

## Report to May 6 2019

### Share the Road Workshops/Event Activities from

01/06/2018	to:	6/5/2019
Activities Delivered	Total # Activities to Date	# Participants
Driver/Trainer Workshops	10	87
Toolbox Workshops	13	155
Cyclist Workshop	17	164
Blindzone Workshop	15	291
Total Workshops	55	697
Event Activities	7	1200
Presentations to Stakeholders	67	1010
<b>Total #</b>	<b>129</b>	<b>2907</b>
Total Workshops from 1/7/18 (KPI Y1 = 47)	55	

### Workshops and Presentation records

STR Rider Full Workshop	Global Hope Missions	Ready	11/03/2019	12.00pm - 5.00pm	Mt Roskill Youthzone, Sandringham, Auckland
STR Rider Blindzone	Students		11/03/2019		Auckland Grammar/ Fonterra
Presentation to Stakeholder	EnviroNZ		14/03/2019		Auckland
Presentation to Stakeholder	William Goudie Ritchies		15/03/2019		Christchurch
Presentation to Stakeholder	Peter Watts Redbus		15/03/2019		Christchurch
Presentation to Stakeholder	Go Bus. Jim Lilly		15/03/2019		Christchurch
Presentation to Stakeholder	Andrew Havill Aratuna Freighters Ltd		18/03/2019		Greymouth
Presentation to Stakeholder	Mike Graveson Westland Milk		18/03/2019		Hokitika
Presentation to Stakeholder	Kiwi Coaches Ltd		26/03/2019		Mangere
STR Rider Blindzone	Cycling NZ and Share the Road		06/04/2019		Wesley Community Centre Mt Roskill Auckland
STR Driver OnBike	Students		10/04/2019		Manukau Institute of Technology, 59 Tidal Road, Mangere, Auckland
STR Driver On Bike Workshop	NZTA		05/04/2019		Mondial
STR Driver On Bike Workshop	NZTA		10/04/2019		Students MIT Manukau
Presentation to Stakeholder	Downer		02/04/2019		Onehunga
Presentation to Stakeholder	Fonterra		02/04/2019		Onehunga
Presentation to Stakeholder	NZTA		04/04/2019		Wellington
Presentation to Stakeholder	NZ Police		05/04/2019		Teleconference
STR Rider Blindzone	Cycling NZ		06/04/2019		Wesley Community Centre Mt Roskill Auckland
Presentation to Stakeholder	Fuller Land Transport		10/04/2019		Auckland
Presentation to Stakeholder	Liberty Linehaul West, Inc.		20/04/2019		Los Angeles
Presentation to Stakeholder	Los Angeles County Bicycle Coalition		23/04/2019		Los Angeles

Blindzone Demonstration	Cambridge Cycling Festival		25/04/2019		Cambridge
Presentation to Stakeholder	Auckland Council Waste Collection Contract		29/04/2019		Auckland
Presentation to Stakeholder	NZBUS		29/04/2019		Auckland
Presentation to Stakeholder	Brake Webinar		30/04/2019		International
Presentation to Stakeholder	Fonterra		01/05/2019		Hamilton
STR Rider Blindzone	Cycling NZ		04/05/2019		Wesley Community Centre Mt Roskill Auckland
Presentation to Stakeholder	TR Group		05/05/2019		Auckland
STR Driver Toolbox	NZTA	Investigating	31/05/2019		Envirowaste
STR Rider Full Workshop	NZTA	Ready	03/07/2019		Thames Coromandel District Council
STR On Bike Workshop, and Train Trainer Workshop	NZTA	Staffing	05/07/2019		Go Bus
STR Driver Toolbox	NZTA	Ready	08/07/2019		Icon Logistics
STR On Bike Workshop, and Train Trainer Workshop	NZTA	Investigating	11/07/2019		Ritchies
STR On Bike Workshop, and Train Trainer Workshop	NZTA	Investigating	23/07/2019		Westland Milk
STR Driver On Bike Workshop	NZTA	Investigating	25/07/2019		Fullers Transport
STR Rider Full Workshop	NZTA	Investigating	XXX		Thames Coromandel District Council
STR Train Trainer Driver Toolbox	NZTA	Investigating	XXX		Pavlovich Coachlines
STR Train Trainer Driver Toolbox - Observation	NZTA	Investigating	XXX		Pavlovich Coachlines
STR Driver On Bike	NZTA	Investigating	XXX		Pavlovich Coachlines
STR Driver Toolbox	NZTA	Investigating	XXX		Wastemanagement
STR Driver On Bike Workshop	NZTA	Investigating	XXX		Wastemanagement
STR Driver On Bike Workshop	NZTA	Investigating	XXX		Wastemanagement
STR Rider Full Workshop	NZTA	Investigating	XXX		Dunedin City Council
STR Rider Blindzone	NZTA	Investigating	XXX		Bike School
STR Driver Toolbox	NZTA	Investigating	XXX		Halls Transport

#### Highlights:

- Auckland Council will be including a question I drafted in tender documents for the next round of waste collection contracts. Bidders will be asked to "Explain how the safety of people cycling near your vehicles while operating on the road will be assured?" I also provided them with a Weighted Assessment Criteria below. Downer are considering using the same question and criteria for their subcontractors who will operate the trucks that will be part of the Auckland CRL construction. This is an important step in having Share the Road embedded as an industry standard for contracts put out by Central and Local Government agencies.

#	Assessment Criteria	Points
1	Drivers attend workshops where they experience riding a bicycle in order to understand what safe passing and following by a heavy vehicles feels like, and why cyclists ride where they do. This is followed up by in cab assessments to ascertain whether or not their road sharing behaviour meets the expectations of the road code.	10
3	Drivers attend workshops where they undertake a simulated cycling experience in order to what safe passing and following by a heavy vehicles feels like, and why cyclists ride where they do. This is followed up by in cab assessments to ascertain whether or not their road sharing behaviour meets the expectations of the road code.	8
4	Drivers attend workshops where they watch a Video/PowerPoint presentation about safe passing, following of cyclists, and why cyclists ride where they do. This is followed up by in cab assessments to ascertain whether or not their road sharing behaviour meets the expectations of the road code.	6

5	Drivers undertake in cab assessments to ascertain whether or not their road sharing behaviour with cyclists meets the expectations of the road code regarding safe following and passing, and where failure to do so is identified, they are followed up by training.	4
6	Drivers attend workshops where they watch a Video/PowerPoint presentation about safe passing, following of cyclists, and why cyclists ride where they do.	2
7	Drivers are advised of their obligations to share the road safely with cyclists as per the road code.	1
8	No specific training or assessment is given to drivers in regards to sharing the road with cyclists.	0

#### Updates since last report:

- **Profit and Loss for April 2018:** See attached report.
- **Share the Road Virtual Reality Film.** We have received our two Oculus Headsets which are loaded with the interactive Share the Road Virtual reality Film. I will take this to Wellington on Friday so that the Key Stakeholder Group can view it. We will then start sending it to operators along with instructions and it will also be accompanied by a set of questions to assess comprehension and the StR InCab Assessment tool which can be found at the end of this report.
- **Share the Road Multimedia Resource.** As mentioned last month, we are reviewing the effectiveness of training company trainers to deliver Toolbox Workshops. We have observed that the effectiveness is very dependent on the training skills of the trainer many of whom are subject matter experts (i.e. experienced drivers, or managers) with little formal training or qualifications in training. [This is a link](#) to a PowerPoint narrated multimedia presentation which introduces the Share the Road Campaign, unpacks the key messages using Share the Road Video, a video recording of the Virtual Reality Film and slides. Note, please click on "File", then download the presentation if you want the video's to work. At the end of the presentation is a set of questions to assess the viewers comprehension. The presentation is designed to complement other StR workshops that drivers may have seen reinforcing the messages. A supervisor sets the PowerPoint up, puts it into Slide Show mode, then the viewer works their way through the slides. It will also be accompanied by an The StR InCab Assessment tool. This will be the topic for the next Key Stakeholder Group Meeting Friday May 10th.
- **Research for the paper "Does the New Zealand driver licencing system adequately prepare and test drivers to share the road well with cyclists?"** is going well. The abstract was accepted by the review panel for the International Cycling Safety Conference in Brisbane in November. The paper needs to be submitted by May 22<sup>nd</sup> so the pressure is on.

#### Outline of Paper

- Introduction
- Current rules that apply to drivers sharing the road with cyclists: 1.5m gaps etc.
- Testing the intentions of drivers to follow the rules.
- Testing situation awareness and hazard perception: how do drivers become more aware of cyclists - actively searching for them?
- Once they are aware of cyclists - what is their response tendency - attitudes?
- Cognitive processes allowing innovation and creativity for resolving conflict in (share the road) situations.
- Discussion and recommendations for written and practical driver tests, and supporting information to go in Road Code
- Conclusion
- I have attached recent articles printed in the NZ Trucking Magazine "What is the cyclist doing driving a Kenworth K200?", and the most recent "What is the cyclist doing in a Milk Tanker?", this was after a day out in a Fonterra tanker. The June issue will have an account of the day in a Long Haul Semi in Los Angeles.
- I continue to take every opportunity to drive the trucks TR Group lend us here in Auckland for Blindzone Workshops. There has been one on average every couple of weeks for the last month or two. I learn something relevant to the campaign on every journey.
- I presented to 70 or so Fonterra Driver Team leaders at Hamilton. There is a high level of interest in StR and in providing tankers for the workshops Kelvin is setting up with School Road Cycle teams around the country.



## **Report Kelvin Aris:**

### **New Plymouth**

- developing blindzone workshop with Schools. Currently Barry Marchoch from NPGHS is connecting with two other schools and the aim is for Kelvin to run a blindzone workshop this current school term. Nathaniel Benefield supporting.

### **Wellington**

- Met with Gary Gibson Pedal Ready instructor who works with school cycling teams about blindzone workshops in Wellington.
- In contact with Scott's College and planning to deliver one blindzone workshop this current school term.
- Met with Marilyn Northcote to discuss blindzone training for instructors.
- Met Susan Hutchinson-Daniel from GWRC who has made contact with Bruce Pauling from the Wairarapa Road Safety Council who is interested in blindzone workshop in Masterton.

### **Dunedin**

- Dunedin workshops on hold until spring. Will need to promote a cycling with confidence workshop widely to reach intended audience.

### **Tauranga**

- TCC for blindzone demo for May was postponed due to teachers employment action for Early June.

### **Retirement Village Networking**

- Continued discussions with Dylan Pell a Senior Development Manager @ MetLife Care previously worked with Somerset group to discuss potential for Share the Road within their villages.
- Met with Anne-Marie Coury from Grey power to discuss skills training for retirees.
- Meeting Dylan on 6th May to plan next steps. Impression is that it's best to work with individual villages than with corporate office.
- aim to run a skills training activity once connections made with individual villages.
- Hillsborough Heights village and activities at Wesley CC and surrounding area potential location for workshop.

### **Auckland**

- I observed, assisted and delivered cycle skills workshop with trainee truck drivers in Mangere.
- Kelvin meeting Anja from Bike Auckland postponed until 7th May

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## SHARE THE ROAD



## What's the cyclist doing driving a Kenworth K200?

**How does one ensure a cyclist will not ride up the curb side of a truck where they are hard to see? Putting them in the driver's seat of a big unit is a good start so they learn why they can be difficult to spot.**

It always works. The idea of the Share the Road Blind Zone workshop for cyclists is to ensure riders will do the right thing when they are sharing the road with heavy vehicles. Operators all around the country have been providing us with trucks for the five years we have been doing this. When asked to find a truck for a workshop in Mt Roskill in the middle of the Christmas rush, I thought I would improve my chances by offering to drive it. Having recently done a Class 4 refresher course with TR Masterdrive in Penrose, I put the idea to Neil Bretherton, general manager strategic development, and it was all on.

When I approached the towering Kenworth K200 prime mover they had allocated me, I knew that plenty of common sense care was going to be the order of the day. Being popular in a country with freeways across wide open prairies, the K200s are ideal for our workshops. But plenty can be hidden from the unwary on the congested Friday afternoon roads between

Penrose and Mt Roskill I was about to enter. With my folding bike tucked between the seats, the trip went smoothly.

The Share the Road Campaign Blind Zone workshop I was taking the truck to promotes three messages for cyclists:

1. **To maintain control over their bicycles and their immediate environment.** This means their bike being fit for the road being travelled on, riding at an appropriate speed, and the rider being aware of what is happening around them. Looking over one's shoulder is key here. Trucks today are often very quiet, and having a plan for how to manage an approaching heavy vehicle is important for everyone in the vicinity. This was clear to me when driving the K200, as there was no passing room in the lane I was in, and traffic filled the rest of the road. Any cyclists on these types of road need to have a plan to be able to exit the scene safely if things around them go pear-shaped.

2. **Ride to be seen and be predictable to make the driver's job easier.** My takeaway from the drive was that to know what was down the left side of the truck I had to turn my head around to see the mirrors clearly. I could only do this when I was sure no dramas were about to unfold in front of the truck. Objects are small in the mirrors; cyclists wearing contrasting clothing and using bright lights were easier to see. As a cyclist, I understand the importance of riding out from the curb and parked cars so I don't have to swerve to avoid car doors opening and glass etc. on the roadside. This also means I can ride in a straight line, making me easier to see, and faster, so I can be out of the way of following traffic sooner. As a driver, when stopped at traffic lights I paused for a few seconds

*The Kenworth K200 is a great truck for exemplifying the care both parties need to take when sharing the highways and byways.*

after the lights turned green to let any cyclists who might have been hiding out of view emerge.

3. **Choosing a safe route, this not being the one that they would drive on, generally speaking.** I definitely would not ride on those freight routes between Penrose and Mt Roskill; fortunately there are off-road bike paths in the area.

The workshop participants were quiet for a while after getting down out of the K200 when they realised how their riding habits needed to change. They were surprised at how hard it was to get the attention of their colleague who was in the driver's seat when they were outside moving around the truck looking at the mirrors. They mentioned the challenges that heavy vehicle drivers must face, and how they now knew how to minimise the risks of not being seen. Thanks again to TR Group for the use of the K200 for the workshop.

For more information about the Share the Road Campaign, contact Richard Barter 021 277 1213 richard@can.org.nz www.sharetheroad.org.nz



**Share the road**  
Heavy vehicle drivers and cyclists

Richard Barter,  
manager of the Cycling  
Action Network's Share  
the Road campaign

**VARTA**



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## SHARE THE ROAD



Glynn approaches the job as it should be approached, in a calm and considered fashion.

## What's the cyclist doing in a milk tanker?

**Good ideas come from those at the coalface, or in this case whatever the tanker drivers hook their tanker's hose to.**

The daily 6am meeting of the Fonterra Red Shift at Takanini was no exception, with helpful suggestions being made to ensure the safety of the drivers when their tanks are being hot washed before the collections began.

I was teamed up with experienced driver Glynn Yern for the day. We were given a dozen farms off Highway 27 near Mangatarata in the Waikato for the first trip, where we would pick up about 27,000 litres of milk. After a thorough inspection of the Volvo FM500 tanker and trailer and the hot wash completed, we headed out on to SH1 south and over the Bombays with the dawn revealing clouds teasing the dry hills with the promise of rain.

The mid-sized Volvo was perfectly matched for the task it was to do and was very comfortable from a passenger's point of

view. The deep windscreen gave a good view of what was close to the front of the truck, which was handy when negotiating the narrow farm roads and tight turns to get to the milking sheds. The quiet 500hp engine never seemed to struggle during the day with the ever-increasing load. Full of smart tech, a big screen told Glynn exactly where on the farm the dairy shed was (handy in the dark), and the computer knew how much milk to expect. The first thing he noted before pumping got underway was the temperature of the milk; samples were collected at each farm. The farmer's tanks were emptied in minutes, with further checks being made to ensure the milk was in perfect condition. While pumping Glynn would walk up and down the truck and trailer inspecting all the hatches, taps, hoses and connections for possible leaks. He has a very methodical approach to these critically important tasks that he will repeat throughout the day.

An ex-policeman, Glynn had a relaxed view of the behaviour of those he was sharing the road with; over the years he has seen it all. He acknowledged that there was nothing he could do to prevent cars passing when there was not enough room, etc. His first response was "I wonder why they did that", rather than "what a #%&\*!\$!".



The lads at Auckland Boys' Grammar learn from Fonterra's Dene Wyllie, lead driver of Red Shift Takanini, on how best to share the road with big trucks.

The biggest factor that contributed to his calmness was the computer-generated schedule that meant he had enough time to get the job done without having to rush. If something went wrong, another tanker could be rerouted to service that farm. This meant he could drive free of distractions, enabling him to be totally focused on what was happening around him and the truck. While we didn't see any cyclists that day, I knew if we did, Glynn would have chilled out, and kept well back until it was safe to pass.

A week or so later Glynn's supervisor, Dene Wyllie, lead driver of Red Shift Takanini, together with a tanker, took part

in a Share the Road Blind Zone Workshop for the Auckland Boys' Grammar School cycling team. After an 80km ride, the 45 lads took part in exercises around the tanker and learned how to make a truck driver's life easier when sharing the road with them.

Big thanks to Fonterra for the day in the tanker with Glynn, and for supporting the Blind Zone Workshop at Auckland Boys'. Thanks too go to Anna Scandlyn, who drove the Fonterra tanker to the workshop, and to Brent Johnson, Auckland transport supervisor from Golden Bay Cement, who also brought along an enormous Kenworth tanker for the boys to climb into. We saw some impressive backing getting the trucks and trailers in and out of the small schoolyard where the workshop was held. □

If you want to know more about the Share the Road Campaign, contact campaign manager Richard Barter on 021 277 1213 or richard@can.org.nz or at [www.sharetheroad.org.nz](http://www.sharetheroad.org.nz)



**Richard Barter,** manager of the Cycling Action Network's Share the Road campaign

**Share the road**  
Heavy vehicle drivers and cyclists

**CODA**

**Smarter logistics, together**



We are looking for **full-time, casual and owner drivers** to join us for immediate start.

- Day and night shift, metro runs
- Class 5 FCL, ECL container operators with side-lift experience
- Road ranger gearbox

For more information come to our **open day** at 373 Neilson St, Penrose on **March 16 at 10am**



**Profit & Loss**  
**Cycling Action Network (Inc)**  
**For the month ended 30 April 2019**

	Actual	Budget	Var NZD	Var %	YTD Actual	YTD Budget	Var NZD	Var %	YTD Actual July 2018-Apr	Overall Budget July 2018 to June 2021	Budget Remaining
<b>Income</b>											
STR - Income from NZTA	\$26,284.45	\$25,643.00	\$641.45	2.50%	\$279,367.36	\$282,369.00	-\$3,001.64	-1.06%			
<b>Total Income</b>	<b>\$26,284.45</b>	<b>\$25,643.00</b>	<b>\$641.45</b>	<b>2.5%</b>	<b>\$279,367.36</b>	<b>\$282,369.00</b>	<b>-\$3,001.64</b>	<b>-1.1%</b>	<b>\$279,367.36</b>	<b>\$999,000.00</b>	<b>\$719,632.64</b>
<b>Gross Profit</b>	<b>\$26,284.45</b>	<b>\$25,643.00</b>	<b>\$641.45</b>	<b>2.5015%</b>	<b>\$279,367.36</b>	<b>\$282,369.00</b>	<b>-\$3,001.64</b>	<b>-1.063%</b>			
<b>Less Operating Expenses</b>											
1-STR- Workshops	\$5,007.11	\$3,793.00	\$1,214.11	32.01%	\$66,694.47	\$37,924.00	\$28,770.47	75.86%	\$66,694.47	\$136,515.00	\$69,820.53
2-STR- Presentations	\$992.29	\$98.00	\$894.29	912.54%	\$19,318.99	\$13,082.00	\$6,236.99	47.68%	\$19,318.99	\$39,665.00	\$20,346.01
3-STR-Events (Blind Zone Demo)	\$198.22	\$592.00	-\$393.78	-66.52%	\$5,096.64	\$5,924.00	-\$827.36	-13.97%	\$5,096.64	\$21,314.00	\$16,217.36
4-STR-Stakeholder Engagement	\$335.24	\$810.00	-\$474.76	-58.61%	\$7,971.89	\$8,104.00	-\$132.11	-1.63%	\$7,971.89	\$29,170.00	\$21,198.11
5-STR-Tool Box of Workshops Resource	\$215.81	\$506.00	-\$290.19	-57.35%	\$14,892.91	\$7,736.00	\$7,156.91	92.51%	\$14,892.91	\$25,874.00	\$10,981.09
6-STR-Monitoring and Evaluation	\$2,101.06	\$2,624.00	-\$522.94	-19.93%	\$20,341.16	\$28,231.00	-\$7,889.84	-27.95%	\$20,341.16	\$96,465.00	\$76,123.84
7-STR-Office and Workshop Costs	\$2,199.72	\$455.00	\$1,744.72	383.45%	\$7,554.89	\$9,881.00	-\$2,326.11	-23.54%	\$7,554.89	\$29,273.00	\$21,718.11
8-STR-Contractor Services	\$13,235.00	\$14,665.00	-\$1,430.00	-9.75%	\$117,496.41	\$151,287.00	-\$33,790.59	-22.34%	\$117,496.41	\$544,641.00	\$427,144.59
9-STR-CAN Contract Monitoring and Ma	\$2,000.00	\$2,100.00	-\$100.00	-4.76%	\$20,000.00	\$20,200.00	-\$200.00	-0.99%	\$20,000.00	\$76,083.00	\$56,083.00
<b>Total Operating Expenses</b>	<b>\$26,284.45</b>	<b>\$25,643.00</b>	<b>\$641.45</b>	<b>2.5%</b>	<b>\$279,367.36</b>	<b>\$282,369.00</b>	<b>-\$3,001.64</b>	<b>-1.1%</b>	<b>\$279,367.36</b>	<b>\$999,000.00</b>	<b>\$719,632.64</b>
<b>Net Profit</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>		<b>\$0.00</b>		

## **InCab Driver Assessment Tool: Resource and questions to be used by an assessor determining the ability of a driver to share the road well with cyclists.**

### **Competency model - Heavy Vehicle Operators**

The Share the Road model assumes that there are 2 parties sharing the road, people on bikes and people in heavy vehicles. The competency model for people on bikes sharing the road is described in another document. There is no requirement for a license to ride a bike, and it is noted from working with a large range of riders that many have little idea that the decisions and actions they are making when riding could be unsafe. For this reason the Share The Road Workshop for Riders focuses on skills and knowledge before addressing attitudes.

The competency model for drivers in heavy vehicles is documented below. It is important to consider that typically an individual driver is part of a company and the way the company is run can also have an effect on a drivers ability to share safely. In addition it is assumed that typically drivers have a formal license to operate a heavy vehicle and if pressed could describe or demonstrate many / all of the bits of knowledge and skills outlined below that would lead to safe sharing with people on bikes. What can slip is their attitude and this in turn can lead to them demonstrating poor sharing.

The model also assumes that a crash happens when a vehicle, a bike come together in the same time and place on the road! Having competencies that act to minimise the chance of this happening will reduce the number of crashes.

Finally the competencies described are limited in scope to things that the driver or organisation have immediate control over. By implication they can be implemented quickly with little or no expense.

1. Driver has good vehicle control around riders
  - 1.1. When following a rider allows a 4 sec (Approx) space and understands that this increases the chance of the rider pulling over so that they can get pass
  - 1.2. Checks both sides of the vehicle for riders, after waiting or slowing at an intersection, before moving
2. Driver has key insights into safe riding behaviours
  - 2.1. Knows that riders who ride 1m (Approx) from road edge are more predictable, easier to see early, spend less time on the road and therefore become easier to pass
  - 2.2. Expects to see riders on the road
  - 2.3. Knows that cyclists are being taught good sharing of the road
3. Driver has road space awareness and can appreciate the effects of his vehicle on the rider
  - 3.1. Gives riders 1.5m (Approx) when passing and this reduces the chance of the rider getting pulled or pushed off their bike by the air that the HV disturbs
  - 3.2. Sees a rider that needs to be passed and imagines the space a car would occupy, before deciding if they can safely pass
4. Organisational approval to drive safely around riders, even if this can take a small amount of extra time to do



- 4.1. Can explain good sharing with riders to colleagues
- 4.2. Is comfortable for fleet controller to be advised by a driver that they are going slower than expected whilst they wait for an appropriate moment to pass a rider
- 4.3. Has vulnerable roads users (Bikes, Horses, Motorbikes, Pedestrians) identified in their H&S and Performance Management plans

## Questions

We are suggesting the need for questions for competency 1.1, 2.1 and 3.1 and 3.2 These questions might be:

1. What is the correct following space to follow a lighter vehicle, like a person on a bicycle?
  - Answer 4 Secs
2. If you can use this following distance, what are people on bikes able to do?
  - Answer Pullover safely
3. People on bikes are encouraged to ride about 1m from the road edge and parked cars, how does this make it easier to share with them?
  - Answer They are more predictable; spend less time on the roads; are easier to see early.
4. People on bikes need a minimum distance to protect them when you overtake, what is this distance?
  - Answer 1.5m
5. If you get closer than this, what can happen as you pass?
  - Answer They get knocked off their bike
6. To plan and pass a person riding on a bike safely and by the road code, it's useful to imagine they are actually a different sort of vehicle, what sort of vehicle could you imagine passing?
  - Answer Imaginary car

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