

ROAD SAFETY COUNCIL — EXPENDITURE RECOMMENDATIONS

112. Mrs M.H. ROBERTS to the Minister for Police:

My question concerns road safety. I note that the independent Road Safety Council recommended the expenditure of \$2 385 000 in 2013–14 for, and I quote, “drink-driving community education”.

- (1) Why did the minister’s government override the independent Road Safety Council and not allocate a single cent from the road trauma trust account money for drink-driver education?
- (2) Why did the minister also override the Road Safety Council’s recommendation to give police more than \$9.7 million to increase breath and drug testing and provide \$6 million less than what the Road Safety Council recommended?
- (3) Did the minister also deny the \$68 000 that the Road Safety Council recommended be given to the Drug and Alcohol Office for drug-driving community education and the \$100 000 recommended by the independent Road Safety Council for the Office of Road Safety’s repeat drink-driving strategy implementation?

Mrs L.M. HARVEY replied:

- (1)–(3) I thank the member for her question on road safety because I do welcome discussion in the road safety space. With respect to the recommendations from the Road Safety Council to me as minister and to the Ministerial Council on Road Safety about the expenditure from the road trauma trust account, this account gets 100 per cent of the fines and penalties from the red-light and speed camera operations, which go into an account to be used for road safety measures. This, I might add, is one of the best things this government has ever done.

Mrs M.H. Roberts: You’re not spending the money, though.

The SPEAKER: Member for Midland, I call you to order for the second time.

Mrs L.M. HARVEY: I would like to put on the record that the Road Safety Council does make a recommendation about expenditure but it is then up to the government to choose to take that recommendation or not.

I initiated a review into the governance structure of the road trauma trust account because now that we have 100 per cent hypothecation of revenue from fines and penalties into the fund, the value of that expenditure has gone from \$11 million up to about \$90 million. I felt that we needed to have a look at the governance structure to ensure that the spend was going to be consistent with us achieving the outcomes of the Towards Zero strategy that the government adopted in 2009.

Running parallel to that, I also initiated a review into the media and marketing expenditure of the road trauma trust account and the Office of Road Safety on the education campaigns for road safety that we put into the community. Part of my reason for doing that is that I noticed that the strategies did not always necessarily align with us achieving the outcomes of the Towards Zero strategy. What I wanted to see was that our marketing scheme and our education campaigns could be directly translated to a reduction in fatalities and serious injury crashes in Western Australia. That is our priority; we want to reduce road trauma.

These two reviews are nearly complete and I hope to be in a position sometime in the near future to discuss the outcomes of the review of the governance structure and the review of the media strategy. At that point, we will have a look at the allocation of expenditure for all these programs, consistent with what those reviews recommend.

I also put on the record that this government is committed to its repeat drink-driver strategy and in the very near future I will be bringing to this Parliament legislation and regulations that will bring alcohol interlock systems into the repeat drink-driver strategy. That will be funded from the road trauma trust account and will target the 4 300 or so recidivist drink-drivers and will ensure that an interlock device is fitted to their vehicles to stop them from driving and causing risk to other road users.