




Speech By
Dr Christian Rowan

MEMBER FOR MOGGILL

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TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL

 **Dr ROWAN** (Moggill—LNP) (4.28 pm): I rise to address the Transport and Other Legislation Amendment Bill 2023. This legislation was introduced into the Queensland parliament on 12 October 2023 by the former minister for transport and main roads. It was subsequently referred to the Transport and Resources Committee for further examination. On 24 November 2023 the Transport and Resources Committee tabled its report No. 43 with two recommendations, including that the legislation be passed. The stated objectives of the Transport and Other Legislation Amendment Bill are to: firstly, facilitate the transition of certain regulatory services from the Department of Transport and Main Roads to the National Heavy Vehicle Regulator; and, secondly, to improve road safety, streamline and improve administrative and legislative processes, and clarify existing requirements.

In my contribution today, I want to focus on this legislation's road safety objectives. In particular I recognise as outlined by the Transport and Resources Committee that this legislation will facilitate the following—

... expanding the requirement under the Transport Operations (Road Use Management) Act 1995 ... to require personal mobility device ... and bicycle riders to ride with due care and attention and reasonable consideration of other road users to also apply on road-related areas, such as footpaths, bicycle paths, shared paths, malls, nature strips, median strips, road shoulders, dedicated cycle tracks, car parks and certain public trails

This legislation will also insert a new section into the transport operations act for the purpose of consistently managing safe interactions between vehicles and vulnerable users and recognise that personal mobility devices and bicycles are frequently used on road related areas where careless riding poses a significant risk to users such as pedestrians, including people with mobility impairments. This legislation will also seek to provide a consistent safety duty regulatory framework for road-based public passenger services.

I acknowledge that several bodies that made submissions on this legislation suggested that the definition of riding a bike or personal mobility device with 'due care' was not clear and that this legislation should be amended to specifically define what constitutes due care including specific guidelines for e-scooter riders.