

ROAD SAFETY — RADAR DETECTORS

348. Hon NIGEL HALLETT to the minister representing the Minister for Police:

- (1) Can the minister provide the number of vehicles bearing radar-detecting devices on Western Australian roads?
- (2) Can the minister provide substantive evidence collected from any other state or territory that shows that banning radar detectors reduces the speed of drivers or reduces the number of major crashes or fatalities?
- (3) Can the minister provide an indication of the number of major crashes or fatalities that evidence attributes to improvements in road conditions as a result of black spot campaign expenditure?
- (4) Can the minister provide an indication of the number of major crashes or fatalities that evidence attributes to improvements in car safety engineering standards?

Hon PETER COLLIER replied:

I thank the member for some notice of this question. On behalf the Minister for Police I provide the following response. It is a very lengthy response, so I seek leave to table the response and have it incorporated into *Hansard*.

Leave granted.

[See paper 653.]

The following material was incorporated —

I thank the Hon. Member for some notice of this question.

Office of Road Safety have provided the following response:

1. The number of radar and laser detector and laser jammer devices being used in Western Australia is difficult to determine, without sales figures being provided by industry. Even so, the number of devices sold by retailers in Western Australia may not in fact provide a true representation of the current number in circulation, given that some of these devices may have been purchased by drivers in other states and territories where radar detectors are illegal or have been purchased online via the Internet.

The Australian Drivers' Rights Association (ADRA) has previously indicated that around 70,000 radar detectors are used in WA.
 2. There have been a number of overseas studies conducted into the impacts of radar detectors that have shown positive road safety benefits from a ban on their use. Likewise, a number of other overseas studies have indicated that the road safety impacts of a ban on radar detectors is negligible.

It is well understood that enforcement of speed limits is a motivating factor in people's decisions not to speed. The road safety benefits when the majority of people slow down, even if by a small amount, are substantial and quick acting and are well-documented and supported by both national and international research.
 3. An evaluation of the State Black Spot programs was undertaken by the Injury Research Centre, The University of Western Australia. The evaluation was based on the road safety treatments funded by the Black Spot Program and completed over the period 2000 to 2002.

The results showed that Black Spot treatments have been effective overall, reducing all reported crash frequencies by 15% and casualty crash frequencies by 28%. The benefit cost ratio (BCR) across all treatment sites was 4.9, which is extremely high (i.e. for every \$1 spent you would expect a \$4.90 return to the community in crash savings).
 4. Vehicles with high standard safety features reduce not only the likelihood of crashes occurring, but also the severity of crash outcomes on all those involved, whether they are inside or outside the vehicle. Australasian research indicates that if each motorist upgraded their vehicle to the safest in its class, road trauma would immediately drop by up to one-third (Australian Transport Council, 2008).
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