



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

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Dr Richard Bean
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Dear *Richard,* ~~Dr~~ Bean

Thank you for your email of 15 January 2016 about cyclist safety and the Gateway Upgrade North (GUN) project following the serious traffic crash on Braun Street, Deagon on 16 December 2015. I appreciate you bringing your concerns to my attention and I can assure you the Palaszczuk Government and my department take the safety of all road users very seriously, particularly around road works.

Traffic management barriers – GUN project

I note you have recently been in contact with the GUN project team about the project and its associated traffic management. I can confirm that the advice provided to you by the project team on Tuesday 22 December 2015 remains current.

In particular, I can confirm for the project that any temporary traffic management arrangements must comply with departmental specifications, and are subject to road safety audits and inspections. I have also been advised the project team is working closely with the contractor, Lendlease, to ensure all specifications are met.

I can advise that the traffic management barriers will remain on Sandgate Road for approximately two years, in different configurations, as part of future traffic staging during construction of bridges over Sandgate Road and the Shorncliffe rail line. Traffic control arrangements are approved by a registered professional engineer in Queensland and are consistent with requirements of the Manual of Uniform Traffic Control Devices (MUTCD).

I understand the project team has requested a meeting with you and has also offered to put you on the notification email list so you can be kept up-to-date with construction activities. The project team has taken on board your feedback and continues to ensure the safest possible routes are provided for cyclists and pedestrians around the project's works.

Traffic management policies and guidelines

Part 3 of MUTCD provides an appropriate policy position on the need to provide for pedestrians and bicycles within construction zones. To highlight its importance, this policy now forms part of my department's new traffic management design training. I have also asked my department to develop a technical note on correct application of the policy and it has circulated this to local governments and traffic management contractors. The note will also be published on my department's website.

Information sharing – Queensland Police Service/The Department of Transport and Main Roads

Thank you for your suggestion for information sharing from the Queensland Police Service (QPS) following its investigations of reports about minimum overtaking distance infringements under the *Queensland Road Rules s144A(1)*.

QPS operates a statewide traffic complaints system, with incident details being reported in a central system. Members of the public are encouraged to contact their local police and report traffic and road safety related complaints such as near misses. I can also advise that QPS liaises and engages directly with my department, as well as local government, at a local level to address road safety issues. For example, responses may include working with local governments to treat an infrastructure issue on the road network

More broadly, my department uses offence data, crash data and other national and international research when formulating road safety policies and interventions, and when prioritising network infrastructure. Over time, offence data from the minimum overtaking distance legislation will contribute to the range of data my department can draw upon.

I note your comments in relation to the University of Queensland’s (UQ) Cycle Safety Campaign, and specifically their system for reporting near miss incidents. It is my understanding that respondents are urged to provide as much information as possible including date, time, location, vehicle registration, and details of the incident, which is then investigated by UQ or referred to QPS as necessary.

I have asked my department to contact UQ for further information about quantity of reports that is receives each year, and explore the potential for my department to improve in regards to the example set by UQ’s reporting policy.

Safety improvements – Sandgate Road

I note your request for safety improvements for cyclists travelling along Sandgate Road, particularly between Depot Road and Stanworth Road.

Traffic lane widths, shoulder widths and the quality of the existing cycling infrastructure along this link vary significantly. As you have noted, property access and kerbside parking in the block north of the intersection of Carlyle Road and Roghan Road are particularly problematic, as are the ‘pinch points’ north and south of Stanworth Road. I have asked my department’s Metropolitan Region to undertake a review, to establish whether improvements can be achieved. I will write to you again when that review is complete.

Traffic Crash

In relation to your comment that ‘the placement of the barriers was a clear contributory factor to the collision and was a recipe for disaster’, I have been assured by my department that the barriers were installed by Lendlease, pursuant to a traffic guidance scheme (TGS), which is a site-specific, traffic management plan for the area. The TGS was delivered to, and was approved by, Lendlease’s registered engineer, as it complies with all relevant standards including the MUTCD.

I trust this information is of assistance.

Yours sincerely



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

PS. Richard, I'll be raising this matter with my DCA + expressing no comment to TMR being best practice vs cyclists at all TMR work sites. M