. These all have many new left-turn slip-lanes.

**For safety of walking, cycling, and the mobility impaired, this major design flaw needs to be remedied at national level.**

- complete connected urban cycling networks - Support

5. Provide safe on-road connections to the NZ Cycle Trail and other nationally significant cycle trails – Support – we need safe connections between key cycle trails

### **SAFE SPEEDS**

6. Manage motor vehicle speeds to minimise cycle crash risk and severity – Support- paint speed limits on road, especially where we have staggered speeds changes

### **SAFE ROAD USE**

7. Mandate minimum passing distances for motor vehicles overtaking people on cycles – 1 metre where speed limits are below 60 km/h and 1.5 metres where speed limits are 60 km/h or over

Support - needs explanation how this is enforced to wider public, it is like the following rule.

8. Increase support for school travel plans and cycle skills training - Support

9. Develop programmes to improve road user (both motorists and cyclists) behaviour and awareness

**PRIORITY** – We Agree with Hamilton Bicycle Network - <http://www.hbn.co.nz/> - Whose FOCUS is on ADULTS who bicycle or would like to bicycle for transport and well-being, and believe that encouraging responsible use by adults will provide a positive image for the next generation

10. Encourage corporate responsibility for employed drivers and contractors so that they practise safe behaviour towards cyclists. Support mandatory education for truck/bus drivers

11. Refresh the legislative review of regulatory provisions relating to on-road cycling. Support

### **SAFE VEHICLES**

12. Investigate side under-run protection and other vehicle features to minimise the risk to cyclists from heavy vehicle crashes – Support – yes make mandatory

13. Adopt improved standards for bicycle lights and the European Union standard for e-bikes

Support - Comments on poorly directed, overly bright front lights blinding other road users

We include, for your interest, a copy of Cycle Action Waikato's submission to Hamilton City Council 30 year vision for cycling in Hamilton.

End