

## DRAFT SECOND READING SPEECH

HON JEREMY ROCKLIFF MP

### *Traffic and Related Legislation Amendment Bill 2018*

*\*check Hansard for delivery\**

Madam Speaker, I move that the Bill now be read a second time.

Madam Speaker, the Bill before the House today will allow Local Government to install road humps and traffic calming devices in a wider variety of situations, in line with contemporary best practice.

The current legislation was passed in the 1980s, some thirty years ago, when road humps were a comparatively new and innovative treatment and there was a desire to tightly control their use.

Road humps are 'vertical displacement devices' which are designed to moderate vehicle operating speeds by subjecting vehicle occupants to discomfort if they try to travel over them too quickly. In the years since the original legislation was passed, road humps have evolved into a wide range of related treatments that are all technically 'road humps.'

As the law stands, Councils are only allowed to use road hump type treatments in car parks and residential streets. Elsewhere in Australia, these devices are being used to improve safety and amenity in a variety of other types of locations, particularly those with high pedestrian activity, such as retail or tourist precincts.

While the Transport Commission will still have the power to issue directions to Councils about the use of road humps, this Bill will give Councils greater scope to manage their own road networks.

Madam Speaker, the current legislation also imposes an out-dated mode of consultation on road hump schemes whereby Councils are required to advertise road hump proposals in two separate issues of a local newspaper and then forward onto the Transport Commission copies of any representations received along with Council's comments on those representations.

Under this Bill, road hump proposals will no longer have to be dealt with in this convoluted fashion. Instead, I am advised by the Transport Commissioner that he intends to instruct Councils to consult directly with local residents, bus operators and the emergency services when developing road hump schemes. This will be an improvement over the previous arrangement where an advert in the back pages of a newspaper can easily be overlooked.

The Transport Commissioner will monitor this regulatory approach and this Bill gives him the power to provide new directions to Councils on the use of road hump type devices if any issues arise.

Madam Speaker, this Bill will reduce unnecessary red tape and remove restrictions that are inhibiting the ability of Councils to manage safety and amenity on their roads.

Madam Speaker, I commend this Bill to the House.