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Dear Infrastructure Delivery Services Team

### **CCA FEEDBACK: QLD CYCLING ACTION PLAN – 2020-2022**

Cement, Concrete and Aggregates Australia (CCA) is the peak industry body representing the \$15 billion-a-year heavy construction materials industry in Australia. Our members are involved in the extraction and processing of quarry products, as well as the production and supply of cement, pre-mixed concrete and supplementary materials. We welcome the opportunity to provide feedback on the Queensland Cycling Action Plan – 2020-2020 (*the Plan*), in particular:

- Typical measures to minimise risks to vulnerable road users that are currently in use by CCA members; and
- Other measures that you believe TMR should investigate with a view to adoption as standard industry practice.

#### **1. Typical measures to minimise risks to vulnerable road users by CCA members.**

CCA believes that road safety is the shared responsibility of all road users and is taken very seriously by our industry. Our members invest significant time and resources into ensuring their vehicle and drivers abide by high standards of safety on our roads.

CCA members utilise a number of measures to minimise risks to vulnerable road users including systems to improve visibility and detection of cyclists, such as blind spot mirrors. As an example, Holcim Australia has installed blind spot mirrors and signage/mudflaps warning cyclists about overtaking heavy vehicles. These are fitted as mandatory equipment on all Holcim agitators and branded tipper trucks (Attachment A).

Both Hanson Australia and Boral Australia are part of the National Road Safety Partnership Program (NRSPP) network, which aims to develop a positive road safety culture. Hanson representatives also presented at the NRSPP webinar on [Adapting UK's Construction Logistics and Community Safety Initiative to Australia](#) on 3 December.

As well, Boral in QLD is working on the following initiatives:

- Company owned and dedicated Boral contractors operating bonnet trucks to be fitted with a bonnet mounted mirror that provides a view from the driver's seat across in front of the bonnet and adjacent to the left side steer wheel. An in-cab camera can also be used as long as it covers the same blind spot area.
- Bug deflectors fitted on bonneted trucks must be clear as per the ADR standard for bug deflectors.

- Wherever possible purchase cab over truck to improve forward visibility for the drivers.
- Company owned vehicles to be fitted with a forward-facing dash camera as a minimum.
- Contractor vehicles working for Boral to consider fitting a minimum of a forward-facing dash camera when purchasing new vehicles.

CCAA members have suggested that consideration also be given to heavy vehicle drawbars being painted in a hi vis colour to improve visibility for pedestrians, cyclists, and cars on the roads as this area is impossible to be fitted with Side underrun protection (due to the drawbar and trailer needing to pivot).

Another initiative undertaken by CCAA members are road safety education programs to local high schools surrounding their quarry sites. The aim of these programs is to educate young people about the specific safety risks associated with heavy vehicles and provide practical information on minimising those risks – such as the extent of blind spots in a heavy vehicle.

The industry is also encouraged to adopt best practice through the [CCAA Innovation Awards](#) which includes Health & Safety Innovation, Environmental Innovation, Community Leadership, and Diversity & Inclusion categories. The awards have been held for nine years in Queensland, with a number of heavy vehicle safety innovations receiving recognition as category winners.

## **2. Other measures TMR should investigate with a view to adoption as standard industry practice.**

Measures that TMR should investigate with regards to vulnerable road users as standard industry practice could include:

- **Education and awareness campaigns for cyclists and driver.** For example: QLD Government's "[Street Smarts - Share the Road](#)" campaign; "[Be Truck Aware](#)" (Transport for NSW); "[Sharing Roads Safely – Vulnerable Road User Awareness Training](#)" (Amy Gillett Foundation – VIC).
- **Sensible road and infrastructure design.** When designing roads and transport networks, consideration should be given to:
  - Avoiding cycle networks in areas with high heavy vehicle usage;
  - Clear advisory signage and road markings; and
  - Safe road planning and engineering design.
- **Consideration of sustainable materials in cycling paths.** Like TMR, CCAA is committed towards working towards a circular economy, and will continue to work the agency towards a more sustainable future, as outlined in the [TMR document – Recycled Materials in QLD Roads](#).

Thank you for the opportunity to provide comments on the Queensland Cycling Action Plan 2020-2022. To further discuss any of the issues raised in the submission, please contact Cassandra Koutouridis on [Cassandra.koutouridis@cca.com.au](mailto:Cassandra.koutouridis@cca.com.au) or 0417 738 268.

Yours sincerely



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