



Office of the Premier

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Dear Mr French

Thank you for your letter of 26 July 2011 regarding the coronial inquest into the tragic death of Dr Hossam El-Shazly in a cycling accident and the subsequent plans for action by the Queensland Government. I have been requested to reply to you on the Premier's behalf. I apologise for the delay in replying.

Following the accident resulting in the tragic death of Dr El-Shazly in January 2009, Transport and Main Roads (TMR) engaged a consultant to conduct an investigation of all roundabouts on the Captain Cook Highway. TMR also engaged with representatives of the Cairns cycling community and the Cairns Regional Council in order to explore cyclist safety issues at roundabouts.

The investigation and stakeholder consultation process assisted TMR in planning and delivering a prioritised program of safety works. The resulting short-term actions, which have since been carried out at all nine roundabouts on the Captain Cook Highway include:

- reduction of the speed limit on roundabout approaches from 80 to 60 kilometres per hour
- installation of improved signage to warn road users of cyclist squeeze points and
- removal of kerbing to improve safety for cyclists at roundabouts.

As you have noted in your letter some of the recommendations of the Coroner relate to safety issues for cyclists across the entire Queensland road network. The recently announced Queensland Cycle Strategy 2011–21, which can be located online at www.tmr.qld.gov.au/Travel-and-transport/Cycling/Strategy.aspx, responds to many of these issues.

The strategy aims to ensure that road rules and legislative frameworks support cycling. An investigation is continuing in relation to allowing cyclists to ride across signalised crossings at walking speed and the banning of parking in bicycle lanes during peak hours. However, it is important to note that changes to the Queensland Road Rules would require broad consultation and endorsement by the Australian Road Rules Maintenance Group.

The strategy also recognises the need to ensure cycling is part of all Government infrastructure projects. In this regard, the Queensland Government has extended the Cycling Infrastructure Policy to encompass all relevant transport infrastructure, including rail and bus. Positive provision for cycling at public transport stations now includes bicycle parking. End-of-trip facilities are being included in new stations and major station upgrades. The TransLink Transit Authority and Queensland Rail have a standard bicycle enclosure which includes personal lockers for storing helmets and equipment. These are installed at Burpengary, Bray Park, Bald Hills and Ormiston stations.

Cycle links have also been delivered across south-east Queensland and these include: the Goodwill Bridge, the Kurilpa pedestrian and cycle bridge, the Toowong pedestrian and cycle link, the Normanby cycle and pedestrian facility, the Gateway cycleway pedestrian and cycle facility, the Brassall bikeway, the Ted Smout Bridge cycleway, the Princess Alexandra Hospital bikeway, the Eleanor Schonell Bridge, the Bicentennial bikeway upgrade at Milton, the Eenie Creek Bridge and cycleways in Noosa, the cycle centres at King George Square and Royal Brisbane and Women's Hospital busway stations, the progressive delivery of V1 bikeway from the Brisbane CBD to Eight Mile Plains, and pedestrian and cycle crossings of the Brisbane River at Jindalee and Indooroopilly.

A record expenditure by the Queensland Government of more than \$100 million to expand cycling networks in regional and metropolitan areas across Queensland in 2009–10 and an average of \$90 million per year in subsequent years are all part of the Government's commitment to cycling. The Government strategy aims to identify and fill gaps in the cycle network. Among these have been the following achievements — the Cairns inner-city cycle facility, the safety upgrades on the Captain Cook Highway near Cairns, the construction of cycle lanes on Mulgrave Road in Cairns, the initiation of the bike bus program for students, the provision of cycle lanes to the University of Southern Queensland, the provision of cycle lanes and push buttons in Roma and the completion of the 21 kilometre Bluewater Trail in Mackay.

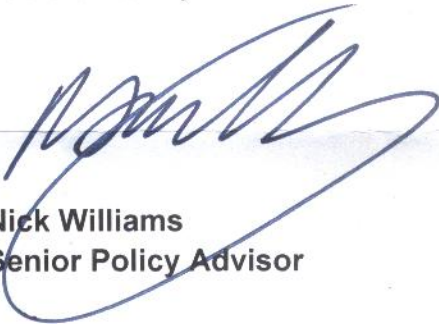
Your letter also calls for more investment in alternative forms of transport beyond roads. In 2011–12, the Queensland Government spent around \$1.3 billion on rail and another \$500 million on pedestrian, cycle, bus and other public transport infrastructure. Major projects funded in the most recent Budget include: Gold Coast Light Rail \$175 million, Richlands to Springfield Rail \$118 million, Northern Busway

\$122 million, and the Eastern Busway \$66 million. In addition to investments in infrastructure, the Queensland Government heavily subsidises the cost of public transport. In South-East Queensland, around 75 per cent of the cost of running the public transport system is covered by Government.

I understand that you recently met with the Chief of Staff for the Minister for Transport and Multicultural Affairs to discuss your concerns and trust the meeting was productive.

Again, thank you for making the Premier aware of your concerns.

Yours sincerely



Nick Williams
Senior Policy Advisor