

MINISTER FOR ROAD SAFETY — CONDEMNATION

Motion

MS M.M. QUIRK (Girrawheen) [6.15 pm]: I move —

That this house condemns the Minister for Road Safety for his failure to take any measures to stem the tide of fatalities and serious critical injuries on Western Australian roads and to implement and fund the Towards Zero road safety strategy targeted specifically at reducing the levels of road trauma suffered by Western Australians.

The Minister for Road Safety should not bear all the responsibility, as other government members —

The SPEAKER: Members, I would like to hear this motion from the member for Girrawheen.

Ms M.M. QUIRK: In fact, it should be a whole-of-government responsibility. However, the Minister for Road Safety does have carriage of the road safety portfolio. I do not want to be seen as picking on the minister; therefore, I make the point that road safety is a government responsibility, and the opposition will contend this evening that the government's ministers are letting the side down very badly in a range of areas connected with road safety.

In debate on the address-in-reply motion in November 2008, I gave government members a challenge. I suggested that they be mindful every time they used the word "commitment". I said that "commitment" was one of those weasel words. In fact, Don Watson in his book *Death Sentence: The Decay of Public Language* defined "commitment" as —

Commitment is the worst kind of politician's word. To say they are *committed* to something does not mean they believe it (If they did, why not say so?); or that they will do it (If they will, why not do so?).

Mr Watson goes on to say —

It is a standard weasel word, a weed which spread with the fashion for mission statements, new management theories and sports psychology. There is deceit, including self-deceit, at its heart;

The Minister for Road Safety is a person who uses the word "commitment" very frequently. It seems that such usage falls into Don Watson's definition of "commitment" because there is nothing behind either the minister or the government's commitment on road safety. In fact, their record is appalling. They have had a number of missed opportunities in recent months. If anything, the government's approach to road safety is fragmented and far from clear. Without wanting to get into arguments about cause and effect, 2009 is shaping up to be a very bad year for fatalities and critical injuries.

As I know the minister is prone to hyperbole, I should put some preliminary facts on the table so that members are aware that it is not poetic licence when I say that I have a very real concern that this year will be one of Western Australia's worst years for road fatalities and critical injuries. The statistics released by WA Police on 16 June 2009 as at 11.59 pm showed 32 fatalities in the metropolitan area and 61 fatalities in the country, which is a total of 93 fatalities in the year to date. That compares with this time last year when there were 32 fatalities in the metropolitan area and 47 fatalities in the country, which is a total of 86. Even during the horror year of 2007, by June there were 35 fatalities in the metropolitan area and 73 fatalities in the country, for a total of 108. More significantly are the critical injuries, which are escalating. In the metropolitan area, they account for 88 and in the country, 94, making a total of 182 in the year to date. That is some 30 more than the previous year. In 2008 it was 152, in 2007 it was 146 and 2006 it was 135. The total number of fatalities and critical injuries to date in 2009 is now at 275, compared with 237 in 2008 and 254 in the horror year of 2007. We have every reason to be concerned.

The Towards Zero road safety strategy has been tabled and endorsed by not only the minister, but also cabinet and the Ministerial Council on Road Safety. The full implementation of that strategy is way overdue. As I have said in this place and elsewhere on many occasions, it is very disappointing that the "zero" in the Towards Zero road safety strategy appears to stand for zero commitment and zero funding.

I will talk briefly about the Towards Zero road safety strategy. There are four major planks to the strategy. The first relates to safe road use. This cornerstone rests on the principle that, while a safe system builds an injury tolerant system, those within it must use it responsibly. That relates to programs that address alcohol and drug use among drivers, driver fatigue and issues facing novice drivers. It also includes behavioural programs that reduce drink-driving, complemented by health counselling and use of devices such as alcohol interlocks for repeat drink-drivers. Campaigns addressing the safe system and concept of shared responsibility among government system designers and road users will also help to build support for implementing road safety improvements under the Towards Zero strategy. The second cornerstone of the Towards Zero strategy is safe

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roads and roadsides. About 30 per cent of accidents on roads are caused by road design and the lack of maintenance of roads. Improving roads and roadside standards is certainly a very important plank of the Towards Zero platform. The third cornerstone is speed and speed enforcement. I will talk more about that shortly. That is pretty self-evident. The Towards Zero strategy promotes enhanced speed enforcement. The fourth cornerstone is safe vehicles. To some extent, that is somewhat out of the control of the state government, although I commend the minister for his recent announcement concerning the Australian New Car Assessment Program safety levels and the star ratings on motor vehicles so that people who buy a motor vehicle are aware of the safety levels of particular models. They are the four planks, or cornerstones, of the Towards Zero safety strategy.

As I have said on previous occasions, the difficulty is that the only funding that exists for the implementation of strategy goes to speed enforcement and the digitisation of speed cameras. In this year's budget, about \$30 million was provided for the digitisation platform for new speed computer systems, which will be introduced in a couple of years. Our argument is that the equally vital other planks of the platform have been ignored, and it is not possible to get the kinds of outcomes that are predicted by the Towards Zero strategy unless all planks of the platform operate concurrently. This is not just the rantings of an opposition zealot; respected independent stakeholders such as the Royal Automobile Club of Western Australia are most concerned that the Towards Zero strategy has not been backed with funding. It said in a recent document relating to the regional roads rescue plan, which I will talk about later —

In response to the continuing scourge and appalling human cost of road trauma in Western Australia, the Road Safety Council worked with the community to develop a new long term road safety strategy. The ambitious "Towards Zero" road strategy has now been endorsed by the new government and has bi-partisan political support. What it presently lacks is a commitment to provide funds for the essential work required to tackle our road trauma crisis.

The RAC has presented its annual submission to the State Budget calling for a range of modest initial investments in the Towards Zero programs. The cost of these additional measures would be more than offset by the additional fines revenue to be collected by the government through the implementation of the enhanced speed enforcement measures called for in Towards Zero.

The RAC has recognised that the current economic downturn may place some restrictions on the government's ability to fully fund Towards Zero. This should not, —

I emphasise this —

however, prevent the government from making a start on the strategy.

The document goes on to say —

The RAC believes that regional Western Australia should not have to wait for road safety improvements. By harnessing the capacity of the Royalties for the Regions program, the State government could begin work on improving specific country roads with poor road safety records now.

I will go to that in some detail later. As I said, the Towards Zero road safety strategy was really the jewel in the crown of the government's road safety strategy. We were very patient with the government. We waited and waited for it to be endorsed, which it finally was in March. We were then told that we would have to wait a little longer until the budget came out in May. The minister said things such as, "Well, it might not all be within my portfolio budget, but there might be more money in Main Roads." When we asked that question in estimates, we were told that there was money in Main Roads, but when we inquired further and looked into it, it turned out that there was less money in the Main Roads budget than there was previously. I think the public has right to be somewhat cynical. The only commitment made by the government, which I referred to earlier, is the provision of \$30 million for the speed camera digitisation. That, of course, will lead to revenue raising through red light and speed cameras. The government's only commitment seems to be in the area where there is some prospect that it will raise revenue.

We asked a range of questions of the minister during estimates. In particular, we asked about controlled grants and subsidies in the state budget papers under the Office of Road Safety. We asked whether it was correct that funding committed across the out years is \$41.6 million. We further asked whether it was correct that the funding committed to controlled grants to the Office of Road Safety in the 2008-09 state budget was \$59 million and asked where the missing \$17.4 million was and whether it had been reallocated. We basically confirmed that the government had reduced the funding.

Mr R.F. Johnson: No we didn't. You know we didn't.

Ms M.M. QUIRK: I will read out the answer given, which is somewhat incomprehensible —

The forward estimates in relation to the mix of expenditure, including controlled grants, campaigns and other initiatives, are projections only and can change each year as the Road Trauma Trust Fund is approved on an annual basis. These projections will change further as Government makes further commitments to road safety and additional inflows from speed camera expansion is allocated to the priorities under the *Towards Zero* strategy.

Talk about weasel words! About 15 of them sprang to mind.

Mr R.F. Johnson: Hey, Sir Humphrey wrote that!

Ms M.M. QUIRK: Exactly; Sir Humphrey wrote it, and the minister is proud of it, which is even more disgraceful.

The bottom line is that we were told to wait and see what was in the budget papers for road safety, and it turns out that the figures set out in the budget are just a tentative indication, and according to this answer we are apparently not to rely on them. Actions speak louder than words and the lack of money speaks volumes about the government's commitment.

The Enhanced Speed Enforcement Steering Committee is a story in itself. As part of the *Towards Zero* road strategy, a committee known as the Enhanced Speed Enforcement Steering Committee was set up comprising representatives from the Office of Road Safety, Main Roads, the WA Police, the Western Australian Local Government Association, the Department of Treasury and Finance, the Department for Planning and Infrastructure and the Department of the Attorney General. It was a fairly broad-based committee and its rationale was to look at the options available for future speed enforcement, bearing in mind that the Multanova fleet is ageing and that replacement parts are hard to get. The rationale was consistent with the *Towards Zero* recommendation to enhance speed enforcement. We were waiting for a business case to be prepared, and that was supposed to be available around May this year so that the next stage could proceed to government and we could get some idea about the government's preferred future speed enforcement options. However, prior to finalising the business case, the committee was effectively shut down and deliberations were transferred to WA Police. Only now are the police going to tender to look at some of the business cases for these options. That is of concern.

Of equal concern is a communiqué of May 2009 from the Enhanced Speed Enforcement Steering Committee relating to a meeting held on 6 May. I have read many minutes and communiqués in my time, and they have usually been pretty bland documents, but I found this one pretty intriguing. It states —

There has been a lack of movement with the Business Case work as the Minister's office has urgently requested for a recommendation paper around the work done by this committee. Unlike the previous Minister, Minister Johnson is not interested in the full details of the Business Cases or a raft of options but just the recommendation from the committee.

That is a pretty strange way to run a government.

Mr R.F. Johnson: The difference between you and me is that I actually make decisions.

Ms M.M. QUIRK: Can the minister confirm that that is a correct assessment of what happened?

Mr R.F. Johnson: I am not aware of the particular paper that the member is talking about, but at the end of the day, the decision was made —

Ms M.M. QUIRK: I will repeat that. It states —

... Minister Johnson is not interested in the full details of the Business Cases ...

Mr R.F. Johnson: They hadn't started the business case. They wanted to go outside and contract it out, and I said, "That is not appropriate; I think it's more appropriate that it be done through the police, who will be enforcing it."

Ms M.M. QUIRK: What are the police doing? The police are going outside to contract it out. It is exactly the same thing; I have seen the tender document, minister. I find it extraordinary that in spite of the government's alleged commitment to road safety, things are being slowed down, sidelined, watered down and diluted. It is quite extraordinary.

As I said, it is not just the opposition making these criticisms—part of our job is to nag; it is also independent stakeholders. Quite recently the RAC released an excellent paper called "Regional Roads Rescue Program". I say that it was released recently, but it was prepared some months ago. As I understand it, the National Party and in particular the Leader of the National Party, Brendon Grylls, was given a copy of this paper, and it was hoped that it would form the basis of regional roads policy and regional road safety initiatives. A fair bit of work went into this paper, but its message unfortunately fell on deaf ears because on the evidence of what is contained in

the budget, its recommendations were apparently not accepted by the government. The RAC recommended a number of things that need to happen on regional roads. It believes that money allocated to royalties for regions could be very effectively spent on regional roads, which would have the effect of meeting some of the Towards Zero objectives and would hopefully have some impact on the disproportionate number of deaths and critical injuries on country roads, which are in inverse proportion to the country population. The report states —

Using the Towards Zero template, the Regional Roads Rescue Program should identify a number of demonstration projects in high crash density priority areas. These should be implemented and then form the basis for an expansion of the effort throughout regional Western Australia.

It is an excellent document; it identifies a number of key areas in which the RAC believes marked improvements to road safety could be made through roadside design. That includes recommendations such as the installation of road safety barriers, the removal of roadside hazards, the sealing and widening of road shoulders, the erection of advisory speed warning signs, the installation of line marking guideposts, the construction of overtaking lanes, the improvement of alignments and so on. There are a range of recommendations, some small, some large. It is very disappointing that the recommendations were not accepted by the government and that some of the royalties for regions money could not be properly targeted.

There is a cabinet subcommittee on road safety. The minister might correct the title, but I think it is the Ministerial Council on Road Safety.

Mr R.F. Johnson: Yes.

Ms M.M. QUIRK: This is the very sort of issue that the council ought to consider, and it is very unfortunate that the government apparently rejected the recommendations.

The second independent stakeholder to have recently made comments about road safety is the Auditor General, in the report he released today. His report relates to maintaining the state road network and particularly to the operation and examination of the outcomes of contracts entered into by Main Roads for the construction and maintenance of roads. It is disturbing that the Auditor General found that there was a dearth of information. It is a mystery to me, and I am sure to others, how the government can form decent policies on road safety, improving road infrastructure and identifying where road infrastructure needs particular attention without the range of information that the Auditor General speaks of.

For example, the Auditor General observes that there needs to be a register of roads on the network that includes information on their condition. He concludes that Main Roads —

Has a register but condition information is incomplete.

He also recommends an information system to record and manage maintenance, but observes that Main Roads —

Does not have access to all contractors' maintenance management systems.

There are no decent records on road maintenance. The Auditor General notes that there needs to be information on how much is spent on the road network, and what it is spent on. However, according to the report, Main Roads —

Knows what is spent overall on the network but not what has been spent on specific parts or how much is spent on each type of maintenance ...

Further along in the document, the Auditor General notes that Main Roads —

Knows some resurfacing and rebuilding work done on the road, but not the extent of reactive maintenance such as cracking or pothole work.

The final thing he notes is that Main Roads needs information on the status of work planned on the network. The report states —

Knows what work was planned but not if the work has been done.

He particularly makes the point on road safety that there are two areas in which Main Roads WA is falling short of what is optimal. Firstly, there is no good information provided after fatal road crashes, and he states —

There is currently no close out process for the completion of urgent road maintenance identified following a fatal crash. When the road is found to be a factor in the cause of a fatality, a crash investigation report is prepared by qualified Main Roads staff or contractors. Crash investigation reports contain recommendations to address identified road environment issues that may prevent future road crashes. However, in 2007, a Main Roads internal audit found that there was no requirement to report back on the implementation of these recommendations.

In other words, it is not known whether the improvements and maintenance recommended to minimise the prospects of future accidents have been made.

The other comment was about roads that require improvement. The Auditor General states that Main Roads does not know which roads have what is called low-skid resistance, which has been identified as a cause of accidents. That is another place where there is a gap in information. I accept that that report related to conduct that happened under both the previous government and this government. However, it is another red flag—a call to action that government needs clear vision and clear strategy and a clear funding commitment to road safety. This is one of the things that government needs to look at. I will let some of my other colleagues have a word because, as members will appreciate, this is an area in which members have very firm views.

In relation to this motion in particular, the minister has committed a number of sins of omission. I will start with some of the minor things, but they are symptomatic of a broader problem. I know the minister's personal views on this subject are very strong and sincerely held, and I do not want to criticise them. However, I want to say that there is objective evidence that indicates that these strong personal views have not translated into effective action. The first thing that I think is interesting is that, in November last year, the Road Safety Council advertised for a new chairman to replace Grant Dorrington. Here we are in June and no chairman has yet been appointed by government. As I understand it, Mr Dorrington has agreed to stay in the position until a new chair is appointed. However, we desperately need someone to exercise some leadership to articulate vision and to advocate both for the government and other interested parties on issues of road safety. It is not just government that has a role in road safety; it is a range of stakeholders. I think that when people know a chair is winding up, that chair may be less effective. I am a bit curious about why that appointment has not been made. That person could provide good strategic vision, fearless and frank advice to the government and leadership to the community.

The second sin of omission—I have talked about this earlier today—is the full implementation of the Towards Zero plan. As I have said on numerous occasions, the “zero” in Towards Zero currently stands for zero commitment and zero funding. The third objective fact that I think indicates lack of commitment is the reduction in the number of motorcycle policemen from 94 to 30. They are a great visual deterrent on our roads, and the topic is certainly very hotly debated on talkback radio. Human nature dictates that the presence of a policeman on a motorcycle on the road has the right deterrent effect. That is another black mark against the minister.

Also, we read in the paper this week about the replacement of speed cameras. I must admit that the minister has been a fierce advocate for doubling the number of speed and red light cameras. But that is another two years away. It will be another two years before there is enhanced speed enforcement. It is quite extraordinary.

The next sin of omission is that the minister has failed to convince his colleagues in cabinet that some of the royalties for regions money should go to maintenance and black spots on regional and remote roads. As I said, the strength of that argument is very much supported by the comprehensive paper that the RAC has prepared.

I congratulate the minister for finally introducing amendments to the Road Traffic Act today to deal with hoons or, as they are called in New Zealand, “boy racers”. I commend him for that but, again, knowing the sitting times of this place and our colleagues in the Council, one could not anticipate that that legislation will commence operation much before the middle of next year at the earliest. In the meantime, the state's road toll is going up. In particular, I think those who have an interest in regional and country roads should be very concerned about those statistics I mentioned earlier. They are alarming. I very much hope I am wrong, but the way we are going, there is a very good prospect that 2009 will be a very black year for the number of total fatalities and critical injuries.

In concluding, we have given the minister a go; we have given him nine months; we have given him much latitude; and we have given him a chance to make the necessary submissions to his colleagues in the expenditure review committee and cabinet to get funding for his Towards Zero plan. We supported and endorsed his bringing that strategy into the house, but the clock is ticking and the statistics are getting increasingly worse. I think the minister should be condemned by this house for his ineffectual response to road safety issues and road trauma.

MR A.J. SIMPSON (Darling Range — Parliamentary Secretary) [6.47 pm]: Road safety is a very important issue. The member for Girrawheen raised a number of issues in her speech. I consider road safety to be very important, particularly given that I am a passionate motorbike rider. I am told that we have a 29 per cent greater chance of dying in a motorbike accident than in a motor vehicle accident. The Office of Road Safety does a fantastic job. I wish we could expand it. In opposition the member for South Perth was a shadow Minister for Road Safety, and he sought in a grievance to get someone from the Motor Cycle Association into the Office of Road Safety. It was suggested that the RAC takes care of all road users. I guess that is a great statement to make but I will take it up with our minister and ask him to look at that process. Although a Liberal government established the Office of Road Safety back in 1997, the time has come for a review of that process. It has done a

lot of fantastic work and looked at other campaigns around the world and it has created some great advertising about how we can do road safety better. That is important.

Motorcycle riders are still dying at a very fast rate. If we look at more statistics, we can see that a person who dies in a motorcycle accident is most likely to be a man of around 40 years of age. We can put it down perhaps to the mid-life crisis, when men are earning a bit more money and are trying to retrace their youth.

Mr R.F. Johnson: I am looking forward to getting there for that!

Mr A.J. SIMPSON: Excellent. I can imagine the Minister for Police riding a motorbike. That is probably true because men who used to ride in their younger days, as I did, get another lease of life when they are older and hop onto more powerful bikes.

Mr D.A. Templeman: Evel Knievel.

Mr A.J. SIMPSON: Yes. All members will have noticed that motorbike riders wear some sort of dark leather jacket and a dark helmet. Their bike is often black or silver and not very easy to see. Police on motorbikes always wear reflective jackets so that they can be easily seen. We can probably do a lot more in that regard.

Members will be interested to read a webpage called Perth Street Bikes. They represent a very hostile group that is very frustrated with the government's policy. They feel that the government always focuses on "people in the cage", as they refer to four wheel vehicle drivers, but they are the ones who cause most of the accidents. We are all witnessing on a daily basis, when we drive on our freeways and roads, how quickly motorbikes come speeding past us, and we have to wonder if the driver is not a temporary Australian. We need to do more advertising and give people more training on all types of road safety. We have come a long way. I remember that when we were in opposition, we went to a presentation at Kings Park that had been put on by the Office of Road Safety for all members of Parliament. I was very surprised at the graph that they put up at that presentation. The graph went back as far as the 1960s, 1970s, 1980s and early 1990s, and it showed how certain things, such as seatbelts in the rear of cars and the introduction of 0.08 and 0.05 blood alcohol levels and speed cameras have helped to reduce the number of deaths on our roads. The number of deaths on our roads was as high as 200 people a year. That number has come down considerably, even though there are now a lot more vehicles on our roads. The introduction of air bags and disk brakes has also helped to make vehicles a lot safer now than they were 20 years ago.

The Towards Zero campaign is fantastic, and we need to keep it going forward. The member for Girrawheen raised a few issues about that strategy. We need to keep road safety at the front of people's minds. We need to tell people about it constantly. Even though people complain about the use of Multanovas, there is no excuse for speeding. Speed kills. We know that.

Another issue is the increasing use of off-road vehicles. The Minister for Sport and Recreation has put me in charge of a joint agency committee to tackle the off-road motorbike problem in the hills area, which is in my electorate as well as the electorate of the member for Swan Hills. That committee is costing up the "Back on Track" report. One of the problems is that a lot of young kids are riding unlicensed motorbikes on licensed roads.

Mr P. Papalia: Is that committee just for the hills?

Mr A.J. SIMPSON: No. I am just using an analogy from my area, but it will be looking at the situation everywhere. The use of off-road motorbikes in the Perth metropolitan area is a massive problem,

Mr P. Papalia: It is a big issue in my electorate.

Mr A.J. SIMPSON: Yes. There are not enough areas in which people can ride off-ride bikes. We are going through the process of identifying some areas that can be used for that. A lot of people in the hills have contacted me to say that it will be only a matter of time before a kid is killed because he has to ride his unlicensed bike on the roads to get to the areas in which he can ride. The local paper in the hills is running a story about that process. People have set up a hoon busters organisation, where they are paying people to do in where these riders are coming from. It is very concerning to go out with the rangers and catch these kids on their motorbikes. The rangers take the keys out of the bikes and make the kids push their bikes home, and when they talk to the parents, the first thing they say is, "Well, where is my kid supposed to ride?", and I think, "Why are you letting your son ride out at the back of the hills, where no-one knows where he is, and then, if he comes off his bike and does not come home, you are going to call up the emergency services to find him." The parents need to take a bit of responsibility. I will not say much more, because I believe the member for Mandurah wants to say a few words. Education about road safety is very important. The Towards Zero campaign is also very good, as I have said. I am convinced the government is taking the right steps with our hoon legislation and with trying to get rid of this problem on our roads. I thank members for their time.

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Ms Margaret Quirk; Mr Tony Simpson; Mr David Templeman

MR D.A. TEMPLEMAN (Mandurah) [6.55 pm]: I am very pleased to take this debate through to 7.00 pm. I am sure we will visit this issue again, because it is an issue that all of us are very concerned about, no matter where we live in Western Australia. The member for Darling Range made some very valid comments. One of the frustrations for the opposition and for many people in our community of Western Australia is that we were promised so much by the current government, but we have yet to see the real runs on the board. There are no more important runs to be made than on road safety. I think the member for Girrawheen in her comments earlier this evening put a very strong case for why there is so much frustration about this important issue, and about the lack of action by the now Minister for Road Safety when he was in opposition. We heard about a lot of things that we were promised were going to be delivered, and about a lot of things that were going to be focussed on as priorities —

Mr R.F. Johnson: What were those things, member, in relation to road safety? Tell me!

Mr D.A. TEMPLEMAN: Well, we are talking about a strategy that really has been wallowing for over nine months under the minister's stewardship. That is the frustration.

Mr R.F. Johnson: I did it, but you did not want to publish it!

Mr D.A. TEMPLEMAN: We are very keen to support the minister.

Mr R.F. Johnson: The member has just said that I made all these commitments. Tell me what I said!

Mr D.A. TEMPLEMAN: We are keen to support the minister to get these things done, but he has not delivered, and that is the sad thing. I want to highlight to members the issue with the new Perth-Bunbury highway, which will be opened in August. That is a great project, and it will have benefits for not only the Peel region but also the south west, because it will provide a safer passage for vehicles so that they will no longer need to go through the built-up areas of the city of Mandurah. However, a very important issue for me in the Peel region is the resourcing that will need to be delivered to ensure that that highway is policed adequately and is safe. I have spoken to a number of police men and women, including past and current superintendents of police, and they have articulated to me their concern that that highway might be used inappropriately. I have mentioned this concern to the Minister for Police. We need to ensure that from day one, when that highway is opened, there is strong resourcing by the police service, particularly the traffic units, to address the challenges of that road.

Mr R.F. Johnson: What have I said to you about that?

Mr D.A. TEMPLEMAN: The minister has assured me of that, and I will certainly be watching closely to make sure that happens. One of the things that members in this place need to understand is that other roads feed off the Perth-Bunbury highway. When that highway is operational, that will place further pressure on the distributor roads that distribute traffic into Mandurah. Those roads include Pinjarra Road, Lakes Road and the Gordon Road east-west links. They will be the two main connecting points for the people who live in the Mandurah area.

Mr R.F. Johnson: And for those who stay there very often.

Mr D.A. TEMPLEMAN: Indeed, and for visitors to our city and the Shire of Murray. With the population growth in the Shire of Murray, which is continuing to expand, particularly in the eastern corridor between Mandurah and Pinjarra, these roads will become even more important. One thing that will need to be looked at very closely by Main Roads, the police service and the local authorities is the safety of those distributor roads. Gordon Road is the road that I want to focus on. A number of schools are situated along Gordon Road. Gordon Road also goes through a major commercial area of the city of Mandurah. That road will be the main arterial road for Mandurah people to access the Perth-Bunbury highway. That will mean that increased volumes of traffic will be going east and west along Gordon Road and Lakes Road, passing schools, and of course passing already very busy parts of a community that is continuing to grow. I am, therefore, pleading with the minister that in addressing road safety we look at not only the big picture for the state, but also areas where there will be a need for increased focus and attention. I am particularly concerned about the northern area of Mandurah, because I think there will be some major challenges for planners, local government, the police service and Main Roads to ensure that those roads that will connect people to that important Perth-Bunbury highway infrastructure are safe. That must involve a very clear and effective road safety strategy. That strategy must be resourced and delivered. We cannot have any more words. We need to have action. That is what the focus of this motion before us this evening is about. It is saying to the minister that all the talk has got to stop now. We have got to see some action. We have got to see some delivery of policy. We have got to see some delivery of resources so that we can genuinely address an issue that I know he and other members of this place are concerned about.

Debate adjourned, pursuant to standing orders.