

In respect to the list of questions taken on notice, responses are provided hereunder:

(1) The number of random breath tests conducted per year?

The Committee is advised that in 2014, WA Police conducted 1,089,757 random and preliminary breath tests. In 2013 WA Police conducted 1,130,519 tests. These totals do not include the increased random and preliminary breath tests conducted as part of the STEP and Perception programs funded through the Road Trauma Trust Account.

This table provides a further breakdown for the Committee's reference:

	2013	2014	TOTAL
RBT Tests	897,394	877,083	1,774,477
Preliminary Tests	233,125	212,674	445,799
TOTAL	1,130,519	1,089,757	2,220,276

Caveats: Data is preliminary and subject to revision.

Source: Statistics extracted from TEACEIS on 12/03/2015.

(2) The number of non-traffic jobs attended by traffic officers?

The Committee is advised that in 2014, traffic officers in the metropolitan region traffic units attended a total of 4,951 jobs that were non-traffic. This represents a total of 1.75% of non-traffic jobs being attended by traffic officers.¹

WA Police are unable to provide the Committee with any comparative data for the same time in 2014 for traffic officers stationed in Regional WA as the information is not available through the CAD System.

(3) The metropolitan/regional breakdown of people involved in a fatal accident who had been driving without a valid licence?

The Committee is advised that in 2014 a total of 44 drivers/riders in fatal crashes were unlicensed at the time of the crash. The below Table provides a breakdown for the Committees reference:

¹ Caveats: Data is preliminary and subject to revision; Data includes tasks and incidents occurring between January 1st 2014 and December 31st 2014 (inclusive); Task statistics extracted from CAD Report Manager on 11/03/2015; CAD tasking data for metropolitan districts does not reflect changes in policing boundaries implemented from 01 September 2014; CAD data reflects the total count of all priority 1 - 4 non-traffic incidents attended in the metropolitan districts by traffic units.

Licence Type	Crash Location		Total
	Metropolitan	Regional	
Full licence	50	117	167
Expired, inappropriate	1	3	4
Learner	0	3	3
N/A	2	2	4
No licence	8	17	25
Provisional / probationary	7	6	13
Suspended / Cancelled	1	14	15
Unknown	0	4	4
Grand Total	69	166	235

Caveats: Data is preliminary and subject to revision.

Source: Unlicensed fatal crash drivers and rider statistics extracted from TEACEIS on 12/03/2015.

(4) Which safety performance indicators (for reporting to the Road Safety Council) are regarded as core police business?

WA Police consider enforcement activities that are not funded by the Road Safety Council (RSC) through the Road Trauma Trust Account to be 'core' police business.

However, as indicated in the evidence given by Assistant Commissioner Nick Anticich on pages 13-14 of the transcript, WA Police have not sought to limit the reporting of enforcement activity to the RSC. While WA Police have rationalised the number of reports that are regularly produced, WA Police and the Road Safety Council agree that data will be provided that is relevant to the decision making functions of the RSC and useful in assessing the future directions of any road safety initiatives.

The Committee is advised that WA Police provide a range of output data on a quarterly basis to the RSC as part of the Safety Performance Indicators, including –

- Number of preliminary breath tests conducted in the Metropolitan and Regional area;
- Number of preliminary oral fluid tests conducted in the Metropolitan and Regional area;
- Number of charges preferred from breath testing conducted in the Metropolitan and Regional area;
- Number of charges preferred from drug testing conducted in the Metropolitan and Regional area;
- Number of vehicles monitored in the Metropolitan and Regional area by fixed and mobile speed cameras;
- Number of hours fixed and mobile speed cameras are operated in the Metropolitan and Regional area;
- Number of speeding infringements issued arising from vehicles monitored by fixed and mobile speed cameras in the Metropolitan and Regional area;
- Number of contacts² for failure to wear seatbelts/restraints;
- Number of contacts for failure to wear a motorcycle or bicycle helmet.

WA Police consider that the provision of this output data to the RSC is wholly appropriate given its role in coordinating all road safety initiatives and the use of the Safety Performance Indicator's in guiding decision making. It should also be noted that the RSC have advised that they consider the output data provided to be adequate and relevant.

² Defined as charges laid and infringements or cautions issued.

(5) Whether traffic patrol hours are recorded and, if so, how are they recorded?

Traffic patrol hours are electronically recorded by WA Police in the Metropolitan region only, using the Computer Aided Dispatch (CAD) System that logs the tasks and jobs attended by all police vehicles.

The Committee is advised that in line with the 2011 recommendations by the Auditor General, WA Police no longer use hours as a form of measurement for KPI reporting as it is not an adequate indicator of effectiveness. Instead, WA Police have shifted towards the measurement of outcomes – being 90 percent of contacts by police officers target Category A offences.

(6) The amount of money derived from on-the-spot fines which goes to consolidated revenue?

All funds from on-the-spot (OTS) traffic infringements are transactions administered by the Department of Transport for return to consolidated revenue. WA Police do not have any involvement in the collection or administration of these funds. The Committee is therefore, respectfully advised that the information sought in response to this question should be sought from the Department of Transport and/or the responsible Minister.

For the Committee's reference, page 808 of the 2014/15 Budget Statements³ confirms that the Department of Transport is responsible for the administration of funds received from all traffic infringements, including OTS infringements. Forward estimates are provided in the Budget Statements for funds to be received from 'Speed and Red Light Fines' and 'Other Fines.'

(7) Information about the success or otherwise of the alcohol interlock trial in the Pilbara, when it becomes available?

The Committee is advised that the Remote Area Alcohol Interlock Demonstration (RAAID) in Roebourne was an initiative run entirely by the Office of Road Safety (ORS), with involvement from the Ngarlinyarndu Bindirri Aboriginal Corporation. The RAAID was run from February 2012 until September 2013 and was a voluntary initiative involving 19 participants who had alcohol interlock devices fitted to their vehicles. WA Police was not involved in the initiative

However, WA Police has been advised by ORS that there were successful outcomes realised, including almost 130 instances where participants were prevented from driving with a Blood Alcohol Concentration limit over 0.04%. ORS have also advised that interviews with participants indicated that most had experienced a positive change in attitude to drinking and driving since interacting with the alcohol interlocks.

As WA Police had no involvement in the RAAID, the Committee is advised that any further information on the outcomes of the initiative should be sought from ORS.

(8) Any other performance indicators of particular relevance to traffic law enforcement, other than those mentioned on page 24 of the transcript?

As indicated on page 10 of the transcript in the evidence given by Mr Anthony Kannis to the Committee, in 2011 the Auditor General determined that the previous KPI used by WA Police for traffic enforcement were not relevant indicators. In line with this determination WA Police now

³ See http://www.treasury.wa.gov.au/cms/uploadedFiles/State_Budget/Budget_2014_15/2014-15_bp2_vol2.pdf.

have one KPI for traffic enforcement, being – 90 percent of contacts by police officers target Category A offences.

WA Police consider this an appropriate KPI that focuses the enforcement effort of the agency towards behaviours known to be causal factors in fatal and critical injury crashes.

In terms of the additional information sought on page 2 of your correspondence dated 5 March 2015, the Committee is advised that –

- a) the 2014/15 traffic law enforcement KPI is, in fact, 90-percent of contacts target 'Category A' offences, not 95 percent; and
- b) At this stage the content of the 2014/15 Annual Report has not been set in relation to KPI reporting, however it is intended that the Category A offences will be listed in an Explanatory Note in the Annual Report.

I trust the information provided is of assistance to the Committee in its inquiry.

Yours sincerely



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