



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

Our ref: MC82067

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Mr Paul French  
Co-convenor  
Brisbane Central Business District Bicycle User Group  
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Dear Mr French

Thank you for your email about the previous government's response to Report No. 39 – *Inquiry into Cycling Issues: A New Direction for Cycling in Queensland*. I apologise for the delay in responding.

I note the Central Business District Bicycle User Group's (CBDBUG) request to reconsider the recommendations from the previous Transport, Housing and Local Government Parliamentary Committee's Report No.39 – *Inquiry into Cycling Issues* and the establishment of a steering committee. The Palaszczuk Government is committed to continuing to work towards the implementation of the comprehensive program of work coming from the Parliamentary inquiry to increase the safety of bicycle riders.

With respect to Recommendation 18 regarding the 'rolling stop', available research at the time suggested that there was insufficient evidence on the impact of the 'rolling stop' as a way of increasing cyclist safety. However, I have asked Mr Andrew Mahon, Acting Executive Director (Transport Access and Use), to organise a meeting regarding the 'rolling stop' with you or other representatives from the CBDBUG. A Department of Transport and Main Roads' officer will contact you in due course to arrange a suitable date and time to meet.

With respect to Recommendation 19, as you are aware, my department has agreed to a two-year trial of 'Left Turn on Red' at a number of Brisbane City Council (BCC) controlled intersections. After that period, BCC will undertake an independent evaluation of the trial with findings to be presented in late 2016. This government's decision on the long-term future of the 'Left Turn on Red' provisions in Queensland, will be based on the outcome of that evaluation.

While I note your suggestion that Recommendation 31 was misapplied, cyclists must comply with the *Queensland Road Rules* (QRR) like all other road users. This is important to ensure that cyclists are increasingly recognised as legitimate road users with equal rights and responsibilities to motorists.

From 7 April 2014 a range of fines for cyclists have been brought in line with those for motorists. The fine for a cyclist who breaks a road rule is now the same as for a motorist who breaks the same road rule, and fines for a range of offences that apply only to cyclists have been increased to more appropriate levels.

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The increased fines will not affect the great majority of cyclists who already obey the road rules. The effect of these increased fines is entirely avoidable through compliance with the road rules. Discouraging poor on-road behaviour and disregard of road rules by cyclists is particularly important given the vulnerability of cyclists in the road environment.

Furthermore, in relation to Recommendations 18, 19 and 31, departmental officers, where possible, seek to treat roads users equally, thereby ensuring that rules, fines and all legislation are applied in a consistent manner. While sometimes unavoidable, different rules for different road users is not a desired outcome, particularly given the need to treat cyclists as legitimate road users.

I agree that irresponsible driver behaviour by any person impacts on the safety, comfort and quality of life in the community. As such, my department aims, through its policies and public education, to encourage drivers to drive safely. The department works with the Queensland Police Service (QPS) to maximise safe driving through enforcement of the road rules.

The penalties for traffic offences in Queensland are determined in line with the risks associated with the behaviour, linking the severity of the penalty with the degree of the crash risk. Legislation allows harsh penalties such as disqualification from driving, vehicle impoundment, high monetary fines and imprisonment to be imposed on drivers who commit high-risk offences, such as driving under the influence of drugs and other forms of dangerous driving. Research has shown that the combination of monetary penalties, demerit points and the threat of licence loss provide the greatest deterrence capable of changing driving behaviour and attitudes of road users.

You may also be interested to know that my department has led an inter-agency review of road rules to determine if other amendments can be recommended to improve safety for cyclists and other vulnerable road users. Working strongly with QPS and the Department of Justice and Attorney-General, the inter-agency review has identified initiatives to be delivered over the next 18 months to two years, subject to government approval. More information on this will be released in due course.

I trust this information assures you that the Palaszczuk Government takes the safety for vulnerable road users very seriously and is working hard to ensure its legislation is appropriate.

Yours sincerely



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

*PS I look forward to our on road time to look at the cyclist's point of view & to work on as many win-wins as possible - M.*