

I am a regular cyclist, cycling 4 – 5 days each week, but only around 50km per week.

I cycle for a number of reasons including:

- Health & fitness;
- Environmental benefits in not using a car;
- Economic benefits – it saves us running 2 cars;
- Pleasure at the different experience you get on a bike, compared with riding in a car.

My concerns are legion, including:

- Inadequate dedicated cycle ways, though there improvements in this area;
- Lack on continuity in cycling infrastructure. Cycle lanes suddenly end such as when the road crosses a bridge. What's the rider supposed to do?
- Cars parking in dedicated cycle lanes;
- Other obstructions in cycling lanes, such as warning signs of construction hazards.
  - these last 3 points mean the cyclist has then to move into the traffic lane, which can be very hazardous.
- Discriminatory road rules which render cyclists secondary to motorists (more on that below);
- Lack of facilities to carry bikes on public transport. In some cases bikes can only be carried in non-peak hours, in others they are prohibited completely.
- Absence of education to car drivers which should include pointing out the risks cyclists face so driver can be made aware of them, such as:
  - passing too close;
  - turning in front of cyclists,;
  - pulling out in front of cyclists;
  - *looking* for cyclists as we are small visually;
  - vulnerability and fragility of a person on a bike.
- Absence of educating *cyclists* about the risks they face, including taking more responsibility for themselves by:
  - using lights, bright & reflective clothing to increase visibility to other road-users;
  - recognising that drivers often do not see them, so recognise that in how they cycle;
  - observe the road rules;
  - show courtesy to other road users.

There is much more to say but time does not permit.

I am appreciative this inquiry is being carried out and I hope it is dignified with some worthwhile outcomes for its trouble.

The inquiry will already be aware of issues facing cyclists and the benefits to the community, economy and environment in getting more people out of cars and using bikes.

However, for many people, they see cycling as just too *dangerous*. They either need training to help them come to terms with the road environment or, better, be provided with routes where they don't have to compete with motorised vehicles for space on the roads.

Dedicated bikeways may seem a big ask, but I suspect the cost of them is a fraction of the cost of building a big, trans-urban route or tunnel to cope with more cars.

Make it easy for people to hop on a bike by providing suitable infrastructure: “Build it and they will come” , or use the bus, or both!

With regard to legislation, the rules for roundabouts make it an impossibility to negotiate a busy roundabout on a bike as cyclists are *expected to stop and give way to traffic crossing their path!*:

Extract from the Qld road rules:

Cyclists may also turn right from the left lane of two-lane roundabouts, but must give way to vehicles that cross their path.

**Note:** Cyclists riding in the far left marked lane of a roundabout with 2 or more marked lanes, or the far left line of traffic in a roundabout with room for 2 or more lines of traffic, must give way to any vehicle leaving the roundabout.

Good luck with your deliberations.

Jeremy Dowdeswell

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