

STATE GOVERNMENT RESPONSE TO RECOMMENDATIONS OF THE COMMUNITY DEVELOPMENT AND JUSTICE STANDING COMMITTEE

ARE WE THERE YET? – HOW WA POLICE DETERMINES WHETHER TRAFFIC LAW ENFORCEMENT IS EFFECTIVE - REPORT NO. 8 (JUNE 2015)

	Recommendation	Government Response
1	<p>WA Police should ensure that it has sufficient staff in senior intelligence analyst roles in order to make the best use of intelligence and evidence in guiding traffic-related strategies. There should be a direct nexus between traffic enforcement tasking and research findings.</p>	<p>WA Police currently utilises a combination of intelligence and academic research when determining its long-term traffic enforcement strategy. The WA Police has developed a <i>Traffic Enforcement Strategy 2015/16</i>, which utilises research and intelligence to guide the on-road enforcement actions of the agency for the next two years.</p> <p>Integral to this strategy will be the use of dedicated Analysts within State Traffic Command to provide intelligence and evidence to support operational orders and frontline staff in targeting the road user behaviours associated with each of the 'Crackdown Calender Themes' (e.g. hooning, no authority to drive, non-restraint use etc.) Further analysis and research will also be conducted to determine the impact enforcement activity may have had on road users during the Crackdown periods.</p>
2	<p>The Report on Government Services should not be considered a substitute for thorough reporting in the WA Police annual report.</p>	<p>The Report on Government Services is not a substitute for WA Police annual report reporting.</p> <p>The WA Police Annual Report provides information which is required under the <i>Financial Management Act 2006</i>, <i>Public Sector Management Act 1994</i>, relevant Treasurer's Instructions and the Public Sector Commission Annual Reporting Framework.</p>
3	<p>WA Police should publish relevant and contextual road policing indicators in addition to the Key Performance Indicator in its annual report, in order to provide a more comprehensive account of its performance in relation to road safety. Relevant is that which would demonstrate outcomes in road safety.</p>	<p>The WA Police Annual Report provides information which is required under the <i>Financial Management Act 2006</i>, <i>Public Sector Management Act 1994</i>, relevant Treasurer's Instructions and the Public Sector Commission Annual Reporting Framework.</p> <p>WA Police will continue to provide additional statistical</p>

		information updates on the WA Police website. Also, operational updates and statistical information will be provided through media releases and monthly documents where appropriate.
4	In the interests of public data sharing and transparency, the Enhanced Road Safety Information System should be established, and potentially funded by unallocated funds currently being held in the Road Trauma Trust Account.	An enhanced approach to data sharing and reporting for WA is being examined as part of the establishment of the Road Safety Commission and its functions.
5	That the Minister for Police introduces an amendment to the <i>Road Traffic Act (1974)</i> to enable the lawful collection of blood samples from road trauma patients as a matter of priority.	Laws that will allow for the taking of blood samples from drivers/suspected drivers in fatal and serious injury crashes are being drafted.
6	That WA Police performs at least 90,000 roadside drug tests per year, as per the expert advice provided in 2012.	<p>The 90,000 Roadside Oral Fluid Tests (ROFT) is a theoretical target proposed by Professor Max Cameron to the Road Safety Council in an unpublished research paper in 2012.</p> <p>The target was based on a Benefit Cost Ratio to determine the optimum rate of return when comparing increased ROFT to potential decreases in 'drug related' fatal crashes.</p> <p>The practical implications for the adoption of this target are still being evaluated in detail by operational organisations.</p> <p>No jurisdiction in Australia is currently conducting 90,000 ROFT per annum.</p> <p>Western Australia is currently comparable with all States, except South Australia, for the number of ROFT conducted per licensed driver.</p> <p>In 2014/15 financial year, WA Police significantly expanded the number of ROFT to reach over 19,000 and are currently striving to expand on this number in the 2015/16 financial year.</p>

7	That more drivers who test positive for alcohol are also tested for drugs.	WA Police will be working with the Road Safety Commission to investigate legislation necessary to address the circumstance where a driver tests positive to both alcohol and illicit drugs
8	That the Minister for Police introduces amendments to the <i>Road Traffic Act (1974)</i> to: <ul style="list-style-type: none"> • establish an offence for the combined use of alcohol and illicit drugs; and • provide for drug driving to attract the same penalty as drink driving. 	In 2015/16, the Road Safety Commission will be conducting a review into drug driving legislation, in conjunction with WA Police and other key stakeholders.
9	The Minister for Road Safety must ensure that sufficient funds are allocated from the Road Trauma Trust Account to ensure well-designed and effective road safety education and media campaigns are able to be consistently implemented.	In 2015/16 \$4.05 million has been allocated to community education campaigns on a range of road safety issues. This is a significant increase in allocations in 2013/14 and 2014/15 while the Review into Mass Media campaigns was undertaken.
10	The Western Australian driver attitude surveys should be reinstated as a matter of priority.	A new evaluation tool for measuring the effectiveness of community education campaigns and driver attitudes is in development for commencement in 2015/16.
11	That the unallocated money in the Road Trauma Trust Account be fully allocated to projects by the end of the 2017 financial year.	The Minister for Road Safety is preparing a business case on how the remaining Road Trauma Trust Account cash balance can be allocated to road safety programs. The business case will be based on those initiatives that will provide the most immediate material and permanent reduction in the number of people killed and seriously injured on Western Australian roads.
12	That safeguards be put in place to ensure that Road Trauma Trust Account funding is not substituted for regular core government agency funding.	The State Government's <i>Towards Zero 2008-2020</i> strategy has set ambitious targets to reduce road trauma on Western Australian roads and establishes a whole of government approach to achieve this objective. This approach creates new, or builds on existing levels of activity to achieve these targets and improve road safety outcomes.

		<p>Funds from the Road Trauma Trust Account are applied to projects with demonstrable road safety benefits which are over and above core business.</p> <p>As part of the establishment of the Road Safety Commission, the Commissioner is working to implement the recommendations of the Browne Review, which included reference to cost shifting.</p>
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