

FREESTYLE CYCLISTS – Enjoy The Ride

OUR VISION

Throughout Australian cities, suburbs and towns, cycling as a favoured choice for short journeys.

Our urban landscapes transformed by active transport across all ages, cultures and gender.

An Australia where we can cycle without fear for ourselves or our children.

FOUNDATIONS

Changing the Image – Back to the Future.

Cycling for all, not restricted to the fearless and sporty. Riding a bike is one of the safest healthiest and most enjoyable ways of getting around. With good urban infrastructure it is also the most convenient. Riding a bike does not require special clothing or safety gear, any more than walking does. Cyclists are regular people.

Helmets – a barrier to cycling.

We support choice. It is never right to force people to wear helmets, and deny them the benefits of bicycle riding should they choose not to.

We do not support the promotion of helmet wearing for everyday cycling.

We categorically oppose laws requiring adults to wear helmets.

Bicycle helmets present a significant barrier to everyday cycling.

Infrastructure

We have footpaths for pedestrians, we need more cycle paths, physically separated from motor vehicles, for bicycle riders.

Where roads have low motor traffic volumes, they can be shared without separate cycle paths.

Shared roadspace needs to be properly designed, with appropriate speed limits.

Encouraging cycling – making it easy.

Cycling must become the easy choice. This needs changes to legislation, enforcement and community attitudes. It needs changes to the way roads are designed.

We don't tell people how they ought to travel. They will want to cycle as it becomes safe, convenient and normal to do so.

Safety

Pedestrians and cyclists are vulnerable – they are not dangerous or unsafe.

There is a hierarchy of the vulnerable on our roads, with pedestrians at the top, followed by cyclists, followed by motor vehicle occupants. The heavier the vehicle the less vulnerable the occupant. The less vulnerable can do the most harm to the more vulnerable.

The duty of care runs in the opposite direction. It is a given of civilized life that the stronger do not injure the weaker, whether with intent or just recklessly. This needs laws to support it. We can be trusted to look out for ourselves without special rules.

A safe systems approach is the best way to ensure the vulnerable remain safe. Personal protection devices, such as helmets, are the least effective method of protection from injury. They should never be mandated.

Safe systems approaches recognise that humans are fallible and designs the physical environment around that. We must never blame the victim when an incident does occur.

Rules and penalties

Road rules have evolved to facilitate the free movement of motor vehicles, while trying to limit their collateral damage. Very few rules are required for pedestrians and cyclists – they have very limited scope to cause harm to others.

Where penalties apply for breaking the rules, the penalty must be proportional to the potential harm caused to others by their breach.

The road rules need wholesale review to refocus on the duty of care towards vulnerable road users.

Active transport is a desirable societal aspiration. Road rules should foster, not hinder, its growth.