

An analysis of accidents or near-collisions during riding public bikes in Japan

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Background

In Japan, “Bicycle Use Promotion Plan” has enforced since 2017. It encourages cycling of various attributes and purposes, even though the modal share of cycling has been already high (12% on average). On the other hand, cyclists with some purposes have increased recently – the public bike users. In general, cycling safety education programs are conducted by the local governments for the residents. However, people use their own bikes in their hometown, and the public bikes in the other areas, in case in Japan.

Aim

In this study, I investigated the traffic accidents during riding public bikes inside or outside their hometown.

Method or methodological issues

I conducted the questionnaire survey for the public bike users in the urban district in Japan.

Results obtained or expected

Now I’m conducting the survey. The expected results are the difference of accident types during residents and non-residents, the affections of the newcomers, university students who moved from their hometowns and so on, or the part-time workers, in “Uber Eats” and so on.

As the results of the survey for the university students, they don’t recognize the near-collisions at all, even though I found many near-collisions (2 per hour) by video surveys. Therefore, they don’t have concern to the information about cycling safety.

Conclusions

In Japan, many cycling safety education programs for residents have held for long years. However, I found that they didn’t affect to cycling outside their hometowns or their own bicycles. We need them for the wider areas or wider people, the non-residents who use public bikes, from now on.