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From: James [REDACTED]
Sent: Tuesday, 5 April 2016 12:37 PM
To: LCLC
Cc: [REDACTED]
Subject: Inquiry into the Road Safety Road Rules 2009 (Overtaking Bicycles) Bill 2015

Mr Michael Baker
Secretary
Economy and Infrastructure Committee
Parliament House, Spring Street
East Melbourne Vic 3002

Dear Michael,

I understand submissions closed on April 1, however I wish for you to consider the following.

I applaud Bicycle Network for their general support of a minimum passing distance law (MPDL) trial, however I am deeply concerned with their clause "5.3 The legislation should not apply to bikes in lanes where the limit is 50kmph or below".

There are many bike lanes marked in built up areas, particularly around busy shopping precincts and such, where the bike lane includes the area where car occupants routinely open their car doors into the path of on coming cyclists, despite the fact that doing so breaks the law. This forces the conscientious cyclist to ride more than 1m from parallel parked cars, which is usually at the very right hand edge of the marked bike lane, and closest to passing traffic.

Any exception to a MPDL will result in cyclists lives being much greater risk.

There is no such exception to minimum safe passing distance laws in Queensland, and I believe the same can be said of other states and territories that have embraced a minimum safe passing distance law - and neither should there be.

In many places there are marked lanes on the road that are not compliant bicycle lanes. It is reasonable to conclude that this exception will generate confusion over when the MPDL applies.

It is staggering that a cycling advocacy organisation would consider risking not only it's members lives but the lives of all cyclists in Victoria, over "efficient use of road space".

Bicycle Network worries that the law will not be enforced. Many laws are not what we might consider adequately enforced. That does not mean that the laws are pointless or worthless.

Sincerely,
James Steward