



Speech by

Hon. STEVE BREDHAUER

MEMBER FOR COOK

Hansard 27 November 2001

MINISTERIAL STATEMENT

Local Street Speed Limit

Hon. S. D. BREDHAUER (Cook—ALP) (Minister for Transport and Minister for Main Roads) (9.53 a.m.), by leave: Speeding is a major contributing cause of road crashes on Queensland roads. Prior to 1999, an average of 50 persons per year died on Queensland's roads as the result of speed-related crashes. This represented 15 per cent of the road toll. The social costs to the community have been valued at approximately \$180 million a year. Add to that the emotional trauma suffered by victims, their families and friends. About one third of all crashes resulting in injury occur on local streets.

On 1 March 1999 a 50 kilometres per hour local street speed limit in built-up areas was introduced in 11 local government areas within south-east Queensland. Evaluation results show that, since the local street speed limit was introduced, there has been an 18 per cent reduction in fatal crashes on local streets when compared to the previous five year average for local streets. There has also been an eight per cent reduction in all crashes when compared to the previous five year average for local streets. This corresponds to the prevention of at least 26 fatalities and an estimated saving to the community of over \$26 million in social costs.

Queensland Transport officers have been involved in extensive consultation with all major stakeholders, including local councils, over the last two years on the expansion of the local street speed limit to the rest of Queensland. Their consultation has revealed that 67 per cent of local governments support the expansion of this initiative. 60 per cent of people in regional Queensland also support the introduction of the 50 kilometres per hour local street speed limit. It is also worth noting that community support for the 50 kilometres per hour local street speed limit increased after the initiative was introduced in south-east Queensland.

State cabinet has decided that the 50 kilometres per hour local street speed limit will be introduced in built-up areas of regional Queensland from 1 February 2003. The 50 kilometres per hour limit will only apply to local streets, that is, streets that are used for direct property access only and for limited neighbourhood movement of traffic. These are the streets where people live, where children play, where residents walk their dogs and where parents and carers walk their children to and from school. Roads that carry significant amounts of traffic through the neighbourhood will have speed limits of 60 kilometres per hour or higher.

Reducing the speed limit to 50 kilometres per hour on local streets will have little effect, if any, on overall travel times. Individual local streets will generally not have 50 kilometres per hour speed limit signs. However, motorists may see some streets where there are 50 kilometres per hour signs, such as at the end of school zones. Signs will be erected on Queensland's borders to inform motorists that in Queensland a 50 kilometres per hour local street speed limit applies in built-up areas unless otherwise signed.

After the introduction of the 50 kilometres per hour local street speed limit from 1 February 2003 there will be a three month conditional amnesty period. This amnesty will apply only to streets covered under the unsigned 50 kilometres per hour speed limit and only in regional Queensland. However, police will still act against motorists who are travelling at an excessive speed or in a dangerous manner.

Queensland Transport, the Queensland Police Service, the Department of Main Roads and local councils will be working together to deliver an extensive public education campaign to the Queensland community about the 50 kilometres per hour local street speed limit. The public education

campaign will include statewide television, radio and print advertising, with a focus on regional Queensland. The implementation of the 50 kilometres per hour local street speed limit will involve a joint effort from Queensland Transport, the Queensland Police Service, the Department of Main Roads, local governments, key stakeholder groups such as RACQ and members of the public.

I encourage all stakeholders to embrace this initiative in an effort to further reduce the state's road toll.
