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A meeting of the Travelsafe Committee was held in Room 5.04 of the Parliamentary Annexe on 20 August 1991 at 1.07 pm.

Present:

Mr Ardill (Chairman), Ms Bird, Messrs Lester, Goss, Springborg, Fenlon and Dollin.

In attendance - Mr R Klein, Acting Clerk-Assistant (Committees) and Mr R Downey, Research Director.

Minutes of meeting of 30 May 1991:

Confirmed, moved Mr Dollin, seconded Mr Lester.

Education and Enforcement Report:

The Chairman's draft recommendations were considered.

(1) Agreed that Driver Education and Road Safety should be taught as a formal subject in both primary and secondary school curricula. Road Safety should also be integrated into the curriculum of all other related subjects.

(2) Agreed that Driver Education should be a compulsory subject in High Schools.

(3) Agreed that teachers should be encouraged to undertake additional basic training to equip them for the present primary school course and a more intensive high school subject of Driver Education.

(4) Agreed that all applicants for a learner's permit, before being granted the permit, should undergo a training course leading to a certificate in road safety unless they have qualified in the subject at High School.

(5) Agreed that a certificate, verifying a learner driver has successfully completed an accredited driving course for the designated vehicle, entitle the applicant to a shorter term provisional licence. Such shorter term should be sufficiently short enough to encourage learner/drivers to undertake tuition additional to standard driving lessons. In the absence of a certificate, present practical tests and licence conditions shall apply.

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(6) Agreed that a written or verbal examination should be undertaken at the end of the provisional licence period to enable an open licence to be issued to successful applicants.

(7) Agreed that all applicants for renewal of a drivers licence should be required to select correct answers from a multiple choice questionnaire, one month before the due date. Failure to answer correctly should result in a further test, with the old licence being endorsed until successful.

(8) Agreed that further tuition of applicants for a motor cycle licence should be carried out in line with the following proposals of the Motor Trades Association of Queensland and the Queensland Motor Cycle Riders Association.

The final recommendation will include details of these proposals.

(9) Agreed that people who provide mopeds for hire should be licensed for that purpose. They should be responsible for ensuring that people who hire mopeds from them pass a written multiple choice test. This test shall be provided by the Department of Transport who shall also conduct random checks of moped operators so as to ensure compliance. People who hire mopeds shall be the holder of a driver's licence. In addition, it is recommended the Department of Transport undertake a review of the regulations and procedures governing the hiring of mopeds.

(10) Agreed that regional communities should be encouraged to establish Regional Driver Instruction Centres, to give expert tuition in particular vehicles, to supplement limited facilities in High Schools and to monitor standards.

(11) Agreed that a system of on-the-spot tickets be introduced for breaches of road rules by cyclists and for riding a bicycle minus required safety features. Mandatory advice to parents or guardians should follow more than one breach by a minor with a penalty payable by the parent/guardian for subsequent infringements.

The Crown Solicitor has been requested to advise on the enforceability of minors offences upon parents/guardians.

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(12) Agreed that it is recommended the advertising by the Transport Department on radio stations which have a youth audience, should be expanded to reach the elderly and upper middle-aged through stations catering to these groups.

(13) Agreed that it is recommended that proficiency in an advanced driving course should increase the period for which a driver's licence is issued.

(14) Agreed that it is recommended that a system of incentives be introduced giving credit points for fault free driving which could be used to compensate for some points lost under the demerit system, for minor breaches.

Meeting suspended: The meeting was suspended at 2.32 pm to be reconvened at 4.30 pm in Room 6.36.

Meeting reconvened: Meeting reconvened. The Chairman convened the meeting at 4.45 pm in Room 6.36.

Present: Mr Ardill (Chairman), Ms Bird, Messrs Lester, Goss, Springborg, Fenlon and Dollin.

In attendance - Mr R Downey, Research Director.

(15.1) Agreed that speed limits for small passenger vehicles (cars etc.) on declared State and National Highways (except in "built-up" areas or where otherwise signed) and on Freeways, should be increased from 100 to 110 kph.

It is noted that Ms Bird and Mr Fenlon were not in favour of this recommendation.

(15.2) Agreed that the speed limit in "built-up" areas should be reduced from 60 kph to 50 kph except where otherwise signed.

(15.3) Agreed that all traffic authorities should be required to examine speed limits scientifically and individually on major roads to establish an optimum safe speed and to sign the particular section accordingly.

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(15.4) Agreed that Local Area Traffic Management (LATM) schemes, under the auspices of the appropriate authorities, continue to investigate and evaluate appropriate speed limits for non-major roads.

(15.5) Agreed that speed limiters be compulsory on heavy vehicles and that Queensland conform to speed limits for heavy vehicles as they apply in other States.

(16) Agreed that Traffic authorities should be encouraged to set up community consultative committees, including local police, to consider matters falling within their jurisdiction. Planning and traffic officers throughout the state should have a regular consultative procedure with police.

(17) Agreed that the method devised by Transport Department officers in Toowoomba to limit the school speed limit to the hours immediately before and after school, be developed and expanded for wider use.

The final recommendation will include details of the Toowoomba method.

(18) Agreed that recent tentative action to involve police in a process of community policing should be expanded and police should receive positive training for this role and to assist in road safety education of adults as well as children.

(19) Agreed that random roadside checks of vehicles should be more general, as it will not only remove faulty vehicles but also unregistered and uninsured vehicles and unlicensed drivers.

(20) Agreed that the attention of police should be drawn to the need for action to look for obvious defects on vehicles and to always check the driver's licence of any driver addressed.

(21) Agreed that transport Department Mechanical assessors should be called on to assist junior police in assessing causes of accidents, particularly those involving injury. Experienced police investigators should be encouraged to undertake training for this role.

(22) Agreed that it is recommended that offending drivers detected driving with a blood alcohol content (BAC) above the legal limit, be issued with a traffic violation notice after testing, and that court appearances not be required unless the alleged offender so decides or is a repeat offender. This will free up some thousands of hours of police involvement and remove the present unfair inconsistency in penalties. The penalty should continue to include loss of licence and a fine. Such penalties should be commensurate with the level of BAC and be contained in a set schedule.

(23) Agreed that drivers wishing to apply for a restricted driving permit on the grounds of hardship involving isolation or employment, which requires the offender to drive, should still have access to a magistrate to apply for such a permit. However, this shall only apply for the first drink driving offence and where the BAC was below a prescribed level.

(24) Agreed that Police officers should be clearly instructed in what is appropriate behaviour by police drivers.

(25) Agreed that Police should be instructed to be constantly vigilant to caution or apprehend drivers who offend in serious breaches other than speeding, and particularly those who fail to keep to the left, fail to signal intent to change lanes or direction, and fail to move to the correct section of the road before and after turning.

(26) Agreed that it is recommended that all Queensland traffic authorities carry out an investigation of roads under their control, to improve facilities for drivers and pedestrians.

Available technology can improve the traffic flow on major roads, reduce cycle times, thereby reducing the delays for drivers on side roads, and improve access for pedestrians.

British pedestrian lights reduce traffic delays and should be considered on major roads.

The Red Light Camera system should be extended, particularly to local authorities, and greater use made of signs warning of Red Light Cameras.

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Mr Lester's report:

Agreed, moved Mr Dollin, seconded Mr Springborg that Mr Lester's report on his road safety visit to WA, SA and VIC be accepted.

Meeting closed at 6.01 pm.

Confirmed this

3rd

day of September 1991.



Chairman