This Road Policing Strategy 2011-2014 replaces the Traffic Policing Strategy 2008-2010. It is intended to provide the agency and the Frontline with direction on the priorities, focus and strategies of the WA Police, in relation to carrying out its role in enforcing traffic laws and managing traffic enforcement to make a safer and more secure community.

The change of name of this strategy from Traffic Policing to Road Policing reflects our contemporary approach which is mindful that most criminals utilise the road networks to facilitate their criminal activities. Anti-social behaviour and speeding drivers on our roads that cause damage, disturb the peace and threaten the safety of our neighbourhoods will not be tolerated. Any effort by the agency to reduce injury on our roads and ensure that road users are not intimidated by unlawful and anti-social behaviour will generate support from the public as well as the State and Federal Government.

In partnership with government agencies, other jurisdictions and other organisations, WA Police contributes to the common goal of reducing fatal and serious crashes. In the state’s collaborative Towards Zero Strategy, the WA Police play a key role in safe speed and safe road use.

To ensure success in the implementation of this strategy, and to achieve maximum effect, it will require strong lines of communication and information sharing between WA Police and its partners. Liaison will include intelligence collection and sharing, and the implementation of intelligence-led strategies which utilise the tasking and coordination process to ensure the strategies are adopted and applied at the Frontline.

The WA Police Intelligence Model will assist the agency in directing resources to achieve an effective balance of specific deterrence strategies against recidivist and targeted offenders, and enforcement activities such as high visibility cameras and random breath testing. The overall aim for the implementation of this strategy is to continue to send the message that, through WA Police efforts, road-users will be made accountable for any unlawful road-user behaviour, anywhere and at anytime.

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What is Road Policing?

In 2010, 193 people died and 288 people were seriously injured on WA roads.

Unlawful road-user behaviour is one of the three outcomes for WA Police and plays an essential role in managing safe, compliant and orderly road use whilst minimising the number of crashes that occur on our road networks.

About this Strategy

This Strategy has been developed in line with the agency priorities outlined in the WA Police Strategic Plan 2010-2013 and supports the WA Police led initiatives contained in the State Road Safety Strategy, ‘Towards Zero 2008 – 2020’.

The WA Police Road Policing Strategy 2011-2014 is based on three objectives of Road Policing which are supported by 10 priorities. The objectives are aligned with the Western Australian Government outcomes that WA Police are responsible for.

This Strategy aligns with a number of strategies in the WA Police suite of Informing Strategies, including the Anti-Social Behaviour Strategy, the Alcohol Policing Strategy and the Volume Crime Strategy. The successful implementation of this Strategy will be assessed through performance indicators that will be developed and made available through regular reporting processes within the agency.

This strategy provides standardised actions that reflect the direction and priorities of the agency which will require supporting localised strategies to address issues most relevant to the region.

Our Objectives

- Enforce Traffic Laws
- Target Unsafe Road-User Behaviour
- Build Road Policing Capability
Our Objectives

What is Road Policing?

are supported by 10 priorities. The objectives are based on three objectives of Road Policing which is aligned with the Western Australian Government Safety Strategy, ‘Towards Zero 2008 – 2020’. This Strategy has been developed in line with police led initiatives contained in the State Road Use whilst minimising the number of crashes that outcome for WA Police and plays an essential role in managing safe, compliant and orderly road use.

The WA Police Road Policing Strategy 2011-2014 is a change in the concept of policing compliance is a change in the concept of policing compliance to Road Policing better reflects the style and framework to help attract, develop and retain a skilled, motivated traffic enforcement workforce.

Our Priorities

Enforce Traffic Laws

Enhanced Speed Enforcement

Aim: Achieve greater compliance with posted speed limits
Reducing speeding is a key element of Towards Zero and enhanced enforcement operations are a priority.
Excessive speed is acknowledged as a key contributor to the risk of involvement in a crash and the severity of crashes. In 2010, 13 per cent of fatal crashes were attributed to speed with 47 per cent occurring in high speed zones (110 kph) compared with 25 per cent in lower speed zones (60 kph and lower speed limits).

Non-Use of Restraints

Aim: Increase compliance with the wearing of seatbelts and other restraints by drivers and passengers of vehicles
The wearing of seat belts and other restraints saves lives and prevents serious injury. In 2010, 22 per cent of fatally injured persons were not wearing restraints.

Impaired Driving

Aim: Contribute to a reduction of the incidence of fatalities and serious injuries caused by alcohol and drug-impaired drivers
In 2010, alcohol consumption was a causal factor in 7 per cent of fatal crashes. A further 17 per cent of fatal crashes were caused by a combination of alcohol and speed.
In regional WA, alcohol and speed was involved in 45 per cent of fatal crashes.
Drugs were a causal factor in 3 per cent of fatal crashes.

No Authority to Drive (Unlicensed Drivers)

Aim: Detect and deter unlicensed drivers driving on WA roads
This includes drivers that have no licence as well as those with a suspended/cancelled/disqualified licence. Research has shown unlicensed drivers are twice as likely to be involved in a traffic crash. In 2010, 12 per cent of drivers involved in fatal crashes were unlicensed. A correlation exists between unlicensed drivers and other unlawful activity.

Target Unsafe Road-User Behaviour

Anti-social Driver Behaviour (Hoon)

Aim: Reduce the incidence of anti-social driver behaviour and improve community perception of anti-social driver behaviour in their area
Hoon laws empower police to impound vehicles that: are driven in a reckless manner, do a burnout; or are driven at a speed equal to or greater than 45km/h over the posted speed limit.
In 2010, there were 2,024 vehicles seized under hoon legislation with 59 per cent of hoon drivers aged between 17 and 24 years.

Driver Distraction

Aim: Increase compliance with the traffic laws in relation to mobile phone use
Mobile phone use is the main driver distraction that can be policed. Talking or messaging on a mobile phone seriously affects a driver’s concentration, behaviour and ability to control their vehicle.
Survey research has indicated that 41 per cent of WA drivers perceived that they rarely or more often used a mobile phone without a hands free kit while driving.

Road-users Over-represented in Fatal and Serious Crashes

Aim: Reduce the incidence of road-users at high-risk involvement in fatal and serious crashes through standardised local action plans
This focus will contribute to addressing the over-representation in fatal and serious crashes of road-users such as:
- Novice drivers
- Motorcyclists
- Pedestrians

Build Road Policing Capability

Capacity Building

Aim: Integrate road policing training into training programs for all police officers
Devise and implement a road policing training framework to help attract, develop and retain a skilled, motivated traffic enforcement workforce.

Driver Education

Aim: Utilise traffic stops to promote driver awareness on road laws and road safety
Create a climate of community concern for road safety by road-users and support for effective interventions by police.

Partnership and Community Engagement

Aim: Align enforcement with Towards Zero and Office of Road Safety road-user education campaigns and contribute to the achievement of WA Police key performance indicators for Towards Zero
Partnership and collaboration in delivery of road safety outcomes requiring WA Police involvement.
How we will achieve this Strategy

- Integrate WA Police Intelligence Model into road policing through Traffic involvement with Tasking and Coordination Groups in all police districts, resulting in optimal use and application of resources (vehicles etc.), effective rostering and improved cooperation between the various parties involved in enforcement.
- Utilise traffic powers to prevent criminal and recidivist traffic offenders from using the roads.
- Improved capacity to collect, record and share meaningful data that will enhance intelligence driven policing and inform the development of road safety initiatives.
- Improved recording of fatal and serious crash data and application of infringements to maximise the prosecution of traffic offenders.
- Provide police officers engaged in traffic policing activities with the knowledge and skills necessary to impact the success of this strategy. This includes crash investigation training to traffic officers across the state to enable identification of the extent to which the road environment contributes to specific crashes.
- Expand the use of Traffic Enforcement Group resources in Regional WA.
- Align with State and National Road Safety campaigns working with partners and other jurisdictions.
- Zero tolerance to mobile phone and non-restraint offences, driver education for vehicle stops regarding actions that do not result in an infringement e.g. advising on the dangers of driving whilst fatigued and suggesting other options (have a coffee or a nap).
- Increase efficiency of processing seized vehicles.
- Achieving better compliance with speed limits through more effective enforcement coordinated with targeted public education campaigns. Improvements achieved through a package of speed enforcement programs tailored specifically for the Western Australian environment including a mix of covert and overt speed enforcement. Increase targeted camera placement in Regional WA, serious crash “blackspots” and areas with regular hoon driving complaints.
- Investigate and trial the most effective way of enforcing drink-driving legislation in regional and remote areas.

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Roles and Responsibilities

**Strategic:**
- State Traffic Operations, State Intelligence, Metropolitan and Regional WA Regional Offices

**Operational:**
- Traffic Enforcement Group, Metropolitan and Regional WA District Traffic Offices

**Tactical:**
- Traffic Enforcement Group, Metropolitan and Regional WA District Traffic Offices, Frontline (All Frontline Officers)

### Strategic
- Implement the Road Policing Strategy 2011-2014
- Implement District (Traffic) Status Reports aligned to the Road Policing Strategy 2011-2014
- Manage and coordinate corporate, state and national road policing campaigns
- Manage and coordinate deployment of speed and red light cameras
- Build the capacity of all Frontline officers to support road policing activities
- Manage, plan and coordinate the Strategic Traffic Enforcement Program
- Research and implementation of best practice and emerging technologies to enhance productivity and effectiveness
- Ongoing analysis of current Australian and International activity, research and literature in relation to best practice in enforcement

### Operational
- Implement Standardised Action Plans aligned to the Road Policing Strategy 2011-2014
- Collect and disseminate intelligence to districts
- Coordinate road enforcement effort between Districts and State Traffic Operations
- Identify and implement intelligence based road policing strategies to address specific causes of road trauma
- Traffic Reference Group (Chair, District and Regional representation)
- Deter and disrupt unlawful activity on road networks
- Maximise the road policing presence in regional areas
- Increased use of intelligence-led road policing strategies and technologies for deterrence and enforcement via District Tasking and Coordination Groups

### Tactical
- Contribute to an enhanced public perception of a road policing presence on the roads
- Actively conduct random and targeted checks on drivers and vehicles to deter and detect all types of road policing offences
- Utilise specialised detection equipment to enforce unlawful road user behaviour (i.e. speed, alcohol and drug devices, Automatic Number Plate Recognition (ANPR) and the mobile inspection trailer for un-roadworthy vehicles)
- Conduct alcohol and drug blood tests for all drivers involved in fatal and serious crashes
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