

Joint Select Committee on Road Safety
ANSWERS TO QUESTIONS ON NOTICE
Inquiry into Road Safety – Public hearing 12 October 2021
Amy Gillett Foundation

Committee Question Number: RSQN031

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Ms VAMVAKINO: I'm sorry to interrupt, but I don't want to have to repeat it later. Just on this issue of people feeling reluctant to ride a bike because they don't feel safe, can you break down and itemise for me some of the reasons that people cite? You're going to make a decision not to ride a bike on a road because you're afraid—and it's understandable; I don't ride a bike because I have that concern. I could probably list reasons why I have decided not to, such as there are fundamental problems with the road network that I wish to use. They would be the reasons why I wouldn't ride. Can you give us some indication of what some of the reasons given are? Because, if you're looking at designing a safe place for cyclists who have to share the road with a number of others—not just drivers who are actually driving, but others who are walking and running and doing all sorts of things. We've got a problem with road design, and we're not going to correct it unless we—I'm a believer in segregation. If we can get that then it would solve a lot of problems, and that's really the core of it. But can you give me some ideas of what people cite as problematic about their roads and why they won't ride bikes?

Mr Outhred: Absolutely. Yes, that lack of segregation does come to the top of the list.

Ms VAMVAKINO: And that's a big one, that one? Okay so that's an obvious one. What about other things?

Mr Outhred: We can certainly provide the committee with some further detail on research that has been conducted around the place.

Answer

See next page

Hi Andrew,

Please find below our response to the question on notice.

Barriers to participation in cycling have been studied for many years in Australia and internationally. There is general consensus that the safety of the road environment is the most significant barrier to more people riding bikes for more trips. The following references demonstrate some of the main points relevant to this topic:

1. *Understanding the fear of bicycle riding in Australia*, 2012. Fishman, E., Washington, S., Haworth, N. Journal of the Australasian College of Road Safety, Volume 23 No.3. https://acrs.org.au/files/papers/ACRS-Journal-Vol23_No3-Aug12_web.pdf
 1. The most commonly stated reason for choosing not to ride a bicycle is fear of motorised vehicles.
 2. *'In order to significantly increase rates of bicycling, safety must be prioritised; at the same time, fear and common perceptions of road traffic crash likelihood that prevent people from cycling will need to be addressed. To adequately address community concerns, the road traffic environment will need to be made to feel safe. This can be achieved through measures such as the targeted reallocation of road space and the lowering of speed limits, along with awareness and education campaigns' (pg. 26).*
2. *Facilitators and barriers to cycling in older residents of New South Wales, Australia*, 2021. Boufous, S., Beck, B., Macniven, R., Pettit, C., and Ivers, R. Journal of Transport & Health, Volume 21. <https://www.sciencedirect.com/science/article/abs/pii/S2214140521000864>
 1. Top reported barriers to cycling included motorist behaviour or aggression (34.4%), speed and volume of traffic (27.1%), proximity to motor vehicle traffic (26%) and not enough separated bike lanes (22.7%). Females and occasional riders were significantly more likely to report these barriers than men and regular riders respectively. Key facilitators included improved attitudes towards cyclists compared to current attitudes (69.5%), separate bike lanes (63.4%), education and training of motorists (57.5%).
3. *Australian Cycling Economy Report*, 2021. WeRide Australia. https://www.weride.org.au/wp-content/uploads/2021/10/The-Australian-Cycling-Economy_October-2021-Updated.pdf
 1. Improving bikeways in urban areas would have the highest impact on the propensity to cycle:
 1. 55% of cyclists who currently cycle at least once per fortnight would cycle at least 2 additional trips if this barrier [lack of bike infrastructure] was addressed, indicating they would cycle an additional 4.0 trips per month on average.
 2. An estimated 69% of Australian cycling consumers would be encouraged to ride more if there was an increased feeling of safety while riding with motor traffic. An estimated 60% would be encouraged to cycle further if there were

fewer heavy vehicles on the road when they cycle. (Pg. 11).

4. *National Cycling and Walking Participation Survey, 2021*. Cycling and Walking Australia New Zealand (CWANZ). https://www.cwanz.com.au/wp-content/uploads/2021/08/NWCPS_2021_report_v2.0.pdf
 2. Only 4% of the population are 'confident' to ride a bike via the shortest route, even if this includes riding on a busy street.
 3. 15% of the population will ride a longer route to avoid highly trafficked streets.
 4. 40% of the population are interested in riding on off-road facilities. (pg. 27).
5. *On the go: How women travel around our city, 2020*. City of Sydney <https://www.cityofsydney.nsw.gov.au/surveys-case-studies-reports/on-the-go-how-women-travel-around-our-city>
 1. Top five factors identified that would influence the route a person would ride; 'there are separated cycleways available' (64%), 'there are bike lanes available' (62%), 'the roads are quiet to ride on' (57%), 'it's off a main road' (57%) and 'it feels safe' (53%) (Graph 12, pg. 45).

Please reach out with any queries on the above.

Many thanks again for the opportunity to be involved in the public hearing, and all the best with the next steps of the Inquiry.

Stuart

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