

“One common measure of the cleanliness of a mountain stream is to look for trout. If you find the trout, the habitat is healthy. It’s the same way with children in a city. Children are a kind of indicator species. If we can build a successful city for children, we will have a successful city for all people.”

Enrique Peñalosa

Three Types of Safety

- Actual safety - How many km you can expect to travel before you're injured on your bike.
- Subjective safety (sometimes called "perceived" safety) - Are you near fast moving traffic ? Is it easy to make a turn across traffic ? Do you have to cycle "fast" in order to keep up ?
- Social safety - Is there a mugger around that blind corner ? Will I be attacked in the street if I cycle ?

The current situation

- Few children riding to school. For those that do, most ride on the footpath (local estimate would be 95%).



Assen, NL. 95% of pupils ride to school

http://www.bikesbelong.org/assets/images/uploads/child ren_Utrecht_Jay_Walljasper.JPG



Most schools in NZ are like this

What's wrong with riding on the footpath?

Generally, our footpaths are not designed to be 'shared'. Increasing numbers on cyclists on standard footpaths could have some negative impacts on pedestrian safety (although there is evidence from NZTA to indicate that slow riding on footpaths poses a very low risk for riders and pedestrians).

At this time it is illegal and creates a perception amongst pedestrians of wrong doing.

'Kiwi kids don't want to ride or walk to school'

In fact, children do want to ride and walk to school.

How do we get to and from school curently?

Actual

62% of students travel by car

28% of students walk

0% of students travel by public transport

6% of students cycle or scooter

How would we prefer to get to and from school?

Preferred

24% of students would prefer to travel by car

26% of students would prefer to walk

11% of students would prefer to travel by public transport

32% of students would prefer to cycle or scooter

So, why aren't more kids cycling?

- View of subjective safety is very low. Parents not letting kids cycle or walk due to safety concerns.
 - 40% of parents indicated they would let their child cycle in a group if accompanied by an adult.
 - 40% of parents indicated they would let their children cycle if they had cycle training.

Result: AT have done cycle training at Matipo Primary and my non technical observations are that there has not been a significant increase in cycling numbers.

- Why? I can only theorise that the real reason is the lack of 'subjective safety'.

Why the low subjective safety?

- There are very few safe places for the young (and old) to easily and safely cross roads.

Note: AT have upgraded 2 x intersections near the school but my feeling is that, overall, streets further away from the school are still unfriendly to pedestrians and cyclists.

- Vehicle speeds are incompatible with pedestrian activity
- High numbers of cars at school gates.

Benefits of walking and cycling

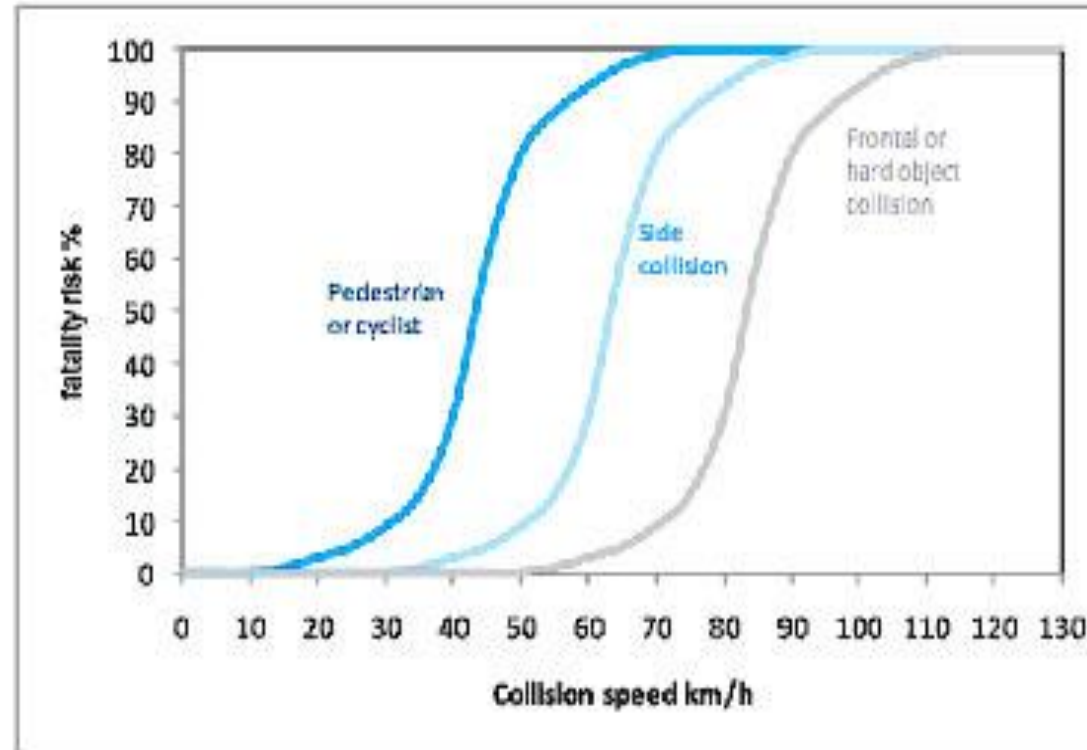
- Good for the planet – reduced emissions
- Good for your wallet – reduced fuel use and maintenance
- Good for your physical health – regular exercise built into the day
- Social – it's easy to meet people while walking or riding a bike
- Safer community – safety in numbers (not whizzing by in a car)
- Time savings – kids can get themselves to school, just like we did. No need to drop them off if infrastructure is safe.
- Allowing kids to travel on their own can assist with development of independence and confidence.

Cycle Accidents

- Over 40% of cycle accidents happen at intersections.
- The speed at which cyclists are struck is important in determining the likelihood of death. The risk that speed poses to more vulnerable cyclists, such as the elderly and children, is likely to be even higher due to their natural fragility.

<http://www.transport.govt.nz/research/CyclistCrashFacts>

The importance of speed (or less is better)



Source: Wramborg, P. (2005). *A New Approach to a Safe and Sustainable Road Structure and Street Design for Urban Areas*. Paper presented at Road Safety on Four Continents Conference, Warsaw Poland.

What can be done?:

What is the rest of the world doing?

- 20's Plenty (30km/h)
- Priority crossings at intersections for pedestrians and bikes
- Bike paths
- Shared paths
- Bicycle Boulevards
- Improved crossings on main roads

Priority crossings for bikes and pedestrians on side roads



Traffic Calming Ideas



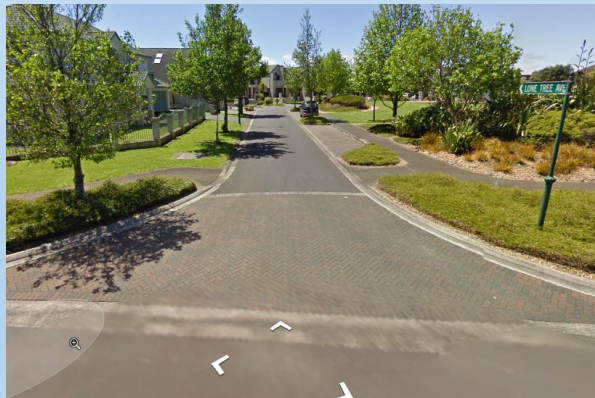
Assen, Netherlands



Grey Lynn, Auckland



Pt England, Auckland



Harbourview, Te Atatu



Yeovill Rd, Te Atatu



Peachgrove Rd, Te Atatu

Cycle Boulevards and Greenways



Other examples:



Shared pedestrian / cycle crossing in the Netherlands



Roundabout in the Netherlands designed with pedestrians, cycles and cars in mind.

Major Road Crossings – 50km/h Roads



Portland, Oregon



Assen, Netherlands



Countdown timer for lights
Assen, Netherlands

30 km/h Zones and results - Netherlands

- 22% crash reduction when combined with appropriate traffic calming.

30 km/h Zones and results – London, UK

- **Results** The introduction of 20 mph zones was associated with a 41.9% reduction in road casualties. The percentage reduction was greatest in younger children and greater for the category of killed or seriously injured casualties than for minor injuries. There was no evidence of casualty migration to areas adjacent to 20 mph zones, where casualties also fell slightly by an average of 8.0% (4.4% to 11.5%).
- **Conclusions** 20 mph zones are effective measures for reducing road injuries and deaths.

The Proposal

30 km/h Zone in Te Atatu



Te Atatu Peninsula

Brown lines - Keep as 50km/h Roads

Blue lines – possible 30km/h roads

All other roads – 30 km/h

Many roads in the area already have traffic calming elements built in

How:

- Traffic calm and speed limit of 30 km/h on residential roads (apart from suggested bus route)
- Investigate shared or uni-directional cycle paths along the 50 km/h route. Upgrade as necessary.
- Create right of way priority at intersections for bikes and pedestrians
- There is potential to start with a section of Te Atatu using areas that already have traffic calming and exhibit lower vehicle speeds:
 - Neil Ave / Yeovill Rd/ Gloria Ave
 - Harbourview – Cellarmans St / Vinograd Dr etc
- Additional and improved crossings on 50km/h roads.

How:

- Work with Schools and Auckland Transport to identify routes to school
- Prioritise roads in close proximity to schools
- Need to survey residents to present information and get opinions

Create formal parking bays and move trees onto road. Leaves room on verge for 1.5m (minimum) uni-directional cycle paths. Also look to undergrounding of power along suggested 50 km/h route.



Assen, Netherlands



Matipo Road, Te Atatu

Remove parking from one side of street to create width for 1x2m on-road and 1x2m off road uni-directional cycle lane



Websites for further information

- www.aviewfromthecyclepath.com
- [www. bicycledutch.wordpress.com/](http://www.bicycledutch.wordpress.com/)
- <http://www.streetsblog.org/>
- <http://www.livingstreets.org.uk/>

Thanks for your time

- Questions: