



Why do cyclists run red lights?



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Lazy

Impatient

Dishonest unlicensed cheating scum

The Argus
CYCLIST FINED £700 FOR RUNNING RED LIGHT
The Argus

stuff.co.nz
The Car
POWERED BY ALL
Cyclists are
PETER LOUISON
Last updated 09:08 17/04/13
Still, cyclists have essentially no helmet, studies show it v
Perhaps the most
often travelling at the same speed as cars because they are more experienced, presumably because
With more cyclists on the road, motorists are more likely to be provoked. Perhaps the thinking goes that if they do a car would have. I have n

Entertainment Life & Style Tra
I see kids riding bikes on road without ma
cyclists running red lights.
Maybe that's because they are more m up as much. Perhaps it's also Faster cyclists apparently live longer
seems to me cyclists sometimes s running red lights. Presumably the g in about the same amount of time as d for this.

International research

- Average 7% of cyclists run red lights (Melbourne), not as widespread as drivers perceived
- Main predictive factor is direction of travel; cyclists turning left were the most likely to 'run' a red light
- In fatal, serious or slight cycle collisions, cyclists running a red light was not a top 10 factor

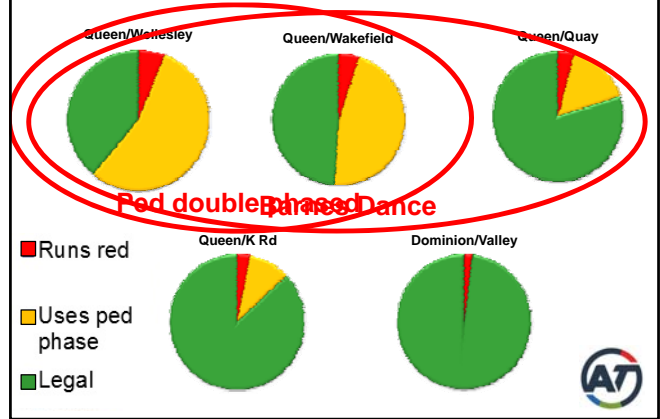


Observational surveys

- 2 T-intersections and 3 crossroads, AM peak, fine weather
- Busy central city locations with varying types and signal operations
- Over 600 cycle movements were analysed, 9,500 pedestrian movements and almost 12,000 vehicle movements



Cyclist behaviour at intersections



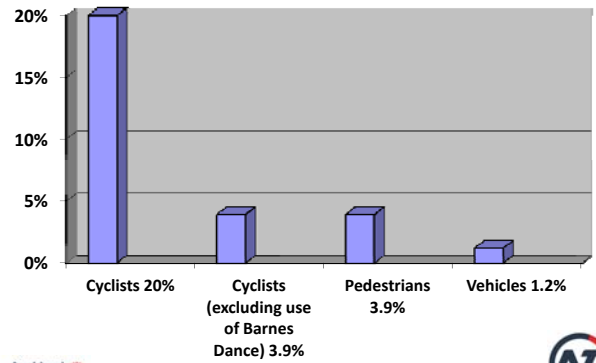
Red light 'running' by all road users (%)

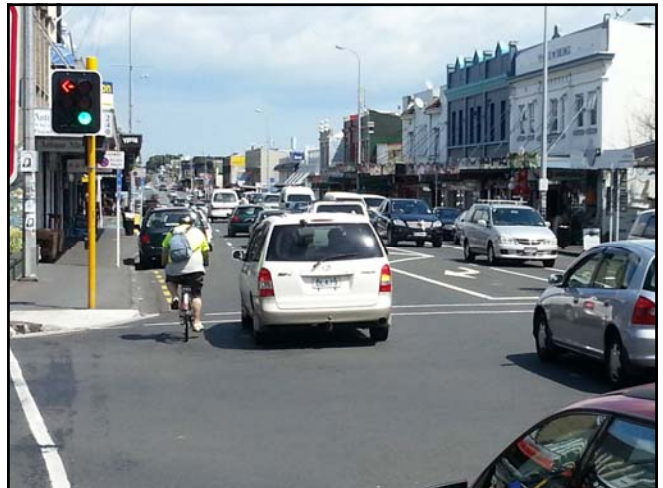
	Queen/Wellesley	Queen/Wakefield	Queen/Quay	Queen/K Rd	Dom/Valley
Cycle red light runners	62	51	20	13	2
Cycle red light runners (excluding use of Barnes Dance)	6	5	4	3	2
Pedestrian red light runners	2	11	3	2	28
Vehicle red light runners	5	1	1	1	1

Least pedestrian provision



Average red light running by all road users





Online cyclist surveys

Please use these pictures when you answer the following questions

FOUR-WAY INTERSECTION

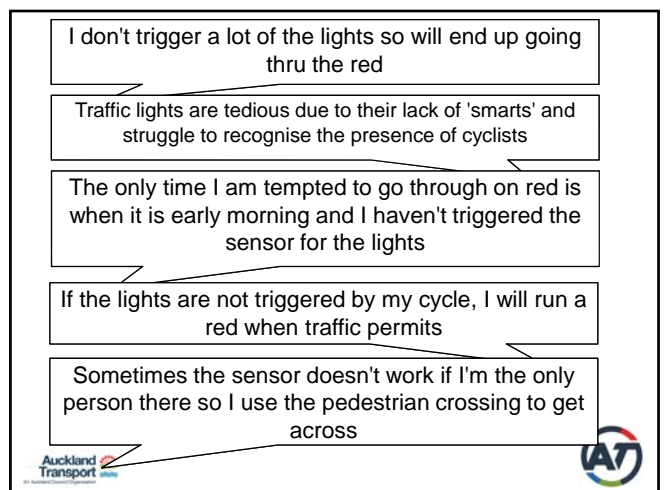
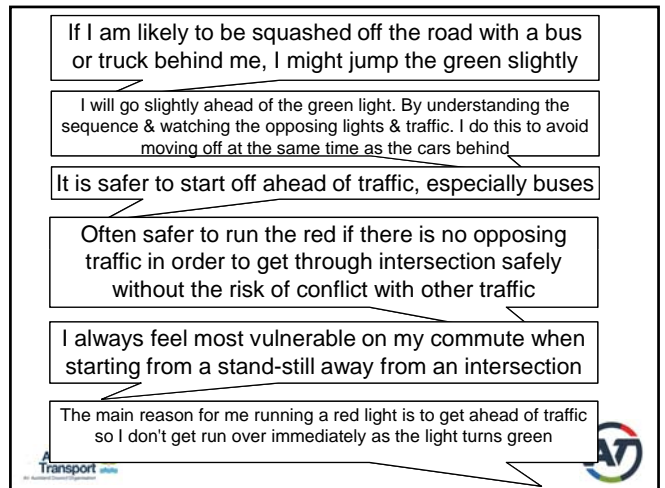
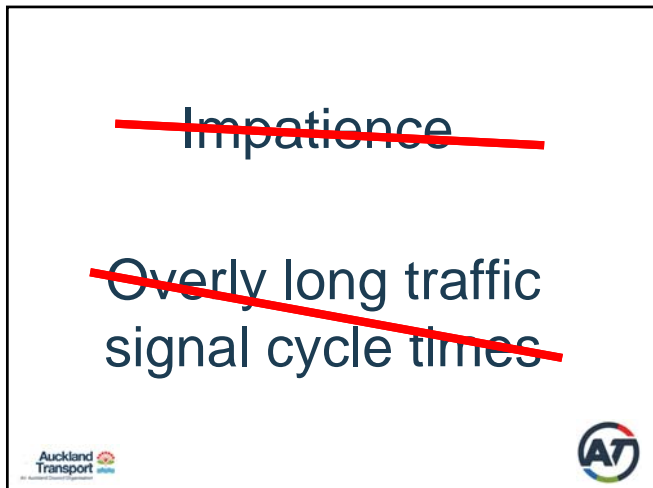
T-INTERSECTION

2. When I arrive at the traffic lights at a FOUR-WAY intersection wanting to travel STRAIGHT ahead (the red arrow in the picture) and they are showing a red light:

	Always	Usually	Sometimes	Never
I stop and wait for the green light	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I stop, but will use the pedestrian crossing phase if it occurs first	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I look for a chance to	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Transport

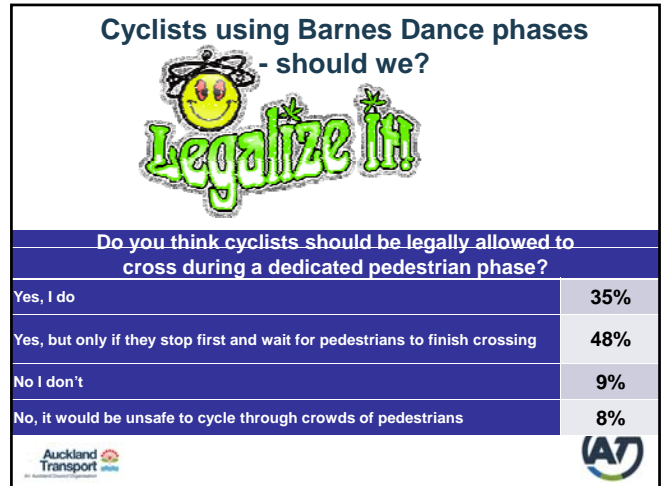






Safety suggestions

- More sensitive traffic signal sensors, to detect cyclists more easily
- Cycle 'head start' phases
- Greater enforcement of unsafe motorist behaviour towards cyclists
- Feeder cycle lanes to access advanced stop boxes



Relevance for 'Safe System'

- Road rules should not put cyclists in situations where they feel they must choose between acting legally and protecting their own safety
- Overwhelmingly, cyclists run red lights to clear the intersection ahead of following vehicles – for safety, not impatience
- We must find ways to allow cyclists to behave in a safe and legal manner at signalised intersections
- From this study, there are clearly several potential system improvements that could be made

Recommendation #1: Find ways to allow cyclists to clear an intersection ahead of other vehicles

E.g. cyclist advance signals on busy cycle routes where a post-intersection merge is required



Recommendation #2: Allow cyclists to turn left against a red light

Most common red light offence
Safe?
Done overseas (Idaho Stop Law)
Treat as a Give Way
Assess risk to peds

Recommendation #3: Allow cyclists to use Barnes Dance phases

- Allows cyclists to safely clear intersections ahead of vehicles or undertake tricky turns
- Treat Barnes Dance as a Give Way (to pedestrians)

Spot the cyclist

Auckland Transport logo in the bottom left and right corners.

Recommendation #4: Find ways to improve cyclist detection by intersection sensors

- Cyclists not aware how to activate detectors
- Detectors not calibrated to detect cyclists

Conclusion



Learnings

- Cyclists make choices about their behaviour on an intersection-by-intersection basis
- Overall, cyclists' red light running is a relatively infrequent and safe behaviour
- Levels of red light running vary but (if use of Barnes Dance phases excluded) it's the same as jaywalking (3.9%)
- Higher numbers of vehicles ran red lights than cyclists but the proportion was lower (1.2%)
- Cyclists want to clear the intersection ahead of other vehicles for safety reasons – not impatience
- Commonly cyclists run red lights to turn left



There is stuff we can do

- Sensor loops in the right place
- More cycle lanes and boxes
- Use technology to give cyclists head start
- Legalise low risk red light running (Barnes Dance, left turn) – make cyclists give way
- Stop slagging off cyclists for running red lights. Pedestrians are just as bad and neither group kills people like the alarming number of cars running reds



smh.com.au

The Sydney Morning Herald

February 11, 2013

It's time to finally admit it. We are the most lawless users of the transport system - and the luckiest.

Expensive infrastructure is built for our use even though we don't make any direct payment for it, and it is often ignored, or goes unused for much of the day. We pay no registration, display no licence plates, trample mores and break laws with impunity – we know we will almost never be punished.

By "we" I mean, of course, pedestrians.



Thank you.

Questions?

