Submission to
Standing Committee on Planning, Environment and Territory and Municipal Services

Inquiry into Vulnerable Road Users

Submission from the Cycling Promotion Fund
an initiative of the bicycle industry in Australia

25 October 2013

For:
Standing Committee on Planning, Environment and Territory and Municipal Services
Email: committees@parliament.act.gov.au

From:
Stephen Hodge, Government Relations Manager
c/o The Cycling Promotion Fund
616 St Kilda Road, Melbourne VIC 3004

Web www.cyclingpromotion.com.au
Cycling Promotion Fund submission to Inquiry into Vulnerable Road Users

Preamble

The Cycling Promotion Fund (CPF) is pleased to present a submission to the Inquiry.

As a national advocacy organisation it recognises the local role and expertise of Pedal Power ACT and endorses its submission to the Inquiry.

The CPF also recognises the national cycling safety advocacy role of the Amy Gillett Foundation and endorses its submission to the Inquiry.

We have drawn on other expert opinions and refer in particular to Dr Jan Garrard, a member of the Cycling Promotion Fund’s Expert Advisory Committee and internationally recognised active travel and preventative health expert in her own right. A submission prepared by Dr Garrard for a similar Inquiry in Victoria has been referenced and is attached as Appendix A for the further information of the Inquiry secretariat.

The CPF would be pleased to provide any further evidence or opinion deemed helpful to the Inquiry and speak to this submission at a later date.

Yours sincerely,

Stephen Hodge
Government Relations Manager
Cycling Promotion Fund
shodge@cyclingpromotion.com.au
T. 02 6290 2760
M. 0411 149 910
The Cycling Promotion Fund

The Cycling Promotion Fund (CPF) is an initiative of the bicycle industry in Australia. Since 2000, when the CPF was established, it has undertaken a range of activities to promote cycling as an active transport solution that helps address climate change, improves transport congestion and public health, and makes our cities and urban areas more liveable and productive.

The Cycling Promotion Fund aims to ensure that cycling is a safe, popular and convenient activity for people of all ages. It is a fund based on voluntary contributions from bicycle industry companies, with membership open to any business that supports our mission and imports, manufactures or wholesales bicycle products, and/or provides services to the point of sale sector of the bicycle industry.

Working in partnership with many transport, health and planning sector organisations the CPF conducts significant national and Parliamentary events, sponsors and participates in research and promotion of best practice as well as participating in national forums that contribute to achievement of a more sustainable and liveable community through cycling.

A note on the author

Stephen Hodge is the Government Relations Manager for the Cycling Promotion Fund. In addition to this national role, he has worked collaboratively with the ACT Government, ACT cycling organisations and clubs as well as other organisations like the Heart Foundation to promote active transport solutions for the Territory. Stephen has consulted to the Government on a broad range of actual solutions for cycling corridors and sporting venues and believes the ACT is a leader in providing an active and liveable environment.

The Canberra Transport Photo

The CPF was very pleased to have collaborated with the ACT Government and Pedal Power ACT in late 2012 to re-create an iconic transport photo from Muenster, Germany. The photo has since been made freely available to illustrate the space advantages in urban areas of active modes over private motor vehicles. It has now been used with permission many times around the World.
Inquiry Terms of Reference.

a) an examination of national and international best practice approaches to protecting and encouraging vulnerable road users, including through regulation, infrastructure, design, education and funding arrangements;
b) gathering evidence from the community and experts about issues faced by vulnerable road users and potential improvements;
c) recommending changes to be made in the ACT to better protect and encourage vulnerable road users; and
d) any other relevant matter.

Why we should make our roads and paths safer for vulnerable road users

Vulnerable road users are those road users not protected by the solid steel encasement of a motor vehicle; they are pedestrians and walkers, motorcycle and bicycle riders.

With the exception of motorcycle riders, who will not be considered in this submission, walking and cycling are associated with a range of significant benefits for both individuals and the Territory as a whole.

Walking and cycling for transport is commonly referred to as ‘active travel’, a term that will be used in this submission. Active travel also encompasses public transport, as accessing public transport requires either a walk or cycle at either end of the trip.

Benefits
Walking and cycling both involve significant levels of physical activity. Promoting active travel is a highly effective way to address the current crisis in physical inactivity which is now recognised by the World Health Organisation as one of the most significant causes of chronic disease globally, together with smoking and an unhealthy diet.

Encouraging active travel for short trips also has a range of other potential co-benefits, including traffic congestion reduction, lowering of airborne particulate and noise pollution and the fact that changes to make the road system safer for vulnerable road users also increases safety for all road users. Promoting active transport modes for daily trips also has the capacity to reduce demand for road space and parking at activity hubs, saving jurisdictions money in provision, upkeep and potentially extending the time until new road infrastructure must be considered.

Barriers
But despite the benefits, significant barriers remain to greater participation in cycling and it is possible that by more effectively improving safety and perception of safety for vulnerable road users, there could be a much greater level of cycling than currently.

A CPF and Heart Foundation national study revealed that of the roughly two-thirds of all Australians who do not currently cycle for transport, around half of those would consider cycling for transport if the traffic conditions were safer.

2 Garrard, Jan. Submission to Victorian Inquiry into Serious Injury, appendix A.
3 Cycling Promotion Fund and National Heart Foundation (2011). Riding a bike for transport: 2011 survey findings, Cycling Promotion Fund and National Heart Foundation.
The top four reasons why Australians (who would like to) do not cycle for transport are:

- Unsafe road conditions (46%)
- Speed/volume of traffic (42%)
- Don’t feel safe riding (41%)
- Lack of bicycle lanes/trails (35%)

These reasons all relate directly or indirectly to the vulnerability and perceived vulnerability of cyclists who must navigate roads with faster moving vehicular traffic.

It may be telling therefore that successive ACT governments have created an extensive network of separated infrastructure for cycling as well as on-road lanes and that it enjoys the highest participation in cycling nationally at around 2.5% of all trips. But given the expressed opinions in the national survey mentioned previously, there is potential for a much greater participation in cycling. International experience shows us that many cycle-friendly cities have between 14% and 40% of all trips done by bike.

**Children and cycling**

Creating safer road environments and addressing the complex factors that dissuade people from cycling has benefits for some of our most vulnerable groups. Children form the largest cycling participation group in Australia, but recent trends show a worrying decline in children’s cycling. Figures released by the Cycling Promotion Fund also show that there has been a decrease of seven per cent in the import figures for children’s bicycles over the last three years.

Again, expressed opinion clearly indicates a readiness by parents to consider more cycling by their children. A national survey by the CPF and Heart Foundation in 2012, Active Travel to School, revealed that nationally only about 1 in 10 children ride to school but that the majority of parents agree that cycling is good for their children’s health but think there are not enough paths for children to ride safely to school.

**High rates of cycling go with lower rates of injury**

Given current concerns around road safety, especially for the young, it is worth noting that countries with the highest rates of cycling also have some of the lowest rates of road trauma. Cycling is not inherently a dangerous activity given the right conditions. This is commonly referred to as the safety in numbers effect although the exact cause is unclear with so many factors playing a part.

Overall, the percentage share of walking and cycling trips seems to be inversely correlated with total road traffic fatalities. That is, if we can create better conditions for vulnerable road users, their rates of trauma and death are likely to improve.

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Countries that have succeeded in boosting cycling have used skills training, education, social marketing, legislative change as well as provision of separated infrastructure as key success factors.

Additionally, cyclist’ fatalities are the only road statistic to have stayed the same or increased in the period 2002-2011⁶, whereas the average annual percentage for car drivers, passengers and pedestrians have all seen marked improvements over the same period. Attention is urgently needed to address the poor record of road safety for cyclists.

In summary, if the ACT can provide a safer environment for vulnerable road users, the safety of all road users will be improved, participation in cycling is likely to rise significantly and the Territory will reap the benefits by providing a more liveable, nationally competitive environment that will enhance the health of its citizens and environment, as well as a create a more attractive destination for tourism and employment.

Supporting papers to the Inquiry

I. Dr Jan Garrard’s submission to the 2013 Victorian Inquiry into Serious Injury is provided at Appendix A.

II. The Pedal Power’s submission key points are summarised in the following.

The CPF supports the measures proposed by Pedal Power ACT and their recommendations. They address the key issues people in the ACT face when they ride bicycles on roads:

1. shortcomings in urban planning and in infrastructure design and construction;
2. traffic conditions related to speed, weather and traffic composition, volume and congestion;
3. ignorant, inexperienced, inattentive and irresponsible behaviour;
4. a legal system that too often fails to appreciate or respond adequately to road dangers less protected road users face; and
5. insufficient funding to address these issues.

1. Pedal Power’s urban planning and infrastructure design and constructions recommendations:

- cycling facilities that are safe, convenient and consistent with the Strategic Cycle Network Plan
- complete Roads ACT’s revision of standards and Design Standard 13, Pedestrian & Cycling Facilities
- require contractors who tender for road and cycling infrastructure and end of trip facilities to demonstrate awareness of best practice in designing and constructing safe and convenient cycling facilities
- prioritise cycling infrastructure projects that physically separate bikes and vehicles
- avoid designing traffic calming features that present a hazard to people riding on the road
- extend the separated, off road and designated quiet street components of the cycling network
- maintain and continue to implement the policy of including on-road cycling facilities in road projects

2. Pedal Power’s recommendations for improving traffic conditions

- apply the default speed limit (50km/h) more broadly to ACT based on the use or potential use by people who walk, cycle or ride a motorbike,
- improve signage warning people in vehicles to look out for bicycles
- improve passive surveillance (eg through better lighting) on remote shared paths
- apply lower speed limits to arterial roads during periods of heavy rain or high traffic volume or congestion
- maintain and extend reduced speed limits around schools, local shops, town centres and other places that attract high numbers of
- apply traffic calming and slowing measures to stop fast driving, particularly in the 40 km/h zones and streets that make up cycle routes
- expand programs encouraging visibility awareness on the part of vulnerable road users

3. Pedal Power’s cultural change and education recommendations

- highlight positive cycling messages and desirable behaviour examples in road safety awareness and education campaigns
- update driver handbooks to include road user hierarchy and guidance on interacting with vulnerable road users
- assess this knowledge in licence tests
- promote among driving instructors and bus, taxi, delivery and truck delivery drivers an awareness of vulnerable road users and how best to interact with them
- promote in schools and cycle clubs an awareness of road rules, responsibilities, appropriate attitudes and courtesies that apply to people when they ride bicycles
- give greater priority to the safety of cyclists and pedestrians in developing road safety measures

4. Pedal Power’s recommendation for legal measures

- propose and support changes to the national road rules that
  - require drivers to keep a minimum distance from people cycling on roads
  - place the responsibility for a crash on the driver of the least vulnerable vehicle
  - change requirement for riders to dismount at pedestrian crossings, or provide an alternative crossing.
- introduce tiered penalties for offences related to vehicle crashes with penalty related to seriousness of offence
- ask the Australian Federal Police to:
  - raise awareness of the offence of menacing driving and bring that charge where appropriate
  - conduct an annual operation targeting road user behaviour that adversely affects people who walk, cycle or ride motorbikes
- expand speed enforcement in residential areas, not just on arterial roads
- publish and review prosecution and sentencing outcomes in cases of death or serious injury of vulnerable road users
- implement systems for collecting statistics on bicycle accidents on shared paths and roads.
5. Pedal Power’s recommendations for funding

- funding to match Government mode share target for cycling: 6% of the transport budget
- funding weighted to take account of the higher exposure to injury by cyclists.

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Appendix A: Dr Jan Garrard, Reducing serious injuries among cyclists and pedestrians – 2013 submission to Inquiry into Serious Injury.
Submission to Inquiry into Serious Injury

Reducing serious injuries among cyclists and pedestrians

Dr Jan Garrard, Senior Lecturer, Deakin University, and Active Transport Consultant
Phone: 0400 575 586
Email: garrard@deakin.edu.au

Background

Victoria has an excellent track record of reducing road traffic crash fatalities. From a high of 31 fatalities per 100,000 population in 1970, Victoria now has one of the lowest traffic fatality rates in Australia of 5.4 fatalities per 100,000 population (BITRE 2012).

However, these benefits have not been equally distributed across all road users. Pedestrian fatalities have declined more slowly than for motor vehicle occupants, and cyclist fatalities have shown an increasing trend between 2002 and 2011 (see Figure 1) (BITRE 2012). In addition, serious injuries (involving hospital admission) are increasing across most road user groups, most markedly among cyclists (Henley and Harrison 2012).

Victoria’s Road Safety Strategy 2013-2022 aims to reduce fatalities and serious injuries by more than 30 per cent. Increased attention to the prevention of serious injuries among all road users will be crucial to reducing the overall burden of injury due to road traffic crashes in Victoria. The socio-demographic, environmental and behavioural factors associated with traffic fatalities differ markedly from those for serious injuries; and also for different road users. For example, Wegman (2012, p.29) cites data indicating that the proportions of crashes attributed to “Extreme behaviours”, “Illegal system failure” and “System failure” vary substantially for fatal and non-fatal injury crashes; with 43.4% of fatal crashes attributed to “Extreme behaviours”, compared with 3.3% of non-fatal crashes in metropolitan areas and 9.4% in rural areas. The majority of non-fatal crashes in metropolitan areas (86.7%) were attributed to “System failure”.

Consequently, while some traffic safety interventions benefit all road users and all levels of injury severity, interventions specifically targeting serious injuries and vulnerable road users (pedestrians and cyclists) will be required to meet Victoria’s road safety target for 2022. Victoria’s ageing population presents an additional challenge in meeting this target, as older pedestrians and cyclists are at increased risk of death and serious injury in collisions with motor vehicles (the major cause of pedestrian and cyclist deaths and high-severity injuries).

In addition to reducing the high individual, social and financial costs of road trauma, there are also substantial co-benefits associated with improving the safety of pedestrians and cyclists. Travel mode shifts from private motor vehicle use to walking and cycling (including to access public transport) are associated with (i) a range of health benefits arising from increased physical activity and reduced car use (ii) reduced traffic congestion; (iii) reduced

Appendix A

Submission to Inquiry into Serious Injury

Reducing serious injuries among cyclists and pedestrians

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In addition to reducing the high individual, social and financial costs of road trauma, there are also substantial co-benefits associated with improving the safety of pedestrians and cyclists. Travel mode shifts from private motor vehicle use to walking and cycling (including to access public transport) are associated with (i) a range of health benefits arising from increased physical activity and reduced car use (ii) reduced traffic congestion; (iii) reduced
air and noise pollution, and greenhouse gas emissions; and (iv) improved community liveability (Giles-Corti et al 2010).

Many Victorians would like to walk and cycle more (including allowing their children to walk and cycle to school), but are constrained by traffic safety concerns (Cleland et al 2008; Cycling Promotion Fund and National Heart Foundation 2011). Interventions to reduce serious injuries to pedestrians and cyclists are therefore likely to have multiple cross-sectoral benefits, including, but not restricted to injury prevention. It is therefore important, from a public policy perspective, to improve both the safety and the mobility of vulnerable road users.

This submission focuses on understanding and reducing serious injuries among pedestrians and cyclists. It therefore addresses the last three inquiry objectives:

(d) determine the correlation between reductions in fatalities and serious injuries (including for different levels of severity) resulting from different road safety countermeasures;

(e) identify cost effective countermeasures to reduce serious injury occurrence and severity; and

(f) identify best practice in managing long term reductions in serious injury including raising the profile of the serious injury burden.

Note that objective (d) is addressed in general terms only, as a detailed numeric assessment of the precise extent to which specific road safety interventions reduce serious injuries among pedestrians and cyclists is beyond the scope of this submission.

The submission provides a brief overview of:

(i) Serious injuries among pedestrians and cyclists in Victoria.

(ii) Factors associated with serious injuries among pedestrians and cyclists.

(iii) Cost-effective countermeasures (based on international best practice) for improving road safety for pedestrians and cyclists.

1. Serious injuries among pedestrians and cyclists

1.1 Pedestrians

In 2011, 49 pedestrians were killed on Victorian roads, comprising 17% of road fatalities (BITRE 2012). Over the last 10 years (2002 to 2011), pedestrian fatalities in Victoria have shown only a small decline relative to motor vehicle occupants, and also relative to the reduction in pedestrian fatalities in Australia as a whole (see Figure 1) (BITRE 2012).
In addition, in Victoria in 2008-09, 722 pedestrians were seriously injured, 36% of which were classified as high threat to life injuries (AIHW 2012).

The rates per 100,000 population of police-reported pedestrian serious and fatal casualties increased significantly from 13.5 in 2004 to 15.3 in 2008, a yearly increase of 2.7% (Boufous et al 2010a). During the same period, pedestrian hospitalisations as a result of traffic crashes increased by just under 1% (Boufous et al 2010a).

Based on Australian data for 2008-09, pedestrians are more likely to sustain a high threat to life injury than any other road user group (36% of serious injuries compared with 27% for all road users). Pedestrians also have the longest episodes of care, with a mean length of stay of 7.6 days in hospital (compared with 5.4 days, 5.1 days, 4.8 days and 2.9 days for motorcyclists, car passengers, car drivers and pedal cyclists respectively) (AIHW 2012).

1.2 Cyclists

The number of hospitalisations for traffic crash injuries among cyclists in Victoria increased from 626 in 2004 to 959 in 2008, representing a yearly increase of 10.6% (Boufous et al 2010b). The rate per 100,000 population showed a similar yearly increase of 8.7%.

High threat to life road traffic injuries for cyclists comprise a relatively high and increasing proportion of total high threat to life traffic crash injuries. In 2000-01, cyclists comprised 7.8% of these injuries, while in 2008-09 this had increased to 11.3% (Henley and Harrison 2012).
Cyclist serious injury rates in Victoria are substantially higher than in several other OECD countries. It has been estimated that the cyclist injury rate per kilometre cycled in the Melbourne metropolitan area in 2007-08 was 12.4 per 10 million km cycled based on police reported serious injury casualties, and 31.5 based on hospitalised casualties (Garrard and Greaves 2010). Cyclist serious injury rates are lower in several European countries including the UK (6.0 per 10 million km), Germany (4.7), Denmark (1.7) and the Netherlands (1.4) (Garrard and Greaves 2010). These international comparative data indicate that there is considerable room for improvement in cyclist serious injury rates in Victoria.

It should be noted, however, that despite increased vulnerability to traffic crash injury, the health benefits of cycling substantially outweigh the risks (by 20 to 1 in one study) (Roberts et al 1996), and a range of commonwealth, state and local government policies have recently been developed with the objective of increasing active transport (Department of Infrastructure and Transport 2012). More Victorians are now cycling to a range of destinations, and this trend is likely to increase. It is therefore important that the benefits of increased cycling are not compromised by further increases in serious injuries. As described below, several European and Asian countries have achieved high rates of relatively safe cycling.

International travel and road safety data indicate that it is possible to achieve high rates of relatively safe walking and cycling, including for children (Pucher and Dijkstra 2003; Christie et al 2004; Christie et al 2007; Garrard 2009). For example, the Netherlands (where 89% of children walk or cycle to school) now has one of the lowest bicycle fatality and serious injury rates in the developed world for children aged 0-11 years: 7 fatalities per year (compared with over 400 in 1970); one fatality per 170 million km cycled; and 125 in-patient admissions per year. These data demonstrate that child road deaths and serious injuries can be dramatically reduced whilst also increasing their levels of walking and cycling.

2. Factors associated with serious injuries among pedestrians and cyclists

Victorian, Australian and international analyses of the crash characteristics and socio-demographic, environmental and behavioural factors associated with serious pedestrian and cyclist injuries demonstrate important differences for fatal and serious injuries; and also for pedestrian and cyclist fatalities and serious injuries compared with motor vehicle occupants. For example, Victorian studies report that serious cyclist casualties are more common among middle-aged males; cycling in urban areas on main roads or highways with speed limits less than 70 km/h; at intersections; on week-days; during daylight hours (Watson and Cameron 2006; Boufous et al 2010b).

Analysis of cyclist crash characteristics indicate substantial variations according to cyclist age, gender, location, road configuration, speed limit, and collision counterpart; suggesting multi-factorial causation and therefore multi-component prevention strategies (Knowles et al 2009). At different locations across road networks, varying proportions of serious injury crashes occur at intersections and mid-block; cars failing to give way to cyclists when turning left (same direction) or right (opposite direction); rear-end, side-swipe or head-on crashes; and opening car doors. There are few ‘stand-out’ factors, though international experience and evidence indicates that vehicle speed, vehicle design, bicycle infrastructure, cyclist
conspicuity and bicycle helmet wearing are important system-wide factors (Knowles et al 2009; International Transport Forum 2012).

Boufous et al (2010a) describe a wide range of factors associated with pedestrian casualties, demonstrating, as for cyclists, considerable variation across individuals, place and time. These are summarised under “Characteristics and behaviours of pedestrians”, “Location and time of crashes” and “Characteristics of crashes”. The detailed findings are not summarised here, though two important factors are pedestrian age (relatively high risk of pedestrian injury for older adults, and, to some extent, children and adolescents) and crossing roads (with and without pedestrian crossings).

Consistent with injury severity and length of stay in hospital (see Section 1), nearly all pedestrian serious injuries (95%) are caused by collision with a motor vehicle. In contrast, less than half (49%) of serious injuries for car occupants are due to collision with another motor vehicle, with 44% due to non-collision crashes (e.g. over-turning, falling or being thrown from a vehicle) or collision with a fixed or stationary object (AIHW 2012). Consequently, improving pedestrian safety predominantly involves avoiding collisions with motor vehicles. Pedestrians themselves have a role to play in crash prevention, but so too do external factors such as the road environment, vehicle speed and design, and the behaviour of drivers (OECD/ITF 2011).

3. Cost-effective countermeasures (based on international best practice) for improving road safety for pedestrians and cyclists

This section does not present a detailed list cost-effective countermeasures for reducing serious injuries among pedestrians and cyclists, as these are numerous and context-dependent; and are also available elsewhere (see below). Due to the complexity of injury prevention interventions, it can be difficult to specify the cost-effectiveness of individual measures, as an ‘integrated package of measures’ is required to reduce the burden of injury at the population level (Pucher and Dijkstra 2003; Pucher et al 2010). For these reasons, this section provides a brief overview of international evidence and outcomes in improving the safety of pedestrians and cyclists, and refers to key documents which set out more detailed strategies and measures.

As mentioned briefly above, several OECD countries have high levels of relatively safe walking and cycling\(^1\), in contrast to Australia and Victoria, which have low levels of relatively unsafe walking and cycling. Data\(^2\) in Table 1 show that a number of European countries have lower rates of pedestrian fatalities (per 100,000 population) than Australian and Victoria, despite having higher levels of walking. These countries also have lower overall road fatality rates. These data are consistent with data for a larger number of countries (see Figure 2), showing that higher levels of walking and cycling are associated with lower overall road fatality rates.

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\(^1\) This section presents fatality data because it is more readily available, and also more comparable across countries than serious injury data (due to definitional and reporting differences between countries). The international cycling injury data described on p.3 suggest that serious injury trends and differences are likely to be similar to the fatality data presented in this section.

\(^2\) 2007 data are used to enable comparison with available European data.
In addition, data in Figure 3 show that, in the Netherlands and Sweden, pedestrian deaths are declining at a faster rate than in Victoria, indicating that further improvements are achievable, even from the already low rates in these countries. Higher population growth in Victoria than in Sweden and The Netherlands in the decade from 1999 to 2009 may also have contributed to these trends. However, it is also important to note that the populations of Sweden and the Netherlands are about double and treble (respectively) that of Victoria, and their citizens walk about twice as much per person as do Victorians (see Table 1). It therefore appears that Vision Zero (Sweden) and Sustainable Safety (The Netherlands) are effective road safety strategies, including for vulnerable road users such as pedestrians and cyclists.

**Table 1: Road traffic fatalities and walking share of transport trips, 2007**
(Sources: WHO 2009; BITRE 2012; AIHW 2012)

<table>
<thead>
<tr>
<th></th>
<th>Pedestrian fatalities (per 100,000 population)</th>
<th>Road traffic fatalities (per 100,000)</th>
<th>Walking share of transport trips (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norway</td>
<td>0.50</td>
<td>5</td>
<td>22</td>
</tr>
<tr>
<td>The Netherlands</td>
<td>0.58</td>
<td>4.8</td>
<td>22</td>
</tr>
<tr>
<td>Sweden</td>
<td>0.62</td>
<td>5.2</td>
<td>23</td>
</tr>
<tr>
<td>Germany</td>
<td>0.84</td>
<td>6</td>
<td>23</td>
</tr>
<tr>
<td>Victoria</td>
<td>0.79</td>
<td>6.4</td>
<td>12</td>
</tr>
<tr>
<td>Australia</td>
<td>0.97</td>
<td>7.6</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Figure 2: Walking and cycling trips and road traffic fatalities**
These data indicate that when the road system is made safer for vulnerable road users, it is made safer for everyone. This has been achieved in high active transport countries such as the Netherlands, Sweden, Germany, Denmark and Japan. This submission strongly recommends that the current Victorian Inquiry systematically review the road safety strategies and measures that have been successfully implemented in these countries. Several recent documents have summarised these efforts and achievements. These include:


*Figure 3: Pedestrian deaths, 1999-2009, The Netherlands, Sweden and Victoria*  
The last document, in particular, is highly relevant to the current Inquiry. It was prepared by Professor Fred Wegman, one of the world’s leading experts on road safety, and Managing Director of the SWOV Institute for Road Safety research in the Netherlands from 1999 to 2009. Professor Wegman is one of the key architects of the highly successful Sustainable Safety road safety strategy in the Netherlands, which also influenced Sweden’s Vision Zero approach to road safety. The report includes evidence-based problem analysis; road safety principles and strategies; detailed actions and measures; and implementation guidelines. While it was prepared specifically for South Australia, it is also directly relevant to Victoria. Its unique contribution to the current Inquiry is its application of effective European-based road safety principles and measures (incorporating the prevention of both deaths and serious injuries) in the Australian context.

**Conclusion**

Victoria has an excellent track record of implementing innovative measures that have led to large reductions in road traffic deaths in the last four decades. Several factors now point to the need for further innovations; namely, a shift in focus to more systematically address the safety needs of people who use active, sustainable forms of transport, and to take action to prevent serious as well as fatal injuries. Pedestrians and cyclists pose few risks to other road users, but are exposed to life-threatening risks from them. Despite their vulnerability, and their right to move around safely in public places, they have been relatively overlooked in the development of transport systems and road safety strategies in Victoria.

International experience demonstrates that walking and cycling can be made both safer and more prevalent. Strategies that have been implemented successfully overseas should be reviewed, modified, trialled and evaluated in Victoria so that the benefits of improved road safety in Victoria are extended to all road user groups and for all injury severity levels. The current Inquiry provides a timely opportunity to examine cost-effective strategies and actions for achieving the multiple cross-sectoral benefits associated with high levels of safe walking and cycling in Victoria.
References


OECD/ITF (2011). *Pedestrian safety, urban space and health*, OECD/ITF.


