

Submission

The Secretary
Economy and Infrastructure Committee
Parliament House, Spring Street
EAST MELBOURNE VIC 3002

Via Email LCLC@parliament.vic.gov.au

RE: Economy and Infrastructure Standing Committee inquiry on the Road Safety Road Rules 2009 (Overtaking Bicycles) Bill 2015

From: Peter Campbell

[REDACTED]
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[REDACTED]
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I have been cycling in Melbourne for transport on roads and bike paths since 1975. I have regularly commuted from Surrey Hills and North Balwyn to and from various locations including the Melbourne CBD, Melbourne University, St Kilda Road and Mount Waverley since 1983.

I have used bike paths such as the Anniversary Trail and the Gardiners Creek trail to avoid cars, trucks and trams as much as possible to minimise the risk of collision and injury.

However on 10 February 2014, [I crashed into a car that turned right in front of me](#) while descending the Burwood Road hill in East Hawthorn. The driver said that they did not see me. I was hospitalised and found to have a fractured right fibula. I then developed a DVT a few days later.

I then modified my route to further avoid traffic, passing along the short road in Ferndale Park. On 26 May 2014 I hit a speed hump there and crashed and broke my collarbone, which required surgery, the insertion then later remove of a hook plate. Boroondara Council advised that the speed hump did not meet current road standards and have subsequently removed it.

On 9 September 2015 I was cycling along Somerset Street through a roundabout (Denman Street) [when I was hit by a car that failed to give way](#). The driver said that they “didn’t see me”. I was again hospitalised and had surgery on my fractured left little finger and the ligaments of my right thumb. I developed severe PTSD after this accident for which I am still undergoing treatment.

I have been subjected to several near misses by cars passing very close (less than one meter) when overtaking, including:

- Bridge Road Richmond (deliberate close passing by motorist)
- Riversdale Road, Hawthorn
- Barkers Road, Hawthorn
- Burwood Road, Hawthorn
- Warburton - Woods Point Road (deliberate close passing by motorist over 100km/h)
- Nepean Highway, Frankston (deliberate close passing by motorist)
- Mount Martha Esplanade (deliberate close passing by motorist)

I consider that legislation for a minimum overtaking distance of 1 metre for vehicle speeds up to 60km/h will provides absolute and practical clarity for motorists and cyclists because it:

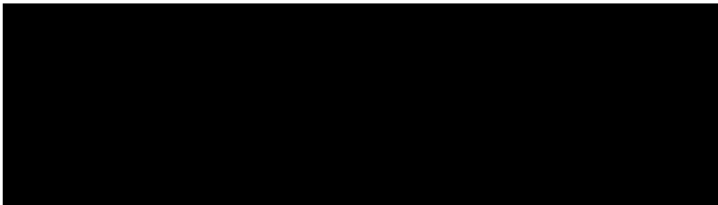
- Recognises bicycle riders are physically vulnerable and need the protection of space;
- Provides drivers with a clear measure when overtaking bicycle riders;
- Reduces the risk of bicycle rider-driver crashes, and bicycle rider crashes resulting from being side-swiped (but not hit) by motor vehicles;
- Is enforceable by allowing a law enforcement officer or witness to readily observe a driver's actions
- Will improve safety for bicycle riders
- Acknowledges bicycle riders are legitimate road users

This law already exists in countries in Europe, 21 States in the United States, NSW and QLD (Pilot).

The law is practical, enforceable, will reduce serious injuries and will protect all road users and save bicycle riders' lives.

For speeds between 60km/h and 100km/h the minimum overtaking distance should be 1.5 metres.

Yours faithfully,



Peter Campbell

[REDACTED]

From: Peter Campbell [REDACTED]
Sent: Friday, 15 April 2016 4:21 PM
To: LCLC
Subject: I do not support Bicycle Network's submission relating to the Road Safety Road Rules 2009 (Overtaking Bicycles) Bill 2015

To whom it may concern,

I am a Bicycle Network member, but Bicycle Network's submission to the Inquiry does not represent my views.

I disagree with the Bicycle Network submission's exemption clause in section 5.3 for the following reasons:

- Any modification of the national standard 1m/1.5m passing law will put Victorian riders at risk
- Riding in a painted bike lane does not provide a safety barrier. I was hit by a car while riding within a painted bike lane.
- School zones should not be exempted

Regards,

Peter Campbell
[REDACTED]