



**More and more Victorians ride their bikes. They know cycling is healthy, fun and good for the environment.**

**A safe passing distance means we can all share the road. A new Greens law in Victoria will make sure 'A Metre Matters'.**

Riding a bike is a fun, easy and cost-effective way to get around. It burns fat instead of oil and there is free parking everywhere. No wonder so many new bike riders appear on our roads every week.

The Greens want to encourage people of all ages to get on their bikes and enjoy the health and wellbeing benefits of gentle outdoor exercise, every day. And it's a great way to reduce the pressure on our overcrowded roads and public transport.

The safer our roads are, the more people will get on their bikes.

With so many more cyclists sharing the road, there has been an increase in cars swiping or clipping bike riders as they overtake them. This can have disastrous consequences for the bike rider, who is much more vulnerable than another car would be in the same situation.

Drivers want to drive safely and obey the law, but the problem is that the current passing law is unclear.

Drivers must leave a safe distance when they overtake, but they have to guess what that safe distance might be. And sometimes their guess is wrong.

When it comes to a safety for bicycles, a metre really does matter.

## **A METRE MATTERS**

On 18 March 2015, Greens MP Samantha Dunn introduced new laws to Victorian Parliament that are based on the Amy Gillett Foundation recommendations for safe cycling.

Under the Greens laws, motor vehicles overtaking a bicycle rider will leave:

- A minimum 1 metre buffer on roads with a speed limit of up to 60 km/h
- A minimum 1.5 metre buffer on roads with a faster speed limit

The new laws will take the guess-work out of calculating a safe passing distance, so everyone can share the road.

They also change the road rules to make it easier to for cars to overtake, so that slower bike riders won't hold up traffic.

If the laws are accepted by Victorian Parliament, we will achieve the aims of Amy Gillett Foundation's *A Metre Matters* campaign.

And we will play our part in achieving a national change.

Queensland started a two-year trial of minimum distance passing laws in April 2014. South Australia and ACT governments are preparing to start 'metre matters' trials.

# SAFE PASSING DISTANCES FOR BICYCLE RIDERS

## THE GREENS' PLAN

### TO MAKE A METRE MATTER



## LOCAL AND NATIONAL GREENS ACTION

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At a local government level, Greens councillors in Victoria have been working hard to create safer bicycle lanes, shared pathways and bike parking facilities.

And across the nation, our Greens MPs are working together to champion the *A Metre Matters* campaign.

In Western Australia, Greens MP Lynn MacLaren has introduced minimum passing distance legislation in to state parliament.

A bill by Greens MP Mark Parnell in South Australia helped push the government towards establishing the Citizens' Jury that recommended the minimum passing distance.

The South Australian government has accepted the recommendations and is preparing to start a trial of the new laws.

In the ACT, Greens MP Shane Rattenbury was instrumental in establishing the ACT's *Inquiry Into Vulnerable Road Users*.

The ACT government is now preparing a trial of the recommendation for a minimum passing distance of 1m on roads with speed limits up to 60km/h and 1.5m on faster roads.

## SHARE THE ROAD

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New *A Metre Matters* laws are needed, but they will work better with stronger education, better bicycle infrastructure and traffic calming.

The Greens support lower speed limits in residential and business areas, to calm the traffic flow. This also means safer streets for pedestrians.

Greg Barber has led the campaign for stronger penalties for 'dooring' – when car doors are opened into the path of a cyclist.

A parliamentary inquiry into his 'Dooring Bill' led to the government strengthening the penalties.

Greens MP for Melbourne Ellen Sandell has called on the Premier to fund -

- a TAC public awareness campaign on dooring and safe driving around cyclists
- separated bike lanes on Sydney Rd, Flemington Rd, Royal Parade and St Kilda Rd, and
- investing in an integrated bike lane network that is safe and goes where people need to go.

Bike riders pay tax for road upgrades, just the same as car drivers. In fact, most bike riders are also car drivers, but they help everyone out by leaving their cars at home when they hop on a bike. So it is only fair that road spending should reflect the growing number of bicycle riders who share the road.

The Greens support better road safety education. This includes questions about sharing the road with bike riders in all driving tests and in road safety education at schools.

We also have a plan for 40 new 'Parkiteer' bike cages at railway stations, to encourage people to leave their cars at home and ride to the station, knowing that their bike will be parked securely.

## SOURCES:

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For more information on Samantha Dunn's proposed new laws:  
[victoria.greens.org.au/ametrematters](http://victoria.greens.org.au/ametrematters)

Amy Gillett Foundation: [www.amygillett.org.au](http://www.amygillett.org.au)

Queensland 'stay wider of the rider' rules:  
[www.qld.gov.au/transport/news/features/cycle-safe/index.html](http://www.qld.gov.au/transport/news/features/cycle-safe/index.html)

South Australia's new cycling laws: <http://yoursay.sa.gov.au/yoursay/new-cycling-laws>