




Speech By
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MEMBER FOR BUNDAMBA

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

 **Mr McCALLUM** (Bundamba—ALP) (4.20 pm): I rise to speak in support of the Transport Legislation (Road Safety and Other Matters) Amendment Bill which will improve road safety across Queensland. The bill helps improve road safety by clarifying how financial penalties from camera detected offences are invested for road safety purposes and by providing legal protections for health professionals who, in good faith, report on a non-Queensland driver's licence holder's medical fitness to drive. I will take a moment to thank and acknowledge the RACQ for their submissions to the committee inquiry, particularly around this issue, as well as the AMAQ, the Australian Medical Association of Queensland.

The bill will also increase the range of allowable motorised mobility devices, or MMDs, to be used on our roads and footpaths so users are better able to choose the device that suits their needs best. The bill will improve the efficiency of court processes by allowing documents or evidence about documents to be evidence of technical, objective and non-contentious matters relating to vehicle standards offences. This means there will be a reduced need to call witnesses for uncontested matters which is helping to improve the efficiency and operations of our courts.

Importantly, the bill will also ensure digital photos for authorisations, driver licences and photo identification cards are a true likeness of the person. This will be achieved by reducing the shelf-life period during which the photo can be re-used from 10 years to five years if the photo was taken when the person was under 15 years of age.

A key aspect of this bill is the ongoing use of our state-of-the-art road safety cameras. Already more than 135,000 phone and seatbelt infringements have been issued in Queensland since the new camera technology was introduced on 1 November last year. This includes almost 2,000 infringement notices across our local Ipswich community. These are incredibly concerning statistics and, unfortunately, it seems that there are motorists and passengers who simply are not getting the message. I join with all of my colleagues to implore Queenslanders: please, put your mobile phones and other devices away when you are driving; wear your seatbelt and please wear it correctly.

Research demonstrates a clear link between camera enforcement and reductions in speed related fatalities and serious injuries. Almost two weeks ago we marked the launch of Road Safety Week where we announced new speed camera technology to target speeding drivers in school zones and roadworks across Queensland in a world-first road safety initiative. These new cameras will go live next month in September. They will target speeding drivers in both school and roadwork zones to help keep Queensland kids and workers safe. We do not want to see another road worker killed or somebody's child badly injured on their way to school because of the reckless speeding of a driver.

Under the current legislation, all money collected from penalties imposed for camera detected offences like these, in excess of the administration costs of collection, must be used for road safety and awareness programs. Through the Targeted Road Safety Program, we are committed to innovative and

cost effective road safety measures to improve the safety of our transport network. The TRSP is primarily funded through the Camera Detected Offence Program, and it significantly improves safety on the state's road network.

In fact, during 2020-21, \$443.6 million in TRSP funding was invested in safety projects to reduce the impact of road trauma for all road users through safety infrastructure and programs. These include initiatives like the Safer Roads Sooner program, the Black Spot Program, the School Transport Infrastructure Program, and the flashing school zone signs program. Those programs are wonderful programs. The flashing school zone sign in particular is making a real and immediate difference in my local community. In 2020, we had a flashing school zone installed on Church Street right outside Goodna Special School. Church Street is particularly busy. We have one on the way for Bellbird Park State Secondary College. These are very practical road safety measures that result in a real difference when it comes to improved road safety outcomes.

The amendments contained in this bill will continue to ensure all excess revenue from camera detected offences is invested into priority road safety initiatives across the state. They further modernise the provision and clarify that funds will allow for an expanded road safety response beyond existing operations, including through monitoring and identifying trends, research, trials, implementation and evaluation. This will support the development and implementation of road safety programs and initiatives that use new approaches, innovation and proactive measures. For example, funding could support working with road users, employers, organisations and community groups to motivate and influence safe road user behaviour. This could occur through incentivisation, enabling participation through things like subsidisation, collaboration and sharing of expertise, partnerships and proactive research and other initiatives of that type.

Opportunities may also exist to install infrastructure and related technologies to prevent crashes on roads where serious crashes have not yet occurred but where analysis shows a serious crash risk exists. The amendment confirms that funding for programs or initiatives under this section may be applied for a limited term or on an ongoing basis where proven effective following evidence based assessment by road safety experts.

I will now turn briefly to the amendments relating to motorised mobility devices. The bill makes amendments to provide users of motorised wheelchairs and mobility scooters with a broader range of MMDs from which to choose the most suitable device for their needs. Part of this is achieved by removing the maximum allowable unladen mass of motorised wheelchairs, increasing the maximum allowable unladen mass of mobility scooters to 170 kilograms, and introducing a higher speed capability of 15 kilometres per hour, up from 10 kilometres per hour for MMDs. This will bring our jurisdiction into line with international jurisdictions so that MMDs which cannot be used here currently can be.

The bill also makes amendments to ensure consistent treatment of MMD users as pedestrians under the Transport Operations (Road Use Management—Road Rules) Regulation 2009 and other transport legislation. These amendments support Queenslanders with improved mobility options that will positively impact their quality of life along with their ability to safely access essential services and go about their daily activities, as indeed will the \$34 million Bundamba station upgrade, which is a full accessibility upgrade. Early works have just started on that.

In conclusion, I would like to thank the committee for their work on this bill and, I thank all of the submitters who took the time to participate in the inquiry. Thanks also to the minister for his ongoing commitment to improving road safety here in Queensland. I also say thank you to all of our staff, whether they be front line or otherwise, who are committed to improving road safety and reducing road trauma.

In closing, road safety is everyone's responsibility. I urge all Queenslanders to please plan their upcoming school holiday road trips with safety as their first priority. I commend the bill to the House.