

Division 54: Commissioner of Main Roads — Service 7, Office of Road Safety, \$89 015 000—

Ms L.L. Baker, Chairman.

Mr R.F. Johnson, Minister for Road Safety.

Mr I. Cameron, Executive Director.

Mr P. A. Gregson, Principal Finance Officer.

[Witnesses introduced.]

The CHAIRMAN: Member for Midland.

Mrs M.H. ROBERTS: During Police estimates the minister said that it would be appropriate to ask during the Road Safety division how much money from the road trauma trust account was going to the police department and for what purpose and how much money was for each purpose. Can the minister provide us with that information: how much money is going out of the road trauma trust account for police and the allocations for individual items? Can I have the same information for Main Roads and any other government agency that is earmarked to receive money from the RTTA in 2012–13?

Mr R.F. JOHNSON: The discussion we had under Police was on recurrent funding and capital. To answer the member's question, I will give her the total amount of funds from the RTTA to WAPOL. There is the increased amount for breath and drug testing of \$4 039 929; expansion of drug testing capabilities, \$883 780; advanced traffic management motorcycle trial, \$80 000; and the advanced traffic management vehicle project, \$3 532 000. That is, of course, for the concept cars.

Mr J.C. KOBELKE: Is that the capital?

Mr R.F. JOHNSON: That is the total amount going from the RTTA.

Mr J.C. KOBELKE: Does the \$3.53 million include capital and recurrent?

Mr R.F. JOHNSON: Yes. The strategic traffic enforcement project is \$2 182 686 and the enhanced speed enforcement administration cost to WAPOL is \$7 094 000. That is all the funding that is coming from the RTTA to WAPOL. The police split it into capital and recurrent funding.

Mrs M.H. ROBERTS: Can the minister provide that same breakdown for other agencies that will be getting money from the RTTA, including Main Roads, and any other government department or agency that is earmarked for funds?

Mr R.F. JOHNSON: I will get Paul Gregson to answer that because he has the data sheet, which he can quote from directly. The member wants to know the details of funding to any other government departments from the RTTA.

Mrs M.H. ROBERTS: What for and how much for each.

Mr P.A. Gregson: I will start with the Drug and Alcohol Office, which will receive \$265 000 for drug-driving community education and the Department of Education, which will receive \$1.25 million to administer the road aware program through the Catholic Education Office. The Department of Health has a number of projects: data linkage and road safety analysis project, \$270 000; WA injury prevention aided by state trauma registry, \$186 789; the road trauma support service, \$750 000; administering the neurotrauma research program of WA, \$1.7 million; and running the party program, \$136 214. The Department of Transport has three grants: the enhanced speed enforcement administration costs, \$2.5 million; the motorcycle graduated rider training and licensing project, \$200 000; and legal services provided to the Office of Road Safety, \$127 000. The Department of the Attorney General has \$103 000 for the enhanced speed enforcement administration costs. Is the member asking for non-government agencies as well?

Mrs M.H. ROBERTS: Yes, please. I do not think Main Roads has been mentioned yet. I would be interested in information for the non-government agencies.

Mr P.A. Gregson: The RAC receives a grant of \$165 000 for road user consultation support and the Western Australian Local Government Association running the Road Wise program receives \$2.7 million in 2013. The minister has already mentioned the WAPOL grants. That leaves us with Main Roads WA. In business case 1, metropolitan intersection crashes, \$21.7 million, which includes funding for the Office of Road Safety to run some community education campaigns. Business case 2, run-off crashes on regional roads, is worth \$21 570 200. In business case 5, Main Roads receives \$50 000 for a project called motorcycle crashes into roadside and median crash barriers. Under business case 4, excess and inappropriate speed crashes, Main Roads is supporting police with three projects: traffic monitoring observational studies, \$650 000; electronic school zone sign project, \$2.5 million; and the speed monitoring project, \$150 000.

Mr R.F. JOHNSON: To clarify what Mr Gregson said about the road aware program, and the \$1.25 million for the Department of Education, I want to make clear that it is the Catholic Education Office that gets the funding as opposed to the actual Department of Education.

[9.40 pm]

Mrs M.H. ROBERTS: Has the minister, or anyone from his office, advised the police and community youth centres to apply for funding from the road trauma trust account?

Mr R.F. JOHNSON: I certainly have not advised anybody to apply for funding from the road trauma trust account.

Mr C.J. TALLENTIRE: I refer to page 199 of budget paper No 3 and page 647 of budget paper No 2. Mention is made of the electronic school zone sign project. There is an allocation of \$2.5 million for 2012–13. Can the minister confirm whether there is an allocation for the Yale, Seaforth and Ashburton Drive Primary Schools to have the protection of electronic school zone signs? They are all schools in my electorate.

Mr R.F. JOHNSON: I cannot give the member that information. That is operational, and would come under the minister responsible for Main Roads, Hon Troy Buswell.

Mr C.J. TALLENTIRE: I notice there is a discrepancy in the figures. At page 647 of the *Budget Statements* a total of \$7.5 million is allocated across the forward estimates. However, on page 200 of the budget papers the sum given is \$8 million. Perhaps in that \$500 000 there is room for an allocation to ensure that the schools in my electorate get electronic school zone signs.

Mr R.F. JOHNSON: I think the member will find that is operational information under Main Roads. The member would have to ask that question of Main Roads.

Mr C.J. TALLENTIRE: Is the minister disputing there is a discrepancy between the figures? The discrepancy is in the minister's budget papers. On page 647 there is a figure of \$7.5 million and on page 200 there is a figure of \$8 million.

Mr R.F. JOHNSON: Page 200 is not ours. That is somebody else's. That is not my budget paper.

The CHAIRMAN: Member, we need to know which page.

Mr R.F. JOHNSON: It sounds to me as though the member needs to ask his questions of the Minister for Transport.

Mr C.J. TALLENTIRE: Page 200 of budget paper No 3 is titled "Minister for Police; Road Safety"—that is this minister. This is out of the road trauma trust account.

The CHAIRMAN: Member, it is the *Economic and Fiscal Outlook*.

Mr C.J. TALLENTIRE: I said budget paper No 3, "Road Trauma Trust Account—Electronic School Zone Sign Project", \$8 million. That is in budget paper No 3, but in budget paper No 2 the minister has \$7.5 million. I simply want to know where —

Mr R.F. JOHNSON: That does not come under me. That is a bigger program.

Mr C.J. TALLENTIRE: On page 647, there is \$7.5 million.

Mr R.F. JOHNSON: That comes under the Minister for Transport.

Mr C.J. TALLENTIRE: It is under the heading "Minister for Police; Road Safety". It begins on page 199 of budget paper No 3. There is the subheading "Road Trauma Trust Account—Electronic School Zone Sign Project".

Mr R.F. JOHNSON: That comes under the Minister for Transport, who deals with Main Roads. We are putting only \$2.5 million into that from the road trauma trust account. I am accountable for \$2.5 million. The rest of it is being funded by the Minister for Transport, Hon Troy Buswell. That is why I am saying that the member really needs to ask him those questions. The road trauma trust account is funding \$2.5 million for the flashing 40-kilometre-an-hour school zone signs.

Mr J.C. KOBELKE: In 2012–13?

Mr R.F. JOHNSON: In 2012–13.

Mrs M.H. ROBERTS: Can we ask which schools they are providing signs to?

Mr R.F. JOHNSON: That is operational. I keep saying: members will have to ask the Minister for Transport. That comes under Main Roads. We do not dictate which schools they are.

Mr J.C. KOBELKE: What the budget papers state, and the part the minister does not seem to be aware of, is that there is \$8 million over three years with respect to electronic school zone signs coming from the road trauma

trust account. Does that mean there is \$2.5 million in 2012–13 and money has been allocated in the subsequent two years to come to \$8 million?

Mr R.F. JOHNSON: That is \$7.5 million from the trust account.

Mr J.C. KOBELKE: The minister is saying that it is \$2.5 million each year for three years?

Mr R.F. JOHNSON: That is what we have here.

Mr J.C. KOBELKE: It is not clear in the *Budget Statements*. Thank you for confirming that. Is that a decision that cabinet made based on a recommendation from the Road Safety Council?

Mr R.F. JOHNSON: Yes. The whole budget in relation to the RTTA was confirmed by cabinet. It was a cabinet decision at the end of the day. We took the recommendation —

Mr J.C. KOBELKE: We will get through this quickly if the minister could answer the question and not waffle. I know how the system works, or at least part of it. My question was quite specific: the sum of \$7.5 million, which the minister has now explained is over three years, was that an exact part of the recommendation from the Office of Road Safety or was it a variation?

Mr R.F. JOHNSON: No; that is the exact amount. The Road Safety Council recommended \$2.5 million for the electronic school zone sign project. That was over that period.

Mr J.C. KOBELKE: For three years?

Mr R.F. JOHNSON: Yes.

Mr J.C. KOBELKE: Do the guidelines for that funding from the road trauma trust account through the cabinet decision to Main Roads dictate where the signs go, or is that purely up to Main Roads and the Minister for Transport to put the money where he likes to suit his own purposes regardless of the safety elements involved?

Mr R.F. JOHNSON: The member is implying something that is wrong. I do not believe that would be the case.

Mr J.C. KOBELKE: I can prove that. The question I am asking the minister is: are there guidelines required for this money from the RTTA or does he hand it over and it is up to the Minister for Transport and Main Roads to set their priorities where it goes?

Mr R.F. JOHNSON: Main Roads normally knows the priority areas where school zone signs would be most effective throughout the whole of WA. The Office of Road Safety does not have the expertise or knowledge to know which particular schools and which particular roads would benefit from those school signs. Main Roads would, and it is the one, as the member knows, that organises all the road treatments for the traffic wardens.

Mr J.C. KOBELKE: I do not disagree with what the minister is saying, but it does not answer my question. My question was: in giving this money to Main Roads from the road trauma trust account, are there clear guidelines as to how Main Roads will make decisions about speed limits in the area—the type of road surface, the volume of vehicles, whether there is a hill et cetera? Are any of those criteria laid down, or, as we have seen over the past two years, is it going to be a play thing of the Minister for Transport to put them in places to do favours when clearly there is no road safety issue? I have caught the Minister for Transport out telling lies because he cannot justify the decisions he has made.

Mr R.F. JOHNSON: We are only making a contribution from the road trauma trust account, through the Road Safety Council recommendations, towards the total cost of the program run by Main Roads.

Mr J.C. KOBELKE: Can we just deal with the electronic speed zones now.

Mr R.F. JOHNSON: That is what I am dealing with.

Mr J.C. KOBELKE: Is the minister saying the money going from the road trauma trust account is only part of what will be spent on electronic school zone signs?

Mr R.F. JOHNSON: Yes, correct.

Mr J.C. KOBELKE: What percentage of the spend on electronic school zone signs is coming from the road trauma trust account?

Mr R.F. JOHNSON: We do not know what the full value of the program is, but this is a contribution towards whatever programs they are destined to have.

Ms A.R. MITCHELL: I refer the minister to page 641, the last outcome referring to “Effectiveness of road safety awareness campaigns”. I recall the minister made an earlier announcement of additional funding from the road trauma trust account to support additional drink-driving enforcement by WA Police to complement drink-driving community education programs. Can the minister tell me how effective this extra enforcement has been?

Mr J.C. KOBELKE: Point of order, Madam Chair. I understood we could only deal with outcome 7 within the Commissioner of Main Roads' budget. The minister alluded to that earlier. I cannot see the connection between this question and what is item 7 on page 645.

The CHAIRMAN: It has to be service 7; the member is quite right. It has to be "7: Office of Road Safety" under the Commissioner of Main Roads, division 54.

Mr R.F. JOHNSON: That is us. I was referred to page 641, "Outcome: Improve coordination and community awareness of road safety in Western Australia". That is the Office of Road Safety. Is it accepted that that is on page 641?

[9.50 pm]

The CHAIRMAN: Member, it seems to still come under the same heading.

Mr R.F. JOHNSON: Is the member happy for us to go ahead with that?

Mr J.C. KOBELKE: I do not want to hold things up.

Mr R.F. JOHNSON: The member asked an excellent question, and with the increased funding going to the road trauma trust account, there have been six key areas of focus agreed to by the Road Safety Council, me and the members of cabinet. These focus areas are run-off-road crashes, urban intersection crashes, reducing impaired driving, reducing excess and inappropriate speed, unprotected occupants and users, and informing and mobilising road safety actions. With each of the focus areas, consideration was given as to the most appropriate actions required to achieve the quickest results to improve road safety. In the area of run-off-road crashes and intersection crashes, the most appropriate solutions were related to road engineering treatments, so the dollars are being invested accordingly. An amount of \$1.27 million has been allocated to warn the community about how driver behaviour contributes to single-vehicle run-off-road crashes. With 29 per cent of fatalities having alcohol as a factor in the crash, the reducing impaired driving program will continue to include campaigns to educate the community on the role of alcohol in crashes and to build the perception of being caught when drink-driving. To answer the member's question, I think that all of these play a very important role in trying to reduce road trauma and deaths and serious injuries on our roads. I think we are certainly seeing some better than previous outcomes in that area. On deaths, we are about the same as we were this time last year, but on the serious crashes, in general, we are quite a way below, which is encouraging.

Mrs M.H. ROBERTS: At the start of this division, Mr Gregson advised us of a long list of projects in other agencies and departments and non-government agencies that are being funded out of the RTTA. Which of those were not recommendations of the Road Safety Council?

The CHAIRMAN: Which section of the budget, while the minister is thinking of the answer?

Mrs M.H. ROBERTS: It is just the RTTA. That relates to my first question, and the minister advised us to ask these questions during this division.

Mr R.F. JOHNSON: I will get Mr Cameron to answer the member's question.

Mr I. Cameron: There were three projects that Mr Gregson listed that were not recommended by the Road Safety Council: enhanced speed enforcement administration costs, Western Australia Police, \$7 094 000; enhanced speed enforcement administration costs, Department of Transport, \$2.5 million; and, enhanced speed enforcement administration costs, Department of the Attorney General, \$103 000.

Mrs M.H. ROBERTS: Did any of them have a recommendation for a different quantum of money; and, if so, what was the variation between the Road Safety Council recommendation and the list read out by Mr Gregson?

Mr R.F. JOHNSON: Under business case 1, which was in relation to reducing metropolitan intersection crashes, the council initially recommended \$2.6 million. The government approved \$21.7 million, because we believed that was a priority area that needed to address the number of deaths and critical injuries. That money, if the member likes, was taken from an area that came under business case 3, for which the Road Safety Council recommended an additional 48 police officers and more patrol hours for enhanced drink-driving and drug-driving enforcement, costing approximately \$11 million. The government approved an additional 20 officers and hours costing approximately \$4 million, and there was a minor increase in drink-driving campaigns. We took the money from there because the government believed that it should reduce that amount and put it into the metropolitan intersection area, because it believed that was very essential. The total amount of road trauma trust account-funded projects recommended by the Road Safety Council came to \$76.2 million, but government approved \$87.7 million. So the government has approved nearly \$90 million for this coming financial year, and those funds will be spent on road safety initiatives. There is \$21 million for metropolitan intersections, and there is about \$21 million to deal with run-offs in country roads, where many people have died. The other two

variances are where the Road Safety Council recommended an expenditure of \$11.4 million for the business case for reducing excess and inappropriate speed crashes; the government approved \$17.9 million.

Mrs M.H. ROBERTS: Perhaps if I could make a suggestion. I appreciate that other members might like to ask questions, and I would actually like to have all the detail; would it be possible for the minister to provide the full list by way of what was proposed by the Road Safety Council and what was ultimately agreed to by government, by way of supplementary information?

Mr R.F. JOHNSON: I have no problem with giving the member this list. This list states exactly what the council recommended, and the government approved a much higher amount.

Mrs M.H. ROBERTS: That is what I am seeking.

Mr R.F. JOHNSON: There are comments on the differences; I do not have a problem with providing that.

Mrs M.H. ROBERTS: Is that the full list?

Mr R.F. JOHNSON: Yes. This is the summary that I think Professor D'Arcy Holman used on Paul Murray's radio program yesterday or the day before.

Mrs M.H. ROBERTS: I request the full list.

Mr R.F. JOHNSON: I think we have given the member the full list—it was read out by Paul Gregson; I am not going to go through the same exercise again.

Mrs M.H. ROBERTS: The full list of what is approved has been read out by Mr Gregson, but what about the full list of what the Road Safety Council recommended?

Mr R.F. JOHNSON: That will be in the public domain. Once the Road Safety Council has all this back, it will publish it, I am sure.

Mrs M.H. ROBERTS: When would that be?

Mr I. Cameron: At the next meeting, which will be at the end of June.

Mr J.C. KOBELKE: I think the minister, in answering the member for Midland, has answered the specific questions I was seeking to ask.

Mr M.J. COWPER: I refer to page 641 of budget paper No 2, which relates to the RTTA. Can the minister inform us how much of the RTTA has been spent in regional Western Australia? About half of fatal or serious crashes occur on country roads, so I just wonder if there is any scope for being able to identify how much of the RTTA is actually allocated to regional areas?

Mr R.F. JOHNSON: In simple terms, we have allocated, I think, \$21 million or \$22 million to regional country roads in WA, which I think is very important.

Mr M.J. COWPER: Out of how much, sorry?

Mr R.F. JOHNSON: Out of \$87.7 million.

The CHAIRMAN: Minister, I am going to have to close the committee off.

Mr M.J. COWPER: Can I get some information on the breakdown by way of supplementary information?

Mr R.F. JOHNSON: I can give that to the member privately; he does not need to go through supplementary information.

The appropriation was recommended.

Committee adjourned at 10.00 pm
