

Dear Committee,

I appreciate the initiative into cycling safety.

A little about me as a cyclist.

- I am a female in my mid-20's.
- I ride a road bike and ride at speeds between 15kmph – 40kmph. It's not unusual for me to ride at speeds >30kmph.
- I wear lycra, and bright cloths and have multiple lights.
- I am relatively new to riding, and hence am a little unsteady. I take extra care at traffic lights. I make sure to make eye contact with drivers if I am crossing the road.
- Hence, I am very happy to take a longer route if it means my route is safe.
- I try to avoid riding alone. It's feels safer to ride in a pair or group, as you have increased visibility, and a friend to help out if you get stuck/hit. Additionally you tend to pick up tricks and hints about better, safer routes.

My previous commute

- Until March 2013 I lived in Adelaide.
- Commuted from Mawson Lakes – RAAF base in Edinburgh.
- My commute consisted of
  - Busy roads (60kmph) with wide cycle paths
  - Very busy roads with heavy traffic including trucks (60kn) with parking lane and wide cycle path and then the road.
  - Cycle paths
  - Quiet roads (>50kmph) with no cycle paths
- I would ride to work regularly, and we started a competition at work to cover 700km in a month. Our whole group at work got involved and experience the benefits of more exercise, reduced car usage and increased community spirit.

My current commute

- Since April I moved to Brisbane
- Commute involves travel from Eleventh Ave, Kedron to Australian Aerospace at Pandanus Ave, Brisbane Airport.
- I drive this route – there is no safe route to go around Pandanus Ave, Main Myrtletown road and Lomandra Drive. Note that you can't avoid one dangerous section then effectively the whole concept of riding to work become dangerous.
- I had planned to ride. However, the week before, a member of my team came off his bike, destroyed his bike (replaced by insurance) and injured his shoulder (not so replaceable). In this instance it was due to a truck part (a large spring) left on the road. I knew the route would be dangerous but this was a tipping point.

What I need to make my commute safe

- I don't feel safe riding along a 80km road without significant separation from traffic. In the small chance that a car swerves the chance of injury or death is too great.

- Similarly very busy 60kmph roads results without proper separation pose a similar risk (more likelihood of a car swerving but less significant damage).
- Riding a road bike means that I cannot 'just ride on the gravel shoulder'. We need proper bike lanes, that are regularly swept.
- It's worthwhile considering the speed at which cyclists can ride at. Riding at high speeds (40kmph) with cleats means just like cars we can't immediately come to a stop or swerve.
- Similarly, if you fall/get hit at 40kmph it will hurt a lot. Hence road cyclist typically take a lot of personal care to ensure that they won't get hit.
- The minimum width bicycle lanes are just that, 'the minimum'. If a road has heavy traffic (trucks/busses) cyclists need more room to avoid their slip stream. Similarly a minimum width lane is only good for optimum cyclists (experienced) in optimum conditions (aka dry weather).
- In South Australia, it is illegal for a cyclist to ride on the foot path. One of the benefits of this is that it separates cyclists, who may ride at relatively high speed from pedestrians. A rough foot path with multiple corners is fine for a walking pedestrian, but again not suitable for a road cyclist. Foot paths should be considered separate from the cycling infrastructure.

Many thanks

I look forward to seeing the outcomes of this study and the opportunity to ride safely to work.

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Regards

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