#### To Who it may concern

Please can you take this issue (1 m matters) up as our member of parliament, the benefits of riding are enormous with reducing health care costs improving lifestyle, creating meaning in communities through friendships formed through cycling socially and competitively. We ride regularly and there are a small number of drivers that will not accept that cyclists are legitimate road users and drive aggressively / dangerously when passing cyclists, I do not believe these driver will change their habit until the same harsh rules that apply to drunk driving are extended to reckless driving around cyclists. I believe that the law should state that 1.5m clearance should be observed when passing a cyclists. This is unfortunately illustrated by the death of a fellow lady cyclist in Townsville two weeks ago and injury to a number of the other riders in the group when a heavy load hit these riders on a bridge.

Another issue that is also a concern is traffic calming devices are pinch points that force cyclists into the mainstream of traffic flow, local councils should seriously look at the increased hazards they are introducing by introducing traffic calming devices, If traffic is required to be slowed down rather reduce speed limits in these areas and enforce the speed limits in these areas in the same way it is in school zones. Furthermore calming devices drastically increase road maintenance costs. The last thing we need is increased costs – look at the current deficits!!!!!

#### SEE INFO BELOW THAT I SUPPORT

Australian Road Rules are failing bicycle riders. In particular Rule 144 does not protect bicycle riders when being overtaken by drivers.

The government is committed to doubling the number of people cycling by 2016 – which is great for health, leisure, the environment, congestion and community wellbeing.

But with 35 bicycle riders killed and 9,577 injured in the same year – the human trauma costs of cycling in Australia are unacceptable.

At present every state transport authority (excluding Queensland and the ACT) 'recommends' drivers leave at least one metre when overtaking bike riders.

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This communication is clear and easily understood.

However, there is no active or prolonged encouragement for this recommended behaviour. At the same time transport authorities support that the road rules are designed to prescribe and enable enforcement of required safe behaviour.

Consequently translating what is already recommended driver behaviour into legislation is a logical and practical step to changing behaviour.

The existing Australian Road Rules including Rule 144, do not protect bicycle riders when being overtaken by drivers. Drivers are permitted to make judgement calls regarding a 'sufficient distance to avoid a collision'.

### ARR 144—Keeping a safe distance when overtaking

A driver overtaking a vehicle:

- (a) must pass the vehicle at a sufficient distance to avoid a collision with the vehicle or obstructing the path of the vehicle: and
- (b) must not return to the marked lane or line of traffic where the vehicle is travelling until the driver is a sufficient distance past the vehicle to avoid a collision with the vehicle or obstructing the path of the vehicle.

The tragic death of 25 year old, Richard Pollett, highlights the inadequacies of this regulation. Richard was riding his bicycle when he was killed after being struck by a cement truck as the driver attempted to overtake him. The truck driver's lawyer said the driver was under "the honest and reasonable belief" that there was enough room on the road to safely overtake him. The truck driver was acquitted.

## Bill to introduce a minimum overtaking distance of 1 Metre

The Amy Gillett Foundation is asking all Member's of Parliament to lead the introduction of a Bill into their State or Territory Parliament for the amendment of the Road Rules and to lobby for the Australian Road Rules to be updated to set an improved **national** model. The amendment must introduce a regulation requiring a **minimum of 1 metre** when a motor vehicle overtakes a bicycle rider.

A minimum overtaking distance of 1 metre provides absolute and practical clarity. It:

- Recognises bicycle riders are physically vulnerable and need the protection of space
- Provides drivers with a clear, easily recognised measure when overtaking bicycle riders otherwise they
  must slow down and wait
- Reduces the risk of bicycle rider-driver crashes, and bicycle rider crashes resulting from being side-swiped (but not hit) by motor vehicles
- Is enforceable; it allows a law enforcement officer or witness to readily observe a driver's actions
- Would give consideration for a graded approach for higher speeds and very low speeds, though standardised legislation is more readily understood
- Will improve safety for bicycle riders
- Acknowledges bicycle riders are legitimate road users
- Will ultimately reduce bicycle rider fatalities and serious injuries.

This law already exists in countries in Europe and in 27 states in the US. The law is practical, enforceable, will reduce serious injuries and will **save bicycle riders' lives**.

# Regards

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