

ROAD SAFETY, JOONDALUP AND WANNEROO

559. Hon C L Edwardes to the Minister for Police

I refer the Minister to the proposed reduction of the speed limit to 50 km/ph on local roads, and ask for the Local Council areas of Joondalup and Wanneroo, will the Minister advise for the last five years -

- (a) the number of fatalities;
- (b) the number of injuries;
- (c) their locations;
- (d) the speed limit of those locations; and
- (e) where possible the estimated speed of the motor vehicle contributing to the accident?

Mrs ROBERTS replied:

All information is sourced from Main Roads databases, by road type, for 1996 – 2000.

- (a) Number of fatalities on local distributor and access roads most likely to be zoned 50km/h.
 - 1. Joondalup 8
 - 2. Wanneroo 9
- (b) Number of injuries (including hospitalisations and medical treatment) on roads most likely to be 50km/h.
 - 1. Joondalup 1232
 - 2. Wanneroo 724
- (c) Locations.

Because of the extent of the information relating to crashes on local distributor and access roads, where speed is suspected of being a factor in crashes that were fatal, required hospitalisation or medical treatment, I am tabling the reports relevant to this item.
- (d) Speed at location of road crash. Please also refer to the attached information. [See paper No 597.]
- (e) Specific speeds are unavailable.

The Government made the decision to reduce the speed on local streets to 50 km/h following the extremely positive outcomes of a reduced speed limit in other Australian States. NSW introduced 50 km/h urban limits in 1998 and there has been around a 21 per cent drop in all crashes. Internationally, lower limits have produced similar results; Denmark's fatalities have dropped by almost 25 per cent.

100 per cent of the metropolitan local governments are in support of the 50 km/h initiative, with regional local governments showing 60 per cent support for the overall concept.