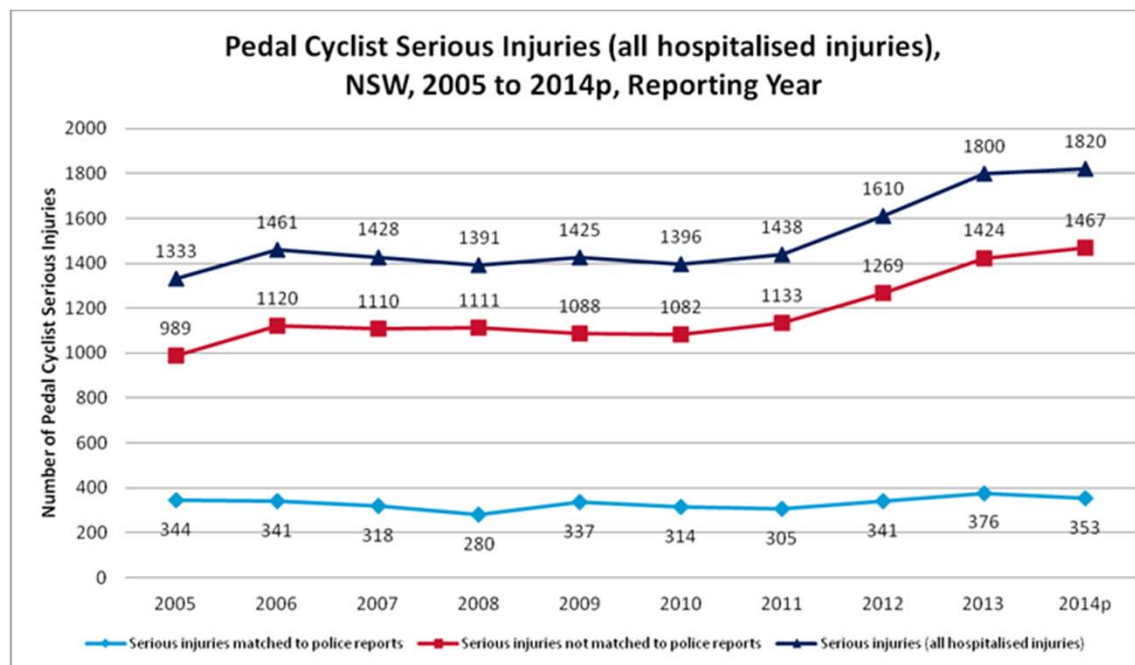


# Minimum Passing Distance Rules

NSW experience / Bernard Carlon / 30 May 2016

# Context

- NSW Government supports growth in safe cycling
  - Increase in fatalities in 2013 from 7 to 14
  - Pedal cyclist serious injuries – average 1400 a year, 1800 in 2014



## Minimum passing distances increase safety

- Bicycle riders at risk when being passed or overtaken
- Crashes may involve drivers not leaving sufficient distance when passing/overtaking
- Leaving a safe passing distance better protects riders, including in situations when they may not realise a vehicle is approaching them from behind.
- Crash risk for bicycle riders is reduced, as the increased clearance between the vehicle and the bicycle in passing/overtaking manoeuvres creates greater margin for error by either party.

# It's a Two-Way Street/Metre Matters

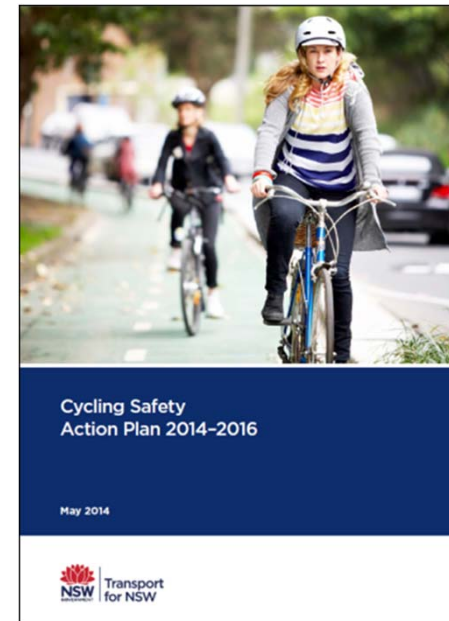
- Partnership with Amy Gillett Foundation commenced 2013
- It's a Two-Way Street theme
- "Metre Matters" campaign
- Includes "driver rules" and "rider rules"
  - Behavioural messages to encourage sharing the road
- Animations, z-cards



[amygillett.org.au/itsatwowaystreet](http://amygillett.org.au/itsatwowaystreet)

# Cycling Safety Action Plan 2014-16

- Endorsed by Minister for Roads
- 37 actions against key Safe System pillars
  - People and behaviour
  - Roads and speeds
  - Vehicles and equipment
- Includes commitment to review options for increasing bicycle rider compliance with road rules to improve safety



# Bicycle Rider Safety and Compliance Package

- As outlined in Action Plan, issues around road user interaction and compliance
- Investigation of options to address this
- Cycling Safety Roundtables - June & July 2015
  - Bicycle rider user groups and Amy Gillett Foundation
  - Pedestrian Council and NRMA
  - Police and Justice
- In December 2015, NSW Government announced “Go Together” campaign to support implementation of a package of measures
  - Minimum Passing Distance rule
  - Increased penalties for bicycle rider offences
  - Photo ID for adult bicycle riders

# New Rule 144-1 and 144-2

- NSW informed by Queensland approach to drafting
- New rule builds on existing safer overtaking provisions, specifies minimum passing distances when passing a bicycle rider
  - At least 1m when speed limit is up to 60km/h
  - At least 1.5m when speed limit is greater than 60km/h
- Rule 144-2 exempts drivers from some other rules when necessary to comply with the minimum passing distance rule
  - Examples include crossing an unbroken line, or straddling a lane
- Exemptions only apply **when safe to do so**.
- Penalty for not leaving sufficient distance - \$319 and 2 demerit points (same as existing penalty for Rule 144.)

# Go Together Campaign

- Announcement in late 2015
- Package commenced 1 March 2016
- Radio ads targeting drivers
- Outdoor advertising on busy cycle routes
- Minimum passing distance animation





# Campaign Activity

## Digital

The Sydney Morning Herald  
**BusinessDay**

NEWS Markets Quotes Portfolio Budget 2015 Money Property Focus Small Business Executive Style Compare & Save Events

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**NEW RULES FOR DRIVERS FROM 1st MARCH**  
 Give bicycle riders at least a metre of space when passing. Penalties apply.



There are also changes for bicycle riders. Find out more at [go.together.transport.nsw.gov.au](http://go.together.transport.nsw.gov.au)

## Social

NWS Road Safety  
 January 20 at 5:03pm

Changes for drivers and bicycle riders apply from 1 March.




Give riders at least one metre of space. Learn More

Increased bicycle rider penalties apply. Learn More

NWS Road Safety  
 January 20 at 5:03pm

Changes for drivers and bicycle riders apply from 1 March.



GO

Find out more changes. Learn More

Increased bicycle rider penalties apply. Learn More

NWS Road Safety  
 January 20 at 5:03pm

Changes for drivers and bicycle riders apply from 1 March.



GO TOGETHER

Find out more about the changes. Learn More

Transport for NSW

# Road Network

- Approximately **100 Variable Messaging Sign (VMS) boards** have been supporting the campaign at the point of behaviour with MPD messaging.
- Messaging tailored to the speed limit where the VMS boards are situated ('1 metre' on roads 60km/h or less; '1.5 metres' on roads above 60km/h).
- VMS messaging will continue to be utilised.



# Evaluation

- Impact of new rule is being monitored
- 2-year evaluation by CARRS-Q is underway
- Extensive baseline captured in early 2016 before commencement of new rule
- Key evaluation issues:
  - Bicycle rider and vehicle driver behaviour, crashes and near-misses
  - Other risks created by drivers when leaving the minimum passing distance
  - Other impacts, such as urban congestion
  - Changes in road user attitudes, especially to other types of road users.
- After the two-year period, the Government will determine whether the rule should be continued, or any changes made to the way the rule operates.