

The Research Director
Transport, Housing and Local Government Committee
Parliament House
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Inquiry into Cycling Issues

I make this submission as a cyclist of more than fifty years, who has cycled in several Australian States and in England, France and Germany, who has worked in the Travel Demand Management section of the Australian Greenhouse Office, managed the Australian Greenhouse Office bicycle fleet and represented the Department of Environment and Heritage on the Australian Bicycle Council, who has been Vice President and Executive Officer of Pedal Power ACT, and who has founded and Chaired Living Streets Canberra.

First, I commend you for conducting an inquiry so that you will be well informed before making decisions.

As I have limited time available for this submission, I will not fully reference my statements. Much of the relevant information is available via the Living Streets Canberra website at www.tinyurl/WalkACT. Please contact me if you need confirmation of any statements.

I offer the following information and advice:

- Cycling is the fourth most popular form of transport, after motor cars, walking and public transport.
- Half of Australia's cyclists are aged under fifteen. See <http://grapevine.net.au/~mccluskeyarundell/CyclingByAgeAustralia.html>
- Half of the Australians who commute on foot, by public transport and by bicycle are school children.
- Almost half of children aged 12 to 14 ride bicycles regularly. This falls to below 7% for the 15-24 age group. I suspect this is because modern children learn from experience that a bicycle is a toy rather than an effective form of transport.
- Too many Australian drivers lack the skills to safely share roads with child cyclists. This is recognised by authorities such as Kidsafe ACT, who recommend that children under ten not be permitted to ride in traffic unsupervised.
 - The problem is exacerbated by the complexity of Australia's approximately 350 Road Rules, many of which are ineffective and rarely enforced.
 - Most States and Territories conduct road safety education in primary schools, but few if any provide road rules education except in the context of pre-driver education in secondary schools.
 - If children are taught to obey the rules, and to educate their parents about the road rules that affect cycling children, this will contribute to a future in which drivers can be trusted to comply with the road rules that affect cycling children

and cycling adults.

- People are permitted to travel five abreast on the rear seat of a bus and three abreast on the rear seat of a car. Many drivers appear to be unaware that cyclists and motorcyclists are permitted to travel two abreast within a lane of traffic. Very few are aware that on a multi-lane road cyclists may travel more than four abreast – two per lane, plus others who are overtaking.
- Most adult cyclists prefer not to share roads with car drivers, even where there are on road cycle lanes.
- Cycling lobbyists tend to be very focused on the needs of people like themselves - competent adult cyclists with well-equipped bicycles. Two exceptions are Drs. Jan Garrard and Chris Rissell.
- I believe that there are two particular road rules that should be changed in relation to cyclists:
 1. Cyclists not to ride on pedestrian crossings. This rule did not exist until about twelve years ago. It is ignored by nine out of ten cyclists. In Canberra nearly all drivers give way to cyclists on pedestrian crossings.
 - If this rule is to be retained then
 - (a) people should be educated about it,
 - (b) it should be enforced (which will do a lot to educate people!) and
 - (c) the Australian Road Rules should be revised to permit combination pedestrian/cyclists crossings such as “tiger” crossings.
 2. A driver turning at an intersection is NOT PERMITTED to turn across the paths of other drivers, on-road cyclists or off-road pedestrians who are travelling along the street the driver is leaving, but IS PERMITTED to turn across the paths of off-road cyclists (especially children) who are crossing between footpaths. Rule 74 requires those cyclists to give way to other vehicles. These Rules discriminate against children who are actively discouraged from riding on the road.
- While Bicycle registration has its attractions, I suspect that the administrative costs would outweigh the benefits.
- Bicycle reliability and the cost of maintenance are important issues. Unless they use specialty puncture-resistant tyres, bicycles experience failures (mostly flat tyres) at intervals of around 400 kilometres. The recommended maintenance interval for a bicycle is typically three to six months, which for the average bicycle is 200 to 400 km. Many regular cyclists keep an old bike as a reserve for when their new bike has a breakdown. That would mean paying double registration fees.
- Because of its shorter wheelbase and higher centre of gravity, a bicycle is more prone than a car to flipping over under braking. This is especially the case for a mountain bike, because of the extra angular momentum of its heavier wheel rims and tyres. The maximum rate of deceleration of a bicycle is about two thirds the maximum deceleration of a typical car. This makes for much longer stopping distances from any given speed.
- I recommend that you also consider Segways, which weigh substantially more than standard bicycles and can achieve only about half the braking deceleration. Current models are limited to 23 km/h, but models currently under development will be able to travel at more than 40 km/h.

I attach a couple of studies that you may find useful if you don't already have them.

I trust that you will find at least some of this information useful.

Best regards

Leon Arundell