MANAGING THE RISK FOR CYCLE EVENTS

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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
**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

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![Impact Chart](chart.jpg)

*NZ TRANSPORT AGENCY WAKA KOTahi*
What is low risk?
A cyclist will always be vulnerable

Stopping distances and collision speeds

50km/h = 26m
100km/h = 78m
Human vulnerability

Fatality Risk at Different Collision Speeds

- Pedestrian / Cyclist
- Side impact
- Head-on

Fatality Risk

100%

Zero

Speed

10 30 50 70 90 km/h
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
Vehicle Numbers are high
Solution – Avoid roads with high traffic counts
Priority at an intersection
Solution – Plan a route with priority
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
Speed environment?
# Solution – Speed/SSD/Shoulder

<table>
<thead>
<tr>
<th>LEVEL</th>
<th>LOCATION ON SECTION</th>
<th>UNDER/OVER 65KM/H</th>
<th>CSD</th>
<th>UNDER</th>
<th>OVER</th>
<th>OVER</th>
<th>ANY SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEVEL LV and LEVEL 1</td>
<td>C</td>
<td>N/A</td>
<td>Y</td>
<td>N*</td>
<td>AS NOTED*</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Lead pilot only required if CSD not available for 1km or more. TV2 (TW-26) on lead work vehicle not required if speed under 65km/h.
Mobile Operation – Cycle Race
with rear pilot
Keep Left of the Centre Line
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