

Korea's Policies Review of Cycling Safety

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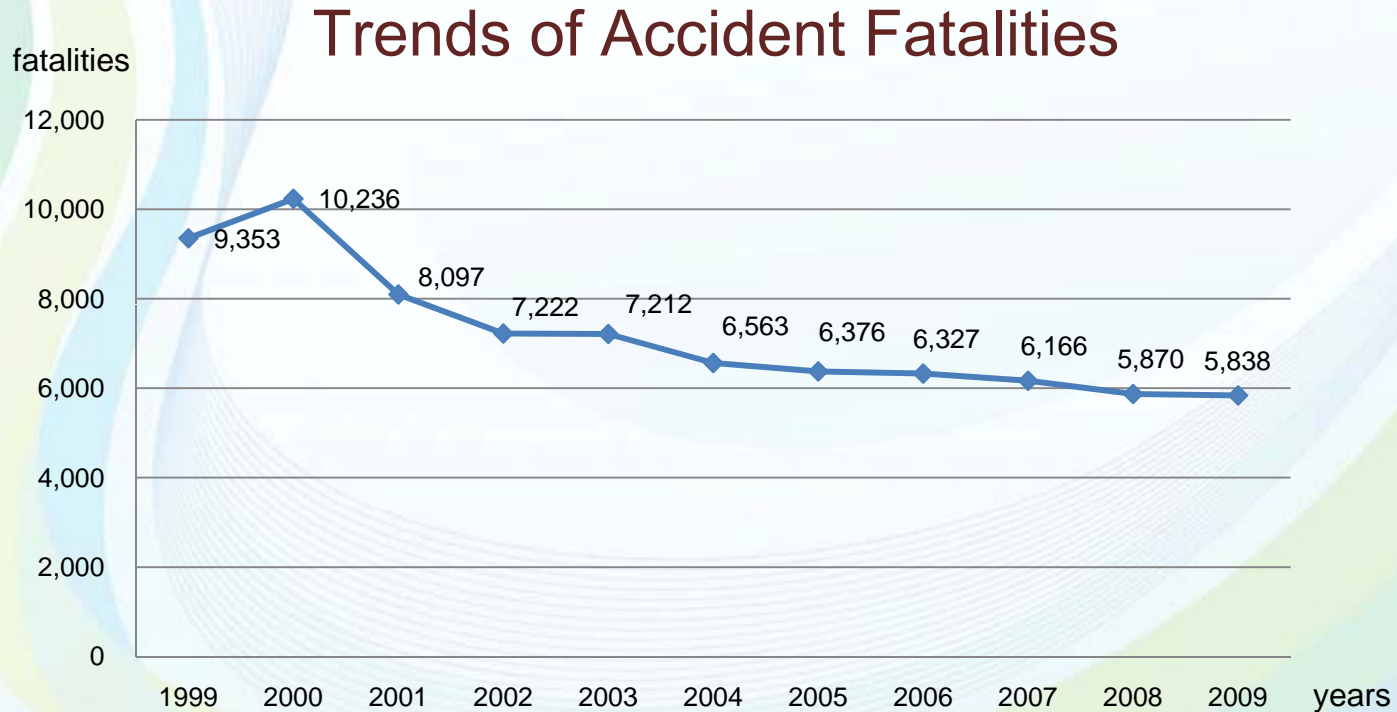


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Bicycle Accident Statistics



Traffic Accident Statistics

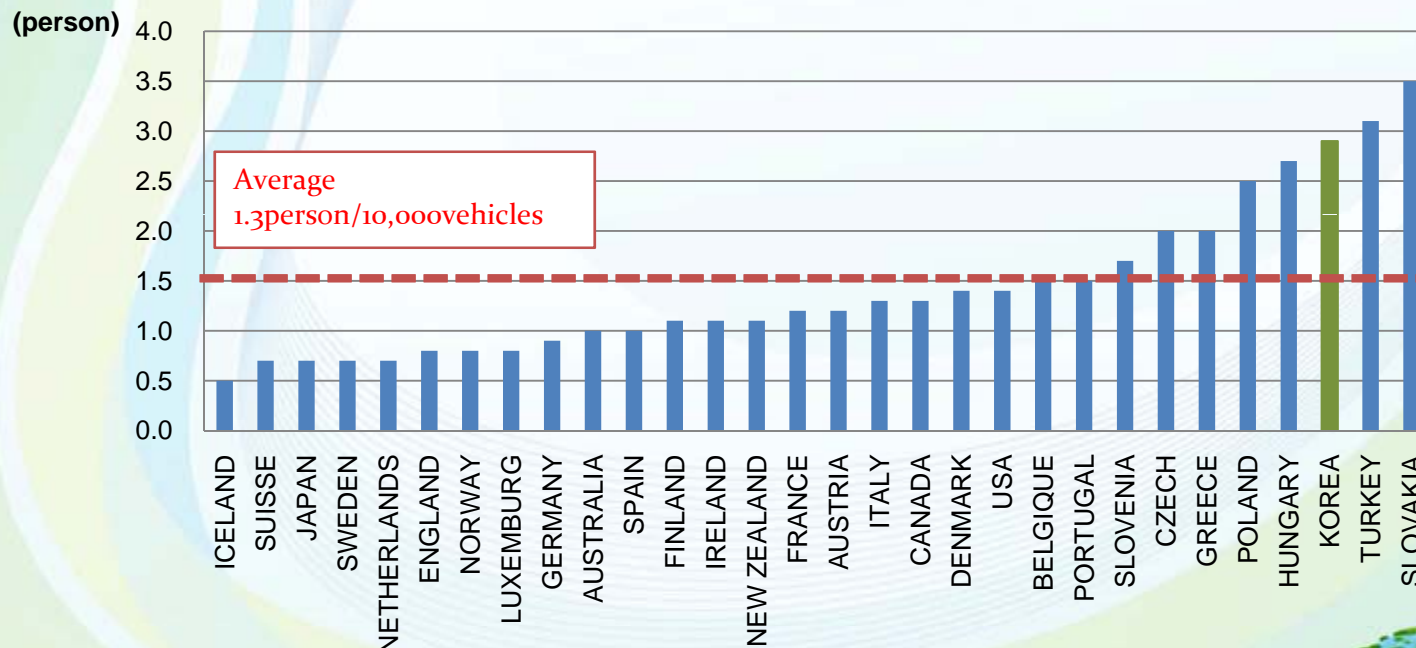


- 10,236 fatalities at the peak
- Accident fatalities to be reduced owing to active safety policies since 2000
- A decline in fatality reduction rate



Traffic Accident Statistics

Comparison of Traffic Accident Fatalities by Countries

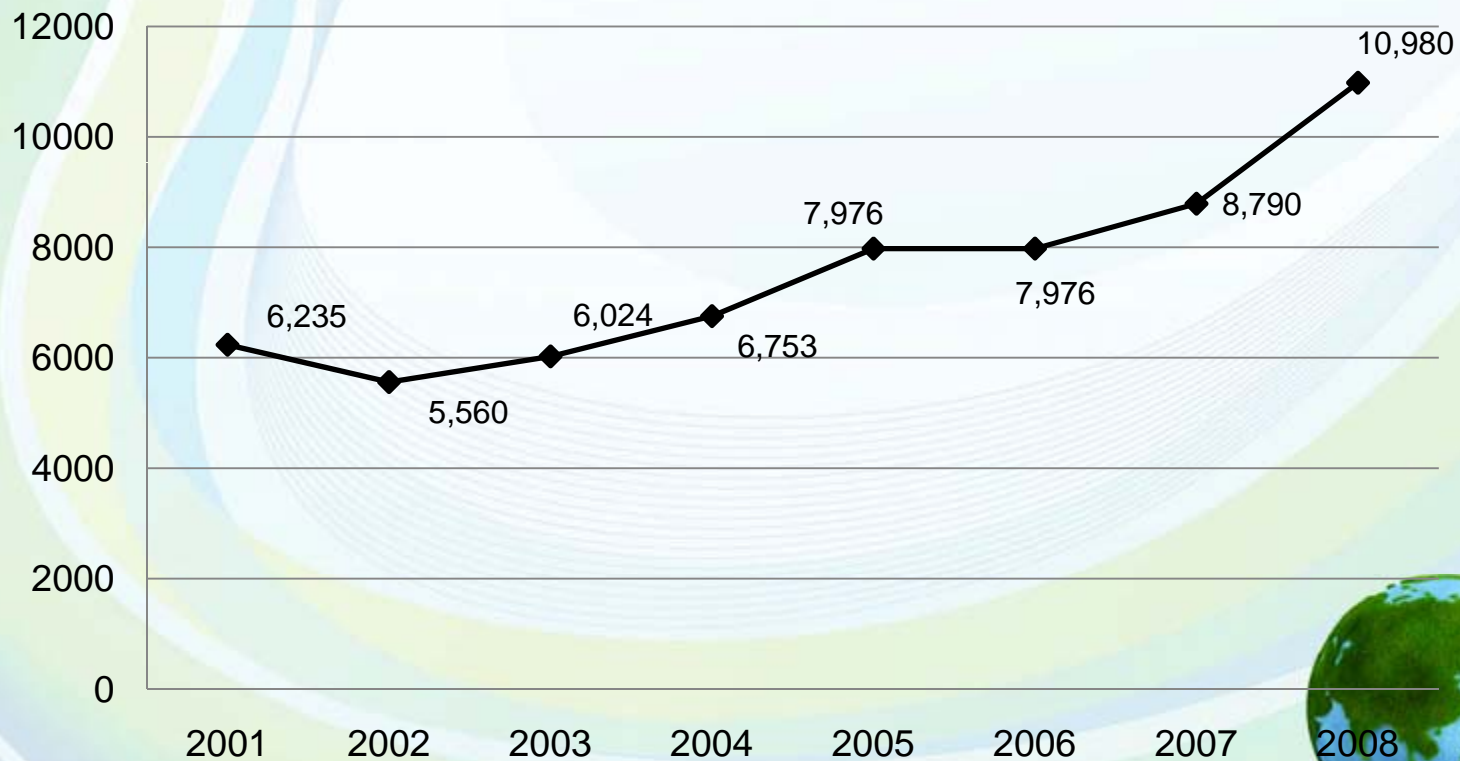


- 2.9 fatalities per 10,000 vehicles
- Twice as much as fatalities of average OECD countries
- ⇒ Safety level Korea is at the bottom of OECD countries



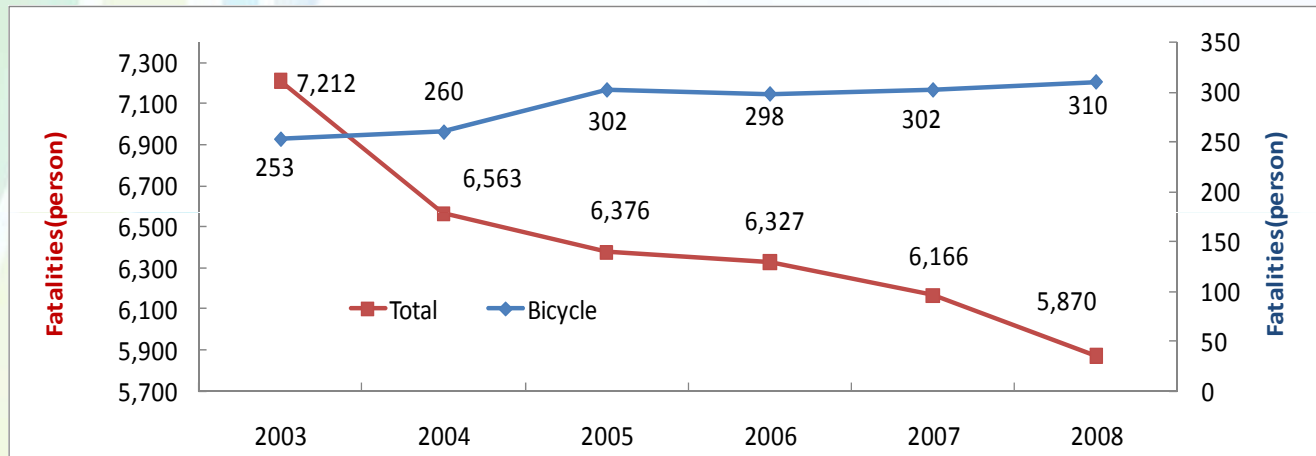
Bicycle Accident Statistics

Bicycle Accidents 2001~2008



Bicycle Accident Statistics

Trends of bicycle accident fatalities

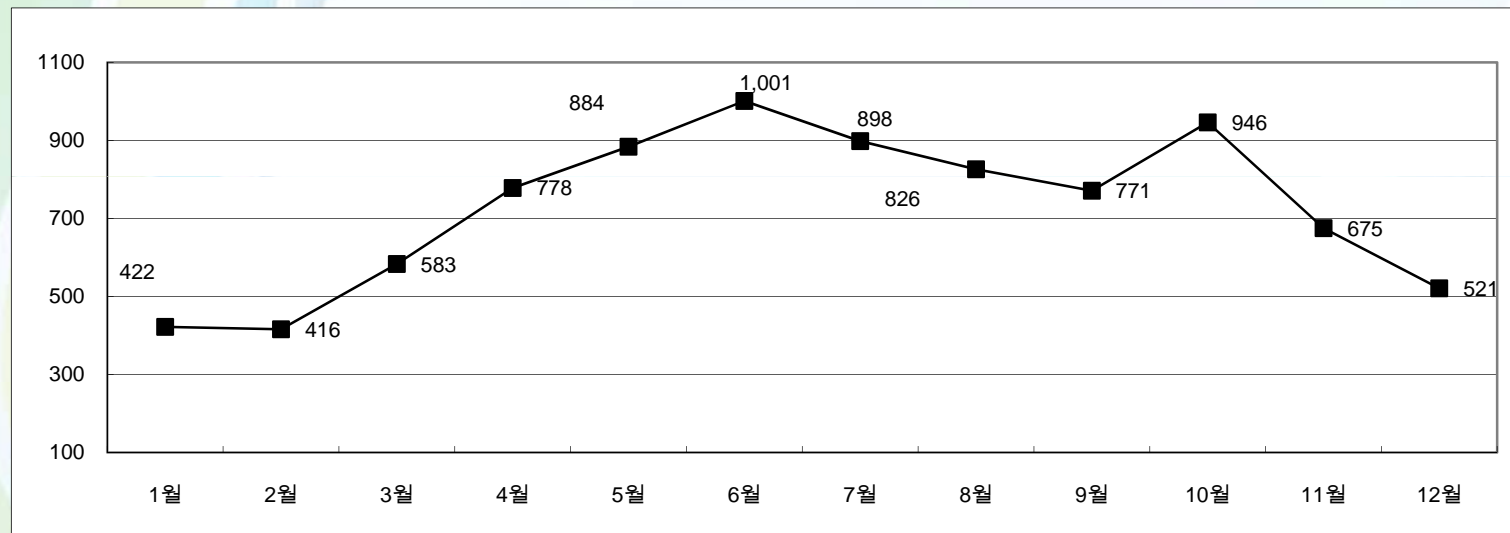


- Over 300 bicycle accident fatalities in Korea
- Bicycle accident fatalities being gradually increased
- ➡ Bicycle accident fatalities will be serious with the increase of bicycler in the future



Bicycle Accident Statistics

Bicycle Accident Numbers by Month

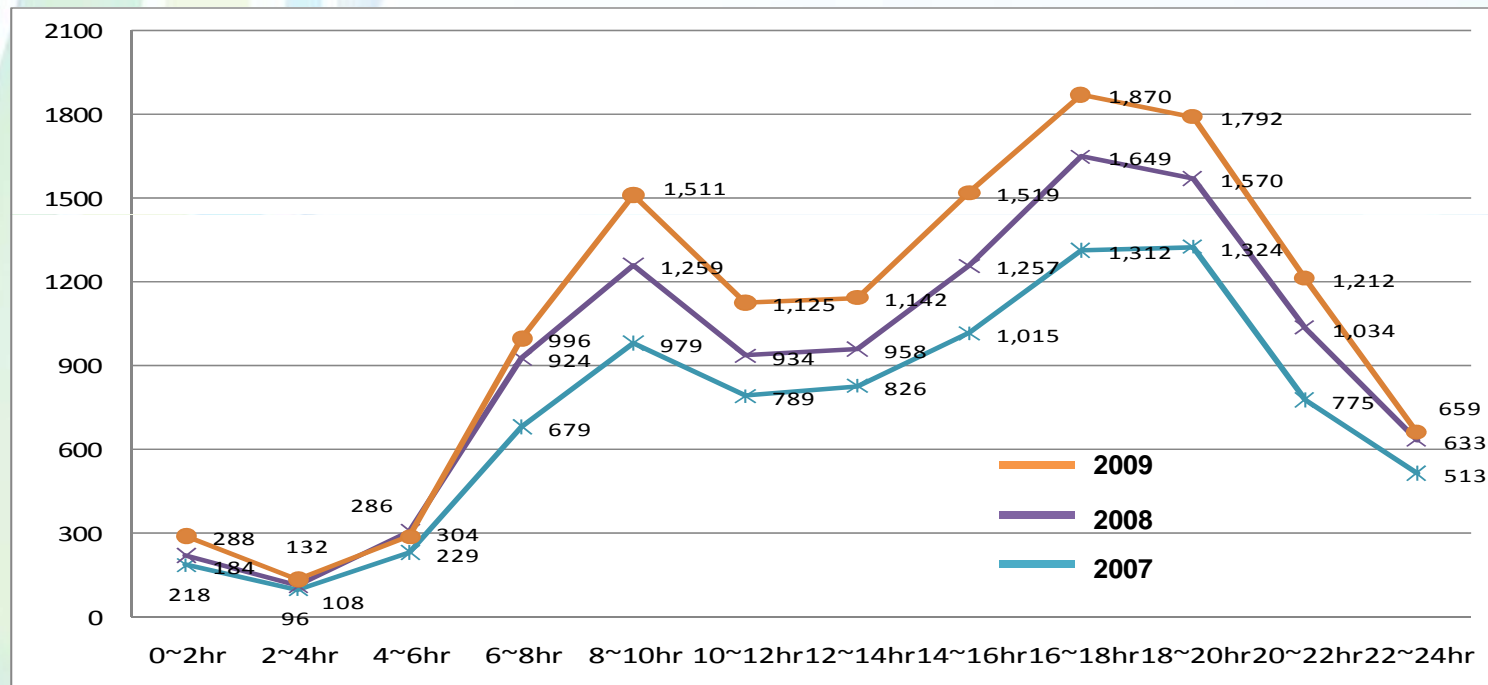


- Many bicycle accident occurrences over May ~ October
 - Specially high risk at June and October
- ⇒ It is mainly because of mild weather condition/high exposures



Bicycle Accident Statistics

Bicycle Accident Numbers by Hour

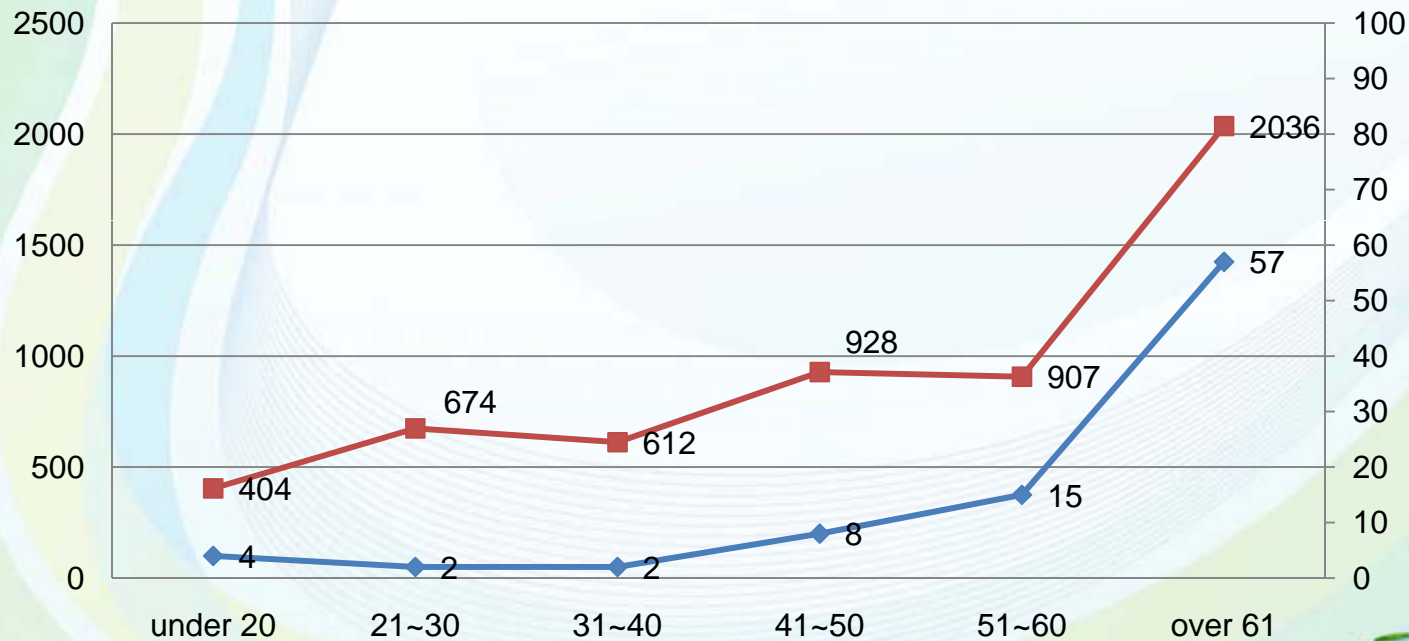


- Many bicycle accident occurrences on a period of 16:00 ~ 20:00
- It is mainly because of high exposure/poor lighting system



Bicycle Accident Statistics

Bicycle Accident Fatalities by Age



KOREA ROAD TRAFFIC AUTHORITY(TASS 2009)

- 64.8% of total bicycle fatalities are bicyclists more than 61 years old

⇒ Extraordinary high!



Bicycle Accident Statistics

Bicycle Accident Fatalities by Road Width



■ High risk in mixed road (bicycle and vehicle) of 3~6m



Bicycle Accident Statistics

Summary of Bicycle Accident in Korea

- Over 300 bicycle accident fatalities in Korea
; more than 5% of total traffic fatalities
- Bicycle accident fatalities will be serious with the increases of bicycler in the future
- Many bicycle accidents occur mainly on a period of 16:00 ~ 20: 00
- Accident risk of bicyclists more than 65 years old is extraordinary high!
- Accident risk of bicyclists is high in mixed road of 3~6m

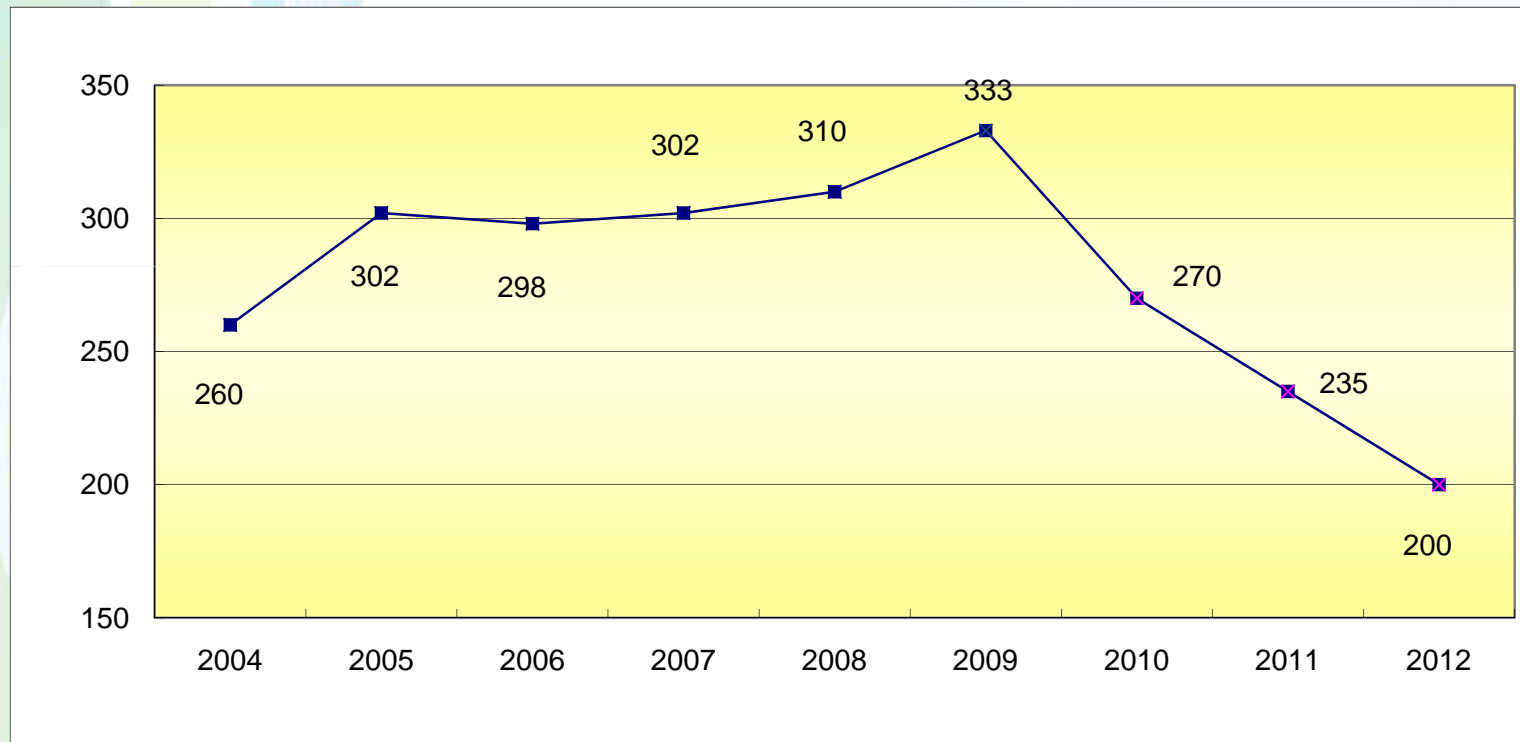


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Strategies to Improve Bicycle Safety



Strategies to Enhance Bicycle Safety Level in Korea Goal



- 333 fatalities (2009) ⇒ 200 Fatalities (2012)



Strategies and Countermeasures to Enhance Bicycle Safety Level in Korea

Major Strategies

- Bicycle safety infrastructure
- Bicycle safety operation
- Bicycle safety education/public relation

❖ Traffic safety improvement policy

(3E: Engineering, Education, Enforcement)



Strategies and Countermeasures to Improve Bicycle Safety in Korea

Bicycle Safety Infrastructure

- Development of bicycle road facility criterion
 - ; Sight distance, width, continuity, color, cross road
- Safety audit of bicycle routes
 - ; Identify and improve the hazardous sites
 - ; Introduce safety audit of new bicycle route
- Compulsory bicycle facility from development planning stage



Strategies and Countermeasures to Enhance Bicycle Safety Level in Korea

Bicycle Safety Operation

- Safety operation criteria for Bicycler
 - ; Safety helmet, drunken bicycler regulation
- Safety operation criteria for traffic system
 - ; Bicycle signal, bicycle cross read, speed regulation on mixed road
- Safety operation criteria for bicycle
 - ; Bicycle safety criteria



Strategies and Countermeasures to enhance Bicycle Safety Level in Korea

Education

- Strengthening of education for student bicyclers
; Bicycle safety education of school
- Development of bicycle safety manual
- Involving Bicycle safety in vehicle driving license test



Strategies and Countermeasures to Enhance Bicycle Safety in Korea

Public Relation & Campaign

- Provision of bicycle safety information
 - ; Bicycle route
 - ; Bicycle parking lots
 - ; Hazardous sites
- Bicycle safety campaign
 - ; Effectiveness of safety helmet
 - ; The importance of bicycle use
- Construction of bicycle model city
- Enforcement
 - ; Speed violation on mixed roads
 - ; Illegal parking on bicycle roads

