

# VICTORIAN STATE ELECTION 2018

## Safe cycling priorities for Victoria

Amy Gillett  
FOUNDATION  
*Safe together*



# 1

### A METRE MATTERS

**Introduce minimum passing distance laws without delay. Victoria is the only Australian state or territory that does not have minimum passing distance laws in place (QLD, SA, NSW, TAS, ACT, WA) or pledged (NT).**

# 2

### MINIMUM DRIVER TRAINING & TESTING

**Incorporate minimum 'cyclist aware' content into the Victorian driver licensing system, so that the next generation of motorists know how to safely share the road with cyclists.**

# 3

### SAFE INFRASTRUCTURE

**Prioritise building safe cycling infrastructure.**

**We know that safety is the number one barrier to cycling participation, so let's get on with building a safer cycling network.**

# 4

### SAFER SPEEDS

**Make our streets safer and more liveable for everyone, including vulnerable cyclists, by rolling out 30km speed zones across busy metropolitan streets and regional centres.**

# 5

### CYCLING SAFETY EDUCATION

**Fund expanded cycling safety and bike skills programs as part of road safety education programs from P-12.**



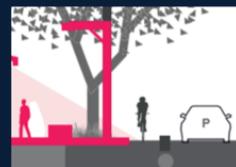
**Over 1 in 10 of all cyclist crashes in Victoria involve a vehicle overtaking a cyclist. [1]**

**Giving a metre reduces the risk of crashes when drivers pass cyclists - a practical measurement of drivers that saves lives.**



**Research show there is little to no content on how to safely share the roads with cyclists in learner driver education and testing programs across Australia.**

**Teaching these important skills as part of the licence process will save lives.**



**Better infrastructure is critical for safe cycling. Support Safe System infrastructure investment that promotes active and safe streets.**



**There is clear evidence slower travel speeds save lives. Across the world, 30km speed limits are being introduced globally for places where vehicles mix with cyclists.**



**Teaching our children to be safe, responsible and active road users is vital for a safer, healthier Victoria.**

[1] Analysis of all police-reported crashes involving a vehicle overtaking a bike rider; all crashes: 14.6% (Fatal: 11.1%; nonFatal: 14.7%). Source: VicRoads CrashStats database, VicPol reported crashes, 1 Jan 2009 to 31 Dec 2013. Crashes involving an overtaking manoeuvre by a vehicle traveling in the same direction: left lane side swipe (DCA133); lane change left (DCA135); left turn side swipe (DCA137).