

## Question on Notice

No. 1456

Asked on 1 December 2022

**MR S MINNIKIN** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

### QUESTION:

Will the Minister advise for each of the 23 government-owned Driver Reviver sites that are being shut down by the government (a) issues that were identified in the site's safety assessment, (b) the date that the safety assessment was undertaken and (c) the estimated cost to bring the site up to standard?

### ANSWER:

I thank the Member for Chatsworth for the question.

The Department of Transport and Main Roads (TMR) has coordinated the Driver Reviver Program for over 30 years with the valued assistance of a Queensland volunteer cohort. I can advise more than half the Driver Reviver sites in Queensland are operating from visitor information centres, local community and privately owned organisations. Only some of these sites remain TMR-owned facilities.

Driver Reviver Australia Ltd intends to continue to operate the non-TMR sites across Queensland as the owners of the Driver Reviver program—a road safety venture supported and funded by the Federal Government.

I am advised by TMR that the use of driver reviver sites across the state has dropped by up to 80 per cent in some instances. Patronage has decreased significantly as more petrol stations, cafes and convenience stores are available now, and people are often choosing to stop at those instead. It is worth noting, during 2020–21, most Driver Reviver sites did not operate due to the impacts of COVID-19.

Making the decision to close TMR-owned Driver Reviver sites was a lengthy consideration of workplace health and safety, the respective sites' declining patronage, and reduced volunteer participation. Safety is the utmost priority of TMR. As a result of these workplace health and safety (WHS) assessments, where a TMR-owned Driver Reviver facility had identified safety issues for travellers and volunteers operating sites, TMR commenced consultation with volunteers and stakeholders about the continuity of the Driver Reviver Program at TMR-owned facilities in their area.

As part of the considerable factors when assessing transitioning TMR-owned Driver Reviver sites, TMR confirmed six sites (of 23 TMR manage in Queensland) were owned privately or by a local government authority. As a result, these six sites do not form part of TMR's transition of the Driver Reviver program. TMR is actively working with the remaining 17 TMR-owned Driver Reviver sites to facilitate a gradual transition.

The below table provides a summary of identified issues and approximate costing to bring the 17 TMR-owned Driver Reviver sites to the required WHS standards.

### TMR-Owned Driver Reviver Sites

Region	Site	Date of Risk Assessment	Approximate Repair Costs	Summary of Identified Issues
Southern	Gin Gin	26-Aug-20	\$400,000	Building condition, 5 x shelters, amenities, site accessibility, signage, plumbing, concreting, and roofing infrastructure requires significant upgrade to meet standards.
Southern	Gladfield (Warwick)	3-Sep-20	\$20,000	Surfacing within facility, accessibility and plumbing require upgrade to meet standards.
Southern	Gunalda (Gympie)	17-Jul-20	Nil	Nil safety issues. <i>Facility no longer situated in targeted location – support transition to VIC.</i>
SEQ South	Amberley	17-Jul-20	\$100,000	Building condition and site accessibility will require upgrade in future. Installation of toilet facilities.
SEQ South	Ormeau (Brien Harris oval)	17-Jul-20	\$20,000	Building condition and site accessibility will require upgrade in future.
SEQ North	Nambour (Northbound BP (Chevallum))	17-Jul-20	\$20,000	Building condition will require upgrade in future.
Northern	Frances Creek	17-Jul-20	NIL	Nil safety issues. <i>Facility no longer situated in targeted location –support transition to VIC.</i>
Northern	Hughenden (Apex Park)	17-Jul-20	\$30,000	Building requires significant internal maintenance to comply with standards.
Northern	Innisfail (Fred Drew Park)	17-Jul-20	\$30,000	Building condition, asbestos removal, and toilets require upgrade to meet standards.
Northern	Julia Creek (George Sills Park)	17-Jul-20	\$30,000	Building condition and site accessibility will require significant internal upgrade in future.
Northern	Fountain Springs	1-Sep-20	\$50,000	Building condition, site accessibility, electrical maintenance, security, plumbing require significant upgrade to meet standards.
Northern	Tully (Bilyana)	1-Sep-20	\$100,000	Building condition and amenities require upgrades to meet standards. Water filtration major issue requiring upgrade.
Northern	Sandy Corner	17-Jul-20	\$30,000	Building condition and site accessibility require upgrade to meet standards.
Central	Granite Creek	26-Aug-20	\$20,000	Building condition, roofing infrastructure, water facilities and access ramps require significant upgrades to meet standards
Central	Mount Gordon (Bowen)	17-Jul-20	\$20,000	Building condition requires upgrade in future.
Central	Waverley Creek	21-Aug-20	\$50,000	Building condition, graffiti, amenities, roofing infrastructure, windows, internal furniture, and plumbing require significant upgrades to meet standards.
Central	Yamba	17-Jul-20	\$20,000	Building condition and amenities require upgrades to meet standards.

It is important to note, there are over 450 rest areas on Queensland roads, maintaining a convenient roadside location for travellers to stop and take a fatigue break. In addition, the jointly funded Road Safety Program has committed \$37.9 million (Australian Government 80 per cent, State Government 20 per cent) to the Rest Area Upgrade Program (RAUP). The Palaszczuk Government has contributed \$7.58 million towards the RAUP, which provides new and/or upgrades to existing roadside amenities, to encourage drivers to stop and rest.

The Road Safety Program will deliver proactive and reactive road safety treatments to reduce related road crashes and address the issue of fatigue for all Queensland motorists.