

ITE Cycling Issues Forum

A Perspective from Sydney and Beyond

24 April 2013
12S1246000

7 Topics in 7 Minutes

1. Separated Paths
2. Shared Paths
3. Mobility Scooters
4. New Research
5. Old Research
6. Claims vs Standards
7. QLD Supreme Court



1min – Separated Paths



1 min – Separated Paths



2min – Shared Paths

- Recent Press
 - Licensing
 - Speed limit
 - Enforcement
- Education
 - Regulatory signs & markings
 - General education
 - Blue lines
- New User Groups
 - Mobility scooters
 - Pedelecs, e-Bikes



2min – Shared Paths

Regulatory signage

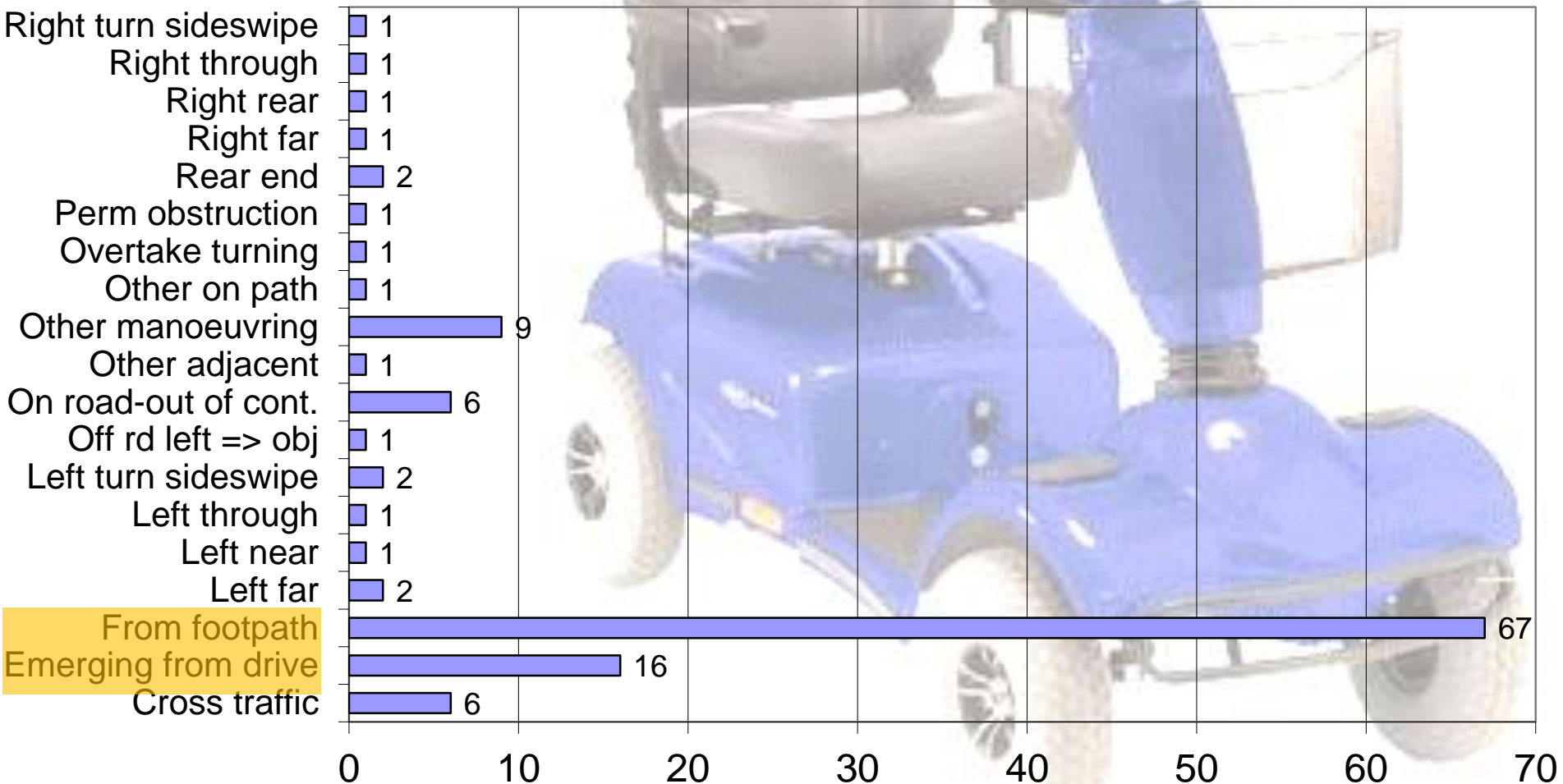
Educational signage

Blue Line
(continuous
educational tool)

Is 1.2m adjacent to a
grass run-out space
too little?

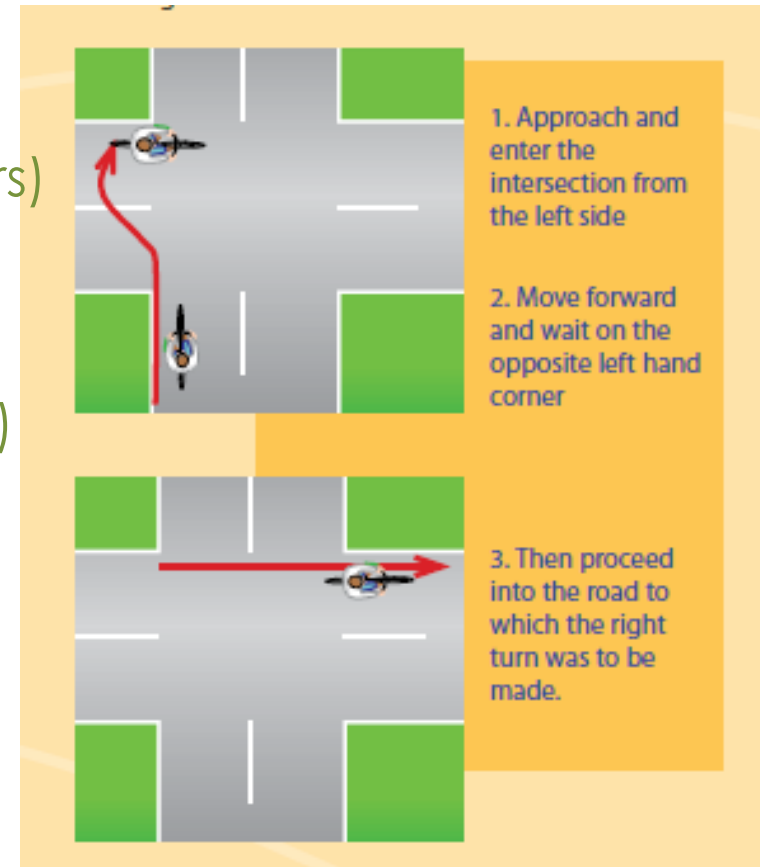


3min – Mobility Scooters




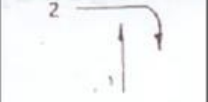
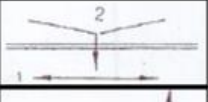

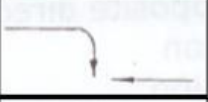
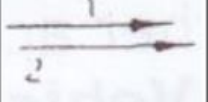
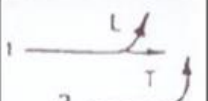
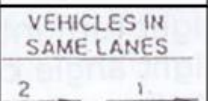


4min – New Research

- ACT Police Data
 - 5 years of data (2005-2009)
 - 719 bicycle crashes (728 bike riders)
- Hospital Data
 - Canberra Hosp Emergency Dpt
 - 5 years of data (2001-03 / 2006-07)
 - 2,102 bicycle crashes
- Some Details
 - Increase over time
 - 75/25% split male/females
 - Police data – motor vehicles
 - Hospital data – single bicycle crashes = motor vehicles

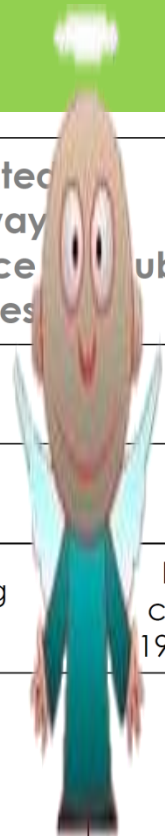


the dead don't speak

4min – New Research

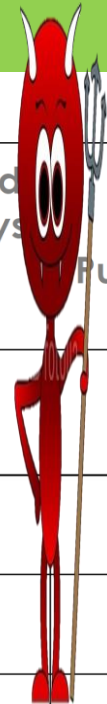
RUM Code	Number of Crashes	Indicative diagram
101 (Intersection: thru-thru)	166	
104 (Intersection: thru-right)	83	
408 (Manoeuvring: from footway)	79	
107 (Intersection: thru-left)	60	
202 (Vehicles from opposing directions: thru-right)	52	
305 (Vehicles from one direction: vehicles in parallel lanes,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

4min – New Research



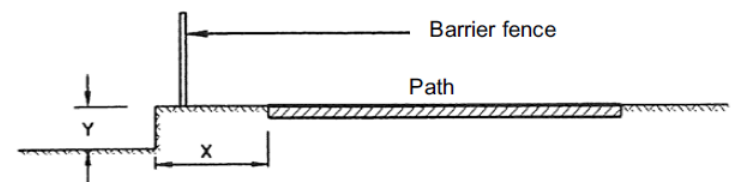
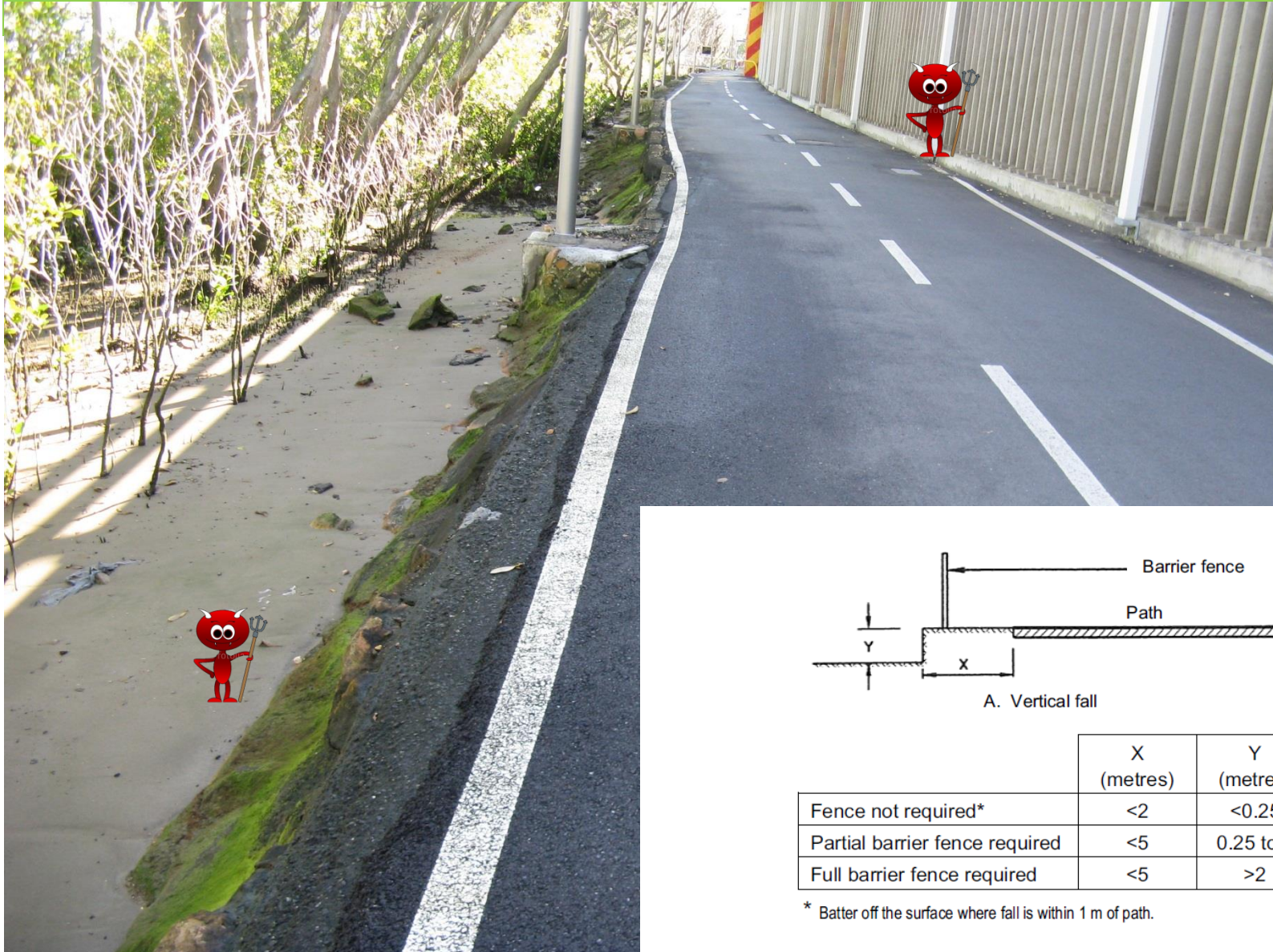
Author	Title	Source	Separated Cycleways Increase Crashes	Separated Cycleways Reduce Crashes	Year of publication
Lalonde, M.	Bike paths reduce injuries: study	Montreal Gazette	✗	✓	2011
Lusk et al**	Risk of injury for bicycling on cycle tracks versus in the street	Injury Prevention	✗	✓	2011
Franklin, J.	Cycle path safety summary of research	Online website	Summary of research providing support for both views		Research cited from 1938 - 1999
Reynolds et al	The impact of transportation infra-structure on bicycle injuries and crashes: a review of the evidence	Environmental Health	✗	✓	2009
Jensen et al	Road safety and perceived risk of cycle facilities in Copenhagen^	Presentation to European Cycling Federation AGM	✗	✓	2006
New York City Department of Transport	Prospect Park West bicycle path and traffic calming	New York City Department of Transport	✗	✓	2011

5min – Old Research



Author	Title	Source	Separated Cycleways Increase Crashes	Separated Cycleways Reduce Crashes	Year of Publication
Wachtel & Lewiston*	Risk factors for cycle-motor vehicle collisions at intersections	Journal of Institute of Transport Engineers	✓	✗	1994
Linderholm*	Proceedings of conference - Sicherheit rund ums Radfahren	Online	✓	✗	1991
Jensen et al	Junctions and cyclists	Velo-city	✓	✗	1997
Rasanen & Summala	The safety effect of sight obstacles and road markings at bicycle crossings	Traffic Engineering and Control	✓	✗	1998
Velo Secur	Issues of bicycle safety	German Cycling Federation	✓	✗	1990
Pasanen*	The risks of cycling	Online	✓	✗	1999
Berlin Police Department	Traffic accidents involving cyclists	Online	✓	✗	1987

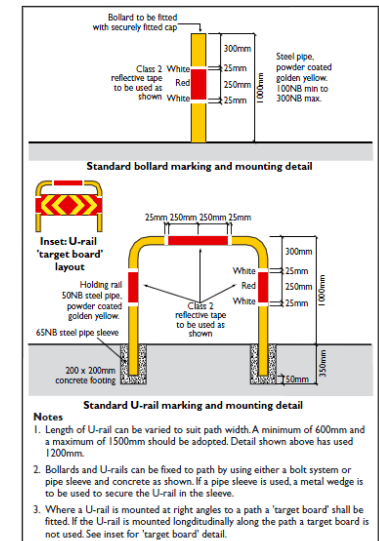
6min – Claims vs Standards



	X (metres)	Y (metres)
Fence not required*	<2	<0.25
Partial barrier fence required	<5	0.25 to 2
Full barrier fence required	<5	>2

* Batter off the surface where fall is within 1 m of path.

6min – Claims vs Standards



6min – Claims vs Standards

In Holland Cycleland every year:
2500 treated injuries, 325 hospital admissions

17 Councils in NSW:

(<http://www.unitedindependentpools.org/documents.asp?catID=528>)

10 of the 18 examples concerned bollards and
path-side obstacles

Claims range from \$00's to \$000,000's



Source: Vogelvrije Fietser, Jul/Aug 2012

7min - QLD Supreme Court 2012

- The Site

- Residential street
- Low speeds and volumes
- Kerb and gutter
- No footpaths



7min - QLD Supreme Court 2012

- The Findings

- *“There was nothing negligent in the plaintiff initially walking along the far right hand side of the road”*
- It is unreasonable for pedestrians and cyclists *“to remove themselves from the bitumen surface of the roadway until the vehicle has passed”*
- Kids under 15 do *“not have the same degree of experience, understanding, judgment and thoughtfulness to be expected of an adult”*
- *“in pedestrian cases, typically a heavier share of responsibility falls on the motorist even if the degrees of departure from the standard of reasonable care be more or less equal”*



- Questions Arising


- Different judgment if there had been a constructed footpath
- Implications for Road Authorities to construct footpaths
- Implications for other jurisdictions



7min - QLD Supreme Court 2012

Table 2.1 is an example of when footpaths may be required based on the general abutting land use, and illustrates the way in which the principles are applied in New Zealand.

Table 2.1: A New Zealand example of when to provide urban and rural footpaths

Land use	Footpath provision			
	New roads		Existing roads	
	Preferred	Minimum	Preferred	Minimum
Commercial and industrial	Both sides		Both sides	
Residential (on arterial roads)				
Residential (on collector roads)				
Residential (on local streets)			Both sides	One side
Three to ten dwellings per hectare	Both sides	One side	One side	Shoulders on both sides
Fewer than three dwellings per hectare	One side	Shoulders on both sides		

Source: Land Transport NZ (2007a).



Come and Join Us



NSW Training Course
Designing for Bicycle Riders and Pedestrians
15-16 May 2013

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Thank You



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