



## Minister for Transport and Main Roads

Our ref: PET 42644  
Your ref: A756187

1 October 2021

Mr Neil Laurie  
The Clerk of the Parliament  
Parliament House  
George Street  
BRISBANE QLD 4000

1 William Street Brisbane 4000  
GPO Box 2644 Brisbane  
Queensland 4001 Australia  
**Telephone +61 7 3719 7300**  
**Email** [transportandmainroads@ministerial.qld.gov.au](mailto:transportandmainroads@ministerial.qld.gov.au)  
**Website** [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)

Dear Mr Laurie

I refer to petition 3505-21 lodged with the Legislative Assembly on 1 September 2021 about cyclists obstructing motorists by not using existing cycleways adjacent to narrow highways and roads.

Bike riding is valued for the important contribution it makes to developing a sustainable and effective transport system. It has significant benefits for health, the environment and tourism, as well as positive local impacts in connecting communities. It is also a popular choice for commuting.

Safety on our roads depends on everyone acting responsibly, including sharing the space, obeying the laws and considering the rights and safety of others. In Queensland, bike riders are legitimate road users with equal rights and responsibilities as motorists. However, they have less protection than is provided by a motor vehicle. Like motorists, bike riders must obey the road rules.

I note the concerns raised about bike riders using road infrastructure where there is nearby dedicated bike infrastructure. As legitimate road users, bike riders may choose the infrastructure most suitable for their commute. Under Queensland transport legislation, bike riders have general access to the road network unless a sign prevents their access, such as on a highway. Bike riders also have the choice to travel in a bike lane or path where one is available, however, they are not required to travel in a bike lane or path. There are many reasons why the dedicated infrastructure may not always be suitable, for example, the bike rider's destination may not align with the route provided by the dedicated infrastructure.

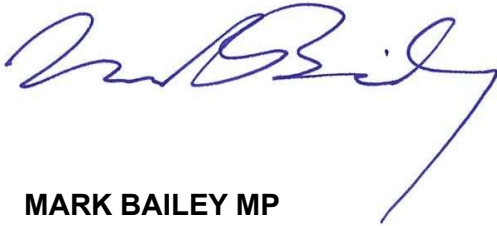
The Palaszczuk Government is committed to getting more people out riding and walking. Through the *Queensland Cycling Strategy 2017–2027* and the *Queensland Walking Strategy 2019–2029*, the government is demonstrating a significant and growing commitment and investment in active transport. This includes commitments of over \$243 million for high-quality cycle and walking infrastructure, planning and programs across Queensland between now and 2023–24. The focus of investment is on providing facilities which are physically separated from motor vehicles.

While it is hoped that this dedicated infrastructure will assist in protecting these vulnerable road users, it is unlikely to eliminate the need for bike riders to commute using roads. We all have a responsibility to share the road safely, while exercising patience.

The minimum passing distance rules were introduced to help improve interactions between motorists and cyclists on Queensland roads and to increase cyclist safety. Motorists are required to provide cyclists a minimum passing distance of one metre where the speed limit is 60 km/h or less, or one and a half metres where the speed limit is more than 60 km/h. To assist drivers in complying with the minimum passing distance rules, motorists are allowed to cross continuous centre lines (including double lines), straddle lane lines or drive on painted islands when passing cyclists, provided it is safe to do so.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Bailey', with a long, sweeping tail extending downwards and to the right.

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