

**From:** J Young [REDACTED]  
**Sent:** Wednesday, 20 April 2016 1:25 PM  
**To:** LCLC  
**Subject:** A meter matters and The Bicycle Network  
**Attachments:** signature.asc

Dear Committee Members,

I'm a Victorian Cyclist. I ride every day to and from work; Hampton to the CBD, rain or shine. I'm also sometimes a motorist, but with two cars and four drivers I'm in the back of the queue for a car: my wife runs the errands (and works locally) and two of my three kids are in University (and are also working locally).

I often ride events in Victoria (Around the Bay, Cadel's Ride) and I've just completed the 204 km Apollo Bay ride for the second time.

I'm writing because, as a rider I refuse to join the Bicycle Network (BN). Too many times BN has stood at odds with me as a rider and I believe that their policies and positions put riders in unnecessary danger. Their current position and proposed exceptions to the 'Meter Matters' legislation is a case in point. Their position, if adopted, would only serve to confuse the motoring public and would do nothing to improve the safety of riders in Victoria. In fact, for the reasons below it would endanger more riders and at least in my case would not achieve it's intended goal.

I'm passionate about these issues because I enjoy cycling but also because having ridden every working day for the last 7 years I've been knocked from my bicycle on four occasions. Two of these were by motorists that chose to overtake and then turn into my path. One other was a serious 'dooring' that landed me in hospital.

Having been doored once, it's an experience you don't soon forget. For this reason, when parked cars are present in or near a "bike lane" I ride on the white line furthest in, with the traffic. I expect drivers behind me to pass safely because I can no longer expect drivers in parked cars to look before opening their doors. I regularly clock along at 35-40 kph on my commute and even in a 50 kph zone cars are constantly overtaking, I filter at traffic lights and then cars overtake again. The notion that I don't deserve a meter of safe space in this situation (in a 50 kph zone where a bike lane is present) is beyond ludicrous.

I was doored and as a result was abruptly thrown into traffic, I tumbled into a sitting position and as I slid backward I watched the motorists come to a screeching halt to avoid me. With a broken hand and a severely injured left arm I was in no shape to move away from the vehicles. If the BN proposal is adopted, my options are to move closer to the parked cars (any one of which might throw me bodily in front of a moving vehicle) or to 'take the lane' to ensure that no one passes in a dangerous manner.

For me as a cyclist at least, the BN proposal will have the exact opposite effect as intended. Rather than improve traffic flow I would not ride in a bike lane when parked cars are present and I would move further into traffic to ensure that motorists do not pass in a 50 kph zone or in a school zone. I'd happily defend this stance if ever I was tested as I do not believe it practical to be in a bike lane if I am no longer afforded a meter of safe passage by other vehicle traffic.

As the BN proposal also mentions school zones, I wonder what could have possessed BN to develop such a proposal knowing that it would endanger some of our most vulnerable riders: 12-18 year old children on their way to school and riding in the presence of other children who are exiting vehicles.

I'm left wondering just who, exactly, BN is supporting? Does anyone in the organisation even ride?

Sincerely,

Jeffrey S. Young

