Cycling to a safe systems approach: A motoring club perspective

Michael Roth
Advocacy Charter

RACQ is the independent advocate for Queensland motorists.

This means we will:
- Understand our current and future members’ needs and priorities through regular engagement with them on motoring issues and through utilisation of the best available research;
- Advocate on behalf of our membership to all levels of government, the suppliers of motoring-related products and services, and other organisations with an interest in land transport;
- Communicate our policies and other significant advocacy initiatives to our members and other stakeholders;
- Educate our members on motoring issues; and
- Measure and report on our advocacy activities to our members annually.

Advocacy Priorities

Safety
Safer drivers in safer cars on safer roads

We will advocate for:
- Education and enforcement programs that support safe and responsible road use;
- Roads that are designed and built to be more forgiving of user error; and
- Vehicles that provide the best technology to help drivers avoid collisions and protect occupants and other road users in the event of a crash.

Affordability
Value for money for motorists

We will advocate for:
- Fair and justifiable motoring costs, whether imposed by industry or government;
- Informed choices by motorists as consumers; and
- Adequate funding to build and maintain an efficient road and public transport network.

Sustainability
Mobility now and for the future

We will advocate for:
- Minimal negative impacts of motoring on the natural and built environment;
- Economically efficient and equitable ways of reducing traffic congestion in our cities;
- Integration of land use and transport planning and further research and support for alternative fuels and automotive technologies that reduce dependence on fossil fuels and enhance Australia's energy security.
Share the road

Focus of our submission to the Parliamentary Cycling Inquiry

Strategies include education for motorists and our bike riding members

Our engagement is attempting to take the heat out of the debate through media
Dutch cycling tour - learnings

A quality transport system is space-efficient, safe and comfortable.
Dutch cycling tour – vision for Aus

Bikes could cater for a lot of short trips and integrate with public transport, but a safe system requires separation.
Separated Infrastructure
Separated Infrastructure

The Queensland Government should:

Include a separated bike path, on-road bicycle lanes, or a high quality signed parallel route for bicycle and mobility scooters as part of all upgrades to state-controlled roads in urban areas.
RACQ Mobility Survey

Covered car driving, bike riding, public transport, taxis and ridesharing.

- 1,009 respondents in June 2015
- 85% owned a car, 88% with a licence
- 23% occasional bike riders
- 11% regular bike riders
Have you witnessed a rule infringement

- Bike rider: 26%
- Car driver: 78%
Were you bothered by it

- Bike rider: 92%
- Car driver: 87%
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<td><strong>1.</strong></td>
<td>Motorists talking/sending text messages on hand-held mobile phones.</td>
<td>96.5%</td>
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<td><strong>2.</strong></td>
<td>Drivers who follow too closely / tailgate behind my vehicle.</td>
<td>95.1%</td>
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<td><strong>3.</strong></td>
<td>Motorists who increase their speed when you try to overtake them.</td>
<td>95.0%</td>
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<td><strong>4.</strong></td>
<td>Motorists who throw litter out of vehicles.</td>
<td>94.5%</td>
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<td><strong>5.</strong></td>
<td>Motorists who incorrectly use indicators e.g., Indicate too late or fail to indicate at all.</td>
<td>93.9%</td>
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<td><strong>13.</strong></td>
<td>Cyclists who disobey road rules e.g., Running red lights, failing to use helmets, not using lights at night time.</td>
<td>89.3%</td>
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Road rules - correct responses

- Bike riders must wear a helmet: 98%
- Bikes are allowed on the road: 95%
- Bikes must have front and rear lights at night: 95%
- Bikes are allowed to roll through stop signs: 85%
- Cars cannot overtake bikes when the speed limit is 40 km/hr or less: 66%
- Riders lose licence points for infringements: 57%
Road rules - not so correct responses

- Bikes allowed 2 abreast: 55%
- Bikes allowed on the footpath: 48%
- Bikes can use bus and transit lanes: 46%
- Bike allowed use left lane of roundabout when turning right: 33%
- Cars can cross double lines to overtake bikes: 30%
- Bikes can ride across ped crossings: 27%
I would ride more if

1% I don’t know how
3% there were more bike riders around
8% car drivers gave bikes more space
10% there were better signs on bike routes and...
19% there were better on-road bike lanes
24% I am unlikely to ever ride a bike
25% there were better off-road bike paths...
36% none of the above
Attitudes relevant to bike riding

- All road upgrades should improve safety for people walking and riding bikes (78%)
- Anything that might make riding safer should be promoted (77%)
- Car drivers and bike riders can share the road (58%)
- More money should be spent on bike paths (58%)
- Bikes and mobility scooters should be required to have personal injury insurance (52%)
- More people should ride bikes (49%)
- I would like to ride more for my health (49%)

RACQ
A safe system requires:
- More and better bike paths and lanes
- More education on road rules
New technology will help.