

Presentation to 7th NZ Cycling Conference

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Broken Yellow Lines in Kerbside Cycle Lanes

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Content

- Legal context
- Is cycle lane parking a problem?
- Motorist behaviour
- How can motorists know?
- Design guidance
- Christchurch campaign
- Current NZ practice
- Conclusions and recommendations



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Legal context

- Prior to 2005, kerbside cycle lanes needed **broken yellow lines** (BYLs) if parking was to be prohibited
 - Cycle lanes had no legal meaning
- Road User Rule (RUR) changed this
 - Introduced in Feb 2005
 - Parking prohibited in Special Vehicle Lanes



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Pre-RUR 'solutions'



Shared Cycle/Parking Lane



Parking Lane retrofitted with cycle logos

- These 'solutions' are no longer permissible under the RUR

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Why cycle lane parking is a problem (1)

Is the aim to get more people cycling?



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Why cycle lane parking is a problem (2)

- Parked cars makes cycle lane unavailable to cyclists
 - Nerve-wracking
 - Causes unsafe cycling practices
 - Motorists don't accept cyclists if there's a cycle lane
 - Worst case is that cyclists swerve into path of m/v resulting in crash



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Why cycle lane parking is a problem (3)

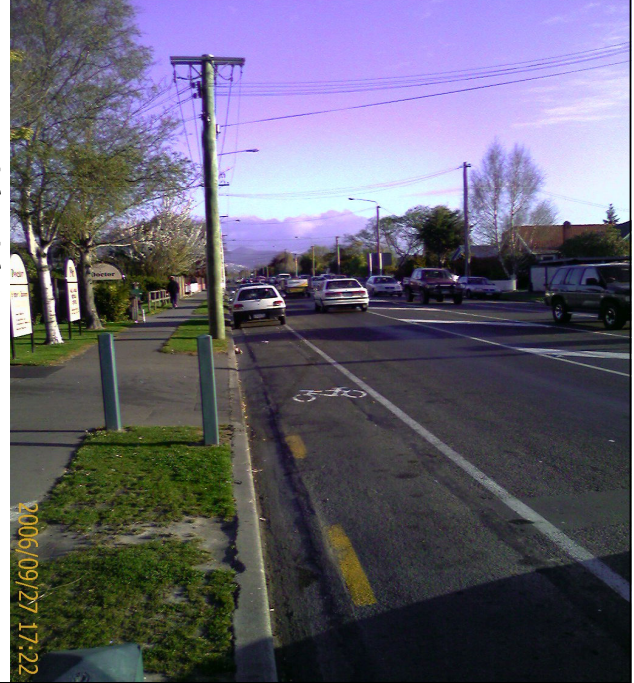
- 3) Cycle lanes have a promotional effect
- Legitimises & encourages uptake
 - Perception of safety is crucial
 - Parents reassurance to let children ride to school



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Motorist behaviour

- Some motorists might be confused about the legal situation
 - Some sections have BYLs and others don't
 - Levels of enforcement



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Motorist behaviour cont'd

- Other motorists may deliberately flout the law
 - More likely to park in non-BYL sections
 - Motorists know what BYLs mean - generally comply



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Motorist behaviour - example

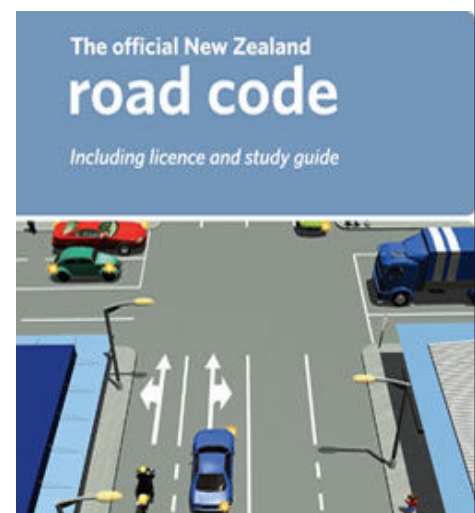
- Coast to Coast support vehicles
 - ‘Supporting’ their cyclists



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How can motorists know?

- Education – apart from LTNZ website, no central awareness campaign
- Enforcement – some difficulty (see paper)
- Road Code – as at Oct 09, the Road Code does not tell drivers that they can't park in cycle lanes!



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Design guidance

- MOTSAM
 - BYLs are 'desirable'
- NZ Supplement
 - Silent on BYLs and update not envisaged
- Industry training
 - Fundamentals of Planning and Design
 - Recommends following MOTSAM

2.10.08 NO-STOPPING LINES

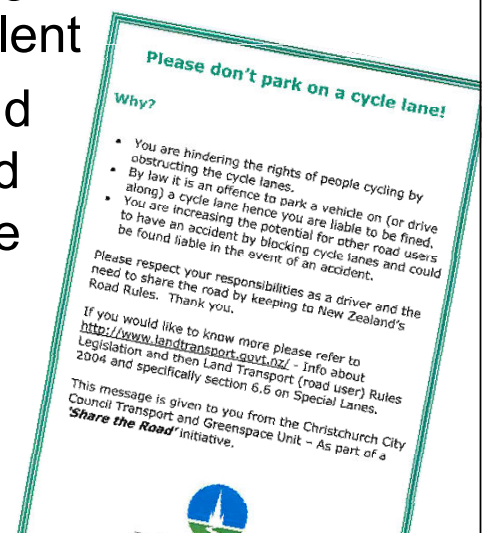
Cycle lanes marked adjacent to the kerb are not legally required to have no-stopping lines. However several Road Controlling Authorities have found this to not be sufficient and it may thus be desirable to continue marking no-stopping lines. Having a mixture of some kerbside cycle lanes with, and some without no-stopping lines in the same district should be avoided.

MOTSAM text

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Christchurch campaign

- Chch City Council had education campaign followed up by enforcement
 - Some improvement in parking behaviour, but illegal parking was still prevalent
 - More extensive education and enforcement measures would involve considerable expense
 - Paper has details
 - Outcome: mark BYLs



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Current NZ practice Snapshot

- Christchurch
 - BYLs in all kerbside cycle lanes
- Taupo
 - Cycle logos removed from previously shared lane on State Highway
 - TLA road with shared lane had BYLs installed

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Current NZ practice cont'd

- Auckland
 - BYLs have been marked
 - Under review, as inconsistent with neighbouring RCAs
- Dunedin
 - No BYLs but reasonable compliance
- Tauranga
 - BYLs in problem areas

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Conclusions

- Parking in kerbside cycle lanes constitutes a significant problem
- Variable approaches by RCAs nationally and within own districts contributes to uncertainty
- No significant education on a national level
- Christchurch local education / enforcement trial = very modest changes

Recommendations

- Follow MOTSAM guidance
(Manual of Traffic Signs and Markings)
- Install Broken Yellow Lines in all kerbside cycle lanes

