Developing a Safer Cycling Strategy for the ACT
ACRS Conference 2012

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Presentation Outline

- Background
- Data Analysis (Stage 1)
  - Methodology
  - Findings
  - Data Issues
- Consultation (Stage 2)
  - Methodology
  - Findings
- Development of Initiatives (Stage 3)
  - Methodology
  - Recommendations
- Next Steps

Background to the Study

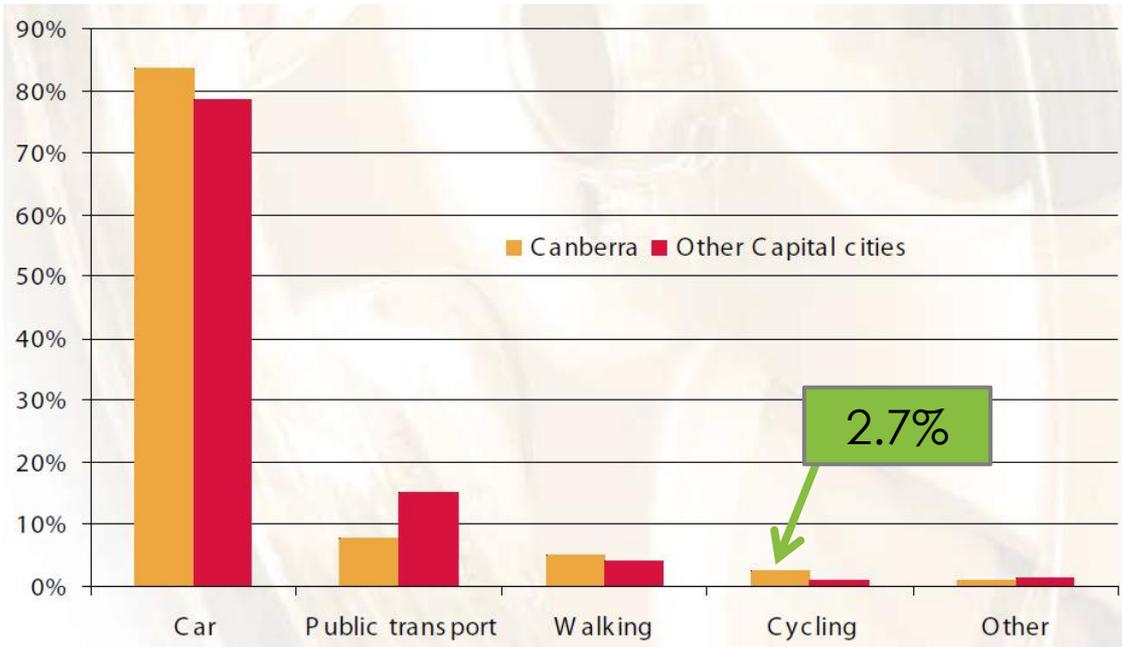"Increasing cycling requires better behaved drivers"

"At war with the motorist"

"Cyclists v motorists: it's war"

"Motorists and cyclists at loggerheads"

"Tensions mount between cyclists, motorists"
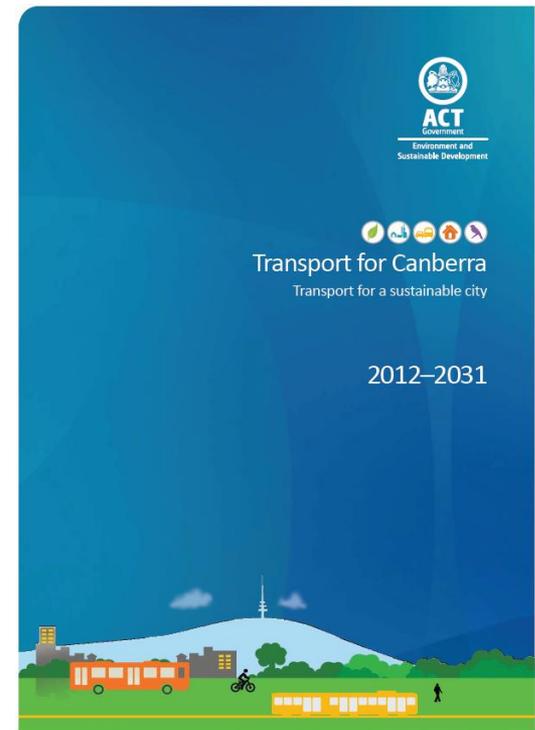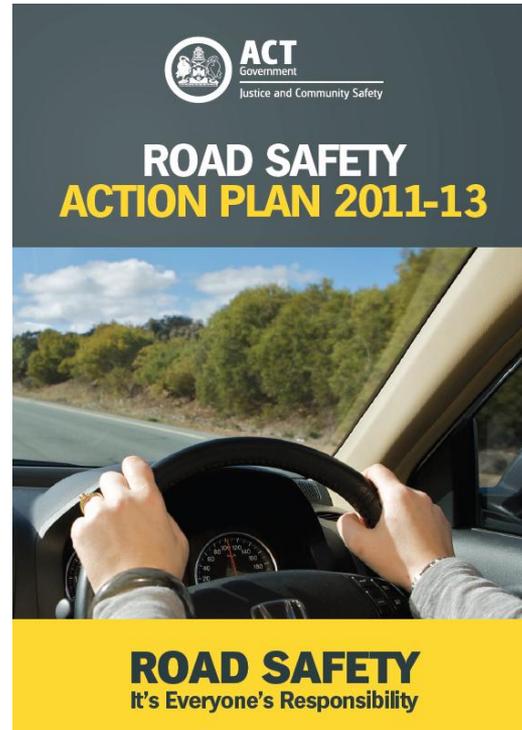
"Crash sparks call for better cycling infrastructure"

Background to the Study

Chart: Mode share comparison — Canberra vs Other Capital cities

- Car: Canberra ~84%, Other Capital cities ~79%
- Public transport: Canberra ~8%, Other Capital cities ~15%
- Walking: Canberra ~5%, Other Capital cities ~4%
- Cycling: **2.7%**, Other Capital cities ~1%
- Other: Canberra ~1%, Other Capital cities ~1.5%

Legend: Canberra ■ Other Capital cities

26% female

High bicycle ownership

92% ↑

91% ↑

Cyclists continue to represent a disproportionate number of crash casualties

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Background to the Study

NRMA - ACT ROAD SAFETY TRUST

ACT Government — Justice and Community Safety

ROAD SAFETY ACTION PLAN 2011-13

ROAD SAFETY It's Everyone's Responsibility

ACT Government — Environment and Sustainable Development

Transport for Canberra Transport for a sustainable city

2012–2031

To identify a strategy to promote safer cycling & safer interaction between cyclists & other road & path users throughout the ACT.

Data Analysis (Stage 1)

- ACT Police Data
  - 5 years of data between 2005-2009
  - 728 bicycle crashes

- Hospital Data
  - Canberra Hospital Emergency Department
  - 5 years of data (2001-03 / 2006-07)
  - 2,102 crashes
  - Crashes in transport-related environment difficult to isolate
  - Data with insufficient information was removed

Data Issues

Police Data

- Under-representation of off-road crashes
- Little information on crashes resulting in less serious injury
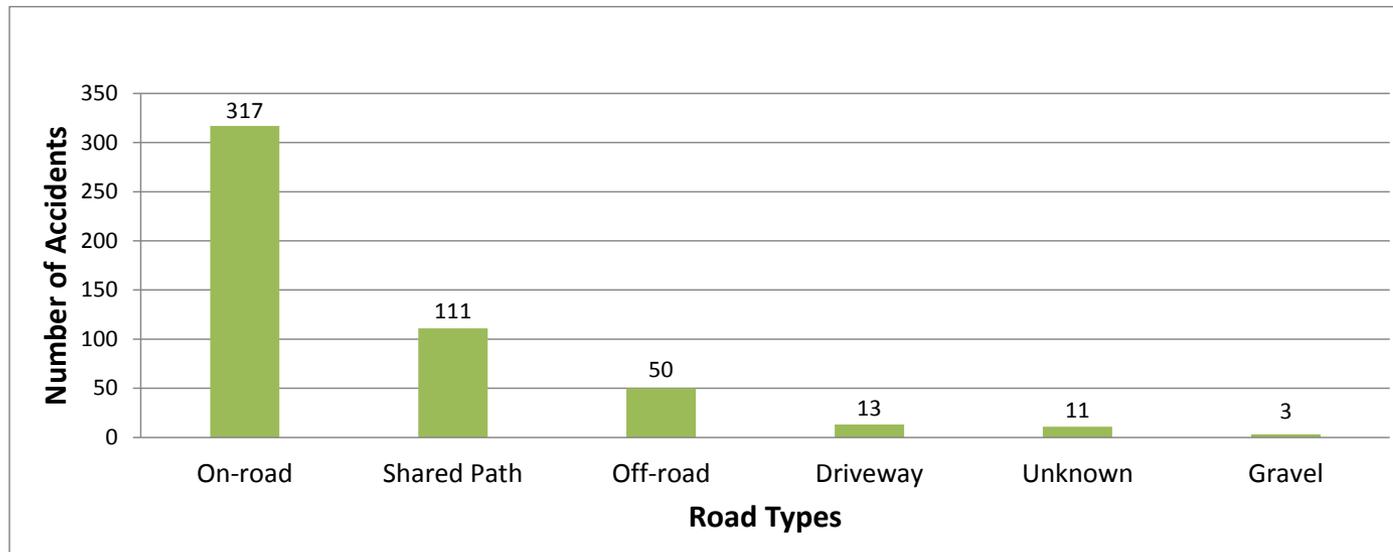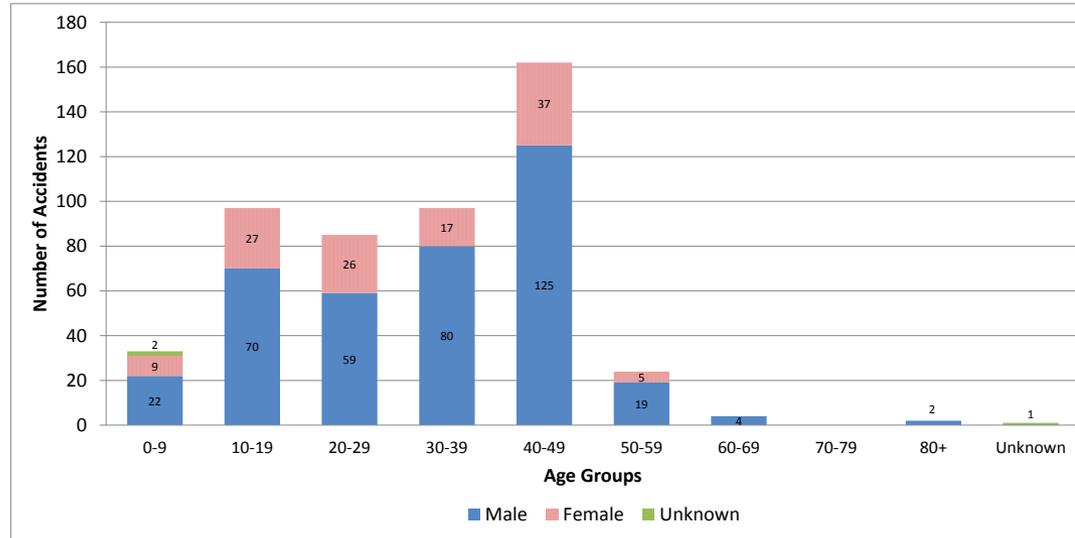
Hospital Data

- Limited information about crash details (e.g. crash location)
- Eliminated records

Comparing Data

- No cross matching of datasets
- Different definitions
- Not unique to the ACT / this study

What the Hospital data tells us

Crash Characteristics (Police Data)

RUM Code	Number of Crashes	Indicative diagram
101 (Intersection: thru-thru)	166	
104 (Intersection: thru-right)	83	
408 (Manoeuvring: from footway)	79	
107 (Intersection: thru-left)	60	
202 (Vehicles from opposing directions: thru-right)	52	
305 (Vehicles from one direction: vehicles in parallel lanes, lanes side sweep)	43	
309 (Vehicles from one direction: left turn side sweep)	39	
301 (Vehicles from one direction: rear end)	38	
406 (Manoeuvring: leaving driveway)	21	
102 (Intersection: right-thru)	19	
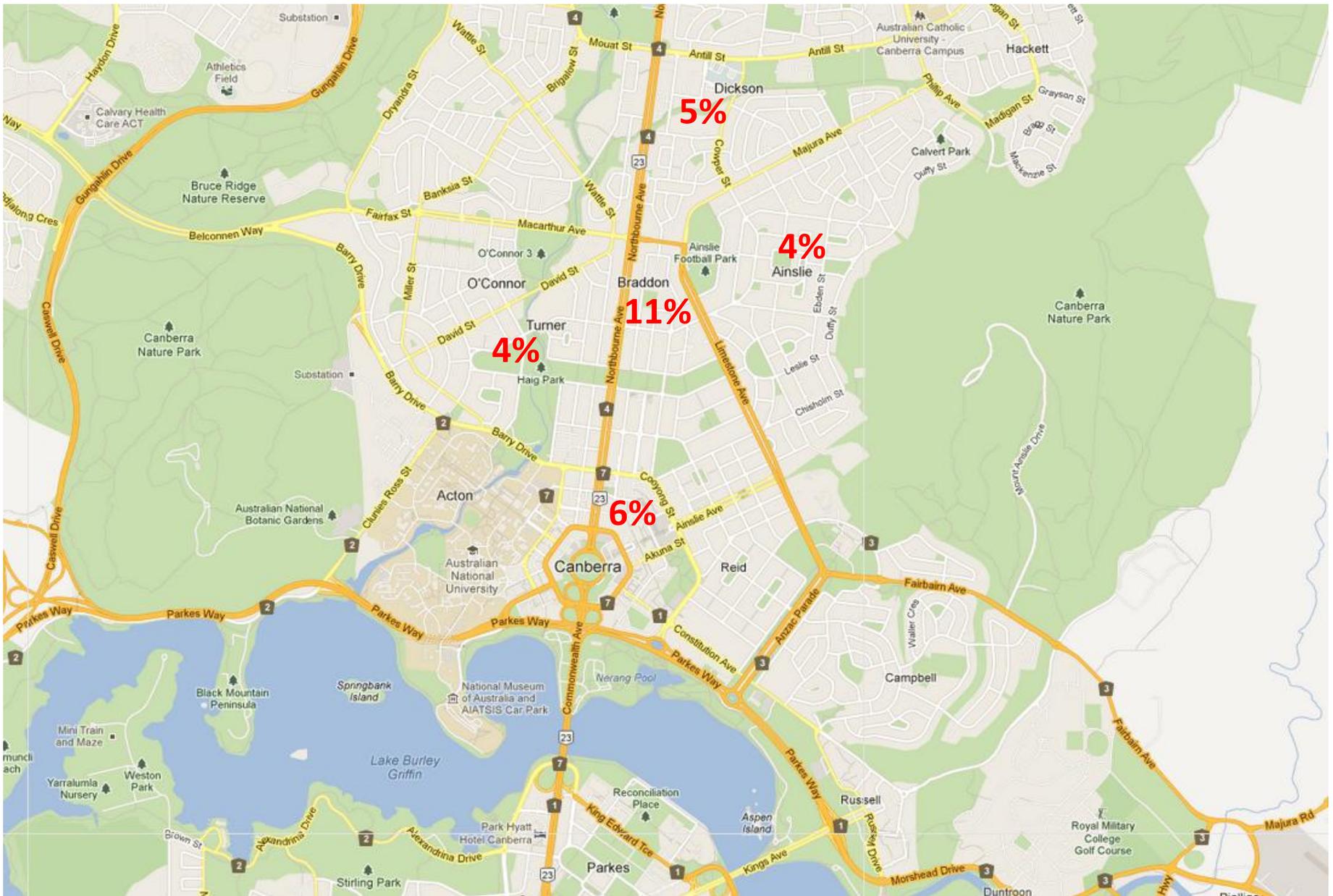
Consultation (Stage 2)
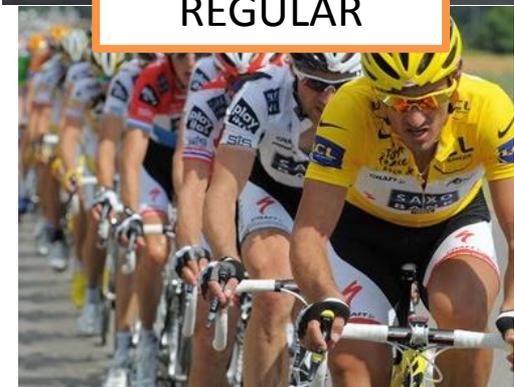
- 3 community focus groups – 10 people in each
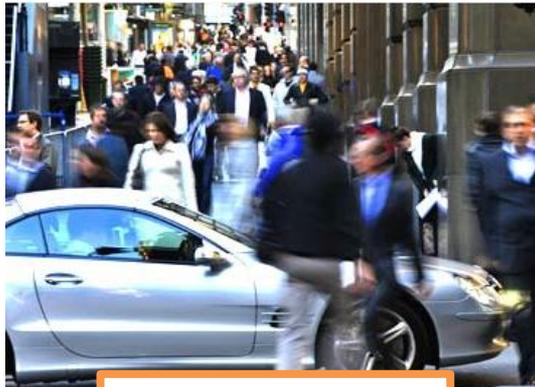
NON-CYCLISTS

OCCASIONAL

REGULAR

- 1 group of Government & peak body stakeholders

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Structured Discussion Format

Salience of road / cycling safety in issues agenda

Benefits of & barriers to cycling participation

Awareness & understanding of cycling issues

'cyclists' versus 'bike riders'

Attitudes toward cycling

Responsibility for cycling safety messages

Recall / discussion of previous cycling safety campaigns

Interaction of pedestrians & cyclists on shared paths

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What the community thought?

Development of Initiatives (Stage 3)

Aim: To respond to the issues and ideas raised in stage 1 & 2

Cost Estimate (Hard Infrastructure)		Potential Safety Benefits			Cost Estimate (Hard Infrastructure)	
		High	Medium	Low		
< $200,000	Low	Priority 1	Priority 1	Priority 2	Low	<$100,000
$200,000 - $1,000,000	Medium	Priority 1	Priority 2	Priority 3	Medium	$100,000 - $500,000
> $1,000,000	High	Priority 2	Priority 3	Priority 3	High	> $500,000

Priority	Project Feasibility		
	High	Medium	Low
Priority 1	Short Term	Short Term	Medium Term
Priority 2	Short Term	Medium Term	Long Term
Priority 3	Medium Term	Long Term	Unlikely to Proceed

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	Potential Benefits	Cost	Priority	Feasibility	Action
Hard Infrastructure Initiatives					
i1a – Upgrade bicycle infrastructure at major intersections	HIGH	HIGH	2	MEDIUM	MEDIUM TERM
i1b - Upgrade bicycle infrastructure at minor intersections	HIGH	HIGH		MEDIUM	MEDIUM TERM
i2 – Provide more dedicated bicycle infrastructure	HIGH		2	MEDIUM	MEDIUM TERM
i3 – Complete key missing links in the bicycle network	HIGH	HIGH	2	MEDIUM	MEDIUM TERM
i4 – Increase separation between bike riders in bicycle lanes and cars		MEDIUM	2	MEDIUM	MEDIUM TERM
i5 – Audit, review and implement consisten... and linemarking guidelines	MEDIUM	MEDIUM	2	MEDIUM	MEDIUM TERM
i6 – Implement traffic calming ... vehicle speed limits	HIGH	MEDIUM	1	MEDIUM	SHORT TERM
i7 – Implement low speed zones on shared paths	MEDIUM	LOW	1	MEDIUM	SHORT TERM
i8 – Adopt a regular path maintenance program	MEDIUM	LOW	1	MEDIUM	SHORT TERM
i9 – Report-a-hazard smart phone application	MEDIUM	LOW	1	HIGH	SHORT TERM

SUBJECT TO GOVERNMENT REVIEW!

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|	Potential Benefits	Cost	Priority	Feasibility	Action
Soft Infrastructure Initiatives					
e1 – Develop an effective advertising campaign to promote safer cycling	MEDIUM	HIGH	3	HIGH	MEDIUM TERM
e2 – Develop an information guide for bike riders in the ACT	LOW	LOW	2	HIGH	SHORT TERM
e3 – Provide subsidised training courses for bike riders	HIGH	HIGH	2	MEDIUM	MEDIUM TERM
e4 – Road rule review and amend	MEDIUM	LOW	1	LOW	MEDIUM TERM
e5 – Increase road maintenance	MEDIUM	MEDIUM	2	HIGH	SHORT TERM
e6 – Develop and promote a shared path code-of-conduct	LOW	LOW	2	HIGH	SHORT TERM
e7 – Improve cycling data collection in the ACT	LOW	MEDIUM	3	LOW	LONG TERM

SUBJECT TO GOVERNMENT REVIEW!

i3 – Complete missing links in the bicycle network

i9 – Report-a-hazard smart phone application
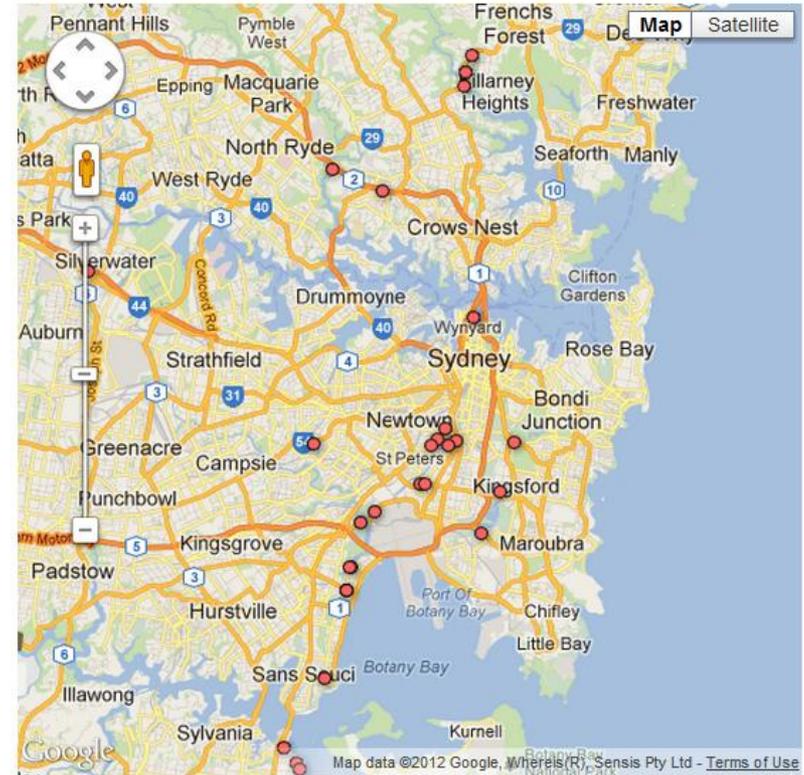
e5 – Increase road rule compliance

"riding through red lights is frequently cited as the cyclist behaviour that most annoys drivers and is perceived as typical behaviour" (Johnson et al, 2010)

Next Steps

- Current conditions and planning in the ACT
- Best practice and experience, including specific literature review for each initiative
- Selection of pilot study locations and / or identification of the target audience
- Cost benefit analysis
- Develop an implementation strategy
- How to determine success factors
- Identification of supportive initiatives required

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