



# LEGISLATIVE ASSEMBLY

FOR THE AUSTRALIAN CAPITAL TERRITORY

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STANDING COMMITTEE ON PLANNING, TRANSPORT AND CITY SERVICES

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Submission No 16 - Mr Quentin Leseney

Inquiry into the Road Transport (Safety and Traffic

Management) Amendment Bill 2021 (No 2)

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Hello,

I would like to report an experience that occurred to me a few years ago.

Take it as an anecdote, I take it as a single sufficient to scare anyone from riding a bike on the road because of crazy people and police inaction.

I was riding my bike on the road by my local shop and stopped at a traffic light when a car driver coming from behind me wedged in front of me, apparently in an attempt to overtake when the light would turn green, I carefully moved away from the precarious situation and pushed my bike further forward and to the left.

The driver started to abuse me verbally and when the light came green, clipped my handle bar with his side mirror while overtaking (allegedly on purpose) taking me to the ground in the middle of moving traffic, the car did not stop and some witnesses were kind enough to provide help and the car registration details.

I went to the police station to report some dangerous driving causing injury and verbal abuse, the officer in charge told me that I had to file a traffic incident form and that was all they could do. The file probably sits now in a big archive, barely a statistic, the driver probably keeps going at 2 wheeled users, hopefully hasn't made more casualties and laws and law enforcement keep letting drivers perform life threatening driving with the bare risk of a few hundred dollar fine.

That was just one morning of many nice sunny days enjoying my ride to work, every single one after that came with the constant fear of that driver coming past again.

On another note, I also find street parking spots next to a cycling lane without any buffer even scarier than sharing the road with cars in traffic. An example is Eastlake parade on the Kingston foreshore where many drivers open car doors onto the cycling lane without checking. I heard many horror stories about people getting doored (dislocated shoulders, fractured heads, deaths) that I now refuse to risk my life riding onto that exposed dedicated cycle lane and would rather be on the side of the normal traffic, sometimes much to car drivers frustration (which I can understand).

A buffer of at least 50cm should be put between the car parking and the start of the cycle lane or maybe using angled parking nose forward like done in NSW would remove that hazard.

Quentin Leseney  
[REDACTED]