



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

Legislative Assembly
Parliament of Western Australia

Findings and Recommendations

Finding 1

Page 18

WA Police does not have a current Road Policing Strategy in place.

Finding 2

Page 44

Intelligence-led policing is well understood and tactical intelligence is used to guide traffic policing on a daily basis. However, opportunities to translate intelligence and evidence into strategic and policy changes could be further developed.

Recommendation 1

Page 44

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.

Finding 3

Page 47

It is difficult to define an effective measure of police performance. Accordingly, the traffic law enforcement KPI provides only a limited measure of the effectiveness of road policing.

Finding 4

Page 47

There is some evidence to suggest that the perception of a police presence is an effective tool in modifying road user behaviour, hence the focus of the new police KPI on the number of contacts with road users.

Finding 5

Page 48

The Report on Government Services contains useful comparative data for government planning purposes but has less value as a way for the West Australian community to evaluate the performance of its police force.

Recommendation 2

Page 48

The Report on Government Services should not be considered a substitute for thorough reporting in the WA Police annual report.

Finding 6

Page 50

Police-related performance indicators reported by the Road Safety Council and Office of Road Safety (in relation to Road Trauma Trust Account projects) do not provide a good indication of the effectiveness of the police in improving road safety. It is not clear whether post-funding evaluation is undertaken for Road Trauma Trust Account projects.

Finding 7**Page 53**

The limited information presented in the WA Police annual report means that parliament, stakeholders and members of the community are unable to make an informed assessment of police performance in relation to traffic law enforcement and road safety.

Recommendation 3**Page 53**

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 information is that which would demonstrate outcomes in road safety.

Finding 8**Page 57**

There is not enough information presented on the WA Police website and the websites of road safety organisations to enable parliament, stakeholders and members of the community to make an informed assessment of police performance in relation to traffic law enforcement and road safety.

Finding 9**Page 59**

There is insufficient sharing of data related to traffic enforcement and road safety.

Recommendation 4**Page 59**

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.

Finding 10**Page 60**

The inability to lawfully collect blood samples from road trauma patients limits the ability of researchers to accurately assess the impact of alcohol and drugs on driving impairment and road trauma. This is also an important measure for police in assessing whether drink and drug driving campaigns are effective.

Recommendation 5**Page 60**

That the Minister for Police introduces an amendment to the *Road Traffic Act (1974)* to enable the lawful collection of blood samples from road trauma patients as a matter of priority.

Finding 11**Page 64**

The number of drug-driving tests currently being performed by WA Police is lower than in other States and significantly less than recommended in drug-driving studies.

Recommendation 6	Page 65
That WA Police performs at least 90,000 roadside drug tests per year, as per the expert advice provided in 2012.	
Recommendation 7	Page 65
That more drivers who test positive for alcohol are also tested for drugs.	
Recommendation 8	Page 65
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. 	
Finding 12	Page 66
WA spends less on road safety advertising campaigns than most other states, leaving law enforcement to carry the burden of deterring risky driving behaviour.	
Recommendation 9	Page 66
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.	
Recommendation 10	Page 68
The Western Australian driver attitude surveys should be reinstated as a matter of priority.	
Recommendation 11	Page 69
That the unallocated money in the Road Trauma Trust Account be fully allocated to projects by the end of the 2017 financial year.	
Recommendation 12	Page 71
That safeguards be put in place to ensure that Road Trauma Trust Account funding is not substituted for regular core government agency funding.	
Finding 13	Page 77
Police deployment and performance measures should take into account that almost two-thirds of crashes occur on local roads.	
Finding 14	Page 77
The WA Local Government Association (WALGA) saw communication with police as lacking even though WA Police maintained that it had regular contact with WALGA, including an intelligence officer who consulted individual local government authorities.	

Finding 15**Page 78**

That the findings of the Regional Highway Safety Review being undertaken jointly by the Office of Road Safety, WA Police and Main Roads be used to inform deployment of police in the regions.

Finding 16**Page 78**

WA Police are key stakeholders in road safety. However, in the absence of clear and unambiguous performance indicators, police are likely to be held solely responsible for matters that are the responsibility of others.