

Ladies and Gentlemen

As an active 67yo i use a Cycle on a daily basis , either on the road or in the house for " Spinning "! During the past 16 European Seasons i have cycled the routes of the Major " Grand Tours "Cycle races ,the list includes " Le Tour de France "and " Giro d'Italia " each year .

With being in most European Countries i have had exposure to the European " Norm " of 1 1/2m SAFE PASSING Distance of Cyclists ! Most European Schools teach Children " Road Safety " , even issuing Certificates as an incentive to acquire the necessary skills for Safe Cycling .

My belief was that Australia led the world in " SAFETY on the ROAD " Issues , Arm outside the window ,Seat Belts,Drink Driving , etc ? BUT WHAT ABOUT Cycling ? Seems that a Vehicle Safety issue is important but Cycling ? WHY are you even considering ONLY 3ft when Europe has adopted 1 1/2m , see the photo of the FRENCH Sign found in SO MANY PLACES , but certainly at the bottom of most inclines in the hilly areas of France .

WHAT i should like the Commission to consider is the following :

1/ Signs saying " I PASS 1 1/2m " with pictorial similar to french sign , AT EXIT of ALL 60kph areas !

2/ Signs saying " I PASS 1 1/2m " with pictorial of " Mother and Child " , AT Entry to ANY AREA with less than 60kph speed , Larger Signs if entering 40kph or SCHOOLS AREA !

3/ Signs saying " I PASS 1 1/2m " on the rear of ALL BUSES (similar size to that sign asking Drivers to allow Buses to pull out of the Buszone) , TRUCKS or Vehicles that you cannot see through ! Even the common Delivery Van should be considered as an impediment to following vehicles seeing what is in front of that vehicle .

4/ Requirement for Vehicle Operators to signal passing , as they approach rear of a Cyclist , certainly before they are within 10m of ANY Cyclist . I currently use a passing signal at 50m then go to " Hazard Signals as i reach the 5m point , thus warning following traffic to " Expect the Unexpected "! A Pothole , road rut , tramlines , etc could cause the Cyclist to deviate from the direction of travel .

5/ Prohibition with Penalties and even " loss of Cycling Rights " for those riding using a " Hand Held Cell/Mobile phone "! Repeated offences of riding " No Hands " should also be sanctioned !

6/ Allow Left turn at Red Lights , where there will be 25m of separation when turn completed , thus avoiding impeding traffic with " right of Way "!

Cycling has reached " Critical mass " throughout Europe , it is a known fact that in ITALY , more Cycles are sold than Vehicles . Countries such as Denmark and Holland have " BUILT the Cycling Infrastructure " over the past Decades so Vehicle Operators have become used to the CYCLIST and the challenges they pose to those that CHOOSE to " Bully Vulnerable Road Users "!

Having broken 2 helmets within a month , i can catagorically state that the " HELMET LAW " is a MUST , " Shit Happens " , Murphy's Law , whatever , has seen me avoid head or Brain Damage and thus continue that ride with minimal inconvenience !

Those of you that sit on this Commission , should take to the roads on a " Marked 1 1/2m path " , see HOW YOU CAN COPE WITH PASSING VEHICLES , then see how much MORE DIFFICULT a 3ft path is to negotiate ! Even without the need to pass a slower moving Cyclist , you will experience greater difficulty remaining within the allotted 3ft because of " Drains, potholes , rubbish & Road Defects !

Whatever the results of YOUR Deliberations , there is a MINDSET of the Current Vehicle Operator Population that needs to be remedied , this will take time , BUT , continually seeing SIGNS "

Requesting/Demanding " 1 1/2m SAFE PASS will instill a greater sense of responsibility in the majority of RIGHT THINKING VEHICLE OPERATORS !

Consideration of Penalties for those Vehicle Operators that CHOOSE to ignore COMMON SENSE remains a final solution to be considered !

Sincerely

Skippy Mc Carthy

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