

From: office@greens.org.au on behalf of Jane Brownrigg via Australian Greens
<office@greens.org.au>
Sent: Thursday, 10 March 2016 12:08 AM
To: LCLC
Subject: Submission to Inquiry into the Road Safety Road Rules 2009 (Overtaking Bicycles) Bill 2015

This e-mail has been sent on behalf of Jane Brownrigg, at [REDACTED]. They can be contacted by phone at [REDACTED] or by e-mail at [REDACTED]. The content of their submission is below.

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I strongly believe that cycling should be encouraged and supported.

I support safe passing distance laws for cars and trucks overtaking bicycles, so we can all share the road safely.

When bike riding is safer, more people will leave their cars at home. This will mean better health, less congestion on our roads and less pollution.

I agree with the Committee's decision to look at the examples of Queensland, ACT and Tasmania where safe passing laws have been introduced, or are being trialled, and how to run a public education campaign about the rule change.

When the new mobile phone rules came in, most drivers learned the rule quickly because it was in the news. An education campaign is more effective when it tells drivers a new road rule.

We are all in this together. There is no 'us' and 'them', safe passing distance laws make our roads safer for everyone.

I also believe that Australia should adopt the 'Idaho Rules'. Stopping -- Turn and stop signals. (1) A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping. (2) A person operating a bicycle or human-powered vehicle approaching a steady red traffic control light shall stop before entering the intersection and shall yield to all other traffic. Once the person has yielded, he may proceed through the steady red light with caution. Provided however, that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a right-hand turn. A left-hand turn onto a one-way highway may be made on a red light after stopping and yielding to other traffic.

From: office@greens.org.au on behalf of Jane Brownrigg via Australian Greens
<office@greens.org.au>
Sent: Friday, 18 March 2016 12:42 PM
To: LCLC
Subject: Submission to Inquiry into the Road Safety Road Rules 2009 (Overtaking Bicycles) Bill 2015

This e-mail has been sent on behalf of Ms Jane Brownrigg, at [REDACTED] They can be contacted by phone at [REDACTED] or by e-mail at [REDACTED]. The content of their submission is below.

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Encouraging more people to cycle more often is the best way to improve traffic congestion in Melbourne.

I support safe passing distance laws for cars and trucks overtaking bicycles, so we can all share the road safely.

When bike riding is safer, more people will leave their cars at home. This will mean better health, less congestion on our roads and less pollution.

I agree with the Committee's decision to look at the examples of Queensland, ACT and Tasmania where safe passing laws have been introduced, or are being trialled, and how to run a public education campaign about the rule change.

When the new mobile phone rules came in, most drivers learned the rule quickly because it was in the news. An education campaign is more effective when it tells drivers a new road rule.

We are all in this together. There is no 'us' and 'them', safe passing distance laws make our roads safer for everyone.