



## **SUBMISSION**

**to the Land Transport Safety Authority**

**on the**

# ***Draft New Zealand Speed Zoning Policy***

**13 December 2004**

## **Introduction**

The Cycling Advocates' Network (CAN) is pleased to present this submission on the Draft New Zealand Speed Zoning Policy (hereafter the 'Draft Policy'). Page number references relate to the hardcopy version of the Draft Policy. If you require any clarification of the points raised in this submission, please contact us as detailed at the end of this submission.

## **General Comments**

Our organisation frequently receives communications from cyclists who have unpleasant experiences as a result of speed and inadequate space on New Zealand rural roads. There is considerable interest from both domestic and overseas cyclists in cycling tourism. As well, the increasing trend towards rural subdivision means there are many more commuting cyclists on rural roads.

CAN welcomes the publication of the Draft Speed Zoning Policy and supports the intention of providing direction for road controlling authorities considering speed limits lower than the default 100 km/h speed limit in rural areas. In particular, we support the lowering of speed limits on sections of road where there is poor visibility and where hilly terrain may mean that slower road users are approached very suddenly by faster vehicles.

When considering the characteristics of roads we believe it is important that road controlling authorities consider the needs of different road users and the degree to which there is suitable road space (e.g. wide shoulder) for cyclists. With the publication of the New Zealand Transport Strategy, the passage of the Land Transport Management Act 2003, and the imminent publication of the New Zealand Walking and Cycling Strategy the importance of cycling as mode of transport is being given much greater recognition. Decisions by road controlling authorities about speed zoning will need to reflect this changed emphasis in land

transport policy and legislation .

## Specific Comments

### 1. Para. 4.2 Initial Survey (p. 5)

To the list of questions to be answered should be some additional questions as follows:

- *How many cyclists currently use the identified section of road and how many might potentially use the road?*
- *How many heavy vehicles use the road?*
- *Does the identified section form part of or connect to a cycle network/route?*
- *What visibility is there for motorists?*

### 2. Para. 4.4 Engineering Measures (p. 6)

We support the use of engineering measures but emphasise that these must consider the needs of all road users and in particular the needs of low impact modes such as walking and cycling.

### 3. Para. 4.9 Current speed checks (p. 7)

The figures suggested for appropriate speed limits in zones with 85<sup>th</sup> percentile operating speeds as outlined in this paragraph are likely to be too high for the safety and comfort of cyclists. Some further consideration needs to be given to the importance of lower speed for improving the safety of all road users.

### 4. Para. 5.1 Consultation

The Road User Rule needs to be strengthened so that road controlling authorities are required to consult key user groups (including cyclists). The current provisions mean that this key road user group may not be consulted if a road controlling authority considers that it may not be affected. As the national organisation representing cyclists as road users, CAN is an appropriate organisation to consult. In addition, there may be local cycling advocacy groups. It is important to recognise the needs of cyclists in the future not just those who may or may not be affected at the time a speed zone is being considered.

### Contact Details

Communications about this submission should be sent to the CAN Secretary at the following address:

Cycling Advocates' Network (CAN)  
PO Box 6491; Wellesley St; Auckland  
E-mail: [secretary@can.org.nz](mailto:secretary@can.org.nz)  
Website: [www.can.org.nz](http://www.can.org.nz)

The Cycling Advocates' Network of NZ (CAN) Inc is this country's national network of cycling advocate groups. It is a voice for all cyclists - recreational, commuter and touring. We work with central government and local authorities, on behalf of cyclists, for a better cycling environment. We have affiliated groups and individual members throughout the country, and links with overseas cycling organisations. In addition, several national/regional/local government authorities, transportation consultancies, and cycle industry businesses are supporting organisations.