

TRANSCRIPT

LEGISLATIVE ASSEMBLY ECONOMY AND INFRASTRUCTURE COMMITTEE

Inquiry into the impact of road safety behaviours on vulnerable road users

Coburg—Wednesday 9 August 2023

MEMBERS

Alison Marchant—Chair

Kim O’Keeffe—Deputy Chair

Anthony Cianflone

Wayne Farnham

John Mullahy

Dylan Wight

Jess Wilson

WITNESSES

Brenda Kirkham,

Lia Dimopoulos,

Alison Turvey, and

Lucille McDonald.

The CHAIR: Welcome to the forum for the Legislative Assembly Economy and Infrastructure Committee Inquiry into the Impact of Road Safety Behaviours on Vulnerable Road Users. Your participation today will help this Committee make some recommendations to make our roads safer for everyone. We are going to run this session a little bit informally, so it will just be like a chat. We will ask you some questions and you can give us some feedback.

Today is being recorded by Hansard, though. The evidence you give today is protected by parliamentary privilege, but comments made outside of this room might not be protected by that privilege, including on social media.

All participants will be provided with a proof version of the transcript to have a look over, and verified transcripts and other documents provided to the Committee will be published on the Committee's website.

I just ask people to make sure their mobile phones are turned to silent.

A witness: It goes on my watch as well.

The CHAIR: That is okay. That is all right. We just thought, like I said, that this will just be a little bit of a chat to understand your perspective.

Brenda KIRKHAM: That is good. We do not have to give a speech or anything?

The CHAIR: No. You do not have to give a speech. We will just have a general chat today. But if there is something at the end that you think we did not cover or you think we should have asked, you are more than welcome to write to us again or talk to the secretariat today if there is anything extra you need to tell us if we do not get through everything.

Thank you for your time and for helping us with today. We have done two days now of hearings and heard from a variety of experts, but it will be really good to understand your perspective on how you feel safe on the local roads or the roads that you use and how you feel being a pedestrian or a driver, and if you use a bike or another mode of transport, we would like to hear about your experience.

I will just quickly introduce everyone. I am Alison; I am the Member for Bellarine.

Anthony CIANFLONE: I am Anthony Cianflone, the Member for Pascoe Vale.

Dylan WIGHT: Dylan Wight, the Member for Tarneit.

Wayne FARNHAM: I am Wayne Farnham, the Member for Narracan.

John MULLAHY: John Mullahy, the Member for Glen Waverley.

The CHAIR: I am not sure how you want to start.

Brenda KIRKHAM: So from everywhere.

The CHAIR: Yes. We have got some regional MPs as well, which is good. Do you want to maybe just talk about the topic a little bit, and then we will start asking you some questions. I am not sure how to best do it.

Lucille McDONALD: The only question I would like to ask of anybody is: I find the traffic lights are great for motor vehicles and the tram, but they do not take into consideration that elderly people are crossing and they do not leave you enough time. I live on Nicholson Street and there are two traffic lights, and nine times out of 10 you have got to thank God the driver is patient, because you are stopped in the middle before it tells you to stop walking. That is my biggest complaint. On Moreland Road and Nicholson Street, the traffic lights are the worst. They do not give any consideration to people like me or other elderly people. The cars get impatient, and they take off. That is my biggest problem: the traffic lights do not take into consideration that elderly people are crossing.

John MULLAHY: We had evidence yesterday from a research group that discussed that exact issue, where senior people find that they cannot get across the road quick enough. What they are finding is that where people are turning right into a road, seniors are getting hit from behind as they do not even know that someone is going to be coming from there.

Lucille McDONALD: And sometimes if a car has stopped, you think, 'Oh, okay, he has stopped', but then you get another driver that is so impatient he does not realise why that car has stopped and it is only when he is almost on top of you that everybody starts screaming 'Be careful. There is somebody crossing,' and then they stop. That is an issue. I will keep quiet now.

The CHAIR: No. This is where you get to have your say.

Wayne FARNHAM: I have a question, Chair, if that is okay.

The CHAIR: Yes.

Wayne FARNHAM: Just in general terms, intersections aside, how safe do you feel just walking or getting around your community? Do you actually find yourself avoiding going out because of road users and the effects of driver behaviour? Do you find yourself going, 'Well, I don't feel safe to go out'?

Lucille McDONALD: If I did that, I would never move, so no.

Wayne FARNHAM: What about anyone else?

Lia DIMOPOULOS: It is not safe to go out in the night-time especially. Never go out then—it is very scary. After so many years I am in Australia, lately, the last couple of years, I have been very disappointed with the young people driving the cars. You are crossing the main road, and there are no traffic lights from one side to another, and then they see you going to cross the road and they speed more than they are supposed to. It has happened to me lots of times. I am standing in the middle of the road and I say, 'If he hit me, he kill me.' But they go on the other side. They will not give way to me to go. I am driving 59 years in Australia, which is a long time to know how other drivers drive the cars. It happens, you know? You wait on the stop sign to cross or turn onto the main road, and young ones come from one side, that side, because they want to turn on the right, and I want to go. Because he is coming slow, slow, slow behind the other car, he will not give me the space to get into the road, and when I beep beep—excuse me. Sorry, it is a lot of times, which is very impolite.

Lucille McDONALD: The impatience with motor cars—people driving—if they feel they are handicapped, they go, 'Oh, great, there is a garage, or there is a garden,' so they are driving and all of a sudden they will U-turn in front of you while you are walking. This car decides, 'No, I'm going in here.' You have got to have your wits about you. You think, 'Oh, my god.' I have often said, 'Hang on, why didn't you just stay on the road?' 'No, I want to go that way.' Well, you could have gone up there. You have got to be able to look. I agree: you cannot take at face value that you are safe. You have got to have your wits about you and look at what you are doing, or you are in trouble.

Alison TURVEY: Can I say that I do know of a case where two young men were attacked. They parked their car in one of the side streets quite close to Sydney Road, and they were bashed. Then apparently—I think this could have been on the news but I heard it from my neighbour—they took their phones, smashed them and then they took their cards and they purchased something they wanted to sniff, within 15 minutes of the attack. I think more cameras should be put up around, for sure. It proved itself with that young girl that was murdered some years back.

Brenda KIRKHAM: And perhaps if there is a sign under the disability parking sign, 'Offenders will be prosecuted', because so many people use them, particularly tradies.

Dylan WIGHT: They are using disabled spaces without the permit?

Brenda KIRKHAM: Yes, that is right. Sometimes you cannot walk that distance. I am a driver, obviously, just locally—I do not drive long distance at the moment. One thing I have always wanted to know: when I learned to drive many, many years ago, we were told if you wanted to park in parallel parking, you have to sit there and wait until there is no oncoming traffic. The drivers today do not. They want to park in that spot, and they start reversing in and you have got to stop or you will hit the car. So what is the latest road rule there?

The CHAIR: Oh, you are testing my memory. I am not sure. Out of respect, I think people should, and just for the safety, wait. They should be waiting, yes.

Brenda KIRKHAM: Wait, yes. It is happening all the time.

The CHAIR: Have you found a change in people's driving behaviours since COVID as well?

Brenda KIRKHAM: Definitely, very much. In fact I actually have said to someone who was driving with me, a passenger, 'Gee, I wonder how they learned to drive?' Maybe they are not being taught the same way as we were. They are disrespectful, a lot of the younger ones. But it might not be them—

The CHAIR: Aggressive behaviour—have you seen any of that?

Brenda KIRKHAM: Yes, a little bit like that, but maybe they are not being taught that as part of their licence. Another thing: I spent 11 years living in Warrnambool and came back to Melbourne, to Brunswick, 4½ years ago. I noticed a huge difference—absolutely could not believe it. I lived the first 60 years of my life in Melbourne, but in those 11 years I think the population of Melbourne went up by about 100,000, so there were 100,000 more cars. But driving was different then. When I came back I noticed there are a lot of people that do not respect the other driver, and the speed is too fast. Everyone is too fast. But that might be my age as well—you know, if you are not capable of keeping up, you should not be driving, really. But the point that I was going to make initially when I said I have lived in Warrnambool, when I came back I had no parking in my street—off-street parking; I have to park in the street—so I have a permit to park in my street only. When I applied for that I said, 'Oh, there's no parking anywhere, really, it's just really hard to get a parking spot,' and I was told by someone from the council, 'Well, not everybody has a car, you know, you can always ride a bike.' I felt like saying, 'Can I come and have a visit with you?', you know. I am sure that that person would be apologetic at making a remark like that, which I thought was quite unfair. There are lots of things, but the disability parking is one thing that I have found a lot. The other thing is having to stop. As soon as I see someone with a left blinker on I just wait. I sit there and I stop and wait. People behind me toot their horn.

Lucille McDONALD: That is common.

Alison TURVEY: I slow down a little bit to sort of try to find a car park in my street, which is quite often impossible during the day, and they toot you—and I am not slow.

Lucille McDONALD: They are impatient.

Alison TURVEY: Exactly.

Dylan WIGHT: Can I just ask: we have heard from a lot of groups and people throughout this Inquiry that are able to use active transport. How reliant is everybody in front of us now on their motor vehicle, essentially, if you have one?

Lucille McDONALD: I do not drive.

Alison TURVEY: I drive.

Brenda KIRKHAM: Well, I am reliant. Otherwise it is a taxi. I was happy to use it; I was really looking forward to it when I came back to Melbourne, and I did use it until COVID. I came back in 2019, so COVID was the next year, and I used public transport more than I used the car. At that stage I was still driving to friends out of Melbourne, and I still can do that if I am feeling up to it, but sometimes I know I am not able to. Now I have forgotten where we got to.

The CHAIR: Public transport.

Brenda KIRKHAM: The public transport, that is right. So I have not used public transport since COVID started, and I still hardly do anything because I am scared of COVID. It is getting easier now, and I still do not know when I will use public transport, but the taxis are always late. They were not today; today was fantastic.

Lucille McDONALD: Public transport I used. When I moved to Coburg—I used to live in St Kilda Road. I was not elderly then; I am elderly now. I went on a walk, and I had a walking stick—great, you can get on a tram, they wait for you, but you try and get on a tram with a walker. Well, I do not even try.

Brenda KIRKHAM: I do not think I would try to get on a tram and I have not got a walker.

Lucille McDONALD: And I have been on the tram before I got a walker when the tram driver has actually said to the person trying to get off, ‘Oh, for God’s sake, get off.’ You think, ‘Well, hang on—they’re struggling.’ So I do not even attempt it. I go everywhere with a taxi.

Brenda KIRKHAM: Yes, that is right, and it is hard to get up the steps as well. I have got some physical disabilities, but it is hard to get up the steps and hold the thing, and it takes you longer as well. I remember that when I first came back to Melbourne and the tram would want to be starting to move before you were even anywhere near a seat—if you are lucky enough to get a seat. I did it then, but I did not like doing it. I am sure that it is the same now. For young people there should be more signs in there: ‘Young people, please give your seat to an older person’. They think you are being stupid.

Alison TURVEY: The signs are there, but—

Brenda KIRKHAM: ‘You’re going to be this old some time if you are lucky.’

Lucille McDONALD: That is right.

Alison TURVEY: I have to say, I still travel occasionally on public transport for appointments, and I have not had, touch wood, any issue with the younger ones. They are always willing to stand up for me. I think it is the wrinkles. But I am a bit embarrassed about it. I did have a bad knee for a couple of years, and I think I do certainly find it hard getting on public transport now. I am short, the steps are quite high and you do have to hold on.

Brenda KIRKHAM: You do have to hold on, and you have got a bag as well, and you have got that to hold on to.

Alison TURVEY: And getting off, it is the same with the bus and that. Sometimes the bus can go lower, and at each new stop it used to. They are not bad, because they are sort of pretty well at the same level. But when you have got to step down, like 18 inches or so, it is not easy. I even said to my doctor that I was having trouble, and she thought, ‘Well maybe you could apply for the half-fare taxis’, and I went, ‘Well, I am not ready for that yet.’ But I have been on the tram, and on some trams there are two lots of seats facing each other and there is nothing to hold on to. I had one chap stand up to catch me, not that I looked like I was not able to cope, but it was a crowded tram and I waited till the last minute and then tried to get off quickly, and it was chockas, you know. So it is not easy, and I am surprised—

Brenda KIRKHAM: That must have been lovely.

Alison TURVEY: Well, it was not! I mean, I was shocked that he could see. I was not that awkward, I did not think—but anyway, that has happened. Honestly, that is what happened, and I was grateful. They have all been really good, the younger ones, for me. I am surprised it has not worked for everybody else, because they have been really outstanding, to be honest.

Lucille McDONALD: The trams should still have had their conductors, then we would not be sitting here.

Alison TURVEY: Yes.

Brenda KIRKHAM: We miss the conductors. You would all be too young to even know what conductors were.

The CHAIR: No, I remember them.

Anthony CIANFLONE: Sorry, Chair—on that note, do you actually think the government should consider some sort of opportunity for that additional personal officer-type assistance on public transport?

Brenda KIRKHAM: Yes, definitely.

Lucille McDONALD: If there was somebody on the tram, like a conductor—I do not care, because my chair folds—he would see you. You fold it, he helps you on and you are great. But because there is absolutely no help, a lot of people will sit there and they do not know whether to interfere or whether to get up.

Brenda KIRKHAM: I think they are called travellers aids.

Lucille McDONALD: Yes, if there was a conductor, I would be using it a lot.

Brenda KIRKHAM: Yes, for sure. I did voluntary work while I was living in Warrnambool, and there must be a lot of people who would be willing to do voluntary work here, I am sure, now that COVID is, you know, finishing up hopefully. And there are people called traveller's aids that I did not even know about.

Lucille McDONALD: At the station.

Brenda KIRKHAM: If there is a disruption with the—I found this in 2019—public transport, like I think there was, at Parliament station—there is a Travellers Aid. I had no idea what to do, because I was coming from Box Hill, where my son lived, by bus, because the trains were not working, and there were all these travellers aids wearing the yellow jackets. I had never seen them before. One said, 'Where would you like to go?' I said, 'Well, I have to go down there and go over there to the Southern Cross station,' and he took me. He said, 'I can take you down.' Parliament station has got a huge escalator. He took me down, and he said, 'I can take you all the way if you like,' and I said, 'Oh, no, I think I'll be all right.' So he took me down, and then he said, 'Now what do you think?' I said, 'Yes, please, take me,' and he did. It only took him a couple of minutes to go to the next station. So it is really good. I do not think people know that they are around—unless that is only when there is a disruption.

Alison TURVEY: No, they have been around.

Lucille McDONALD: Flinders Street station: they have got an office there.

Brenda KIRKHAM: Yes, it is good.

Alison TURVEY: We used to deal with them at the hospital as well.

Brenda KIRKHAM: And of course, you know, at our age, and I know I do not speak only for myself, an outing is to a medical place for whatever. I have had four in the last week. So I get a taxi every time. I think I would probably be safe on public transport now, with COVID being less dangerous, but I do not. I choose to go by taxi.

Alison TURVEY: Lucille was telling me she has ordered an Uber, or whatever you call it.

Lucille McDONALD: Yes, Uber look at you—the minute they see your walker, they are off.

Alison TURVEY: Yes, they do not stop.

Lucille McDONALD: Yes. I am always with my son, and he says, 'Mum, this is what you do.' Now, the odd Uber will get out and help you, but we have had 90 per cent of Ubers look at your walker, and they are off. And the other thing is: those that do stop will not get out to help you.

Wayne FARNHAM: What about taxis? Are they okay?

Lucille McDONALD: No, I have no issues with the taxis.

Wayne FARNHAM: Okay, just the Uber drivers.

Lucille McDONALD: In fact I am getting to know them on a personal level.

Wayne FARNHAM: Well, that is nice.

Brenda KIRKHAM: The taxis that we use with Merri Health are always on time because you normally organise it, don't you?

Lucille McDONALD: They are brilliant. I have absolutely no issues with them.

Brenda KIRKHAM: But I have. Using a taxi from my place to a medical place I have waited up to an hour sometimes. On Monday I had an appointment at quarter to 11, so I rang the taxi from my place at 20 past 9 to make sure he came on time. He came on time, so I was early. But it is an awful thing to be late for an appointment.

Lucille McDONALD: We feel guilty because a lot of our destinations are small. I live on Nicholson Street and my cardiologist is on Sydney Road, but the taxis do not care. I used to go to Brunswick after patrons. They would pick me up at Nicholson Street, go around, drop me and say, 'No problem. I'll pick you up.' I think they have a bad name, which is wrong. Most of the taxis and taxidivers are excellent.

Brenda KIRKHAM: They are. They are really good. They are friendly.

Lucille McDONALD: And I think they are more sympathetic to elderly people than people think.

John MULLAHY: They are still providing a service, essentially.

Lucille McDONALD: I think they are excellent.

Alison TURVEY: I will just say this: the fees they want to charge you from Brunswick to the city, to Spencer Street, you know, Southern Cross—they wanted to quote me \$50-odd for a taxi. I had not been in a taxi for a long time, and I thought, '\$50? That's highway robbery!' I have got a best mate, who gave me another number. I rang back, and I got it for \$30-something. I still was not impressed.

Lucille McDONALD: It is about \$28—I use it a lot—and then with a half-price ticket you are okay.

John MULLAHY: Earlier we discussed that quite a few of you were driving around and you went into how confident you feel when driving and some of the challenges that you see. How do you reckon the government could support drivers as they get older to feel more confident and feel safer on the road?

Brenda KIRKHAM: More education for the young ones when they are getting their licence, really.

Lia DIMOPOULOS: When they learn to drive they have to be taught how to respect other people, especially the older ones, because now we are getting too many old people. The young ones can behave in a way which is not safe for us.

Lucille McDONALD: I cannot see that the government can help—

Lia DIMOPOULOS: I have not had an accident in my life, but if I have one, it will be that.

Lucille McDONALD: It is the drivers. The drivers need to understand.

Brenda KIRKHAM: It is just the education when they are learning to drive.

Lucille McDONALD: I do not think the government is standing in and doing anything about it. Any driver—never mind about young people, let us not be silly about it—everybody who is driving a car, should be aware that it is dangerous on the road, and it is dangerous whether you are walking or whether you are driving. It is up to the driver to take extra care and not try and race. My mum used to say hell was never full enough.

Brenda KIRKHAM: You know what, another thing: I know they are allowed to be on the road, but electric scooters and things like that—I was following one up at Blyth Street, and he was right in front of my car. He was doing probably about 15 or 20 or something all the way, and he was not going to pull over at all so I could pass him. He just stayed right in the middle, so we just have to wait, because he is allowed to do that, isn't he? Do they have a registration to use the road?

The CHAIR: Not an official registration like that. They have rules that they need to abide by, though.

Brenda KIRKHAM: Okay, yes. I just wondered about that. It was just that one person.

The CHAIR: It is a good point, though, to raise that. Some people who have presented to us have talked about regular education programs every time you might renew your licence. Do you think something like that would help?

Brenda KIRKHAM: Oh, yes.

Lia DIMOPOULOS: When you first start driving and learning, there has to be education at the same time.

Brenda KIRKHAM: And then as you get older too—the other states have it. I know people in Queensland and New South Wales have it. Once you turn 70, I think it is, in Queensland, you have to have a test—a test for your sight and reflexes and things like that—and a doctor's certificate to say that you can renew your licence. I think that starts at 70 in Queensland—it used to; I do not know if it still does. I do not know the age in New South Wales, but they do still have that apply there.

The CHAIR: Do you think that would be a good idea?

Brenda KIRKHAM: Yes, I do.

Lucille McDONALD: Yes, because I have got a confession to make: I have not driven a car since my husband died. My daughter sold it. She said I could not join him that quickly. And I get my licence—I have still got it; I use it as ID. But they renew it without asking me to come in for a test. I am 83. The licence is due, and I get a new licence. That must be happening to a lot of people who maybe should not be driving.

Brenda KIRKHAM: Yes. And they do not do a photo now. So on my new licence they still have the photo from 10 years ago.

Lucille McDONALD: Yes, mine has got the same one.

The CHAIR: You are fresh as a daisy. You look good.

Brenda KIRKHAM: I have changed a lot in 10 years.

Lucille McDONALD: Mine is the same. It is pretty old, and I think that is a problem. When I get it, I think, 'Oh, great, I've got more ID; I don't have to worry,' but they are not asking me whether I drive.

Wayne FARNHAM: When you are walking around now, how are you finding the e-scooters and bicycles?

Lucille McDONALD: They are impatient. They will come onto the pavement. They will think, 'Oh, there's space.' They do not care about pedestrians.

Brenda KIRKHAM: Yes, they should not be on the pavement, really.

Lucille McDONALD: They come on anyway. So they will take that as a shortcut. It gets them out of the road. Again, they do not care as long as they know where they are going. And where I live there are a lot of areas where they can get on. So they go on and get up, and you think, 'Okay'.

Wayne FARNHAM: So you feel a bit worried when—

Lucille McDONALD: Well, when I see them come onto the pavement, yes, I do, because they should not be on the pavement.

Alison TURVEY: They should be lit up as well more.

Lucille McDONALD: I could be a drunken driver with my four wheels.

Brenda KIRKHAM: So is it legal to ride a bicycle on the pavement now?

The CHAIR: No, not after—

Anthony CIANFLONE: Under 12.

Lucille McDONALD: No, it should not be.

Brenda KIRKHAM: No, I did not think so, but they do that all the time.

The CHAIR: No. And they are not meant to be on a footpath either, the e-scooters. I understand they do, yes. But they are not meant to, no. They should be on the road using a bike lane.

Brenda KIRKHAM: Yes.

Anthony CIANFLONE: Can I ask as well, just going back to that point about those of you that drive or catch taxis or Ubers, how important is it or what is your view around having, you know, car parks or spaces for cars, whether it is through a disabled car park or other car spaces that you can park in or access or be dropped off in safely? Whether it is going to the shops or your medical appointments, wherever they may be, I mean, for those of you that drive—Mrs Dimopoulos, for example—having a car park, is that important?

Lia DIMOPOULOS: I have got a disabled sticker now.

Alison TURVEY: Yes, I have too.

Lia DIMOPOULOS: And I park. Before, I did not use it because I thought, ‘Oh, could be someone else more disabled than me,’ so I did not want to use it, because if you are going to the car parks in the shopping centre, there is not any space for you to get in, because everybody has got a disabled sticker. It is not just now, it has been for many, many years. Because I used to work here, and I was driving people to their shopping and I could not park anywhere. Council has to look at how much you have a disability and how much you need the disabled sticker for your car, because there are so many.

And then I went to the city the other day because I had an appointment with the doctor, and I see a ute with the ladders and pipes and everything, and he has got the disabled sticker. Who gave it to him to have it on Elizabeth Street parking with all tools in his car? This is unbelievable.

Brenda KIRKHAM: That is a bit strange, yes. I know. I see that a lot.

Lia DIMOPOULOS: And you cannot complain to nobody because they just say, ‘I am sick.’ If you are sick, you cannot have a ute with all the tools on top and work in the city.

Brenda KIRKHAM: It is probably not his. He probably borrowed it from mum or dad.

Lia DIMOPOULOS: Someone. They have to be checked about this, because there are so many.

Brenda KIRKHAM: I take mine out of my car because I park the car in the street. I do not ever leave it in the car, because I am scared someone will break the window to get it. They are precious things, you know.

Lia DIMOPOULOS: I never leave my sticker on the windscreen, I just put it on top. I do not want it—

Brenda KIRKHAM: Yes, well, I put it inside.

Lia DIMOPOULOS: I am a little bit ashamed of it.

Alison TURVEY: One of the ladies that comes to our group, she is very arthritic. And she has asked her doctor if she could get it, and he said no. She can drive, but she cannot manage to bring her stroller thing out of the car. She falls over, you know. And I said to her, ‘Well, when you go to your specialist ask him to do it,’ because the more information you get the more you know, likely you might get it. But to me she is an eligible candidate.

Lucille McDONALD: Your question was: ‘Is there anywhere taxis can pull up?’ Well, it is a very hard question, because if you know the Nicholson building in Nicholson Street, taxis pull up. Merri Health sends a taxi and then I have got to make sure they can find me and see me, but there is nowhere for them. So what I usually say is: ‘Pull up into the IGA’s loading zone because there is nowhere.’ I can understand that. It is premium parking where we are. If anybody sees a parking spot, they are in there, and taxis have to suffer. So I think that is a hard question and I do not know if it can be addressed.

Brenda KIRKHAM: Well, I found out today that I had been ringing a different taxi company to what Merri Health rings, so I will be ringing that one. I do not know whether I should say which one it is.

The CHAIR: Find a good one. Thank you very much for your time today. It was wonderful to hear from you and to get your insights, and we hope that this Inquiry will come up with some recommendations to try and make our roads safer for everyone.

Lia DIMOPOULOS: It has to be.

The CHAIR: Yes, it does.

Lucille McDONALD: I just think it is education for all of us. Everybody should be more patient and think about everybody else around them, and I think you would not have an issue. But you have got to educate us.

The CHAIR: Yes. That is what we are hearing.

Brenda KIRKHAM: And the speed as well. I know the speeds are coming down—

Lia DIMOPOULOS: Especially on the freeways.

Brenda KIRKHAM: I do not even go on the freeways anymore. I do not like it; I will go around it. It takes me ages, but I go around it. But the speed in the local streets, though, a lot of them are going down to 40 and that is a really good thing, but people complain about it.

The CHAIR: Yes, we have heard that.

Brenda KIRKHAM: You hear all the time people complaining about it: ‘Why are they so slow?’

Lia DIMOPOULOS: If you do not control your speed, you kill someone or yourself, which is not fair.

The CHAIR: That is right. Yes, absolutely.

Lucille McDONALD: Speeding—going along Nicholson Street. Because I am having fun today, I am glad I am going home. You get into Nicholson from Bell Street and it is 60, then all of a sudden it is 40, then it is 60. There is no uniform speed limit down there. Like Sydney Road, I think it should be uniform. You either do 40—big deal, they going to go slow. But it should not be 60 and then in the next block it is 40 and then in the next block it is 60. It is ludicrous.

The CHAIR: Yes, we have heard that today as well. Thank you very much. It is much appreciated.

Committee adjourned.