



Minister for Police & Road Safety

Our Ref: 63-07050
Your Ref: A689612

Hon Alanna Clohesy MLC
Chair
Standing Committee on Estimates and Financial Operations
Parliament House
4 Harvest Terrace
West Perth WA 6005

Dear Ms Clohesy

Alanna

Thank you for your letter requesting answers to questions submitted prior to the 2018-19 Budget Estimates Hearings.

Please find the answers enclosed.

Yours sincerely

Michelle Roberts

**HON MICHELLE ROBERTS BA DipEd MLA
MINISTER FOR POLICE; ROAD SAFETY**

Enc. 12 JUN 2018

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15/06/18

LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

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The Committee asked:

- 1) What are some of the implications for your agency from the Commonwealth Budget released on 8 May 2018?

The Western Australian Police Force and the Road Safety Commission advise initiatives related to policing, community safety and road safety include:

- The establishment of the National Criminal Intelligence System (NCIS), which provides a national, unified picture of criminal activity to better enable law enforcement and intelligence agencies to combat criminal and national security threats
- Initiatives in Mental Health, such as Lifeline Australia's enhanced telephone crisis services and the strengthening of the National Mental Health Commission
- The establishment of the Australian Centre to Counter Child Exploitation
- The Aviation, Air Cargo and International Mail Security Package
- Criminal Intelligence Checking Capability
- The implementation taskforce resulting from the Royal Commission into Institutional Responses to Child Sexual Abuse
- Domestic Violence Response Training
- Encouraging Lawful Behaviour of Income Support Recipients
- Enhanced Support for 1800RESPECT
- Extending the Cashless Debit Card Trial

The Western Australian Government would welcome additional Commonwealth Government investment in initiatives to fight the scourge of meth, to continue to protect assets in Commonwealth waters, and to prevent and reduce the impact of crashes on Western Australian Roads.

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Hon Peter Collier MLC asked:

- 1) How many Aboriginal people were employed by the agency/department on July 1st 2017 and April 30th 2018?
 - 2) How many Aboriginal people employed by the agency/department were level 8 and above (including Senior Executive Service positions) on July 1st 2017 and April 30th 2018?
-

Response:

(1-2) The Western Australia Police Force employees provide cultural background information on a voluntary basis. As such, the WA Police Force advises the information provided may not be complete. The information is based on quarterly reports, therefore the dates used are 30 June 2017 and 31 March 2018.

The number of Aboriginal people employed by WA Police was recorded at 169 at 30 June 2017, and 173 at 31 March 2018. The WA Police Force did not employ any person of recorded Aboriginal descent at level 8 or above at 30 June 2017. At 31 March 2018 WA Police Force employed one person of recorded Aboriginal descent at level 8 or above.

The WA Police Force is committed to increasing the number of Aboriginal employees, including through the Aboriginal Cadet Program. The Aboriginal Cadet Program is a partnership between the WA Police Force and North Metropolitan TAFE, and is open to applicants from 17-25 years of age. The cadetship has been designed to create a more accessible pathway for young Aboriginal people who want to become police officers, and to increase Aboriginal representation in the Force. Cadets receive on-the-job training within police stations, while attending formal class-based training with North Metropolitan TAFE to achieve a Certificate II in General Adult Education.

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Hon Martin Aldridge MLC asked:

- 1) I refer to budget paper 2, volume 2, page 334, 'Total Costs of Services – Reconciliation Table' and I ask;
 - a) Why does 'Road Trauma Trust Account Grants to Other Entities' decrease from \$84.2 million in 2017-18 to \$35 million by 2021/22 and;
 - b) Please provide a detailed list of RTTA expenditure in 2017-18 and proposed expenditure for 2018-19.

(a-b) It isn't correct to assume a reduction to RTTA grants to 'Other Entities' in future years. This Government has taken the decision to allocate funding over the forward estimates for some projects. Additional funding is allocated on an annual basis. Budget allocations from the RTTA have previously been made on an annual basis. The Road Safety Commission advise that the value of 'Grants to Other Entities' is dependent upon the applications received and the estimated revenue for that year. Funding for some programs for forward estimate years has been approved (up to and including 2021/22). Submissions will continue to be considered annually as part of the budget process which will increase the 'Grants to Other Entities' amount in the future. Please see the attached PDF (1) for a detailed list of RTTA expenditure in 2017-18 and proposed expenditure for 2018-19.

Road Trauma Trust Account - Approved Budget for 2017-18 (EOT) and 2018-19			
Business Case Title / Program Title	Implementing Agency	Approved Budget 2017-18 \$'000	Approved Budget 2018-19 \$'000
Intersections		34,412	4,400
Metropolitan Intersection Crash Program	MRWA	17,612	4,300
Rural Intersection Advanced Warning Signs	MRWA	0	100
Wheatbelt safety review – Toodyay Road -Stoneville and Lilydale Intersections	MRWA	16,800	0
Run-Off Road Crashes		34,020	44,200
Run-Off Road Crashes Road Improvements - State Roads	MRWA	18,900	25,000
Wheatbelt safety review – Toodyay Road Improvements	MRWA	4,808	2,400
Wheatbelt safety review – Great Eastern/Great Southern Highway	MRWA	1,470	6,800
Safety review – Indian Ocean Drive Improvements	MRWA	3,000	10,000
Cranbrook Vehicle Rest Area	RSC	1,200	0
South Coast Highway	MRWA	1,416	0
Collie-Lake King Road	MRWA	661	0
Coalfields Highway	MRWA	2,565	0
Impaired Driving (Drug and alcohol)		10,045	10,226
Increased impaired (alcohol and drug) driving detection	WAPOL	7,504	8,797
Increase Breath and Drug Testing		5,121	5,940
Expansion of Drug Testing Capabilities		989	1,006
Crash Blood Testing		1,183	225
Increased Roadside Alcohol and Drug Testing		211	854
Replacement of Breath and Drug Operations Bus		0	772
Alcohol Interlocks Implementation	DOT	1,165	0
Alcohol Interlocks Assessment and Treatment Services	MHC	1,376	1,429
Speed Management		33,947	30,997
Safe Speed Enforcement Program	WAPOL	23,590	21,493
Speed Camera Replacement Program		6,244	5,263
Expansion of Automated Traffic Enforcement Strategy (EATES)		6,443	5,111
IMO Back-capture Admin Support previously known as Enhanced Speed Enforcement Administration Costs (EASE & ESEP)		10,903	11,119
Helicopter replacement	WAPOL	0	287
Automatic Number Plate Recognition (ANPR) Technology	WAPOL	1,348	280
Speed Monitoring Project	MRWA	100	100
Electronic School Zone Sign Project	MRWA	4,000	4,000
Enhanced Speed Enforcement Administration Costs	DOT	4,909	4,837
Vulnerable Road Users		5,053	5,013
Road Aware (SDERA)	DOE	1,667	1,594
Data Linkage and Road Safety Analysis	DOH	123	126
Party Program	DOH	402	402
WA Injury Prevention aided by State Trauma Registry	DOH	357	357
Road Trauma Support Services (ICCWA)	ICCWA	847	847
Roadwise Community Road Safety Program(WALGA)	WALGA	1,657	1,687
Supporting Implementation and results focus		17,574	16,475
Road Safety Community Education and Behaviour Change Campaigns	RSC	7,000	7,000
RSC Media and Stakeholder Engagement	RSC	224	224
RSC Website and Online Communications	RSC	281	280
Road Safety Community Grants Program	RSC	360	360
Road Safety Events Program	RSC	130	130
Road Safety Partnership Program	RSC	573	573
Western Force Partnerships Program	RSC	600	0
Road Safety Research, Policy and Evaluation	RSC	1,293	1,303
Road Safety Information Centre	RSC	1,000	277
Towards Zero Road Safety Strategy Development	RSC	0	169
Safer Vehicles - Crash Testing and Safety Ratings	RSC	285	235
RSC Operating Costs	RSC	5,828	5,924
TOTAL		135,051	111,311
Budget By Agency	Implementing Agency	Forward Estimates 2021-22 \$'000	Approved Budget 2018-19 \$'000
Main Roads Western Australia	MRWA	71,332	52,700
Western Australia Police	WAPOL	32,442	30,857
Department of Transport	DOT	6,074	4,837
Department of Fire and Emergency Services	DFES	0	0
Department of Education (SDERA)	DOE	1,667	1,594
Department of Health	DOH	882	885
Mental Health Commission	MHC	1,376	1,429
Western Australian Local Government Association	WALGA	1,657	1,687
Injury Control Council of WA	ICCWA	847	847
Road Safety Commission	RSC	18,774	16,475
Total		135,051	111,311

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Hon Martin Aldridge MLC asked:

- 2) I refer to budget paper 2, volume 2, page 334, service summary table and I ask;

Please provide a breakdown of funding to the Road Safety Commission between operational costs of the commission and projects and programs delivered by the Road Trauma Trust Account across the budget year and forward estimates?

2. The Road Safety Commission advise that the Road Trauma Trust Account (RTTA) was previously an annual allocation, however, this Government has taken the decision to allocate funding over the forward estimates for some projects. Additional funding is allocated on an annual basis. The RTTA projected funding for 2018-19 and across the forward estimates is attached.

Road Trauma Trust Account - Approved Budget for 2018-19 and Forward Estimates			
Business Case Title / Program Title	Implementing Agency	Current Budget 2018-19 \$'000	Forward Estimates From 2019-20 to 2021-22 \$'000
Intersections		4,400	10,040
Metropolitan Intersection Crash Program	MRWA	4,300	9,000
Rural Intersection Advanced Warning Signs	MRWA	100	1,040
Run-Off Road Crashes		44,200	65,420
Run-Off Road Crashes Road Improvements - State Roads	MRWA	25,000	45,000
Wheatbelt safety review – Toodyay Road Improvements	MRWA	2,400	0
Revised Wheatbelt safety review – Great Eastern/Great Southern Highway	MRWA	6,800	10,420
Safety review – Indian Ocean Drive Improvements	MRWA	10,000	10,000
Impaired Driving (Drug and alcohol)		10,226	7,875
Increased Impaired (alcohol and drug) driving detection	WAPOL	8,797	22,516
Increase Breath and Drug Testing		5,940	5,664
Expansion of Drug Testing Capabilities		1,006	1,066
Increased Roadside Alcohol and Drug Testing		225	260
Crash Blood Testing		854	885
Replacement of Breath and Drug Operations Bus		772	0
Alcohol Interlocks Assessment and Treatment Services	MHC	1,429	0
Speed Management		30,997	47,439
Safe Speed Enforcement Program	WAPOL	21,493	24,773
Speed Camera Replacement Program		5,263	3,002
Expansion of Automated Traffic Enforcement Strategy (EATES)		5,111	489
IMO Back-capture Admin Support previously known as Enhanced Speed Enforcement Administration Costs (EASE & ESEP)		11,119	21,282
Helicopter replacement	WAPOL	287	1,887
Automatic Number Plate Recognition (ANPR) Technology	WAPOL	280	523
Speed Monitoring Project	MRWA	100	300
Electronic School Zone Sign Project	MRWA	4,000	12,000
Enhanced Speed Enforcement Administration Costs	DOT	4,837	7,956
Vulnerable Road Users		5,013	29,233
South West Emergency Rescue Helicopter	DFES	0	13,950
Road Aware (SDERA)	DOE	1,594	4,782
Data Linkage and Road Safety Analysis	DOH	126	393
Party Program	DOH	402	1,206
WA Injury Prevention aided by State Trauma Registry	DOH	357	1,071
Road Trauma Support Services (ICCWA)	ICCWA	847	2,541
Roadwise Community Road Safety Program(WALGA)	WALGA	1,687	5,290
Supporting implementation and results focus		16,475	49,582
Road Safety Community Education and Behaviour Change Campaigns	RSC	7,000	21,000
RSC Media and Stakeholder Engagement	RSC	224	672
RSC Website and Online Communications	RSC	280	840
Road Safety Community Grants Program	RSC	360	1,080
Road Safety Events Program	RSC	130	390
Road Safety Partnership Program	RSC	573	1,719
Road Safety Research, Policy and Evaluation	RSC	1,303	4,031
Road Safety Information Centre	RSC	277	856
Towards Zero Road Safety Strategy Development	RSC	169	406
Safer Vehicles - Crash Testing and Safety Ratings	RSC	235	705
RSC Operating Costs	RSC	5,924	17,883
TOTAL		111,311	209,589
Budget By Agency	Implementing Agency	Current Budget 2018-19 \$'000	Forward Estimates 2021-22 \$'000
Main Roads Western Australia	MRWA	52,700	87,760
Western Australia Police	WAPOL	30,857	49,699
Department of Transport	DOT	4,837	7,956
Department of Fire and Emergency Services	DFES	0	13,950
Department of Education (SDERA)	DOE	1,594	4,782
Department of Health	DOH	885	2,670
Mental Health Commission	MHC	1,429	0
Western Australian Local Government Association	WALGA	1,687	5,290
Injury Control Council of WA	ICCWA	847	2,541
Road Safety Commission	RSC	16,475	49,582
Total		111,311	224,230

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Hon Martin Aldridge MLC asked:

3. I refer to budget paper 2, volume 2, page 332, 'Spending Changes' table, line item 'Voluntary Targeted Separation Scheme' and I ask:
- a) How many staff have taken advantage of the scheme, by head count and FTE;
 - b) Please provide a list of each position that has been made redundant to date, the location of that position, and if that position remains vacant;
 - c) What is the Police Force target for FTE reduction in order to meet the forward estimates expectation; and
 - d) What are the focus areas for the Police Force for FTE reduction to meet VTSS targets?

(a-d) The Voluntary Targeted Separation Scheme (VTSS) referred to is a Budget repair tool which also assists in promoting workforce renewal. Agency targets are Cabinet-in-confidence and were provided as a guide to with implementation of the scheme.

The WA Police Force advise that 78 public service FTE have participated in the VTSS, comprising of 86 public service positions. Ten positions are from regional locations, and 76 from metropolitan Perth. None of these positions are sworn police. The composition of public service staff at various locations is subject to determination by the Commissioner of Police who periodically reviews and adjusts allocations.

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Hon Martin Aldridge MLC asked:

- 4) I refer to budget paper 2, volume 2, page 336, in the table 'Regional and remote policing services' and I ask:
- a) What positions and in what locations will the reduction of 25 FTE effect
 - b) Will any of the 25 FTE be sworn officers?
 - c) Will the loss of administrative positions place a further burden on operational officers and therefore impact on their operational capability
 - d) How many Police Stations and in what locations have lost their Customer Service Officers; and
 - e) Have any Police Stations in regional WA changed their hours of operation and if so for what reason and what was the change?
-

The Western Australian Police Force advise:

- (a - e) There is no actual reduction in FTE. The FTE figures in the 2018-19 Budget Statements do not reflect the actual FTE posted to the regional and remote policing services. Rather, they reflect a notional decrease based on modelling of the implementation of the Voluntary Targeted Separation Scheme. Frontline services are not impacted and sworn positions will be backfilled by 2019. No stations in regional WA have changed their hours of operation.

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Hon Martin Aldridge MLC asked:

5. I refer to the line item WA Police Force Helicopter Replacement, Budget paper 3 page 148 and I ask:
- a) Please provide a breakdown of funding by funding source across the budget year and forward estimates;
 - b) Please list the total cost and separately the maintenance cost for each rotary wing aircraft in use by the WA Police Force across the budget year and forward estimates;
 - c) Please list the hourly operating cost for each rotary wing aircraft in use by the WA Police Force;
 - d) Please provide the business case and reports undertaken or commissioned by government with respect to the replacement helicopter;
 - e) Did the Road Safety Council reject the Ministers direction to fully fund the replacement helicopter;
 - f) Please provide the Road Safety Council's response to the Minister's Direction for Road Trauma Trust Account funding;
 - g) In 2017-18 for what period of time was the BK117 helicopter unavailable for operational service;
 - h) What was the reason for each occasion identified in (g); and
 - i) How many hours did the BK117 fly in 2017-18?

5. The Western Australian Police Force advise the following;

a)

WA Police Helicopter - Capital Investment only	2018-2019	2019-2020	2020-2021	2021-2022	Total
	\$000	\$000	\$000	\$000	\$000
Funding Source					
Road Trauma Trust Account	287	1,773	57	8,104	10,221
Consolidated Account	469	2,893	94	13,223	16,679
Total	756	4,666	151	21,327	26,900

- (b– d) As the WA Police Force will shortly commence a formal procurement process, it is considered that the public release of this information at this stage could compromise the commercial value of the investment and impact future procurement.

- e) Pursuant to the *Road Safety Council Act 2002*, the Road Safety Council provided advice to the Minister. The previous Government had made no provision for a replacement helicopter, despite being advised that it needed to be replaced. This Government has taken this matter seriously, made a decision and prioritised funding for this vital service for community road safety.
- f) Please see attached PDF 2.
- g) The BK117 was unavailable for operational service due to maintenance for 749 hours over the period 1 July 2017 to 5 June 2018.

h)

Start Date Unavailable	End Date Unavailable	Reason Aircraft Unavailable
06/07/2017	06/07/2017	Scheduled Maintenance
20/07/2017	20/07/2017	Unscheduled Maintenance
21/07/2017	21/07/2017	Unscheduled Maintenance
07/08/2017	08/08/2017	Scheduled Maintenance
14/08/2017	17/08/2017	Unscheduled Maintenance
18/08/2017	18/08/2017	Unscheduled Maintenance
01/09/2017	01/09/2017	Scheduled Maintenance
07/09/2017	07/09/2017	Unscheduled Maintenance
08/09/2017	03/10/2017	Unscheduled Maintenance
11/09/2017	13/09/2017	Scheduled Maintenance
14/09/2017	14/09/2017	Unscheduled Maintenance
19/09/2017	19/09/2017	Scheduled Maintenance
02/10/2017	02/10/2017	Scheduled Maintenance
16/10/2017	17/10/2017	Scheduled Maintenance
20/10/2017	20/10/2017	Scheduled Maintenance
26/10/2017	26/10/2017	Scheduled Maintenance
01/11/2017	02/11/2017	Unscheduled Maintenance
02/11/2017	02/11/2017	Scheduled Maintenance
13/11/2017	13/11/2017	Unscheduled Maintenance
20/11/2017	11/01/2018	Scheduled Maintenance
19/01/2018	19/01/2018	Scheduled Maintenance
24/01/2018	24/01/2018	Scheduled Maintenance
09/02/2018	16/02/2018	Scheduled Maintenance
20/02/2018	20/02/2018	Scheduled Maintenance
02/03/2018	02/03/2018	Scheduled Maintenance
15/03/2018	15/03/2018	Scheduled Maintenance
19/03/2018	20/03/2018	Scheduled Maintenance
23/02/2018	23/02/2018	Scheduled Maintenance
28/03/2018	28/03/2018	Scheduled Maintenance
03/04/2018	05/04/2018	Scheduled Maintenance
13/04/2018	13/04/2018	Scheduled Maintenance
20/04/2018	20/04/2018	Scheduled Maintenance
30/04/2018	Current	Scheduled Maintenance

- i) The BK117 has flown 403 hours over the period 1 July 2017 to 5 June 2018.



Your Ref: 63-06365
Our Ref: F18-64 / D18-2908

Hon Michelle Roberts MLA
Minister for Road Safety
Level 12, Dumas House
2 Havelock Street
West Perth WA 6005

Dear Minister

RE: MINISTERIAL CORRESPONDENCE - SECTION 6 A OF THE *ROAD SAFETY COUNCIL ACT 2002* – WESTERN AUSTRALIA POLICE FORCE HELICOPTER

The Road Safety Council (the Council) met on the 28th March 2018 to consider your letter of 22nd March 2018 informing the Council of the Government's proposal to source \$26.9 million (m) from the Road Trauma Trust Account (RTTA) for a replacement Police helicopter.

Your letter was pursuant to Section 6 (A) (2) of the *Road Safety Council Act 2002* (the Act), which requires the Council to recommend to the Minister as to whether or not money standing to the credit of the RTTA should be spent in accordance with the proposal presented or if the proposal should be modified.

The Council noted that the proposal is to purchase one helicopter for the Western Australia Police Force (WAPF) to replace an existing helicopter. The existing helicopter is presently funded through consolidated fund appropriation. The proposal is for the total capital cost of the helicopter and does not include any contribution to operational costs.

The WAPF proposal states that during 2016-2017 thirty-eight percent (38%) of the helicopter tasks undertaken related to traffic enforcement. The traffic enforcement function relates to resolving vehicle pursuits. It is also stated that such aircraft have the potential to be deployed for medical evacuations; however, WAPF verbally advised that this has not occurred.

The Council was not able to find evidence available to evaluate the effectiveness of this helicopter's functions in relation to improving the safety of roads and reducing deaths and injuries to people resulting from incidents occurring on roads as per the Act. The Council considered that the proposed allocation of RTTA funds would not increase existing capacity or capability which may contribute to improving road safety outcomes.

Under Section 5 of the Act, the Council makes recommendations to improve the safety of roads and to reduce deaths and injuries to people resulting from incidents occurring on roads. The performance of this function is done in the context of the *Towards Zero Road Safety Strategy for 2008-2020* (State Strategy) for road safety and priorities established through understanding the effectiveness of road safety measures, such as the reduction of the number of people killed and seriously injured and cost benefit analysis of alternatives.

Under the State Strategy, Western Australia has embarked upon an ambitious journey to reduce the number of people killed and seriously injured on our roads by 40%. As at the end of 2015, a 28% reduction has been achieved including a 56% reduction amongst young people aged 17-19.

The major contributors to this encouraging result are the application of low cost, high value safety focussed engineering treatments that decrease crashes at intersections and reduce single vehicle run off crashes on regional roads, increased, sustained enforcement of speeding and impaired driving, community education, speed limit revisions and promoting safe vehicles.

To assist the Government and the community achieve the *Towards Zero* target by 2020, the Council annually recommends funding for priority projects that are most effective in reducing serious crashes. The Council reviews the available crash trend data to recommend priorities which will have the greatest impact on reducing serious road trauma to achieve the reduction target of the State's *Towards Zero* strategy.

Based on current crash trend data, the Council recommended five crash reduction priorities to inform the development of the RTTA Budget for 2018/19 and outyears:

1. improving the safety of intersections;
2. reducing single vehicle run off the road crashes;
3. reducing impaired (drink and drug) driving crashes;
4. reducing crashes due to inappropriate or excessive speed; and
5. reducing serious crashes involving cyclists, pedestrians and motorcyclists.

Intersection crashes are the most common crash type occurring in urban settings. The RTTA funds road engineering improvements and the installation of speed and red-light cameras at urban intersections. Evaluation by the Curtin Monash University Accident Research Centre (CMARC) found that the camera program has reduced the number of people killed and seriously injured at the treated intersections by up to 72%.

Run off road crashes are the most common crash type on high speed rural roads, comprising 60% of all serious crashes occurring between 2008 and 2012. RTTA funded initiatives that directly address the crash reduction priorities include the regional run off road crash program, which applies low cost, high value safety focussed engineering treatments, such as shoulder sealing and audible edge-lines. Evaluation by CMARC found this program achieved a 26% reduction in the number of people killed and seriously injured on the treated road lengths; a net present value of \$100 m at a benefit cost of 2.1:1 and saving 79 people from death or serious injury in the first three years.

The Council acknowledge the WAPF helicopter service is of benefit to the community; however, when assessed against the principles normally used to consider RTTA funding proposals, the Council was not able to identify evidence of quantifiable road safety benefits and cost benefits.

There is an opportunity cost which limits the funding available for other initiatives that may reduce the number of crashes where people are killed or seriously injured. The proposal to apply RTTA funds for the purchase of the WAPF helicopter will reduce the ability to allocate funding to such projects.

The recent recommendations made by the Council and supported in the 2018 – 2019 budget process are examples of what the Council consider effective allocation of RTTA funds to proposals that demonstrate road safety benefits.

Recommendations

The Council:

1. notes the importance of the WA Police Force helicopter service to the community;
2. does not recommend that the proposal as submitted be funded from the RTTA as only a proportion of the helicopter's time will be allocated to measures that meet the requirements of the Act in section 5 to improve the safety of roads and reduce the deaths and serious injuries to people resulting from incidents occurring on roads;
3. has not recommended a modified proposal for the expenditure of RTTA funds because:
 - 3.1. there is insufficient information to quantify the killed and serious injury benefits and cost benefits of the helicopter in relation to improving road safety outcomes;
 - 3.2. the opportunity cost of reallocating available funds away from evidence-based initiatives that have an identified cost benefit for road safety for the community such as shoulder sealing and audible edge-lining on regional roads; and
 - 3.3. of the importance of maximising available resources towards the priority initiatives identified by the Council in the annual budget as essential towards achieving the ambitious 40% reduction target in serious and fatal crashes in the *Towards Zero* strategy for WA 2008-2020;
4. notes that there may be other capital projects with an identified and proven cost benefit for road safety improvement that could be considered for funding from the RTTA.

Yours sincerely



Iain Cameron
Chairman, Road Safety Council

3 April 2018

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Hon Martin Aldridge MLC asked:

- 6) I refer to page 338 Budget paper 2 volume 2, to the asset investment program, dot point one, the police helicopter replacement and its road safety role and I ask:
- a) Can the Minister outline how the helicopter will improve road safety?
 - b) Can the Minister outline how officers operating from the helicopter will increase significant drug and alcohol tests?
 - c) Can the Minister outline how the use of a helicopter will improve regional roads to reduce single run-off road crashes and severe road crashes at metropolitan intersections?
 - d) Can the Minister outline how the use of a helicopter will target safety improvements including shoulder widening in Wheatbelt highways?
 - e) Can the Minister outline how the use of a helicopter will be used to identify maintenance of electronic school zones?
 - f) Can the Minister outline how the use of a helicopter will be used to educate the community on road safety?
 - g) Can the Minister outline how the use of a helicopter will be used to collect data on road safety?
 - h) To what extent will the road safety helicopter be used across regional WA for road safety focused missions?
-

(a-h) The Western Australian Police Force advise:

Helicopters provide vital support to police operations, including traffic enforcement and urgent duty driving/pursuits, and play a crucial role in safety on our roads. The central role is by helping to resolve pursuits quickly and safely, as identified by the Western Australian Coroner in the 2017 report *Inquest into the Deaths of the Police Pursuits*. The Government decision was to allocate 38% of the cost of the helicopter from the RTTA. This allocation is directly based on the proportion of total time that the WA Police Force advise the helicopter will be involved in traffic enforcement functions including the resolution of pursuits to make our roads safer.

The WA Police Airwing, and helicopters in particular, play an important role in traffic enforcement, through increasing the perceived risk of detection, which in turn changes driver behaviour. The WA Police Force helicopters can influence road use behaviour by encouraging road users to comply with road rules through the visual presence of the helicopter. Helicopters are a high-profile asset that generate a community perception of police presence over the WA road network. Media coverage of the WA Police force helicopter impresses upon the community that poor road use such as speeding and hooning will be detected and intercepted.

Air assets have a key role in covering the large distances in Western Australia. Helicopters have been shown to have up to thirty times the visual range of police on the ground and can cover 19.5 square

kilometres in the same time it takes one patrol car to cover 0.5 of a square kilometre. This increased visual range is integral in a state the size of WA. When required the helicopter will be used in regional WA.

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Hon Colin Tincknell MLC asked:

- 1) Budget papers listed a total reduction of 72 FTE from WA Police in the year ahead
 - a) Could the Minister please provide a list of JDF of the positions being cut?
 - b) Which of these FTE losses are police officers and which are providing support to officers on the field?
-

- (a – b) The Western Australian Police Force advise that the Voluntary Targeted Separation Scheme is being implemented across 2018-19, and FTE projections in the Budget Papers are notional and based on desktop modelling of the changes. The Voluntary Targeted Severance Scheme open to police officers will not affect frontline positions, and sworn positions will be backfilled by the end of 2019.

LEGISLATIVE COUNCIL STANDING COMMITTEE ON ESTIMATES AND FINANCIAL OPERATIONS

FORMAT FOR ANSWERS

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Hon Colin Tincknell MLC asked:

- 2) Can the Minister provide an update on potential contractual and fiscal changes with regards to data from Landgate being provided to WA Police?
 - 3) Can the Minister provide assurances that WA Police will not lose geospatial or financial resources from any proposed commercialisation or privatisation of Landgate?
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- 2-3. The Western Australian Police Force advise that at this time the WA Police Force are not aware of the legislative and contractual aspects of any change in operation by Landgate and are therefore not in a position to provide a response to this question.