**Submission No. 61**

# DRIVER EDUCATION, TRAINING AND ROAD SAFETY

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# PARLIAMENT OF NEW SOUTH WALES

## STAYSAFE JOINT STANDING COMMITTEE ON ROAD SAFETY:

## Inquiry into Driver Education, Training and Road Safety

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# TABLE OF CONTENTS:

# 1. Executive Summary: The New South Wales Government must rethink its strategy to improve the safety for people of all ages and abilities who ride bicycles

This inquiry is an important intervention and opportunity to develop new policy, funding and legislative measures to address the issue of traffic safety for all road users in New South Wales. In particular, it gives the chance to acknowledge the significant impact of road safety on active travel behaviours, especially bicycle riding, for people of all ages and abilities. Despite comprehensive traffic engineering and modelling processes that aim to guarantee the safety of all transport customers, there is a disproportionate impact of accidents and crashes on cyclists and other vulnerable road users and on an all too regular basis.

For these reasons, Bicycle Network recommends that the NSW Government devises new strategies to significantly increase the levels of safety for bicycle riders with a focus on mainstreaming high-quality separated cycling infrastructure into our existing and new road and street networks.

Our recommendations are to:

- ✓ Invest in a *$1 billion dedicated Bicycle Infrastructure Fund* over the forward estimates for the next four years to significantly increase the construction of consolidated networks of separated cycleways, protected intersections and other cycling infrastructure
- ✓ Work alongside Bicycle Network to develop and implement a statewide *Ride2School program* to support children riding and walking to school including a bicycle educational program for all children in Grade 4.
- ✓ Legislate to *reduce traffic speeds to 30 km/h* around school zones, residential areas and selected activity centres
- ✓ Allow *people of all ages to ride bicycles on footpaths* except in the City of Sydney LGA, where separated cycleways have already been provided and in some selected areas
- ✓ Develop *new road planning and design guidelines* that consider all transport modes and mainstream cycling into all major infrastructure projects
- ✓ Legislate a number of different measures to *monitor, assess and educate serial driving offenders*
- ✓ *Streamline and expand the reporting criteria for road fatalities and serious injuries* involving cyclists

## 2. Background

Bicycle Network welcomes the opportunity to provide comment on the Staysafe Joint Standing Committee on Road Safety Inquiry into Driver Education, Training and Road Safety.

Bicycle Network is Australia's largest non-profit cycling organisation, representing over 50,000 people across the country, including New South Wales. Our mission is to tackle the health problems associated with physical inactivity by creating a nation of bike riders.

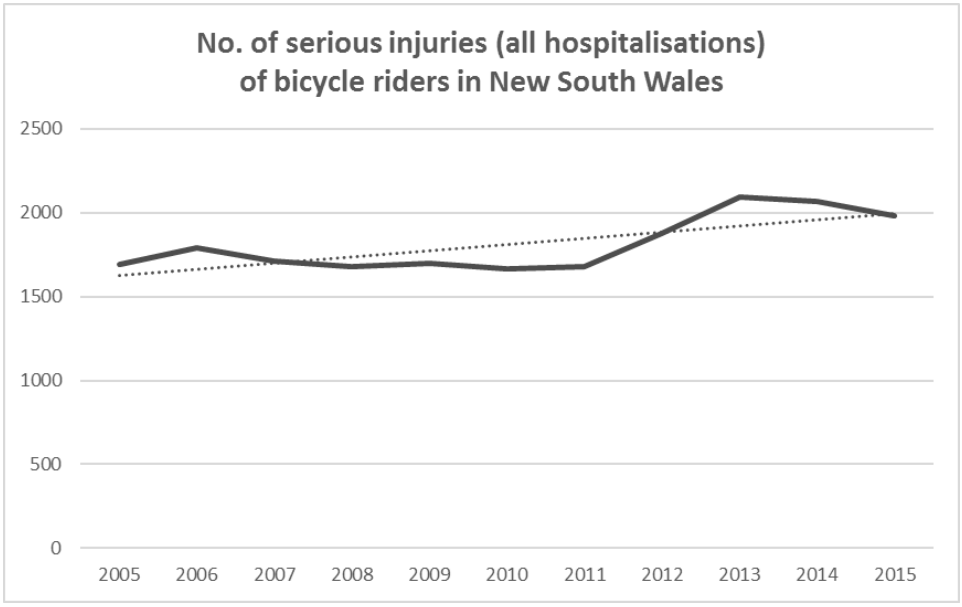
At present, the NSW Road Safety Strategy 2012-2021 aims to make the roads safer through at least a 30 per cent annual reduction in road deaths and serious injuries by the end of 2021. For bicycle riding, it states that:

*"The NSW Government is committed to encouraging and increasing the level of bicycle riding in the NSW community. To allow for this, infrastructure must be appropriate to allow for the safety of bicycle riders, together with respect from other road users. A combination of infrastructure and behavioural education campaigns to support safe cycling will result in fewer serious and fatal injuries."*

Since the commencement of the strategy, no significant progress has really been made in reducing the number of bicycle rider fatalities and serious injuries on our roads. In contrast to the fatality statistics, cyclists remain as the third largest road user group for hospitalisations in 2015, down by 89 (4%) on the previous year and the lowest since 2012. However, this is due to the fact that participation rates for cycling have simultaneously decreased since then because of the lack of adequate investment in cycling infrastructure and the deprioritisation of cycling as a valued independent transport mode by the former Baird Government.

Regardless, as seen in the graph below, hospitalisations of cyclists has steadily increased since 2005.[1] It is also recognised that a substantial proportion of non-fatal bicycle crashes are not reported to the police so statistics do not accurately reflect the extremely high levels of actual and perceived risk for people who already ride bicycles and those who would like to ride bicycles but cannot on our roads. Recent studies have shown, for instance, that as many as 59% of people want to ride bicycles regularly in New South Wales but do not currently do so.

[1] Transport for NSW, ROAD TRAFFIC CASUALTY CRASHES IN NEW SOUTH WALES, Statistical Statement for the year ended 31 December 2015: file:///G:/Facilities/Government%20and%20places/1.%20New%20South%20Wales/State%20Government/State%20submissons/Driver%20Education,%20Training%20and%20Road%20Safety/crashstats2015.pdf.




A recent study by Bicycle Network of crashes[2] reported from our membership base indicates a significant underreporting of injuries and property damage from bike crashes. An analysis of self-reported crashes over a period of 6 years (January 2011 – December 2016) by members as part of insurance claim processes showed:

- Police reports occur for only 27% of crashes
- 50% of injuries did not involve hospitalisation (and therefore would not be recorded in official statistics)
- The vast majority of crashes involving injury also involve property damage.

The following submission hence outlines a number of key issues and recommendations to tackle driver education, training and road safety here in New South Wales.

[2] Bicycle Network crash data, to be released March 2017, www.bicyclenetwork.com.au.

# 3. Key Issues to be Addressed

## a) Trends in Road Safety Research and Crash Statistics

***Bicycle Rider/Driver Conflict***

Both cyclists and drivers have a responsibility to share the road in an amicable way. Bicycle Network strongly believes that being respectful of each mode of transport is critical. Given that the instances of conflict are relatively low when considering the large volume of road uses each day, it does not mean that we believe those instances should necessarily be ignored.

Both cyclists and drivers are at fault in accidents and inattention seems to be a major cause of all types of accident, no matter who is at fault. It was found, for example, in one study in Queensland that 6328 crashes involving cyclists and motor vehicles reported to police between 1 January 2000 to 31 December 2008, the bicycle was deemed at fault in 44.4% of those instances. Younger cyclists (<16 years) or elderly cyclists (>80 years) were more likely to be at fault, while cyclists aged 30 – 69 were at fault in less than 30% of bicycle-motor vehicle crashes.[3]

When the driver is at fault, the most frequently recorded traffic violations are: undue care and attention (22.4%); disobey give way sign (19.1%); fail to give way (15.3%); turn in the face of oncoming traffic (11.9%); and open car door causing danger (5.9%). Only inexperience/lack of expertise (5.9%) and age (lack of perception; power or concentration) (3.7%) were frequently noted driver conditions when a driver was at-fault.

For crashes where the bicyclist is at fault, the most frequently recorded traffic violations are: disobey traffic light (6.4%); fail to keep left (5.1%); and fail to give way (4.7%). The contributing factors most likely to be indicated when a cyclist is the at-fault vehicle are: inattention/negligence (34.7%) or inexperience/lack of expertise (26.5%).

***Separated Cycling Infrastructure***

Separation of different road users has been demonstrated to be the most effective way to reduce the risk of injury for vulnerable road users like cyclists. Separated cycleways alleviate concerns of non-riders about road safety and

[3] Schramm, A. and Rakotonirainy, A. and Haworth, N. (2010) *The role of traffic violations in police-reported bicycle crashes in Queensland* Journal of the Australasian College of Road Safety, 21(3). pp. 61-67.

are absolutely key to getting more people riding bicycles. Furthermore, it has been shown to be economically beneficial to have separated bike lanes and the resultant active city through increased active transport. In comparison to the enormous costs of roads for motorised vehicles, it is relatively cheap to invest in cycling infrastructure.

Of the 6432 cyclist crashes reported to the police in Victoria between 2004 and 2008, 2181 (33.9%) resulted in severe injury of the cyclist involved showed that the key risk factors in those severe injury crashes included:

- Riding on roads zoned 60 km/h or above
- On curved section of roads
- Being involved in head-on collisions
- Being involved in on-path crashes which included striking the door of a parked vehicle.[4]

Separated bike lanes may address these issues where they remove cyclists from the path of other vehicles which are moving and parked vehicles.

In June 2014, the National Institute for Transportation and Communities *Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the* US, reported that separated bike lanes (described as Green Lanes) were shown to increase observed ridership on all facilities within one year of installation ranging from +21% - +171%. The increase appeared to be greater than overall increases in bicycle commuting in each city. Some of the increased ridership likely came from new riders and some from riders diverted from other nearby streets.

Another ACT study confirms the value of on-road lanes reserved exclusively for cyclists as a means of reducing their crash and injury rates.[5] The 2015 report *Cities Safer by Design* also emphasises two ways to improve traffic safety in cities. First, by building and retrofitting urban environments to reduce the need for individual vehicle trips; and second, by reducing vehicle speeds in areas where cars, pedestrians and cyclists mix.

***Advisory (painted on) lanes or Enhanced Bike Lanes***

[4] Boufous, S. de Rome, L. Senserrick, T. Ivers, R, (2012) *Risk factors for severe injury in cyclists involved in traffic crashes in Victoria* Accident Analysis and Prevention 49 Pedal Power ACT Pedal Power ACT, pp. 404-409.
[5] De Rome, L. Boufous, S. Senserrick, T. Richardson, D. and Ivers, R. (2011) *The Pedal Study: Factors Associated with Bicycle Crashes and Injury Severity in the ACT Final Report*.

Painted on-road bike lanes provide a visibly delineated space for bike riders on roads. These are less preferable to separated bike lines but are cost effective and provide a measure of safety for riders.

Bicycle Network supports the use of enhanced bike lanes where physical separation is not possible. However, the Austroads Guides provide scant guidance on separation techniques other than kerb separated or physically separated bike lanes. The "channelisation" treatments listed are limited and not proposed for use other than for exclusive bike lanes or for use on curves and turns. In effect, bike lanes should be enhanced through the use of:

- Wider bike lane widths
- Coloured pavement, especially across intersections
- Tactile linemarking (vibra-line)
- Chevron spacing between moving vehicles and/or parked cars.

***Part-time Bike Lanes***

Peak-period bike lanes are a compromise solution but they do provide space on existing roads for the more experienced cyclists and reduce the risk for these riders. They are more suitable for the adult commuter bike rider and are unlikely to suit children and less confident riders.

If clearway bike lanes are provided, it is critical that the lane is clear of all potential hazards that may cause a bike rider to crash or veer into the adjacent lane. As with other advisory lanes, width, linemarking, and colour can be used to upgrade the lanes and made to increase the comfort for all bicycle riders.

***Shared Paths***

Shared paths need to accommodate both cyclists and walkers as the large numbers of cyclists often motivate the economic investment in those paths. Pedestrians should nearly always have priority and protection even ahead of bike riders. People on foot should also not feel threatened or intimidated by other path users.

Making decisions that have unintended consequences of redirecting many bike commuters on to far more hazardous roads (for example maximising speed at 20 km/h) are not desired. Better initial design such as 4-metre wide paths is preferable.

One recent study suggested that the injury risk of bicycling on cycle tracks is less than bicycling in streets and that the construction of cycle tracks should

not be discouraged.[6] This study was undertaken in Montreal on six cycle tracks compared to one or two reference streets without bicycle facilities that were considered alternative bicycling routes.

***Doorings***

Of the potentially unsafe cyclist-driver interactions, 93.4% of time drivers were responsible for the event whilst 17.6% of all interactions are the result of unexpectedly opened vehicle doors.[7] A 2015 study highlighted the possibility that safety devices implemented in cars could not only protect the car occupants but also vulnerable collision opponents in a crash.[8]

***Riding on Footpaths***

Bicycle Network advocates that it is critical for people of all ages should be allowed to ride on footpaths to facilitate the increased number of children, the elderly and non-cyclists meeting physical activity requirements. This measure has now been introduced in all Australian states and territories with the exception of Victoria and New South Wales.

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## b) Evaluating current driver training, including the effectiveness of refresher training and skills updating, and adaptation to changing vehicle technology

***Driver Education in High Schools***

There is a need for targeted driver education to increase driver awareness of the issues facing vulnerable road users, especially bicycle riders. However, Bicycle Network does not support investment of large amounts of funds into driver training off-road either for teens in schools or for advanced training courses for licensed drivers. Research worldwide has shown that these schemes contribute little to reduce accident involvement or crash risk for those teens.

In contrast, the RACV stated in a 2011 literature review that:

- Research suggests that the best learning environment for the beginning driver is the real road system under the supervision of an experienced

[6] Lusk, A. Furth, PG. Morency, P. et al (2011) Risk of injury for bicycling on cycle tracks versus in the street.
[7] Johnson, M. et al (2014) Naturalistic Cycling Study: Identifying Risk Factors For Cyclists In The Australian Capital Territory Report No. 322.
[8] Jansch, M. Otte, D, Johannsen, H. (2015) Investigation of bicycle accidents involving collisions with the opening door of parking vehicles and demands for a suitable driver assistance system.

driver or instructor. The accumulation of an on-road driving "experience bank" is perhaps the major potential contributor to reduced crash risk in solo driving for novice drivers.

- Improving knowledge and skill does not always lead to a change in behavior among drivers. Furthermore, a driver trainer has little control over the post-course behaviour of trainees, the motivation of trainees to apply what has been learned or the many other risk factors that may contribute to crash causation.

***Driver Distraction and Impaired Driving***

Bicycle Network supports strong driver education, enforcement and regulation development aimed at decreasing rates of driver distraction and impaired driving. Driver distraction is a major killer on our roads whilst impaired drivers disproportionately affect vulnerable road users like cyclists.

The Centre for Automotive Safety Research has identified that vehicle drivers undertaking a turning manoeuvre posed the biggest threat to cyclists who were generally travelling straight on a carriageway. Those drivers undertaking a right turn manoeuvre posed the greatest threat, particularly those turning across multiple traffic lanes and in peak-hour traffic conditions.[9]

***Driver License Reform***

People who ride bikes are vulnerable road users and are at a greater risk of being seriously injured or killed by bad driving behaviour. We need better checks and balances to stop people with repeated driving offences – like speeding, driving under the influence of drugs or alcohol or other risky behaviour – putting everyone in harm's way.

Bicycle Network is calling for a more stringent licensing system and for the following surveillance and education programs to apply to serial offenders.

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## c) The needs of metropolitan, rural and regional drivers

***Reducing Neighbourhood Streets to 30 km/h***

Bicycle Network strongly advocates for 30 km/h neighbourhood street speed limits by regulation and/or road design, especially for school zones and activity centres. This is because lower traffic speed can significantly increase the

[9] Lindsay, V. (2013) *Injured cyclist profile – an in-depth study of a sample of cyclists injured in road crashes in South Australia*.

attractiveness of routes for bike riding and walking. The Global Road Safety Partnership suggests a safe system approach, putting primacy on human life over other factors, and makes 30 km/h best practice in built-up areas where there is a mix of vulnerable road users and motor vehicle traffic. [10]

When speeds and volumes of motor vehicles are low enough, no separate space is needed for bikes - they share the road with motor vehicles. Quiet, slow streets not only allow children and family groups to walk and ride in comfort, they also allow more interaction between people using the street. This usually requires restrictions to motor vehicles access to keep actual speeds and numbers of motor vehicles low (<30 km/h and 3000 per day) as well as complementary traffic calming measures to favour walking and cycling.

*30 km/h will significantly reduce risk of injury, particularly to children*

Reducing speed limits to 30 km/h significantly decreases casualty or injuries in all road users.[11] The consequences of a crash are likely to be significantly less at a lower speed. 90% of pedestrians survive being hit by a car at speeds of 30 km/h; whereas only 20% survive at speeds of 50 km/h.[12] Even if reduction of speed limits to 30 km/h do not cause a significant reduction in vehicle speeds, they may result in significant decreases in collisions and casualties.[13]

Due to cognitive development children, when they are not fixating directly on approaching vehicles or are in motion themselves, will more reliably detect a vehicle 5 seconds away and approaching at less than 40 km/h as compared to 50 km/h.[14]

*Road environment likely to impact active transport levels*

It is difficult to directly attribute decreased road speeds to 30 km/h to increased active transport rates.[15] However, the road environment has been shown to have a significant impact on active transport levels of children and adolescents.

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[10] Global Road Safety Partnership 2008, *Speed management: a road safety manual for decision-makers and practitioners,* available at http://www.who.int/roadsafety/projects/manuals/speed_manual/en/ p. 14.
[11] Cairns, Jo. Warren, Jon. Garthwaite, K. Greig, G. Bambra, C. "*Go slow and umbrella review of the effects of 20mph zones and limits on health and health inequalities."* (2014) Journal of Public Health; Steer Davies Gleave "*Research into the impacts of 20mph speed limits and zones"* 2014; Brighton and Hove City Council *Travel, transport and road safety review* available at http://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/safer-streets-better-places.
[12] OECD/ECMT Transport Research Centre *Speed Management report*, Paris 2006 p 40.
[13] Steer Davies Gleave "*Research into the impacts of 20mph speed limits and zones"* 2014 p. 118.
[14] Wann, J. Poulter, D. and Purcell, C. "*Reduced Sensitivity to Visual Looming Inflates the Risk Posed by Speeding Vehicles When Children Try to Cross the Road"* (2011) Psychological Science 22(4) 429 – 434.
[15] Williams D & North R (2013) *An evaluation of the estimated impacts on vehicle emissions of a 20mph speed restriction in central London*, 2013, Imperial College London.

Roads with factors that cause traffic calming and greater connectivity had higher levels of active transport by youth. Factors indicating traffic calming include higher intersection density, higher prevalence of traffic/pedestrian lights and speed bumps. Factors indicating greater street connectivity are higher intersection density and not cul-de-sac. [16]

*A reduction to 30 km/h will not have significant impacts on travel times*
Studies illustrating the impact of travel speed on journey time have been undertaken in a number of cities have concluded that driving at approximately 40% of the maximum authorised speed only led to a 20% increase in the travel time. Therefore, a 24-minute journey previously at 50 km/h takes only 29 minutes at a 30 km/h speed.[17]

***Bike Riding on Rural Roads***
The default speed limit of 100 km/h on some rural roads is incompatible with their use as popular recreational cycling routes. Fatalities and serious injury on these types of roads for bike riders are over represented for the number of trips that occur on them. Some work has been done to include wide road shoulders to accommodate bike riders on these roads, but often the treatment of these shoulders has not met the preferences of bike riders many of whom continue to ride in the general traffic lane.

A new research study undertaken by the Highway Engineering Group at the Valencia Polytechnic has recommended that shoulders on rural roads are the key to reducing the risks for cyclists from passing vehicles. The findings showed that the speed and size of passing vehicles were more significant factors than the passing distance. The aerodynamic forces generated by large vehicles or vehicles passing at high speed were shown to be the relatively larger risk for riders.

The NSW Government should encourage road traffic authorities to identify popular sports and recreational bike riding routes on 100 km/h speed limit roads and construct adequate sized and surfaced road shoulders are in place to make bike riding safer in this environment.

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[16] Carver, A. Hesketh, K. Timperio, A. Crawford, D. *Active Transport Among Youth – How Important Is the Road Environment?* Deakin University Australia Centre for Physical Activity and Nutrition Research.
[17] OECD/ECMT Transport Research Centre: Speed Management report, Paris 2006 (available in English and French) p. 46.

## d) The needs and expectations of passengers and other road users

***Wheeled Power Vehicles***

Segways and e-bikes need adequate standards to ensure safety for participants. Bicycle Network does not generally support allowing segways on bike paths or the use of e-bikes if they meet the relevant standards.

***Importance of Children Being Active (especially by Riding to School)***

Bicycle Network strongly supports encouraging children to travel to school using active transport such as cycling or walking. Nowadays, children sit longer than they sleep while two-thirds of children do not meet the daily physical activity guidelines proposed by the Department of Health. Incidental exercise by travelling to school via active transport such as walking or riding to school is believed to be the most effective way to improve levels of physical activity.

Today the streets in the vicinity of schools are congested and potentially unsafe environments during drop-off and pick-up times. Children who have travelled actively need to contend with many motor vehicles and even the children that have been driven to school still need to walk safely to the front gate.

The *2015 Active Healthy Kids* report card on active transport for children and young people reported that:

- Children who use active transport to get to or from school are not only more physically active than those who do not but also achieve higher marks because they have more daily minutes of health enhancing activity, take more steps, expend more energy over the day and generally have better health-related fitness
- Only half of Australian children and young people use active transport at least once per week to travel to and/or from school
- Only 25-32% of children or young people used active transport as their usual mode of transport
- On average children aged 5-17 years spend 18 minutes per day (30% of recommended daily physical activity) using active transport to various destinations
- Cycling is only a small proportion of active transport trips and around 90% of children and young people of all ages reported 0 trips by bike per week
- Active transport to or from school has fallen consistently since 1970 and now lags behind countries like Switzerland, Brazil and the United Kingdom

Some work has been achieved to reduce traffic speeds outside of schools. However, given extensive policies in place to encourage the uptake of active travel, the NSW Government should now work with relevant agencies and Bicycle Network to develop design and traffic management policies that will facilitate safer school streets. It is essential that investment in active transport for children is also attractive to parents as an option.

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## e) Other related matters

***Availability of Data***

With more publicly available data road safety policy makers and interest groups can more easily take actions to improve road safety that are based on the best available evidence in New South Wales. Without better data road safety policy makers and interest groups are unclear as to what improvements are needed.

The NSW Government should therefore work closely with all relevant agencies and institutions to link their crash and hospital databases on road injuries. At present, this process is moving too slowly. A subsequent push to streamline the reporting criteria for road injuries would create a source of consistent data that would inform future road safety actions and decisions. This reporting criteria of accidents involving cyclists is outlined in the table below:

| | |
|---|---|
| **Categories** | • Road Deaths<br>• Serious Injury |
| **Time** | • Annual (preferably monthly)<br>• Historic (data should be collected for past two decades at minimum, and where available) |
| **Geographic Breakdown** | • Local Government<br>• Remoteness (urban, regional, rural, metro etc.) |
| **Demographic Breakdown** | • Age<br>• Sex |
| **Details** | • Total Count<br>• Count per 100,000<br>• Time of day (Hour)<br>• Day of the week<br>• Weather conditions<br>• Wearing a Helmet |

| | |
|---|---|
| | • Collision with (vehicle type): car; truck type, bus/van, pedestrian, other bicycle, individual and/or stationary object, train/railway vehicle, etc.<br>• Crash Type: right/left turn across, rear end, head on, dooring, etc.<br>• Alcohol (BAC)/Drug involvement<br>• Fatigue<br>• Driver distraction<br>• Speed limit at crash site<br>• Location of Road type e.g. highway, footpath, etc. or Road section: e.g. midblock, intersection, etc. |
| **Downloadable** | • A full research report of all data that visually depicts road death and serious injury trends<br>• A data cube (or excel file) that can be downloaded of all data at a National, State, and Local level |

# 4. Recommendations

Our recommendations are to:

- ✓ Invest in a *$1 billion dedicated Bicycle Infrastructure Fund* over the forward estimates for the next four years to significantly increase the construction of consolidated networks of separated cycleways, protected intersections and other cycling infrastructure
    - ➢ Construct the city centre cycleway network planned in the *Sydney City Access Strategy*. Priorities to be planned, designed and constructed in the next 3 years include:
    - ➢ The bi-directional separated north-south cycleway along Castlereagh Street (between Hay Street and King Street) and Pitt Street (between King Street and Circular Quay) in the Central Business District. This includes:
        - ○ Connecting the short east-west cycleway along King Street between Castlereagh and Clarence Streets
        - ○ Liverpool Street cycleway between Darling Harbour and Castlereagh Street
        - ○ Extending the east-west cycleway along Park Street
        - ○ Extending the existing bi-directional separated King Street cycleway east to Pitt Street
        - ○ Reconstruct the College Street cycleway
    - ➢ Ensure the timely delivery of the following projects as per *Sydney's Cycling Future* with a focus on connecting hubs such as Parramatta, Blacktown, Penrith and Liverpool alongside the Sydney Harbour Bridge ramps, Nepean River Green Bridge, Eastern Suburbs link, North Shore link, South East Light Rail links, Inner West Light Rail links, and Parramatta Light Rail links
    - ➢ Complete the construction of the GreenWay cycle path from Cooks River to Iron Cove
    - ➢ Plan and design the Sydney Airport Links outlined in *Sydney's Cycling Future* document
    - ➢ Complete the M4 Regional cycleway between Wentworthville and Parramatta
    - ➢ Commence the construction of a high-quality separated cycleway network as outlined in the *Parramatta Road Urban Transformation Strategy*

- Commence the construction of the Sutherland to Cronulla Active Travel Link
- Identify, design and build separated cycling infrastructure for popular sports and recreational cycling routes along 100+ km/h rural roads

✓ Work alongside Bicycle Network to develop and implement a statewide *Ride2School program* to support children riding and walking to school

- Fund standardised bicycle education programs as part of the New South Wales primary curriculum for children in Grade 4
- Fund the installation of bicycle parking in all schools in New South Wales and develop a planning policy that all new schools must include adequate bicycle parking

✓ Legislate to reduce traffic speeds to 30 km/h around school zones, residential areas and selected activity centres

✓ Allow people of all ages to ride bicycles on footpaths except in the City of Sydney LGA, where separated cycleways have already been provided and in some selected areas

✓ Develop new road planning and design guidelines that consider all transport modes and mainstream cycling into all major infrastructure projects

✓ Legislate a number of different measures to monitor, assess and educate serial driving offenders

- Legislative package including:
  - Surveillance and driver tracking: Installation of GPS tracking technology in the vehicles of serial driving offenders that sends out an alert if a driver is speeding or driving erratically
  - Counselling: Education courses for drivers who risk others in ways such as speeding, mobile phone use, disobeying signals
  - Training: If motorists have shown an inability to drive safely they must undergo specific driver training
  - Assessment: ongoing assessment of the driver's progress while under the supervision program
  - Fast tracking of safety assist technologies (SATs): Technology in cars that can override driver actions and human error including lane support systems, emergency braking and fatigue detection

✓ Streamline the reporting criteria for road fatalities and serious injuries involving cyclists

## 5. Conclusion

Compared to other Australian states, cycling links in New South Wales cities and towns are not extensive and are, in actual fact, unsafe and poorly connected. The *status quo* now has to firstly be addressed urgently with careful planning and route selection as well as phased and prioritised construction programs involving both state and local governments in the city.

Despite falling daily commuter numbers, there is a growing demand for better cycling infrastructure and facilities in New South Wales from the 1.09 million people who ride their bikes each week. The NSW Government already knows what is required to facilitate growth in cycling. In brief, it now needs to take the current demand and future potential for cycling seriously by investing in a comprehensive network of connected and separated bike lanes in cities and towns across the state, amongst many other initiatives.

Thank you for accepting our submission on the Inquiry into Driver Education, Training and Road Safety. Bicycle Network expects the NSW Government to take meaningful steps towards making bike riding safer for everyone.

If you have any enquiries, please do not hesitate to contact me on [redacted] or [redacted].

Kind regards,

Peter Eckersley
NSW Government & External Relations Advisor
Bicycle Network


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