




Speech By
Dr Christian Rowan

MEMBER FOR MOGGILL

Record of Proceedings, 30 August 2022

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

 **Dr ROWAN** (Moggill—LNP) (4.10 pm): I rise to address the Transport Legislation (Road Safety and Other Matters) Amendment Bill 2022. This legislation, as outlined in the explanatory notes, seeks to improve road safety, increase the range of allowable motorised mobility devices and enable improvements to court and other processes, and it makes minor enhancements to specific transport and other legislation.

I particularly note that changes to transport legislation will further broaden the areas where revenue that is collected from camera detected offences can be spent. Specifically, clause 15 of the legislation will replace the existing section 117 of the Transport Operations (Road Use Management) Act 1995 and enable funds to be spent on the development and delivery of programs and initiatives as they pertain to road safety education and awareness, the enabling of practices and behaviours that improve road safety and the rehabilitation of persons who have been injured in a road crash.

I also note that new section 117(1)(b) will broaden the ability to use revenue collected from the current limit of 'State-controlled roads where accidents most frequently happen' to now state—

... infrastructure and related technologies to improve the safety of State-controlled roads, with funding to be prioritised using a risk assessment methodology to maximise the reduction in the frequency and severity of road crashes.

There is no question that these are worthy initiatives. Anything that can be done to improve road safety and enhance road and transport infrastructure deserves full support. However, disappointingly, when it comes to improving road safety and investing in the vital public transport and road infrastructure required, the Palaszczuk state Labor government's record to date has been deficient. Despite years of road safety action plans and ever-increasing traffic and camera detection fines, the road toll in Queensland continues to rise. By way of example, from 2016 to 2021 the road toll rose by 10 per cent, with the current road toll this year on the latest available figures being 15 persons higher than the same time last year and 35 persons higher than the five-year average.

These are more than just statistics. They are Queenslanders whose families and friends are left devastated from events that in many circumstances could have been avoided. That is why it is so important that the state Labor government understands that it will take more than just yearly increases in fines to change driver behaviour. It takes a determined focus and commitment, which has been sorely lacking from the state Labor government.

As the state member for Moggill, I want to say that road, cyclist, public transport and pedestrian infrastructure as well as ensuring the safety of road users are important issues that are constantly raised by local residents in my electorate. On behalf of local residents, I have continued to be a strong voice advocating for the Palaszczuk state Labor government to rectify its years of neglect to provide appropriately planned and funded solutions to deliver much needed road, public and active transport and pedestrian infrastructure to ensure the safety of motorists, pedestrians, cyclists and active transport users. I have also been strongly advocating for additional public transport in the electorate of Moggill.

The successive years of inaction and delay by the Palaszczuk state Labor government are continuing to have unacceptable and detrimental impacts on local residents. Today is an important milestone. Today marks exactly 500 days since the Labor government concluded its community consultation on its flawed designs for the Kenmore roundabout upgrade project. That is 500 days with no indication from Labor as to what it intends to do with the vast community feedback that was provided, despite assurances given that our community would receive a summary of the feedback that was collated in late 2021. This is completely unacceptable and is reflective of the disdain that Labor seemingly has for its so-called commitment to road safety. There are also matters to do with the OLR intersection at Moggill Road, Kenmore Road and Almay Street.

Mr Power interjected.

Dr ROWAN: I hear those interjections from the other side. These are safety issues for local school students. The Labor government is failing to act on those school safety issues. This is very important for local residents. It has been raised all the time.

Mr Power interjected.

Dr ROWAN: I take the interjection again. It is on Moggill Road, which is a state controlled road. It has intersections with council roads but Moggill Road is under state controlled jurisdiction and is a state controlled road. The Kenmore roundabout project has been delayed under Labor, and they are failing to fix those matters related to local safety for school students.

I also note that Labor has finally reopened consultation on the Mount Crosby Road-Warrego Highway interchange. This has been subject to delays. It is a very vital safety road upgrade and there can be no further delays. I encourage local residents to provide their feedback and attend some of the drop-in sessions which have been arranged. Their feedback is important as part of the consultation process. There is a lot of work that needs to be done locally by the state Labor government to ensure road safety. There are also matters in relation to footpath access along state controlled roads—whether that be Mount Crosby Road or Moggill Road. They are important matters that need to be addressed as part of these local safety issues.

I also take this opportunity to talk about Brookfield Road. It is under the control of Brisbane City Council but there certainly needs to be collaboration with the Department of Transport and Main Roads to resolve those issues. I have corresponded with the minister about that. There is collaboration that is occurring between both levels of government, but that is another very important local safety matter that needs to be resolved for local students.

I also want to raise the issue of vegetation management along our state controlled Moggill Road and Mount Crosby Road. This is incredibly important for road safety. Too often unmaintained vegetation along these roads has considerable visual impacts and jeopardises road safety. I reiterate my calls for the Palaszczuk state Labor government to implement a system of regular scheduled vegetation management along Moggill Road and Mount Crosby Road for the safety of motorists.

In addition to my countless letters to the Minister for Transport and Main Roads, formal questions on notice, a submission to the Department of Transport and Main Road's South East Queensland Regional Transport Plan and meetings with representatives of the Department of Transport and Main Roads, I will continue to be a strong voice to ensure that the safe travel needs of local residents of the electorate of Moggill are heard and that action is taken. That is why I am proud to be sponsoring a number of petitions to the Queensland parliament that are currently open, including a petition calling on the Queensland state government to provide dedicated funding to enable the provision of extended bus services by the Brisbane City Council for local residents in Karana Downs, Mount Crosby, Kholo, Lake Manchester and Anstead.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. The member is clearly not referring to any aspect of this bill. I ask him to come back to the bill.

Madam DEPUTY SPEAKER (Ms Bush): I have been listening and I have been questioning some of the relevance. I ask you to come back to the bill.

Dr ROWAN: It is very important that road safety is addressed locally. That pertains not only to motorists on our state controlled roads but also to those who use active transport, including cyclists. There have been fatalities on Moggill Road involving local cyclists. Again, we have had delayed action by this Labor government to address cyclist safety on our state controlled roads.

There are also matters to do with pedestrians, whether they are school students or other local residents, on our state controlled roads. They can be potentially exposed to issues in relation to safety. It is very important that this government takes these matters seriously, whether it is in the electorate of Moggill or across the western suburbs of Brisbane. To date we have not seen these issues being

addressed adequately. It is very important that the state government take their responsibilities seriously when it comes to ensuring that safety is addressed. They have to address traffic congestion, improve public transport and enhance pedestrian and cyclist safety. This requires a collaboration with all levels of government.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. The bill does mention the words 'road safety', but there are very specific measures in the bill and he is not addressing any of the specific measures in the bill. I ask him to come back to the bill.

Madam DEPUTY SPEAKER: Thank you, Minister. Member, I am looking at the bill. I can see that road safety on state roads is relevant. I do think you are starting to conflate some issues now. I will ask you to come back to the long title of the bill.

Dr ROWAN: It is very important that road safety is addressed here in Queensland. Certainly the state Labor government needs to do more in relation to those issues. There are a range of matters which are covered in this legislation, but certainly they need to ensure that there is adequate funding that is invested and certainly funding that comes from offences, whether they be detected camera offences or other things, and that that is put back into sustainable and improved infrastructure investments to ensure road safety not only for motorists but also for pedestrians and cyclists.

Finally, I acknowledge that the legislation will also amend section 142 in relation to legal protections for health professionals who report on medical fitness to drive. As the Department of Transport and Main Roads advises—

This bill will also provide protection from civil liability and liability under administrative process for medical professionals.

It has been outlined by other speakers, and I certainly support that amendment.