



Minister for Main Roads, Road Safety and Ports  
Minister for Energy, Biofuels and Water Supply

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Dr Richard Bean  
Co-convenor  
Brisbane Central Business District Bicycle User Group  
GPO Box 2104  
BRISBANE QLD 4001

Level 15 Capital Hill Building  
85 George Street Brisbane 4000  
GPO Box 2644 Brisbane  
Queensland 4001 Australia  
Telephone +61 7 3719 7300  
Facsimile +61 7 3224 2493  
Email [mainroads@ministerial.qld.gov.au](mailto:mainroads@ministerial.qld.gov.au)  
Website [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Dear Dr Bean *Richard,*

Thank you for your letter of 13 November 2016 about improving safety for cyclists around heavy vehicles.

I am pleased to advise of the progress my department has made in relation to recommendations from the State Coroner's Inquest into the death of Ms Rebekka Tine Lousdal Meyer.

*Recommendation 5(i) The Queensland Government should amend the Transport Operations (Road User Management - Road Rules) Regulation 2009, (Queensland Road Rules (QRR)) to require motor vehicles (including heavy vehicles) who stop as the first vehicle behind a bike box, to stop in a position which enables the driver to see the entire bike box.*

Implementation of this initiative is not considered practical as, firstly, this would require costly modifications to a significant number of intersections in Queensland that are controlled by traffic lights using vehicle sensors embedded in the road. Without modification, the sensors would not detect vehicles stopped further back from the intersection. Amending QRR may create other unintended road safety risks. For example, a lead vehicle would be required to stop further back from an intersection, potentially impeding its driver's line of sight and ability to scan intersections for hazards and other vehicle movements. Heavy vehicles would require longer to clear the intersection, and hazards assessed at acceleration may change by the time they reach the intersection.

*Recommendation 5(ii) Coupled with this recommendation it is essential to release a targeted and frequent education program aimed to alert motorists, and other road users of the risk of placing themselves immediately in front of a heavy vehicle with impeded forward vision.*

My department has undertaken extensive cycling road safety education campaigns including a refreshed 'Stay Wider of the Rider' campaign (April–June 2016) and Queensland Road Safety Week (22–28 August 2016), where sharing the road was a significant theme. Regular posts are also made on the 'Join the Drive' Facebook page encouraging truck drivers and cyclists to keep a wide distance from each other and to be aware of the danger of sideswipe crashes between trucks and cyclists.

*Recommendation 5(iii) Consideration could also be given to making such action by a driver/rider, an offence.*

Because my department does not support Recommendation 5(i), the creation of a corresponding offence is not relevant at this time.

*Recommendation 7(i) Conventional shaped heavy vehicles should be prohibited unless they are fitted with appropriate technologies to warn the driver of any obstacles or other road users within the forward blind spot of the truck.*

My department is working with the National Heavy Vehicle Regulator (NHVR) and Heavy Vehicle Industry Australia to develop strategies to encourage safer vehicle technologies, including blind spot detection systems, to protect vulnerable road users. Further to this, my department will raise the issue with the Strategic Vehicle Safety and Environment Group, an inter-jurisdictional group comprising industry representatives that deals with vehicle standards and safety policy and amendments to the Australian Design Rules.

*Recommendation 7(ii) Publicly disseminated information for car drivers, motorcyclists and cyclists should aim to educate them about the extent of the blind spot in front of conventional shaped heavy vehicles. Eye level signage at the back of vehicles (similar to Keep Clear of Turning Vehicle) could assist in alerting other road users to the danger of positioning themselves directly in front of conventional shaped heavy vehicles.*

My department is considering a campaign to educate road users on the risks of placing themselves in front of heavy vehicles at intersections, and will continue to seek opportunities to communicate key safety messages about vulnerable road user groups like cyclists. With regard to best practice for heavy vehicles, I continue to work with industry through the Ministerial Freight Council and Heavy Vehicle Safety Working Group (HVSWG) to improve heavy vehicle safety and driver behaviour, particularly around vulnerable road users.

The HVSWG developed *Queensland's Heavy Vehicle Safety Action Plan 2016–18*, which includes 31 actions across six key areas: safer roads; safer vehicles; fatigue management; seatbelts; safer speeds; and impaired driving and driver distraction. The plan includes several priority actions that aim to encourage the uptake of safer vehicle technologies, including telematics. In response, my department recently led the development of a Heavy Vehicle Telematics Strategy to expand the use of vehicle telematics and utilise technology to ensure compliance with dimension and mass limits as well as keeping to designated routes and driving in a safe manner. My department also supports industry in training related to drink and drug driving education as well as the dangers of distracting technologies such as mobile phones and other portable communication devices.

My department is also in the process of reviewing its cycle notes, as part of a commitment to national harmonisation of planning and design practices. As you have noted, guidance in the 'Cycling and heavy vehicles' cycle note focuses on opportunities to improve design of the roadside environment, to address potential conflicts with heavy vehicles. While I acknowledge the content has not been revised since 2006, I am advised it remains relevant.

Thank you for your suggestion that side underrun protection be fitted to heavy vehicles in Queensland. Given heavy vehicle freight movement is a national issue that crosses jurisdictional borders, the effectiveness of such a countermeasure is dependent on a consistent national approach to setting standards. The NHVR is responsible for setting in-service heavy vehicle safety standards and I have referred your letter to Mr Sal Petrocchio, Chief Executive Officer, for consideration and direct response.

Thank you for your continued interest in cycle safety. I trust this information is of assistance.

Yours sincerely



**MARK BAILEY MP**  
**Minister for Main Roads, Road Safety and Ports and**  
**Minister for Energy, Biofuels and Water Supply**