**Existing Cycle Infrastructure Review**

*Prioritisation Process and Toolbox for Treatment*

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**Discussion**

- Guiding principles.
- Why the need to prioritise?
- Prioritisation Criteria and Matrix
- Tool Box Examples

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**Guiding Principles**

- Providing cycle facilities that are safe, enjoyable and convenient
- Facilitate a growth in cycling trips
- Consider the needs of cycling when carrying out work
- Consider cycling whenever other work is undertaken
- The world's most liveable city

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**Why the need to prioritise?**

- 100 individual sites with existing cycle issues
- Road safety and user group audits
- Request for Service customer enquiries
- Stakeholder concerns

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**Prioritisation Process**

- To appropriately assess each existing cycle issue – and prioritise accordingly
- Criteria based matrix
- High, medium and low priority
Prioritisation Criteria

1. Strategic Alignment
2. Existing cycle facilities
3. Route popularity
4. Traffic composition – AADT and HCV%
5. Traffic Speeds
6. Crash History
7. Minimum available width
8. Forward visibility
9. Topography

Part of the Matrix

<table>
<thead>
<tr>
<th>RANKING OF ISSUE</th>
<th>STRATEGIC ALIGMENT</th>
<th>EXISTING FACILITIES</th>
<th>TRAFFIC VOLUMES</th>
<th>HEAVY VEHICLE %</th>
<th>OPERATING SPEED</th>
<th>CYCLE CRASH HISTORY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AT</td>
<td>Existing Cycle Network Review</td>
<td>AT</td>
<td>Existing Cycle Network Review</td>
<td>AT</td>
<td>Existing Cycle Network Review</td>
</tr>
<tr>
<td>Strategic Alignment</td>
<td>15</td>
<td>Existing Cycle Network Review</td>
<td>30,000 AADT</td>
<td>Greater than 10%</td>
<td>&gt;70 km/h</td>
<td>There is a known cycle crash history or safety issue at this location</td>
</tr>
<tr>
<td>Existing Facilities</td>
<td>10</td>
<td>Existing Cycle Network Review</td>
<td>15,000 - 30,000 AADT</td>
<td>6 - 10%</td>
<td>60-70 km/h</td>
<td>There are a number of complaints regarding this cycle issue suggesting near misses</td>
</tr>
<tr>
<td>Traffic Volumes</td>
<td>5</td>
<td>Existing Cycle Network Review</td>
<td>5000 - 15,000 AADT</td>
<td>3 - 6%</td>
<td>50-60 km/h</td>
<td>There is an existing cycle crash history within the vicinity of this location (200m)</td>
</tr>
<tr>
<td>Heavy Vehicle %</td>
<td>3</td>
<td>Existing Cycle Network Review</td>
<td>5000 AADT</td>
<td>3% or less</td>
<td>Vehicle speeds are less than 50km/h</td>
<td>There is no crash history evident nor any evidence of near misses</td>
</tr>
<tr>
<td>Operating Speed</td>
<td>1</td>
<td>Existing Cycle Network Review</td>
<td>5000 AADT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycle Crash History</td>
<td>1</td>
<td>Existing Cycle Network Review</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Priority Category

- **High Priority**: ranking greater than 70 - immediate action, address ASAP
- **Medium Priority**: ranking 40 to 70 - action required, eliminate or mitigate risk
- **Low Priority**: ranking less than 40 - minimised as is feasible. May result in no action if no discernible risk.

Possible Solutions – zebra crossing

Possible Solutions - refuge
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- Side and centre refuge islands with on street parking
- Cycle lanes introduced, parking on street removed
- Signage and/or road markings to alert cyclist and motorist of "pinch point"

Possible Solutions – traffic calming

- Carriageway narrowed and/or horizontal/vertical deflection
- A cycle by pass of traffic calming measure
- Signage and/or road markings to alert cyclist and motorist of "pinch point"

Possible Solutions – on street parking

- Parking forces cyclist to merge into live vehicle lane
- Carriageway reconfiguration, introduce cycle lanes
- Signage and/or road markings to alert cyclist and motorist of "pinch point"

Work in Progress

- Continued development and refinement
- Ability to nationalise
- Appreciate feedback and questions

Thank you.