

From: Nigel [REDACTED]
Sent: Wednesday, 30 March 2016 6:35 PM
To: LCLC
Subject: Submission to Legislative Council / Economy and Infrastructure Committee - Road Safety Road Rules 2009 (Overtaking Bicycles)

Dear Dr Gribbin

The Eastern veterans Cycling Club thanks you for the opportunity to make submission to the Economy and Infrastructure Committee in regards the proposed legislation relating to minimum passing distances of cyclists.

The club is in agreement that such legislation would be beneficial to the safety of all cyclists.

The terms of reference for submissions are to consider and make recommendations in terms of;

1. The outcomes and experiences of similar laws already implemented in Australian states and territories
2. The educational campaign that would be required to effectively implement the bill
3. The enforcement strategies and policies required to implement the bill.

As a local Victorian club we are unable to provide comment or consideration on the first matter.

The club feels that the second consideration is paramount to the success of any legislation on the matter but feels that it needs to be more wide reaching than simply detailing the law and the penalties. We feel that the intent of the law should be promoted – the respect and rights of all cyclists be they sports cyclists, commuters, school children or retirees out for a social jaunt, that the law is to promote safe passing habits that makes it safe for all road users rather than a restriction of motorists existing perceived rights.

Aside from advertising any new law through the media – paper/television, other avenues to promote the legislation would be inserts with licence and registration renewal notices, and inclusions in sales documentation for new cars and bicycles.

Enforcement is important if the law is to be respected. We are aware of other countries (e.g. the Netherlands), where the burden of proof is placed on the car driver when reported for dangerous driving involving a cyclist. Other policies that encourage compliance could include accepting eye witness third party (other car drivers, other cyclists or pedestrians) accounts regarding dangerous driving and passing manoeuvres. In addition, multiple reports of a single driver should be taken into account when assessing guilt and an appropriate sliding scale of penalties applied.

Kind Regards,
Nigel Kimber

Secretary Eastern Vets Cycling Club

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