

**ROAD TRAUMA TRUST ACCOUNT — EXPENDITURE**

*Statement by Minister for Road Safety*

**MRS L.M. HARVEY (Scarborough — Minister for Road Safety)** [2.07 pm]: I rise to inform the house of the government's continued commitment to improving road safety for all Western Australians through the record allocation of almost \$111 million in funding from the 2015–16 road trauma trust account budget. A major initiative being funded from that allocation is the treatment of regional and metropolitan roads that are high risk for run-off road crashes. The number of people killed and seriously injured in run-off road crashes has been decreasing since the commencement of the state's road safety strategy, *Towards Zero*, and is down 24 per cent since 2008. This is likely to be the result of a number of factors combining for overall effect, including enhanced enforcement, improvements in vehicle safety, reduced impact speeds and road engineering treatments. Notwithstanding these improvements, crashes of this type remain of concern. In 2012, 965 people were killed or seriously injured in single vehicle run-off road crashes throughout the state, and in 2013 the number was 871. Approximately 60 per cent of these crashes occurred on regional and remote roads outside of Perth.

The 2015–16 road trauma trust account budget will continue to fund treatment works to address this road trauma burden. An amount of \$38 million is to be allocated to Main Roads WA to manage the delivery of safety treatments on identified state and local roads that have a higher than average risk of run-off road crashes. Of this funding, \$35 million will go towards treatments on state roads and, for the first time, in 2015–16 \$3 million will be allocated for treatment of some of the high-priority regional roads that are owned by local government. Main Roads WA will also receive \$7.9 million for continued construction of nine passing lanes at critical points on Albany Highway, as part of the government's delivery of its 2013 election commitments.

The treatments for run-off road crashes to be implemented on regional roads will include widening or sealing shoulders to at least one metre and installing audible edge lines to alert drivers that they are deviating from the main carriageway. For run-off crashes on significant roads in Perth, shoulder sealing and audible edge lines will be used as well as flexible roadside barriers, where appropriate. Treating continuous sections of road with additional width-sealed shoulders has previously delivered significant reductions in casualty crashes in Western Australia and in other jurisdictions, estimated at around 25 to 40 per cent. Audible edge lines can reduce casualty crashes by a further 10 per cent to 25 per cent. Flexible roadside barriers have also been shown to reduce serious crashes by around 60 per cent. I am pleased to advise the house of this continued funding commitment, and genuinely believe that this program is making a vital contribution to the state's efforts to reduce road trauma in our community.