

Kate McGuckin

From: COLLINS BURG [REDACTED]
Sent: Thursday, 20 June 2013 4:40 PM
To: Transport Housing and Local Government Committee
Subject: Inquiry Into Bicycle Issues - Submission

Dear Sir/Madam

I wish to make the following submission to your Committee:

I have long been concerned at the unlawful road behaviour of most cyclists (not all) and am prompted to write to you after the Courier Mail article on 9 Aug. 2012

Although the road rules apply equally (with some exceptions) to motorists & cyclists I see unlawful behaviour by cyclists every day. In particular, cyclists pass motor cars on the 'inside' (where there is no unoccupied lane), whether on a single or 2 lane road, at traffic lights or during periods of road traffic congestion. This is dangerous for the cyclist & the motorist (who is entitled to rely on the safety of opening the near side doors in an emergency - eg a child about to vomit due perhaps to car sickness) However, I have never seen such an offending cyclist taken to task by a police person .

I might add that some motor cyclists behave likewise.

There are other infringements by cyclists - riding on footpaths, crossing intersections against a red traffic light, failing to stop at stop signs, cutting across service stations to defeat a red light, riding across pedestrian crossings against a dont walk sign etc.

If cyclists were required to have their registration ID marked legibly on the rear of their (compulsory) safety helmet there would be some accountability & an offending cyclist (like any motorist) could be identified by the public or police whether in motion or by photograph.

The registration is for the person - not the bicycle & should be free & compulsory for riders over, say, 15 years of age.

The proposed 1 metre rule is reasonable when applying to a motor vehicle overtaking a bicycle; however, it is unreasonable when applying to a bicyclist overtaking a motor vehicle – the driver of the motor vehicle has no control over that clearance. The overtaking of a motor vehicle (on an unmarked bicycle lane ie there is no marked bicycle lane) on the vehicles LHS is a very common event especially in a queue at a traffic light & where motor traffic is start-stop in traffic congestion. I believe the road rules should clarify this point.

On another issue:

The Qld Govt has indicated it will amend the law so that Sikhs (including those claiming to be Sikhs) will have legal dispensation (on religious grounds) for not wearing approved safety helmets while riding bicycles.

This is an outrageous change to the road rules on the following grounds:

- It is discriminatory against all other religions – law for one religion but not others
- Policing would be difficult - & what is the test to prove a cyclist's adherence to the Sikh religion – (if a Sikh insists he cannot wear a safety helmet – he should not ride)
- It is a precedent for dispensing a Sikh from wearing a safety helmet while riding a motorbike
- The failure to wear a safety helmets leads to increased trauma in road accidents & this is a personal tragedy, added cost of community funded ambulance, added cost of taxpayer funded hospital service & economic cost to the State regarding lost production

Yours,
C (Col) D Burg

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