

**Division 33: Commissioner of Main Roads — Service 7, Office of Road Safety, \$76 482 000 —**

Ms W.M. Duncan, Chairman.

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

Mr I. Cameron, Executive Director, Office of Road Safety.

Mr B. Singh, Acting Principal Finance Officer, Office of Road Safety/Main Roads Western Australia.

Mr G. MacLean, Principal Policy Adviser, Office of the Minister for Road Safety.

[Witnesses introduced.]

**The CHAIRMAN:** We will move into questions on division 33 and the first question is from the member for Midland.

[9.20 pm]

**Mrs M.H. ROBERTS:** Very little detail is provided in the budget papers on road safety spending and the allocation of money in the road trauma trust account. I am looking a page 388, which is the main page to look at here. The heading is “Office of Road Safety” and the line item is “Total Cost of Service”. I would like to know how much money has been collected from speed and red-light cameras. How much money has gone into the account in 2012–13 and how was that expended? How much money is anticipated to go into it in 2013–14?

**Mrs L.M. HARVEY:** The income from fines and infringements revenue was \$84 724 988 in 2012–13 and we earned \$2 236 533 in interest. We also received Insurance Commission of Western Australia funding of \$3 523 889. The total actual income for the fund is \$90 485 420. That is the estimated actual at this point in time. The 2013 totals have not been audited. Could Mr Singh respond?

**Mr B. Singh:** For 2013–14 —

**Mr R.F. JOHNSON:** The minister said that the ICWA funding went into the RTTA—it does not.

**Mrs L.M. HARVEY:** No, I was talking about the income. Was the member asking specifically about the RTTA?

**Mr R.F. JOHNSON:** Yes.

**Mrs L.M. HARVEY:** Sorry, I misheard the question. I thought the member was talking about income.

**Mr R.F. JOHNSON:** I am not interested in the income for the Office of Road Safety; it is the RTTA we are interested in for 2012–13.

**Mrs L.M. HARVEY:** I will get Mr Singh to respond to the question about the estimated actual income to the road trauma trust account for 2012–13 and our estimated budget for 2013–14. Is that the information that the member is after?

**The CHAIRMAN:** This is the member for Midland’s question.

**Mrs M.H. ROBERTS:** Yes.

**Mr B. Singh:** The actual revenue from infringements for 2012–13 was \$84.72 million and in 2013–14 the revenue raised from infringements is around \$91 million.

**Mr R.F. JOHNSON:** Is \$91 million the estimated income from speed and red-light cameras?

**Mr B. Singh:** Yes.

**Mr R.F. JOHNSON:** I think what we want to know —

**The CHAIRMAN:** Is the member for Hillarys asking a further question?

**Mrs M.H. ROBERTS:** It is my question. I asked for a breakdown of where that money went in 2012–13 and what the plan is for the money for 2013–14, given that 2013–14 has already commenced.

**Mrs L.M. HARVEY:** The approved budget for 2013–14 is for the allocation of \$76 481 000. The 2012–13 expenditure —

**Mr R.F. JOHNSON:** I seek a breakdown of how the money is allocated.

**Mrs L.M. HARVEY:** Does the member want a breakdown of the allocation from the road trauma trust account?

**Mrs M.H. ROBERTS:** Yes.

**Mrs L.M. HARVEY:** I can provide the member with that. I am happy to table that.

**The CHAIRMAN:** The minister cannot table documents but she can read from them.

**Mrs M.H. ROBERTS:** The minister could get one of the clerks to photocopy it and just hand it across the room to me.

**The CHAIRMAN:** That is a possibility. The minister can either provide it as supplementary information, or read from it or get it photocopied.

**Mrs M.H. ROBERTS:** It is up to the minister. If she is happy to give me a photocopy now —

**The CHAIRMAN:** Excuse me, member for Midland. I am speaking.

**Mrs M.H. ROBERTS:** Sorry.

**The CHAIRMAN:** Thank you. The minister could photocopy it and distribute it, but we cannot record it as a tabled document. We do not table documents in the estimates committee.

**Mrs L.M. HARVEY:** Is it possible for one of the clerks to take a photocopy of this breakdown?

**Mrs M.H. ROBERTS:** Why is there a discrepancy between the income of \$91 million and the allocation of \$76 million? What will happen to the \$15 million?

**Mrs L.M. HARVEY:** There are a couple of things around the allocation of money from the road trauma trust account. As members in this house will no doubt be aware, due to the changes in legislation that require 100 per cent of the infringement income to go into the road trauma trust account, the value of this fund has increased from around \$11 million to an estimated \$91 million. One of our election commitments was to look at the way that the road trauma trust account was operating. We have commissioned a review into the operation of the road trauma trust account to ensure that the funds in the account are expended to assist us to achieve our goals under the Towards Zero strategy. The Towards Zero strategy is a great strategy, but it did not have a road map to measure where we were at in trying to achieve the outcomes of that strategy. Therefore, I have asked the Office of Road Safety to get some key milestones in place so that we can determine whether we are on track to achieve the outcomes of that strategy, which is loosely to reduce the number of fatal injuries and serious injury crashes by 40 per cent by 2020. It is an ambitious target. Now that it is a large fund, we need to apply greater rigour in ensuring that the applications to that fund will help us achieve our goals.

I announced during the campaign period that we would look at the way that the marketing and advertising expenditure from the RTTA is spent. The Office of Road Safety, through partners and related entities, has been spending about \$9 million on public relations, and information and education campaigns for about the past 10 years. I have requested that a re-evaluation of those programs take place to ensure that they are delivering a consistent message and helping us achieve our goals in reducing road trauma. We have allocated \$76 million of the estimated \$91 million that will come into the fund. We need to be sure that the allocations from the fund help us achieve our goals.

**Mrs M.H. ROBERTS:** With respect, I am still waiting for the answer to my question: what happens to the \$15 million? For example, does it sit in the account accumulating interest? Will it be allocated during the 2013–14 financial year on a project approved by cabinet, or will it be carried over into the next year?

[9.30 pm]

**Mrs L.M. HARVEY:** It will stay in the fund and it will not be used for any other purpose. It will continue to earn interest and as the direction for our strategy becomes clearer, there is another Ministerial Council on Road Safety meeting coming up and I expect there will be other tranches of funding from the road trauma trust account, and the intention is to allocate that to projects that will help us achieve our goals.

**Mr R.F. JOHNSON:** In relation to the income from speed and red-light cameras, the recommendation made by the Road Safety Council, which was a recommendation by Professor Max Cameron, was that WA use point-to-point cameras, which are a greater deterrent to speeding and more cost-effective than fixed cameras. Professor Cameron said they were used in Victoria and Europe and had been particularly successful in Scotland, where research found they reduced crashes involving injury by about 20 per cent, which is a lot. Last year the Road Safety Council made recommendations for the speed enforcement enhancement program, which included a trial of point-to-point technology.

**The CHAIRMAN:** Excuse me, member for Hillarys, did I hear you refer to a page or a line item?

**Mr R.F. JOHNSON:** I refer to page 382 of the *Budget Statements*. There should be a line item relating to the budget of the road trauma trust account, because it should have been included in the budget papers, but it is not; it has just come around now, so I will refer to it.

**The CHAIRMAN:** Finish your question, member for Hillarys.

**Mr R.F. JOHNSON:** In relation to point-to-point cameras, the benefits of which have been proven worldwide and recommended by Professor Max Cameron and the Road Safety Council, I am trying to establish whether the minister will stand up to the Premier, implement some point-to-point cameras and save lives and serious injuries.

**Mrs L.M. HARVEY:** The implementation of point-to-point cameras is indeed a policy decision of government.

**Mr R.F. JOHNSON:** Not to implement them.

**The CHAIRMAN:** Order, member.

**Mrs L.M. HARVEY:** With respect to the allocation from the road trauma trust account, my understanding is that the actual individual allocations to business cases did not form part of the budget papers, but in looking through the records, the document was presented after some delay to the estimates committee of the Legislative Council. I made a decision to make it available today so that members could peruse the allocations from the fund and ask questions about the individual allocations for the 2013–14 financial year. I am happy to receive questions from members about the form I have provided, even though these questions relate to the single line item for the allocation from the road trauma trust account, which is an expenditure of \$76.4 million as the approved budget for 2013–14.

**Mr R.F. JOHNSON:** Last year, I provided, way in advance of the budget, estimates of the total expenditure from the road trauma trust account and I itemised where all that money was being spent in the different areas. I have papers with me that go back and that would show it all, and I am more than happy for the minister to see them. There is stuff that was recommended by the Road Safety Council and stuff that, at the end of the day, was what I managed to get through. I am trying to say that one of the big areas of concern and one of the areas proven to be of great benefit in saving lives and critical injuries is point-to-point cameras. The only person who did not like that idea was the Premier and he turned me down when I said I wanted to include it in the budget.

**The CHAIRMAN:** Your question, member for Hillarys?

**Mr R.F. JOHNSON:** I repeat: will the minister stand up to the Premier and implement point-to-point cameras, which would save people's lives and save people from getting critically injured on our roads?

**Mrs L.M. HARVEY:** There is no allocation for the implementation of point-to-point cameras as part of the 2013–14 road trauma trust account allocation.

**Mr J. NORBERGER:** I refer to the asset investment program for the Office of Road Safety at the bottom of page 389 of the *Budget Statements*. Can the minister advise the benefits of the electronic school zone program and how many schools will get electronic school zone signage as part of the extended program?

**Mrs L.M. HARVEY:** I thank the member and I appreciate his question about this very popular program—electronic school zone signs. Just before the election, the Liberal–National government committed to an additional \$36 million to roll out the flashing lights to the remaining 928 schools across the state over the next four years. This is on top of the \$6 million already allocated to the program since we came to government. There are 1 072 public and private schools with a 40-kilometre-an-hour school zone across WA. Last year we doubled our funding and installation rate for the flashing signs in school zones with \$2.5 million allocated from the road trauma trust account. That will bring the number of electronic school zones to 144 by 30 June 2013. They are an excellent way to raise drivers' awareness that they are entering a different speed zone and to make sure that they slow down. The beauty of the flashing school zone signs is that for many people in the community, who do not have children at school and have no concept of when school is in or out or indeed any awareness, necessarily, of when they are even approaching a school, they have proven to be a really useful tool. We are seeing a corresponding improvement in driver behaviour around our schools as a result of the installation of these signs. I appreciate the member's question. When we first came to government only five schools had these signs installed, and I am very proud of the rollout of these signs across WA.

**Mrs M.H. ROBERTS:** My question to the minister refers to page 382 of the *Budget Statements*. Under “Service Summary”, “Expense”, line item 7 “Office of Road Safety”, there is the allocated figure the minister referred to of \$76 482 000 for 2013–14. However, in the forward estimates for 2014–15, 2015–16 and so forth, there are figures of about half of that—\$43 496 000 and \$41 464 000. Can the minister explain why there would be this massive cut to the Office of Road Safety in those out years?

**Mrs L.M. HARVEY:** This is one of the areas I wanted to look at as part of our examination of the way the road trauma trust account is administered. Traditionally, the funding tranches have been allocated on an annual basis, so there is an application made to the fund, the fund gets expended and it is a one-year process. Generally, the allocations are done by application on a yearly basis, so even though some funding tranches appear in the forward estimates, they are for programs that get funded across the out years. However, there are always new tranches of funding that come forward with each round of the road trauma trust account allocation and they go to the Road Safety Council for a recommendation to government, then the ministerial council will make a recommendation to me as the minister and our recommendation goes to cabinet to approve the funding. That is the process. The round for 2014–15 for the remainder of the fund has just started.

**Mrs M.H. ROBERTS:** The minister is part of a government that promised to spend 100 per cent of fine money from speed and red-light cameras on road safety and to administer it through what used to be the road trauma trust fund and what is now the road trauma trust account. We know that on average in the order of \$90 million-plus comes in each year and there is a figure of \$89 million for 2012–13; then there is \$76 million, which is not the full amount of money because there is still money to be allocated by a process that is not part of the budget.

**The CHAIRMAN:** Your question, member for Midland?

**Mrs M.H. ROBERTS:** My question is the same, because I still do not have an answer about what possible justification the minister could have for pencilling in a figure of just \$43 million or \$41 million for the out years. When an income of presumably \$90 million-plus is anticipated, why would expenditure of around about \$40 million be listed if the minister was dinkum about spending all that money? I understand that not every program is determined yet, but the commitment was that all of that money would go to road safety and would be spent each year on road safety objectives, and the figure just about halves in the out years. Maybe the answer is that this is just a ruse and Treasury can squirrel away some money to balance its books by saying that the government is not spending money that it committed to spend in the out years.

[9.40 pm]

**The CHAIRMAN:** Member for Midland, please let the minister provide the answer.

**Mrs M.H. ROBERTS:** Will the minister be spending this money in the out years, or is this budget paper correct and the minister will spend only half of this money?

**Mrs L.M. HARVEY:** This is one of the perennial issues that comes up with the road trauma trust account every year.

**Mrs M.H. ROBERTS:** No, it is not; it has never come up before. That is rubbish.

**Mrs L.M. HARVEY:** I interrogated the *Hansard*, and this is one of the issues that does recur and one of the questions that does come up. As I have said previously, I have requested a review into the requests for funding through the road trauma trust account. It is true that we made changes to the legislation so that all the fines from red-light camera and speed camera offences will go into the fund, to be expended on achieving better road safety outcomes in Western Australia. My view is that just because the money is in the fund does not mean that we should just spend it for the sake of spending it.

**Mrs M.H. ROBERTS:** But that is your commitment—that 100 per cent of the money collected will be spent on road safety!

**The CHAIRMAN:** Order, member!

**Mrs L.M. HARVEY:** I have not finished. We need to spend that money consistent with achieving better road safety outcomes. That means fewer KSI—killed or severely injured—crashes on our roads every year. That is what we have said we will achieve.

**Mrs M.H. ROBERTS:** Then that should be in the forward estimates!

**Mrs L.M. HARVEY:** We have our Towards Zero road safety strategy. But we did not have any guidelines and any specific and measurable targets to tell us whether we are on the way to achieving that target.

**Mrs M.H. ROBERTS:** After five years, you have got nothing! That is hopeless!

**The CHAIRMAN:** Member for Midland, please allow the minister to finish her answer.

**Mrs L.M. HARVEY:** I do not believe in throwing money around and writing cheques just for the sake of spending money in a fund. I want to make sure that this money is being spent consistent with what we told the community we would spend this money on. We said that we would spend this money to achieve better outcomes in road trauma in Western Australia. I have started a review into the way the allocations are made, and the way

the Office of Road Safety assesses the outcomes of the expenditure, to ensure that we are achieving reductions in KSI crashes consistent with what we told the community we would use this money for. Next year, we will continue with the funding tranches in 12-month batches, as has been consistent with the program. But I am determined to demonstrate that this funding is helping us to achieve our Towards Zero target of reducing the number of KSI crashes by 40 per cent by 2020.

**Mrs M.H. ROBERTS:** Does the minister acknowledge that she has allocated in the budget for the out years of 2014–15, 2015–16 and 2016–17 less than half of the anticipated revenue as forward expenditure?

**Mrs L.M. HARVEY:** Yes, I do. I acknowledge that we have allocated \$76.48 million of the expected 2013–14 infringement income—of around \$91 million—in this budget. The allocation for the 2014–15 budget for the remainder of the money that would be accumulating in the road trauma trust account has not as yet been determined. The funding round has commenced but the grant allocations have not been made. They do not appear in the 2014 forward estimate, and neither did they appear in previous years.

**Mrs M.H. ROBERTS:** Does the minister commit to spending the full amount in the out years through the RTTA?

**Mrs L.M. HARVEY:** I commit to spending all the money that goes into the road trauma trust account on achieving the outcomes of our Towards Zero strategy. I want to make sure that every cent that is spent out of the road trauma trust account is helping us to achieve the goal of reducing trauma on our roads. I am not going to spend funds from this account just for the sake of spending them. I am going to spend those funds consistent with achieving our goals.

**Mrs M.H. ROBERTS:** Madam Chair, can I ask another question for clarification?

**The CHAIRMAN:** No. I give the call to the member for Hillarys.

**Mrs M.H. ROBERTS:** Will all that money be going into the road trauma trust account—100 per cent—or not? That is the question. The minister gave the same answer three times.

**The CHAIRMAN:** But the member for Midland has asked the same question several times, too. So let us go to the member for Hillarys, because he has a further question.

**Mr R.F. JOHNSON:** Thank you, Madam Chairman.

I also have concerns about the out years and that we do not appear to be spending all of the money that we are receiving in the road trauma trust account this year, and I intend to explore that in more detail at another time. But am I right in saying that the reason that the minister has not given any figures for the out years for this area is that it will simply show up as adding to state debt? I remember the then Treasurer saying, when I was Minister for Police, that we cannot show the out years, because that will add to state debt. I could never quite work out why that was the case, but he said that will add to state debt. So all we have for this year is what is being spent this year. We have nothing in the forward estimates for the road trauma trust account. My question is: why not? Surely some money will be spent not just this year but next year and the year after. We know roughly what income we will get in for this fund. Next year, it is supposed to be \$100-odd million, if my memory serves me right.

**Mrs L.M. HARVEY:** One hundred per cent of the infringement income goes into the road trauma trust account. I will not repeat my comments on the rigour that I believe needs to be applied to the expenditure of that funding. But there are amounts in the forward estimates that are related to the recurrent expenditure that comes from the road trauma trust account. The next tranche of grant funding, for things such as improvements to reduce the number of metropolitan intersection crashes, run-off regional crashes, impaired-driving crashes, excessive and inappropriate speed crashes, and measures to improve vehicle safety—all those business cases—will be allocated for the 2014–15 financial year, consistent with the next round of grant funding. This year we are spending \$31.28 million on improving the outcomes for run-off crashes on regional roads. We are spending \$12 million on metropolitan intersection crashes by improving the design of intersections to reduce the number of crashes that occur. We are spending \$14.94 million on improving the outcomes in excessive and inappropriate speed crashes. Those allocations are in the budget, consistent with what we want to achieve. That totals \$76.48 million for the 2013–14 budget estimate, and for 2014–15 there will be another tranche of funding. Next year's budget will reflect those figures.

**Mr P.T. MILES:** I refer to page 380 and the heading “Spending Changes”. One of the line items under that heading is “Review of Road Safety Framework”. Can the minister provide some information about the review and the outcome?

**Mrs L.M. HARVEY:** I am happy to do that, member. I was alluding to this earlier. We have received some criticism about our road safety governance from the RAC, which has described our current structure for road safety governance as confused and disjointed. That was a very concerning descriptor for me, I must say, as minister. We took the initiative of providing the capacity in our road safety program for 100 per cent of the revenue from speed and red-light camera fines to go into the RTTA. I think it is vital that we invest and spend that money consistent with what we told the community we would do, which is reduce the number of KSI crashes and reduce road trauma in this state.

The review into the effectiveness of our existing road safety governance has been contracted to a very esteemed fellow by the name of Mr Peter Browne, a former director general of the Department of Education. We have requested that he take on the conduct of that review. The final report is expected in March 2014. We have allocated \$150 000 for this review. Another consultant will be engaged to look at the effectiveness of our mass media education campaigns to ensure that we are getting the best value for money out of those campaigns. In essence, the review will ensure that we receive the highest quality advice on how to spend what is turning out to be a significant fund in the road trauma trust account.

[9.50 pm]

**The CHAIRMAN:** Can the minister bring her answer to a conclusion, please?

**Mrs L.M. HARVEY:** Sure. We have already talked at length about the fact that there is reduced expenditure in 2013–14. We are spending just over \$76 million of the \$90 million that is expected to come in. Once the review is complete, I think we will be in a better position to allocate the remainder of the funds with confidence that it is being spent appropriately.

**Mrs M.H. ROBERTS:** During the police division, the minister said that she would be prepared to answer detailed questions about the funding that Western Australia Police is getting out of the road trauma trust account during this division rather than under the police division. With respect to the items on the list, I note, for example, under the item on increased breath and drug testing that the Road Safety Council recommended that WAPOL receive \$9 746 000, but only \$3 821 000 was given. I note that the Treasurer, with his transport portfolio, seemed to fare better in terms of his proportion of the road trauma trust account money. What is the total amount of money that WAPOL is receiving from the road trauma trust account? What proportion of that money will be spent on staff wages?

**Mrs L.M. HARVEY:** The total allocation to police for traffic and breath testing enforcement operations out of the road trauma trust account is \$14.677 million.

**Mr R.F. JOHNSON:** That is administration costs.

**The CHAIRMAN:** Order, member for Hillarys; let the minister respond.

**Mrs L.M. HARVEY:** We have decided to continue to fund the 20 FTEs for our increased breath and drug-testing regime, which is worth \$3.82 million. I think that is a very good spend. Last financial year the police conducted 1 516 448 breath tests. We are seeing a reduction in the number of drivers exceeding the lawful limit. In 2012–13, 14 238 drivers exceeded the lawful alcohol limit out of 1.5 million tests; that is a significant improvement on previous years. In 2011–12, 15 000 drivers exceeded the lawful limit, but that was from 883 000 breath tests, so the message appears to be getting out. That compliance activity of police funded through the road trauma trust account is money very well spent.

**The CHAIRMAN:** Member for Carine.

**Mrs M.H. ROBERTS:** I have a follow-up question on WAPOL.

**Mr A. KRSTICEVIC:** Thank you very much, Madam Chair.

**Mrs M.H. ROBERTS:** Sorry; the minister said she was going to answer these questions during this division.

**Mr A. KRSTICEVIC:** I have the call.

**The CHAIRMAN:** The member for Carine has the call.

**Mrs M.H. ROBERTS:** It is standard practice to have follow-up questions.

**The CHAIRMAN:** Member for Midland!

**Mrs M.H. ROBERTS:** This minister said she was going to provide the information during this division.

**The CHAIRMAN:** Member for Midland!

**Mrs M.H. ROBERTS:** The member for Kalgoorlie was not in the chair then. The minister said she would provide all the information in this session.

**The CHAIRMAN:** Member for Midland, you have been called twice.

**Mrs M.H. ROBERTS:** She has not. She is allowed to ramble on and answer something that she was not even asked.

**The CHAIRMAN:** Member for Midland, I will come back to you.

**Mrs M.H. ROBERTS:** We have seven minutes or something —

**The CHAIRMAN:** The member for Midland will have even less if she keeps this noise —

**Mrs M.H. ROBERTS:** — and all they ask is dorothy dix questions.

**The CHAIRMAN:** I call the member for Midland for the third time.

**Mrs M.H. ROBERTS:** The answers could be given in a ministerial statement.

**The CHAIRMAN:** Member for Carine. I will come back to you, member for Midland.

**Mr A. KRSTICEVIC:** There obviously has been a lot of discussion about the road trauma trust account. How is the state faring in relation to serious road trauma at the moment?

**Mrs M.H. ROBERTS:** Is there a line number? Madam Chair, are you going to treat him the same way you treat us?

**Mr A. KRSTICEVIC:** I am referring to page 382 of the *Budget Statements* and the first dot point under “Significant Issues Impacting the Agency”, which is on road trauma.

**Mr R.F. JOHNSON:** It is a dorothy dixer.

**Mr A. KRSTICEVIC:** It is not a dorothy dixer. My question is about how we are faring. Members have been talking about the funding the whole time—where the money is being spent. It would be interesting to know how serious road trauma is going in relation to that funding and where it is heading.

Several members interjected.

**Mr A. KRSTICEVIC:** I am surprised that opposition members are upset that I would get three questions in three hours.

**Mr P. PAPALIA:** This is a ministerial statement.

**The CHAIRMAN:** Order, members.

**Mr P. PAPALIA:** Estimates is for the public to find out information that the government minister will not tell us otherwise.

**Mrs M.H. ROBERTS:** Madam Chair, I am not going to wait to be asked to leave; I am going to leave. I think this has been appalling!

**Mr P.T. MILES:** Good night. Off you go!

**The CHAIRMAN:** Minister.

**Mrs L.M. HARVEY:** Thank you, Madam Chair. The total number of killed and serious injury crashes has fallen by 15 per cent to 2 618 in 2012, which is down from 3 075 back in 2005–07. The fatality rate per 100 000 head of population has fallen from 9.7 in 2005–07 to 7.5 in 2012. While the total number of KSI has declined, in the metropolitan area it has increased in recent years from a low in 2010. The 2012 total is equal to that of 2005–07. It is difficult to articulate the statistics. We are seeing improvements in quite a number of areas as a result of our spend on improving metropolitan intersections. Certainly there has been an improvement in outcomes for run-off road crashes in regional areas. There has been a 20 per cent decrease in KSI for all the three major crash types at Perth intersections, a 13 per cent decrease in regional run-off road crashes and a 17 per cent decrease in head-on collisions on regional roads. We are heading in the right direction. However, there is obviously more work to do. Every road crash is preventable. We would like our numbers per 100 000 to continue to reduce.

**Mr J. NORBERGER:** I have a follow-up question, if I may, to that question.

**The CHAIRMAN:** Make it quick, please. I want to go back to the member for Hillarys.

**Mr J. NORBERGER:** Thanks for that, minister; it sounds like we are on the right track. In regard to those statistics, how does that link into the fact that, as outlined on page 384 of the *Budget Statements* under the outcomes and key effectiveness indicators, we are seeing a drop in the effectiveness of our road safety awareness campaigns? Can the minister update —

**Mr P. PAPALIA:** Is this a follow-up question or a new question?

**Mr J. NORBERGER:** I am trying to see how that interrelates.

**Mr R.F. JOHNSON:** I have a serious question that I would like to get on the record.

**The CHAIRMAN:** Can the minister answer this quickly?

**Mrs L.M. HARVEY:** I can. We have been looking at the effectiveness of the road safety awareness campaigns and we have had a change in the methodology for the assessment of the campaigns. Previously, for example, if there were five campaigns and those five campaigns achieved a 50 per cent pass mark, which is the pass mark they were allocated, we would have 100 per cent success in achieving our strategy. We have revised the performance indicators. The revised target is set at 70 per cent as an average, so each of those campaigns —

**Mr P. PAPALIA:** Is this information available anywhere publicly other than here?

**Mrs L.M. HARVEY:** I am not aware of whether it is available publicly. I am answering the member's question.

**The CHAIRMAN:** Please finish your answer, minister.

**Mr P. PAPALIA:** It is not a real question. The minister should let the member for Hillarys ask his question.

**Mrs L.M. HARVEY:** It actually is a real question.

**Mr R.F. JOHNSON:** It is not a real question; it is a dorothy dixer.

**The CHAIRMAN:** Order! If the minister is given the chance, we will get on to the member for Hillarys' question.

**Mr P. PAPALIA:** This is silly.

**Mrs L.M. HARVEY:** We are now assessing each individual campaign with a success rate and then we are taking the average of the success rate across the campaigns.

Several members interjected.

**The CHAIRMAN:** Order, members!

**Mrs L.M. HARVEY:** That average then forms part of our effectiveness indicator, and it has been improving.

**Mr R.F. JOHNSON:** I refer to the implementation of the repeat drink-driver strategy, which the Road Safety Council has again recommended should be given \$100 000. Can the minister tell me why that is not being implemented?

Several members interjected.

**The CHAIRMAN:** Order, members! Would you be quiet?

**Mr R.F. JOHNSON:** Legislation is being drafted. I would really like to know how far it has got, because that has definitely been proven to save lives. I am referring to the alcohol interlocks under the repeat drink-driver strategy.

**Mrs L.M. HARVEY:** The legislation for the alcohol interlocks as part of our repeat drink-driver strategy is in train. It is a very complicated piece of legislation; we have had to break it into two tranches.

**Mr R.F. JOHNSON:** It was virtually finished almost a year ago.

**Mr A. KRSTICEVIC** interjected.

**The CHAIRMAN:** Order, member for Carine! I will call you. Be quiet while the minister finishes.

**Mrs L.M. HARVEY:** It is progressing. It is a very important part of our repeat drink-driver strategy.

**Mr R.F. JOHNSON:** But there is nothing in the budget papers under the road trauma trust account.

**Mrs L.M. HARVEY:** Indeed, member. The legislation is in the process of being drafted. We have been pushing it along. I am hoping to bring it to this place in the near future.

**The CHAIRMAN:** That concludes our consideration of division 33.

**Extract from *Hansard***

[ASSEMBLY — Wednesday, 21 August 2013]

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Chairman; Mrs Liza Harvey; Mr Rob Johnson; Mr Jan Norberger; Mrs Michelle Roberts

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**The appropriation was recommended.**

*Committee adjourned at 10.00 pm*

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**Extract from *Hansard***

[ASSEMBLY — Wednesday, 21 August 2013]

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