

**From:** Simon P J Batterbury [REDACTED]  
**Sent:** Friday, 15 April 2016 4:29 PM  
**To:** LCLC  
**Subject:** Bicycle Network's exemption clause for the safe passing laws

I disagree with the submission made by Bicycle Network, which in relation to a statutory passing distance for vehicles passing bikes in VIC, states .

“5.3 The legislation should not apply to bikes in lanes where the limit is 50kmph or below Particularly in urban environments in Australia, there are a myriad of on-road bike lanes where the adjacent road width does not allow a motor vehicle driver to give a rider a one metre space when passing a bicycle rider. In these locations, motor vehicles would be restricted to the speed of the bicycle rider and it would be a less efficient use of road space. In streets where there are bike lanes and tram routes, this may also result in slowing tram movements which carry large numbers of people. This is not an effective method for an integrated transport system. A solution to this is making the MPDL not apply to bike lanes where the speed limit on the road is less than 50kmph.”

[https://www.bicyclenetwork.com.au/media/vanilla\\_content/files/Better%20Conditions/Parliamentary%20Inquiry%20Submission\\_BicycleNetwork.pdf](https://www.bicyclenetwork.com.au/media/vanilla_content/files/Better%20Conditions/Parliamentary%20Inquiry%20Submission_BicycleNetwork.pdf)

Instead, we need a full, no-exemption minimum passing distance law. I am an inner urban resident and the victim of several accidents while on a bike. I am listed in the September 2015 accident statistics for VIC as a ‘severe’ bike vehicle accident. I spent a month in hospital, having been hit full on by a truck travelling at 60kmh. Had the speed been under 50kmh, little difference – still a very serious accident indeed. Bike Network’s claim that “motor vehicles would be restricted to the speed of the bicycle rider” is exactly what we need if we are to develop sound sustainable transport policies – actively discourage motor vehicle use, discourage speeding past cyclists, and encourage slower and safer modes of transport. Any modification of the national standard 1m/1.5m passing law will put Victorian riders at risk, and school zones should certainly not be exempted.

BN may have 45,000 members, but it does not speak for those who wish to see a more rapid transition to sustainable transportation in our cities, which will need to eat into favouritism to motor vehicles.

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