

If I have given the impression that my electorate is without problems, I hasten to correct this, because no area is without problems; and, as with a lot of other things, ours are bigger and better.

The main object is that the people of the area appreciate that none of our problems is insurmountable and they have charged me with the task of keeping the Government informed of ways and means to overcome the disadvantages and particular peculiarities of northern living.

A short while ago I made a brief reference to some of the proposals that will one day help to transform Kimberley into a financially stable area, but I omitted to state the greatest asset which the region has—I refer to the people, of course. The people live in the area of their own free will and they accept its problems as part of the challenge to provide a better way of living for future generations. They do not seek gifts or handouts but they seek an assurance that housing, education, medical, and cultural facilities will be provided at a pace at least equal to development. Those people seek an assurance that public services will be maintained at prices that are equitable when compared with those in the southern areas; and they seek understanding and co-operative assistance when they express their fears and doubts.

On behalf of my constituents, I appeal to this Government—and to successive Governments—to remember that in developing our vast resources we should not overlook or neglect the fact that successful exploitation of any commodity is only possible if the people engaged in the task are able to feel that their endeavours are appreciated.

Our faith in their efforts can be easily displayed by ensuring that in our quest for greatness and financial stability we do not neglect to provide the all-important basic necessities that make life tolerable for the individual. The adequate provision of these necessities—which I choose to call “basic”—will breed contentment, a stable population, success for people with vision and initiative, and, ultimately, greatness for Western Australia.

We live in exciting times, both at home and abroad, and I feel privileged to be elected to our State Parliament in these times. It is my fervent wish that I prove equal to the task.

**MR. KITNEY** (Blackwood) [3.52 p.m.]: I formally second the motion.

Debate adjourned, on motion by Mr. Tonkin (Leader of the Opposition).

## ADJOURNMENT OF THE HOUSE: SPECIAL

**MR. BRAND** (Greenough—Premier) [3.53 p.m.]: I move—

That the House at its rising adjourn until 4.30 p.m. on Tuesday, the 30th July.

Question put and passed.

*House adjourned at 3.54 p.m.*

---



---

## Legislative Council

Tuesday, the 30th July, 1968

The **PRESIDENT** (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

### QUESTIONS (7): ON NOTICE

#### HOUSING

##### *Leasehold Blocks*

1. The Hon. W. F. WILLESEE asked the Minister for Mines:
  - (1) Has the Government given consideration to making land available under leasehold conditions in order to assist married couples and to arrest the rising costs of land to such people?
  - (2) If not, could the Minister undertake to investigate the possibilities of releasing land under leasehold conditions in the near future?

The Hon. A. F. GRIFFITH replied:

- (1) The leasehold provisions of the Act have not been very much used for some years because of the limitation of the house cost provided in the Act (\$6,000).

By disposing of homes under contract of sale conditions the commission is enabled to accept deposits as low as \$200, including fees.

- (2) Under the Act leasehold land must be appraised (valued) and lessee is charged an annual ground rent based on  $4\frac{1}{2}$  per cent. of the appraised value. The additional cost to purchase the house and land is not very material and it is considered that applicants prefer the contract of sale conditions.

#### *Waiting Period, Completions, and Outstanding Applications*

2. The Hon. R. F. HUTCHISON asked the Minister for Mines:
  - (1) What is the waiting period for the allocation of homes to—
    - (a) rental applicants;
    - (b) State Housing Act purchase homes;

- (c) State Housing Act purchase where the applicants have their own land; and
- (d) war service homes?
- (2) What number of homes were completed in each of the years 1964-65, 1965-66, 1966-67, and 1967-68 to date, for—
- (a) war service;
- (b) purchase; and
- (c) rental?
- (3) What number of applicants are now outstanding to July, 1968 for—
- (a) war service homes;
- (b) purchase; and
- (c) rental?

The Hon. A. F. GRIFFITH replied:  
Applications dated as shown hereunder are at present being allocated—

(1)	(a)	Perth	....	....	April, 1965
		Fremantle	....	....	August, 1965
		Midland	....	....	August, 1965
		Country	....	....	Various (from immediate)
	(b)	Perth	....	....	May, 1965
		Fremantle	....	....	July, 1965
		Midland	....	....	July, 1965
	(c)	No waiting period.			
	(d)	No waiting period.			
(2)		1964-65	1965-66	1966-67	1967-68
	(a)	174	118	143	141
	(b)	887	995	560	390
	(c)	692	957	698	824

- (3) (a) Nil.  
(b) 6,482.  
(c) 10,813 (includes 1,200 single unit cases).  
Note: 2,656 cases are listed under both (b) and (c) above and thus are duplications.  
The dates are those applicable to ordinary applications. Where an applicant's hardships are within the commission's emergent criteria housing is provided within three months of approval.

### GASCOYNE RIVER

#### *Damming: Feasibility Tests*

3. The Hon. G. E. D. BRAND asked the Minister for Mines:
- (1) Is a progress report available on the feasibility tests connected with the damming of the Gascoyne River?
- (2) If so, will the Minister table the report?

The Hon. A. F. GRIFFITH replied:

- (1) A report on the geological investigations of the Kennedy Range damsite has recently been completed by the Geological Survey Branch. Further reports on the hydro-geology of the delta and the geology of the Rocky Pool damsite are at present being prepared by that branch.
- (2) When these reports are received and evaluated, a progress report will be prepared by the Public Works Department.

### HOUSING

#### *Bentley High Density Development*

4. The Hon. C. E. GRIFFITHS asked the Minister for Mines:
- (1) Has the State Housing Commission prepared a detailed cost analysis of the constructional, site services, and landscaping costs of the proposed Bentley high density housing development?
- (2) If prepared, how does the cost per unit of family accommodation compare with the known costs of S.H.C. detached dwelling unit family accommodation?
- (3) Is the Minister aware that, in the experience of the Victorian Housing Commission, high density Housing Commission developments incur a high rate of vandalism well in excess of that experienced in detached dwelling unit accommodation?
- (4) Is the Minister aware that a survey carried out by the Brotherhood of St. Laurence into social conditions in high density Housing Commission accommodation in Victoria, showed that only 2 per cent. of the residents would be willing to purchase the rental units they occupied?
- (5) If the work of maintaining the open space surrounds to the Bentley proposal is to be allocated to the residents of the scheme, is the Minister aware that a similar programme of allocation failed in Victorian Housing Commission developments, and that the Commission now carries the full and continuous cost of grounds maintenance, and cost of repairs caused by well above average vandalism?
- (6) Has the total cost of the Bentley proposal—if prepared—been compared with the total cost—land, services and housing—of a comparable detached dwelling unit development or medium density development—i.e. courtyard homes with ground level private open space enclosures?

The Hon. A. F. GRIFFITHS replied:

- (1) No detailed cost analyses have yet been made. However, the depth and width of the housing experience, both in Western Australia and the Eastern States housing authorities confirms the proposed scheme as sound and pays full regard to the value of the land, its original cost, the availability of all utilities and services, its close proximity to a major and expanding industrial area, shopping, commercial, transport, and school facilities.

- (2) Having regard to the fact that rents are calculated on costs of land, its development and dwelling construction, and the current cost of acquiring and developing land in the Bentley locality, and noting factors outlined in (1) above, the commission considers the rentals will compare favourably with those now charged for individual dwellings in the commission's metropolitan estates.
- (3) Yes. It must be realised that the high rise flat projects being undertaken by the Victorian Housing Commission in Melbourne are essentially slum reclamation projects undertaken in an environment still containing slums and slum dwellers. The Western Australian State Housing Commission Bentley project is in no way comparable.
- (4) Yes. The commission intends that the Bentley medium and high density dwellings be reserved for rental.
- (5) The commission will undertake the maintenance of the surrounds and provision is made in the rents for this purpose. Areas classified as public open space will be vested in the local authority.
- (6) See answer to (1).

#### LAND RESUMPTIONS

##### *Mandogalup: Electricity Contributory Scheme*

5. The Hon. F. R. H. LAVERY asked the Minister for Mines:

With reference to the proposed acquisition of several properties situated along Johnson Road, between Hope Valley and Thomas Roads, Mandogalup—

- (1) Is the Minister aware that—
- (a) the owners of these lots have entered into a "contributory scheme" for the supply of electricity to this area, after 10 years of negotiation with the S.E.C., and the scheme is now operating;
- (b) the scheme involves each owner in a considerable contribution for a period of 30 years above the cost of electric current consumed;
- (c) in all such schemes it is anticipated by the S.E.C. and the contributor that the growth of quantity of power consumed usually results in these schemes paying out in full the contract so entered into as in (b) above, many years before the 30 years contracted for; and

(d) that the closing of this section of the scheme will leave the other contributors to lose the benefit of the scheme finishing in or about 10 years hence?

- (2) Will the Minister advise in what manner, if any, the Department of Industrial Development, or Alcoa of Australia, W.A. Ltd., who will use the land so acquired, will assist in the return of capital expenditure to the owners concerned or to the State Electricity Commission?

The Hon. A. F. GRIFFITH replied:

- (1) (a) Yes.  
(b) Yes.  
(c) Yes—when such schemes are located in the metropolitan area.  
(d) This is not necessarily correct.

Depending on the electricity requirements of Western Aluminium, N.L. for pumping liquid back to the plant site, the amount of electricity required for this purpose could make the scheme self supporting earlier than 10 years hence.

- (2) Any capital spent by owners in electricity reticulation on their property will be reflected in the price offered.

Also, the normal steps will be taken to ensure that the State Electricity Commission is not disadvantaged by the acquisition of the land.

#### WOOL

##### *Financial Returns and Stabilisation Scheme*

6. The Hon. G. E. D. BRAND asked the Minister for Mines:

Could the Government recommend to the Federal Government that steps be taken firstly to investigate the possibility of ensuring a greater financial return to wool-growers, and secondly to introduce a scheme whereby the price of wool is stabilised at an economic level?

The Hon. A. F. GRIFFITH replied:

The State Government has been concerned over a long period with the instability of woolgrowers' returns. This is a national problem, however, and effective action is only possible on a national basis. Marketing proposals designed to achieve better and stable prices are currently under consideration

by representatives of those with interests in the wool industry. When an agreement on a national wool plan is reached by the Australian Wool Industry Council an approach to the Commonwealth Government for implementation can be expected.

In the meantime it would be inappropriate for the Western Australian Government to make an independent approach to the Commonwealth Government.

### TRAFFIC LIGHTS

#### *Accidents at Intersections*

7. The Hon. G. E. D. BRAND asked the Minister for Mines:

- (1) How many traffic accidents are caused at intersections which are controlled by traffic lights in the metropolitan area by motor vehicles hurrying to cross before the amber caution light turns to red?

#### *Change from Green to Red: Time Factor*

- (2) Will the Government investigate the suggestion that the pause between the green and red lights is too long, and should be shortened as in other States?

The Hon. A. F. GRIFFITH replied:

- (1) This information is not available as it is not recorded on the accident report forms.
- (2) Traffic engineering practice recommends that the amber phase length for each individual signal installation be related to intersection width and operating speed of vehicles, in the interest of realistic, safe control.

Amber times for all Perth signal installations are determined on this basis, and may vary between three and five seconds depending on the conditions of the site.

Where the shorter three second amber time has been used in other States this generally has been controlled by the inflexibility of older equipment which does not allow variation of the three second period. Where newer equipment is used, as in Perth and at least one other State, varying amber times for different sites are possible.

### PARLIAMENTARY SUPERANNUATION FUND

#### *Appointment of Trustees*

On motion by The Hon. A. F. Griffith (Minister for Mines), resolved:

That pursuant to the provisions of the Parliamentary Superannuation Act, 1948-1964, the Legislative Coun-

cil hereby appoints the President (The Hon. L. C. Diver) and The Hon. V. J. Ferry to be Trustees of the Parliamentary Superannuation Fund.

### ADDRESS-IN-REPLY: SECOND DAY

#### *Motion*

Debate resumed, from the 25th July, on the following motion by The Hon. F. R. White:—

That the following Address be presented to His Excellency:—

May it please Your Excellency: We, the members of the Legislative Council of the Parliament of Western Australia, in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign and to thank Your Excellency for the Speech you have been pleased to deliver to Parliament.

**THE HON. W. F. WILLESEE** (North-East Metropolitan—Leader of the Opposition) [5 p.m.]: Mr. President, we commenced this session of Parliament on Thursday last with the traditional opening. The Address-in-Reply in this Chamber was moved by Mr. White, and I take this opportunity to congratulate him on his very interesting remarks. Whilst it was not his maiden speech, it has to be remembered that it was only his second speech in this House, and he revealed a lot of forethought in the words he uttered.

I feel it is fitting also to congratulate the new members elected to this House at the last elections. Naturally, from a personal point of view, I am very pleased with the election of Mr. Claughton. It will be appreciated that at the moment we are having a little difficulty in fielding 11 members. However, it is very nice to be able to field 10, and as the number of our members grows we might some day have a football team.

I offer my congratulations to Mr. Berry. I have known him for many years and I know he will bring to this Chamber a great deal of knowledge—indeed, practical knowledge—of the area he represents. He is somewhat of a specialist in the industry at Carnarvon. He not only knows the problems of the growers, at first hand, but also the difficulties associated with marketing the products after they are grown.

I feel there is some special significance attached to the election of the new member for the Metropolitan Province. I believe that many years ago there was an occasion when only one vote separated the opponents for this seat. Today, the situation has been simplified so much that it is merely necessary for the right man to sign the nomination form. That is the easiest way to get into this House that I have ever heard of!

The Hon. G. C. MacKinnon: Half his luck!

The Hon. W. F. WILLESEE: But let us not think that had there been an election the present member would not have been elected. I am sure he will, like all capable members, guard his responsibility and treat it as something in the nature of a monopoly, and see that there is no opportunity for competition in the future. We on this side of the House wish him well.

I suppose it is only reasonable that I should also congratulate the three Ministers upon their return to office.

The Hon. A. F. Griffith: I think that is very reasonable.

The Hon. W. F. WILLESEE: I think in some respects those Ministers could be considered lucky—lucky that they have retained the confidence of the people for so long.

The Hon. A. F. Griffith: And weathered the onslaught of the Opposition!

The Hon. W. F. WILLESEE: The Ministers are also lucky, indeed, that they have retained the confidence within their own party room; because I should imagine that whilst attaining the office of Government is at times singularly difficult, the secondary office of Minister would also have its problems. So, on being re-elected, the Ministers deserve to be congratulated. In fact, it would be churlish not to congratulate the Government on the result of the elections. The Government has had a long period in office and although returned with a reduced majority the victory, nevertheless, was one for which it should be congratulated.

The Hon. A. F. Griffith: Thank you.

The Hon. W. F. WILLESEE: I will not pursue an analysis of the election because that was done at the appropriate time by competent authorities. To me an interesting point in the Lieutenant-Governor's Speech was the statement that we are now to indulge in the practical exercise of two sessions of Parliament—perhaps I should say two periods of Parliament during the one financial year, a distinction probably without a difference.

I once had occasion to endeavour to forecast what the application of two sessions would involve if they were to come to pass. I envisaged a definite period of administration on the one hand and a period for the Address-in-Reply, and so forth, on the other hand. However, it is obvious that it is not easy to make a practical application of that idea.

In dividing the session of Parliament it seems to me that we will have a considerable amount of work to do in the first sitting—as much as we have had in the past. However, I feel there will be an advantage in that a certain amount of legislation will be adjourned until the second period. There will be a considerable period during which all those members who wish to interest themselves in the adjourned

legislation will be able to study all facets of the proposals, which is not the case with one session of Parliament. This applies particularly after the suspension of Standing Orders, late in the session, when it is necessary to pass so many Bills at short notice. Nevertheless, I would like to make it clear that we appreciate there will be matters of policy which the Government has to pursue. There will be Bills which affect the running of departments by Ministers, and which are important to those Ministers. We must, of course, be prepared to extend co-operation to the Government in this regard. However, where possible, I am sure the Government will allow legislation to be adjourned so that it can receive long-term consideration.

On opening day I gave notice of a question regarding the merits of making leasehold land available for home building. The reply to my question was that there are provisions for leasehold land, but they are not being availed of at the moment because of a limitation within the Act. Because of this limitation leasehold land was not pushed. The reason I asked the question was that I, like many other members, received a rather interesting document from an organisation known as the Land Values Research Group. That organisation put forward a proposition, and the conclusion drawn from the proposition showed a remarkable difference in the financial outlay of a home purchaser, over the period of repayment, where the land was under perpetual leasehold as compared with freehold tenure.

The report of the research group went further to state that the rapid rise in the price of freehold land throughout Australia had drawn attention, sharply, to the advantages of leasehold land. The group based its story on the leasehold land available in Canberra. The argument is condensed into the simple fact that whilst one would pay as much for leasehold land over a long term as one would pay for the purchase of land, there is not the requirement of a large capital outlay for the land as well as the house when purchasing a home. There is a much smaller initial outlay where leasehold land is involved. In both cases the cost of the home would be the same, but for a person with limited means there is an obvious advantage in being able to finance a home as against having to finance both the purchase of the land and the home at short notice.

I do not want to take up a lot of time on this question but I think it holds great possibilities, at this time, for an investigation into the problem of land prices. If leasehold land was made available it might buffer, as it were, or endeavour to flatten out the price of land.

The Hon. J. Dolan: In his reply the Minister dealt only with Housing Commission land.

The Hon. A. F. Griffith: That is the only land over which the Government has control.

The Hon. W. F. WILLESEE: I think the answer to the question was only a preliminary one, and there is still a field for investigation here. I envisaged the answer would have stated that some Crown land could be made available. If necessary some amendments to the Act would need to be made.

The Hon. A. F. Griffith: A deposit as low as \$200 covers both the house and the land.

The Hon. W. F. WILLESEE: I think that quite sharply brings the matter within the orbit of the Housing Commission.

The Hon. A. F. Griffith: That is the only land over which the Government has any control.

The Hon. W. F. WILLESEE: I should imagine the Government has control over a great deal of Crown land which could be made available to the State Housing Commission through an amendment to the Act, or by the introduction of a special Bill whereby leasehold land could be made available. This is an important factor and it is within the orbit of the operations of the Housing Commission. At the moment there is a limited income basic group and I do not think my remarks would apply so much to those people. I agree with the Minister that they are well catered for with rental homes or purchase homes on a low deposit. However, there is another group whose incomes are slightly above those people but who are not, by any means, fortunate enough to be able to purchase outright both land and a home. Leasehold land could possibly appeal to them.

As we are seriously considering any means by which we can improve the housing situation and, of course, any way by which we can make more land available for housing, I think my suggestion warrants serious consideration by the Government. It could investigate the position to see whether housing under leasehold conditions will prove of value by providing accommodation for those in a particular income group.

The Hon. A. F. Griffith: If you had an area of land you intended to open up under leasehold conditions, to which section of the community would you make the blocks available?

The Hon. W. F. WILLESEE: In giving a quick answer I would say that a limited income per annum would govern the eligibility, in the same way as the income per annum is limited now in regard to those applicants who are eligible for housing under the Commonwealth and State Housing Agreement. Of course, for this specific group the income per annum could be slightly greater. It must be borne

in mind, also, that many people may not like the idea, but I cannot see any difference in a person occupying a piece of land and maintaining the house erected on it for a period of years for the consideration of a certain annual leasehold increment, and another person who has the freehold of his land. The rights of both those individuals are much the same. The leaseholder maintains possession of the land whilst he continues to pay his rent. Unless he falls foul of the law his tenure is quite as safe as it would be if he held the title deeds of the land. Should land resumption take place, this special income group would be affected in exactly the same way as people occupying land under other conditions.

The Hon. E. C. House: There would have to be an age maximum for people in that group.

The Hon. W. F. WILLESEE: Yes, thank you; that is quite right. In fact the scheme could be subject to any necessary conditions so long as it relieves the housing situation.

My thoughts turn now to the many articles we read, and, indeed, to many of the debates we hear in this House relating to traffic and the attendant problems of fast motorcars, bad roads, and inefficient lighting. Then, conversely, we often hear that the good roads are too good, that the modern cars are too fast, and that people are unable to control them. In general, we seem to be in a state of indecision as to what is happening on our roads. The stark truth is, of course, that our road toll becomes greater every year, which is most distressing. Not only is the number of deaths increasing every year, but also the number of people suffering serious injuries is increasing rapidly each year.

Many suggestions have been made for the efficient and safe use of a motor vehicle, including the better training of drivers, improved roads, more efficient street lighting, and so on. In line with such suggestions I have here a cutting taken from *The West Australian* dated the 3rd January, 1964, which is headed, "Right Turns And Other Road Problems." The article commences—

Drivers swear at me and cut across my bows and jeopardise their own chances of survival as well as those of other drivers when I am manoeuvring to turn right at intersections.

The article continues in similar vein and the comments are clearly explained with several diagrams showing how a driver should turn right at an intersection under different circumstances. The article continues—

Western Australia is the only Australian State which still uses this procedure for turning right. The uniform

code of traffic laws for Australia provides for the method illustrated below, in which the lines of traffic do not cross.

Therefore, those comments clearly point to the fact that we have a different system for turning right at intersections compared with the system of the uniform code of traffic laws for Australia followed in other States.

It would be interesting to ascertain how many people read this well-written and well-illustrated article, and it would also be interesting to find out how many retained the knowledge they gained after reading it in order to gauge how effective the article was. Again, on Tuesday, the 23rd August, 1966, an article appeared in the *Daily News* written by one, Michael Cumming, which is as follows:—

#### Who Gives Way at Intersections?

Ever since man decided to get off the beaten track—and invented the side street—people have been arguing about who gives way to whom at intersections.

The problem is as old as the wheel, and outwardly in Perth today the situation appears just as confused as it must have been to the charioteers of old Rome.

While the law—if you can remember it all in a crisis—is clear, its interpretation by motorists and some judges and magistrates is a 20th century Tower of Babel.

The article went on to deal, in detail, with the problem of who gives way at intersections. I suppose many other members in this Chamber have acted in the same way as I did only a few days ago. Whilst driving my car I reached an intersection which had also been reached by three other motorists coming from different points of the compass, each one, of course, having another vehicle on his right. As I was the last to reach the intersection I cautiously decided that I would give way to the other three. When I did finally move off a taxi went past me and as it did so the driver snarled at me by saying, "You had plenty of time to get through." I suppose I did, but I did not have the same capacity that he had. The fact was that we all sat there looking at each other with no-one daring to move first.

I also have here a copy of the *Safety News* of March, 1965, which clearly illustrates how one should park a car in a street. Very few people know how to park a car correctly.

The Hon. A. F. Griffith: Some are champions at locking in backwards.

The Hon. W. F. WILLESEE: In February, 1968, the term "defensive driver," which has been in use for the last two or three years, appeared on the cover page of the January-February, 1968, issue of the

*Safety News*. Also, in the February, 1968, issue of *The Road Patrol*, issued by the Royal Automobile Club, there appeared a feature article by the National Safety Council of W.A., which is as follows:—

In today's traffic one cannot afford to be anything but a defensive driver.

A defensive driver can be described concisely as one who formulates a driving plan based on the correct assessment of the ever-changing scene ahead and to the rear of his vehicle.

He should have a deliberate and calculating temperament, able to make driving decisions without hesitation in a methodical manner at any moment. All decisions must be based on the principle of SAFETY—for others as well as himself.

Taken step by step this description is not as formidable as it at first might appear. A driving plan or course of action must obviously be based upon three main features: What can be seen; what cannot be seen, and possible circumstances which may reasonably be expected to develop.

A driver undoubtedly becomes more proficient at anticipating possible circumstances which may develop as he gains experience, but he will not be able to reach a really high standard and give the best of his attention to today's complex traffic conditions unless he drives to a system.

By a system we mean a sequence of procedure in preparing himself and the vehicle for safe negotiation of a hazard, such hazard being a corner to be turned, the approach to a roundabout, the operation of overtaking another vehicle travelling in the same direction, and so on.

Let us take, for example the treatment of a right turn. First of all the attentive driver has decided well ahead the course to be taken.

His next step is to position the vehicle for the approach to the turn. First, he checks the mirrors to ensure that any deviation from his present course or position will not endanger or inconvenience following vehicles; then he signals his intention to move over to the right.

The signal should give other traffic plenty of opportunity to note and respond—in any event, the law requires 100 feet.

Having moved over to the correct position for the right turn, the driver may have to reduce speed, so a further signal indicating intention to slow down, or stop, and then the application of brakes.

When the vehicle has slowed down a firm precise change to a lower gear, which will give flexibility in acceleration. To indicate the intention to turn right the driver will now give a firm right-hand turn signal and then only after another check in the mirrors, accelerate gently round the corner, the point and extent of acceleration depending upon the road surface and traffic conditions.

By thorough understanding and regular application of a system in the approach to the preparation of the vehicle, as well as in the act of driving, one is prepared and can leave a great deal more time to study the scene and the behaviour of other road users.

Because in emergencies we speak in fractions of a second, that extra time is the vital fortification which enables a driver to avoid an accident; in other words, one is driving "defensively."

That article sets out the basis for training to be a defensive driver, which training is carried out daily at the Mt. Lawley National Safety Council training centre. Once the rudiments of this method of driving are taught to people they become automatic when the procedure is followed. From a chart that is made available, it is interesting to note that—assuming a driver is in good condition, mentally and physically; that the vehicle is sound and road-worthy; that the road is dry and the surface level—at 35 miles an hour an average driver travels 113 feet after he has applied the brakes before his vehicle comes to a halt; and at 70 miles an hour he travels 300 feet before coming to a stop.

From those figures one can easily imagine that in an emergency an accident would be hard to avoid if the driver was not in good health, if the tread of his tyres had worn thin, if his brakes were not in good condition, or the car was, in other respects, not roadworthy.

I wonder whether the Government might give some consideration to purchasing time on television and engaging the services of a traffic inspector, a police inspector, or a driver training instructor to inform the public on these matters. It should be made clear that this is a Government-sponsored telecast, and it should be shown at a time when the viewing has the widest audience; that is, around the time the news is telecast. It need not be a long period of viewing, and it should be produced on the lines of an explanation of the various problems which arise daily, using model cars, during which the rele-

vant sections of the Act or regulations could be quoted. This telecast should be produced on the lines of the feature "Gone Fishin'" by Philip Bodeker who in a five minute talk gives details concerning fishing.

I thought there was some merit in this idea if the proposal was adopted as a trial. The telecast could be repeated for a week. If the viewing audience could see clearly illustrated on the screen what is the right thing to do at a specific time while they are driving, it would be of incalculable value, especially if this telecast was sponsored by the Government. It would have attentive following, and it would be complementary to the written features and articles we see published. These are restricted as a media of information, because of the limited number of people who read them. They would not have as big an audience as a telecast.

The essential factor is to have all avenues of communication covered so that the public, either by reading, by viewing, or by attending lectures at various schools, will be enlightened. This will eventually eliminate the confusion which exists among so many people because of a lack of knowledge of the true situation, of the proper application of the law, and of the capacity of a driver under certain circumstances.

I heard this idea being suggested the other day. I thought it was a very good one, and so I put it forward in the House. I am sure the Minister for Police will appreciate that there is available a media of communication which has not been touched except, one might say, spasmodically when something is shown about traffic accidents or accident rates. The Government should give a clear and definite lead in this direction by showing continually for a given period on the television screen the publicity which should be given to these matters. This is worth a trial. If it is implemented as a trial it might be within the scope of the producer of the telecast to request viewers to submit their written opinions. The response could thus be gauged to see whether the telecast should be carried on. I offer this suggestion in a constructive spirit.

I support the motion.

Debate adjourned, on motion by The Hon. G. W. Berry.

*House adjourned at 5.35 p.m.*

---