

Staysafe (Joint Standing Committee on Road Safety)  
The Hon. Lou Amato MP  
Committee Chair  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000

31st August, 2020

Dear The Hon. Lou Amato MP,

**RE: Reducing trauma on local roads in NSW**

Thank you for the opportunity to provide further responses to the NSW StaySafe Inquiry. In response to the questions asked on the 7<sup>th</sup> of August, I have included references and an outline of a possible awards scheme. Overleaf I have separately provided some suggestions for changes that could make local roads safer.

**Award scheme**

Bicycle NSW recommends Transport for NSW, through the Centre for Road Safety, develops a recognition scheme for safe practices and innovations that save lives in the road related environment. The scheme should provide an opportunity for members of the public to nominate organisations, Councils and individuals for road safety awards that focus on excellence, innovation and outcomes.

We suggest these be divided into categories, recognising the very different things that contribute to road safety. Categories could include:

- road safety education,
- vehicle safety innovation,
- safety leadership (let's recognise those determined to aim high),
- cycleway design (categories for shared paths, footpaths and greenways too),
- behaviour change impact (measuring outcomes like mode-shift), and
- inclusive transport initiatives.

Recognising these efforts to make local roads safer, provides the individuals and organisations with an opportunity to distinguish themselves when applying for contracts, win more work and help government make local roads safer.

**Education on safe passing**

Further to the issue you raised about drivers overtaking bike riders. Safe passing legislation in 2016 and in 2018 the trial was concluded and it was confirmed that regulation 144 of the NSW Road Rules<sup>i</sup> would be retained. This required that drivers must pass people riding bikes leaving at least one meter's space on roads with speed limits of 60 km/h and below, 1.5 meters on roads whose speed limit was above 60 km/h.

The Transport for NSW Summary of Trial Findings found that awareness of the rule,<sup>ii</sup> including exemptions for crossing unbroken lines to overtake, was low.

Solution: Bicycle NSW recommends everyone renewing their drivers licence receive education on this and other road rules that have changed since they last renewed, and that a high quality campaign be developed to show drivers how to overtake and drive safely around bike riders.

## Registration

In response to the issue of the registration of bike riders raised by The Hon Robyn Preston MP, the NSW Government's own position is that it does not support the registration of bicycles in NSW. The cost of administering such a scheme would exceed fees recouped and be unworkable.

There are many sensible reasons to avoid going down the path of attempting to register bicycles. They were best outlined by Matt Faber, Sustainable Transport Manager under the old RTA. We have attached these for your consideration, titled *Bicycle Registration and Cyclist Licensing*.

Bicycle NSW appreciates the efforts being made to improve local road safety, and the opportunity to contribute to making NSW better for all bicycle riders. We have prepared (overleaf) suggestions that, with a modest effort, could make a substantial difference to road safety.

Yours faithfully,  
Bastien Wallace BA LLB

General Manager – Public Affairs  
Bicycle NSW

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<sup>ii</sup>NSW Government, NSW Road Rules (2014) Regulation 144

[http://www5.austlii.edu.au/au/legis/nsw/consol\\_reg/rr2014104/s144.1.html](http://www5.austlii.edu.au/au/legis/nsw/consol_reg/rr2014104/s144.1.html)

<sup>iii</sup>Transport for NSW: Centre for Road Safety Trial of the Minimum Passing Distance Rule for drivers passing cyclists: Summary of Findings May 2018 <https://roadsafety.transport.nsw.gov.au/downloads/mpd-trial-summary.pdf>