



Office of the Minister for Transport and Main Roads

Our ref: MC74131

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

Thank you for your letter to the Honourable Scott Emerson MP, Minister for Transport and Main Roads, about the recommendations made in the report, "A New Direction for cycling in Queensland". The Minister has asked that I respond on his behalf.

The Brisbane Central Business District Bicycle User Group's (CBD BUG) interest in bicycle safety and the Transport, Housing and Local Government Committee (THLGC) Inquiry into cycling issues, is appreciated. Safety on our roads depends on everyone acting responsibly, including sharing the roads, obeying the laws and considering the rights and safety of others.

I would like to take this opportunity to thank the Brisbane CBD BUG for its ongoing support to the THLGC Inquiry and for taking the time to outline the group's position in regard to a number of the recommendations provided by the THLGC. The suggestions and comments you have provided on behalf of your group have been noted and will be taken into consideration when responding to the THLGC report. As you may be aware, the Minister has already committed to three of the recommendations.

You will be pleased to know that a two year trial of a minimum overtaking distance (one metre rule) will begin on 31 March 2014. This new rule will require motor vehicles to provide cyclists a minimum overtaking distance of one metre when travelling at 60km/h or less and one and a half metres when travelling over 60km/h. Along with this change, the rules will also be amended to allow motorists to overtake cyclists across centrelines as long as it is safe to do so. In addition, cyclists like all other road users must comply with the road rules, and the Minister has announced that fines for cyclists will be brought into line with those for motorists. These changes will also be implemented on 31 March 2014.

In regard to the comments provided on mandatory helmet laws, it is the Minister's position that bicycle helmets are a simple and relatively low cost countermeasure that can save lives and prevent serious head injuries to cyclists. The weight of academic research supports the view that bicycle helmet laws have had a positive impact on cyclist head injuries, which have been found to be the most frequent cause of death and long term disability from bicycle related injuries.

Please note that the Queensland Government is required to respond to the THLGC's recommendations by mid-2014. The government will consider the recommendations made in the report and as part of this consideration, will investigate and research the implications to ensure any changes have a positive impact for road users on Queensland roads.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'P. Walsh', is written over the typed name.

Peter Walsh
Chief of Staff