



July - September 2020





## Policy Statements Updated

As part of Bicycle Queensland's refresh of the website, the Management Committee and CEO identified the need for review of the advocacy statement and issue position statements. The Advocacy team worked on completing the policy statement, and updating these position statements through this quarter.

Bicycle Queensland's position statements are [now](#) available on the following issues: demerit points, registration of bicycles, mandatory helmet laws, climate change, presumed liability laws, lower urban speed limits, heavy vehicles and vulnerable road users, and bicycle friendly neighbourhood design. The Advocacy team also identified the need for a position statement on bicycles on public transport, which will be available soon.

## Three Election Priorities

The Advocacy team produced a document outlining Bicycle Queensland's priorities for the 2020 State Government election. [The document](#) was in the form of a letter to the Premier and the Opposition Leader, and an [accompanying infographic](#), for use on social media. Our priorities were increased funding for the principal cycle network, safety of vulnerable road users around heavy vehicles, and cycle tourism and rail trails. The Labor response via the Premier is [here](#), no formal response was received from the Liberal National Party.

# Advocacy

## Campaigns

### **Rail trails for Bundaberg and Logan**

Rail Trail announcements: Logan (Bethania to Logan Village feasibility, start of construction on Logan Village to Yarrabilba) and Bundaberg (Bundaberg to Gin Gin trail, stage 1). These announcements were made by Transport and Main Roads Minister Mark Bailey in the lead-up to the State election, but are as a result of earlier commitments made to spend \$14 million on rail trails. There have been many local campaigners for these trails, and Bicycle Queensland especially wants to pay tribute to Roy Fraser, a long-term member of the Bundaberg BUG (the Mad Cyclogists) who died from cancer in July, but had been an enthusiastic promoter of this potential trail.

### **Harmony on the paths**

Bicycle Queensland's Commuter Harmony Alliance continues to be a developing piece. We are currently in the early stage of collaborating on a "harmony on shared paths" video with walkers and rideables (Lime, Neuron). The funding for this video will be part of BQ's partnership agreement with Brisbane City Council.

### **Safer delivery riders**

Back in 2019 Bicycle Queensland's Director of Advocacy collaborated with Uber Eats on the provision of a series of safety videos that are part of the induction process for their delivery riders. Now we are in the process of updating those videos, with new content to ensure delivery partners stay off motorways (arising from previous engagement with Transurban).

## Stakeholder engagement

### **Working on Queensland police's safety agenda**

BQ's CEO has been working with new Queensland Police Service's Assistant Commissioner Mike Condon (Southern Region) to set an agenda for his new Southern Region Road Safety Committee. AC Condon has asked all the stakeholders represented on the committee to respond as to what "deliverables, resources and knowledge each organisation can commit to influence our communities' road safety, in our drive to harness our collective stakeholder areas expertise to reduce the road toll to zero". We will be using this collaborative opportunity to drive Bicycle Queensland's agenda of improved safety for vulnerable road users, through education and enforcement.

### **BCC working on heavy vehicle safety**

The Director of Education has been collaborating with the BCC as part of the Safe Travel Together Stakeholder Working Group (SWG). The Safe Travel Together project aims to deliver an education and awareness campaign to address challenges faced by heavy vehicle drivers and people who ride bicycles when sharing Brisbane's roads. Specifically, we have worked to develop a successful approach to improve road safety interactions between heavy vehicle drivers and people who ride bicycles. During our sessions we have covered topics such as strategy and tactics, barriers and opportunities and target audiences. We have worked with a number of key stakeholders and acquire testimonials for this campaign. This involved finding people with experience next to or near heavy vehicles as a vulnerable road user.



### **Planning Warwick's bikeways**

The Director of Advocacy continued his involvement as the cycling community's representative on the joint TMR and Southern Downs Council workshop re planning the Principal Cycle Network in Warwick (third workshop). The third workshop looked at treatment options for the key crossing points on the planned network for Warwick. It was good to see TMR's Movement and Place design principles being brought into practice as the workshop discussed difficult and/or expensive intersections that need to be made safe for bicycle riders and other vulnerable road users. Warwick has plenty of opportunities to be a great bike riding town, so it will be good to see these designs implemented in coming years.

### **Towards safer driveway crossings**

TMR's cycle policy team released a draft technical note re bikeway interactions with driveways. BQ assisted the TMR team with engagement with bicycle user groups across the state. Bicycle Queensland's Director of Advocacy also provided feedback on the draft technical note, and encouraged TMR's technical team to make some of the content available to the bicycle advocacy community as a mobile web app which could be used for on-site assessment where path and driveway interactions have been problematic.

### **More rail trails more often**

The Director of Advocacy met with Transport and Main Roads rail corridors team. This is the section of TMR which oversees the development of rail trails. We welcomed the appointment of a new officer for the Brisbane Valley Rail Trail, and also put forward the need for a new funding model for rail trails in rural and remote councils. BQ's view is that the 50-50 funding model makes it very difficult for councils with a declining base of ratepayers to be able to develop rail trails. We also discussed BQ representation on a proposed advisory committee for the Brisbane Valley Rail Trail.

### **Green Bridges: great ideas need great implementation**

The Director of Advocacy met with the Brisbane City Council's Green Bridges project team re Kangaroo Point and Breakfast Creek bridges. BQ supports these bridges and the others named in the Lord Mayor's plan. If done well, green bridges will make Brisbane a more bike and walking friendly city. We emphasised the need for better connections to existing bikeways, but also that building the bridges carried implied commitment to further improve the active transport networks in the inner city. East Brisbane's connections to the Kangaroo Point bridge are a case in point, as is the need for a high standard bike connection along Newstead Terrace and Skyring Terrace at Newstead.

### **Bikes on trains**

The Director of Advocacy met with Queensland Rail's Customer Experience team and also participated in the Cross River Rail project's stakeholder briefings on upgrades of station facilities. We have been campaigning for liberating the rules regarding bicycles on CityTrains and TravelTrains. This will be the subject of an upcoming Bicycle Queensland position statement.



### **Getting Sunshine Coast residents out of their cars**

Director of Advocacy was an invited participant in Sunshine Coast Regional Council's two workshops planning a multi-year Behaviour Change program to reduce car use (and increase active transport). At second in-person workshop we recommended programs based on encouraging active travel to schools, and e-bike trials in businesses.

### **Making Bundaberg more bike-friendly**

BQ's Director of Advocacy has responded to an invitation from Bundaberg Regional Council to present at the Bundaberg Region Cycle Reference Group on 10 November. We are engaged on the preparation of package of BQ resources – education, events-based and advocacy/community engagement (with assistance of BQ education and events teams), to give a comprehensive response to the question 'How can Bicycle Queensland help your Council?'. Bundaberg is a test case for a package of resources that will be available to all Local Government authorities across the state.

### **CTP stays**

CEO and Director of Advocacy met with Maurice Blackburn representatives re Save Our CTP Coalition to ensure that current protections under compulsory third-party insurance component of vehicle registration fees are not watered down. BQ and Qld Walks have lent support to ensure that MAIC role and protections remain. The campaign has now secured commitments from all major parties that CTP will remain as is.

### **Riding the active transport revolution**

CEO and Director of Advocacy met with Rachel Nolan, Executive Director of the McKell Institute re collaboration on McKell Institute paper 'Riding The Revolution: A New Approach to Active Transport in Queensland'. The paper will be released post-election, with a view to having a positive influence on the State Government's spend on active transport over the next four-year term. It should be acknowledged that the McKell Institute's links are mostly in the progressive side of politics.

### **Engineers who get it**

Director of Advocacy and Director of Education presented BQ strategic plans and perspectives on the current state of active transport at a regular meeting of Transport Australia Society (Queensland branch) engineers group. The Qld branch of TAS is a highly influential group in transport engineering, and includes practitioners from firms such as AECOM, GTA, KPMG, PWC, and State and local government.

### **South Bank plans for active travel**

Director of Advocacy met with South Bank Corporation's community engagement team to provide BQ feedback on the master planning process for the South Bank precinct. BQ input focussed on improving active transport routes through the precinct, especially Grey Street and the Clem Jones Promenade, as well as improving South Bank as a destination for bike riders, and improving the permeability of the precinct for local trips. Draft master plan will be out for further community consultation early 2021.



### **More engineers who get it!**

CEO and Director of Advocacy met with senior leaders of the Institute of Public Works Engineering Australia (Queensland), re opportunities for collaboration around their new Street Design Manual: Walkable Neighbourhoods. Director of Advocacy will represent BQ on a panel discussion at the IPWEAQ annual conference, on the subject 'The Role of Public Works Professionals in Community Road Safety'.

### **Dexus and the CBD**

BQ CEO and Director of Advocacy met with representatives of Dexus to review concept designs for 'Waterfront Brisbane', which will replace a section of the Eagle Street boardwalk shared pathway. BQ also worked with CBD BUG to ensure a unified voice to BCC and Dexus on this project. Key considerations were keeping the specified minimum width of 6 metres throughout the project. Some sections in the concept design were significantly narrowed to allow for outdoor dining. In the discussion, BQ CEO also connected Dexus with BCC to discuss funding for extending the proposed CBD CityLink bikeways.

### **Cycling to the new Inner South Secondary College**

BQ's CEO and Director of Advocacy were involved (along with other bicycle groups) in the consultation with the Member for South Brisbane, Jackie Trad MP so ensure that active transport links on the roads and paths around the new Inner South Secondary College are suitable for active transport. Earlier designs of especially the intersection of Gladstone Rd and TJ Doyle Memorial Drive did not provide good connections either to the new school, or for walker and bike riders travelling through this area. Discussions with the local member resulted in TMR and BCC producing an improved design for this area.

## **Education**

### **Getting Started on the bike**

A suite of resources have been developed by our Director of Education, Patrick Trowse to help people get out on their bike's safely and with greater confidence. The Bike Basics YouTube series provides participants with a series of videos and accompanying quizzes to consolidate their knowledge on various beginner's bike safety concepts. A comprehensive bike buying pack was developed to help people get the right bike. Additionally, an active travel checklist was created to give parents and the wider population something to help them get to school, without their cars. This also feeds into our school education program as schools have been referring to this document in their newsletters.

### **New Website Content and E-Learning Engagement**

Along with bike safety artifacts and road rules content, our bike learning library is starting to build in its breadth. Student guides to riding and membership, route planning, maintenance workshop details and commuting are just some of the resources that can be found in this library. There is also information on understanding e-bikes, planning your long-distance rides, bike security, what to do in an incident and how to report incidents. Several quizzes have been developed with the involvement of key stakeholders including, CARRSQ, Boral Trucks and Specialized bikes. These online resources piqued interest from

members and non-members with over 800 people completing our various quizzes. Information from the quizzes has been collated and will continue to be used to inform future education initiatives. 88% of participants in the heavy vehicle quiz noted improved awareness and 86% of participants learned new strategies to improve their visibility. These are excellent results.



Research and testing around Learning Management Systems and e-learning authoring tools have been ongoing since April, with initial testing proving to be rewarding. Gamification of online material will engage our younger audiences and the Articulate e-learning authoring tools have brought about an interactive alternative to the standard face-to-face delivery of information. The bike basics YouTube resources have been successfully converted to an e-learning module and will add value to our membership. These e-learning modules can be tracked, mined for data, and used for commercial purposes.

### **School Education and Road Safety Awareness**

The Director of Education has been working with several schools to organise delivery of road safety and bicycle skills programs. Schools have now been confirmed as successful recipients of the government's Community Road Safety Grant initiative and Bicycle Queensland will deliver comprehensive educational programs that cover everything from in-class theory and bike safety, to practical bicycle skills, parent information nights, route planning evaluation and way finding maps. All programs have been created in line with the Australian Curriculum and have scope to allow teachers to extend the learning in the classroom beyond Bicycle Queensland's time at the school.

### **Heavy Vehicle Education and Awareness**

Built around international best practice (CLOCS framework), our heavy vehicle driver awareness program will provide an alternative perspective for people in the logistics industry, while getting them up and active. As this profession consistently has issues with its sedentary nature, our proposal to run this course has two-fold benefits. Our relationship with Boral trucks has allowed us to gain insight from a driver's perspective and has been influential in the creation of the unit plan and resource development. Our Director of Education has supplied a quote to The Sunshine Coast City Council, and he looks forward to working with their community to improve road safety for their community in urban environments in 2021.

### **Corporate Workplace Education and Awareness**

At the corporate activations, our Director promoted membership benefits while informing the occupants of our educational initiatives that could add value to their wellbeing programs. This initiative created brand exposure and lead to some influential contacts assisting with the development of our corporate membership package.



## **Stakeholder Engagement**

### **Cycle Physio & The Bike Life Blog**

David Wadsworth has been the physiological brain behind several of the Bike Life Blog posts, and the Director of Education has been continuing this collaboration. Some of the content covered has included, but not limited to, what to wear in cold weather, preparing for a long ride, essential packing items and sleep tips. David's professional input has been critical in developing credibility in this realm and our Director will continue to collaborate to deliver up to date, technically accurate content for our members. David also kindly offered up a 2-hour bike fit as one of the prizes for pedal Queensland.

Clare Murray from Wellbeing Queensland has helped to broaden our audience by sharing our blog posts on the Wellbeing Queensland 'Boost Your Healthy' page. Patrick continues to share ideas and work together to share content with Clare. In addition, Carly Booth from Nutrition Australia, QLD has contributed to our blog content with detailed food and hydration information for our members. This information has dovetailed with our Pedal Queensland content and will form the basis of the blog as we move forward with content.

### **Schools and Tertiary Engagement**

Many schools and educational institutions have engaged with BQ to provide them with resources to improve their road safety awareness and improve bicycle skills. Bicycle Queensland will be working with Yeronga State School, St Peter's Chanel the Gap, Montville State School, St Agatha's, and Our Lady of the Rosary Kenmore closely in 2021 to facilitate school programs. In particular, Yeronga State School and St Peter's Chanel the Gap will be receiving comprehensive road safety and bicycle skills programs. Bicycle Queensland applied for the community road safety grant on their behalf and will continue to promote this at other schools in 2021 to improve road safety and increase the number of children riding their bikes to school.

The Director of Education will also be delivering an early learning program to the team at Sanctuary Early Learning Adventure. The quote comprised a comprehensive suite of resources including online materials, face-to-face lessons, and activity booklets. The development of e-learning material and booklets for continued learning will allow the centre to hold bike immersion days in the future. BQ looks forward to extending this program to their Cairns and Bundaberg centres.

Patrick presented a beginner's bike maintenance course at UQ's Sustainability Week and this resulted in some of the biggest online participation rates for UQ's sustainability Week. This workshop included the use of Mentimeter, an interactive tool to engage participants with real-time visualised responses to inform the learning. He has been in discussion with the UQ Environment and Sustainability Program Officer, Suzanne Davis regarding presenting these workshops on campus when the current situation changes.

Our Director of Education is building a rapport with the team at PCYC, Breaking the Cycle and is developing a quote to produce a vulnerable road user e-learning module for their Breaking the Cycle Driving course. Angela Watts (State Manager) is excited about getting us onboard as the experts in this field and has 52 other centres that would require this content.



Bicycle Queensland hosted two public health students and they worked to investigate the feasibility of including cameras on all heavy vehicles working in urban environments. This study was used to add validity and credibility to our political discussions and campaigns. The placement was supported by Yvette Miller (Public Health and Social Work) from QUT who assisted in the student's management. Patrick has discussed future opportunities to present to the public health students at QUT on transitioning to work and professionalism in the workplace. This will provide an excellent opportunity to promote our student membership and the wider benefits of BQ.

### **Heavy Vehicle Groups**

Patrick has been a part of the Safe Travel Together Stakeholder Working Group (SWG). The Safe Travel Together project aims to deliver an education and awareness campaign to address challenges faced by heavy vehicle drivers and people who ride bicycles when sharing Brisbane's roads. Specifically, our Director has worked to develop a successful approach to improve road safety interactions between heavy vehicle drivers and people who ride bicycles. During our sessions he has covered topics such as strategy and tactics, barriers and opportunities and target audiences. Collaborating with several key stakeholders, Patrick has acquired individual testimonials for this campaign. This involved finding people with experience next to, or near, heavy vehicles as a vulnerable road user.

David Ika from Cement Australia has agreed to give a testimonial of his experiences with bicycle riders and his logistic manager, Mark Harrison has agreed to contribute to the Safe Travel Working Group.

Grant Stack, the Training and Development manager for Boral has shared several valuable resources with BQ namely, blind spot and lane width videos. Patrick has worked together with Grant to ensure that our heavy vehicle education is rigorous and valid. Our Director has leaned on his expertise to help BQ develop resources. Boral has also agreed to contribute to our 'Bike With' initiatives offering up a truck and experienced staff to improve the user experience.

### **Conoco-Philips**

Our partnership proposal with Conoco-Philips is aimed at building community connections and social responsibility. Our Director has framed up an education pack that would support their objectives and promote their ability to connect with their communities. Bicycle Queensland are looking for sponsorships and support that would contribute to our education programs and help to give us a wider reach and improved member benefits.

### **Tactical Urbanism – Design Innovation Working Group**

Patrick has contributed to the Cycling and Walking Australia and New Zealand (v) Design Innovation Working Group. Here he worked with urban planners and other key stakeholders in road design and planning to unpack best practice from around the world. The main aim of the group is to, through discussion and collaboration, become more aware and comfortable with using international resources to create more sustainable outcomes for the Australian urban environment. Issues such as survivable urban transport speeds,

curb radii and line of sight have been some of the key discussions. In addition, Patrick has also discussed a case study of street calming measures in Western Australia. More specifically, he looked at how this case study may result in more practical measures that would be able to be replicated across other states and territories.

### **Queensland Police**

The Jindalee and Fortitude Valley police divisions have agreed to assist our educational initiatives with in-kind support. Security messaging and engraving services, along with bike police attendance are some of the services that they can offer. Sergeant, Jason Laffey and Senior Constable Ben Harm are both keen to support our initiatives.

Patrick has also been in collaboration with the Queensland Police Southern Regional Office to assist with the delivery of road safety programs that best suit the needs of Queensland communities. Bicycle Queensland's educational vision will contribute to a publishable document. The document will then be used by Southern Region Road Safety Committee as platform to facilitate the education and increased awareness to push road safety change in our communities.

### **CARRS Q and Road Safety Messaging**

Our collaboration with CARRSQ has continued to bring about excellent outcomes for our educational programs. We have been working together to refine the validity of our road safety messaging and at Libby Rubie's final seminar presentation, Patrick learnt about the intricacies of the safe passing distance and what influences distance perception and driver behaviours.

### **Springfield Group – Sustainability and Innovation**

Our conversations with Andrew Deme from the Springfield City Group are positive. They have agreed to join the Harmony Alliance and would like us to carry out a longitudinal study on the benefits of an active, mobile lifestyle from the cradle to the grave. We are developing a quote for activities in their Festival of Learning, held in October 2021, and we look to embed long-term road safety and bicycle skills programs within their education precinct. Bicycle Queensland will be one of the key stakeholders enabling them to obtain their goal of zero net energy by 2038.

### **Hear and Say**

Laura Guthrie from Hear and Say has agreed to contribute to the Harmony Alliance and has provided valuable discounts to our members. Initial reports are proving that this partnership has already helped several BQ members improve their hearing using aides. The cross-promotional information has doubled as an effective news item and a social media post.

### **Engineering and Infrastructure**

Hannah Richardson from the Transport Australia Society has sought out our contribution to their Queensland committee. Patrick discussed plans to help SEQ reduce emissions and develop pop-up cycling events to raise awareness of existing cycling infrastructure. Our contribution will also help to bring together stakeholders and encourage effective communication about the impacts of infrastructure proposals and investment decisions.

The Institute of Public Works Engineering Australasia has requested our input on the Community Road Safety Panel Q & A discussion. This discussion will take place at their annual conference in Brisbane. We have been working on a response to the question, 'how can we better prepare those responsible for planning and designing our transport networks to consider achievable safety outcomes for all road users?' Patrick will work with the Director of Advocacy to form a response and shadow him at the Q & A discussion. Ultimately, we have been adding our industry knowledge to the campaigns and initiatives that involve planning, building, maintaining, and managing our transport networks.

### **Krush Oz**

Patrick has delivered a partnership proposal that would see Krush provide product and merchandise to support our education programs. Their brand is unique, and they are Australian owned and operated. We have negotiated for direct benefits for our members and other promotional products to support our e-learning programs.

### **Brisbane Cycling Club**

We held a beginner's bike maintenance course for the Brisbane Cycling Club. Here participants got an introduction into bike care and repair. This informal style of presentation allows for some healthy conversation and banter and it was great to be asked so many questions.





## Minister for Transport and Main Roads

Our ref: MC116342

2 October 2020

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Dear Ms Randazzo

Thank you for your letter of 27 August 2020 about Bicycle Queensland's priorities for the 2020 state election.

### Funding for the Principal Cycle Network

The Palaszczuk Government is committed to getting more people out riding and walking. Through the *Queensland Cycling Strategy 2017–2027* (QCS), the government is demonstrating a significant and ongoing commitment and investment in active transport.

From 2015 to 2018–19 the government invested over \$168 million into high-quality cycling and walking infrastructure, planning and programs across Queensland, and a further \$219 million commitment in funding has been made from 2019–20 and 2022–23. The focus of investment is on providing facilities that are physically separated from motor vehicles. In areas with high demand, the program funds separate bicycle and pedestrian facilities. The QCS is supported by two-year action plans that outline the targeted, achievable initiatives that will ensure we get more Queenslanders riding around our state.

In addition, the Cycling Infrastructure Policy ensures that all Department of Transport and Main Roads' (TMR) projects being delivered on the Principal Cycle Network also provide facilities for cycling. For example, the Gateway Upgrade North project includes a shared path along its entire length. The Ipswich Motorway Upgrade – Rocklea to Darra includes a separated cycle track which I was pleased to open on 28 August 2020. The Vines Creek Bridge replacement in Mackay includes an off-road shared path. These are just some of the significant investments being made in new bike riding infrastructure through the policy. The Queensland Government remains strongly committed to ensuring this policy continues to be implemented.

### Heavy vehicles

As I have publicly stated, the idea of mandating blind spot technology so drivers can detect if a bike rider or pedestrian is in their blind spot is a good one. But importantly, for it to be effective, it needs to be applied nationally. I have therefore, written to the Honourable Michael McCormack MP, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, to add this item to the agenda for discussion with other state transport ministers at the next meeting of the Infrastructure and Transport Ministers in November 2020.

While the Commonwealth is responsible for vehicle standards with respect to new or imported light and heavy vehicles, the vast majority of states and territories (including Queensland) are only responsible for vehicle standards for in-service or the existing light vehicle fleet. Responsibility for the regulation of in-service or existing heavy vehicles (including heavy vehicle standards and modifications) in most jurisdictions in Australia now rests with the National Heavy Vehicle Regulator (NHVR).



Nevertheless, there are challenges in mandating requirements for blind spot technology in the existing heavy vehicle fleet. Those challenges include practical difficulties with retrofitting blind spot technology in some heavy vehicles (due to vehicle width requirements, for example), and the high frequency of heavy vehicles crossing state boundaries where different rules may apply. Given existing width requirements, it may not be possible for many heavy vehicles to retrofit camera systems without breaching those requirements.

Given the difficulties with implementing mandatory requirements for the existing vehicle fleet, in 2017 TMR established a working group to consider local initiatives to holistically deal with the safety of vulnerable road users when interacting with heavy vehicles. Outcomes of the working group activity included the:

- promotion of safety messaging and signage in relation to sharing the road with heavy vehicles
- ongoing partnering/engagement with the heavy vehicle industry to promote the adoption of safer practices (in areas such as vehicle design and equipment, driver awareness and training, and safe heavy vehicle routes selection)
- promotion of contractual requirements in inner city construction contracts (including promoting the increased use of heavy vehicle safety technologies, the training of drivers around bike riders and other vulnerable road users, and improved signage on heavy vehicles).

As a result of the activities of the working group, the Cross River Rail Delivery Authority (CRRDA) recently requested commercial entities tendering for work with CRRDA, to show how they will ensure heavy vehicles are fitted with equipment that minimises risks to vulnerable road users. Further, entities were also requested to demonstrate how they will undertake training and continuous professional development for drivers covering the safety of vulnerable road users and on-road hazard awareness.

TMR is continuing to work with industry to improve safety of all road users both on and near construction sites as well as the open road. Specific commercial contract conditions incorporating vehicle fleet modifications and improvements such as those you have suggested are in discussion with industry to determine the best and most efficient way forward.

TMR also continues to educate road users on the importance of sharing the road, and to seek opportunities to address the safety issues surrounding heavy vehicles without blind spot technologies. This includes continual communications through TMR's StreetSmarts campaign on safety around heavy vehicles, vulnerable road user campaigns in the Brisbane and Fortitude Valley central business districts, and social media safety messages.

TMR has also recently raised the issue of vulnerable road users and heavy vehicle interactions with the NHVR, which is responsible for in-service heavy vehicle standards across most jurisdictions in Australia. The NHVR funded the establishment phase of a project by the Australian Road Research Board (ARRB) to consider how best to implement a nationally consistent program similar to the Construction Logistics and Community Safety program in the United Kingdom, which is designed to improve safety outcomes for vulnerable road users through construction contracts. Funding is currently being sought by ARRB to progress this project further. The NHVR additionally provided funding to support the Brisbane City Council to complete Stage 1 of its Safe Travel Together – Heavy Vehicle and Bicycle User Awareness Campaign. The campaign is designed to help bike riders and heavy vehicle drivers to share the road safely.

In mid-2020, the NHVR further released its *Vehicle Safety and Environmental Technology Uptake Plan*, which outlines a program of work to be undertaken, designed to accelerate the introduction of new safety and environmental technologies into the Australian heavy vehicle market. The plan contains five work packages that aim to encourage operators to incorporate newer, more technologically advanced and safer vehicles into their fleets. More information is available on the NHVR website at [www.nhvr.gov.au](http://www.nhvr.gov.au) by clicking on (1) 'Safety, accreditation and compliance', (2) 'Vehicle standards and modifications' and (3) 'Vehicle safety and environmental technology uptake plan'.



My preferred approach is to:

- continue to advocate for mandatory national standards for blind spot technology to be adopted for new heavy vehicles including legislative changes to allow for the increased vehicle width resulting from the fitment of this technology
- promote the increased use of TMR's commercial contract requirements to increase the uptake of blind spot camera technology for in-service heavy vehicles that are most likely to interact with vulnerable road users in urban environments
- work with the NHVR wherever possible to assist in managing the safety of our vulnerable road users in the most practicable and cost-effective way.

### **Cycle Tourism and Rail trails**

The Palaszczuk Government understands the value of rail trail projects to job growth and opportunities for local businesses, as well as the improved health and wellbeing for our communities. That is why in 2015 we committed \$14 million over four years to help plan, design and build walking, cycling and horse-riding trails on disused rail corridors across the state through TMR's Rail Trail Local Government Grants program (RTLGG).

To date the following rail trail feasibility studies have been completed through the RTLGG: Boyne Burnett Inland Rail Trail, Bundaberg to Gin Gin Rail Trail, Capricorn Coast Pineapple Rail Trail (Stages 2-4), Logan Village to Yarrabilba Rail Trail, Mareeba to Walkamin Rail Trail, Mary to Bay Rail Trail, Murgon Proston Rail Trail and Wamuran to Woodford Rail Trail.

I have also recently approved for eight new rail trail feasibility studies to commence for the Aunt Emma Rail Trail (Aramac to Barcaldine), Barcoo Way Rail Trail (Yaraka to Blackall), Boyne Burnett Inland Rail Trail (Concept Design), South Coast Rail Trails, Westbrook to Wyreema Rail Trail, Oakey to Cecil Plains Rail Trail, Mount Morgan Rail Trail, and Bethania to Logan Village Rail Trail .

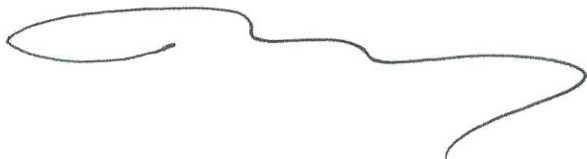
On 19 August 2020, I announced \$9.5 million in matched funding for delivery of Stages 1 and 2 of the Bundaberg to Gin Gin Rail Trail, transforming the region's old rail line into a bustling bikeway. I have also recently announced \$6.5 million in funding to plan the 20 kilometre active transport corridor from Beerburrum to Landsborough and deliver Stage 1 from Beerwah to Glass House.

I note you have suggested a change to the rail trails funding program so that rural and remote councils are exempt from the 50-50 funding model and can receive up to 100 percent funding. I will take your suggestion under consideration.

I look forward to continuing to work closely with our cycling advocacy groups, including Bicycle Queensland, to support the growth of active transport across Queensland, both now and into the future.

I trust this information is of assistance.

Yours sincerely



**MARK BAILEY MP**  
**Minister for Transport and Main Roads**