

Chairman; Mr Rob Johnson; Mrs Liza Harvey; Mrs Michelle Roberts; Ms Margaret Quirk; Mrs Glenys Godfrey

Division 72: Commissioner of Main Roads — Service 7, Office of Road Safety, \$92 327 000 —

Mr N.W. Morton, Chairman.

Mrs L.M. Harvey, Minister for Road Safety.

Mr I. Cameron, Executive Director.

Mr N. Uddin, Finance and Program Manager.

The CHAIRMAN: This estimates committee will be reported by Hansard staff. The daily proof *Hansard* will be available the following day.

It is the intention of the Chair to ensure that as many questions as possible are asked and answered and that both questions and answers are short and to the point. The estimates committee's consideration of the estimates will be restricted to discussion of those items for which a vote of money is proposed in the consolidated account. Questions must be clearly related to a page number, item program or amount in the current division. It will greatly assist Hansard if members can give these details in preface to their question.

The minister may agree to provide supplementary information to the committee, rather than asking that the question be put on notice for the next sitting week. I ask the minister to clearly indicate what supplementary information she agrees to provide and I will then allocate a reference number. If supplementary information is to be provided, I seek the minister's cooperation in ensuring that it is delivered to the principal clerk by Friday, 19 June 2015. I caution members that if a minister asks that a matter be put on notice, it is up to the member to lodge the question on notice with the Clerk's office.

I now ask the minister to introduce her advisers to the committee.

[Witnesses introduced.]

The CHAIRMAN: Questions—member for Midland.

Mr R.F. JOHNSON: Mr Chairman, can we have the budget papers for the road trauma trust account, which we have been promised?

Mrs L.M. HARVEY: Consistent with my practice of last year, I have the information about the breakdown of the Road Safety Council recommendations for the 2015–16 budget and what was approved by me and cabinet. I would appreciate it if that information could be distributed to other members of the estimates committee.

The CHAIRMAN: I take it that that clarifies the question that was raised.

Mr R.F. JOHNSON: I do have a question, obviously.

The CHAIRMAN: The member for Midland got the call first.

Mrs M.H. ROBERTS: I will ask a quick question while we get an opportunity to look at this. I refer to “Details of Administered Transactions” on page 451 of volume 2 of the *Budget Statements*, which is under the heading of “Attorney General”. It would appear that the road trauma trust account collection of speed and red light fines is somehow listed there as income. Can the minister provide an explanation of that?

Mrs L.M. HARVEY: When the Department of the Attorney General administers a fine, it charges a fee that comes as part of the fine process from the road trauma trust account. It shows as revenue because the cost of administering that fine is funded through the RTTA.

Mrs M.H. ROBERTS: I seek further clarification. Am I correct when I say that having looked at the heading “Speed and Red Light Fines” on page 451, \$14.323 million was taken via the Attorney General's department in 2014–15 as a transaction fee for administering the fines on behalf of the RTTA and that that has gone up to an estimated actual of \$18 million for the administration of those fines? That seems like an awful lot of money being paid to the Attorney General agency for fines administration or whatever. I find it hard to believe that there could be \$18 million siphoned off, as I would phrase it, from those speed and red-light camera fines to the administration costs in the Attorney General's department.

[4.40 pm]

Mrs L.M. HARVEY: I probably was not clear in my earlier response. That \$14 million is the amount of fine revenue collected through the Department of the Attorney General. It keeps a proportion of that as a fee for its service, but the remainder of that revenue comes into the road trauma trust account because it is revenue from the fines and infringements.

Mrs M.H. ROBERTS: With reference to the estimated actual amount of \$18.221 million, how much of it is fines revenue and how much is retained in the department's administration costs?

Mrs L.M. HARVEY: The member needs to put that question on notice to the Department of the Attorney General, because that is not a figure I collect as part of my budget process.

Mr R.F. JOHNSON: I will just say in relation to the budget paper that the minister has handed around today, which she refused to give me last week, that I have never seen such an acute correlation between what is recommended by the Road Safety Council and what the minister and the cabinet, including the Premier, has approved; the figures are almost identical and that never ever happened in the past. I particularly refer to increased breath and drug testing. On the minister's paper it states that the Road Safety Council recommendation was for \$4.7-odd million and the minister has agreed to spend that, yet in last year's budget paper, the Road Safety Council recommended nearly \$12 million for increased breath and drug testing and the minister, the Premier and the cabinet approved only \$4.6 million. The minister said earlier that she did not know why I was unsuccessful in getting more money from the Premier for roadside drug and alcohol testing, but I can tell her: it is because he simply did not want to spend the money. In the meantime a lot of people have died and been critically injured on our roads because of impaired driving due to both drink and drugs. Does the minister take any responsibility whatsoever for allocating only \$4.7 million to the prevention of booze and drug-driving, and the police officers who are being put in place now as well, compared with what the Road Safety Council recommended last year? Why has the Road Safety Council had such a change of heart? It would appear to me that it has been leant on, quite frankly, to try to come up with a lesser figure.

Mrs L.M. HARVEY: All I can tell the member is that the Road Safety Council's recommendation to me was that increased breath and drug-testing funding to Police for this year should be \$4 736 813 and that is what I approved. I cannot speak about last year's figures; I do not have them in front of me.

Mr R.F. JOHNSON: I have them in front of me. I have the figures the minister gave me last year and I am asking why last year the minister approved only \$4.6 million for increased breath and drug testing when the Road Safety Council recommended nearly \$12 million. The minister was responsible then; why did she approve only a portion of that? Does the minister take responsibility for the extra deaths and critical injuries on our roads?

Mrs L.M. HARVEY: First of all, in 2009 there were 334 deaths from impaired driver crashes and in 2013 that figure dropped to 184 deaths as a result of impaired driving. There has been a reduction from 334 deaths in 2009 to 184 in 2013.

Mr R.F. JOHNSON: That was years ago, minister; we are talking about the last year.

The CHAIRMAN: Member for Hillarys!

Mr R.F. JOHNSON: This is not in relation to the question I asked.

The CHAIRMAN: Member for Hillarys, excuse me, if you want to ask a further question, I will allow you, but do not just interject. I will give you the call, but you need to ask a further question. Do you have a further question?

Mr R.F. JOHNSON: Yes, I certainly do. Why is the minister quoting figures from 2009, going backwards? I am talking about this year and what the minister, as Minister for Road Safety, has agreed to allocate for drink and drug-driving testing as opposed to what she agreed to allocate last year, which was only a portion of the nearly \$12 million the Road Safety Council recommended.

Mrs L.M. HARVEY: I took on this role as Minister for Road Safety midway through 2012. In 2012 there were 239 deaths from crashes involving impaired driving; in 2013 there were 184. There has been a significant reduction; notwithstanding that, it is still an important priority area because those crashes represent about one-quarter of crashes resulting in fatal and serious injury. That is why we have funded Police to the tune of \$4.7 million to increase its breath and drug-testing capacity, and there is also an additional \$866 000 funding to expand drug-testing capabilities.

Mr R.F. JOHNSON: Following on from that, the government has increased the funding by \$100 000—that is all—in one year and in that last year there has been an increase in the number of people dying and being critically injured on our roads. Looking at last year's budget papers, which I have in front of me, the minister allocated \$4.6 million to Police for extra booze and drug testing. This year the minister has increased it by \$100 000 and we have seen hundreds of people killed and critically injured on our roads in the last few years. Does the minister take any responsibility for that at all?

Mrs L.M. HARVEY: If the member recalls last year's budget estimates, we spoke about this at great length. When the government—I believe the member was the minister at the time—made the decision to have 100 per cent of speed and red-light camera infringements going to the road trauma trust account —

Mr R.F. JOHNSON: It was meant to be spent.

Mrs L.M. HARVEY: — the figure available for road safety measures went from \$14 million to \$17 million a year to around \$100 million a year. What did not happen was an increase or improvement of the governance structure within the Office of Road Safety nor indeed did we look at what could be done to improve its capacity to deal with the additional funds. I asked Peter Browne to review the governance structure for road safety, which is why we have appointed an interim Commissioner for Road Safety, and soon there will be a new governance structure in place consistent with the record spend from the road trauma trust account. I put to the member that this year sees the biggest spend ever, at \$111 million. That is \$111 million out of the road trauma trust account that I, as Minister for Road Safety, have approved for road safety measures to be implemented.

Mr R.F. JOHNSON: So the minister admits that there is still another \$80 million or \$90 million sitting in the road trauma trust account doing absolutely nothing when people are dying on our roads. Does the minister accept that?

Mrs L.M. HARVEY: I put to the member that when I was appointed minister in July 2012, there was \$42 million residual in the road trauma trust account and, yes, that amount has grown to around \$80 million as a result of the freeze on spending while we looked at the governance structure to ensure that we could achieve targets consistent with the Towards Zero strategy. I have requested that the Road Safety Council develop a business case that can be presented to me —

Mr R.F. JOHNSON: It has always done business cases.

Mrs L.M. HARVEY: — to allocate the remainder of the balance in the road trauma trust account, and I expect that business case to be presented to me in the near future.

Mrs M.H. ROBERTS: In her response, the minister advised that in the first 18 months or so that she was minister there was a decline in the number of deaths resulting from impaired driving. How can the minister take credit for what happened in the first 18 months of her term? Surely, the minister prior to her is the one who could take credit for initiatives that were taken at that time. Does the current minister think her becoming minister gave an instant result? Has she not stretched the bounds of credulity in trying to take credit for the previous minister's efforts?

Mrs L.M. HARVEY: All I merely wish to articulate in outlining those dates is that the trending for crashes resulting from impaired drivers is downwards, which is a good thing.

Mrs M.H. ROBERTS: The minister specifically referred to her time as minister and said, "Look what happened the day I became minister."

Mrs L.M. HARVEY: I take responsibility for road safety outcomes from the day I become minister.

Mrs M.H. ROBERTS: When they are good.

The CHAIRMAN: Member for Midland!

[4.50 pm]

Ms M.M. QUIRK: I refer to "Road Safety" on page 814, in particular the objective to reduce road fatality rates. I am told it is the wrong division, so I will wait until page 187.

Mrs L.M. HARVEY: That is the page for Main Roads.

Ms M.M. QUIRK: I thank the minister very much. I will go to "Office of Road Safety" on page 817, where it is stated that the objective of this program is to improve coordination and community awareness of road safety in Western Australia. That is probably more relevant than the page I referred to earlier. Can the minister tell me how much has been allocated this year for road safety advertisements?

Mrs L.M. HARVEY: I can. The amount for the communications program is \$4 million for this year. We have mass media campaigns, speeding community education, drink-driving community education campaigns, safer vehicles publicity and public education campaigns around the use of restraints, fatigue, distraction and road sense. We have also allocated some funding towards a cycling safety review and a motorcycle safety review. We are also looking at wheatbelt highway safety. We are looking at a spend of \$4 million for mass media campaigns this year and \$4 million for the next budget year.

Ms M.M. QUIRK: How does that compare with the last budget year?

Mrs L.M. HARVEY: The 2014–15 expenditure was \$3 839 545, so it is slightly higher than the previous year but probably an increase consistent with CPI.

Ms M.M. QUIRK: Will any of this advertising be badged with Bigger Picture logos or the like?

Mrs L.M. HARVEY: I am not involved in the construction of education campaigns. Developing media strategies and campaigns that are going to cut through to the community and get the desired result in a change in

behaviour is not my forte and I will not be involved in the construction of those. The Office of Road Safety has specialist officers within its employment who will be involved in some of those campaigns, and I expect we will probably go to some external agencies for advice. At this stage, we have allocated \$4 million, which I think will be a very good spend in educating the public on road safety matters.

Ms M.M. QUIRK: Who is negotiating the media spend? Will that be done through the Department of the Premier and Cabinet or purely through the Office of Road Safety?

Mrs L.M. HARVEY: The media spend will be done in consultation with the Office of Road Safety and the Government Media Office. The Government Media Office coordinates all of the media spend of government.

Ms M.M. QUIRK: Finally, can the minister perhaps ask Mr Cameron whether there have been any preliminary discussions on advertising and whether there is any requirement to label any of the mass media advertisements with Bigger Picture logos?

Mrs L.M. HARVEY: I will not be instructing Mr Cameron to respond to that question. As I said previously, the answer to the member's question is that the \$4 million will be spent in campaigns targeting those areas of concern around road safety in which we know we need to raise community awareness. The purpose of that spend is to enhance community education in the areas of speeding, drink-driving, distracted driving, fatigue, wearing restraints, general road sense, and looking after the safety of cyclists and motorcyclists. That is what the spend is about. How it is branded is utterly irrelevant to the message that is getting out to the community on road safety and changing behaviour. That will be coordinated through the Government Media Office in consultation with the experts who understand how to target our market effectively.

Ms M.M. QUIRK: Can the minister give an undertaking that road safety advertising will not be Bigger Picture badged?

Mrs L.M. HARVEY: I absolutely will not give the member that undertaking, because if the media marketing experts say that badging the advertising will achieve a better road safety outcome, I would have to endorse that. I will leave it up to the experts who construct these media campaigns to get absolute best value for money and the highest level of impact in the community. That is their job. That is what I expect them to do and my only interest in ensuring that that spend is effective.

Mrs G.J. GODFREY: In 2014, eight cyclists were killed on WA roads, which was a significant increase on previous years. What is the government doing in the 2015–16 budget to address the high level of trauma for bicycle riders?

Mrs L.M. HARVEY: I thank the member for the question.

Mrs G.J. GODFREY: It is on page 810.

Mrs L.M. HARVEY: I thank the member for telling me the page number. Cyclists form part of what we call our vulnerable road-user group. We have a targeted campaign looking at that group, which includes cyclists, pedestrians and motorcyclists. We have started a program of engagement with the cycling fraternity. We have engaged in a range of community forums with it, getting to the nub of the issue and trying to work out what kind of targeted campaign we need to have with the cycling fraternity to increase road safety outcomes for its members. In addition to that, obviously the cyclists will benefit from the general road safety messaging that occurs and improvements generally to infrastructure. In the 10 years to 2013, 33 cyclists were killed. Frighteningly, 1 097 cyclists were seriously injured, which is two per cent and four per cent of all road users killed or seriously injured respectively. Our rate per hundred thousand was 0.2 per cent, which is similar to that in New South Wales, Victoria and South Australia, but higher than in the ACT. We know that we need to do something in Western Australia, where cycling is becoming increasingly popular. Part of the strategy is being run by the Minister for Transport in looking at improving cycling infrastructure so that we can separate bicycles from motor vehicles, for example. The important part of this process is engagement with the cycling fraternity and also our public education campaign. Out of that consultation with cyclists and other road user groups, we need to understand what kind of public education campaign is going to be effective in that space to make cycling safer for people on our roads.

Mrs M.H. ROBERTS: I note that the budget papers have only half a page on the Office of Road Safety, despite its large budget. It takes up less than half of page 817 of the budget papers, and, in addition to that, we get this single sheet on the day. I do not think that is sufficient. I again put it to the minister, as I think I put it to her last year, that the government should be more accountable in the budget process in detailing this expenditure and subjecting it to appropriate scrutiny. Having made that statement—I apologise to you, Mr Chairman—I look at the business cases listed on this piece of paper here. I would like to know where the expenditure of \$12 million proposed under business case 1, metropolitan intersection crashes on state and local roads, will be spent by Main Roads Western Australia. Can I have a breakdown of where that \$12 million will be spent in 2015–16 and

what are the specific projects? I would like the same information for business case 2. In that case, nearly \$46 million has been given to MRWA for regional and remote road improvements. I would like a breakdown of the specific projects and the cost of each of those specific projects, please.

[5.00 pm]

Mrs L.M. HARVEY: The member raises a valid point. Part of the reason I requested a governance review of the Office of Road Safety was so that we could get better transparency. In next year's budget papers, there will be a separate section for the Office of the Road Safety Commissioner, and that is a very good step forward in Western Australia with respect to accountability around a not insignificant fund. With respect to metropolitan intersection crashes, Main Roads allocates that spend according to its priorities. Some of those intersections that I can tell the member about are Guildford Road–Tonkin Highway in the City of Bayswater, which will have a \$3.2 million allocation —

Mrs M.H. ROBERTS: Mr Chairman, we are pressed for time and I know that people want to get on to the training portfolio. I asked for a total breakdown of those expenditures of \$12 million and \$46 million. The minister said she cannot provide all that information. It is of little utility to me to get a few random examples. Can I ask for that information by way of supplementary information?

The CHAIRMAN: You can, but the minister is answering the question in the way she wishes to answer the question.

Mrs L.M. HARVEY: I could have finished the answer for the member. There is \$3.2 million for the Guildford Road–Tonkin Highway intersection in the City of Bayswater; \$500 000 for the Ennis Avenue–Port Kennedy Drive intersection in the City of Rockingham; \$1.8 million for the Marmion Avenue–Mullaloo Drive intersection in the City of Joondalup; \$5.9 million for the Wanneroo Road–Hepburn Avenue intersection in the City of Wanneroo, which will install some double right-hand turn lanes and add some cycle lanes and generally improve pedestrian facilities; and there is a small residual amount that will be allocated to other sundry intersection upgrades and design and development of the remainder of the intersection upgrade program.

Mrs M.H. ROBERTS: I asked about business case 2 and for a breakdown of the \$45.930 million. I do not think the minister has referred to any of that.

Mrs L.M. HARVEY: For the run-off road treatments, there is \$3.8 million for Brookton Highway–South Coast Highway to widen the existing road and seal and reconstruct the shoulders; \$6.93 million for Caves Road and Lakelands–Lake Clifton Road to install wire ropes, widen and seal the shoulders and put in audible edge lining; \$4.4 million for North West Coastal Highway and Midlands Road in the midwest Gascoyne region to widen and seal the shoulders; \$4.44 million for York–Merredin Road in the wheatbelt region to widen and seal the shoulders and put in audible edge lining; \$2.1 million for Victoria Highway in the Kimberley region to widen the road, seal the shoulders and put in a culvert extension; \$2.98 million for Great Eastern Highway, once again to widen and seal the shoulders; \$3.5 million for Kwinana Freeway and Mitchell Freeway to install a wire and rope barrier; and \$3 million to widen and seal the shoulders of local roads, which will be determined together with local governments. That is a total of \$30 million that has been allocated. The remainder of the nearly \$16 million will be allocated according to the priority treatments that Main Roads will put forward. I suggest that if the member wants a further breakdown of that, she puts that to the Minister for Transport.

Mrs M.H. ROBERTS: The minister referred to how she will have a different item in next year's budget for the Commissioner for Road Safety. Will the commissioner position and, indeed, the office of the commissioner, be funded out of the road trauma trust account or will it have its own separate allocation?

Mrs L.M. HARVEY: No. One of the recommendations of the Browne review was that the Road Safety Commission and the office and the administrative functions of the fund, which includes the management of the Office of Road Safety, be borne from the road trauma trust account. It is our intention to set up the structure in that way.

Mr R.F. JOHNSON: This is a further question following on from what the member for Midland has said. I am more than disappointed if the minister is going to fund the commissioner and the Office of Road Safety out of the road trauma trust account. Is that what the minister just said?

Mrs M.H. ROBERTS: That is what she said.

Mrs L.M. HARVEY: That is what I just said.

Mr R.F. JOHNSON: That is a disgrace—an absolute bloody disgrace.

The CHAIRMAN: I do not know that that is a question, member.

Chairman; Mr Rob Johnson; Mrs Liza Harvey; Mrs Michelle Roberts; Ms Margaret Quirk; Mrs Glenys Godfrey

Mr R.F. JOHNSON: I will ask a question, but that is an absolute disgrace. The minister should be ashamed of herself.

The CHAIRMAN: Does the member have a question?

Mr R.F. JOHNSON: I do indeed. The budget paper refers to informing and mobilising road safety action. The government is going to spend \$5.5 million on that. Can the minister tell me what that means?

The CHAIRMAN: Where are you referencing, member?

Mrs L.M. HARVEY: Which business case, please, member?

Mr R.F. JOHNSON: Business case 6, informing and mobilising road safety action, \$5.5 million. What does that mean? Is that advertising?

Mrs L.M. HARVEY: That is the funding allocation to the Office of Road Safety. That has been there for years.

Mr R.F. JOHNSON: Where? It is not in the road trauma trust account fund. It was not in last year's budget paper.

The CHAIRMAN: Is that a further question, member?

Mr R.F. JOHNSON: Yes. Why was it not in last year's budget paper? If the minister says it has been there for years, why was it not in last year's road trauma trust account budget paper?

Mrs L.M. HARVEY: It was there last year, member.

Mr R.F. JOHNSON: Under what—under different words?

The CHAIRMAN: Member, I have asked you before, if you have a further question, direct it through the Chair. You cannot just keep interjecting on the minister. You need to seek the call.

Mrs L.M. HARVEY: Member, it was there last year under business case 6.

Mr R.F. JOHNSON: What?

Mrs L.M. HARVEY: It was funded last year under business case 6—exactly where it is this year.

Mr R.F. JOHNSON: Whereabouts in business case 6? I have got last year's budget paper here, and the minister should have last year's budget paper as well. Tell me where that appears. There is nothing in there about informing and mobilising road safety action. Is the minister misleading this committee?

Mrs L.M. HARVEY: I am not, member. The member will need to look at business case 6 from last year. The member has an advantage on me, because I do not have it in front of me.

Mr R.F. JOHNSON: It is business case 6 from last year's road trauma trust account.

Mrs L.M. HARVEY: Okay. For business case 6, informing and mobilising road safety action, ORS, for 2014–15 the approved budget was \$6 385 745. It was there last year.

Mrs M.H. ROBERTS: Is it an advertising thing or something?

The CHAIRMAN: Members! We are not descending into a free-for-all. Member for Midland, if you have a further question, seek the call. I am not going to allow interjection across the chamber. Do you have a further question, member for Hillarys?

Mr R.F. JOHNSON: There is also \$4 million for road safety community education and engagement. That was in last year's budget paper. The amount spent on road safety community education and engagement last year was \$2 million out of \$100-odd million. I am pleased to see that it has been increased. But I cannot see anywhere in this budget paper—the previous one that the minister is referring to—where it pays for the Office of Road Safety.

The CHAIRMAN: Member, we are dealing with the budget for 2015–16, so we need to keep our questions in line with that. I think the minister has already answered that question.

Mrs L.M. HARVEY: Under business case 6, for the point the member is referring to—road safety community education and engagement—the approved budget for 2014–15 was \$2.15 million.

Mr R.F. JOHNSON: Correct.

Mrs L.M. HARVEY: This year, we have approved \$4.05 million.

Mr R.F. JOHNSON: Yes. I am talking about the line before that—the new one—informing and mobilising road safety action.

Extract from Hansard

[ASSEMBLY ESTIMATES COMMITTEE B — Tuesday, 9 June 2015]

p169b-176a

Chairman; Mr Rob Johnson; Mrs Liza Harvey; Mrs Michelle Roberts; Ms Margaret Quirk; Mrs Glenys Godfrey

Mrs L.M. HARVEY: We made some adjustments last year to that \$2.15 million, member, and we actually expended \$3 839 545.

Mr R.F. JOHNSON: Where did the minister do that, because this is what the government produced last year?

Mrs L.M. HARVEY: That has been updated through the midyear review. The 2014–15 expenditure was \$3.8 million for that program.

Mr R.F. JOHNSON: What is that? Is that simply funding for the Office of Road Safety—because that has never happened in the past?

Mrs L.M. HARVEY: No, member.

Mr R.F. JOHNSON: It used to come under the Department of the Premier and Cabinet; it funded it. It then came under the Minister for Police, because unfortunately we had a certain Minister for Transport who drank too much—and that is the problem. It should come under the Minister for Transport.

Mrs L.M. HARVEY: Member, just to be very clear, the \$4.05 million that has been approved for 2015–16 is the media budget and the media campaign that the member for Midland asked about earlier, which is the campaigns around drink-driving and distracted drivers, where we were discussing who would coordinate that media spend. That road safety community education and engagement line is that media marketing public education program.

[5.10 pm]

Mr R.F. JOHNSON: I am sure that that is the case, but that is in relation to road safety community education and engagement. I understand what that is, but the question I have once again is about informing and mobilising road safety actions. We have never used that expression in the past to my knowledge, yet \$5.5 million is being spent on it.

Mrs L.M. HARVEY: I have already answered that question. It was there last year and it is there again this year.

The CHAIRMAN: The minister has already answered that question.

The appropriation was recommended.