

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**

[illegible]