

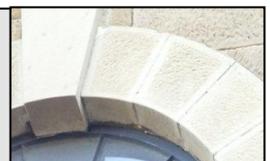
Department of Infrastructure, Energy and Resources



## Cycling Roundtable Forum

November 2013

John Wadsley Planning and Heritage Consultancy



# Cycling Roundtable Forum

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Appendix A      Background Information Sheets

# 1 Introduction

The Cycling Roundtable Forum was convened by the Department of Infrastructure, Energy and Resources in partnership with Bicycle Tasmania on Tuesday 5<sup>th</sup> November 2013 at Campbell Town.

The forum was convened under DIER's *Walking and Cycling for Active Transport Strategy* to assess the barriers and options to get more people cycling.

Background information was provided to invitees and this is included at Appendix A. Reference was also made to the 2011 SKM report on *Understanding the Relationship between Cyclists and Drivers* which provided useful information on some of the issues.

The purpose of the Forum was to bring road users, cycling groups, road safety organisations, government agencies, local councils and bike riders together to discuss a range of issues considering road safety, road user behaviour, regulation and infrastructure needs.

Approximately 30 people attended the Forum, which was officially opened by the Minister for Sustainable Transport, Hon. Nick McKim MP. The Forum was facilitated by John Wadsley.

The catalyst for the Forum was increasing concern over the number of fatalities and injuries to cyclists on the State Road Network, as well as the ongoing debate over the provision of cycling infrastructure and perceived tension between road users.

This report provides a review of the discussions and conclusions arrived at by the participants of the Forum.

## 1.1 Participants

The participants at the Forum are listed below.

Stuart Baird - Tasmanian Bicycle Council	Mary McParland - Cycling South
Richard Burk - DIER	Senior Sergeant Luke Manhood - Tasmania Police
Colin Burns - Cycling Tasmania	Luke Middleton - DIER
Luke Chiu - Sport & Recreation	Graeme Nibbs - DIER
Claire Cunningham - Advisor to Minister O'Byrne	Rob Nolan - Heart Foundation
Deborah Davis - DIER	Adrian Paine - DIER
Alasdair Doyle - Bicycle Tasmania	Noel Pearce - Cycling Tasmania
Flora Fox - Kingborough Bicycle Users Group	Corey Peterson - University of Tasmania
John Gledhill - Chair, Road Safety Advisory Council	Emma Pharo - Bicycle Tasmania
Heather Haselgrove - Metro Tasmania	Keith Price - SRCT
Craig Hoey - DIER	Nathalie Servant - Launceston City Council
Geoff Lewis - Tasmanian Bus Association	Rob Sheers - Kingborough Bicycle Users Group
Graeme Lynch - Heart Foundation	Randell Stott - Devonport City Council
Peter MacKenzie - Northern Midlands Council	Vince Taskunas - RACT
David McIntee - DIER	John Wadsley - Facilitator

## 1.2 Structure of the Forum

The format for the Forum is outlined below.

No.	Item	Presenter
1	Welcome and Introduction	Luke Middleton
2	Opening Address	Hon. Nick McKim, Minister for Sustainable Transport
3	Update on DIER's current approach to: <ul style="list-style-type: none"><li>• Positive provision</li><li>• Road safety and regulation,</li><li>• Infrastructure planning and design</li></ul>	DIER representatives: Luke Middleton, Passenger Transport Policy Branch Deborah Davis, Land Transport Safety Policy Branch Adrian Paine, Planning & Design Branch
4	General discussion on key themes, including road user behaviour, education, rules and regulation, infrastructure and design	All participants
5	Breakout into groups to consider issues for key themes	All participants
6	Presentation on group discussions	Presenters for each group
7	Identifying key strategies	All participants
8	Prioritising key strategies	All participants
9	Wrap-up	Luke Middleton

## 2 Overview of DIER's current approach

### 2.1 Positive Provision

The State Government released the *Tasmanian Urban Passenger Transport Framework* in 2010 as part of a policy approach to provide wider transport choices to the community. As part of this framework, DIER has developed the *Positive Provision Policy for Cycling Infrastructure* (PPP). At the time of the Forum, the PPP was about to go to the DIER Executive Group for approval.

As part of the PPP, there will be a requirement for DIER Project Managers to demonstrate for new road works and other projects why cycling infrastructure is NOT being considered, rather than the reverse.

The *Tasmanian Urban Passenger Transport Framework* also has clear linkages with the *Tasmanian Physical Activity Plan*, *Tasmanian Framework for Action on Climate Change* and the *Tasmanian Trails Strategy*, as well as with regional planning initiatives and new planning guidelines.

### 2.2 Road Safety and Operations

DIER is using the 'safe system approach' to road safety which is used nationally and internationally. This system has four components - roads, speeds, behaviour and vehicles - which work together with the aim of creating a road system that allows for human error and makes any crash which does occur survivable without serious injury.

As part of the behavioural component of the safe system approach and in response to concerns over attitudes and safe overtaking distances, a cycling education campaign is under development. This campaign will provide an overarching message aimed at building respect between cyclists and motorists with further detailed and focussed messages and information underpinning the broader campaign. DIER is working with the Tasmanian Bicycle Council as the representative on the Road Safety Advisory Council (RSAC) to test concepts for this campaign.

DIER is also supporting the RSAC to develop its third Action Plan under the *Tasmanian Road Safety Strategy*. The Action Plan will contain a range of initiatives under all four cornerstones of the safe system and will include a focus on being proactive and not just be directed by crash statistics which are difficult to interpret in terms of risk for cyclists and bike riders.

In relation to regulation, DIER is part of the Australian Road Rules Maintenance Group (ARRMG) which considers changes to the Australian road rules and provides advice on whether a change is necessary or if regulation is the best approach to road related issues. Within this forum the Amy Gillett Foundation has made a formal submission asking that replacing the rule of a safe overtaking distance from bicycles with a minimum 1 metre rule be considered. This issue is included on the agenda for an upcoming meeting of the ARRMG.

### 2.3 Infrastructure Planning and Design

Work is carried out on heritage, environmental and a broad range of issues related to roads design and construction, including the provision of cycling infrastructure, where appropriate.

The Planning and Design section within DIER is part of the delivery of policy rather than creation of policy. It serves as the interface between the high level policy developed by the agency and the actual construction of roads.

The current budget situation means that it is not always possible to provide infrastructure as desired by various road user groups. However, if government and departmental policy changes this is factored into the road design framework.

Forums involving road user groups provides a good opportunity for stakeholders to contribute to the forming of new policy as well as getting a "heads-up" on policy direction such that Planning and Design are better prepared when it comes time to apply the policy to the planning and design of new transport infrastructure.

## 3 Discussion on Key Themes

All participants were involved in a general brainstorming discussion on a number of key themes. This was an open session where people were encouraged to voice their opinions and concerns, as well as looking for opportunities to address the issues raised.

Participants had been allocated to one of five tables at the beginning of the Forum. Following the general discussion, each group nominated a theme to consider in more detail and prepare a brief presentation. The following provides an overview of the comments made during the general discussions and the findings and presentation of each group's more detailed considerations. It should be noted that in some cases a number of groups provided comment on other themes and these have been incorporated into the comments listed in the group presentations.

### 3.1 Road User Behaviour

#### General Discussion

- Needs to be recognition that 'other road users' are everywhere, as well as modifying the terminology to reflect that there are 'cyclists' (training and professional) and bike riders (commuting and recreational users).
- Perception of tensions between cyclists/bike riders and motorists in the general community - however, research suggests there is little evidence of systemic tension/conflict between road users; rather it may be an 'urban myth'. However, the media also creates an impression of conflict.
- Some motorists are inconsiderate - a case of 'one bad apple affecting the barrel'. But also acknowledged that some cyclists portray bad behaviours.
- Inequalities of 'power' - this needs to be appreciated in sharing the road between vehicles and bicycles, as well as sharing spaces between cyclist/bike riders and pedestrians. Some countries automatically deem vehicles to be at fault in crashes with bicycles.
- With regard to enforcing laws involving cyclists, the priority of their enforcement needs to be balanced against other traffic law enforcement activities. A key point raised by Tasmania Police is that to have prevention/education value laws also need to be enforced. If a road rule can't be effectively enforced (such as a one metre rule) then the law may be of little value. Instead, it can possibly have a detrimental effect in that it creates an expectation of enforcement which is unachievable.
- 'Sharing the Space' was noted as a key statement.
- Poor spatial awareness - many young motorists and cyclists/bike riders lack this and are not taught to deal with other road users. Poor visibility is also a contributing factor.
- Disregard for road rules by cyclists and bike riders - i.e. no helmet, running red lights, no bell etc. Also cyclists sometimes show poor behaviour in shared zones.
- Courtesy from all parties is required - giving way, being patient, sharing the space.

#### Group Presentation

- There needs to be a long term focus on improving road user behaviour, for both cyclists/bike riders and motorists.
- Bi-partisan support for improving behaviour
- Terminology - there are cyclists AND bike riders. They are not all the same.
- Need for there to be respect for all road users.
- Retraining of motorists who lose their licence or are booked for infringements involving cyclists/bike riders should be considered.
- There is a noticeable improvement in cyclist riding as a training group if an off-duty police officer happens to be part of the group.

## 3.2 Education

### General Discussion

- Need to educate all road users of the ethos of 'sharing the space'.
- Motorists need to be educated that there are 'cyclists' (training and professional) and bike riders (commuting and recreational users).
- An impediment in Tasmania is that we have an ageing population and there is often a resistance to change, especially where people are not retrained on road rules.
- Stress through education programs that each individual cyclist/bike rider has a responsibility to follow the rules regarding helmet, high visibility clothing, lights and warning devices.
- Learners Licence testing - there is no material on sharing the road with cyclists/bike riders in the test itself, however it is included in the Road Rules learner driver handbook.
- In Tasmania, cyclists/bike riders are seen as being responsible for their own safety.
- Education campaigns that focus on the young can be more productive. Schools bike education programs are important.
- Education messages in Tasmania have the added difficulty of needing to get through the high levels of illiteracy, particularly among recidivist traffic offenders.

### Group Presentation

- Poor compliance with road rules (both motorists and cyclists/bike riders); this needs to be a focus of further education and training as well as enforcement.
- Overtaking - needs to be greater education of the vulnerability of cyclists and bike riders.
- Training - have drivers learn what it is like to use a bicycle on roads - safe separation distances, visibility and vulnerability.
- Education of road rules has been hindered by some teachers dealing only with behaviour issues. Must not ignore road rule compliance in the debate.
- There is general consensus that compliance with some road rules requires a review of regulation and rules to improve understanding and compliance.
- Refresher courses should be considered periodically for motorists to ensure a good level of knowledge and compliance with road rules.
- Consider identifying bicycles by some means (not formal registration with fees) as a pathway to improving bike rider behaviour.
- Balance the effort on both education and enforcement to achieve best results across the community.
- A broader education campaign is needed informing motorists, cyclists/bike riders and pedestrians; a key element is starting education in schools with simple key messages.

### **3.3 Regulation and Enforcement**

#### **General Discussion**

- Regulation should not be seen as the only answer, enforcement of more regulation is very difficult; individual responsibility and self-regulation is a key message for motorists and cyclists/bike riders.
- There should only be regulation if there is a clear need for them and if they can be enforced.
- ‘The One Metre Rule’ - some consider that this should be defined/regulated as the minimum separation distance/passing distance between a bicycle and a vehicle in a 60 and less kmh zone; over 60 kmh the distance should be 1.5 metres. There was debate about whether this is any improvement on the current ‘safe passing distance’, given the inability to enforce such rules.
- Speed limits - a general reduction in urban area speed limits to 40kmh would reduce crashes and injury for cyclists/bike riders. A good example where this speed limit is working is Battery Point and the Hobart wharf area. Perhaps even consider 30 kmh in some areas.
- Land use planning and policy development needs to take non-motorised transport into account, in encouraging cycling for commuting and recreational activity. Tasmania is behind other States in this regard.

#### **Group Presentation**

- It takes approximately two years to get new regulations through a departmental and ministerial process; sometimes it may require changes to legislation as well.
- There needs to be some benefit from a regulation to be successful; punishment is not always the best course of action.
- Many cyclists are not of adult age - therefore how does regulation and enforcement work for them?
- Planning regulations could be used to mandate cycling infrastructure near schools and connectivity with defined routes.
- Need to highlight best practice in design for new residential areas and other developments, offering linkages between cycle routes.
- Enforcement - critical matters include high visibility clothing, helmets, and lights.
- Onus should be focussed on safety outcomes rather than punitive outcomes.
- Balance education and enforcement to achieve best results.
- Need evidence-based decision-making to determine best outcomes in terms of education, infrastructure provision, value for money and effectiveness.
- Formal training and registration of cyclists/bike riders can be barriers to entry; this is not supported due to the administrative burden and the difficulty of enforcement.
- Affordability is also an issue with some equipment, such as lights, high visibility clothing.
- Promotion of the Tasmanian Code of Conduct for Cyclists is seen as a key aim. This should be part of education programs.
- Learners licence tests should include compulsory questions on cycling on roads.
- Another difficulty is that different user groups will have different views on regulation and enforcement. There needs to be a debate to ensure common messages can be agreed upon and delivered.

### **3.4 Infrastructure and Design**

#### **General Discussion**

- Clean up existing road shoulders on a regular basis to remove loose gravel, glass and other material that interferes with cycling.
- New road design and construction should include sealed shoulders.
- Change the surface of roads to be more cyclist/bike rider friendly - i.e. change from chip seals to a better seal type.
- Provide more user-friendly ripple strips for cyclists/bike riders.
- Seal road shoulders on the defined Principal Bicycle Network.
- Need clear signage to delineate shared routes and key cycling corridors, but there needs to be commonality to improved driver awareness and recognition.
- Investigate use of bus lanes as cycling lanes - what are the impediments to sharing?
- In some cases, look at widening footpaths for shared uses, particularly as routes to schools. It was noted that some older pedestrians are intimidated by cyclists on footpaths.
- Existing main arterial routes need to be the priority for construction on-road bicycle lanes.
- Budget restrictions will always be a factor.

#### **Group Presentation**

- Acknowledged that different user groups will have different infrastructure needs - on- road lanes for confident/professional cyclists and separated bike paths for recreational bike riders and less confident commuters.
- Positive provisioning approach is seen as a valuable tool.
- Needs be strong links with land use planning to achieve long-term improvements in infrastructure provision.
- Funding needs to address:
  - short-term versus long-term needs
  - maintenance and repair
  - sustained, committed policy approach
- Develop long-term state-wide plan to guide investment and to seek Federal funding.
- Needs to be links to other government strategies and policy development, such as:
  - Health and liveability
  - Sport and recreation
  - Social equity and accessibility
  - Transport safety
  - Tourism opportunities
- Alternatives to infrastructure provision? Can better speed management be used?
- Type of infrastructure that need to be assessed to make improvements for cycling:
  - Seal type - needs to have a defined purpose for changing the seal
  - Principal Urban Cycling Network - should meet the needs of the real users
  - Defining arterial routes and linkages - creating better flows and removing pressure points
  - Maintenance regime requires balancing needs of different road users, for example removal of loose gravel can close lanes during works
  - New road construction versus retro-fit

### **3.5 General Social Policies**

#### **General Discussion**

- Health and well-being now seen as a key policy direction for encouraging increased cycling.
- Need a state plan that looks to the long term to develop co-ordinated approach on cycling and walking to promote the health benefits, social inclusion, accessibility and equity for all, employment choices etc.
- The Heart Foundation suggested a State Policy on Healthy Places and Spaces could be the framework through which to deliver the above. This would provide a priority setting that could help identify funding sources. It would help establish and show leadership, so that active projects don't need to start with a justification of why the facility is needed.
- Wales has legislated for local authorities to come up with cycle network plans. South Australia has done this for active transport.
- Special events involving road cycling - accreditation for volunteers for road events is desirable but cannot be resourced; the Police cannot do it and private companies can only do it for road works. This may need to change so that these companies can also do events.

#### **Group Presentation**

- There needs to be a State strategy plan which incorporates health and well-being as goals in all State policy development:
  - From a whole of society point of view, incorporating cycling and walking into state policies can help eliminate inequities in society, promote economic benefits, integrate policy making and funding across all of government.
  - The benefits of cycling and walking can be seen across nearly all government agencies and portfolios.
  - Looking at communities and the relationships between bike riding and open spaces will help create vibrant socially connected communities.
  - Communities can be empowered to better identify their needs, also looking at sustainability, climate change and use of resources
- Cycling and walking should be fundamental in planning and implementation and not seen as an 'optional extra' that is expendable.
- There are no real disincentives to car use in many urban areas in Tasmania - there is abundant parking.
- There are no incentives to walking/cycling, even though there improvement in community outcomes, health, and social inclusion.

## 4 Identification of Strategies

To bring the Forum to a conclusion, all participants were asked to identify strategies that they considered were important in progressing the matter of cycling on the public road network, based on the preceding presentations. A general discussion followed where all participants were involved in developing a list of key strategies, many of which came from their group discussions.

Once the list was complete, all participants were invited to vote independently for the strategies that were of the highest priority to them. Three coloured dots were given to each person to 'vote' for their top three strategies: blue for their 1<sup>st</sup> priority (3 votes); red for 2<sup>nd</sup> (2 votes); and green for 3<sup>rd</sup> (1 vote).

The table below show all the strategies as identified by the Forum participants. They are listed from highest to lowest in terms of how many votes they received. It was understood by the participants that these strategies would not necessarily form future policy/planning directions, but would assist DIER in further developing its approach on cycling policy and infrastructure provision.

Rank	Identified Strategies	No. of votes received
1.	Permanent budget for cycling infrastructure	28
2.	Education at all levels, especially schools and retraining of skills	26
3.	Develop a State Policy on cycling and active transport	15
4.	Build capacity in the government to deal with planning across the built environment, including social, equity, access issues etc.	12
5.	Improved road shoulders on identified main cycling routes, attention to surface types	11
6.	"A Metre Matters" - make this a key message	11
7.	Identify cost/benefits of active transport versus vehicle transport	9
8.	Signage for cycling area/routes	8
9.	Identify evidence base for policy development on cycling safety	7
10.	"Sharing the Space" - developing this message as an aspirational goal	7
11.	Investigate efficacy of refresher training for motorists as an aspirational goal (every 10-15 years)	6
12.	Recognising there are different riding groups on the roads	6
13.	Annual roundtable forum on cycling issues	6
13.	Co-ordinate road safety organisations to deliver state-wide campaign on cycling safety	5
14.	Visibility awareness	2
15.	Improved knowledge and awareness of road rules	0

## 5 Conclusions

It was clear from the Forum that most of the participants saw that having a dedicated budget for cycling infrastructure and a program of education in sharing the road network with all road users were significant strategies to be pursued.

It was also evident that there was general consensus on developing a broad policy framework which integrates active transport options (walking and cycling) with road funding and infrastructure provision, seeking better health outcomes, and improving social cohesion, access and equity.

A key message was that the public road network needs to be seen as a place for all road users, and that sharing the space is a desirable goal.

Most participants indicated that the Forum had been a worthwhile exercise in bringing many of the key representative bodies and agencies together. There was support for holding a similar forum in the future to build on the discussion and ideas generated.



## **Appendix A      Background Information Sheets**



## CYCLING ROUNDTABLE THEME - BEHAVIOUR

Theme	Behaviour
Concern	Overtaking
Issue	Casual observation suggests that many motorists overtake in locations where there is limited visibility or opportunity, often squeezing cyclists when moving back into the lane. Anecdotal evidence also suggests that there are occasions when vehicles pass too close when overtaking cyclists.
Options for Improvement	Safe motoring behaviour would be to take the time until an opportunity to pass safely arises and to move back into the lane beyond the cyclist.  Similarly, cyclists should be aware of vehicles queuing behind them and provide opportunities for safe overtaking, such as by not taking the whole lane where that is unnecessary.
Link with TWCATS <sup>1</sup> & TRSS <sup>2</sup>	Improved safety for pedestrians and cyclists, Creating a walking and cycling culture  Safer Travel Speeds, Increased Safety for Young Road Users, Other Complementary Initiatives
Impact across road user groups	Cyclists, motorists
Crash statistics/savings	In 2010, side-swipe casualty crashes accounted for 13% of all crashes involving cyclists <sup>3</sup> . The injury severity for cyclists is generally high in a crash under these circumstances.
Additional comments	On an uphill grade a cyclist travelling at 15 km/h travels around 200 metres in approximately 45 seconds. For motorists travelling at an average of 50 km/h over a distance of 7 kilometres, following a cyclist for 45 seconds adds about 8% to the overall trip time.  With the increasing focus on cycling as active transport, it is likely that more people will be sharing the roads with vehicles, increasing the potential for conflict and serious casualties.

<sup>1</sup> Tasmanian Walking and Cycling for Active Transport Strategy  
[http://www.dier.tas.gov.au/\\_data/assets/pdf\\_file/0006/48327/Walking\\_and\\_cycling\\_strategy\\_-\\_final.pdf](http://www.dier.tas.gov.au/_data/assets/pdf_file/0006/48327/Walking_and_cycling_strategy_-_final.pdf)

<sup>2</sup> Tasmanian Road Safety Strategy  
[http://www.transport.tas.gov.au/\\_data/assets/pdf\\_file/0013/16222/Road\\_Safety\\_Strategy\\_Final\\_28\\_May.pdf](http://www.transport.tas.gov.au/_data/assets/pdf_file/0013/16222/Road_Safety_Strategy_Final_28_May.pdf)

<sup>3</sup> A Review of Casualty Crashes involving Cyclists in Tasmania (January 2010)  
[http://www.transport.tas.gov.au/\\_data/assets/pdf\\_file/0015/53025/A\\_Review\\_of\\_Casualty\\_Crashes\\_involving\\_Cyclists\\_in\\_Tasmania.pdf](http://www.transport.tas.gov.au/_data/assets/pdf_file/0015/53025/A_Review_of_Casualty_Crashes_involving_Cyclists_in_Tasmania.pdf)

## CYCLING ROUNDTABLE THEME - BEHAVIOUR

<b>Theme</b>	Behaviour
<b>Concern</b>	Giving Way
<b>Issue</b>	Over-representation of cyclists in casualty crashes at driveways and intersections due to non-observance of giving way rule.
<b>Options for Improvement</b>	Safe behaviour for pedestrians, cyclists and motorists would be to observe the road and traffic, adjust speed and direction to avoid other users, then move into and out of the traffic stream when an opportunity to do so safely arises.
<b>Link with TWCATS<sup>4</sup> &amp; TRSS<sup>5</sup></b>	Improved safety for pedestrians and cyclists, Creating a walking and cycling culture  Safer Travel Speeds, Increased Safety for Young Road Users, Other Complementary Initiatives
<b>Impact across road user groups</b>	Pedestrians, cyclists, motorists
<b>Crash statistics/savings</b>	49% of casualty crashes involving cyclists occur at driveways and intersections. Cyclists can be responsible for crashes at driveways as a result of not giving way to traffic on the adjacent road; however, 33% of casualty crashes occur at intersections where there is a shared responsibility <sup>6</sup> .
<b>Additional comments</b>	With the increasing focus on cycling as active transport, particularly in the more densely populated and trafficked urban areas of the State, it is likely that the potential for conflict and serious casualties in these circumstances will increase.

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<sup>4</sup> See footnote 1

<sup>5</sup> See footnote 2

<sup>6</sup> See footnote 3

## CYCLING ROUNDTABLE THEME - BEHAVIOUR

<b>Theme</b>	Behaviour
<b>Concern</b>	Education
<b>Issue</b>	There are examples of poor behaviour shown by pedestrians, cyclists and motorists occurring on our roads every day. Education and training on the consequences of poor behaviour is seen as one critical way to improve road sharing between these different user groups.
<b>Options for Improvement</b>	Options to complement the current approach in terms of driver licence training and bicycle education may need to be considered.
<b>Link with TWCATS<sup>7</sup> &amp; TRSS<sup>8</sup></b>	Improved safety for pedestrians and cyclists, Creating a walking and cycling culture  Safer Travel Speeds, Increased Safety for Young Road Users, Other Complementary Initiatives
<b>Impact across road user groups</b>	Pedestrians, cyclists, motorists
<b>Crash statistics/savings</b>	Pedestrians and cyclists are over-represented in crash statistics, particularly for serious casualty crashes.
<b>Additional comments</b>	Education campaigns are an effective way to remind all road users to share the roads and overtake safely. The Road Safety Advisory Council will continue to promote cyclist safety through public education to assist in reducing crash rates.

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<sup>7</sup> See footnote 1

<sup>8</sup> See footnote 2

## CYCLING ROUNDTABLE THEME - REGULATION

<b>Theme</b>	Regulation
<b>Concern</b>	Australian Road Rules (ARR)
<b>Issue</b>	There are differing views on the effectiveness of some aspects of the current regulatory framework relating to cycling safety.
<b>Options for Improvement</b>	Regulatory measures around cycling safety are considered by the National Transport Commission's Road Rules Maintenance Group (ARRMG) of which DIER is a member.
<b>Link with TWCATS<sup>9</sup> &amp; TRSS<sup>10</sup></b>	Improved safety for pedestrians and cyclists, Improved policy and planning processes that ensures that walking and cycling needs are considered, Creating a walking and cycling culture Safer Travel Speeds, Other Complementary Initiatives
<b>Impact across road user groups</b>	Pedestrians, cyclists, motorists
<b>Crash statistics/savings</b>	Pedestrians and cyclists are over-represented in crash statistics, particularly for serious casualty crashes.
<b>Additional comments</b>	Decisions made by the ARRMG will also be informed by the outcomes of a Queensland Parliamentary inquiry into cycling safety.

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<sup>9</sup> See footnote 1

<sup>10</sup> See footnote 2

## CYCLING ROUNDTABLE THEME - INFRASTRUCTURE

<b>Theme</b>	Infrastructure
<b>Concern</b>	Allocation of space for cyclists throughout the road network
<b>Issue</b>	The provision of space is seen as one of the barriers to cycling safety and participation rates.
<b>Options for Improvement</b>	Allocation of space in the urban road network is occurring incrementally to cater largely for commuting cyclists. Provision of separated pathways to cater for other cycling user groups (e.g., children, recreational) is also occurring incrementally.
<b>Link with TWCATS<sup>11</sup> &amp; TRSS<sup>12</sup></b>	Supportive land use systems that encourage walking and cycling, Improved infrastructure and facilities that support walking and cycling, Improved safety for pedestrians and cyclists, Better understanding walking and cycling needs and patterns, Better coordination and collaboration with stakeholders, Improved policy and planning processes that ensures that walking and cycling needs are considered, Creating a walking and cycling culture  Safer Travel Speeds, Best Practice Infrastructure
<b>Impact across road user groups</b>	Pedestrians, cyclists, motorists
<b>Crash statistics/savings</b>	The distribution of casualty crashes for cyclists by speed zone shows that the overwhelming majority occur in urban areas with over 86% on roads with speed limits of 60 km/h <sup>13</sup> .
<b>Additional comments</b>	<p>DIER has focussed on the more densely populated and trafficked urban areas of the State with the development of the Principal Urban Cycling Networks. DIER works with local councils and community groups to plan and deliver cycling infrastructure on these networks.</p> <p>Separation of motorists and cyclists would be the optimum solution in the urban environment but some potential points of conflict would always remain. Training cyclists may well continue to use the road even when there is a separated facility available.</p> <p>The speed at which space is provided is a source of frustration for motorists and cyclists alike but is linked to budgetary considerations across all tiers of government and the community.</p>

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<sup>11</sup> See footnote 1

<sup>12</sup> See footnote 2

<sup>13</sup> See footnote 3