

Ride to work

I've been riding to work every day for 4 years, I spend around \$1,000 a year on repairs, replacements, riding gear, plus memberships, plus the original purchase.

In England they have a salary sacrifice arrangement for 500 pounds for people who ride to work. The Employer pays for the bike, the employee pays the employer back over the year. The employer retains ownership of the bike at the end of the period. A nominal fee usually \$1 is paid by the employee to acquire ownership.

Why can't we have something similar here, if more people ride to work in the long run it will save money? There may be some short term pain with the initial tax refunds but like I said in the long run a lot of money will be saved by the government not spending on health and pollution issues that otherwise would ordinarily arise.

My suggestion is \$1,000 per annum but you must ride to work at least 3 days a week on average. Sign some kind of agreement. Changing jobs could be an issue, in spite of the obvious obstacles I think it needs to be looked at, more people need to get on bikes, rather than pour money into health and pollution once the horse has bolted, cut it off at the pass and spend now to save later.

Safe passing distance Infringement

Once a safe passing distance has been made law in WA a measure that could be used to enforce it is an infringement notice the same as the infringement notices issued for speeding fines. Use the submitted cyclist's picture and put the onus on the driver to prove they left a 1 meter gap. Without such a measure policing the law is extremely difficult, to date even though many nations have such a law there is no much evidence to suggest infringements get issued.