




Speech By  
**Ann Leahy**

**MEMBER FOR WARREGO**

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## **TRANSPORT LEGISLATION (ROAD SAFETY AND OTHER MATTERS) AMENDMENT BILL**

 **Ms LEAHY** (Warrego—LNP) (3.25 pm): I rise to contribute to the debate on the Transport Legislation (Road Safety and Other Matters) Amendment Bill. The government's explanatory notes to this bill state that speeding continues to be a significant factor in crashes. I will go a bit further to say that, sadly, the speed zone in the town of Yuleba has already caused two deaths. Yuleba is a little town west of Dalby on the Warrego Highway, and it is the only one with an 80-kilometres-an-hour speed zone. We have a lot of heavy vehicles and a lot of unpredictable wildlife.

Yuleba is a tight-knit community of about 50 households, yet over 300 people signed a petition to reduce the speed limit in this town. They want their speed limit reduced from 80 kilometres an hour to 60 kilometres an hour and they cannot get that reduction from the Palaszczuk Labor government. They have written to the Palaszczuk Labor government and they have petitioned the Palaszczuk Labor government for a speed reduction. They have the support of their local council and they have the support of their local member, but nothing has been done over the last five years to address this speed limit reduction and the request from the community of Yuleba.

I want to commend the shadow minister for transport and main roads, Steve Minnikin, who drove with me to meet with the Yuleba progress association members, Paul Masson and Karen Hibbs, about their Yuleba road safety concerns. The shadow minister took the time to visit and sadly saw the section of the Warrego Highway where we lost a member of the community. The LNP shadow minister listened to the raw emotion from the nurse who held a dying woman in her arms on the Warrego Highway. Karen Hibbs struggled to hold back the tears when she told us of the truck crash that took the life of Shirley Miller, an 84-year-old local lady, in May 2018. Karen Hibbs's words said it all: 'It all comes down to the speed limits.' The invitation is open to the minister to meet with the Yuleba progress association at any time. I would certainly encourage the minister to take up this invitation because we do not want to lose any more lives in Yuleba and we do not want to contribute to the road toll any further.

We can sit in this parliament and talk about how speed kills and we can talk about how the road toll needs to be reduced, but what is really needed is action. The lack of action by the Palaszczuk Labor government is very disappointing in Yuleba. Death and serious injuries on Queensland's roads continue to cause significant devastation for individuals, families and the broader community, and it costs Queensland an estimated \$5 billion every year. This is not the only \$5 billion problem that the Palaszczuk Labor government has when it comes to roads. Page 6 of the Auditor-General's report in 2017-18 titled *Integrated transport planning* is alarming, particularly for someone like me who has a lot of roads in their regional area. The report states—

DTMR has calculated that it has a \$4 billion renewal backlog for its road network as at 30 June 2017. It estimates the renewal gap will increase to more than \$9 billion over the next 10 years. This will affect DTMR's ability to meet minimum performance targets; it will compromise service standards; and it will require DTMR to reprioritise works to address safety-related defects on its network at the expense of works to renew its assets.

During the estimates committee process, the LNP opposition were able to establish that that estimate of a \$4 billion renewal backlog has now risen to a \$5.2 billion backlog.

**Mr DEPUTY SPEAKER** (Mr Stevens): Under the provisions of the business program agreed to by the House and the time limit for this stage of the bill having expired, I call the minister to reply to the second reading debate.