

**From:** Brian & Diane [REDACTED]  
**Sent:** Sunday, 23 June 2013 5:28 PM  
**To:** Danielle Cooper  
 [REDACTED]  
**Subject:** 130619 CYC Submission

Hi Daniel,

Thank you for your reply to my email. Yes I would like the contents of my previous emails to be treated as a formal submission to the Transport, Housing and Local Government Committee inquiry into bicycle safety and so, I have condensed that into one email as suggested by you.

To the Transport, Housing and Local Government Committee on Cycle Safety

For some time I have been concerned about the safety of cyclists and the interaction between cyclists and motorists on Dayboro and Samford Roads. As I understand it cyclists are within the law when they ride two abreast and within 1.5m of each other, however this creates huge problems for motorists because of the lack of opportunities to safely pass on these roads. Talk of a one metre rule being considered concerns me. It concerns me because if this rule was implemented in isolation it would create serious safety and traffic problems on narrow country roads like Dayboro and Samford Roads, particularly on weekends when bicycle traffic is heaviest. These two roads in particular have many bends and hills with few opportunities to safely pass for long stretches i.e., only a couple of sets of dedicated passing lanes and limited sections of road with broken lines currently exist on them. Obviously motorists should abide by all current and any new road rules legislated, but for a fair outcome cyclists must be asked to do the same and make some concessions as well.

The issues on Dayboro and Samford Roads as I see them are as follows:

- The lanes on these roads are barely wide enough for a vehicle to safely or legally pass cyclists even riding single file under the current laws. If a 'Minimum Safe Passing Distance Rule of one (1) metre' was introduced, this would exacerbate the problem.
- Cyclists not sticking as close as possible to the continuous edge lines to free up the lanes for motorists when passing. Efforts have been made in recent times to widen the shoulders of these roads, but some cyclists don't take advantage of this.
- Most cyclists not taking advantage of the widened shoulder outside the continuous edge lines, possibly due to a lot of debris accumulating in this area increasing the likelihood of punctures.
- Some cyclists ride three abreast even when not overtaking.
- Some cyclists at the rear of a pack appear to perform blocking manoeuvres to protect the riders in front of them, a fairly risky activity.
- Some cyclists attempt to act as traffic officers by waving cars around a pack of cyclists when they see that there are no oncoming cars. They seem to expect motorists to follow their instructions even if it means that they would have to cross double centre lines to pass. This would mean breaking the law just to fit in with their bad behaviour.

#### Possible solutions:

- Don't introduce a minimum safe passing distance rule of one (1) metre .
- Provide more passing lanes.
- Complete widening of the road shoulders where possible.
- Have a street sweeper clean the shoulders on a regular basis to remove debris and encourage more cyclists to make use of them.
- Erect signage to remind both motorists and cyclists of the basic road rules relating to cyclists.
- Run an advertising campaign reminding all road users of their responsibilities to each other and to show courtesy.
- The Government to carry out a review of local roads and categorize them as being either safe or too hazardous for cyclists to ride two abreast.
- Restrict cyclists to single file using these roads and any roads like them deemed too hazardous for cyclists to ride two abreast.
- Where cyclists aren't restricted to single file on these roads, restrict the number of cyclists being allowed to ride in a pack.
- Where cyclists aren't restricted to single file on these roads, only allow them to ride two abreast when travelling on the sections that have either dedicated passing lanes or adequate broken centre lines.
- Increase Police patrols on these roads for a few hours around sunrise on each weekend day to ensure that both motorists and cyclists are obeying the road rules.
- The Government to introduce a permit or licencing system to restrict the number of cyclists using roads deemed as being hazardous.
- As part of a permit or licencing system make it compulsory for cyclists wear a high visibility bib or vest with some form of ID on them, so any cyclists doing the wrong thing can be identified and be held accountable as motorists are. A small fee could be levied on these permits to cover administration costs.
- Also as part of a permit or licencing system make it compulsory for all cyclists, even young ones who are allowed to ride independently of adults, pass a simple road rules test.

I assume that as part of the review's scope, the committee members would carry out inspections of any roads included in submissions. I would be happy to discuss my concerns with any committee members either during a site inspection of the roads in my area or at some other location.

Thank you for allowing me to put my views forward.

Kind regards,

Brian Stretton