Separated Bicycle Facilities in Christchurch

What is a separated bicycle facility?

A separated bicycle facility (SBF) is a facility in a road corridor exclusively for cycling with physical separation from motor vehicles.

How do they differ from cycle lanes?

Cycle lanes are typically separated from motor traffic by a white paint line. SBFs use a physical separator, such as a kerb or row of bollards or planters.

Terminology

Terminology is still evolving – separated; segregated; protected; paths; tracks; lanes have different meanings in different sources.

Which countries have them?

SBFs were originally developed in Europe (especially Denmark, Germany and The Netherlands) but are now also found in Canada, the USA, Australia and New Zealand.

Why are they popular now?

SBFs are the facility type most likely to attract new users to cycling. With increased users, the “safety in numbers effect” can increase safety.

Can they go wrong?

SBFs have been installed and removed in Adelaide and elsewhere. They need to be designed and installed carefully to suit local conditions.

One direction or two?

SBFs should generally be one-way, with one on each side of the road. Two-way SBFs on one side of the road may introduce safety problems, especially where there are significant volumes of turning traffic.

What do they look like?

Copenhagen

Munich

9th Avenue, New York City

Swanston St, Melbourne

Market St, San Francisco

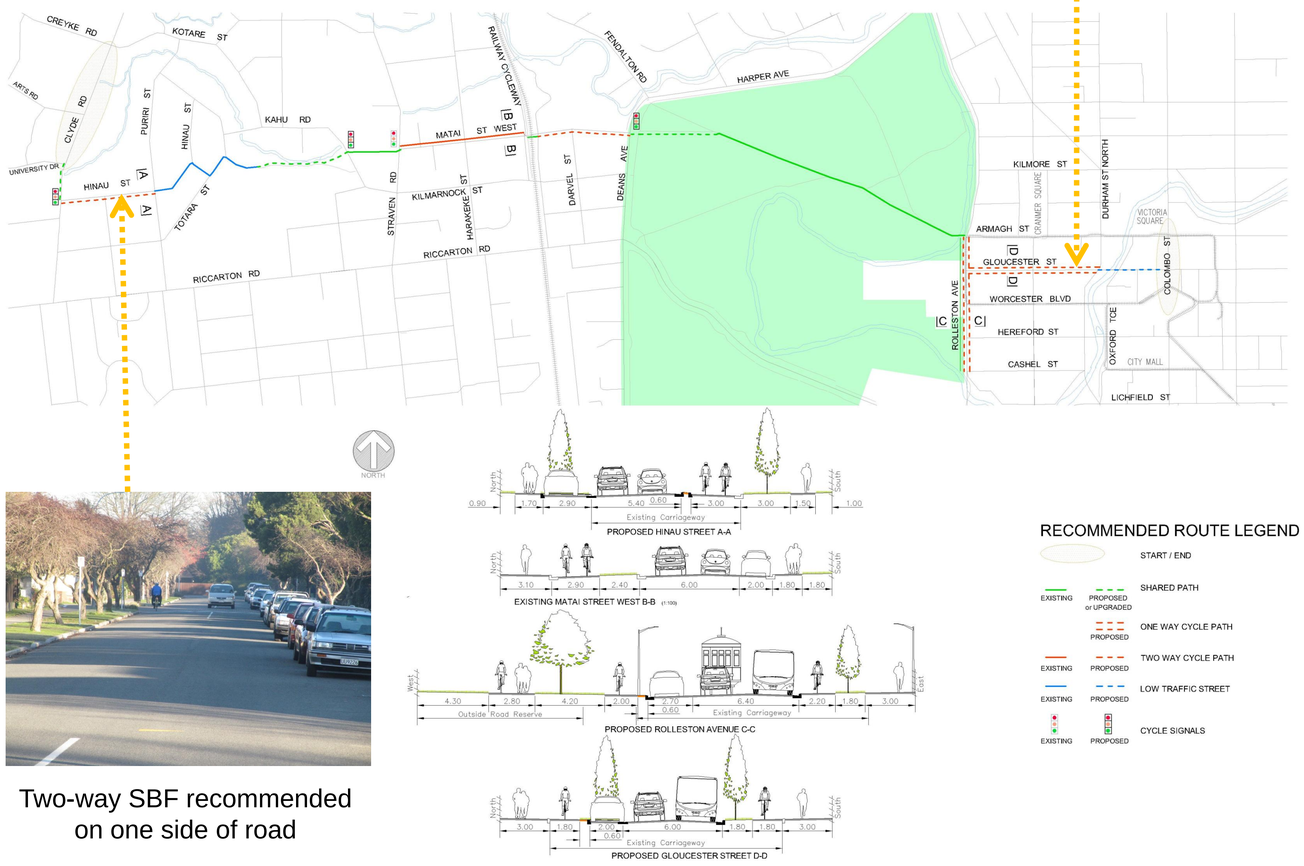
Matai St West, Christchurch

University to Christchurch central city SBF feasibility study

Key features of proposal:

- Route includes residential streets in west and central city streets in east
- Low volume streets have no special cycling facilities but traffic calming keeps speeds low (below 30 km/h)
- Moderate volume streets have two-way SBFs on one side of the road to reduce parking impacts and costs
- High volume streets have one-way SBFs on each side of street to optimise safety, especially at driveways and intersections
- Intersections of busier roads have signalised crossings

SBFs recommended for each side of Gloucester St in the central city



Two-way SBF recommended on one side of road

RECOMMENDED ROUTE LEGEND

- START / END
- SHARED PATH (EXISTING / PROPOSED or UPGRADED)
- ONE WAY CYCLE PATH (PROPOSED)
- TWO WAY CYCLE PATH (EXISTING / PROPOSED)
- LOW TRAFFIC STREET (EXISTING / PROPOSED)
- CYCLE SIGNALS (EXISTING / PROPOSED)

Conclusions

- SBFs are the facility type most likely to attract new cyclists
- SBFs are increasingly common in Europe, USA, Canada and Australia
- Ample width and good intersection design are the keys to safety
- Effective SBFs feasible between the university and Christchurch central city

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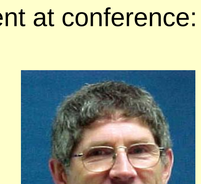

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