

ROAD SAFETY, REVENUE FROM RED-LIGHT AND SPEED CAMERAS

1021. Mr OMODEI to the Minister Assisting the Minister for Planning and Infrastructure:

I refer the minister to the Government's pre-election commitment on road safety funding. The minister said that all speed and red-light camera revenue would be spent on legitimate projects that satisfy strict road safety criteria.

- (1) Can the minister confirm that nearly \$33 million of red-light and speed camera revenue that was collected last year has been spent on the road enhancement program in routine road maintenance?
- (2) Does the minister consider streetscaping, additional parking facilities, fencing, land acquisition and power supply - all of which were funded by the road enhancement program - to be legitimate road safety projects, or is this yet another broken promise from the Labor Party?

Mrs ROBERTS replied:

- (1)-(2) I thank the member for this question because it gives me a great opportunity to place on record the stark difference between the Government's record on road safety and the former Government's record. During the previous Government's eight years in office, it failed to deliver on road safety. For example, it did not introduce the ban on the use of hand-held mobile phones while driving; we did. We also introduced the 50-kilometre-an-hour speed limit; the former Government failed on that issue. It did not even introduce the compulsory use of photos on motor vehicle licences. The former Government did not put in place the necessary equipment so that legislation for owner-onus measures could be appropriately proclaimed. By comparison, the Labor Government has detailed to the House massive spending on road safety. The Government tabled in the House details of programs in which over \$49 million will be spent on road safety. I have listed a number of projects from the road enhancement project which will have a genuine road safety benefit. This includes, for example, extra turning lanes at traffic lights and overtaking lanes on country roads. Over and above the \$49 million, an additional \$15 million has been allocated this year for black spot funding, which represents an increase of \$2 million over last year. This increase will occur in every year of the Government's term and will amount to an additional \$8 million for that purpose. The Government has also placed \$7 million in the budget for the coordinated action project, or CAP Speed. This will enable the proclamation of the owner-onus regulation, which will place liability on the owner of any vehicle involved in a Multanova or red-light camera infringement. In addition, the Government is running the Bike-Ed program through the Police Service, and a host of other programs that are not even included in the details I have tabled in the Parliament.

The record of the Government on road safety, in the very short time it has been in office, has been nothing short of outstanding. That is in sharp comparison with the neglect of the past eight years. Soon after taking office, I introduced compulsory photographs on drivers licences, the graduated driver training and licensing system for young people, the ban on mobile telephone use in cars, and the 50-kilometre-an-hour limit on local roads. The Government has reinforced the 40-kilometre-an-hour limit around schools, increased black spot funding, and soon will have owner-onus rules in place. I have also launched a double demerit scheme for long weekends, which will be trialled over the next 12 months. Before too long, I would like to be able to deal with motorcyclists who are missing out on being fined when they speed.

Mr Barron-Sullivan: How will you do that?

Mrs ROBERTS: I know it was too hard for the Opposition when it was in government, but this Government is delivering.