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# MEDIA RELEASE

**Brisbane Central Business District Bicycle User Group**

**CBD BUG**

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## **Cyclists slam Qld Government response on inquiry report**

The Brisbane Central Business District Bicycle User Group (CBD BUG) has described the Queensland Government's response today to the Inquiry into Cycling Issues report as a missed opportunity and indicative of there being no genuine commitment to enabling people to choose to ride a bike instead of driving all the time.

In June 2013 the State Government announced a review of Queensland's cycling laws would be conducted by the Queensland Parliament's Transport, Housing and Local Government Committee. The announcement came in the wake of a Supreme Court jury's not guilty verdict in the case of the driver of the cement truck that killed violinist Richard Pollett. Shortly after this verdict, on 11 May 2013 avid Cairns cyclist Tanya Roneberg was killed by a ute driver.

The Queensland Government has already initiated a two-year trial of the Minimum Overtaking Distance rule that started on 7 April 2014. In what has been seen as a political quid pro quo, fines for cyclists were also increased to match those of motorists.

CBD BUG Co-convenor Paul French said the CBD BUG's 700-plus members and the broader cycling community was very disappointed with the government's response, which he summed up as "weak and limited to administrative fiddling at the edges".

"The Committee made 68 recommendations in its milestone report that were overwhelming well considered. The CBD BUG had called for the implementation of the recommendations lock, stock and barrel - to avoid the very cherry picking that we have seen in the response by the Queensland Government" said Mr French.

"Sadly for the community, what has been announced is essentially window dressing that is unlikely result in any significant travel mode shift".

"Just one example is the Queensland Government will continue to allow motorists to park in bike lanes. These are the same bike lanes that Brisbane City Council trumpets about as part of their mythical 1,100 kilometre dedicated bikeway network. It's a con."

"The government has even rejected recommendations that solid evidence indicates would only make cycling safer and more convenient and not affect anyone negatively, like the proposed 'rolling stop' rule".

"There have been some minor changes to the road rules that will benefit existing riders who are already prepared to get on the road and ride in traffic with motorists. But these changes will not do anything to encourage people to start riding a bike for transport, as new riders typically want to use fully segregated lanes and bike paths".

"We know from surveys there is a large proportion of the community who want to use active transport modes like cycling, but who will only do so when they feel it is safe and convenient" he said.

"Queensland's road rules are overwhelmingly car-centric and contain a host of cyclist-hostile provisions. Because of the risk and inconvenience these rules create for cyclists they ensure Queenslanders have little choice other than to drive their cars – almost 40% of Queenslanders' usual trips to work or study destinations involve distances so short that walking and/or cycling would be viable".

**Ends**

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