




Speech By
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MEMBER FOR BONNEY

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

 **Mr O'CONNOR** (Bonney—LNP) (12.02 pm): I rise today in support of the Transport Legislation (Road Safety and Other Matters) Amendment Bill. Any sensible measure that makes our roads safer is one every member in this House should support. Back home on the Gold Coast we have seen far too many accidents caused by driver recklessness and carelessness. In April, a 20-year-old with a blood alcohol level four times the legal limit crashed on the Gold Coast Highway. In June, a car crashed at Southport and the drunk driver tried to run away when the police arrived. These are just a couple of cases and they are nowhere near as tragic as some of those detailed by other members in their contributions so far.

The devastation road accidents leave in their wake is felt by every region and in every electorate. It is not just the devastation that road fatalities and accidents cause. It is estimated that death and serious injury on Queensland roads cost us \$5 billion every year—that is in hospital and healthcare costs, lost productivity and the costs of emergency services. There is an impetus for us to keep looking at what measures are most effective and what can be introduced to improve the situation. Significant effort is needed if we are to get close to the government's 2020 target to reduce death and injury on Queensland's roads by 30 per cent.

In Queensland, the influence of alcohol and drugs contributes to approximately 30 per cent of fatal crashes. Speeding is also a major cause of many fatal crashes. In 2017, speeding was the cause of around a fifth of fatal crashes in this state. The changes in this bill will help address these two contributing factors. Changes, as we have heard, will increase the non-driving period from two to five years if someone chooses to not participate in the interlock program. We have also heard that the interlock program will be extended to mid-range drink-driving offenders. These are drivers who have a 20 per cent greater cash risk compared to non-drinkers. I support these changes as they are important to keep dangerous drivers off our roads.

With regard to the amendment to allow point-to-point cameras on roads with differing speed limits, I do think we need to ensure that these cameras are clearly signed. It is not just the members here who have to agree on our efforts to reduce road accidents. We need the community support behind us. Where there has been covert placement of cameras, the perception becomes that this is just about revenue raising.

On a recent drive up the M1 to Brisbane—which takes just under an hour on a good day—I went past six speed cameras. They included a fixed camera on the Smith Street Motorway, a covert trailer camera near Helensvale on the M1, another one of these trailer cameras near Pimpama, the fixed camera at Logan, another trailer camera near Mount Gravatt and the fixed camera on the south side of Brisbane. Only the permanent cameras here were properly and obviously signed.

At the end of the day, these cameras are there to promote road safety and enforce the road rules. They are not there to line the government's pockets. In 2017-18, revenue from speed camera fines was \$160 million and it is forecast to grow to over \$200 million. That only fuels the perception in the general public that this is a cynical move from the government to raise money.

On our side of the chamber we have repeatedly said that we need to stop using covert speed cameras and that increasing signage is a more effective deterrent than a fine. Just to finish on signage, I am very happy to say that we will now have flashing school zone lights installed on Turpin Road next to Labrador State School. I wrote to the minister twice about this—the second time after school captain Matilda Grant got in touch with me wanting to improve road safety around the school. I thank the minister for approving that signage recently.

Finally, it was welcome to see some action being taken on marine pollution in our waterways through this bill. I am proud to live just a couple of streets back from the beautiful Broadwater and to represent a small part of it with the Labrador channel section that goes along Marine Parade as well. We see far too many houseboats and other vessels, many of them unseaworthy, sink and become hazards in that waterway. They leak oil, chemicals, garbage and even sewage—and that is in waterways that we all enjoy swimming in. Every effort should be taken to recover the cost to taxpayers, so I support the changes in this bill. I commend the bill to the House.