

From: [REDACTED]
Sent: Thursday, 31 March 2016 12:59 PM
To: LCLC
Subject: the introduction of the 1 metre law. Submission by John Myers

I support the introduction of the 1 metre law (1.5 metre above 60 kmph).

Firstly, we should aim for uniform laws across Australia and with the rollout in other states (including ACT) there is no reason that Victoria should be different and stand alone.

Secondly, I do a lot of road riding and motorists should be left in no doubt that they need to leave at least a metre.

Thirdly, when cycling in Europe I've seen many signs with +1 or +1.5 metres. It's not rocket science, but if we copied what's happening in Europe we would all be better off in Australia when we ride our bikes.

Victoria's current safe passing laws are inadequate. They have failed to date and we would be better off implementing #ametre matters than doing nothing.

Finally I would like to state that the Victorian Parliament's Economy and Infrastructure Committee should NOT limit itself to investigating only the metre matters issue. It's a minor issue in what Victoria can do to transform cycling. If the committee really wants to make a difference and get more people safely riding bikes it needs to look at:

1) **Mandatory helmet laws.** There is a lot of research on the issue. It is a sad indictment on MHL that after 25 years only NZ and a few provinces in Canada have followed Australia. To normalise cycling we need to relax this law. Here is one link: http://www.cycle-helmets.com/canada_helmets.html

2) **Idaho Law.** Allow bike riders to turn left at a red light if it's safe. Again there is a lot of research, here is one link: <http://www.theguardian.com/cities/2015/oct/27/cyclists-run-red-lights-paris-london-san-francisco>

3) **Footpath riding** – some states allow it, others don't. March 1st this year the South Australian Police announced that the new law allowing footpath riding had not led to speeding cyclists. <http://indaily.com.au/news/2016/03/01/we-havent-seen-lycra-wearing-cyclists-doing-40kph-on-footpaths-sapol/>

4) **Strict liability law** – As the links suggests it is quite a complex issue. We should hold motorists responsible for most cycling-motorist accidents, and hold cyclists responsible for pedestrian-cycling accidents. Links: <https://bicycledutch.wordpress.com/2013/02/21/strict-liability-in-the-netherlands/> And <http://www.theguardian.com/uk-news/scotland-blog/2015/mar/27/hold-drivers-automatically-accountable-for-collisions-with-cyclists-say-campaigners>

John Myers

--

John Myers: T + [REDACTED]
 [REDACTED]