



Speech by

Dr DAVID WATSON

MEMBER FOR MOGGILL

Hansard 16 May 2002

CORONATION DRIVE, POLICE SPEED ENFORCEMENT

Dr WATSON (Moggill—Lib) (6.59 p.m.): On 18 April this year, I asked a question without notice to the Minister for Police and Corrective Services in relation to the speed enforcement activities of officers on Coronation Drive. At that time, the minister agreed to raise the issue with the Commissioner of Police and contact me later. I appreciate the minister doing that and forwarding me a fairly detailed explanation as given to him by the Assistant Commissioner for Metropolitan North.

However, having read it, I suspect that the minister was as disappointed with the explanation as I was and must understand that the explanation is really a lot of hogwash. I will go through a couple of aspects of it to explain some of my disappointment. One of the explanations in the advice that the minister received for why the police were there revolves around council workers and members of the public and the lack of compliance with speed signage by motorists, which creates dangerous situations for Brisbane City Council workers. On Monday, 15 April at 4.30 p.m. there were simply no council workers in that area whatsoever. There was no construction going on in that area. I am talking about the area between Cribb Street and Hale Street. There were no council workers and no construction workers. But, more importantly, the construction on Coronation Drive is taking place further outbound on Coronation Drive. So the motorists, travelling towards where the police had set up their radar trap, would have had to pass through all the area in which the construction is taking place and where the Brisbane City Council officers are working. That is not a reasonable explanation as contained in that letter. The letter goes on to state—

The officers performing speed enforcement duties on Coronation drive are restricted in where they can perform such duty, due to the lack of suitable interception sites.

That is right. Because the problem is that the two lanes that wind along Coronation Drive are continually interrupted by lights. So motorists cannot accelerate to any decent speed. That is where the potential danger occurs. Of course, there are no proper interception sites there. Where the police had set up the interception site was where the problem no longer existed. On that section of the road, the roadwork had been completed and there were four lanes designed to take traffic travelling at 60 kilometres per hour. The police had set up their radar site in an area that naturally led people to travel at a slightly higher speed. Some of the construction has not finished. The traffic lane—

Time expired.