



From: [Redacted]
Sent: Friday, 21 June 2019 3:30 PM
To: NI Legislation
Subject: Traffic Laws in Norfolk Island - Submission
Attachments: Traffic Laws.docx; Scan30133.jpg; Scan30134.jpg

Please find attached my submission
Regards
Candice



Candice Nobbs

Department of Infrastructure & Regional Development
GPO Box 594,
Canberra, ACT, 2601

Re: Traffic Laws in Norfolk Island

2.1 Recognising Australian provisional plates (P plates) in Norfolk Island

Preventing P plate drivers from Australia driving on Norfolk Island is sensible legislation. Especially given the unique driving conditions we have, including cattle with right of way, and lack of street lighting across most of the island. It is reasonable to conclude that it is important for only experienced fully-licenced Australian drivers to be driving on our roads.

2.2 Preventing injury from ute tray riding.

I disagree with the proposed change for the following reasons:

1. The legislation that was introduced in recent years, i.e. that the sides of the ute are at least 15cm high and closed, rider is over 5 years and seated on the tray, prevents injury from riding in the back of trucks.
If the young man who unfortunately lost his life had been seated in the back of the truck, he would never have lost his life.
The fact is that if the law, as it currently stands, is abided to, accident or injury is extremely unlikely.
2. It is a long held tradition for Norfolk Island people to carry passengers in the back of the truck. It enables large families and friends to travel together and socialise. There are thousands of trips in the back of trucks every year on Norfolk Island without incident.
3. In Australia, motorcycles account for 4.5% of registrations, yet 15% of all road fatalities, and are 30 times more likely to die on roads compared to car occupants (Department of Infrastructure, Transport and Regional Development, 2008). This report states that from 1999-2007 there has been NO improvement in safety, yet motorcyclists and their passengers are still able to drive on the roads. The same principle needs to be applied to Norfolk Island when it comes to riding in the back of trucks – yes there is a risk, but with the current and appropriate legislation, the risk is mitigated.
4. In the same report it outlines that 20% killed did not have a licence, 10% not wearing a helmet, and 20% wearing an incorrectly fitted helmet..... do you stop motorcyclists and their passengers riding on the roads because of those who are not abiding by the law??
5. The speed of vehicles is also a factor on Norfolk. We are only travelling at 50km/hr.

There are other ways in which legislation could be improved rather than removed:

1. Those wishing to carry passengers on back of trucks go through additional licencing to do so – ensuring they are aware of their responsibilities, especially when it comes to intoxicated passengers.
Formalise the process so drivers are aware of potential implications.
2. Requiring drivers to reduce their speed whilst carrying passengers, for example to 40km/hr.

2.3 Reviewing laws applying to electric scooters and other mobility devices

It is important to note that a number of elderly and disabled people use their mobility devices to travel around Norfolk (Burnt Pine area especially), enabling social interaction and shopping. Any change in legislation has to be recognisant of the fact that there are very few areas in which footpaths exist on both (or either) side of the road that will facilitate a mobility scooter. The vehicle drivers on Norfolk are driving at reduced speed compared to mainland Australia and are quite used to avoiding moving objects (i.e cows!) that share the roads.

2.6.2 National Recognition of licence suspension and disqualification

Making it an offence to hold a Norfolk Island driver's licence at the same time as holding a drivers licence from another Australian Jurisdiction is impractical at this stage as there a number of drivers, residing on Norfolk but who work away who require an Australian licence for heavy vehicle use. Surely if the ability to share disqualifications is achieved, then loss of licence in Australia, would therefore mean that it could also be suspended here.

Legislation regarding Norfolk Island needs to be reviewed in context of the unique situation here on Norfolk Island and not simply blanket legislate according to other Australian jurisdictions. Practical and effective legislation should remain.

Your Sincerely



Candice Nobbs