



Enquiries: Stefan Mitrik
 Telephone: [REDACTED]
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1 April 2016

Dr Christopher Gribbin
 Secretary, Economy and Infrastructure Committee
 Parliament House
 Spring Street
 Melbourne Vic 3002

Via Email: LCLC@parliament.vic.gov.au

Dear Dr Gribbin,

City of Port Phillip's submission into an inquiry on the distance for passing motorists when overtaking cyclists.

The City of Port Phillip recognises that bike riding is an important travel choice for our community, with the number of cycling trips growing 22% between 2012 and 2014. Council's support for cycling is evidenced by the gamut of Council's endorsed strategies that seek to increase bicycle riders' convenience, safety and comfort, namely:

- *Sustainable Transport Strategy*
- *Safer Streets Strategy 2013-2020*
- *Bike Plan 2012-2020*

Unfortunately, despite Council's significant investments in creating a network of continuous and safe routes for bicycle riders, collisions involving bicycle riders in our municipality increasing. This is most likely due to a lack of physical protection, increased vehicle traffic volumes in a background of population growth in Metropolitan Melbourne and limited funding to counteract these issues through infrastructure changes by successive State Governments.

Council officers conditionally support the proposed change to legislate minimum distances when overtaking bicycle riders, as evidence-based research and trials suggest minimum passing distances result in improved comfort and safety outcomes.

Rather than implementing this as an isolated initiative, Council officers recognise this as an opportunity for the State Government to implement this legislative change as part of an holistic and connected approach that involves delivering the following initiatives in priority order to meaningfully improve the safety and convenience of bike riding in Victoria:

1. Dedicated and on-going education and then enforcement campaigns, as this proposed legislative change is unlikely to achieve the desired safety outcomes for bicycle riders if these are not implemented and resourced sufficiently.

Cnr Carlisle St & Brighton Rd,
 St Kilda Victoria 3182

Private Bag No 3,
 PO St Kilda Victoria 3182,
 DX 35706 Balaclava VIC

Phone (03) 9209 6777
 Facsimile (03) 9536 2722
assist@portphillip.vic.gov.au
www.portphillip.vic.gov.au

2. Investment by the State Government of a network of protected bike lanes (Strategic Cycling Corridors) that improve bike riding as a safe and convenient travel choice.
3. Amending policy settings and creating funding streams to councils to implement safer speed limits on local roads and streets, ideally in tandem with VicRoads setting safer speed limits on nearby declared roads. This would follow the lead of World Cities such as London, Paris and New York.
4. Providing clarity and support for the Cycling Road Rules Review that VicRoads has been progressing for the past 18 months.

If you have any questions regarding the above please contact Stefan Mitrik, Coordinator Transport Safety Engineering on [REDACTED]

Yours Sincerely

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CLAIRE FERRES MILES
General Manager Place Strategy & Development