

IN THE CORONERS COURT
OF VICTORIA
AT GEELONG

Court Reference: COR 2011 000021

FINDING INTO DEATH WITH INQUEST

Form 37 Rule 60(1)

Section 67 of the Coroners Act 2008

Inquest into the Death of DAVID A SIDEBOTTOM

Delivered On:	18 October 2013
Delivered At:	Geelong
Hearing Dates:	26 September 2013
Findings of:	Ronald Saines, Coroner
Representation:	Brendan James – Brooke Connor
Geelong Police Prosecutions	S/C Scott Bell

I, Ronald Saines, Coroner, having investigated the death of David Andrew Sidebottom and having held an inquest in relation to this death on 26 September 2013 at Geelong Coroners Court find that the identity of the deceased was David Andrew Sidebottom born on 17 October 1957 and the death occurred on 2 January 2011 at Murradoc Road Drysdale Vic 3222

from: Head injuries (subarachnoid haemorrhage) sustained in a motor vehicle collision (cyclist)

in the following circumstances:

1. David Sidebottom was born on 17/10/1957 and was 53 at the time of his death. He was married and lived with his wife Leearne at Ballarat. He held a Science Degree in Food Technology and was employed by McCain Foods as Environmental Manager, which employment was based at Ballarat.

Both David and Leearne were regular visitors to Clifton Springs where Leearne's sister lives. He had been a regular cyclist for many years and invariably took his bicycle to Clifton Springs when visiting there. He was a keen and experienced cyclist, mostly for purposes of fitness and recreation. He, like many others, enjoyed the cycling conditions on the Bellarine Peninsula.
2. On Sunday 2/1/2011 David commenced a ride from Clifton Springs between about 7 and 7.30am. It remains unknown exactly where he rode that morning. He had his mobile telephone with him, and at about 8.00am he had a conversation with a friend, Brian Quirke. He, David, then said he was feeling well, was enjoying his ride. They both agreed to do a ride together in the near future. There was no discussion about where (specifically) David was, or what road or route he was on, at the time of that conversation. By about 9.00am David was riding in a westerly direction on Murradoc Road at Drysdale. This is a two lane bitumen carriageway that runs generally east-west. At the location where the collision occurred,
 - a) Murradoc Road is an 80 kph speed zone, although the first speed restriction sign to designate the 80 kph zone is just more than 100 metres to the east. Further east is a 100 kph zone.
 - b) The west bound carriageway is 3.6 metres in width and is separated from the east bound carriageway by continuous double lines.
 - c) The westbound carriageway has a 15 cm continuous white fogline on the left hand edge of the bitumen surface.
 - d) The approach to the point of collision involves a gentle rise towards and past the 80 kph speed restriction sign, but before that Murradoc Road is generally undulating.
3. Brooke Connor was born 15/11/1973 and was then 37. At about 9.00am she left her home at St Leonards with her 5 year old daughter Cassidy. She was driving her Honda CRV vehicle with Cassidy in the front passenger seat. They were intending to travel to Avalon Airport to collect a friend. It was overcast but it was otherwise a fine and dry summer morning. Her vehicle was in good roadworthy condition and was regularly maintained. She had been driving at or near 100 kph on the approach to the 80kph speed restriction area. She well knew the roadway and allowed her vehicle to lose speed on the rise. She observed David Sidebottom cycling on the left side of the roadway ahead. She also observed another oncoming vehicle eastbound. She approached both of them, conscious that there were double lines ahead.
4. Although there is no doubt that the front left corner of the Honda struck the bicycle and this caused the cyclist to be thrown off, onto the grass verge on the left (south) side of the roadway, there is considerable uncertainty as to exactly what caused the collision. David Sidebottom died at the scene a short time after the collision. Ms Connor was most upset and distressed about the collision and the death. She had suffered depression beforehand and her condition deteriorated in the months after the collision. In her discussion with Senior Constable Jason

Williamson, who was the first Police Officer to arrive there, she was unable to say how the collision occurred and became too distressed to answer questions. In her statement to police, made 9/1/2011, she was unable to describe the movements of her vehicle or of the bicycle upon the roadway, between the time of her first seeing the bicycle and the collision. When she gave evidence almost 3 years later, on 26/9/2013, she was less able to recall any relevant facts or events and was unable to recall what she said to S/C Williamson or to any others. I am satisfied she was not seeking to be evasive, nor to avoid responsibility or liability for the collision. Indeed, she was not charged with any driving offence arising from the fatal collision and was also granted an Indemnity Certificate under Coroners Act S.57 in relation to her testimony. I found her testimony to be frank and plausible, even though factually unhelpful.

5. Senior Constable Williamson administered a preliminary breath test for blood alcohol upon Ms Connor at the scene. It revealed nil BAC. He also examined her mobile telephone which revealed no evidence of use in the manner of text messages or calls near the time of the collision. I am satisfied there is no evidence that excessive speed played any role in the occurrence of the collision. Such that a number of more common or obvious factors can be excluded here. Ms Connor, in her police statement 9/1/2011, said she and Cassidy were not talking but were singing together to a song that was playing inside the vehicle. This raises a possibility of her not concentrating fully upon events unfolding as she approached the cyclist, so too does her inability to recall or explain at all how a significant fatal collision could occur between a bicycle and the front left corner of her vehicle without her seeing it unfold. But these remain only possible inferences and are neither conclusive nor do they support a clear finding as to probable cause.
6. The collision produced a very loud bang. The noise was heard by Cheryl Hardy, who lives on the north side of Murradoc Road, adjacent to the collision. Mrs Hardy had, by chance, been in the front room of her house and had looked out the window across the driveway and onto Murradoc Road. A split second before the collision she had seen David Sidebottom riding his bicycle, then saw the white CRV drive by. She heard the sound of the collision almost at the same moment but did not see it. Her observations do not assist in identifying matters which could have caused the collision but were most useful to S/C Williamson in his endeavour to identify the point of collision on the roadway. Because her view onto the roadway was so narrow, S/C Williamson was able, by re-creation, to identify with some accuracy, the point along an east-west line where the collision most likely occurred. When he more closely examined the road surface in that location, he found loose stones dislodged from the bitumen in two locations within a few centimetres of each other. He relied upon this evidence to pinpoint a point of collision which was 1.5 metres to the left (south) of the double lines, or 2.1 metres to the right (north) of the left hand fogline. All other observations of debris from the bicycle damage were found to the west of this point, consistent with the reconstructed evidence. I am satisfied this evidence is useful, although less than certain or conclusive as to the exact point of collision.
7. If this police identification of the point of impact is correct, it follows that the cyclist deviated about 2 metres to his right, well into the path of the Honda, just before the collision. This is consistent with inferences which may be drawn from testimony of two other witnesses who were present or nearby at the time. Margaret Formosa appears to have been driving in an easterly direction upon Murradoc Road just before the collision. She did not see any cyclist but did observe the oncoming Honda CRV move to its right and travel towards her almost in the middle of the roadway. The deviation by the CRV prompted Ms Formosa to believe its driver was drunk. She stopped her vehicle, and only then learned the collision had occurred. Additionally, Mrs Hardy's husband, Christopher Smith, ran out of the house after the collision and saw David Sidebottom on the grass on the other (south) side of the roadway. He called out to his wife to call an ambulance. Ms Connor then arrived and he recalls her saying "he wobbled and I hit him". Both of these accounts support an inference that the bicycle and the Honda CRV moved to their right before or at the point of the collision. Even though Ms Connor was unable to recall or otherwise give evidence about it.
8. Wind conditions were identified by police, also by Bureau of Meteorology data from 9.00am that morning, to have been from the SSW, gusty and on average of about 20 kph. That is, generally from the left to right as they proceeded west. It remains possible, although unproven, that wind gusts, possibly coupled with other factors may have operated to cause the cyclist to temporarily move to his right. Those other factors could be fatigue, a sudden deviation to avoid a stone or other minor obstacle and/or involuntary bodily action, as well as other acts by the cyclist, such as replacing or fetching a drink bottle, or similar.

Although David Sidebottom's body was taken to the State Coroner's Office, a determination was made under S.29 of the Coroners Act that a full autopsy was not required. The cause of death and other minor injuries were established by external inspection and CT scan procedure. Toxicological examination revealed no blood alcohol nor evidence of other drugs or common poisons in the blood or body. However, in the absence of full internal examination, issues of medico legal significance might remain unresolved. Accordingly, any cerebral, cardiac, respiratory or other condition which could have aggravated fatigue or caused some bodily imbalance, remains possible but unknown and unproven.

9. By way of conclusion, it is clear that the front left corner of the Honda CRV struck the rear right side of the bicycle seat. In the absence of any evidence of significant or indeed any braking by the CRV, a collision involving an 80 kph vehicle speed is most likely. This caused the cyclist to be thrown more than 20 metres and then land heavily upon the earth. While the exact mechanism is not clearly established, I am satisfied it arose in the context of a likely deviation by the cyclist before a motor vehicle driver who may not have anticipated or seen that, within the confines of a 3.6 metres shared carriageway. Despite the limitations of the post mortem medical examination of the deceased, referred to in paragraph 8 above, the evidence is clear that the cause of death was multiple head and bodily injuries and subarachnoid haemorrhage in particular. These are my findings as to cause and circumstances of the death here.

MATTERS PERTAINING TO PUBLIC HEALTH & SAFETY

10. In response to request made for the purpose of this inquest, VicRoads provided some general historical information about cycle collisions and accidents in Victoria. The George Institute for International Health was commissioned by Vic Roads to report on cycling statistics. Its report "Factors in Cyclist Casualty Crashes in Victoria (2004-2008)" included findings:
- a) There were 2,191 cyclist fatal and serious injury casualties reported to the Victoria Police between 2004 and 2008 (45 deaths and 2136 serious injuries). There were 12,765 emergency department presentations and 3937 hospital admissions of cyclists injured as a result of a traffic crash during the same period. The higher number of cyclist crashes, particularly in hospital data (80% more cases), compared to those in the police crash data highlights the level of under reporting of serious cyclist traffic crashes in police data.
 - b) Heavy vehicles over represented in fatal crashes investigated by Coroners with over 27% of cyclist fatalities involving heavy vehicles
 - c) Right through crashes (where mostly a vehicle approaching from opposite directions turns right in front of the cyclist) were the most common type of severe crashes reported to police.
 - d) Coroner's investigations revealed that more than 40% of cyclist fatalities resulted from rear end and sideswipe crashes where both cyclists and other road users were travelling in the same direction.
 - e) Factors identified that increase the risk of cyclists being involved in serious and fatal injury
 - Aged 60 years and older; male; not wearing a helmet; riding at night; riding on roads zones 70km/h or above; in rural locations; being involved in high impact collisions (crashes involving vehicles from opposing directions).
11. Additionally, VicRoads sourced information from Victoria Police regarding cyclist injuries in the Geelong, Surf Coast and Queenscliff municipalities for the 5 year period 1/1/2007 to 1/1/2011. This information represent those reported to police and those involved in a crash. It is known not all crashes are so reported.

During the five year period there were a total of 230 crashes,

4 fatal
61 serious injuries
165 minor injuries

Of these 230 crashes

100 crashes are located at intersections
45 crashes involve a cyclist hit from behind
33 crashes involve a cyclist or vehicle leaving footpath/exiting driveway
20 cyclists have run off the road or lost control
10 crashes involve a cyclist hitting parked cars
10 crashes involve a cyclist hitting car doors
3 crashes involve a cyclist hitting a pedestrian
3 cyclists were hit by u-turn vehicles
6 non-defined crashes.

This summary is based on the code number of the crash, which provides a descriptor of the type of crash. This summary also does not assume which party is at "fault".

The following table also identifies applicable speed limits where crashes occurred, although actual speeds of relevant vehicles are unknown.

Speed Limit	Fatal	Serious	Other
< 50 km/h	0	21	59
60-70 km/h	0	30	80
>80 km/h	4	8	20

12. It is clear that higher permitted speeds and risks of a cyclist being hit from behind are both associated with a significant proportion of fatalities and of injuries. Questions of cycling safety, of general application throughout the community therefore arise from the circumstances of David Sidebottom's death. The Coroner in Victoria has previously considered these matters. Indeed, on 11/10/2010 Coroner Gerard Bryant, made findings at Shepparton into the death of Scott Peoples, a 20 year old cyclist who was struck from behind by a motor vehicle when riding in a 100 kph speed zone upon the Maroondah Highway at Merton in Victoria on 15/12/2006. Coroner Bryant, when considering issues of cycle safety made a number of observations then, which are general, indeed may be trite, but nevertheless are entirely applicable here.

- a) The reality is that cyclists share the road with motor vehicles and motor cyclists. It is an unequal relationship because in the event of a collision it is the cyclist that will be injured or killed. This is irrespective of whether the cyclist or the motorist was in the right.
- b) Cyclists are far more vulnerable than motorists, because they do not have the protection afforded by a car. They are also more vulnerable because in many instances, such as the circumstances in this case, they are travelling with their back to approaching traffic and must rely on the motorist to give them sufficient space to be passed safely.
- c) He also quoted from a Coroner's Prevention Unit report (at paragraph 187) prepared for his inquest which stated:

Being hit from behind by a motor vehicle travelling in the same lane is the most common type of collision among bicyclist fatalities. Cyclists in rural areas are considered at a greater risk of fatalities, with 65% of total fatalities occurring on rural roads (ATSB-2006). The most frequently assigned major factor in fatal collisions concerns visibility-the failure of cyclists and other road users to observe each other on the road (ATSB-2006); (Watson & Cameron)

- d) The obligation to use our roads safely is a mutual one, shared by cyclists and motorists alike. The special vulnerability of cyclists however, does place on motorists a responsibility to drive in a manner that will not put the lives of cyclists at risk. The challenge however is to foster this appreciation of the risk for the cyclist, without being seen to favour cyclists or risk motorists feeling like they are being asked to give up any existing entitlement.

There is evidence from myriad sources which evidences the growth and popularity of cycling in Victoria in recent years. Cycling for recreation, fitness, sporting participation, as well as alternative means of private transport. This growth brings Victorian cyclist numbers up towards levels seen in some of the major European countries, where for generations, cyclists and motorists have shared roadways with greater patience, greater mutual respect and a heightened level of acceptance of cyclists' rights to use roadways as much as any other. In this regard, it appears Victorian motorists must continue to focus upon fostering recognition and acceptance of needs and rights of cyclists with respect to safety issues.

13. Austroads Ltd is an initiative of the Australian Government. It exists to promote improved Australian and New Zealand transport outcomes, to provide technical input to national policy development on road and road transport issues, to promote improved practice and capability by road agencies and to promote consistency in road and road agency operations. Austroads membership includes state and territory road transport and traffic authorities, representatives from local government, also representatives from Commonwealth Department of Infrastructure and Transport, as well as similar New Zealand representatives. It produced a research report in July 2012 pertaining to "Cycling at Higher Speeds", principally investigating the provision of facilities for bicycles on sealed roads with speed limits of 70 kph or more, particularly where cycling alternatives (off road and/or separation from motor vehicles) are not available. The report is comprehensive and provides multiple recommendations regarding techniques for improving cycling safety and includes reference to the following.

- a) Techniques for improving cycle safety may fall under planning (network development), road engineering, education, encouragement (behaviour change) and enforcement. Each of these areas can

involve national, state, local governments, as well as the general public and interest groups. They are not elaborated upon in the report. They, each of them, remain a means of facilitating safety cycling options.

- b) The report focuses more upon engineering techniques and substitutes to promote safety. This includes provision of alternative cycling routes, provision of cycling space (on-road) and modification of speed limits.
- c) The report acknowledges that other variables, particularly physical limitations, funding availability, the need to provide for various other road users, as well as the level of political will or priority, and level of community support in respect of cycle safety, will all come to influence safety risks, or safety strategies, in any one location or region. But the report does recommend that incremental, as distinct from widespread change, is important and more realistic.

The report is designed to assist engineers and designers in planning on-road bicycle facilities where good quality, lower speed, direct alternatives are not available.

14. It is apparent that bicycle safety initiatives in the Geelong, Bellarine Peninsula and Surf Coast areas, commenced not only well before the Austroads report, but also well before David Sidebottom's death. The Austroads report is useful in respect of additional and future engineering design, construction and planning. But evidence obtained in this inquest identified a number of initiatives which have been taken at least by local government, by VicRoads and also by the Transport Accident Commission.

- a) The Transport Accident Commission has a very broad revenue base, and also a broad role to play in respect of wider road safety issues, education and compensation for injuries. It is far more concerned with risks and programs involving motorized transport. Nevertheless, it does provide financial support for cycle safety issues. Its Community Road Safety Grants Program has funded more than 200 projects where community groups identify local road safety concerns and apply for funding. A part of this program addresses cyclist safety. The program has funded specific programs in the Bellarine and Geelong region up to June 2012.

• 2009/10	City of Greater Geelong – Road and cyclist safety program	
	\$15,000	
• 2009/10	Roadsafe Barwon, bicycle education	\$10,000
• 2009/10	Surf Coast Cycling Club – safety in Surf Coast	Shire.
	\$10,012	
• 2010/11	Bike Safe Geelong, media education campaign	
	\$22,000	

In his findings in the Inquest into the death of Scott Peoples, Coroner Gerard Bryant made a recommendation that greater cooperation and collaboration with local road users should be undertaken by VicRoads and local councils. Also that VicRoads, TAC and local government liaise with local cycling clubs to identify training routes and times to alert motorists to the presence of cyclists by the use of appropriate signage. In a response from TAC, issued 7/2/2011, TAC was supportive of the recommendation, and advised.

- TAC funding may be able to be accessed to support the development or promotions of training routes. Also
- TAC has developed the TAC Community Road Safety Grants program, to assist its work with local government and groups with an interest in road safety. This program has funded a number of cycle related projects, some with an emphasis on rider/motorist interaction.

It would appear the Community Road Safety Grants Program, applied in the Bellarine and Geelong region as described above, as well as in wider Victoria generally has continued in accordance with the TAC commitment and response 7/2/2011.

- b) VicRoads Southwest region, in conjunction with Local Councils, and with the volunteer organisation Bike Safe, formed the Bicycle Infrastructure Group principally to identify necessary projects and to develop strategies and priorities for dealing with them. Across Victoria, VicRoads has also applied \$14.5 M for bicycle improvements as part of its 2011/2012 Statewide Bicycle Program. These funds and initiatives are applied in respect of both city and rural bicycle transport and recreational needs. Additionally, in respect of road improvements generally, being new construction and maintenance works, VicRoads gives consideration to bicycle facilities or cycle safety issues, concurrently with such construction and maintenance tasks. VicRoads also involves itself in numerous education programs and strategies, and also makes a contribution in areas of enforcement, particularly with Victoria Police, at government and departmental levels.

The VicRoads response to Coroner Bryant's recommendations made 11/10/2010, included that

- VicRoads currently liaises with various local councils, bicycle groups and organisations including the Amy Gillett Foundation, Bicycle Victoria, The Victorian Bicycle Advisory Committee and the new G-21 Bicycle Infrastructure Group.
- VicRoads, in conjunction with local governments will continue to consult with these stakeholders into the future with an aim to establishing frequently used cyclist training routes across the road network, and where appropriate take steps to implement future policy changes to signage, to address any future issues in relation to cyclists.

This response was created in March 2011. It is apparent this consultation and safety program has continued, since March 2011, both in the Bellarine/Geelong region, and more broadly in Victoria.

- c) City of Greater Geelong has been involved in cycle strategy plans, significantly since 2008. Council currently has, and is proposed to have off-road also on-road bicycle paths, as well as training tracks, as follows.

Total off Road - Current	- 182 km
Proposed off road	- 82 km
Total On-road - Current	- 291 km
Proposed on-road	- 116 km
Training tracks/lengths	- 350 km

Besides cycle paths and improvements, within city areas as well as in outlying and rural areas, council also engages in review and provision of signage facilities, promotion of cycling events, and support of diverse bicycle based activities including BMX, velodrome facilities, mountain bike and various club based activities.

15. At the hearing of evidence in this Inquest, Barton Van Laar attended as a witness. He is President of Bike Safe, a voluntary organisation formed in March 2010, to press cycle safety issues in the Surf Coast/Geelong/Bellarine areas. Mr Van Laar is a long term committed cyclist who has devoted a very significant part of his retirement to the objectives of Bike Safe. The organisation now has more than 200 members, but moreover undertakes a range of advocacy, planning and lobbying activities on behalf of a growing number of cyclists in the region. Bike Safe asserts that national surveys establish some 18% of Australians ride a bicycle for transport or recreation. This would mean approximately 54,000 riders in this region, added to by holiday and tourist numbers.

Mr Van Laar's testimony identified a significant number of cycle safety projects that either have been, are currently being undertaken, or are being lobbied for in the future. Although the projects are diverse, geographically and also include a variety of infrastructure improvements, it is nevertheless focused upon the development of a "Principal Bicycle Network" in consultation with VicRoads and local government.

Bike Safe had identified Murradoc Road as a priority road warranting upgraded cycling facilities, well prior to David Sidebottom's death. As well as a number of other significant roads near Torquay, on the Bellarine Peninsula, and also other areas west and south of Geelong. It appears that upgrades have now commenced upon Murradoc Road, have been completed on Shell Road, partly completed on Swan Bay Road, and are soon to be commenced on Horseshoe Bend Road at Torquay. These upgrades consist of either construction or

improvement of 1.5 metre shoulders, being a bitumen sealed cycling lane on both sides of the roadway. Additionally, there has been review, and some introduction of reduced speed limits in these and nearby areas, and numerous additional educational and warning signs erected as well.

Bike Safe has a continuing agenda, to press for ongoing cycling improvements. This agenda includes

- a) Not only construction of further 1.5 metre road shoulders, but regular sweeping and edge maintenance, so these shoulders can safely be used by cyclists.
- b) Further reduction of speed limits.
- c) Further shoulders construction on numerous roads under the jurisdiction of VicRoads, as well as city and rural councils.
- d) Follow up maintenance and sweeping of road shoulders.
- e) Greater Police presence, in terms of both human and motor vehicle numbers.
- f) Safer cycling facilities for commuter cyclists into and around Geelong CBD.
- g) Improved signage, and educational initiatives, to more effectively identify needs of and risks to cyclists, particularly where road sharing with motor vehicles is unavoidable.

Bike Safe seek to establish that Geelong and Bellarine currently have a disproportionately high number of fatal cycling accidents, and hospital admissions from non fatal accidents, compared to other regions in Victoria. Regardless of whether this is a continuing trend or a current statistical anomaly, there does remain a strong demand for improved cycling facilities in this region. This demand is diverse, and must ultimately be considered and be the subject of prioritisation by all levels of government with community consultation processes.

RECOMMENDATIONS

16. The diversity of demand for different cycle safety initiatives which has been identified already, in this region, needs to be sorted into higher and lower priority for funding and resourcing. The needs for cycle safety must also be balanced against other genuine safety and infrastructure initiatives generally. For example bushfire safety issues, railway level crossing risks, surf lifesaving safety issues in coastal areas, are but three of many areas where major funding boost from various levels of government and community is reasonably sought. But in my view, the prioritisation of particular cycling safety initiatives, and the relative prioritisation of competing funding needs, are not generally matters for recommendation under Coroners Act, S.67. They are, rather, matters for public debate and democratic processes, pertaining to the public good.
17. But having said that, I do recommend that the City of Greater Geelong, other regional councils, VicRoads and TAC, investigate whether there is a disproportionately high level of recreational, sporting and commuter cycling in the Geelong/Bellarine/Surf Coast area of Victoria. Such that if an extraordinary allocation of funds, from TAC, or from any level of Local, State or Federal Government is warranted, then appropriate steps can be taken, to secure and use it, in a coordinated manner. Such additional funding, if available, to add to and build upon initiatives already identified and underway, that is to boost cycling road safety initiatives which should be a regular and ongoing part of government, planning and road safety activity.
18. In a similar manner, it may be that tourist or population growth, or other demographic changes in this region, also supports a special case for greater prioritisation of funding. There could then be enhancement of community health and safety, to avoid or at least reduce the risks of death and injury to those who would seek to join the cycling numbers in the region.
19. To the extent that the Surf Coast/Geelong/Bellarine area is a very popular area for recreational and sporting cycling and training, particularly in the tourist and summer months, all road users and particularly motorists, should remain mindful of the risks which are identified here. The capacity for sudden change and/or interchange between motor vehicle and cyclist road users, warrants recognition, acknowledgment and vigilance by all road users. In a continuing manner.
20. I direct that a copy of these findings be made available to organisation and other person including

- Members of Federal Parliament

- Ms S. Henderson MHR for Corangamite
- Mr S. Marles MHR for Corio
- Members of State Parliament
 - Mr I. Trezise for Geelong
 - Ms L. Neville for Bellarine
 - Mr J. Eren for Lara
 - Mr A. Katos for South Barwon
- Minister for Transport Mr T. Mulder, also Member for Polwarth.
- Federal Minister for Sport Mr P. Dutton
- VicRoads
- Transport Accident Commission
- Greater Geelong City Council
- Surf Coast Shire Council
- Moorabool Shire Council
- Colac Otway Shire Council
- Golden Plains Shire Council
- Corangamite Shire Council
- Bike Safe
- Bicycle Network, Victoria

Signature:



Ronald Saines

Date: 18 October 2013

