



## Minister for Transport and Main Roads

Our ref: PET 45363  
Your ref: A870290

22 June 2022

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Mr Neil Laurie  
The Clerk of the Parliament  
Parliament House  
George Street  
BRISBANE QLD 4000

Dear Mr Laurie

I refer to petition 3737-22, lodged with the Legislative Assembly on 24 May 2022 about the reversal of increase in fines for driving offences.

Speeding, red-light and seatbelt offending are major contributors to road trauma in Queensland. Combined, these behaviours contributed to 972 serious casualties (fatalities and hospitalisations) in 2020—a cost to the community of almost \$1.5 billion. The high-risk driving behaviour penalty increases—combined with effective communication and enforcement—seek to reduce this road trauma and lessen the social and financial impacts to the community. Even small changes in driver behaviour will result in significant road safety improvements.

The aim of a penalty is to encourage road users to use roads safely and comply with traffic laws (general deterrence) and prevent re-offending among those who have experienced detection and received a traffic offence penalty (specific deterrence). The imposition of penalties only applies to those that commit offences.

Issuing penalties for traffic offences is a key behaviour change technique which has been used extensively in many jurisdictions around the world. Different types of penalties are often combined to intensify the deterrent effect and achieve the best road safety outcomes. For example, monetary fines and demerit points may be imposed for certain offences instead of just the fine or demerit point penalty in isolation.

There is a great deal of evidence supporting the effectiveness of penalties to bring about desired behaviour change with studies showing higher fines are associated with lower traffic violations and fewer fatal crashes. You can find a meta-analysis online here: [www.sciencedirect.com/science/article/pii/S0001457516301051](http://www.sciencedirect.com/science/article/pii/S0001457516301051). In addition, a Queensland based study showed a significant reduction in the overall frequency and proportion of drivers reoffending following the changes made to the penalties and sanctions associated with speeding offences in Queensland in 2003. This study can be found online here: [www.sciencedirect.com/science/article/pii/S0001457515300397](http://www.sciencedirect.com/science/article/pii/S0001457515300397).

A series of factors work together to influence compliance with the road rules and different levels of offending. These can include public campaigns, penalties, enforcement, safety infrastructure treatments as well as economic and environmental factors. Road trauma is a complex issue that requires a wholistic approach and increasing these penalties is just one part of a broader road safety program to address the number of lives lost and seriously injured on Queensland roads.

The Queensland Government is committed to an ambitious agenda for improving road safety. Under our previous *Safer Roads, Safer Queensland: Queensland's Road Safety Strategy 2015–2021*, we set a vision for zero road deaths and serious injuries on our roads and delivered over 130 initiatives, including a significant investment in road safety infrastructure with over \$1.22 billion invested through the Targeted Road Safety Program. During this time, the Queensland Government was at the forefront of implementing best-practice policy reforms to address Fatal Five behaviours such as mobile phone distraction, not wearing a seatbelt and drink driving.

More recently, I was pleased to announce the release of the new *Queensland Road Safety Strategy 2022–31* (the Strategy) alongside the Honourable Mark Ryan MP, Minister for Police and Corrective Services and Minister for Fire and Emergency Services. The Strategy reaffirms Queensland's commitment to a vision of zero serious road trauma by 2050 and sets ambitious ten-year targets to reduce fatalities by 50 per cent (to 124) and serious injuries by 30 per cent (to 4856) by 2031, in alignment with Australia's new *National Road Safety Strategy 2021–30* and endorsed by the Australian Infrastructure and Transport Ministers.

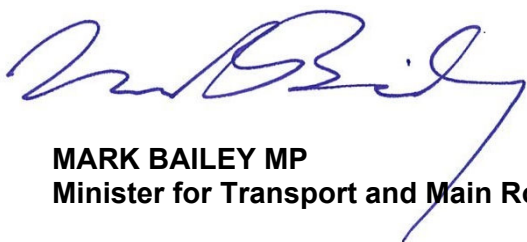
Supporting the Strategy is an initial three-year action plan that features 20 high-impact initiatives that will help get us started towards achieving our ambitious reductions. One of these is the introduction of the new penalties targeting high-risk driving behaviours discussed above, however, additional actions include:

- a review of the speed limit hierarchy across Queensland, with a view to reducing fatal and serious injury crashes through lower speeds
- development of a package of drug driving reforms based on best practice, contemporary research evidence and stakeholder consultation
- a suite of actions that address road safety in the workplace
- expansion of our enforcement cameras and other technologies such as Hold the Red and Rural Activated Warning Signs, and
- working with the community, local governments, and specific road user groups to deliver targeted road safety initiatives, such as the Ride to Zero program for motorcyclists.

In support of improving safety outcomes on our roads, the Palaszczuk Government is delivering its seventh record transport and roads infrastructure program in a row, as detailed in *the Queensland Transport and Roads Investment Program 2022–23 to 2025–26*, which outlines \$29.7 billion in investment over the next four years and is estimated to support an average of 25,200 direct jobs over the life of the program.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Bailey', with a long, sweeping underline that extends to the right.

**MARK BAILEY MP**  
**Minister for Transport and Main Roads**