



Australasian College
of
Road Safety

1 November 2023

CYCLING SAFETY FORUM

Outputs Report



FOREWORD FROM THE VICTORIAN CHAPTER CHAIR



Safety is at the heart of everything we do. It is our responsibility to ensure that every journey, whether it's a business commute or a leisurely ride, is marked by the highest standards of safety and wellbeing. We firmly believe that safe cycling is an essential part of our commitment to a safer, healthier, and more sustainable future.

Cycling, in all its forms, offers a multitude of benefits, from reducing carbon emissions to improving personal fitness. It is a mode of transportation that not only supports a cleaner environment but also fosters a sense of community and camaraderie among riders. However, ensuring the safety of cyclists on our roads is paramount, and it requires collective effort, awareness, and cooperation.

The Australasian College of Road Safety is committed to improving road safety for all road users, and this will involve altering the way we manage our road and street system to protect all road users. In this spirit, we are delighted to share the Safe Cycling Forum 2023—an initiative that brings together experts, enthusiasts, and stakeholders from various backgrounds to engage in thoughtful discussions, share insights, and advocate for the safety of cyclists. This forum serves as a platform where ideas can flourish, innovative solutions can be explored, and partnerships can be forged to make our roads safer for everyone.

Through this collaborative effort, we aim to raise awareness about the importance of safe cycling, advocate for necessary policy changes, and implement practical measures that protect cyclists and promote a harmonious coexistence of all road users.

These events take considerable time and effort to organise and run and would not happen without the commitment of our volunteer committee members. I would like to thank the volunteer organising committee and other helpers for this event, including but not limited to; Kenn Beer, Samantha Zeps, Kathy Doukouris and Wendy Taylor.

This event is a wonderful example of collaboration between varied groups to produce greater outcomes than any individual group can develop on their own. We would like to thank the Institute of Transportation Engineers – Australia and New Zealand (ITE-ANZ) for their support of this forum. We would also like to thank the Amy Gillett Foundation for presenting their ongoing federal government funded work.

We will be presenting this report to the Victorian Government and other stakeholders. We look forward to seeing some of the valuable ideas that will emanate from the Safe Cycling Forum and positively impact cyclists' experience for the better.

A handwritten signature in blue ink, appearing to read 'Chris Harrison', with a long horizontal stroke extending to the right.

Chris Harrison
Chair – Victorian Chapter
Australasian College of Road Safety

TABLE OF CONTENTS

FOREWORD FROM THE VICTORIAN CHAPTER CHAIR	2
TABLE OF CONTENTS	3
ABOUT THE AUSTRALASIAN COLLEGE OF ROAD SAFETY	4
INTRODUCTION	5
THE FORUM	5
CYCLING SAFETY FORUM PARTICIPANTS – ORGANISATIONS REPRESENTED	6
REPORT DISTRIBUTION	7
FORUM OUTPUTS	7
TECHNOLOGY & DATA	8
BEHAVIOUR CHANGE	10
ROAD AND STREET DESIGN	12
POLICY	13
REGULATIONS AND ENFORCEMENT	14
ACKNOWLEDGEMENTS	15

ABOUT THE AUSTRALASIAN COLLEGE OF ROAD SAFETY

The Australasian College of Road Safety (ACRS) is the peak membership association for road safety professionals, advocates, and members of the public who are focused on saving lives and serious injuries on our roads.

The vision of the College is the elimination of fatal and serious injury on the road.

The purpose of the College is to support its members in their efforts to eliminate road trauma through knowledge sharing, professional development, networking and advocacy.



The Victorian Chapter Committee is dedicated to uniting its members through the organisation of local events. Annually, we host a variety of gatherings, including seminars/webinars, forums, workshops, and lunchbox chats. These events delve into topical and emerging road safety issues, solutions, and innovations. By actively involving our members and seeking their insights, we strive to facilitate knowledge-sharing and advocate for the necessary changes across the system.

The Victorian Chapter hosted the 2021 Australasian Road Safety Conference in Melbourne with the support of the national office of the College.

The objectives of the College are:

- ✓ To promote and advocate policies and practices that support a harm elimination agenda within society.
- ✓ To share road safety knowledge and promote further research and evaluation to deepen the road safety knowledge base.
- ✓ To promote and support professional development, institutional strengthening and networking in pursuit of its overall objective.
- ✓ To promote a collegial and collaborative climate amongst all those with responsibilities for and working in road safety.
- ✓ To improve relative safety outcomes for vulnerable demographic and user groups within the community.
- ✓ To promote post-crash policies and practices which support its other objectives.
- ✓ To promote road safety as a critical organisational objective within government, business and the community.

www.acrs.org.au

VICTORIAN CHAPTER

The Victorian Chapter committee organises local events. We have events each year in the form of seminars/webinars, forums and workshops about topical and emerging road safety issues, solutions and innovations.

The Victorian Chapter hosted the 2021 Australasian Road Safety Conference in Melbourne with the support of the national office of the College.

REPORT DISCLAIMER

The views and opinions expressed in this report are those of the Workshop participants, and do not necessarily reflect the views of the Australasian College of Road Safety.

INTRODUCTION

Cyclists play a vital role in our transportation system. However, they disproportionately feature in traffic-related injuries and crashes. This representation doesn't stem from a single cause. Various factors contribute to it, including travel speeds, vehicle safety features, challenges in riding, and the way our roads and their surroundings are designed, operated, and maintained.

The ACRS Victorian Chapter organised the Cycling Safety Forum with a clear objective: to gather a diverse group of individuals dedicated to enhancing cycling safety. This forum was a platform to collectively address issues, discuss solutions and innovations, and compile feedback into a comprehensive report. The goal was to widely disseminate the findings and discussions from the forum.

THE FORUM

The Cycling Safety Forum flyer (Appendix A) was distributed and promoted through emails and social media. Forum participants included cyclists, engineers, academics and researchers, post-graduate research students, community and not-for-profit organisations representatives, road safety auditors, road safety practitioners, transport and road safety agencies representatives and those interested and invested in rider safety. The participants' expertise and knowledge were wide-ranging from research, strategy and policy to road infrastructure, engineering and human factors.

A world café methodology was used; inviting participants to move around different sections of the room dedicated to the forum themes and to engage with others and to comment about:

- Technology and Data
- Behaviour Change
- Policy, Strategy and Linkage
- Road and Street Design
- Regulations and Enforcement

Scribes at each section recorded participants' comments. The world café event finished with a wrap-up of each theme by each scribe, and guests and participants were invited to express any further comments.

The scribes' writing was transcribed and is reflected in the pages that follow.

The details of the forum were:

Date: 1 November 2023

Time: 3:00PM – 6:00PM

Location: City of Melbourne Bowls Club, Flagstaff Gardens, Melbourne

Event photo gallery can be accessed via the following link: [Click Here](#)

For more information or enquiries please contact Kenn.Beer@SafeSystemSolutions.com.au

CYCLING SAFETY FORUM PARTICIPANTS – ORGANISATIONS REPRESENTED

Amber Community
Amy Gillett Foundation
Asset Management Council
Aurecon Group
Australasian College of Road Safety
Austroads
Banyule City Council
BikeWest
Boroondara City Council
Bunchrides Social media for cyclists
City of Ballarat
City of Great Geelong
City of Melbourne
City of Port Phillip
City of Stonnington
CrowdSpot
Department of Transport and Planning - Road Safety Victoria
Knox City Council
Level Crossing Removal Project
Maersk
Maribyrnong City Council
Melton City Council
Merri-bek City Council
Metec Driver Training
Monash University
Moonee Valley City Council
Movement and Place
National Transport Research Organisation
O'Brien Traffic
Safe System Solutions Pty Ltd
Stantec
Transport Accident Commission
Transurban
UNSW Sydney
Warrnambool City Council
Whittlesea Council
WSP
Yarra Ranges Council

REPORT DISTRIBUTION

This report will be sent to the Cycling Safety Forum participants, the Victorian Department of Transport and Planning, other Victorian road safety related agencies, and the ACRS office.

The Victorian Chapter Chair will table the report at an ACRS Executive Committee meeting.

The report will be available to ACRS members through internal communication processes.



FORUM OUTPUTS

The outputs of the Forum presented below are the scribes' direct transcriptions of the participants' views. The participants' views have not been altered. The intent was to capture this group's ideas, issues, topics and solutions to be further considered by other parties.

These views do not necessarily represent the views of the ACRS.

DATA

- Measuring how dense a space is used by calculating the total number of employees in the building or space. This data helps in efficiently managing resources, such as adding the appropriate number of bike loop racks to accommodate employees who commute by bicycle, ensuring both effective space utilisation and support for sustainable commuting
- Disaggregating existing data e.g., Bluetooth-enabled cars and their impact on cyclists
- Gathering comprehensive information about e-bicycle usage, performance, and their interaction with urban environments
- Hospital data and police reports on cyclist collisions, including location to provide insight into collision hotspots, potentially dangerous routes or intersections for cyclists
- Lack of comprehensive and accurate information in certain areas related to cycling. These gaps can hinder effective planning, policymaking, and safety improvements which restricts obvious solutions
- The significant lag in cycling participation data, which varies geographically, poses a challenge in understanding and promoting cycling as a mode of transport
- Utilising supporting data to illustrate cyclist crash incidents is essential for understanding and addressing cycling safety issues
- Australian Road Assessment Program (AusRAP) and Level of Traffic Stress (LTS) Data Collection
- Insurance companies considering sharing data- developing tailored insurance e.g., bike theft/ personal injury while cycling. Risk assessment and pricing etc.
- The accuracy of crash data and diagrams may be compromised due to delays in data reporting
- Taking action on accessed data
- Improving safe cycling using desire line data
- Understanding of traffic count data gives insights into traffic patterns, peak travel times, and the usage of different modes of transportation- it has not been extended to cyclists particularly their behaviours. More focused on future datasets and using current technology
- Understanding the motivations behind why people choose to travel by bicycle
- Collecting data at growth areas and end-of-trip locations, especially near public transportation (PT) services to understand and improve the integration of cycling with public transit
- Justifying projects without data can be challenging, as data provides the evidence needed to support the feasibility, necessity, and potential impact of a project

TECHNOLOGY

- Having a bicycle safety star rating system to evaluate key safety features of bicycles, such as structural design, braking efficiency, and visibility. Each feature is rigorously tested and rated, contributing to an overall star rating
- The development of mobile applications for cyclists to cater to various needs, from navigation and route planning to providing cyclists with bike-friendly routes, incorporating factors like terrain, traffic patterns, and the presence of bike lanes. It should allow cyclists to connect with others, share routes, and participate in challenges. For urban planners and local authorities, data collected from these apps can offer valuable insights into cycling patterns and infrastructure needs, e.g. Bikespot
- Utilise closed-circuit television (CCTV) for safety and security, traffic monitoring and management, accident analysis, emergency response
- Innovative technological solutions to develop, implement and enhance the accuracy and effectiveness of counting bicycles in various environments, to provide more reliable and detailed data for urban planning and transportation management
- Low level Bicycle lanterns to enhance cyclist safety, particularly in low-light conditions
- Improving cycling journeys by implementing signal optimisation that gives cyclists a head start before motor vehicles at intersections
- The activation of pedestrian signals in response to approaching cyclists on side streets
- The integration of connected and autonomous vehicles (CAVs)
- Testing the effectiveness of sensor-activated signs
- Installing detector loops at every bike lane and intersection
- Stravametro app

OTHER

- Government incentives and private industry initiatives to encourage cycling over driving. Financial subsidies for purchasing bicycles or e-bikes, tax benefits, and infrastructure improvements like dedicated bike lanes and secure parking. On the private sector side, companies may offer incentives like bike-to-work schemes, where employees receive benefits for cycling to work, or partnerships with bike-sharing services to provide free or discounted access to bikes
- Making resources, information, or services open and easily reachable to the general public
- Creating groups for specific cyclist demographics, such as women cyclists, to ride together is an initiative that fosters a sense of community, safety, and mutual support among cyclists with shared experiences or concerns
- Perceptions of safety often vary significantly across different demographic groups
- Regular inspections of shared paths to identify and remove tripping hazards for cyclists
- Counts that categorise different types of bicycle users, e.g. cargo bikes



TRAINING

- As part of their mandatory training, learner's permit (L-plate) holders should undergo some rider training
- Driver training programs should incorporate modules on how to safely share the road with cyclists, ensuring that new drivers are well-informed about coexisting safely with bicycle traffic
- The 'swapping seats' approach to help individuals personally relate to the challenges and needs of different road users e.g., driver of motor vehicle to ride bike in busy intersection
- The "Dutch Reach" method - implementing such a program can significantly enhance cyclist safety by preventing "dooring" accidents
- Updates in driver education regarding laws and other relevant information, and that similar knowledge updates should also be provided to non-drivers, perhaps on how to interact safely and legally with other road users as pedestrians or cyclists
- Highlighting studies involving injuries and fatalities of cyclists on Australian roads to include in training to promote awareness

BEHAVIOURS

- Encouraging cyclists to be predictable in their actions, predictability in cycling behaviour helps motorists anticipate and react appropriately, reducing the risk of accidents
- In the absence of proper infrastructure, individuals may create their own rules, implying that when official guidelines or structures are lacking, people might resort to self-made solutions to navigate the environment
- Active transport- sustainable way of getting around as it requires physical activity
- The importance of continuing to practice safe cycling habits
- The habit of safely driving around cyclists should begin early for those who choose to drive, emphasising the importance of developing road safety awareness and responsible driving practices from the onset of one's driving experience. Research into where this changes with experienced drivers must be investigated

INITIATIVES & INCENTIVES

- Cars could be marketed in a manner similar to cigarettes- similar warning hazards e.g., pollution, driving hazards
- Cars are often marketed as the ultimate means of independent travel- bikes provide a more accessible way to move around, unencumbered by traffic, fuel costs, and the search for parking spaces
- Onsite parking is not a human right- recalibrate expectations around parking provisions and to encourage alternative transport methods that can alleviate congestion and reduce environmental impact
- Setting a speed limit of 30 kilometres per hour on local roads
- Shift in emphasis from meticulously planning trips to allowing more time to observe and react to conditions on the road
- Support and active involvement of councillors and community on commitment management exec in council
- Thinking about changing the rate/ mode
- Participatory decision-making, involving all stakeholders in the decision-making process, especially those who will be directly impacted
- Consultations with the youth of the community
- Policies and practices within workplaces aimed at increasing the representation and participation of safe cycling
- Financial support mechanisms provided e.g., discounts to buy bikes, reduced transport fares, discount bike maintenance, improved and useful end of trip facilities, salary sacrifice
- Paid parking at trains to encourage commuters to use other forms of transportation to the train station/ Increase fees for parking to increase viability for walking/bike riding- promoting/encouraging bike train bike scheme
- Implementing stricter penalties for drivers e.g., increased fines, longer license suspensions. Strict liability - if hit bike or pedestrian, to the car
- Relaxing mandatory helmets to encourage greater uptake of riding
- Promoting E-cargo bikes to hire, trials
- The removal of tow bars from vehicles to enhance the safety of cyclists to reduce the risk of serious injuries to cyclists

- National Association of City Transportation Officials (NACTO) use programs to design roads with young people/children. Fondation Botnar focus on supporting the wellbeing of the youth of the community
- Facilitating National Disability Insurance Scheme (NDIS) more frequently:
 - to provide support related to physical health and wellbeing for cyclists
 - how to find a NDIS provider
 - NDIS programs that offer participants to accompany you whilst riding (physical assistance and company)
 - NDIS providers that specialise in cycling can also help identify safe and accessible routes, ensuring a positive and secure experience for cyclists with disabilities
 - Accessible bikes subsidised in NDIS scheme
- Cents per kilometre method for claiming a tax deduction for riding into work/ E-Bike tax schemes incentives
- Utilising and promoting bike share scheme- discount rides, memberships etc.
- School bike passes/ Bike education initiatives e.g., Safe Routes to School (SRTS) program. Programs focusing on making it safe, convenient, and enjoyable for children to walk or cycle to and from school
- Ban mayoral car and put on bikes
- Reflect and Learn (NSW Research)



DESIGN

- Address “design bias” that is impacting people on bikes - wide traffic lanes, parking, no trees, turning radius
- Joined up: logical network of Local Trunk Networks, left in left out, use of bollards, lanes
- Design guide - need to have updated guide published
- Enhance safety by implementing a 30 km/h speed limit and providing physical protection for cyclists
- Diversity and inclusion should inform the entire cycle of design, policy, guideline, and development in projects, ensuring these principles are integrated from the start and not considered as an afterthought
- Streets are often designed without considering cyclists- implement and uphold existing design standards, such as those for shared paths used by pedestrians and cyclists, to ensure safety and efficiency

DATA

- Differences for bikes often missing detail
- Count for people movement not vehicle movement
- Shift the focus from counting vehicle movement to counting people movement, emphasising the importance of monitoring and supporting the flow of pedestrians and cyclists
- Improve crash reporting, including incidents on off-road paths, to gather detailed data that can inform and guide the design of safer infrastructure for all users

INITIATIVES AND IMPLEMENTATIONS

- DTP to endorse state cycling- mixed traffic, protected lanes, off road paths
- DTP- Movement and place design progress?
- “SAFE”- are guides/ frameworks/audit (not working)- approaches working?
- International Road Assessment Programme (iRAP)/ cycleRAP- star rating for cycling safety

SKILLS

- Combination of accredited skills and practical, on-bike experience:
 - Focus on comprehensive training in cycling safety principles, traffic laws, effective communication techniques, and the latest in safety gear and practices
 - Practical on-bike experience to understand the challenges and nuances of cycling in different environments, from urban streets to rural roads. It also builds empathy and insight into the diverse experiences and needs of cyclists, from novices to experienced riders

DESIGN

- Create distinct pathways to segregate bicycles from vehicular traffic
- Implement urban design, similar to Amsterdam, which includes features like greenery and plant installations
- Ensure the presence of improved/ up to date facilities and amenities adjacent to bike paths
- Design bike routes that provide the most direct path from origin to destination
- Eliminate/ reduce car parking in the vicinity of schools
- Ensure that all new developments prioritise active transportation by incorporating straightforward and accessible routes in their design
- Councils possess robust plans; thus, alignment should originate from a broader perspective, defining a primary network and then expanding and branching out from it
- Maintain uniformity in design standards for cycling infrastructure e.g. green lane with white stripes
- Adjust speed limits in various areas
- Develop rail and tram networks with provisions for leaving bikes at tram stops or taking them onboard trains
- Every new government and private building should be equipped with suitable amenities, such as end-of-trip facilities

POLICIES

- "Not in scope" is not an excuse
- Policy should mandate that cost-benefit analyses include considerations of health and environmental advantages
- There is an emphasis on policy formulation but a lack of follow-through in terms of implementation and evaluation
- Harmonise state policy with local regulations to achieve standardization across policies e.g., Site specific what works in Brunswick might not work in Mildura - no state guidelines - too many different rules
- Develop an improved national framework dedicated to ensuring safe cycling policies
- Amend the regulations where it is prohibited to park bicycles in spaces allocated for car parking
- Bike parking areas should include security measures, such as secure locking systems
- Minimum 2% active transport infrastructure spend at least
- Modifying the access provisions for rail reserves
- Guides should be more adaptive, allowing for quicker responses and adjustments based on trial outcomes
- Harmonising policies between different councils to address inconsistencies and prevent aspects of policy from falling through the gaps due to misalignment
- Revise policies for school zones to enhance safety, including restrictions or limited times for pick-up and drop-off activities, thereby reducing the impact on cyclists
- Planning scheme amendment
- Introduce a policy mandate for councils to solicit feedback from all community segments, including children
- Allocate government funding to support inter-council collaborations and initiatives
- Implement a proactive policy to address and close gaps
- Develop a policy for on-street parking with a clear implementation strategy
- Adopt a tactical urbanism strategy focused on initiatives such as trails and pop-up projects to enhance community engagement. Prioritise consulting stakeholders and then implement
- Revise the Victorian cycling strategy with concrete plans and long-term commitments spanning the next 20-30 years
- Consider easing mandatory helmet laws

INCENTIVES

- Provide tax breaks for school carpooling and incentives such as tax benefits for cycling to work or discounts on bike purchases, along with implementing congestion charges to encourage sustainable transportation choices

REGULATIONS

- Implement measures to control and eliminate hazards in the road network, focusing on both road safety and vehicle safety
- Enforce regulations regarding vehicle sizes, weights, and heights
- Establish clear and comprehensive regulations for e-scooters/ e-bikes e.g., establish regulations for e-bike conversion kits
- Implement a system for the public to submit footage to law enforcement for increased surveillance and security
- Deploy camera enforcement systems in low traffic neighbourhoods and at no-entry points to enhance traffic management and compliance
- Research and evaluation (R&E) as a supportive measure to improve safety
- Establish car-free zones around schools and promote 'Streets for All' initiatives to create open streets for the community
- Implement modal filters as a traffic management strategy
- Enhance enforcement measures for Shared Urban Pathways (SUPs) and provide education on proper usage

DESIGN

- Introduce zebra-style crossings specifically designed for bicycles
- Strengthen enforcement measures to ensure compliance with bicycle traffic rules
- Implement visibility standards for e-bikes to enhance safety
- Set speed limits for bike and SUP paths
- Conduct a comprehensive review of safety evidence regarding the use of helmets
- Enforce restrictions on bull-bars
- Extend TAC (Transport Accident Commission) coverage to include all cyclists
- Introduce demerit point systems that reflect the level of risk associated with traffic incidents
- Set a default speed limit of 40 km/h for roadways/ Implement a policy change to reduce the speed limit to 30 km/h in residential street

TRAINING

- Promote consistency in road rules and responsibilities across states
- Require learner and probationary drivers to spend 10% of their supervised hours on a motorcycle in traffic conditions
- Introduce drivers' license refresher courses

POLICY

- Enforce stricter emission standards
- Conduct a comprehensive review of bicycle standards and strengthen them as needed
- Implement annual or regular roadworthy checks for all cars
- Impose fines for parking in bike lanes and consider a ban on parking in these lanes
- Create incentives to encourage the purchase of smaller vehicles
- Establish higher licensing standards for larger vehicles
- Impose a diesel tax on larger vehicles as a prerequisite for road use
- Implement policies aimed at promoting mode shifting to more sustainable transportation options
- Update road rules to provide greater protection to cyclists
- Implement road use pricing mechanisms
- Establish a clear hierarchy of responsibility for road users
- Introduce tax deductions for bicycle-related expenses
- Implement import duties and tax on 4WD vehicles
- Reduce car park dimensions

ACKNOWLEDGEMENTS

The Safe Cycling Forum was organised by ACRS Victorian Chapter members who volunteered their time and energy to organise and run the event and to produce this report:

- Kenn Beer
- Kathy Doukouris
- Samantha Zeps
- Wendy Taylor

Thank you to those who volunteered to scribe participants' views:

- Max McCardel
- Chris Harrison
- Stuart Outhred
- Julian Tovenati
- Anastasia Gouzos

We would like to thank our guests and volunteers for their presence and valuable contributions at our event. Their participation has greatly enriched the discussions and experiences shared during this forum. We look forward to continued collaboration. Thank you for being a vital part of our community.



Free Event

1 NOVEMBER 2023

CYCLING SAFETY FORUM

Gather insights from industry on possible initiatives to improve cycling safety in Victoria. Discover areas of concern, opportunities and examples/case studies

3PM - 6PM

CITY OF MELBOURNE BOWLS CLUB
DUDLEY STREET
MELBOURNE VIC 3003

REGISTER HERE

MORE INFORMATION
TRAINING@SAFESYSTEMSOLUTIONS.COM.AU



Brought
to you by:



Australasian College of Road Safety
Victorian Chapter
2023