

From: Michael Hibble [REDACTED]
Sent: Wednesday, 3 July 2013 12:36 PM
To: Transport Housing and Local Government Committee
Subject: Inquiry into cycling issues

Dear Committee,

General ways to improve interaction between other road users and cyclist.

1. A general public education about the dangers cyclist pose to themselves and to other motorist
 - a. This would help identify such things as passing too close, cyclist's riding two abreast in a group ride (explain to the public the reason for two abreast and some useful information when approaching such groups on the road), that cyclist must obey the road rules (lights at night, no running red lights, etc), tips for safe cycling (the dangers that sudden movements have, being courteous to other road users, etc), tips for motorist when approaching cyclist (such as cyclist might move of their line to avoid glass/potholes etc – thus if you don't give enough room – an accident might occur).
 - b. Consequences when cyclist makes a mistake and when a motorist makes a mistake (ie the cyclist always loses).
 - c. The benefits of cycling.
2. An effort to provide an effective alternative for cyclist not to take up a road lane. A shared bike path is not an effective alternative. Cyclist who ride for fitness, can and do often ride above 30 km an hour. It is unsafe to do so on a shared path. Painting a bike symbol on the road way and calling it a bike lane – adds nothing to road safety unless it is well maintained, sufficiently wide and continuous. Broken bike lanes cause dangerous situations, with cyclist having to re-enter the road lane, often to the surprise of the motorist. Currently cyclist take up a road lane – often for their own safety (as certain parts of roads are unsafe). A dedicated bike path – such as in Brisbane – removes many cyclist from the road – but it will never remove all bikes, thus a two pronged approach needs to be taken (making shared road use safer and more dedicated bike paths).
3. Try to encourage more people to take up cycling – thus less pollution, less traffic and healthier people (a win- win situation).
4. A local approach to cycling routes to encourage the fitness cyclist to use certain roads and have them designated as cycle training routes (some councils already do so). A road could be a designated training route between certain hours (4am to 7am, as an example)– giving cyclist more protection (such as regulation to provide greater clearance, a regular maintenance check of the road and clearly marked partial divide (painted on the road surface) – to let motorist know that cyclist may take up such width of the road). We currently do so for school zones with regulated hours.
5. New planning approach to roads to ensure they have wider shoulders to accommodate cyclist (better still an actual divide separating cyclist from motorist).

My submission is based on my own experience of being a cyclist. To put my submission in context I should expand on what I mean – when I say I am a cyclist. I took up cycling around 7 years ago primarily for fitness. I am currently a member of the local Cycling club and the local Mountain bike Club. I ride primarily on the road between the hours of 4am to 7am for training purposes. I ride off

road on the mountain bike usually on the weekends. I have ridden over 6000 kilometers this year on training rides and racing (in events). I spend about 10 hours a week on the road. I have had on occasions been exposed to irrational rants by motorist, but largely have had little or no problems other than one recurring theme, that is motorist passing too close (on one occasion the motorist's side mirror struck a fellow cyclist – even though the other lane was free and we were as close to the gutter in single file as possible). I believe the “one meter” rule would assist in providing a good guidance for motorist what is safe. The greater the distance – the safer it is.

As the roads become busier – and more people take up cycling, there is greater tension between the two. A sensible education program – aimed both at cyclist and motorist could assist in reducing the tension and making for safer roads, which everyone wants.

Michael Hibble

