

<p><b>Officer responsible</b> City Streets Manager</p>	<p><b>Author</b> Alix Newman: Transport Planning: Cycling</p>
<p>Corporate Plan Output: Pg 9.5.37 &amp; 9.5.38</p>	

The purpose of this report is to advise the Committee on the possibilities for use of red cycle lane surface colouring, and seek comments on future use of the product.

**INTRODUCTION**

A 300m length of cycle lane on Kilmarnock Street in Riccarton was given a red coloured surface in March last year. That work was a trial to test out whether it was feasible to mark a whole cycle lane in colour, and to gauge vehicle and cyclist response to the colour.

The criteria for determining success or failure of the project were if:

- cyclists feel safer
- vehicle drivers feel more aware of cyclists
- collision statistics improve
- tracking position shows increased separation.

In the post-marking surveys, most of those surveyed (cyclists and vehicle drivers) knew what the lanes were for, vehicle drivers felt themselves more aware of cyclists who were on the red surface, and cyclists felt more comfortable having red surface to ride on – they felt more conspicuous.

The coloured surface, however, has not changed the average speed of vehicles on the road, nor has it changed the average position on the road for cyclists or vehicles. The lane has not been marked long enough to assess safety implications on a collision-statistics basis.

As two of the success criteria show improvement, and two are neutral, it is acceptable to conclude that red cycle lane treatments are an improvement for cyclists.

**FUTURE USE OF RED LANE COLOURING**

The next step is determining in what situations red surface treatments should be used on cycle facilities. At this stage, the discussion should be restricted to **on-road treatments** only. The following broad options are available, and the Committee is requested to comment on which direction it feels we should proceed in:

- **All marked cycle lanes should have red surface treatment:**

**Positive:**

The existence of cycle lanes will be evident at a glance  
 Increased awareness of cycle lanes and hence cyclists  
 Extremely high profile for cycle promotion in the city  
 Covers all on-road situations where cyclists feel/are vulnerable.

**Negative:**

Cost is approximately \$30,000 per km of lanes (both sides of road)  
Repair costs when trenching etc will be higher  
People may become used to seeing so much red surfacing around and the awareness factor may fall over time.

- **Cycle queuing and storage areas at signals only should be marked:**

**Positive:**

Not very expensive by comparison to full lane marking  
Overall awareness factor should remain fairly high  
High profile for cycle promotion in the city  
Awareness factor is increased at the locations where cyclists are most vulnerable

**Negative:**

Does not cover all on-road situations where cyclists feel/are vulnerable  
Makes signal position repair and/or remarking more expensive.

- **Cyclist “stress points” only should be marked** (stress points considered to be locations where vehicles often cross into cycle lanes, such as rounding Shag Rock corner; or where cyclists cross a stream of traffic in locations where drivers are typically not looking for them, such as the slip lane Tuam-Oxford).

**Positive:**

Not expensive  
Awareness factor will remain high  
Awareness at most important locations for cyclists vulnerability.

**Negative:**

Generally not very high profile for cycle promotion  
Will not cover most intersections which are the more general stress points.

There are of course compromise situations:

- We could mark signalised intersections **and** general stress points
- We could mark all cycle lanes in environments where:
  - The cycle lane has two adjacent lanes of traffic, such as Blenheim Road; or
  - The road is multi-laned but does not have a median divider, such as sections of Ferry Road; or
  - The cycle lane is on a road which has a speed limit of 60kmh or above; or
  - The cycle lane is on a road which carries over 10,000vpd (for example); or
  - The cycle lane is on a road which has minimum dimension vehicle lanes alongside, etc etc.
- We could mark combinations of stress points, intersections, some lanes etc etc.

No recommendations are made concerning the use of lane colouring at this stage. All other Community Boards, the Cycle Steering Group, the cycle advocacy group (SPOKES) and a number of the general cycling public have been asked for their thoughts on the use of cycle lane surface colouring. Once all the comments have been received, a general recommended policy or standard will be circulated for comments. A number of locations will be trialled according to the proposed policy prior to any ratification.

**Recommendation:** That the Committee consider and comment upon the future use of red surface colouring for cycle lanes.

**Chairman's**

**Recommendation:** That coloured cycle lanes be investigated on roads which:

- (a) have a speed limit of 60kph or above; or
- (b) carry over 10,000 vpd (for example); or
- (c) have minimum dimension vehicle lanes.