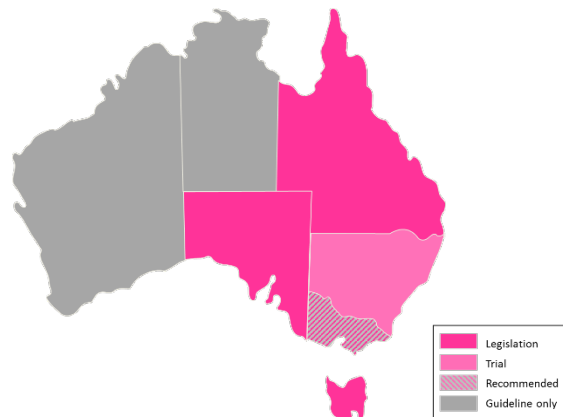


a metre matters

National update, December 2016



An update of activities the Amy Gillett Foundation has led or supported to amend national, state and territory road rules to specify minimum passing distances to improve safety for all cyclists. The main amendments:

- Drivers are required to provide a minimum distance of
 - 1 metre when overtaking a bike rider in speed zones at or below 60km/h
 - 1.5 metres in speed zones above 60km/h
- Drivers are permitted to cross centre lines, straddle lane-lines and drive on painted islands, provided that the driver has a clear view of any approaching traffic and it is safe to do so

Australia

In May 2016, the Australian Government Senate Committee recommended in their interim report that the road rules be change to include the **a metre matters amendments**. In 2015 there were 31 cyclist deaths due to road crashes, representing an average increase of 1 per cent over the past ten years. This contrasts with the positive news that nationally over the last decade, the total annual deaths on our roads decreased by 24.6 per cent.

Full report: [Aspects of road safety in Australia \(interim report\)](#)

Queensland

The Queensland Government were the first in Australia to implement a minimum passing distance trail in April 2014. After a successful two-year trial, in April 2016, the Queensland Government made the road rule amendments permanent. Community attitudes monitoring showed 60 per cent of cyclists noticed an increase the space drivers provided when passing.

Media release: [A metre matters permanently in Queensland](#)

South Australia

On 25 October 2015, South Australia became the first Australian state or territory to mandate the minimum overtaking distance, as part of a range of safe cycling measures being implemented following recommendations by a Citizens' Jury. The introduction was supported by an extensive education campaign led by the Motor Accident Commission. A Bike SA survey found that half (55%) of South Australian cyclists said drivers were respecting the rule to pass with at least 1 metre.

Media release: [History made as a metre matters becomes law in South Australia](#)

Tasmania

On 27 November 2016, the Tasmanian Government announced the amendment of the road rules to require drivers to provide a minimum distance when passing cyclists, to be adopted in 2017. This announcement builds on the two year cycling public education campaign and that used innovative and humorous messages about the importance of leaving a safe distance.

Media release: [Tasmania to introduce minimum passing laws](#)

Australian Capital Territory

On 29 August 2016, the ACT government added a new competency to their driver licensing process that required new drivers to demonstrate care around vulnerable road users, including providing minimum distances when passing cyclists. This new competency was informed by research findings from a collaborative study conducted by the University of Adelaide, Monash University and the Amy Gillett Foundation. The ACT is half way through a two-year trial of minimum passing distance road rules. We look forward to a successful trial so the amended road rules stay in place after the trial ends in November 2017.

New driving competency: [Vulnerable Road Users](#)

New South Wales

A trial of minimum overtaking distance rules started in NSW on 1 March 2016 as part of its Go Together safety campaign. The NSW community is already familiar with a **metre matters** which featured in the It's a two way street road safety campaign over the past three years. We thank Bicycle New South Wales for their ongoing support of safe passing distances.

Bicycle NSW: [I give a metre](#)

Victoria

In September 2016, the Parliamentary Committee recommended to the Victorian Government that the road rules be changed to include the **a metre matters** amendments. Community attitudes monitoring commissioned by the AGF in October 2016 showed that the majority of Victorians (88%) supported the recommendation. Currently the AGF is collaborating with Monash University on a study to measure the actual passing distances on Victorian roads. We look forward to the response from the Victorian Government to the recommendations by the Committee.

Full report: [Parliament of Victoria](#)

Northern Territory

The Northern Territory (NT) has a cycling participation rate that is significantly higher than the Australian average. NT has a focus on cycling safety and sharing the road, and we look forward to continuing to work with government and cycling bodies in the state to introduce minimum overtaking distance legislation.

Pedals NT: [Strategic Plan for Cycling](#)

Western Australia

The number of people riding bikes in WA is above the national participation average and government, industry and community organisations are tracking the progress of the Queensland trial with great interest. We are working closely with WestCycle, the state's peak body for cycling, to achieve changes to the road rules and welcomes comments from the WA government which suggest that a trial is under consideration.

WestCycle Strategic Framework for cycling: [Our Bike Path](#)