

ROAD SAFETY — RUN-OFF ROAD SAFETY IMPROVEMENTS

157. Mr G.M. CASTRILLI to the Minister for Road Safety:

Before I ask my question, on behalf of the member for Darling Range —

Mr M. McGowan interjected.

The SPEAKER: Leader of the Opposition, I call you to order for the first time.

Mr G.M. CASTRILLI: On behalf of the member for Darling Range, I welcome to the gallery of the Parliament of Western Australia, children from the Southern Hills Christian College.

Can the minister please update the house on the government's significant spend on regional run-off road safety improvements funded from the road trauma trust account both in my electorate and across Western Australia?

Mrs L.M. HARVEY replied:

I thank the member for some notice of this question and for his strong advocacy for improved road safety outcomes for his constituents in Bunbury.

Mr P.B. Watson interjected.

The SPEAKER: Thank you very much, member for Albany. Put your name down if you want to ask a question. I call you to order for the first time.

Mrs L.M. HARVEY: I am really pleased to advise the house that from 2012 to the end of the 2013–14 financial year, it is expected that we will have spent \$74 million from the road trauma trust account on regional run-off road safety improvements. This money has been spent on improving the width of road shoulders, audible edge lining for some of our regional roads, and wire rope barriers that we all know act as a tremendous deflective tool in certain sections of road where we know we have those clusters of run-off road crashes. These are all tangible road improvements that the government can make as a result of the expenditure of speed and red-light camera infringements going into that road trauma trust account, which has now given us a substantial body of money to spend on road safety improvements throughout Western Australia. Of that money, the member for Bunbury will be pleased to know that \$7 million has been spent in the south west region; \$1 million in the great southern; \$5 million across the midwest; \$3.5 million in the goldfields and Esperance region; \$5.5 million in the Kimberley; nearly \$11 million in the wheatbelt where we know that we have an issue with road safety; and \$3 million in the Pilbara.

Mr P.B. Watson interjected.

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

Mrs L.M. HARVEY: It is really interesting that the member for Albany is ungrateful for the \$1 million that has been spent on improving road safety outcomes in the great southern region. On Labor's watch in 2007–08, the entire road trauma trust account had a value of \$17.5 million, and the value of spend on safe travel speed engineering was \$321 000. We have spent \$1 million just in the great southern. The previous government spent \$321 000 across the whole state; it is absolutely appalling. In the last year that the member for Midland was Minister for Road Safety, Labor spent \$545 000 on improving the safety of our roads from a mere total of \$14 million in the entire road trauma trust account. From these figures —

Mrs M.H. Roberts interjected.

Mrs L.M. HARVEY: The "Member for 23 Votes" does not like what I said because on her watch in 2001 —
Several members interjected.

The SPEAKER: Member for Willagee, I call you to order for the first time. Member for Girrawheen, I call you for the second time. Please talk through the Chair, minister.

Mrs L.M. HARVEY: It is really important that members in this house understand that this \$74 million spend —

Mrs M.H. Roberts interjected.

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

Mrs L.M. HARVEY: The \$74 million that has been spent since 2012 on these regional run-off road improvements has had a significant impact on the road trauma outcomes for the citizens of Western Australia, and we are proud of that. In 2001, the road fatality rate in Western Australia was 8.7 per 100 000 of the population, and it is now down to 6.4 per 100 000. After five and a half years of this Liberal–National government, we have reduced the fatality rate in the state from 9.4 fatalities per 100 000 in 2008—when the

member for Midland was in charge—to 6.4 per 100 000. That is a result of the commitment of this government —

Mr M. McGowan interjected.

The SPEAKER: Leader of the Opposition, I call you to order for the second time now. Minister, bring this answer to a conclusion.

Mrs L.M. HARVEY: That is because the government took the brave move to move 100 per cent of red-light and speed camera infringements into the road trauma trust account, and to use that large amount of money —

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan, I call you to order for the first time.

Mrs L.M. HARVEY: It is a large amount of money. The government made the decision to put that money into the road trauma trust account, because it wanted to drive down incidences of fatalities and serious injuries on our roads in Western Australia. After five and a half years of our policies, we are starting to see some change—and well may it continue. I hope that we can continue to drive that rate down. It is important to make an impact and improve outcomes in road safety for the Western Australian community. I look forward to keeping the pressure on with a range of initiatives to drive down the road toll in Western Australia in coming years and ensure that we achieve the outcomes of our Towards Zero strategy, which is aiming for a 40 per cent reduction in serious injury crashes by 2020.