



Review of the *Road Transport Act 2013* Feedback Form

Relevant section of <i>Road Transport Act 2013</i>	Brief description of the issue	Proposed change to this section
All of it	Road rules not being enforced makes people not obey them	

All cars, bikes, walkers break rules

99% of walkers, bicyclists and motorists break road rules and are unsafe.

Even if you are in the 1%, If you drive a car you might crash into a pedestrian that was distracted by their mobile phone. Even if you follow all road rules your car can kill a pedestrian that will affect your life forever. Another reason you use Active transport (bus, bike, walk) whenever possible.

People do not have the right to jog fast past someone too closely. It scares people and puts them in fear of walking on footpaths. Crashes can kill

People do not have the right to pushbike fast past someone too closely. It scares people and puts them in fear of walking on sharedpaths. Crashes can kill

People do not have the right to drive cars fast past a pushbike too closely. It scares people and puts them in fear of pushbiking on roads. Crashes can kill

With everyone in the wrong, why don't we keep arresting walkers until they are all in gaol? Or should we focus on the transport mode that is actually causing massive road deaths and trauma? You will need to do your own research about the transport type that is killing other people needlessly (hint : it is not skateboarders)

* 99% of everyone break road rules all the time:

1. Walkers break road rules : Currently it is socially acceptable to illegally walk across roads at an angle (not directly across at 90 degrees) and everyone does it (even though everyone is breaking the NSW Road rule 230).

2. Cyclists break road rules: Bicycling too close to parked cars. NSW Road Rules 153, 144 & 247 instruct safety clearances (usually 1.5m away from parked cars)

3. Motorists break NSW Road rule 126 (Keeping a safe distance behind vehicles):

A car in front of you could stop suddenly if it crashes into a truck that has swerved to the wrong side of the road. To avoid all collisions you sometimes need a 4 second safety gap (from <https://www.qld.gov.au/transport/safety/road-safety/driving-safely/stopping-distances>). It is sad that 99% of the time motorists only leave a 1 or 2 second safety gap of space to the car they are following. The NSW guideline (<http://www.rms.nsw.gov.au/roads/safety-rules/safe-driving/low-risk-driving.html>.) is for a 3 second safety gap, but now you have been empowered with extra knowledge to share with your friends.

Most crashes are rear-ends : Eg. the car in front stops suddenly (maybe to dodge a person) and you cannot stop in time. It is called the 3 second safety gap for a reason, and if you are less than 3 seconds behind the car in front you are tailgating. This is 50metres at 60km/hr and 84metres at 100km/hr. So by definition over 95 % of Newy drivers pretty much continually tailgate. Do the super easy research yourself. Go to any main road in Newy and get on a straight of road away from main intersections and use a timer of a car passing a point. Time when the car following that car passes the same point. Really easy research that everyone should do, it should be taught in primary schools.

This is why many safety conscious people give up on the car because they cannot control the car dangerously following them. You can gain much more safety and control on a pushbike by learning better skills and back streets. Pushbike advocates love to help people find better backstreets, and to make submissions many government things because pushbikes are a critical part of a happy and non-discriminating society.

Road Rule :126 Keeping a safe distance behind vehicles

“A driver must drive a sufficient distance behind a vehicle travelling in front of the driver so the driver can, if necessary, stop safely to avoid a collision with the vehicle.”

Common Arguments

Someone says: “you still don’t get it – we have from the beginning of this thread been talking about inconsiderate cyclists travelling 2 and 3 abreast forcing dangerous situations with motorists – this is what Robyn Warner and I have been addressing – try turning a corner only to find bicycle riders 2 abreast blocking the only lane so suddenly you’re forced to cross double lines and face a truck coming towards you – all in split seconds – this has happened to me twice in last 12 months – inconsiderate bike riders. These are not “myths” it is and has actually happened.”

RESPONSE: “I totally get it. Around this “blind corner” you describe: What if it is a toddler that has chased a ball onto the street? What if it is a cow? What if it is a slow truck? For all these situations (and more) you should slow down behind the truck and overtake when safe. Are you seriously telling me that around this blind corner” if it was a truck and there was an oncoming truck (so you could not overtake), that you would crash into the truck? You are obviously going too fast for the corner, and you need to slow to a speed that you can safely take the corner at. No-one is forcing you to overtake the truck (or cyclists) dangerously. Just because you are going faster than the truck (or cyclist) does not mean you can overtake dangerously.

The myth you are describing is: “Cars should be able to squeeze past and overtake cyclists safely without having to change traffic lanes”. I agree that most times in Newy cars can safely overtake cyclists without having to change lanes. But there are many cases where this is not the case. The confusing bike pictures on Newy roads have caused some of these myths. Even the Uni agrees. They look like government approved bike lanes. But they are not! Even The Uni active

travel pages agree : newcastle.edu.au/activetravel

Please, I do not want you to crash into a truck around blind corners or blind hills. I want road safety for all. I recommend looking at Bust the transport myths that 99% of people are confused about: cyclingfallacies.com/en/

VISION ZERO from SAM:

It's backed up by facts, including evidence from dozens of jurisdictions around the world as diverse as Vancouver, the Netherlands and Barcelona.

The key is to adopt a zero tolerance policy for road trauma (Vision Zero, not the "Towards Zero" spin of our governments). Everything else flows from that. As humans are vulnerable and fallible, you can't rely on them to achieve the objective with behaviour modification alone (speed limits and fines). You must Re-engineer the environment. Slow down traffic by narrowing streets, removing lanes, eliminating rat runs, etc.

Make the motorways and primary roads gold standard, and ban bicycles and pedestrians completely. Secondary roads should be narrowed and speed controlled to 50kph. Bikes and peds should have their own lanes on these roads, physically separated if possible.

Local streets should be severely curtailed by limiting through traffic to a small handful of routes, and narrowed or blocked to ensure speeds of no more than 30kph.

Road users should have to pay the total costs of roads in direct proportion to their demand for the resources. No more free parking in public spaces, at least where there is more demand than supply.

In that environment, guess what happens? People start finding other ways to get around, demand for public transport infrastructure skyrockets, 75% of the population cycles and the animosity disappears!

Over time, ugly roads are reclaimed by the community, and streets become reactivated for people. Business actually flourishes and productivity rises dramatically. It may take a few generations, but the reality is our current piggish insistence on one person one vehicle at any cost (financial, environmental, societal) is plainly unsustainable. For example, the NSW government is building motorways it cannot afford without charging exorbitant tolls. In order to get people to pay those tolls, it is going to rebate them from general revenue, which means slugging the rest of the state so that drivers in Western Sydney get to drive a bit faster. It's a negative sum game, and it will ultimately come crashing down.

BUT think about : “Primary school kids need to walk in the gutter and let adults through (Playing games on smart phones is holding up people walking faster). Adults have paid to be able to walk to the shops, so I will barge past kids and scare them because they should make room for adults”.

The point is that we do not scare kids off footpaths and want to make them walk in the gutter. We know the gutter is dangerous and we want kids to be safe.

Many motorists want cyclists to ride in the gutter or parked car door opening zone. Currently it is seen that it is too dangerous to cycle in part of the traffic lane, with cars.

But some things are complicated. It is safer to cycle away from parked cars because the door can open anytime. And cyclists need room to dodge things (1 metre), so the gutter is too far to the left. Road rules say “as far left as practical (totally different to as far left as possible)” and it is law for adults to ride on roads without rego. We all want to be safe and not break road rules, so guess what?: Non registered cyclists riding on roads are following road rules because the road rules say they should not be registered!

Some people only drive in day time, so who should pay for street lighting. Whole of society pays for footpaths, roads and street lighting. Walking, buses and cycling is good for the whole of society, reducing congestion and making society more healthy.

Drink driving became socially unacceptable when society decided there were too many deaths that were easily preventable. Now sedentary lifestyles (almost no exercise) and obesity epidemic means we have more hospital costs and life years lost to unhealthy living than to road deaths. Again it is easy to prevent sedentary lifestyles as seen in many European countries that have less car use. When will Aussies wake up to the elephant in the room and stop listening to the political spin that is designed to win elections and not to benefit the health (mental, physical, etc) of the nation. Short term promises of new highways to ease traffic congestion misses the big picture. It only embeds more car culture and more unhappy commutes in the long run.

The slowly of changing human values (slavery used to be socially acceptable)

We all have the same moral ethical values of not wanting to put others in danger. We need to work up from common values of the person of the opposing view to see reason (working backwards from the end situation leaves many people closed minded – Science call it the Backfire effect of the brains defense mechanism to fight off its current views). Currently it is socially acceptable to illegally walk across roads at an angle(not directly across at 90 degrees) and everyone does it (even though everyone is breaking the law NSW Road rule 230). In the 70's it was socially acceptable to drive drunk. But now society has changed to not let drunk drivers put others in danger. Soon society will change to give safe clearance when overtaking cyclists. Bust the transport myths that 99% of people are confused about: cyclingfallacies.com/en/

Fake Bike Lanes

What about parked cars and confusing bike picture lanes?

Do not use Newcastle “pushbike lanes”: Do not cycle over the top of the pushbike pictures painted on the roads because they are not bike lanes (too narrow, too close to parked cars and not signposted). NSW Road Rules 153, 144 & 247 advise to pushbike the safe way (usually 1.5m away from parked cars)

<http://roadsafety.transport.nsw.gov.au/campaigns/go-together/>.

Uni active travel webpages advise this also. UoN empowers all people with solutions to pushbike for transport and to find safe backstreet shortcuts. Unseen children can open car doors and push you into traffic. Also never ride where a car will try to squeeze past you too closely in the same lane, this means sometimes you need to take the whole lane. Pushbike advocates are pushing to remove these confusing, dangerous, and unethical bike pictures.

Why is a pushbike hogging the road?

It is courteous to pushbike in the safest part of the lane: sometimes near gutter, sometimes middle of the lane. Many motorists think pushbikes are being dangerous by forcing cars to do unsafe overtaking actions over to the other side of the road. But cyclists are just lane positioning so cars pass them leaving 1m clearance. Would you run past a pedestrian closely holding knives out to your side? One small wobble of the pedestrian would have a knife in their arm. But walking slowly and small bumps with other people is ok. But any small bump between a bicyclist and a car is NOT OK. Exactly the same issue with cyclists needing 1m clearance from a passing motorist. The sooner people learn the complex issues we can all be happy. Not road hogs deliberately hogging the lane, just following road rule 129: Ride as far left as PRACTICAL on roads. This is totally different to as far left as possible, make sure you know the difference. Bust the transport myths that 99% of people are confused about: cyclingfallacies.com/en/

1g2. How To Overtake a bicyclist safely

Sometimes a bicycle rider may be riding more in the middle of the lane. Most riders who do this are not attempting to be annoying they are doing this for their own safety. The possible reasons are:-

- 1) There are parked cars to their left. Someone can open a car door and this can kill a cyclist, and there is no way of knowing if someone is in the car. Like a game of Russian Roulette. So it is safer to ride a doors width away from parked cars which may mean a cyclist is further out in the lane for their own protection.
- 2) The lane may be too narrow to safely share with a car. If a lane is narrow, there may be insufficient space to share the

lane safely with a car by riding more out in the lane the cyclists may be saying that it is extremely unsafe to overtake in the same lane, please change lanes.

3) There may be hazards to the left of the lane that you cannot see, such as obstacles or debris. Just remember if you are a motorist, that people on bicycles are not trying to annoy you, they just want to be safe. A bicycle is a vehicle, and has the same rights to the road legally as any other vehicle. A safe cycle network benefits everyone by separation of different transport modes..

2016 Rule changes

<http://roadsafety.transport.nsw.gov.au/campaigns/go-together/>

REPORT THIS AD

1. Minimum Passing Distance NSW Road Rules 144

- Drivers must give bicycle riders at least a metre of space when the speed limit is 60km or less; and 1.5 metres when the speed limit is more than 60km/h.
- To help drivers provide the minimum distance, some exemptions to the road rules will apply ([click here](#) for full information from the NSW Centre for Road Safety).*
- The penalty for drivers caught failing to give the minimum distance will be a \$319 fine and the loss of two demerit points.

2. Increased Fines for Bike Riders:

- Fines for the five offences below will increase significantly for bicycle riders as of March 1 2016.
- Not wearing a helmet (up from \$71 to \$319)
- Running a red light (up from \$71 to 425)
- Riding dangerously (up from \$71 to \$425)

- Holding on to a moving vehicle (up from \$71 to \$319)
- Not stopping at children's/ pedestrian crossings (up from \$71 to \$425)
- Penalties for other bicycle rider offences will also increase from \$71 to \$106 – which also includes riding without a working warning device, eg a bike bell.

3. Carrying identification. The government backflipped on this thanks to pressure from BicycleNSW. So you still are not required to carry any special identification card while riding a pushbike

4. Bicycle riders should provide pedestrians with a metre of space on shared paths

Bicycle riders are also encouraged to allow pedestrians a metre of space on shared paths, where possible.

<http://roadsafety.transport.nsw.gov.au/campaigns/go-together/faqs.html>

*comment

NSW Road Safety – NSW GOV Please update your go together page. It should point out that the double centre lines are designed for cars to not overtake other cars when both cars are doing the speed limit. So when a car is overtaking a slower bicycle, it can be safe sometimes to cross the centre lines