

Question on Notice

No. 1653

Asked on Thursday 29 October 2009

MR BLEIJIE ASKED THE MINISTER FOR TRANSPORT (MS NOLAN)—

QUESTION:

With reference to crossing supervisors placed in schools—

- (1) Will the Minister outline the crossing supervisor program generally and its annual budget, including how many crossing supervisors are employed in the Kawana Electorate and at which schools are they employed?
- (2) How many crossing supervisors are currently being trained by the department for placement, where will they be placed and what criteria does a school need to satisfy in order to gain the services of a crossing supervisor?
- (3) Will the Minister detail the high need or high category schools?

ANSWER:

I thank the Member for Kawana for the question.

- (1) The School Crossing Supervisor Program commenced in 1984. Not one child has died on a supervised school crossing since the program began. The program is a road safety initiative under the Safe School Travel Program which is designed to assist children to safely cross roads on their way to and from school. Currently there are 1839 school crossing supervisors working on 1170 school crossings at 640 schools. The annual forecasted budget for 2009-2010 is \$8.1m.

In the Kawana electorate there is a total of 20 school crossing supervisors who work in a casual pool on ten crossings at four schools:

- Talara Primary College - four supervisors
- Buddina State School - seven supervisors
- Chancellor State School - six supervisors
- Kawana Waters State College - three supervisors

- (2) 40 staff are currently being trained for placement at existing and new crossings throughout the state:

The requirement for each crossing is assessed on a case by case basis using a risk assessment process that considers a set of objective criteria linked to the road safety risks of an individual school's situation. The warrant criteria includes:

- The school must be a primary school or a special school.
- Before an approved school crossing can commence operation, the local road authority must be prepared to provide the necessary crossing infrastructure.

- A Risk Assessment is conducted at the school. The emphasis is placed on the most common problems in school zones, which are excessive vehicle speed, traffic volume and visibility, road design and fixed hazards.
 - It is essential for schools that are determined to have a high risk assessment to be given precedence.
- (3) There are currently no primary schools in Queensland that have a high risk assessment rating that are not funded or planned to be funded in this financial year.