



A SAFE SYSTEM APPROACH TO PEDESTRIAN SAFETY ON WELLINGTON'S CENTRAL CITY BUS CORRIDORS

2WALKandCYCLE Conference
February 2012, Hastings
Mode Integration Roundtable

John Lieswyn, ViaStrada Ltd





Safe Speeds

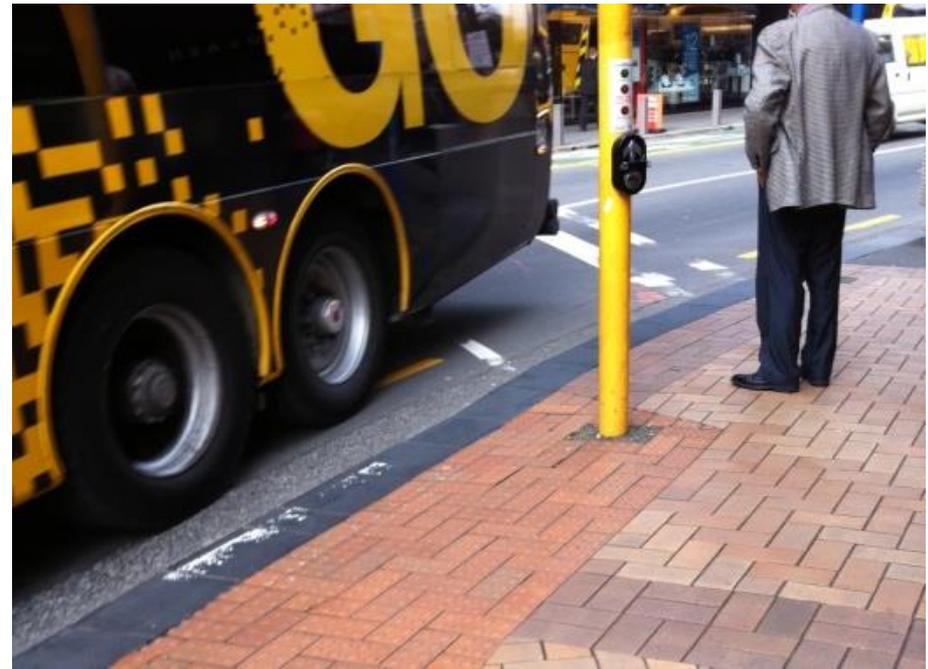
- How to enforce?
- Time to travel 1 km
 - (no stops)

km/h	minutes/km
10	6.0
20	3.0
30	2.0
40	1.5
50	1.2
60	1.0



Safe Speeds (2)

- Additional traffic calming
- Tighter kerb radii



Safe Road Use – Engineering

- Barriers
 - Nautical rope fence proposal

- Intervisibility improvements



Safe Road Use – Education

- Systemic issue?



Safer Vehicles

- Frontal impact protection
- Passive sensors – proximity alarms
- Active collision avoidance equipment
- Other ideas?

Portland Transit Mall

Good
intervisibility



Artists concept – still with kerbs



Much wider
corridor



Long Beach

- Trams & buses
- Few pedestrians and cyclists
- Glaring signage



Your Ideas