

Annemarie Burt

From: Bridie O'DONNELL [REDACTED]
Sent: Friday, 15 April 2016 2:02 PM
To: LCLC
Subject: Bicycle Network Submission to the Inquiry on MPDL

Dear Sir / Madam,

Re: **Bicycle Network's submission to the Inquiry regarding Minimum Passing Distance Laws (MPDL) does not represent my views.**

As a former Bicycle Network Board member and a BN financial member, I disagree with the explanation made by BN CEO Craig Richards for their position on Minimum Passing Distance Laws (MPDL).

I disagree with the Bicycle Network submission's exemption clause in section 5.3 because:

- a) Any modification of the national standard 1m/1.5m passing law will put Victorian riders at risk
- b) Riding in a painted bike lane does not provide a safety barrier
- c) School zones should not be exempted.

If the BN strategy is to 'make bike riding easy for everyone' and you believe that physical activity is vital for a happy, healthy life, the BN submission needs to be in complete support of MPDL in all circumstances.

However, if the organisation's definition of 'easy' includes 'not dangerous, with no risk of injury, intimidation, or chance of death' then no, none of us would ever ride.

We wouldn't commute to save money or for a faster journey to work. We wouldn't escort our kids to school or encourage them to get there that way. We wouldn't be tourists in a new cities, or train for events, compete, ride to lose weight, or get fitter or socialise with our friends.

But we DO do those things; they make us feel good, save money, manage our time, and show others that riding is possible, legal, acceptable and a smart and environmentally sound mode of transport.

Since resigning my Board position over 18 months ago I have heard past and current BN staff stating their dismay that the the Amy Gillett Foundation only supports MPDL because their vision is for 'zero bike rider fatalities.' The implication being that even if no one rode bikes (and therefore there were no fatalities) the AGF would be satisfied.

This is nonsense.

If 'saving rider's lives is top of your list' but you want to encourage more people to ride, then you need to listen to the scores of statements and articulate FB posts written above mine (with far greater policy / legal skill than mine!) from members of your organisation.

We have provided the 'simple solution to this complex problem' - support a MPDL of 1m on any road, at any speed.

We know, and you have stated clearly, that your members (and all riders in general) are more likely to ride when they feel safe. Particularly women riders, or parents escorting / encouraging their children to ride.

If I know a motorist will be compelled to wait, or change lanes to overtake me, I will be safer. My nieces will feel safer. More women will will ride. More elderly novice riders will ride. There will be more respect and vulnerable road users will feel less 'invisible' and more acceptable.

It is a sign of an intelligence to change ones mind when the facts change.

Regards,

Dr Bridie O'Donnell MBBS AAICD
AUS Women's UCI Hour Record Holder
Physician, Epworth HealthCheck and Epworth Breast Service

