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

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.

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

University to Christchurch central city SBF feasibility study

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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Separated Bicycle Facilities in Christchurch