INCREASING CYCLING PREVALENCE *AND* SAFETY: LEARNING FROM INTERNATIONAL BEST PRACTICE

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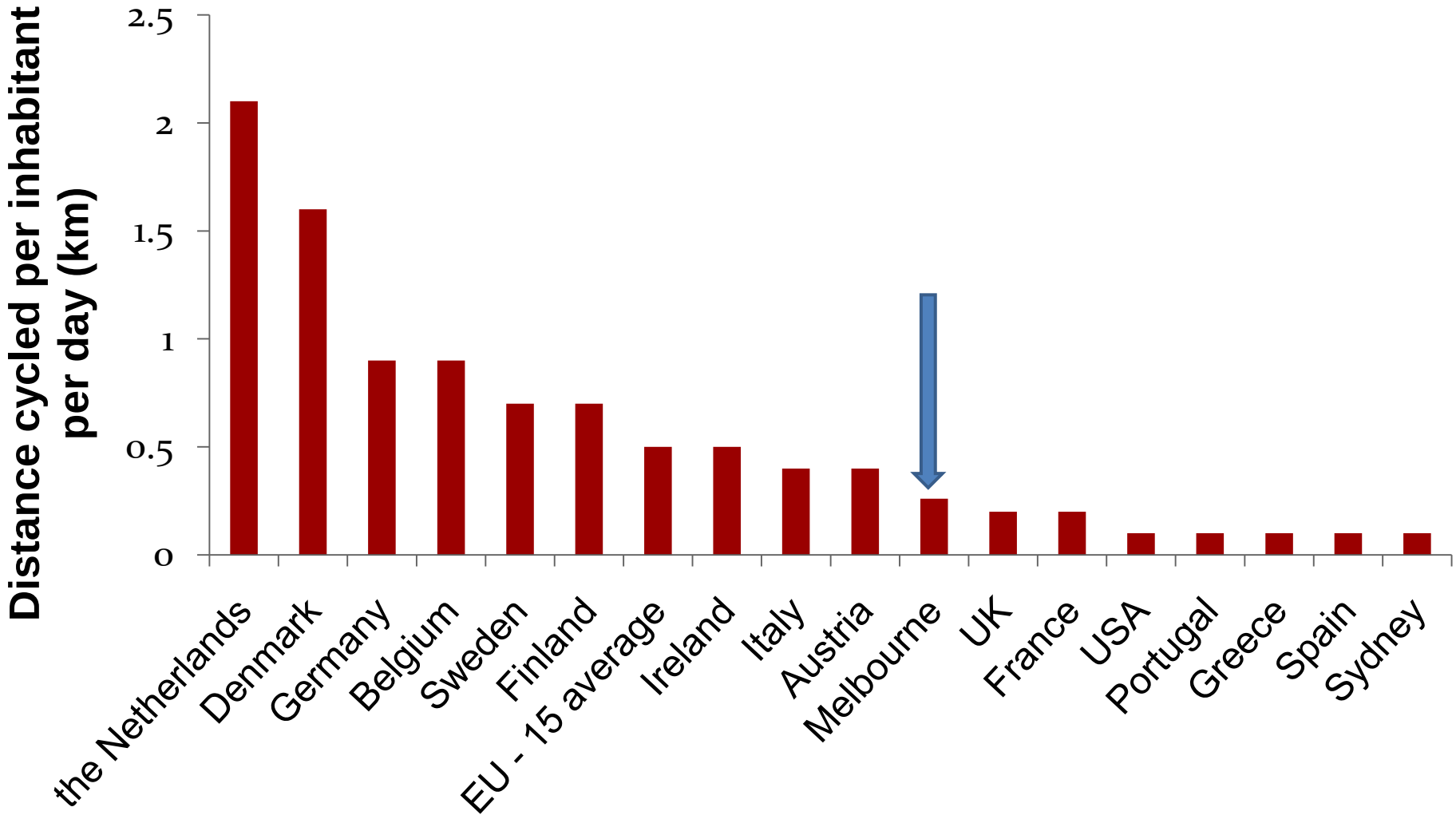
Establishing the conditions for safe, pleasant cycling – the public policy gift that keeps on giving

- "Imagine if we could invent something that cut road and rail crowding, cut noise, cut pollution and illhealth – something that improved life for everyone, quite quickly, without the cost and disruption of new roads and railways. Well, we invented it 200 years ago: the bicycle."

  (Boris Johnson, 2013, *The Mayor's Vision for Cycling in London*)

Who is reaping these benefits?

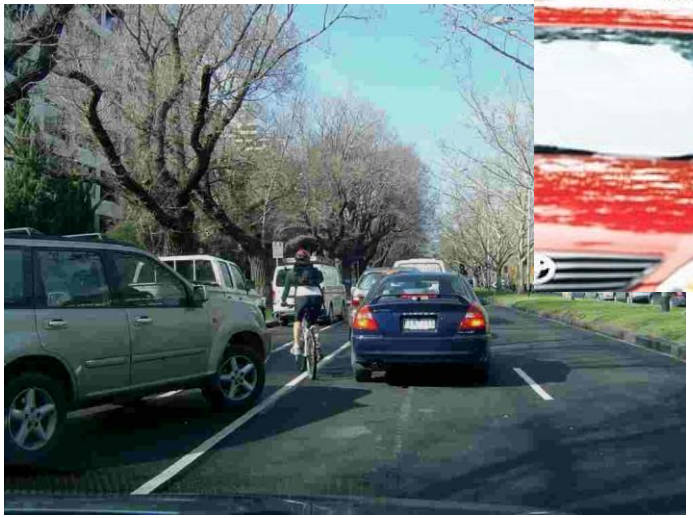
(Source: http://cyclinginfo.co.uk)



Top four reasons why Australians (who would like to) do not cycle for transport

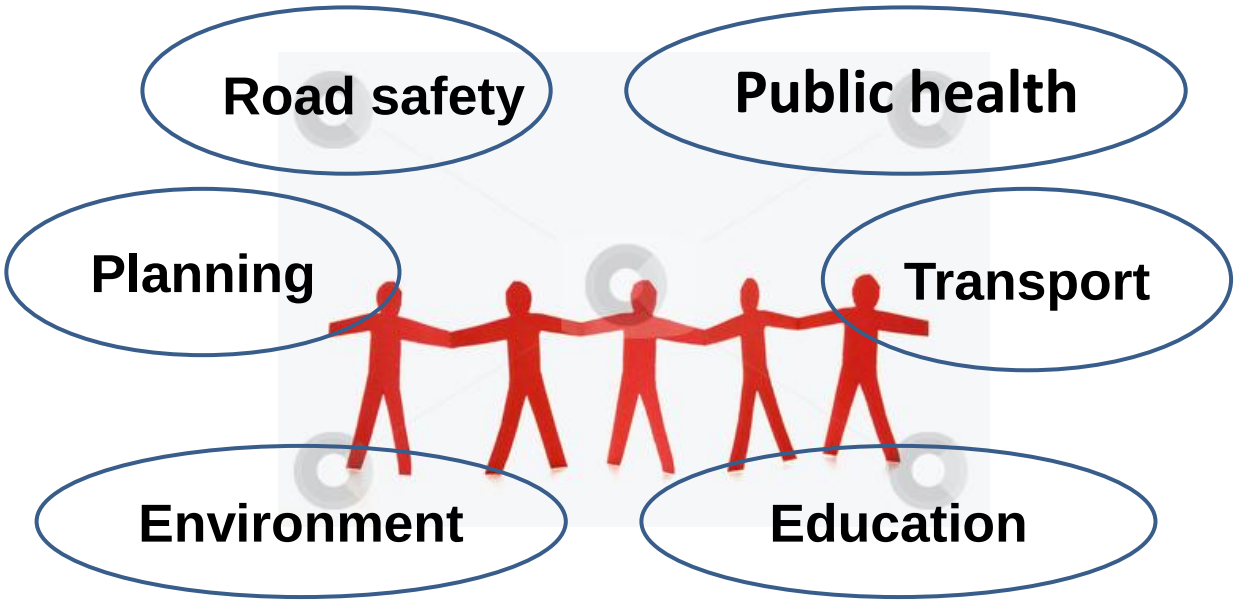
- Unsafe road conditions (46%)
- Speed/volume of traffic (42%)
- Don't feel safe riding (41%)
- Lack of bicycle lanes/trails (35%)

(CPF and NHF, 2011)



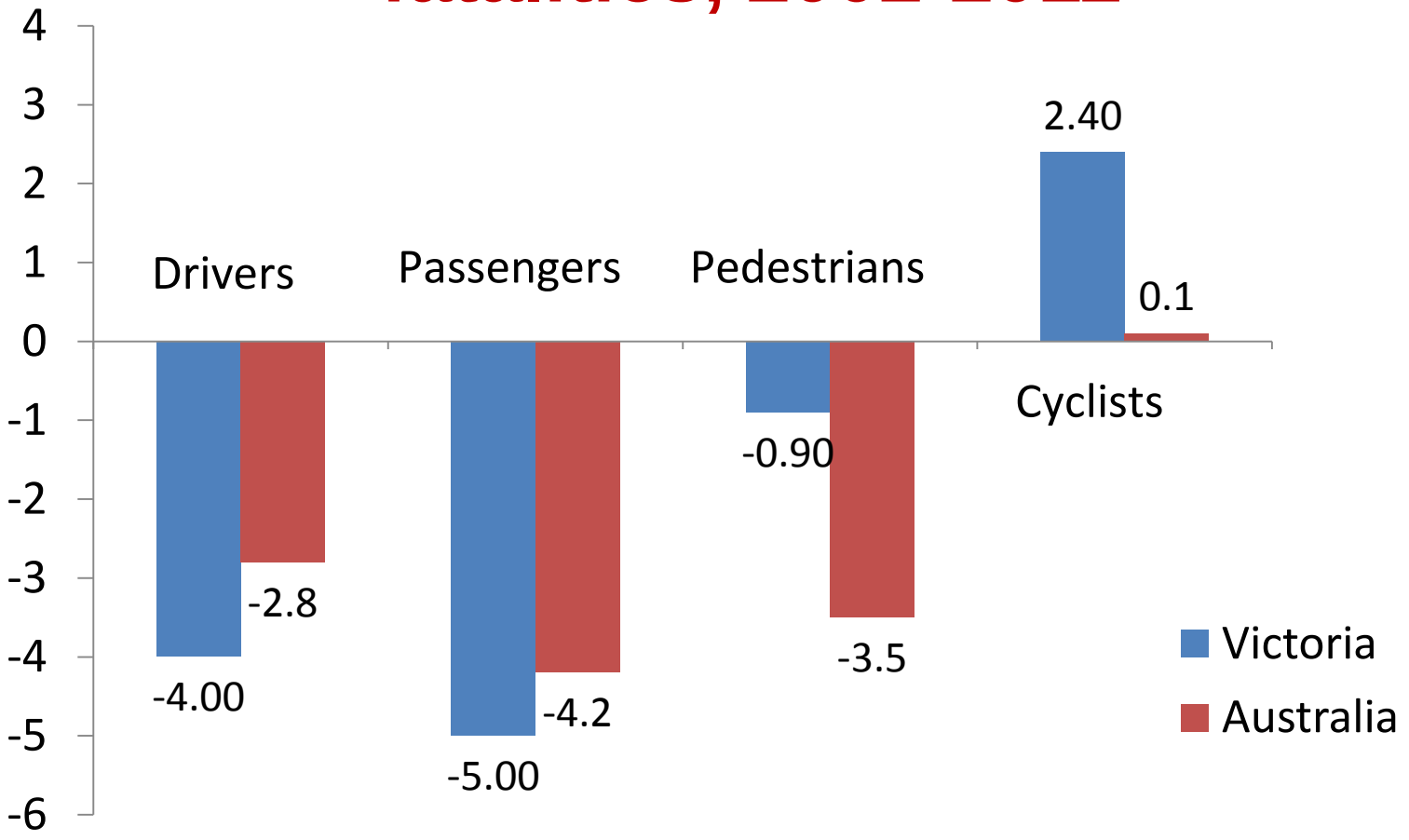
Cycling prevalence and cycling safety are interlinked

"Road safety and health should be good neighbours" (Wegman 2012, p.50)



Road safety policies developed in isolation....

Average annual percentage change in fatalities, 2002-2011



(Source: BITRE 2012; Victoria Walks - http://www.victoriawalks.org.au/)

Cyclist injury rates nowhere near world's best practice

Country (city)	Cyclist injuries (per 10 million km)
The Netherlands	1.4
Denmark	1.7
Germany	4.7
UK	6.0
USA	37.5
Melbourne	**12.4 (police data), 31.5 (hospital data)**
Sydney	**55.7 (police data, includes minor injuries)**

Achieving high rates of safe *and* pleasant walking and cycling: international experience

- Extensive network of high quality bicycle routes that provide:
  - Separation from motor vehicle traffic where appropriate; and
  - Good management of interactions between bicycles and cars
- Road safety measures that prioritise pedestrian and cyclist safety over motor vehicle travel time, eg:
  - Safe speed limits in built-up areas (30 km/h)
  - High duty-of-care to avoid collisions with pedestrians and cyclists
  - Extensive driver education on importance of cyclist and pedestrian safety
- In Victoria - recent VicRoads review of speed limits:
  - ☺ greater local autonomy for 40 km/h zones
  - ☹ increase speed limits from 50 km/h to 60 km/h on local 'collector' roads

How? (overarching principles)

- "Safe mobility" embedded within a range of public policy objectives ("safe mobility in all policies") (Wegman 2012)
- Integrate "safe mobility" goals in urban planning (Victorian Integrated Transport Act a good start)
- Eg, planning neighbourhoods so trips up to about 5km (about 50% of household trips) can be made safely and pleasantly by bicycle (including for children, women and seniors)
- More clearly distinguish between 'flow' and 'access' functions within the road system, and plan cycling infrastructure accordingly
- *Prioritise* pedestrian and cyclist mobility in 'access' areas (eg residential areas, shopping and service precincts)

Making our transport system safe for pedestrians and cyclists (again)

- *"Moreover, it was long ago held to be a common law nuisance to bring upon a road a machine which is likely to frighten horses of ordinary nerve and courage."*

  (The Insurance of Pedestrians, *The Lancet* Vol 219, 19 March 1932)