



OFFICE OF THE STATE CORONER

FINDINGS OF INQUEST

CITATION: **Inquest into the death of
Rebekka Tine Lousdal Meyer**

TITLE OF COURT: Coroner's Court

JURISDICTION: Brisbane

FILE NO(s): 2014/3357

DELIVERED ON: 9 December 2015

DELIVERED AT: Brisbane

HEARING DATE(s): 19 – 21 August 2015

FINDINGS OF: Christine Clements, Coroner

CATCHWORDS: CORONERS: Inquest – cyclist death involving conventional truck and dog trailer, restricted forward visibility of conventional truck, ways to improve cyclist's safety

REPRESENTATION:

Counsel Assisting	Dr Anthony Marinac
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Mr Jody Jeffrey	Mr PJ Shields of Peter Shields Lawyers

Personal background of deceased

1. Rebekka Tine Lousdal Meyer was living at Thomas Street, Kangaroo Point in Brisbane, Queensland at the time of her death. Ms Meyer was 22 years of age when she died on 11 September 2014. She was a student from Denmark who had completed her degree in anthropology before travelling to Australia on exchange to study at the University of Queensland. The moving testament from her family members who travelled from Denmark to assist the inquest following her death provided some insight into this gifted and much loved young woman. She had a passion for anthropology, music, nature and, above all people.
2. Tragically Ms Meyer died due to multiple injuries sustained when she was cycling to university. She was executing a right hand turn from Stanley Street into Annerley Road at South Brisbane when she was hit from behind by a Kenworth tip truck towing a dog trailer. She died at the scene.
3. Ms Meyer was an experienced and confident cyclist who had ridden in Copenhagen from a very young age. The cycling environment in her home city was very different to the general cycling experience in Brisbane.

The incident

4. The incident occurred in peak hour traffic at approximately 0745 hours on Thursday 11 September 2014. At that time, the intersection of Stanley Street and Annerley Road at Woolloongabba was heavily congested. Traffic of all descriptions flows inbound to the city and beyond, travelling from the east along Stanley Street and from the south along Annerley Road. The intersection is a T-intersection managed by traffic lights.
5. There is also a significant flow of traffic moving to the east along Stanley Street and outbound to the south along Annerley Road.
6. There are major tertiary health centres on Stanley Street and extending along Annerley Road with associated allied health facilities.
7. There are car parks and a pedestrian overpass spanning Stanley Street. Many pedestrians attend the health facilities in the vicinity or walk through the area, as well as using buses. Cyclists proceed through this intersection in all directions, not only travelling 'inbound' towards the city in the morning.
8. Indeed, Ms Meyer was riding from her residence at Kangaroo Point via the bikeway, through South Bank. She was riding her usual route along Vulture Street to Stanley Street where she turned right into Annerley Road and on towards the Eleanor Schonell Bridge to cross the Brisbane River to attend the University of Queensland campus.
9. It was whilst making the right hand turn from Stanley Street into Annerley Road that Ms Meyer was struck from behind by a truck and trailer moving in the same direction through the intersection.

10. Ms Meyer sustained multiple injuries and died at the scene. This shocking and tragic collision was witnessed by many people in the immediate vicinity but this has not resulted in a clear picture of precisely what sequence of events occurred.

The focus of the inquest

11. The relative positions of the truck driver and cyclist as each of them approached along Stanley Street and through the right hand turn at the T-intersection onto Annerley Road was the primary factual issue to be examined.
12. Consideration was then given to any coronial comment aimed to reduce the risk of another death occurring in similar circumstances. The aim was to improve public safety, particularly for cyclists in the vicinity.
13. The inquest was informed by the investigation conducted by the Brisbane Forensic Crash Unit report prepared by Senior Constable Armitage.¹
14. There was significant input to the process of review, investigation and further recommendation from the Brisbane City Council who are the entity responsible for the roads and traffic infrastructure at the intersection. Representations from relevant community groups including the cycling community and truck drivers was also received.
15. Members of Ms Meyer's family attended from Denmark and participated in the inquest.
16. At the outset it is noted that an inquest is a fact finding forum to establish, if possible, who, how, when and where the person died and what caused the person to die.²
17. The *Coroners Act 2003* specifically prohibits a coroner from including in the findings any statement that a person is, or may be guilty of an offence or civilly liable for something.³

Evidence from the truck driver

18. Jody Jeffery was the owner and driver of the truck involved in the collision with Ms Meyer. He was spoken to by a patrolling police officer who arrived at the scene within minutes of the incident occurring. An alcohol breath test was performed and did not detect any alcohol. Subsequently, he participated in a record of interview with the investigating officer, Senior Constable Armitage on 8 September 2014, a week after the incident occurred.⁴
19. Mr Jeffery voluntarily gave evidence at the inquest confirming he had been a professional truck driver for 17 years. He purchased the 2007 Kenworth tip truck four years prior to the collision. It was second-hand. The trailer was purchased new in 2008. Mr Jeffery maintained the truck and trailer for minor matters but relied on a mechanic for any major work.

¹ Exhibit B1

² S.45(2) *Coroners Act 2003*

³ S.45(5) *Coroners Act 2003*

⁴ Exhibit G1

20. The truck and trailer were inspected at the scene by the Queensland Police Service Vehicle Inspection Unit. No mechanical problems that could have caused or contributed to the crash were identified.⁵
21. Mr Jeffery confirmed he had not been involved in any other road collision. He had some traffic offence history with six offences since 1998. Two had occurred since 2006. Some of these offences had occurred whilst driving vehicles other than his truck.⁶
22. On 14 September 2014, Mr Jeffery attended a building site at Grey Street, South Bank in Brisbane to remove contaminated soil. He was working as a subcontractor for Diamond Haulage and contracted to remove the soil to a dump at Transpacific at Dinmore. Other trucks exiting the site at about the same time were travelling to a different location but travelled straight through the Stanley Street/Annerley Road intersection at about the same time Mr Jeffery approached to turn right into Annerley Road.
23. Mr Jeffery's Kenworth tip truck was a conventional style truck with the engine located at the front of the truck under the bonnet.⁷ Necessarily, due to this design, the driver's forward vision is restricted. Mr Jeffery was aware of this limitation caused by the bonnet. He was also aware of restrictions to his vision caused by the side mirrors themselves, air cleaner stacks and the door pillars. He acknowledged it was correct that a person 1.5 metres tall standing in front of the truck would be invisible to the driver if they were within seven metres of the front of the truck. This information about the restricted forward view from the truck cabin had been checked in the course of the Forensic Crash Unit investigation.⁸
24. Mr Jeffery managed this restriction of vision by manoeuvring his body when using the side mirror to ensure he was constantly monitoring the possibility that a vehicle/person had come within proximity of the truck and may be concealed from his view, including behind the mirrors in blind spots.
25. When approaching an intersection, or a set of lights, or coming up behind another vehicle, Mr Jeffery stated it was his practice to observe them, and then pull up close enough behind to prevent another vehicle trying to sneak into the gap in front of the truck, whilst still staying far enough back to maintain vision of the other vehicle.
26. He acknowledged there was a risk if a vehicle, motorcycle or cyclist 'sneaked' in front of his truck, that he would not be able to see them. He had experienced this in the past. He recalled seeing them in the left side mirror move up on his inside, which then required him to wait until they proceeded ahead of him and came back into his sight. This was particularly a problem when the truck was stationary at the front of a queue and a motorcyclist or cyclist came up the side and positioned themselves in front of or to the side of the truck.

⁵ Exhibit B1 and Transcript 1-11

⁶ Exhibit B1

⁷ 2006 Kenworth TN04 tip truck, Queensland registration 543RXF

⁸ Transcript 1-15

27. It did not usually occur if he was further back in the traffic.
28. He said his habit when positioned at the front of the queue in city traffic was to delay a couple of seconds to give anyone who may have moved in front of him time to become visible to him.
29. Mr Jeffery's truck was also fitted with a bug deflector screen across the front of the bonnet of the truck. This deflected bugs and stones hitting the windscreen and impeding the view through the windscreen. However, he conceded the screen itself was 'very hard to see through'.⁹ This was confirmed by the investigating officer who described the material used for the bug deflector as opaque plastic.
30. Mr Jeffery was unaware of the Truck Industry Council, or of their voluntary code of conduct which included a warning against mounting bug deflectors. However, he stated the bug deflector on his truck was an accessory fitted at the time of manufacture.
31. On the day of the collision he was advised by text where to proceed to collect his load. He then took instructions over the CB radio on the nominated channel. He stated there was no restriction that day stipulating the route to be taken following exit from the site.
32. He travelled from Grey Street, left onto Tribune Street, left onto Merivale, left onto Vulture, and right along Stanley Street before making the right hand turn onto Annerley Road. He then intended to proceed onto Noble Street, Fairfield Road and on towards Ipswich.
33. He acknowledged the route took him through the very narrow confines of a right hand turn from Stanley Street onto Annerley Road. In particular, he was aware of other trucks travelling straight along Stanley Street on his left hand side, while he was turning right, and the minimal space between them. The size of the trucks occupying adjacent narrow lanes was such that the truck drivers needed to be alert to the possibility of 'smacking mirrors'.¹⁰
34. As Mr Jeffery proceeded from the work site he described the traffic as heavy, but not bumper to bumper until he was closer to the intersection. It became heavier along Stanley Street past the Lady Cilento Hospital. Mr Jeffery's recollection was that he stopped his truck due to traffic ahead prior to the intersection. He was two or three cars back from the stop line of the intersection of Stanley Street and Annerley Road. He was in the middle lane of three. The left hand lane proceeded straight through Stanley Street. The middle lane in which he was positioned proceeded to his right, along Annerley Road, as did the third innermost lane.
35. He recalled two or three cars ahead of his truck when he stopped in a position that he could still see the back window of the car ahead of him. He agreed two

⁹ Transcript 1-41

¹⁰ Transcript 1-42

other trucks who had followed his truck from the work site passed him on the left hand side, continuing along Stanley Street through the intersection at which he was stationary.

36. He recalled one of these drivers (Mr Rowan) acknowledging him briefly by a wave, which he reciprocated. He acknowledged they made eye contact. At the time, his truck was stationary. He recalled the other truck was moving slowly because traffic was halted ahead of him across the intersection and there was little space between the two trucks laterally.
37. Mr Jeffery's evidence was that he was unaware of a cyclist in the vicinity of the truck as he approached the intersection. Whilst stationary at the intersection and as he made his turn from Stanley Street into Annerley Road, he did not see a cyclist ahead of him, passing him on either side, or approaching him from behind.¹¹
38. He did not see anything of concern as he passed through the intersection. He did not observe any behaviour of pedestrians in the vicinity which drew his attention. He heard nothing to attract his attention. He could not recall if he had changed the channel on his radio after leaving the job site.
39. He did however feel something in the way the truck handled as he moved through the intersection. He described it as 'like the back left drive wheels of the truck hit a manhole cover and broke traction and then grabbed again, and then I backed off the accelerator...and the truck was just free rolling and it just felt normal. So I thought it must have been a manhole cover or something. I then put the foot down again and then it felt like the back wheels...were spiralling off the truck...it felt like the wheels were coming off. I thought something in the suspension is broken.'¹²
40. Mr Jeffery could not stop in the middle of the busy intersection. He thought he could get around the corner and pull off to the left, and hopefully the wheels would stay on until he had the opportunity to inspect the truck without blocking the intersection.
41. It was as he made the right hand turn that he saw a pushbike in his left hand mirror. By this time he thought he was into Annerley Road.
42. He saw something come out the back of his trailer but did not immediately understand what it was as he brought the truck to a halt at the first available place off to the left hand side of the road.
43. Mr Jeffery stated he did not hear any calls over the CB radio from other truck drivers telling him to stop at any time. Possibly he had changed the channel after leaving the work site to the channel preferred by Diamond Haulage, while the other two trucks worked for Timms Haulage and used a different channel.

¹¹ Transcript 1-45

¹² Transcript 1-46

44. He said he had not been holding the radio or transmitting during his approach and transit through the intersection. Nor had he used his mobile phone, which was inspected by police at the scene.
45. When he pulled over and jumped out of the truck he saw a man running up to him. He observed his face to be really white and he was shaking. The man told him he had run over a cyclist. It was only then that Mr Jeffery realised what had occurred. He asked the man if the ambulance and police had been called, and police arrived at the scene very quickly.
46. Mr Jeffery identified himself to a police officer indicating he was the truck driver. An initial notebook statement was provided to police at the scene before Mr Jeffery was taken to hospital for observation.¹³ He was very distraught.
47. He confirmed he was 100% sure there were two or three cars ahead of him when he stopped at the intersection.
48. He confirmed the intersection was harder than others, but not the most difficult to negotiate in the city. Mr Jeffery was breath tested and this confirmed he had a zero level of alcohol in his blood. He gave evidence he had not used drugs and was well rested.
49. Mr Jeffery's recollection of events was essentially consistent with the notebook statement provided to police immediately after the incident, the electronically recorded interview to the investigating police officer a week later and his evidence at inquest.
50. He stated as he approached the intersection of Stanley Street and Annerley Road in the middle lane to turn right onto Annerley Road, the light was red, but green for traffic proceeding straight through Stanley Street.
51. At his record of interview he thought there was one or two vehicles in front of him, whereas at the inquest he thought it was two or three.
52. He did not see a cyclist in front of him at any time.
53. In his first interview he also recalled scanning the road ahead and his side mirrors and watching the pedestrians cross Stanley Street while he kept an eye on the traffic lights waiting for them to change.
54. This is consistent with him being back from the intersection at the time waiting for traffic ahead of him to turn. The evidence is that the green right hand turning arrow from Stanley Street into Annerley Road is synchronised with the pedestrian green walk signal across Stanley Street. Brisbane City Council confirmed the light sequence and that there was no report in council records of a problem with the light sequence that morning.

¹³ Exhibit B2

Evidence from other eyewitnesses

55. **Mr Ablitt** was a pedestrian who crossed from the southern side of Stanley Street at the Brewhouse Pub to the north side with his wife. Whilst crossing, Mr Ablitt first noticed a cyclist with a dark grey bicycle with black standard handle grips, not the curved type. The cyclist was stopped at the stop line in the middle of the centre lane of Stanley Street waiting to turn right. This observation matches Ms Meyer.
56. After he had crossed Stanley Street, Mr Ablitt noticed a dirty white coloured semitrailer with black cargo covers on the two trailers and a large silver bull bar and four fog lamps had come to a stop very close to the back of the bicycle in the centre lane. This description matches Mr Jeffery's truck and trailer.
57. Mr Ablitt was walking left (approximately west) towards South Bank when the traffic started to turn from Stanley Street onto Annerley Road. He recalls thinking this was odd, as in his experience, the right turn light operates at the same time as the green pedestrian light across Stanley Street.
58. There does not seem to be any explanation other than the possibility (but there was no evidence of this) that traffic had banked through the right hand turn and was therefore delayed before making the right hand turn. Alternatively, Mr Ablitt may simply not have seen other traffic which made the right hand turn ahead of the bicycle and truck.
59. Mr Ablitt had reached the north side of Stanley Street and was adjacent to the middle of the intersection when he saw the collision between the truck and the cyclist occur. He said: 'the bicycle moved forward following the turn lane but the semitrailer accelerated too soon, too fast and hit the back tyre of the bicycle, tipping the rider onto the road on their right hand side.'¹⁴
60. In Mr Ablitt's recollection the cyclist was at the stop line (with no vehicles ahead), immediately followed by the truck. He estimated there was less than a metre between them and both were stopped as far as he could recall.
61. Significantly though, Mr Ablitt was not aware of either the bicycle or the truck arriving at this position and could not say who arrived first.
62. From the point when he observed the cyclist and truck moving, he recalled the cyclist moved first but the truck accelerated more quickly. He did not recall the cyclist slipping, nor did he have any recollection or impression of there being a pothole. In fact he stated: 'the road is actually in pretty good condition.'¹⁵
63. He described the cyclist as being upright and cycling when first contact occurred between the rear tyre and the front of the truck, pushing the cyclist onto her right hand side under the front of the truck.

¹⁴ Exhibit C1, page 2

¹⁵ Exhibit C1

64. He recalled the cyclist commenced from a position more or less at the centre of the front of the truck.
65. Mr Ablitt saw the cyclist go under the front of the truck and he saw the bicycle come out from underneath the truck from the rear trailer. It was pushed towards the northern kerb of Stanley Street. He shielded his wife from viewing what was occurring, observing in horror that the cyclist had been caught under the truck as the truck turned down Annerley Road before stopping in the driveway of the Hotel Diana. Mr Ablitt moved the bicycle from the road surface onto the footpath in line with where it had been after ejection from beneath the truck.
66. Mr Ablitt could not recall there being vehicles in front of the bicycle prior to turning onto Annerley Road. It remains probable that there were other vehicles who had made the turn prior to his observation of the bicycle immediately in front of the truck. It is also noted that Mr Ablitt stated by the time he had crossed Stanley Street to the other side, the signal for the right turning traffic has usually gone to amber as in his experience the green light only lets 3-4 cars through on each cycle.
67. Mr Ablitt certainly conceded that by the time he had crossed Stanley Street and observed the bicycle moving from a stationary position it could be consistent with two or three vehicles going through the intersection.
68. **Mr Kuhn**¹⁶ had alighted from an inbound bus at the Mater Hill Bus Station on the northern side of Stanley Street. He was walking towards the Mater Hospital on Annerley Road and was outside the Mater Foundation building on the northern footpath of Stanley Street when he noticed a cyclist. The cyclist was stationary in the centre lane of Stanley Street waiting to make a right hand turn. He did not notice any other vehicles in the lane at that time. He could not recall the colour of the traffic signal.
69. He turned away from the intersection for 10-15 seconds as he continued to walk towards the intersection with Annerley Road when he heard a 'thump' noise. He immediately turned to his right hand side and saw a white truck and trailer turning right from Stanley Street into Annerley Road. This was in the same lane the cyclist was in moments earlier. He observed a backpack, laptop, food, shoes and the bicycle scattered throughout the intersection and he watched as the truck and trailer continued the right hand turn before stopping 30-40 metres up Annerley Road.
70. He could see a trail of remains of the cyclist. He saw Mr Ablitt remove the bicycle and place it on the footpath on the northern side of Stanley Street.
71. He also noticed a truck proceeding in the left hand lane along Stanley Street. The truck continued to drive through the intersection, changed into the right hand lane and stopped. Several occupants got out to help but left a short time later.

¹⁶ Exhibit C7

72. Mr Kuhn did not have a clear view of the incident or collision itself. Rather, he heard the truck first before seeing it. He could not be certain whether or not there was a car in front of the cyclist at the intersection.
73. **Mr Mizis** was also a pedestrian who crossed Stanley Street from the Brewhouse to the north side. Mr Mizis did not see the cyclist prior to the bicycle going under the wheels of the left side of the dog trailer as he looked to his left whilst crossing the intersection. It was the noise of the truck that brought his attention back to the left hand side.
74. He had not seen the truck at the time he commenced walking across the intersection. He saw traffic generally and thought he saw a car go past him making the right hand turn in front of the truck, although he was not confident of this. He heard a noise, looked up and saw a cyclist go under the truck on the left hand side and the bicycle ejected.
75. He agreed he had not seen the first point of collision, nor how either vehicle had arrived at the intersection with respect to each other. When he first saw the truck it was making the turn at a constant speed of between 20 and 30 kilometres per hour. He had not observed the truck to be stationary.
76. **Mr Bretherton** was riding his motorcycle to work and was stationary at red traffic lights in the right hand lane of Annerley Road waiting to make a right hand turn into Stanley Street.
77. There was a Ford hatchback to his left (Ms Markwell).
78. Mr Bretherton saw three trucks on Stanley Street. Two proceeded through the left hand lane along Stanley Street and the third truck was stationary waiting to turn right onto Annerley Road.
79. The lights changed so that right turning traffic in Stanley Street could make the turn into Annerley Road and he saw the truck 'in front of me making the right turn from Stanley Street (east) into Annerley Road...a body truck with a dog trailer, predominantly white. As the truck commenced the turn I saw something pulled under the rear wheels of the truck on the left hand side of the truck.'
80. As the truck passed Mr Bretherton's position he saw a bicycle on the footpath in Stanley Street. This was his first observation of the bicycle. He performed a u-turn on Annerley Road and went to where the truck had pulled over and spoke with the truck driver who was unaware of what had occurred.
81. **Mr Harris** was driving along Stanley Street in the right hand lane towards the freeway. He stopped at a red light behind a number of cars and observed traffic making the right hand turn from Stanley Street into Annerley Road. In his experience of this intersection there is only time for about five vehicles to make the right hand turn before the light changes. He first noticed a large truck and trailer already there in the centre lane to his left hand side. Mr Harris initially passed Mr Jeffery's truck on the right hand side and then stopped due to traffic ahead of him. The truck was initially stationary behind Mr Harris' stationary

position. He saw the cyclist immediately in front of the truck. He did not see how the bicycle came to be in front of the truck (or how the truck came to be behind the bicycle).

82. He also saw another two trucks with trailers had proceeded straight through on a green light along Stanley Street.
83. Mr Harris saw a female cyclist on a commuter style bicycle directly in front of the truck and to his left hand side next to the tray of his ute. There was other traffic ahead of her, about three or four cars. She was 1.5 - 2 metres in front of the truck and holding her lane in preparation for the right hand turn. Mr Harris stopped almost parallel to the position of the cyclist.
84. The lights changed to green and he moved his vehicle up towards the intersection but the lights changed and he halted again at the stop line. He was not paying any attention to the truck or cyclist at this time. At that time he heard the truck engine revving and observed it proceeding through the intersection in its lane. As the truck entered Annerley Road he noticed shocked faces of pedestrians and thought it was unusual for them to react in such a manner for a truck running a traffic light. (The implication is that the truck was late to turn on the green light, but this was not put to Mr Jeffery at the inquest.)
85. Mr Harris then looked back and noticed a bicycle just to the left of the centre lane a few metres into the intersection together with shoes, a bag and other debris. He realised then that the cyclist he had seen earlier had been hit by the truck.
86. **Mr Johnson** was crossing Stanley Street from the Brewhouse corner when he looked to his left hand side and saw a truck with a conventional long bonnet and a large alloy bull bar.
87. He said 'I saw a girl on a bike in front of the truck, in front of the bull bar. They were both stationary, and first in line at the stop line.
88. 'She was reasonably close, but because I'm looking at it front on I cannot tell exactly how far ahead of the bull bar she is. The bike wasn't directly in the middle, she was off to the right hand side (looking directly at the truck) somewhere between the number plate and edge of the bull bar.'
89. Mr Johnson said the traffic light changed to green and the bike rider seemed to be a bit slow getting onto the pedals. The cyclist took a pause or two just to get her foot onto the pedal and then started to wind up. The truck behind started to take off and accelerated and came fairly quickly up to her back wheel. It wasn't a fast acceleration but the relentlessness of taking off. The truck was creeping up behind the bike and then he hit the back wheel. It pushed the bike out and she went under the front of the bull bar and front wheel area. He saw the cyclist being hit by the bull bar of the truck.
90. He looked away and then looked back and saw the bike was on the road and the girl was underneath the front of the truck being dragged. The truck just kept going and then pulled up opposite the IGA near the post office box.

91. Mr Johnson thought that the truck driver could not have seen the bike rider as she was quite close to the front of the truck.
92. Significantly, Mr Johnson said 'I don't know if the bike rider came up the side of the truck and moved in front of the truck. I just know the truck driver obviously did not see her. I did not see either the truck or cyclist approach the intersection, both were stationary at the intersection when I first saw them. All I can say is the cyclist was fairly close to the truck and they were both stopped.'
93. He also confirmed the timing of the lights were synchronised so that right turning traffic from Stanley Street into Annerley Road coincided with pedestrians crossing on the green light across Stanley Street. He said 'I am not sure of the lag time between each change, but that is the general sequencing.'
94. Other witnesses saw the incident later in the sequence as it unfolded (Mr Murray, Mr Dunbar, Ms Kelsall, and Ms Taylor).
95. **Ms Markwell** was stationary in a vehicle next to the motorcyclist, Mr Bretherton on Annerley Road. She was waiting to turn right onto Stanley Street when she saw a truck in the centre lane of Stanley Street with two trailers. The truck was in the centre lane and she was certain it was stationary when she observed it. The next thing she observed was a cyclist in front of the truck.
96. However, she could not say if the cyclist was there when she first saw the truck. She noticed the truck started to move forward and thought that the driver had obviously not seen the cyclist who was 2-3 metres in front, positioned about the middle of the front of the truck. She saw the cyclist was standing up on her pedals, pedalling quickly and looking ahead, but the truck just continued to accelerate. It was obvious to her that he had not seen her. She saw the bumper of the truck hit the back wheel of the bike, pushing it over. The rider fell to the ground and under the front of the truck.
97. She was in shock. She said she had seen the truck start to move off from a stop and did not think the truck was speeding. When she saw the truck it was stationary with no cars in front of it and then she noticed a bicycle in front of the truck.
98. When questioned at the inquest she stated she did not see the cyclist come around the front of the truck. She had that impression but that was not what she saw. She only saw the cyclist in front of the truck. When she first saw the cyclist she had already started to make the turn.
99. Finally, **Mr Milne** and his wife were also walking across Stanley Street towards the north from the Brewhouse corner. He noticed a really large truck sitting at the lights waiting to turn right into Annerley Road. He saw a pushbike right in front of the truck. He recalled it so vividly because the truck was so large and the bike so small.

100. There wasn't very much distance between them and the bike was orientated in the same line as the truck.
101. As Mr Milne was crossing Stanley Street his attention was quite fixated on these vehicles 'waiting at the lights'. (Again, this seems to suggest the pedestrians had some slight head-start before the bicycle and truck commenced to move.)
102. Mr Milne was just past the median strip when he noticed the cyclist attempt to get into motion. She was standing with one foot on the ground and she put the other foot on the pedal to get moving but it slipped or bounced off and she wasn't able to get into motion. He thought he saw fear in her face as she seemed to realise that the truck was now coming forward.
103. He saw the truck continue forwards, clipping the cyclist's back tyre. The bicycle was dragged underneath the front of the truck.
104. He confirmed the cyclist was in front of the truck and they were the first in the queue waiting to turn right, (when he made the observation).
105. Importantly though, he could not say how either had arrived at that point. When he first observed them the cyclist was in front of the truck, almost in front of the driver. He observed all of this before the light changed to green and he started to walk but watched the truck.
106. He then confirmed the lights indeed had changed at the same time and the cyclist had struggled to gain momentum ahead of the truck which had also commenced to move forward. The cyclist became caught up under the wheels of the truck followed by the trailer.
107. Three truck drivers travelled from the same work site at about the same time as Mr Jeffery. They proceeded straight through the intersection in an easterly direction along Stanley Street in the left hand lane nearest the kerb. (Mr Rowan, Mr Shaw and 'Jock'.)
108. **Mr Shaw** had not met Mr Jeffery before and they worked for different truck companies. Mr Shaw was travelling behind Mr Rowan's truck as they both proceeded in the left hand lane closest to the kerb to proceed straight through the T-intersection with Annerley Road. Another truck driver, Jock, was travelling behind Mr Shaw. Mr Rowan did not know how to get out of the city and Mr Shaw was directing him by radio. He recalled passing Mr Jeffery's truck on the left hand side as Mr Jeffery waited at a red light to turn right.
109. Mr Shaw saw a bicycle about one metre behind Mr Jeffery's trailer. He could not describe the bike or rider in any detail. He recalled the position was towards the left hand side of the middle lane. As he passed Mr Jeffery's truck he thought there were two or three cars ahead of him, waiting. Mr Shaw's left wheels were very close to the gutter and so he was looking into his left hand side mirror. After crossing he had to stop due to traffic ahead of him and he recalled seeing via his left hand side mirror the pedestrians as they crossed behind him.

110. He heard someone call out 'Jody' on the radio. In his statement he said he missed the next bit of the conversation. He looked again in his left hand mirror and that's when he saw the bike doing what he described as a 'quick turn and then laying on the road'. He called on the radio 'Jody Jody' before letting go of the microphone. He stopped his truck, got out and walked back to the intersection where the bike was still in the middle of the intersection. By the time he got to the footpath a man on a motorbike dismounted and ran up the road towards Mr Jeffery's truck which was a distance along Annerley Road. He tried to get help from nearby shops to find a blanket to cover the cyclist but he could not find an open door and he turned back towards the cyclist, intending to cover her with his jacket. By this time a police van had pulled up on the middle of the road.
111. At the inquest Mr Shaw gave evidence by phone from America. He was not very sure of his recollection and his account was not very persuasive. He explained he was upset. At the inquest he said he saw a bicycle and a motorcycle positioned directly behind Mr Jeffery's truck, nearly side by side. The motorcycle had not been mentioned in his statement. In his statement he could not describe the type of bike or colour, but at the inquest he could remember it was a female cyclist who turned and looked at him as he drove past. This was not included in his statement.
112. He confirmed he drove a conventional truck like Mr Jeffery's with restricted vision to the front. A cyclist behind the truck would be invisible to the driver. He was asked would he be able to see them as they came up alongside. He said it would be hard if you don't see them if you're on a bend. On the evidence available Mr Jeffery's truck was positioned in a straight line as it approached the intersection where the lanes sweep around the right hand turn.
113. Mr Shaw confirmed there was not enough room for a cyclist to proceed between two trucks in the adjacent lanes.
114. He had passed Mr Jeffery's stationary truck and was through the intersection when he heard Jody's name called over the radio. He looked in his mirror again and he saw the bike. He said at the inquest 'I recall the bike at the back axle of the trailer - or the third axle.'¹⁷ He acknowledged he did not see the bike being hit by the truck. Nor did he see the bike in front of Mr Jeffery's truck at any time.
115. He said he called on the radio 'Jody Jody' because he had just seen the bike on the road.
116. **Mr Rowan** was the other truck driver who had been at the same pick up site at South Brisbane. He had known Mr Jeffery professionally for about five years, but not personally. He drove a Mack truck with a dog trailer which was a similar set up to Mr Jeffery's. He confirmed as he approached the intersection of Stanley Street with Annerley Road Mr Jeffery's truck was stopped in the middle right hand turning lane waiting to turn into Annerley Road.

¹⁷ Transcript 2-29

117. Mr Rowan said as he approached to travel straight through Stanley Street there was a build up of traffic ahead and he stopped for a matter of seconds then proceeded. As he passed he scanned Mr Jeffery's truck as his usual professional courtesy to another truck driver and gave him a wave indicating everything was okay.
118. He proceeded on along Stanley Street. It is to be noted that Stanley Street at this point has a slight bend to the right hand (south east) through the intersection itself. In Mr Rowan's statement he said he used his right hand side mirror and could see Mr Jeffery's truck some 90 metres behind him as he was forced to stop due to traffic build up. Mr Shaw's truck was behind him but he maintained he could still see Mr Jeffery's truck due to the road curvature. In his statement he said he saw Mr Jeffery's truck move forward turning in a right hand direction, then a cyclist came out from the left of Jody. He thought it looked like the cyclist was trying to race the truck around the intersection. He said the cyclist pedalled a number of times and fell off the pushbike. He thought the front wheel had collapsed and he thought this must have been caused by the potholes. He said the cyclist hit the ground on the left shoulder about one metre in front of the front wheel of the truck and was then under the bull bar. He immediately radioed Jody and shouted 'stop, stop, stop!' He stopped his truck and went to give aid but had to clear his truck from the intersection.
119. His most extraordinary statement was that the next day he noticed when travelling through the same intersection, the road surface had been profiled back to road base, re-surfaced with a smooth hot mix bitumen, with fresh line markings and a bike lane stopping near the walkway overpass into the hospital after Raymond Terrace.
120. Mr Rowan was the only witness who gave the impression he had attempted to shape his evidence rather than provide his simple and honest recollection. This led to an uncomfortable position at the inquest when he was examined. Ultimately he recanted some parts of his previous statement. The initial assertion that the road surface at the intersection was rutted and had poorly repaired potholes was abandoned. He also accepted that he could not say what caused Ms Meyer to fall. He conceded it was possible her bike was struck by Mr Jeffery's truck from behind.
121. He had not seen the bicycle before. When he came through the intersection he said Mr Jeffery's truck was first in line at the stop light.
122. All he saw was the bicycle start to move and 'come out from the side of the truck'. He conceded he did not know how she got there. There was no opportunity for her to be between the two trucks as Mr Rowan had passed Mr Jeffery. He did not see her come up alongside the truck. He became aware of her in front of the truck.¹⁸
123. Not much reliance can be placed on Mr Rowan's statement or initial evidence at the inquest.

¹⁸ Transcript 2-46

124. Mr Rowan was able to confirm that drivers working for different truck companies would use different radio UHF channels. Often there would be a separate channel for use at the actual work site.

Consideration of eyewitness accounts

125. The observations made by pedestrians and other drivers vary and sometimes appear contradictory. With the exception of one witness, all of the witnesses who provided statements and those that were called upon to give evidence at the inquest appeared to be providing their best recollection to assist the court. Some of the apparent conflicts were;

- whether or not Ms Meyer was in front of the truck?
- when did Ms Meyer arrive in front of the truck and how?
- did Mr Jeffery come up behind Ms Meyer?
- whether other vehicles had made the right hand turn ahead of the bicycle and truck during the same cycle of the lights?
- whether the truck moved continually up to and through the intersection or had stopped prior to the intersection before proceeding to make the right hand turn?

126. It must be understood that this was a sudden, unexpected and shockingly traumatic and tragic event which occurred. The witnesses were at various positions as the truck and bicycle approached the intersection and commenced the right hand turn into Annerley Road. Some witnesses were stationary, some were on the move. Some were moving across the Stanley Street pedestrian crossing but it was clear that even in that traffic signal span of time, there were some ahead and some behind.

127. They became aware of the incident as it unfolded at different times and they saw different things. Rather than there being a dispute between witnesses on whether or not there were other vehicles ahead of Mr Jeffery and Ms Meyer when the lights changed to green, it is considered that witnesses' attention was drawn to the incident at different times and therefore they saw different initial snapshots which then progressed from that point.

128. Careful consideration of all of the information provides sufficient certainty of the following:

- Mr Jeffery and Ms Meyer were both in the same middle right hand turn lane in Stanley Street moving into Annerley Road.
- Mr Jeffery did not see Ms Meyer or the bicycle at any time until after the collision had occurred and the bicycle was ejected from underneath the left-hand side of his vehicle.
- Ms Meyer was within 1.5 to 2 metres immediately ahead of Mr Jeffery's truck for some distance leading up to the intersection line, (as observed by Mr Harris).

- Ms Meyer was still ahead of Mr Jeffery and within a couple of metres of the front of his truck when they were both immediately behind the intersection stop line marked on Stanley Street, (as observed by Mr Ablitt from the north side of Stanley Street and several pedestrian witnesses as they crossed Stanley Street).
- Mr Ablitt and his wife were first across the pedestrian crossing ahead of other pedestrians. Various other witnesses who saw the incident unfold from different vantage points observed other traffic making the right hand turn at the beginning of the light cycle ahead of the bicycle and truck.
- Consideration of all the evidence indicates Ms Meyer and Mr Jeffery were towards the end of the green light right hand turn sequence from Stanley Street into Annerley Road when they commenced the right hand turn.
- Consideration of all the witnesses' accounts suggests by the time Ms Meyer, followed closely by Mr Jeffery, were immediately at the stop line of the intersection, the traffic flow, perhaps momentarily, paused, and then resumed. Ms Meyer experienced some difficulty in getting underway, and the truck, moving through its gears as heard and seen by witnesses, steadily accelerated through the intersection and the collision occurred. Her rear tyre was hit from behind by the bull bar of the truck and she fell beneath the truck and was run over by a number of the wheels of the trailer.

129. But, most importantly there is simply insufficient evidence to conclusively establish how and when Ms Meyer came to be in front of Mr Jeffery's truck. This issue is just as appropriately posed as when Mr Jeffery came to be behind Ms Meyer.

130. There is the possibility she rode on the inside left-hand side of Mr Jeffery's truck after the other two trucks had passed along the left hand side and proceeded straight along Stanley Street. It would have been physically impossible for her to have ridden between Mr Jeffery's stationary truck and the other two moving trucks. The background experience of Ms Meyer, who was from Copenhagen, confirms she was an experienced and confident cyclist. She had gained confidence in the very different traffic environment of Brisbane where cyclists usually share the same road space rather than riding along physically separated bikeways. Given her experience and the very close proximity of heavy vehicles moving through tight lanes it would seem unlikely that she would ride up on the inside of a very large vehicle and place herself directly in front.

131. One witness, another truck driver, whose evidence did not sound very certain overall, but may have been affected by distress, told the inquest he saw a cyclist and also a motorcyclist behind Mr Jeffery's truck before they were at the front of the intersection.

132. Contrary to this, another witness who passed Mr Jeffery's truck as it was stationary back behind the intersection line saw Ms Meyer immediately ahead of Mr Jeffery's truck by that stage, holding her position in the lane. However this

witness could not say when and how the bicycle came to be in front of the truck or when and how the truck came to be behind the bicycle.

133. If Ms Meyer did ride up on the inside of Mr Jeffery's truck then he missed observing her passage alongside him in his left hand side mirrors. Once positioned directly in front of the truck it was impossible for him to have seen her.
134. Alternatively, it was possible Ms Meyer was always ahead of Mr Jeffery's truck and he failed to see her. While Mr Jeffery was cooperative throughout the investigation and inquest and gave no reason to doubt his credibility it is still possible in this environment that he failed to see Ms Meyer. There was the possibility that his attention was focused on the two other trucks passing on his left hand side in very close proximity and this took his attention away as he approached, halted, and moved up to the intersection when the lights changed to green. Mr Jeffery acknowledged he made eye contact with one of the other truck drivers as he passed Mr Jeffery on the left-hand side and acknowledged his wave.
135. Again, it must be remembered that once Ms Meyer was within seven metres of the front of his truck she was invisible to him in the driver's seat and he had no way of knowing she was in front of him.
136. The investigation of the Forensic Crash Unit identified but could not resolve this issue. Unfortunately for all concerned, nor can this inquest.
137. It cannot be resolved with any certainty whether Ms Meyer was always ahead of Mr Jeffery's truck, and he failed to see her, or whether she came up beside the truck without him observing this and then moved in front of his truck in a position where she could not be seen.

Section 45 Coroners Act findings

- (a) The deceased person is Rebekka Tine Lousdal Meyer who was a citizen of the Kingdom of Denmark, born on 29 June 1992.
- (b) Ms Meyer died from multiple injuries caused by a collision between a truck and the bicycle she was riding.
- (c) Ms Meyer died at approximately 7.45am on 11 September 2014.
- (d) Ms Meyer died at the intersection of Stanley Street and Annerley Road in the suburb of Woolloongabba in Brisbane in the state of Queensland Australia.
- (e) Ms Meyer's death was caused as she cycled through the right hand turn from Stanley Street into Annerley Road immediately ahead of a fully laden conventional truck and dog trailer combination. The truck driver was unaware of her presence until he had completed the turn into Annerley Road. The driver could not see forward of the driver's position for seven metres. The bull bar of the truck hit the rear tyre of the bicycle causing Ms Meyer to fall beneath the truck where she was run over by the trailer's tyres. She suffered unsurvivable multiple injuries and died instantaneously. It could not be

determined whether when the truck driver approached the intersection Ms Meyer was already ahead of the truck in the same lane, or whether Ms Meyer passed the truck leading up to the intersection and positioned the bicycle in front of the truck before commencing the right hand turn.

Comments pursuant to section 46 Coroners Act

138. The following comments are made arising from the investigation of Ms Meyer's death with respect to-

- (a) public health or safety
- (b) the administration of justice
- (c) ways to prevent deaths from happening in similar circumstances in the future.

139. These comments are informed by evidence from the inquest and particularly the input and assistance provided by Brisbane City Council, Bicycle Queensland, Brisbane Central Business District Bicycle User Group, Truck Industry Council and Ms Meyer's family.

Improving transparency of investigation material from eye witnesses

140. The first comment relates broadly to the administration of justice. The investigation by the Forensic Crash Unit was professional and thorough. However, the process of questioning and preparation of the statements tendered to the inquest was not transparent. Unlike New South Wales, there is no recording of the interaction between the investigating officer and a witness which leads to the production of the written statement. The investigating officer confirmed that the questioning of witnesses sometimes took hours but resulted in statements averaging between three and four pages. There is no suggestion that the investigation was anything but fair. Senior Constable Armitage said the process of interviewing was designed to facilitate witness evidence without influencing it. Where there is such possible divergence between witness's accounts, (in this case, of the relative positions of the truck and bicycle at any particular time or place), it is imperative to have available for review the material and process by which written statements were produced. It would be preferable to have access to the recorded conversation leading to the written statement.

141. The investigating officer considered recording devices may affect some witnesses. It is noted that other jurisdictions, New South Wales, manage this, including possible issues of claiming privilege against self-incrimination.

Recommendation one

Electronic recording of the process whereby witness statements are made, should be routinely undertaken and saved. Privileges as attached to the substantive conversation should also attach to the recording.

142. The next comments relate to public health and safety and ways to prevent another death occurring in similar circumstances in the future. The evidence has not been sufficiently clear or compelling to establish whether or not:

- a. Ms Meyer lane filtered along the left-hand side of Mr Jeffery's truck before arriving in a position in front of him, or
- b. Mr Jeffery came up behind Ms Meyer in the centre right-hand turning lane before they both proceeded towards the stop line and entered the intersection.

143. Therefore the scope of comments relating to public health (including cyclists) and ways to prevent deaths from happening in similar circumstances in the future is broader than argued by the Brisbane City Council.

144. The inquest has been greatly assisted by the Brisbane City Council's detailed and significant involvement in the investigation and review of circumstances leading to Ms Meyer's tragic death. Subsequent to this tragedy the council has reviewed the environment and performed significant works aimed to improve the safety of the cycling public.

Improving alternative footpath route for cyclists making right hand turn from Stanley Street into Annerley Road

145. At the time of Ms Meyer's death there was an alternative route available for cyclists to execute a right hand turn from Stanley Street into Annerley Road. This involved leaving the bitumen road surface and entering onto the footpath area at the entrance way to a car park on the northern side of Stanley Street leading up to the intersection. Signage advised cyclists of this possible alternative route which leads to the pedestrian crossing across Stanley Street. It is to be noted that at the time, and now, it is perfectly lawful for a cyclist to remain on the road and perform the right hand turn into Annerley Road.

146. At the time of this incident cyclists were required to dismount and walk across at the pedestrian lights before moving back onto the road surface. Subsequently traffic regulations have been amended to allow cyclists to proceed cycling across such pedestrian light crossings.

147. Brisbane City Council has improved the alternative route available to cyclists by resurfacing and de-cluttering the footpath on the northern side of Stanley Street as much as is possible. The approach to this alternative route for cyclists to turn right into Annerley Road has been highlighted along Stanley Street with changing coloured road surface paint and clearer signage. Due to the physical limitation of the footpath it has been impossible for council to achieve the standard required by a 'shared pathway' with greatest separation possible between multiple users. The entry point to the pedestrian crossing has been widened and made more accessible to cycles.

Recommendation two

Further improvement could be considered by:

- 1. making the pedestrian crossing across Stanley Street as wide as possible, and**

2. marking a bicycle path on the right-hand side of the pedestrian crossing from the northern to the southern side of Stanley Street. This would lead directly into the bicycle dedicated lane on the eastern side of Annerley Road.

Ensuring the benefit of removal of two parking bays on eastern corner of Annerley Road and Stanley Street

148. Council has made a significant improvement for the cycling public by removing the two previous parking bays on the corner of Annerley Road immediately at the front of the Brewhouse Hotel. This preserves a meaningful space for cyclists to make the right hand turn and not be forced out into vehicular traffic due to parked cars.

Recommendation three

Consideration could be given to positioning CCTV camera coverage focusing on the intersection from this corner. This could provide Council with information about compliance with the no parking change and whether enforcement action is necessary.

Trial of peak hour clear way cycling lanes along Annerley Road

149. Council is also to be commended for improvements trialling continuous clear bicycle lanes along Annerley Road during peak hours. These improvements have commenced with declaration of a clearway for three hours in the morning on the inbound side of Annerley Road and three hours in the evening on the outbound side of Annerley Road.
150. However, this does not afford increased safety to the many university cyclists (like Ms Meyer) who use the bicycle route outbound along Annerley Road in the morning to access the University of Queensland and return inbound along Annerley Road in the evening.

Recommendation four

Clearway cycling lanes on Annerley Road, which are currently being trialled by Council, should be extended so that the peak hour cycling lanes operate during both morning and evening peak times on both inbound and outbound bicycle lanes along Annerley Road.

Maximising the safety potential of bike boxes

151. There was discussion about the usefulness of bike boxes.¹⁹ It was noted that Council has installed a bike box at the intersection. The bike box is a physically designated four metre space the width of the centre right hand turning lane delineated on the road surface in front of the stop line on Stanley Street. The space is painted green and enables bicycles to lawfully lane filter and position themselves in the bike box ahead of other traffic which must stop at the stop line. The idea is to increase visibility of the cyclist to other motorists and provide them with a head start in terms of their position ahead of other traffic.

¹⁹ Council has constructed a bike box at the intersection as part of its 2015 works now that traffic regulations have changed enabling this independently of a dedicated bike lane.

152. Significantly, the dimensions and location of the bike box would not provide visibility of the cyclist to the driver of a conventional truck such as driven by Mr Jeffery because forward visibility is impeded for some seven metres in front of the vehicle. If a truck driver was lawfully positioned at the front of the queue at the stop line and a cyclist lane filtered through and positioned themselves in the bike box they would still be within the truck driver's blind spot. The truck driver of course is required to keep a lookout and be mindful of cyclists lawfully lane filtering.
153. The truck driver's evidence was that his practice when coming up behind other traffic, including cyclists, was to keep sufficient space between that traffic and his vehicle which maintained the visibility of some portion of that vehicle/cycle. The risk of course remains with ignorant or inconsiderate road users who then position themselves ahead of the truck in the blind spot.

Recommendation five

Balancing the huge potential for harm to any other small vehicle, including motorcycles and cyclists, against the inconvenience to a truck driver required to maintain visual observation of all traffic ahead of the truck driver, focuses attention on physical safety versus optimal traffic flow. Physical safety must prevail.

It is recommended

- i. The Queensland Government should amend the Transport Operations (Road User Management - Road Rules) Regulation 2009, to require motor vehicles (including heavy vehicles) who stop as the first vehicle behind a bike box, to stop in a position which enables the driver to see the entire bike box.**
- ii. Coupled with this recommendation it is essential to release a targeted and frequent education program aimed to alert motorists, and other road users of the risk of placing themselves immediately in front of a heavy vehicle with impeded forward vision.**
- iii. Consideration could also be given to making such action by a driver/rider, an offence.**

Technology triggered head start bike box activation

154. Council initially dismissed a suggested 3-6 second head start from a bike box for cyclists to enable them to move forward ahead of other traffic at the change of traffic lights. The advantage to cyclists would be to maximise their visibility to other traffic and provide them with time to make their way across an intersection ahead of other traffic. Council's objection was based on evidence that head start lights would have a material effect on the efficient operation of this and other intersections. Anecdotal observation of buses using such head start technology throughout Brisbane city does not suggest that traffic grinds to a halt because of this initiative. Further investigation is required about smarter technology to trigger the light change only when a bicycle is in the box and to evaluate the impact on traffic flow.

Recommendation six

Noting in their final submissions that Council acknowledged the force of the submission for a technologically triggered bike box and head start light, it is recommended that this be seriously examined and considered, balancing safety of cyclists and not solely traffic flow considerations.

Improving safety for other road users where conventional trucks operate in congested city environments

155. There remains the inherent danger of laden conventional trucks operating within congested city environments, particularly with respect to the limited forward vision from the driver's position of these vehicles.

Recommendation seven

- i. Conventional shaped heavy vehicles should be prohibited unless they are fitted with appropriate technologies to warn the driver of any obstacles or other road users within the forward blind spot of the truck.**
- ii. Publically disseminated information for car drivers, motorcyclists and cyclists should aim to educate them about the extent of the blind spot in front of conventional shaped heavy vehicles. Eye level signage at the back of vehicles (similar to Keep Clear of Turning Vehicle) could assist in alerting other road users to the danger of positioning themselves directly in front of conventional shaped heavy vehicles.**

Improving and expanding safer bikeways

156. There was discussion in evidence and submissions about the meaning and impact of green paint on the road and what it means. Evidence from council was that green paint markings denote potential conflict points between bicycles and motor vehicles and the paint is to alert both to the risk. Witnesses representing cyclists' interests understood the green paint on the shared road surface identified a bike lane where cyclists could ride. It is trite to remark that paint on the surface of a shared road does not provide any physical safety to cyclists. Only physical separation of cyclists in dedicated exclusive bikeways achieves improved safety. Both Bicycle Queensland and Brisbane Central Business District Bicycle User Group highlighted the imperative to invest in further expansion of dedicated physically segregated bicycle infrastructure rather than narrow and non-continuous green painted 'bike lanes'.

157. It was flagged at the inquest that a plan for a proposed dedicated bikeway from the Gabba Stadium to the Goodwill Bridge, with an associated upgrade of the Stanley Street/Annerley Road intersection was soon to be publically released.

Recommendation eight

It is recommended that Brisbane City Council engage with bicycle representative groups to investigate, plan and develop more dedicated exclusive bikeways in Brisbane. Resources and planning should be prioritised to extend Council's excellent existing dedicated bicycle only bikeways that provide physically exclusive bicycle paths.

Ms Meyer's family might one day return to Brisbane. It is to be hoped that if they do, they will be able to see some positive improvements in safety for the cycling public.

Chris Clements
Brisbane Coroner
9 December 2015