



ROAD SAFETY COUNCIL

Report on Activities 2017/18

In accordance with section 13 of the *Road Safety Council Act 2002*

Final edit 19/11/2018

The Hon. Michelle Roberts BA DipEd MLA
Minister for Road Safety

Dear Minister

Road Safety Council Annual Report on Activities 2017/18

Pursuant to section 13 of the *Road Safety Council Act 2002*, the Road Safety Council submits its report on its activities for the financial year ending 30 June 2018.

Yours sincerely

Iain Cameron MPH, BPE, Dip Ed, FACRS, GAICD
Chairman
Road Safety Council

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1. Summary of Road Safety in 2017/18

In 2017, 161 people lost their lives in crashes on Western Australian (WA) roads. While this equalled the lowest number on record it is little comfort to families and friends left behind. The difference between metropolitan and regional WA continues with the last five years showing a steady decline in deaths on metropolitan roads from 90 to 70, while regional deaths have fluctuated and have remained similar over the past five years.

To the end of 2016, 2247 people were killed or seriously injured (KSI) on WA roads, a 27% reduction from the baseline of 3075 (the average of 2005-2007) and 402 above the 40% aspirational aim of no more than 1845 by 2020.

While WA is second last compared to other states and territories, the rate of improvement in WA is comparable with other jurisdictions. This shows with community support and results focused investments by government in enforcement, education, engineering, speed management and post-crash care made under the guidance of the state's Towards Zero strategy for 2008-2020 (*Towards Zero*), better results are being achieved.

The road trauma story has changed in the past 10 years. The majority (76% or 1706) of serious crashes now involve a person making an error, experiencing a lapse in concentration, being distracted, exercising poor judgement, being inattentive or tired. This has increased from 69% since 2008.

In 2016 about 24% (or 548) people were killed or seriously injured in crashes involving well known and publicised risk taking behaviours such as speeding, drink driving or not wearing a helmet or a restraint.

Since 2005-2007, the number of people killed or seriously injured in crashes involving primary risk taking has reduced by 43% (from 956 to 548) but there has only been a 19% reduction (from 2119 to 1706) in serious crashes involving mistakes, distraction, poor judgement or fatigue.

This is a tremendous improvement in behavior and community attitudes to taking known risks. Enhanced enforcement, particularly random breath testing and automated speed enforcement, has been a vital ingredient backed by legislation and education, albeit with more still to do and the need to keep refreshing enforcement to be "anywhere anytime".

These results, similar to many other jurisdictions, illustrate the need for a paradigm shift to a safe system approach to road safety responses as almost three times as many people (1706 vs 548) are being killed or seriously injured in crashes involving errors/inattention/fatigue.

The lower rate of improvement (19%) in serious crashes where there is no primary risk taking behaviour is illustrating the human propensity to "err" and highlighting the inherent safety risks present in the road transport system which we have inherited. The system safety risks are magnified regionally due to higher operating speeds and often unforgiving roadsides.

Greater reductions are being achieved in urban areas for vehicle occupants compared to increasing trends for people riding bicycles (38% up) and motorcycles (31% up) and modest improvements for people walking (12% down). These results are consistent with trends in other jurisdictions.

The road trauma problem is very different in urban areas and regional areas.

In regional areas the problem is largely single vehicle run off the road crashes on high-speed roads.

In urban areas the problem is mainly one of crashes at intersections and for people walking and riding.

With nearly 100,000 urban intersections, a mix of engineering improvements, safe speeds and vehicle safety advances is required.

Given the time it will take and the cost to re-engineer intersections and the long lead-time needed for vehicle safety improvements, to flow through in sufficient number to have a population benefit, there is a need to consider adopting a “holding strategy.” This would be widespread speed management reform for increased safety and improved public amenity and living standards, followed by anti-collision features flowing through into vehicles in use in sufficient numbers to have a population benefit.

On regional roads, the focus remains on identifying high crash risk lengths of road and treating with high safety value, low cost treatments such as shoulder sealing and audible edge-lining. An evaluation of the single vehicle run off crash program funded by the Road Trauma Trust Account found in the first three years up to 70 people had been saved from serious injury or death with a \$2.10 crash saving benefit for every \$1 invested in low cost treatments such as shoulder sealing and audible edge lining.

Indian Ocean Drive is an example of the current and future safety challenges for regional roads. Following a series of serious crashes, at the request of the Minister for Road Safety with support from the Minister for Transport, the Road Safety Council (Council) agencies, the Road Safety Commission (Commission), WA Police Force and Main Roads WA conducted a safe system review of 58km of Indian Ocean Drive.

The review found all but two of the 28 serious crashes over five years involved a driver drifting unintentionally to the left or the right and with the growth in traffic volume, drift to the right crashes became more likely to result in head on impacts instead of the more typical single vehicle run off to the right crashes.

The WA Government acted quickly on the findings of the review to implement education, enforcement and road improvements, including shoulder sealing, audible edge-lining, signage, speed limit change and for the first time over this length in WA, audible centrelines one metre apart are being installed following earlier trials in WA and successful use in Queensland.

The lessons from Indian Ocean Drive will be used to inform safety on other regional roads.

The Council applies a results management focus on achieving results to formulate recommendations to the Minister for Road Safety on use of the funds in the Road Trauma Trust Account.

In October 2017, the Council was briefed by the Commission on road crash trends. The Council recommended six priority focus areas for investment and action:

1. Speed management
2. Impaired driving
3. Intersections

4. Run off road crashes
5. Vulnerable road users
6. Supporting implementation and results focus

These priorities address road safety problems consistent with the Government's *Towards Zero* strategy which aims for a reduction in serious road trauma of 40% by 2020.

In 2017/18, Council agencies supported the Commission to implement the Government's election commitments for legislation requiring minimum passing distances for motorists passing cyclists (MPD) and legislation to require motorists to slow down and move over (SLOMO) when emergency and break-down response vehicles displaying flashing lights are stopped by the roadside.

The responses implemented for Indian Ocean Drive complemented the 'Regional Run-Off Road Crashes' program that aims to reduce the number and rate at which people are killed or seriously injured in road crashes due to vehicles leaving the road. Road safety improvement treatments are selected to reduce high severity road crashes in regional areas, and include widening carriageway/shoulders, installation of audible tactile edge lines, installation of road safety barriers, and speed reduction.

High profile public education campaigns to encourage safe behaviour, support enforcement, encourage the purchase of safer vehicles and enhance safety culture on our roads were also conducted during the year. The Council welcomed the Government's decision for the first time in WA to commit funding for four years to enable community education campaigns to be planned and to build their effectiveness. One new campaign "Closer to Home than You Think" has started successfully to encourage people to consider the acceptability of road trauma, not only for individuals but for our community overall.

The School Drug Education and Road Aware and Road Wise Community Road Safety programs continued state-wide to build a positive road safety culture that promotes shared responsibility for reducing road trauma, and increased delivery of evidence-based road safety education programs in schools and communities throughout the state.

The importance of care following road trauma was demonstrated with the launch of the National Road Safety Week in May 2018 by the Minister for Road Safety, and support for the Road Trauma Counselling Support Service for people affected by road trauma.

In June 2017, the Commission engaged behaviour research specialists to explore the attitudes and behaviours of motorcyclists for a better understanding of how to engage them. The Motorcyclist Safety Community Education campaign 'Ride to Arrive' was implemented to engage with motorcycle riders, raise their awareness of the risks and how to reduce them.

During 2017/18, the Council continued to focus on achieving road safety results through the safe system approach. The safe system approach works to eliminate risk taking behaviour on our roads while recognising that people will always make mistakes and therefore, there is a need to manage the interaction between road and roadside infrastructure, vehicles, and travel speed.

The Council, with the assistance of the Commission, has commenced preparing for the next road safety strategy. Plans for the new strategy will involve expert modelling and public consultation.

2. Road Safety Council Governance

The Road Safety Council, established in 1997, is a statutory body under Section 4 of the *Road Safety Council Act 2002* (the Act). During 2017/18, the Council reported to the Honourable Michelle Roberts BA DipEd MLA, Minister for Road Safety.

Section 5 of the Act specifies the Council's functions as follows;

5. Functions

The Council's functions are —

- (a) to identify measures —
 - (i) to improve the safety of roads in the State; and
 - (ii) to reduce the deaths of people, the injuries to people, and the damage to property, resulting from incidents occurring on roads in the State;
- and
- (b) to recommend to relevant bodies and persons the action that should be taken to implement those measures; and
- (c) to coordinate the implementation of those measures by relevant bodies and persons; and
- (d) to evaluate and monitor the effectiveness of those measures; and
- (e) to evaluate and monitor the safety of roads in the State; and
- (f) to recommend to the Minister how money standing to the credit of the Account should be spent to implement those measures and to facilitate the performance of the Council's functions; and
- (g) to make recommendations to the Minister in compliance with directions given by the Minister under section 6A.

As a public sector body, the Council is responsible for upholding the highest standards of ethical behaviour in the execution of its functions. The Council has established a Governance Framework which illustrates how various documents relate and provide guidance regarding matters ranging from strategic intent to the administration of routine functions. The Governance Framework is presented below.

Throughout 2017/2018 the Council reviewed and updated key governance documents.

Road Safety Council Governance Framework

<p><i>Road Safety Council Act 2002</i></p> <p>Establishes the Council and articulates its functions, membership, key role and responsibilities; and provides for a special purpose account, the Road Trauma Trust Account (RTTA), its source of revenue and purposes.</p>	
<p>Toward Zero – Road Safety Strategy 2008 – 2020</p> <p>A long-term strategy for implementing a series of short-term action plans within a safe system for road safety within Western Australia with the vision of a road transport system where crashes resulting in death or serious injury are virtually eliminated.</p>	
<p>Ministerial Statement of Expectations</p> <p>A statement of the Minister’s expectations of the Council regarding performance, objectives, values and broader government policies and priorities.</p>	
<p>Road Safety Council Statement of Intent</p> <p>A statement by the Council demonstrating the Council’s understanding of, and commitment to, the Minister’s expectations.</p>	
<p style="text-align: center;">Codes of Ethics and Conduct</p> <p>Public Sector Commissioner’s (PSC) Instruction No. 7: Code of Ethics sets the minimum standards of conduct and integrity.</p> <p>Consistent with PSC Instruction No. 8; the Code of Conduct articulates the behaviours expected and provides a decision-making framework, particularly for conflicts of interest, related parties and misconduct.</p>	<p style="text-align: center;">Master Action Plan</p> <p>A plan which translates the priorities identified through research, evaluation and trends, for decision making and preferred investment decisions.</p>
	<p style="text-align: center;">RTTA – Within Whole of Government Budget</p> <p>A rolling four-year plan which provides the government approved investment decisions to be funded from the RTTA. At the highest level; presented in the State Budget Papers No. 2 (BP2).</p>
<p style="text-align: center;">Charter</p> <p>The charter provides the role and responsibilities of specific positions, members and the support provided by the Road Safety Commission. Additionally, the processes to support stewardship, accountability and transparency are outlined within the charter. Specific matters included are delegations, required registers, identification of related policies or approved procedures, and provision for committees.</p>	<p style="text-align: center;">RTTA – Annual Budget</p> <p>A single-year plan which provides detail to underpin the government approved investment decisions funded from the RTTA. The level against which reports are provided to Council; it links BP2 with programme and project budgets.</p>
<p style="text-align: center;">Policies and Procedures</p> <p>Consistent with the charter, a suite of policies, procedures, registers and terms of reference which provide specific requirements or intentions and satisfy accountability obligations.</p>	<p style="text-align: center;">Annual Report</p> <p>In accord with section 13 of the Act, as soon as practicable after July 1st, a report regarding the activities of the Council will be provided to the Minister for tabling in Parliament.</p>
<p style="text-align: center;">Meeting Administration</p> <p>Consistent with the charter, a suite of documents for conducting the meetings of the Council.</p>	<p style="text-align: center;">Activity Administration</p> <p>A suite of sources of information, such as reports, which enable informed decision making, scenario planning and support Council members to maintain a contemporary understanding of road safety issues.</p>

2.1.Membership of the Road Safety Council

The Council consists of:

- the Chairman;
- a road user representative;
- a representative of local government; and
- State Government agency appointees, as prescribed in the Act.

Membership of the Road Safety Council 2017/18

Name	Position / Organisation	Section of Act	Term of expiry
Mr Iain Cameron	Chairman	6(1)(a)	16 July 2019
Ms Anne Still	Road user representative (RAC)	6(1)(b)	5 September 2019
Cr Stephen Fox	Local government	6(1)(c)	5 September 2019
Vacant*	Road Safety Commission (WA Police Force)	6(1)(d)	N/A
Ms Nina Lyhne ⁺	Department of Transport	6(1)(e)(j)	Ongoing
Assist. Commissioner Paul Zanetti	WA Police Force	6(1)(f)	Ongoing
Mr Lindsay Hale	Department of Education	6(1)(g)	Ongoing
Vacant**	Department of Health	6(1)(h)	N/A
Mr Doug Morgan	Main Roads WA	6(1)(i)	Ongoing
Mr John Chortis	Department of Planning	6(1)(k)	Ongoing
Mr Rick Howe	Insurance Commission of WA	6(1)(l)	Ongoing

* A person has not been appointed under section 6(1)(d) – “a person employed in the department of the Public Service principally assisting the Minister in the administration of the Act whose duties relate to road safety.”

** As at 30 June 2018, a primary member is yet to be appointed from the Department of Health under section 6(1)(h) of the Act. In March 2018, Professor Tarun Weeramanthri was appointed as the member representing the department however resigned from the public service in May 2018. Dr Andrew Robertson is a deputy member currently serving as the organisation’s main representative until a nomination is made by the Minister for Health.+ As the administrator of the *Transport Co-ordination Act 1996* and the *Road Traffic (Administration) Act 2008*, Ms Nina Lyhne serves as the senior officer responsible for both roles under sections 6(1)(e) and (j) of the Act. Deputy members are appointed under section 7 of the Act; however, there is no deputy to the Chairman. Deputies are noted in the attendance table provided at point 6.3.1.

2.2.Member Areas of Contribution

Council Member	Areas of Responsibility
Chairman	<p>Presides over Council meetings</p> <p>Communication of Council recommendations</p> <p>Advocates for road safety improvements</p>
RAC WA	<p>Represents all users of roads and paths</p> <p>Educates the community (particularly in relation to safe roads and safe vehicles)</p> <p>Advocates for road safety improvements</p>
WALGA	<p>Represents local Government</p> <p>Provides leadership to and advocacy for local Government (which designs, builds and maintains the local road network)</p> <p>Facilitates community level participation in road safety</p> <p>Advocates for road safety improvements</p>
Department of Transport	<p>Sets safety standards for the licensing of drivers and vehicles</p> <p>Licensing of drivers and vehicles for safe entry/exit and use of the road transport system</p> <p>Supports and encourages the use of alternative forms of transport</p>
Department of Planning	<p>Governs statutory conditions imposed on land developments in its role to improve quality of life for all Western Australians</p> <p>Develop and implement policies for safe road network planning for all modes of transport.</p> <p>Protects and delivers a safe and efficient strategic regional road network in the Metropolitan and Peel Regional Schemes and encourages urban design and planning that enhances road safety.</p>
WA Police Force	<p>Enforces road user behaviour for safe use of the roads and collects and analyses information on road crashes</p>
Department of Education	<p>Educates young road users through early childhood centres, school systems via Road Aware Programs</p> <p>Provides road safety information to parents and carers of infants, children and young people via Road Aware programs</p> <p>Provides professional learning about road safety to teachers and community-based professionals via Road Aware Programs</p>
Department of Health	<p>Educates the community (particularly in relation to trauma, alcohol and drug use)</p> <p>Treats those injured in, or affected by road crashes</p> <p>Collects and analyses road crash injury data</p>

Main Roads WA	Designs, builds, operates and maintains the State road network Manages Black Spot and Safer Roads and Bridges program Sets speed limits and collects and analyses road crash injury data
Insurance Commission of WA	Manages motor vehicle injury insurance Makes payments to injured road users Collects and analyses road crash injury data Promotes road safety awareness through sponsorship of various road safety initiatives

2.3.Conflicts of Interest

At each Council meeting there is a standing agenda item requiring members and deputies to declare any conflicts of interest with items to be discussed on the agenda.

The Chairman, Mr Iain Cameron, is an Independent Director on the Board of the Australasian New Car Assessment Program (ANCAP) and a Trustee of the Towards Zero Foundation (UK registered charity).

The Deputy member representing local government Ms Terri Anne Pettet, is an Injury Matters Board Member.

Mr Cameron and Ms Pettet declared their conflicts at each meeting during 2017/18.

At the meeting of 22 November, Ms Jill Darby declared a conflict of interest regarding the item discussed under section 6A of the Act and left the meeting for that item.

At the meeting of 28 March, Commander Scott Higgins, WA Police Force declared a conflict of interest regarding the item discussed under section 6A of the Act and left the meeting for that item.

2.4.Meetings

The Council held eight meetings during 2017/2018 on:

4 October 2017

30 October 2017

22 November 2017

18 December 2017

8 February 2018

28 March 2018

12 April 2018

14 June 2018

2.5. Attendance

<u>Members</u>	Eligible to Attend	Attended
Chairman, Mr Iain Cameron	8	8
Road User Representative, Ms Anne Still (Appointed March 2018)	3	2
Local Government, Cr Stephen Fox	8	8
Department of Transport, Ms Nina Lyhne	8	3
Department of Education, Mr Lindsay Hale	8	5
WA Police Force, Asst Commissioner Paul Zanetti	8	7
Department of Health, Prof Tarun Weeramanthri (Appointed March 2018, retired May 2019)	3	0
Main Roads WA, Mr Doug Morgan	8	8
Department of Planning, Mr John Chortis	8	3
Insurance Commission of WA, Mr Rick Howe	8	6
<u>Deputies</u> (not required if member attending)		
Road User Representative, Ms Jill Darby	8	6
Local Government, Ms Terri-Anne Pettet	8	8
Department of Transport, Mr Andrew Lee	8	3
Department of Education, Ms Karen Webster	8	4
WA Police Force, Commander Scott Higgins	8	4
Department of Health, Dr Andrew Robertson	8	5
Main Roads WA, Mr David Moyses	8	1
Department of Planning (no appointment in 2017/18)		
Insurance Commission of WA, Mr Kane Blackman	8	1

Professor Tarun Weeramanthri, Department of Health attended the 18 December meeting as a guest.

Mr David McLennan, Department of Planning attended the meetings of 8 February, 28 March 12 April and 14 June 2018 as a guest.

2.6. Disclosures and Compliance

The Act does not require specific disclosures or legal compliance statements; however, the Council reports relevant matters.

Previous Section 13 Reports

For 2015/2016 and 2016/2017 the Council's Section 13 reports were authored by the Commission and signed by the Council Chairman of the time. Council members were not provided with the opportunity to consider or endorse the content of the 2015/2016 Report. This report contains comments that do not reflect the general views of members. The 2016/2017 Report was circulated to Council members and feedback was provided. Some of the feedback was incorporated.

Board and Committee Remuneration

Council members who are not Public Officers appointed under section 6(1)(a)(b) and (c) of the Act, including the Chairman, road user representative and the local government representative, are entitled to receive \$330 per meeting which is less than four hours or \$505 for a meeting longer than four hours. Eligible members (section 6(1)(a)(b) and (c) including the Chairman, road user representative and local government representative) are entitled to motor vehicle allowances based on a cents-per-kilometre basis in accordance with Australian Taxation Office guidelines.

While eligible under the Act, the road user representative and deputy and local government representative and deputy did not seek remuneration for meeting attendance or travel reimbursement during 2017/18. The Chairman is a public officer and therefore not entitled to receive remuneration.

Council members – Remuneration for 2017/2018

Position	Name	Type of remuneration*	Period of membership**	Gross/actual remuneration 2017/2018 financial year
Chairman	Mr Iain Cameron	Per meeting	12 months	Nil
Member – Road user representative	Ms Anne Still	Per meeting	3 months	Nil
Member – local government representative	Cr Stephen Fox	Per meeting	12 months	Nil

*If applicable, includes sessional payment, per meeting, half day, or annual.

** Refers to the board members' membership during the reporting period

Ministerial Directives

During the 2017/2018 financial year two Ministerial directives were issued to the Council under section 6A of the Act. Section 6 (A) (2) of the Act requires the Council to recommend to the Minister as to whether money standing to the credit of the RTTA should be spent in accordance with the proposal or if the proposal should be modified.

On 22 November 2017 the Council met for the **Minister's** directive to consider the **Government's** proposal to source \$4.65 million per annum of unallocated funds from the RTTA to use towards the operation of the South West Emergency Helicopter Service commencing in 2019/2020.

On 28 March 2018 the Council met for the Minister's directive to consider the Government's proposal to source \$26.9 million from the RTTA for a replacement helicopter for the WA Police Force.

Special Inquiry into Government Programs and Projects

The Commission and Rugby WA Partnership, Western Force, was examined as a part of the Special Inquiry into Government Programs and Projects. Led by Mr John Langoulant AO, Special Inquirer, the inquiry was carried out at the request of the Premier Mark McGowan and Treasurer Ben Wyatt. This inquiry was conducted under section 24 of the *Public Sector Management Act 1994*.

Except for the former Chairman, Mr Kim Papalia in his capacity as Commissioner for Road Safety, Council members were not aware of the Western Force partnership until it was publicly announced.

Findings from the Special Inquiry identified the inappropriate nature of the funding decision and confirmed concerns held by the Council. The Council was provided with the opportunity by the Special Inquiry to respond to findings relevant to the Council prior to their publication.

In the response to the Special Inquiry, the Council confirmed that any effort to make the Council operate as an advisory body and not fulfil the legislated role and responsibilities was not initiated or supported by the Council. The response noted that Council members had vigorously expressed concerns at meetings held in March and June 2017 that they were unable to discharge their duties in accordance with the Act. The inconsistencies between the requirements of the Act and the practices which resulted in the Western Force partnership were not condoned by the Council.

Since that time, through the current Chairman and acting Road Safety Commissioner Mr Iain Cameron, the Council has worked closely with the Commission to rebuild governance regarding RTTA recommendations for funding allocations and ensure the Council is appropriately supported by the Commission to fulfil their duties in accordance with the Act.

3. Evaluating the Safety of WA Roads

Crash Trends and Progress Towards the 2020 Target

From 2005-2007, an average of 3075¹ people were killed or seriously injured on WA roads each year. This was the baseline for the *Towards Zero 2008 - 2020* road safety strategy which aims to achieve a stretch target reduction of 40% in the number of people killed and seriously injured by 2020.

To the end of 2016, 2247 people were killed or seriously injured on WA roads, a 27% reduction from the baseline and 402 above the 40% desired reduction to no more than 1845 people by 2020.

On metropolitan state and local roads there has been a 30% reduction (from 2011 to 1409) in the number of people killed or seriously injured and a 21% reduction (from 1064 to 838) on regional roads.

The only increase (1%) in serious casualties occurred on state regional roads (from 513 to 516) which is 208 people above the 2020 target.

The road trauma story has changed. Now, the majority (76% or 1706) of serious crashes involve a person making an error, a lapse in concentration, distraction, fatigue, judgement error or inattention. This has increased from 69% since the baseline period.

In 2016, about 24% (or 548) people were killed or seriously injured in crashes involving the primary risk taking behaviours of speeding, drink driving or not wearing a helmet or restraint.

Since 2005-2007, the number of people killed or seriously injured in crashes involving primary risk taking has reduced by 43% (from 956 to 548) and by 19% (from 2119 to 1706) for crashes involving mistakes, errors, distraction or poor judgement.

This is a tremendous improvement in community attitudes and behaviour to taking known risks. Enhanced enforcement has been the vital ingredient backed by legislation and education, albeit with more to do and the need to keep refreshing enforcement to be “anywhere, anytime”.

This change illustrates the need for a paradigm shift to the safe system approach as almost three times as many people (1706 vs 548) are being killed or seriously injured in crashes involving error.

The lower rate of reduction (19%) in crashes where there is no primary risk taking behaviour is illustrating the human propensity to “err” and highlighting the inherent safety risks in the road transport system which are magnified regionally due to higher operating speeds and unforgiving roadsides.

A 40% reduction has occurred among the occupants of vehicles (drivers and passengers) down from 2400 at baseline to 1443 or just 3 people above the 2020 target of less than 1440.

For pedestrians there has been a 12% reduction from 210 at baseline to 185 which is 59 above target.

¹ Note: Unless otherwise stated, all statistics in Section 7.2 have been sourced from the Main Roads Western Australia, Integrated Road Information System and prepared by the Commission. Due to an unexplained change in the time series, serious casualty values for 2016 have been calculated by combining actual fatalities and estimated serious injuries based on linear trend. People killed or seriously injured in alcohol-related crashes in 2016 have been estimated using the linear trend for serious casualties due to additional data collection issues. See Section 7.1 for further information.

For people riding bicycles there has been a 38% increase (from 100 to 138) and for people riding motorcycles a 31% increase (366 to 479) which is 78 and 259 people respectively above the targets for 2020. The increase for motorcycles is associated with increased exposure with the use of motorcycles more than doubling, the highest increase in Australia.

Decreasing serious casualties among vehicle occupants and modest improvements or increasing trends across vulnerable road users, is a largely urban problem and is consistent with trends in other Australian and international jurisdictions, and is expected to continue without further intervention.

With most urban crashes occurring at intersections and with nearly 100,000 intersections in WA, a combination of engineering improvements, safe speeds and vehicle safety advances will be required. Given the time it will take and the cost to re-engineer intersections and the long lead-time needed for vehicle safety improvements, to flow through in sufficient number to have a population benefit, there is a need to consider widespread speed management reform for increased safety and improved public amenity and living standards.

The number of people killed or seriously injured in crashes on local roads has reduced by 34% (1906 to 1260) and is 114 people above the 2020 target. Three quarters (or 938 out of 1260) people killed or seriously injured on local roads occur on metropolitan local roads.

The number of people killed and seriously injured on state controlled roads has reduced by 16% (from 1169 to 987) or 286 people above the 2020 target. About half occurred on regional state roads and half on metropolitan state roads.

While 56% of all people are killed or seriously injured in crashes on local roads, this occurs across a much larger proportion of the total road network as local roads make up 87% of the total network. By comparison, 44% occur on state controlled roads which make up 13% of the total road network².

There have been larger percentage reductions in younger age groups with the two largest percentage reductions occurring in the 17-19 years (-60%), the 20-29 years (-26%) and the 30-39 (-19%) years age groups. This is likely due to a combination of graduated licensing changes, delayed age of first licensing, safer vehicles, improved attitudes towards risk taking, particularly alcohol and speeding and changing travel patterns, including use of public transport and on-demand transport particularly in the metropolitan area. The 2020 reduction target for people 17-19 years was exceeded in 2015.

The number of people aged 60-69 and 80 and over involved in serious crashes, increased by 2% and 4% respectively in 2016 compared to the baseline. Deaths and serious injuries among people aged 70-79 have decreased by 19% since baseline.

89 people were in serious crashes involving a heavy vehicle which is just under 4% of the total and is an 8% decrease since baseline.

114 people were in serious crashes involving a rigid truck under 4.5t, a 15% decrease.

² Road network information sourced from Main Roads Western Australia Regional Digest 2016-17

3.1 -Key Performance Indicators for Road Safety

	2005-2007 Avg (Baseline)	2016*	Percentage change
Estimated cost of crashes to the WA community			
Cost (\$m) - Willingness to Pay ¹	3,066.8	2,653.2	-13%
Injury rates for persons killed and seriously injured²			
Persons KSI per 100,000 population	149.9	87.9	-41%
Persons KSI per 10,000 registered vehicles	19.2	10.2	-47%
Persons KSI per 100 million km travelled	13.5	7.6	-43%

Changes in serious injury data collection from 2014 onwards has resulted in variances which appear to represent a “break in series” and comparability of pre and post 2014 data for serious injury. The Road Safety Data Governance and Management committee was formed in September 2017 and was comprised of representatives from the Department of Health, Department of Transport, WA Police Force, Main Roads Western Australia, Road Safety Commission and the Insurance Commission of Western Australia. As a result of discussion and investigation by members of this committee, a review is underway to resolve and confirm the validity of serious injury data.

Accordingly, the number of people killed and seriously injured from 2014 to 2016 has been estimated using the sum of actual fatalities and a linear extrapolation of the trend in seriously injured from 2005-2013. For reporting this year’s progress and trends against *Toward Zero* targets, it has been necessary for the Council to reference 2016 killed or seriously injured (KSI) figures.

Key Performance Indicators for Road Safety Performance

	2005-2007 Avg (Baseline)		2016*		Percentage change	Target for 2020	Performance
Number and percentage of serious crashes by <i>Towards Zero</i> regions							
Metropolitan Perth	1,684	69.8%	1,329	68.8%	-21%	1,010	+319
Regional WA	475	19.7%	400	20.7%	-16%	285	+115
Remote WA	255	10.6%	204	10.6%	-20%	153	+51
WA	2,414	100.0%	1,933	100.0%	-20%	1,448	+485
Number and percentage of persons killed and seriously injured							
Fatalities	200	6.5%	195	8.7%	-3%	120	+75
Serious injuries	2,875	93.5%	2,052	91.3%	-29%	1,725	+327
Persons KSI	3,075	100.0	2,247	100.0	-27%	1,845	+402

Number of persons killed and seriously injured in crashes involving illegal behaviour							
Speed a factor	642	20.9%	354	15.8%	-45%	385	-31
Alcohol a factor*	337	11.0%	176	7.8%	-48%	202	-26
Motor vehicle occupants not wearing a seat belt ³	216	7.0%	67	3.0%	-69%	130	-63
Motorcyclists not wearing a helmet ³	34	1.1%	40	1.8%	18%	20	+20
Cyclists not wearing a helmet ³	31	1.0%	22	1.0%	-29%	19	+3
Number and percentage of people killed and seriously injured by road user type							
Motor vehicle driver	1,615	52.5%	1,035	46.1%	-36%	969	+66
Motor vehicle passenger	784	25.5%	408	18.2%	-48%	470	-62
Motorcycle rider	343	11.2%	451	20.1%	31%	206	+245
Motorcycle passenger	23	0.7%	28	1.2%	22%	14	+14

Pedestrian	210	6.8%	185	8.2%	-12%	126	+59
Cyclist	100	3.3%	138	6.1%	38%	60	+78
Number and percentage of persons killed and seriously injured in crashes at intersections by <i>Towards Zero</i> areas ⁴							
Metropolitan Perth	1,111	86.7%	746	83.8%	-33%	667	+79
Regional WA	135	10.5%	121	13.6%	-10%	81	+40
Remote WA	35	2.7%	23	2.6%	-34%	21	+2
WA	1,281	100.0%	890	100.0%	-31%	769	+121

Number and percentage of persons killed and seriously injured in run off road crashes by <i>Towards Zero</i> areas ⁴							
Metropolitan Perth	387	41.4%	250	40.8%	-35%	232	+18
Regional WA	325	34.8%	234	38.2%	-28%	195	+39
Remote WA	223	23.9%	128	20.9%	-43%	134	-6
WA	935	100.0%	612	100.0%	-35%	561	51
Number and percentage of persons killed and seriously injured in head on crashes by <i>Towards Zero</i> areas ⁴							
Metropolitan Perth	100	59.5%	60	42.3%	-40%	60	0
Regional WA	50	29.8%	45	31.7%	-10%	30	+15
Remote WA	18	10.7%	37	26.1%	106%	11	+26
WA	168	100.0%	142	100.0%	-15%	101	+41

*Source: Road Safety Commission

*Due to an unexplained change in the time series, killed and seriously injured values for 2016 have been calculated by combining actual fatalities and estimated serious injuries based on linear trend. People killed or seriously injured in alcohol-related crashes in 2016 have been estimated using the linear trend for killed or seriously injured due to additional data collection issues.

**Minor discrepancies when summing are due to use of rounded values in calculations.

1. Willingness-to-Pay valuations are not available prior to 2007. The baseline value has been estimated using current costs applied to the distribution of crash severity in the baseline period.

2. Denominators sourced from ABS catalogue no. 9309.0, 9208.0 and 3218.0.

3. Proportions are of the respective subset. For example: in 2016, 4.6% (67) of all motor vehicle occupants KSI were not wearing a seat belt.

4. Intersection, run off road and head on crash types are not mutually exclusive and should not be summed.

Crash and injury data source: Main Roads WA Integrated Road Information System (IRIS), prepared by the Commission.

4. Identifying and Recommending Measures to Improve Road Safety and Reduce Death and Serious Injury

Priority Areas

In accordance with section 5 of the Act, the Council set the following priorities based on crash trends and in line with the Government's *Towards Zero* Road Safety Strategy 2008-2020 (*Towards Zero*) to inform the use of RTTA funds.

- Speed management
- Impaired driving
- Intersections
- Run off road crashes
- Vulnerable road users
- Supporting implementation and results focus

In 2017/18 the Council supported a range of programs, projects, research, campaigns, grants and events for the priorities established to enable the reduction of deaths and serious injuries on WA roads. At the end of each financial year, the Council notes the progress of projects funded from the RTTA.

Road Trauma Trust Account Project Performance

RTTA Business Case	On Target		KPIs Met	
	Number of Projects	% of Projects	Number of Projects	% of Projects
Improving Safety Outcomes at Metropolitan Intersections	2	100%	2	100%
Improving Safety Outcomes for Regional Run-off Road Crashes	7	88%	7	88%
Reducing the Injury Burden from Impaired Driving Crashes	6	100%	6	100%
Reducing the Injury Burden from Crashes Involving Excessive Speed	4	57% [#]	3	42% [#]
Improving Safety Outcomes for Vehicle Occupants & Other Road Users	6	100%	4	67%**
Total*	25	86%	22	76%

*Source: Self Reporting from RTTA Funding Recipients

*Totals have been calculated based only on projects which are managed by agencies or organisations who receive RTTA funding and does not include RSC managed projects

[#] The Speed Camera Replacement Program & Expansion of Automated Traffic Enforcement Program were both delayed and did not meet their KPI's due to technical camera issues which put the camera projects on hold awaiting responses to performance improvement notices issued to the camera vendor. The Automated Number Plate Recognition (ANPR) project was subject to internal resourcing and procurement delays.

** Road Trauma Support Services achieved 82% of their planned counselling sessions for 2017/18 so did not meet all KPI's. WA Injury Prevention achieved most KPI's for 2017/18 however their total trauma data completion still lags at two Trauma Registry Sites meaning they did not achieve all KPI's.

4.1 Speed Management

- Since the start of *Towards Zero* KSI crashes involving speed have decreased 45%³
- Automated speed enforcement has increased 50% since 2010
- Research⁴ suggests the increase in the use of mobile cameras is contributing to a 12% reduction in fatal crashes in Perth and a 4-8% reduction in regional WA

Towards Zero identified that managing travel speeds on our roads could save 3,200 people from being killed or seriously injured during the 12-year period of the Strategy. Efforts to establish safe speeds within the State include regulation, enforcement, community awareness and monitoring travel speeds. For 2017/2018 the Council recommended RTTA funding for the following key speed management activities.

Automated Speed Camera Enhancement Project (WA Police)

Automated Traffic Enforcement aims to achieve a reduction in road trauma. Automated Traffic Enforcement has a deterrent effect on driver behaviour, reducing speeding which ultimately results in people being killed or seriously injured. This project includes additional mobile, red-light speed and fixed speed cameras in WA.

In September 2017, the Average Speed Safety Camera Zone on Forrest Highway began enforcement. Two new fixed sites were delivered, one in Wundowie on Great Eastern Highway and one in Gabbadah on Indian Ocean Drive. Five new red-light speed cameras were delivered at;

- Geraldton – North West Coastal Highway and Johnston Street
- Webberton - North West Coastal Highway and Place Road
- Hilton – Stock Road and South Street
- Dalyellup – Bussell Highway and Norton Promenade
- Wattle Grove- Tonkin Hwy and Welshpool Rd East

The Council notes significant delays to these projects have occurred due to issues identified with new cameras. The WA Police Force deployed reserve cameras to replace these and utilised mobile speed cameras in areas where fixed cameras experienced issues to ensure that road safety outcomes were not affected.

Speed Camera Replacements (WA Police)

This project is a scheduled procurement and replacement program to ensure speed cameras in vehicles are replaced while maintaining operational efficiency and credibility. In 2017/18, WA Police replaced 11 in-vehicle mobile cameras.

³ Note: Unless otherwise stated, all statistics in Section 7.2 have been sourced from the Main Roads Western Australia, Integrated Road Information System and prepared by the Commission. Due to an unexplained change in the time series, KSI values for 2016 have been calculated by combining actual fatalities and estimated serious injuries based on liner trend. People KSI in alcohol-related crashes in 2016 have been estimated using the linear trend for KSI due to additional data collection issues. See Section 7.1 for further information.

⁴ Evaluation by Monash University Accident Research Centre (2018)

Enhanced Speed Enforcement Administration Costs (WA Police and the Department of Transport)

This project supports the ongoing administrative functions related to traffic infringement processing includes camera hours, maintenance, technical support, printing and other operational expenses.

This program incorporates ongoing administrative aspects of the collection and distribution to the Road Trauma Trust Account of fines paid by offenders for speed and red light camera infringements, the management of demerit points, service of demerit points, good behaviour period election and breaches, disqualifications from holding or obtaining a driver's license and suspensions and cancellations of a driver's licence or learners permit.

A review of the Infringement Management Operation is currently underway to consider the future service delivery model for infringement management based on best practice and value for money.

Electronic School Zone Sign Project (Main Roads WA)

This project aims to improve safety for vulnerable road users at school zones through the implementation of electronic school zone signs to effectively enhance the presence of schools in real-time. This project is to replace signs reaching the end of their life.

Main Roads continue to identify Electronic School Zone Signs requiring replacement through liaison with school principals.

Speeding Campaigns

Campaigns are run by the Commission predominately to educate, change attitude or the culture of acceptance of a speed and speeding. Campaigns included the 'What's Your Options' campaign, in June 2018 and a campaign to inform the community of the Average Speed camera zone, its introduction and how it works.

Community Grants

The Road Safety Community Grant Program supports the implementation of sustainable projects and one-off community activities to promote road safety messages across the state.

2017/18 Outcomes: 15 of the 77 Road Safety Community Grant Committee supported grants carried a safe speed message to metropolitan and regional areas.

Speed Monitoring (MRWA)

This project funds state-wide speed monitoring surveys that have been conducted since 2000, measuring vehicle speeds and compliance with speed limits at a range of sites on rural and metropolitan roads zoned 60 km/h and above.

In recent years the survey has expanded to include samples of 50 km/h roads chosen within the Perth metropolitan area and the regional centres. The surveys consist of more than 200 sites, monitoring the free speeds of over 2 million vehicles. The survey is conducted during the March – August period. The collected data is analysed, and a report produced to inform various road safety projects.

This project will deliver two reports, one metropolitan and one regional, comparing speed surveys taken over previous years to determine trends in December 2018 and February 2019.

4.2 Impaired Driving

Since the commencement of *Towards Zero*:

- KSI crashes involving alcohol have decreased 48%

Research⁵ suggests that increased random breath testing is contributing to a:

- 4-8% reduction in fatal crashes; and
- 1-1.5% reduction in crashes involving serious injury.

The *Towards Zero* Strategy identified that addressing unsafe road use could save 2,200 people from being killed or seriously injured by 2020.

The effect of alcohol and other drugs on driving skills varies, typical effects include increases in driver reaction time, decreases in coordination and, with amphetamines, increases in reckless, aggressive and risk-taking behaviour. Noting that impaired driving resulting from alcohol and other drugs use is a contributor to unsafe road use, the Council recommended 2017/18 RTTA funding for programs and projects ranging from enforcement to treatment and education.

Increased Breath and Drug Testing (WA Police)

A series of projects that provide funding from the RTTA to support additional capacity in WA Police to conduct additional roadside alcohol and other drug testing in metropolitan and regional areas to achieve higher levels of safety, provide training of officers and enable blood testing of drivers involving in crashes.

WA Police conducted 558,000 roadside alcohol and other drug tests using RTTA funding which exceeded the target. A total of 191 Police officers were trained to continue expansion of the project. The WA Police Force conducted 429 crash blood tests which was 6.5% above the target.

Alcohol Interlocks (Department of Transport and Mental Health Commission)

The WA Alcohol Interlock Scheme aims to reduce the road safety risk posed by drink drivers by introducing a mandatory, user pays, performance-based scheme in which alcohol interlock devices provide separation of drinking and driving behaviour. The WA Alcohol Interlock Scheme came into effect in October 2016.

The Mental Health Commission is responsible for delivering the required Alcohol Assessment and Treatment component of the Alcohol Interlock Scheme through a network of not-for-profit contractors across the State. This element of the Alcohol Interlock Scheme is provided free of charge to the alcohol offenders, and this rehabilitation component is regarded as best practice.

As at 30 June 2018, there were 476 people granted Interlock Restricted Licences. 271 people actively participated in the scheme. leasing an alcohol interlock for use on their vehicle.

As at 12 June 2018, there were 77 referrals were made and 40 participants have completed the scheme, with 28 progressing through and seven people awaiting their first booked session. Two participants are waiting to book their first appointment.

Impaired Driving Campaigns

⁵ Evaluation by Monash University Accident Research Centre (2018)

Campaigns are run by the Commission predominately to educate, change attitude or the culture of acceptance of driving while impaired

Campaigns run in 2017/2018 included “Worried” and “Grow up”. 77 percent awareness was achieved with these campaigns.

Community Grants

The Road Safety Community Grant Program supports the development and implementation of sustainable projects and community activities promoting road safety messages across the state.

13 of the 77 Road Safety Community Grant Committee supported grants carried an Impaired Driving message to metropolitan and regional areas.

4.3 Intersection Safety

Since the commencement of *Towards Zero*:

- KSI crashes at intersections have decreased 33%
- KSI crashes at intersections, where risk taking behaviour is a factor have decreased 43%
- KSI crashes at intersections where risk taking behaviour is not a factor have decreased 27%

The *Towards Zero* Strategy identified that intersection crashes represented 33% of all people killed or seriously injured in road crashes across the State, or 44% of those killed and seriously injured in the metropolitan area (2005-2007 baseline). Crashes at intersections in the metropolitan area are the largest contributor to serious injuries on the road network.

Reductions in crashes of around 30–55% have been observed from the installation of new, or modification of existing, traffic signals. Treatments such as refuge islands can reduce pedestrian related crashes by up to 35% while the installation of roundabouts can reduce crashes by 70-80% for all casualties.

Noting that in 2016, 458 people were killed or seriously injured in crashes at metropolitan intersections, representing around 27.8% of the total number of people killed or seriously injured in that year and 46.5% of those killed or seriously injured in the metropolitan area, the Council recommended 2017/18 RTTA funding for:

Metropolitan Intersection Program (Main Roads WA)

This project aims to improve the safety of metropolitan road users by targeting high risk intersections with road safety improvements that significantly reduce the trauma associated with conflicts between vehicles. The RTTA funded treatments are applied to intersections that are not eligible for improvements from other funding sources. Projects in 2017/18 included:

- Extension of right turn pockets and reconstruction of the bus embayment at Shepperton Road/Duncan Street project completed.
- Design and pre-construction projects of intersections at; Great Northern Highway/Ruthland Road (provide right turn pocket and extend left turn pocket) Ennis Avenue/Royal Palm Drive (construct roundabout) and Stock Road/Beeliar Drive (intersection upgrade, installation of additional lanes extend turning pockets and signal modification).

- Three projects in development at intersections Armadale Road/Eight Road, Guildford Road/Garratt Road and Thomas Road/Nicholson Road.
- Wanneroo Road/Green Street/ Walcott Street development and design undertaken in 2017/18 to remove filter movement on Wanneroo Road and extend right and left turn pockets, anticipated construction of this work in 2018/19.
- Seven further intersection projects were in concept design during 2017/18.

Rural Intersection Active Warning Signs: A Driving Simulator Study (C-MARC)

This research evaluated driver performance while navigating through a Rural Intersection Active Warning System (RIAWS) compared to a traditional signed intersection, without signs, using a laboratory-based driving simulator. The simulator was completed by 100 drivers aged between 18-80 years with a current WA C class licence.

The research found the RIAWS “80km/h” sign provided the most effective option for reducing driver speeds on approach to rural intersections and recommended these signs (and not the RIAWS “slow down” signs) are considered for implementation at suitable rural sites in WA

4.4 Run-off Road Crashes

Since the commencement of *Towards Zero*:

- Single vehicle run off road KSI crashes involving risk taking behaviour have reduced 41%
- Single vehicle run off road KSI crashes not involving risk taking have reduced 23%

Main Roads WA estimate that:

- 25% of the highest priority roads have been treated

A 2016 review of the RTTA funded treatment program for regional roads found that:

- There was a 35.5% reduction in runoff-road crashes (all severities) during the study period. The sites also reported a significant 18.4% reduction in run-off-road casualty crashes, as well as a significant 25.6% reduction in run-off-road killed or seriously injured crashes.
- The benefit-cost ratio across all treatment sites was estimated to be 2.1 (For every dollar spent, there is 2 dollars returned in road safety benefit)⁶

The *Towards Zero* Strategy identified that 33% of people killed or seriously injured in road crashes were involved in run-off-road crashes.

Single vehicle run-off-road crashes continue to contribute to a substantial proportion of the total killed or serious injury (KSI) burden occurring on WA roads, accounting for 42% of fatal crashes in 2015 alone⁷. In 2016, there were 450 people killed or seriously injured in single vehicle run-off road crashes throughout the State, with 71% per cent of these occurring on regional and remote roads

⁶ Kyle Chow, An Evaluation of the Effectiveness and Cost-effectiveness of a Rural Run-off-road Crash Program in Western Australia, 2016

⁷ Statistics drawn from Reported Road Crashes in Western Australia 2015. Available at <https://www.rsc.wa.gov.au/Road-Data/Statistics/Annual-Crash-Statistics>

outside of Perth. These deaths and injuries from state-wide run-off-road crashes represent one-third of the total serious injury burden.

Treatments include sealing the shoulders of the road, incorporating an audible edge-line and safety barriers on segments or links of rural road with above average crash risk, enable the driver to recover the vehicle and prevent the vehicle rolling over or impacting with an object.

Noting that in 2017/18 39% of those killed and seriously injured due to run off road crashes were in regional WA and 62% in remote WA, the following activities were conducted in 2017/18.

Indian Ocean Drive Safety Review (Main Roads WA, WA Police, Road Safety Commission)

After a series of crashes occurring on Indian Ocean Drive, between Two Rocks and Lancelin in August 2017, a review group comprising road safety experts from various backgrounds was convened to identify the causes of these crashes and to determine deficiencies that be may be contributing to trauma on this stretch of road.

In 2017/18 there was an introduction of the speed limit from 110km/h to 100km/h, barrier line markings were corrected, kangaroo warning signs were installed, and advanced intersection warning signs were replaced at several intersections.

Run-Off Road Crashes Safety Program

This project aims to reduce the number and rate at which people are killed or seriously injured in road crashes due to cars leaving the road.

Three projects were completed in 2017/18;

- Victoria Highway - widen seal shoulders, culvert extension and install audible edge lines
- Indian Ocean Drive – widen seal, install seal shoulders and audible edge lines and
- York/Merredin – seal shoulders, improve signage and install audible edge lines

Road Safety Engineering Projects- Toodyay Road, Great Eastern/Great Southern Highway, Coalfields Highway and Cranbrook Rest Area

These projects aim to improve the safety of higher risk sections of regional roads for road users through engineering treatments.

High risk intersections were treated on Toodyay Road with road safety improvements that significantly reduce the trauma associated with conflicts between vehicles.

The Great Eastern Highway safety project is part of a larger improvement project between Walgoolan and Southern Cross, being undertaken by Main Roads WA.

The Coalfields Highway upgrade is expected to reduce the risk of high-speed rear-end crashes by improving road infrastructure and increasing the sight distance.

The Cranbrook Rest Area Project aims to address fatigue management along both the Albany and Great Southern Highways. It reduces the incidence of heavy vehicles travelling at speed through Cranbrook by providing a safe, designated stopping place for all heavy vehicles as well as other road users.

Construction of access roads and infrastructure for the Cranbrook Rest Area was completed in 2017/18. The final stages are to be completed in 2018/19.

In 2017/18 Main Roads WA completed pavement and sealing of sections of Coalfields Highway.

Community Grants

The Road Safety Community Grant Program supports the development and implementation of sustainable projects and community activities related to road safety.

22 of the 77 Road Safety Community Grant Committee supported grants carried Run off Road, Distraction and Fatigue messages to metropolitan and regional areas.

4.5 Vulnerable Road Users

The *Towards Zero* Strategy identified that engineering treatments, combined with speed management measures have been shown to reduce the number of pedestrians killed or seriously injured in vehicle related incidents.

Reducing incidences of death and serious injury for vulnerable road users is recognised as a global road safety problem, with jurisdictions at the international, national and state level investing resources to improve the current state. In WA, VRUs accounted for 676 KSI in 2005-07 (baseline) which increased to 757 in 2015. Vulnerable road users continue to be overrepresented in serious crashes on WA Roads.

Of the 158 fatalities in 2017, 26 were motorcyclists, 19 were pedestrians and seven were cyclists. Noting that, together, these people represented 33% of all fatalities in 2017⁸. In 2017/18, RTTA funding supported:

School Education (Road Aware – Department of Education)

The School Drug Education Road Aware Program (SDERA) aims to build a positive road safety culture that promotes a shared responsibility for reducing road-related injuries and increase delivery of evidence-based road safety education programs within school communities in metropolitan, regional and remote areas. These road safety programs contribute to the Safe System approach by specifically addressing young road user issues through education strategies that target educators, parents and young people.

In 2017/18 SDERA trained staff in 39 agencies such as juvenile justice and workplace readiness centres to be able to deliver Keys4Life Online which was above their target of 15.

33 Keys for Life Workshops were conducted by SDERA in 2017/18, 22 in the metropolitan area in conjunction with RAC and 11 in regional WA focusing on the local context.

SDERA updated resources including the Smart Steps parent education to translate the Child Car Restraints brochures into 24 languages.

SDERA continued to deliver a range of workshops to develop road safety educators in 2017/18 including;

- Safer Kids Professional Development Workshop
- Safer Teens Professional Development Workshop
- Road Safety Educator's Workshop
- Smart Steps Road Safety Professional Development Workshop

⁸ Source: WA Police fatality data, analysed by the Commission (data are preliminary).

P.A.R.T.Y Program (Department of Health)

Funding is allocated to Royal Perth Hospital to coordinate the Prevent Alcohol and Risk-related Trauma in Youth (PARTY) Program. The aim of the program is to promote injury prevention through reality education, enabling youth to recognise risks, make informed choices, and learn about potential traumatic consequences. This program allows youth to experience the journey of an imaginary trauma patient from the hospital Emergency Department, Intensive Care Unit and Trauma Wards at Royal Perth Hospital.

In 2017/18 the Department of Health began delivering PARTY Programs at Midland Hospital to cater for a high demand from schools in WA.

Road Safety Campaigns (Road Safety Commission)

Campaigns are run by the Commission predominately to educate, change attitude or the culture of acceptance of a particular issue.

Campaigns were also run to address the safety some of our more vulnerable road users - cyclists and motorcyclists. Legislation was introduced during this year for the 'Safe Passing Distance' legislation, encouraging motorists to give a safe passing distance of at least one metre when passing cyclists. This also included clarification of the road rules and laws.

Campaigns targeting vulnerable road users in 2017/2018 included:

- Ride to Arrive
- Might be a mate. Must be a metre
- Let's look after those who look after us

A campaign ran for the 'Safe Passing Distance' legislation.

Community Grants (VRU)

The Road Safety Community Grant Program supports the development and implementation of sustainable projects and community activities related to road safety. Ten of the 77 Road Safety Committee grants carried Vulnerable Road User messages to metropolitan and regional areas.

Partnerships (VRU)

The Partnership Program plays an important role in engaging with key stakeholders across multiple government agencies, corporate organisations and communities to implement and deliver road safety education at a regional, local and community levels through partnership, sponsorship and alliance. The partnership program works in alignment with the WA Government's *Towards Zero Strategy* and contributes to reducing road deaths and serious injuries on WA roads

The Council notes that the Vulnerable Road Users Advisory Group provided advice and input to the Commission on its campaigns and strategies that involve cyclists, motorcyclists, pedestrians, seniors and people with disabilities. Cycling groups were consulted about the introduction of minimum passing distances and the Vulnerable Road Users Advisory Group (VRUAG) members representing motorcycling were integral to the coordination of the Motorcycle Safety Forum in June 2018. During 2017/18, the Commission was a partner in the national Motorcycle Protective Clothing Rating Scheme (Motocap), coordinated by Transport for New South Wales.

4.6 Supporting Implementation and Results Focus

The World Bank identifies seven institutional management functions that support the effective development and implementation of road safety interventions and the achievement of results. These can be summarised and grouped as follows:

- 1.using data to inform, monitor and report on road safety performance
- 2.research into road safety issues and the development of countermeasures and transfer that knowledge for enhanced delivery
- 3.sustained communication and promotion of road safety
- 4.co-ordination of initiatives and a rational funding and resource allocation model: and
- 5.Policy and legislation

1. Using Data

Data Linkage and Analysis (State Trauma Registries- Department of Health)

This project creates and maintains linkages between key datasets to provide a more complete understanding of road crashes and injuries.

This project contributes to the Safe System Foundations of the *Towards Zero* Strategy by providing:

- a comprehensive picture of the road trauma burden; and
- an ability to support pro-active injury prevention programs and research initiatives for the community of WA.

2. Research

Research informs policy, programs and funding decisions to improve road safety outcomes for the community using an evidenced based approach.

Research is delivered through the Curtin Monash University Research Centre (C-MARC), a research panel of experts and through other providers as required.

In 2017/18 the Commission's Panel Arrangement for road safety experts included:

- Cardno
- Queensland University of Technology – Centre for Accident Research and Road Safety
- Australian Road Research Board (ARRB)
- University of New South Wales - Transport and Road Safety Research Centre
- Monash University - Accident Research Centre

The Annual Research Program is informed by advice and recommendations by the Road Safety Research Review Committee. The Committee was established in November 2017 and is a sub-committee to the Council, with representation from the majority of Council members. Research projects conducted during 2017/18 include:

- Child and Adolescent Pedestrians and Cyclists in WA: How Safe are they?

- Promoting Safe Vehicles to Vulnerable Drivers
- The SLOMO monitoring and evaluation research being undertaken by the Centre for Accident Research and Road Safety – Queensland (two year project, commenced 2018);
- The bicycle Minimum Passing Distance monitoring and evaluation research being undertaken by Cardno (two year project, commenced 2017).
- Automated Vehicles and the Readiness of Western Australian Roads
- Aboriginal Road Safety: A Review of Issues, Initiatives and Needs in WA: Phase One
- Child Restraint Systems and the Transition to Standard Seat Belts: Review of Literature

3. Communication, Education and Promotion

Community Education Campaign Programs

Community education campaigns are a major activity area. Campaigns are run to educate, change attitude or the culture of acceptance of a particular issue.

Paid media campaigns cover a range of topics including; illegal behaviour coupled with enforcement reminders; legislation changes; other behaviours such as fatigue and safety of road user groups including motorcyclist and cyclists.

These topics along with the additional road safety information including road rules, research, heavy vehicles, safe system, and *Towards Zero* are promoted through the Commission's website and digital channels (Facebook, Twitter and LinkedIn). All topics are included and considered for public relations opportunities for the Minister and for the Acting Road Safety Commissioner when he is interviewed or for talk-back opportunities with the media.

The integrated media partnership concept was also introduced during this financial year, which offered the media networks the opportunity to pitch to be the voice of road safety across the state. Seven West media won the first campaign with Zero Excuses, which was rolled out across the state and included a major community survey, and a pledge stage in their offering.

Campaigns conducted in 2017/18 included:

- Impaired Driving –“Worried” and “Grow up”.
- Drink Driving
- Speeding – “What’s Your Options” and for the Average Speed camera zone
- Risk takers education campaign
- Closer to Home than you Think
- Zero Excuses
- Slow down, Move over (law change)
- Cycling Passing (law change)
- Two seconds on your phone is 33 metres driving blind

- Don't trust your tired self
- Ride to Arrive
- Might be a mate. Must be a metre
- Let's look after those who look after us

Education for Visitors

Over 12,500 On the Road – Safe Driving Guides, available in 9 languages, raising awareness before visitors drive in metropolitan or regional and remote WA were distributed through police stations, tourist centres and road houses.

Promoting Safer Vehicles

This includes participation in the Australasian New Car Assessment Program (ANCAP) and the Used Car Safety Ratings (via the Vehicle Safety Research Group). Both promote the safety features of new and used vehicles to consumers using a star rating system.

Community Attitude and Behaviour Monitor

The follow up attitude/behaviour market segmentation survey was undertaken in April-June, with the results to be made available in the first quarter of 2018/2019. This survey is a follow up to the segmentation exercise undertaken in 2015 and will identify shifts in the community in four behaviours (drink driving, speeding, seatbelts and mobile phone use) and provide insights to inform future campaign planning processes.

4. Coordination and Community Involvement

RoadWise Community Road Safety Program (WALGA)

RoadWise operates a state-wide network of road safety advisors, supported by policy and project officers, to build community capacity for the planning and coordinated delivery of local and regional road safety activities to achieve results under the Towards Zero road safety strategy.

WALGA's RoadWise creates supportive environments and strengthens community actions for the development of positive road safety culture and social norms.

WALGA's RoadWise achievements in 2017/18 included;

- supporting 69 RoadWise or local road safety committees
- over 1700 educational and promotional activities undertaken
- 33,500 road ribbons distributed as part of the Ribbon for Road Safety Campaign
- 89 organisations participated in the Blessing of the Roads campaign

- 1800 Drivers were served at Driver Reviver sites
- 17 registered Coffee Stop locations
- Over 2100 child car restraints installed or inspected

Community Grants

The Community Grants Program supports community groups in regional areas to promote road safety messages and activities. During the year 67 event grants and 10 project grants were approved and covered across the state.

Projects funded spread road safety messages right across WA.

Significant grants included the City of Albany's Community Road and Path safety campaign, the 'Changemaker' drink driving campaign in Northam and a promotion to prevent run off road crashes in Carnarvon.

Partnerships

The Partnership Program plays an important role in engaging with key stakeholders across multiple government agencies, corporate organisations and communities to implement and deliver road safety education at a regional, local and community level through partnership, sponsorship and alliance.

The partnership program works in alignment with the Western Australian Government's *Towards Zero* Road Strategy and contributes to reducing road deaths and serious injuries on WA roads.

Partnerships in 2017/18 included:

- engagement, advertising, distribution and promotion of road safety messaging to Clubs WA's 485 member clubs and collective 320,000 community members
- Road Safety Alliance's proactive implementation of initiatives, campaigns and projects aimed at contributing to the reduction of deaths and serious injuries in regional WA
- The collaboration and promotion opportunities realised by the sponsorship of the 2017 national road safety conference
- Implementation of effective road safety strategies in the workplace through the National Road Safety Partnership Program
- The Constable Care Safety School

The Road Safety Western Force Partnership was due for completion January 2018. This project ended due to the Western Force team being removed from the Super Rugby Competition 11 August 2017 and the subsequent redundancies of Rugby WA's staff. The project overall was determined to be 58% completed when it ended.

Events

The road safety events program conducted by the Commission aims to increase road safety awareness, and educate the public on associated policy and legislation, the program is aligned with the *Towards Zero* 2008-2020 road safety strategy.

Key events in 2017/18 included:

- Promotion of the WA contribution to *Towards Zero* and the safe systems approach at the 2017 Australian Road Safety Conference
- Promotion of the One Metre Rule for Cyclists on the Roads at Bicycling WA's Ride to Work Day Breakfast
- Road Safety Research Forum held in Perth in May 2018
- National Road Safety Week- Hosting the national launch to honour the lives of those people lost and seriously injured on Australian Roads in 2017, and promotion of road safety through the Drive So Others Survive pledge; and
- Road Safety Leadership seminar and program: Engagement of 150 leaders to bring about change to eliminate serious crashes in WA. The seminar was live streamed statewide.

5. Policy and Legislation

Road safety policy development supports the Council to provide informed and considered recommendations to the Minister for Road Safety about measures which have the potential to improve the safety of WA roads and reduce death and injury as a result of crash; and

The Council supported an interagency collaborative approach to the motorcycle safety reforms consultation paper, released 23 June 2018. This was coordinated by the Commission in partnership with the Department of Transport, WA Police Force and Main Roads WA.

The Council supported the development of policy to inform implementation of the government's Slow Down Move Over (SLOMO) and Minimum Passing Distance policies.

Council agencies directly involved in the maintenance and implementation of the road laws framework continued to work collaboratively in 2017/18 through two key forums – the Road Laws Group and the Safe Driver Working Group.

The Road Laws Group includes representation from the Commission, the WA Police Force, the Department of Transport and Main Roads WA. In consultation with the Road Laws Group, the Commission developed 10 sets of amendment regulations during the financial year, covering a range of matters such as the adoption of relevant changes in the Australian Road Rules, new offences targeting speed camera evasion, provisions to facilitate the work of the Main Roads incident response service, and the streamlining of evidentiary procedures in relation to drink and drug driving law enforcement.

Penalty enhancements for repeat driving offenders

In April 2018, the Safe Driver Working Group was established to address the issue of recidivist driving offenders. The Safe Driver Working Group is co-chaired by the Commission and the Department of Transport, and includes representatives from the Commission, the Department of Transport, Main Roads WA, the WA Police Force, the Department of Justice and the Mental Health Commission.

The current focus areas of the Safe Driver Working Group are:

- administrative and policy measures to address high risk drivers; and
- legislative reforms to target serious repeat driving offenders and ensure that Courts have sufficient power to sentence such offenders in line with community expectations

Substance Impaired Driving Law Reform

The Council noted at its April 2018 meeting that the Minister for Road Safety had asked the Commission to identify reforms to address the issue of people who drive whilst intoxicated by alcohol and other drugs.

Alcohol and other drug related fatalities account for a fifth of all road fatalities in WA. Evidence has also been mounting in recent years about the prevalence and impact of polydrug use on driving. Research into the potentiating interaction between alcohol and other drugs has demonstrated that concurrent use of alcohol and other drugs results in increased levels of driving impairment.

The Commission collaborated with the WA Police Force to develop legislative reform proposals which will be submitted to the Minister for Road Safety in the new financial year.

Post Crash Care: Road Trauma Support Services Injury Matters

Road Trauma Support Services aim to reduce ongoing physiological social distress for people affected by road trauma in WA. They do this through information, attendance at community events, education and specialised trauma and bereavement services for all of those affected by road trauma in WA.

Road Trauma Support WA delivered a range of workshops including Understanding and Managing Workplace Trauma and Working with Grief, Loss and Trauma in metropolitan and regional WA in 2017/18.

5. Calendar of Key Road Safety Events in 2017/18

September 17

- 7 September 2017 - Average Speed Safety Camera went into operational enforcement

October 17

- 10-12 October 2017 – Australasian Road Safety Conference held in Perth
- 25 October 2017 – Fighting Fatigue in Regional WA Campaign Launched

November 17

- 8 November 2017 – Indian Ocean Drive Review Recommendations Released
- 30 November 2017 – Introduction of Minimum Passing Distance legislation
- 19 November 2017 – launch of the 2017 RoadWise ‘Road Ribbon for Road Safety Campaign’

December 17

- 15 December 2017 – Multilingual Road Safety Booklets Released

January 18

- 17 January 2018 - Minimum Passing Distance – Evaluation Survey 1 commenced
- 23 January 2018 - Child Car Restraint Fitter Training delivered by RoadWise in Great Southern

March 18

- 2 March 2018 – Introduction of SLOMO legislation
- 28 March 2018 – Easter Fatigue Campaign

April 18

- 4 April 2018 – 2017 Preliminary Summary of fatalities released
- 9 April 2018 - Child Car Restraint Fitter Training delivered by RoadWise in Wheatbelt South and completion of Metropolitan Intersection Crashes Program project at Shepperton Road/Duncan Street by Main Roads WA
- Easter – Blessing of the Roads events coordinated across the state by RoadWise
- 30 April – 6 May 2018 – National Road Safety Week 2018

May 18

- 8 May 2018 – Road Safety Research Forum
- 21 May 2018 - Child car restraint fitter training delivered by RoadWise in the Gascoyne
- 30 & 31 May 2018 – Pilot Outreach P.A.R.T.Y conducted at Geraldton Hospital to 244 students

June 18

- 13 June 2018 – ANCAP Board of Directors visit Perth
- 21 June 2018 – Road Safety Leadership Forum
- 27 June 2018 - Motorcycle, Safety, Forum, 2018

6. Road Trauma Trust Account - 2017-18 Project Budget and Expenditure

Business Case Title / Program Title	Implementing Agency	Approved Budget 2017-18	Total Expenditure 2017-18	Variance
Improving Safety Outcomes at Metropolitan Intersections		27,912,000	18,470,948	
Metropolitan Intersection Crash Program	MRWA	11,112,000	2,952,589	MRWA could not complete all planned works. Funding requested to be carried to 2018/19.
Toodyay Road Intersection Crash Program	MRWA	16,800,000	15,518,359	
Improving Safety Outcomes for Regional Run-Off Road Crashes		40,520,000	31,395,335	
Cranbrook Rest Area	RSC	1,200,000	916,000	Cranbrook Shire were not able to finalise construction in 2017/18. The project will be completed during 2018/19.
Run-Off Road Crashes Road Improvements	MRWA	25,400,000	21,281,868	A transfer of \$6.5m from the Metropolitan Intersection Program in the fourth quarter resulted in this variance. The transfer was too late in the year to enable delivery of potential works.
Wheatbelt safety review – Toodyay Road	MRWA	4,808,000	2,441,574	Project delays due to environmental approvals.

Wheatbelt safety review – Great Eastern/Great Southern Highway	MRWA	1,470,000	1,470,000	
South Coast Highway	MRWA	1,416,000	1,416,000	
Safety review – Indian Ocean Drive Improvements	MRWA	3,000,000	692,502	Funding was approved after mid-year. This resulted in a delay for delivery of the project.
Collie-Lake King Road	MRWA	661,000	612,392	
Coalfields Highway	MRWA	2,565,000	2,565,000	
Reducing the Injury Burden from Impaired Driving Crashes		10,045,000	9,414,104	
Increased Impaired (alcohol and drug) driving detection	WAPF	7,504,000	6,873,104	
Alcohol Interlocks Implementation	DOT	1,165,000	1,165,000	
Alcohol Interlocks Assessment and Treatment Services	MHC	1,376,000	1,376,000	
Reducing Injury Burden from Crashes Involving Inappropriate and Excessive Speed		33,947,000	26,753,368	
Safe Speed Enforcement Program	WAPF	23,590,000	17,650,698	Issues identified with new cameras negatively impacted upon the program.
Automated Number Plate Recognition (ANPR)	WAPF	1,348,000	255,445	Contract and internal resourcing constraints resulted in project delays.
Electronic School Zone Sign Project	MRWA	4,000,000	4,000,000	

Speed Monitoring Project	MRWA	100,000	69,319	Funding was approved after mid-year. This resulted in a delay for delivery of the project.
Enhanced Speed Enforcement Administration Costs	DOT	4,909,000	4,777,906	
Improving Safety Outcomes for Vehicle Occupants and Other Road Users		5,053,000	4,943,946	
Road Aware (SDERA)	DOE	1,667,000	1,667,000	
Data Linkage and Road Safety Analysis	DOH	123,000	123,000	
Party Program	DOH	402,000	331,433	
WA Injury Prevention aided by State Trauma Registry	DOH	357,000	318,513	
Road Trauma Support Services (ICCWA)	ICCWA	847,000	847,000	
Roadwise Community Road Safety Program (WALGA)	WALGA	1,657,000	1,657,000	
Informing and Mobilising Actions to Improve Road Safety Outcomes		17,574,000	13,936,129	
Road Safety Community Education and Behaviour Change Campaigns	RSC	7,000,000	6,111,708	
Community Road Safety Grants	RSC	360,000	207,813	The commencement of the grant funding rounds was delayed, resulting in the variance for the year.
RSC Operating Costs	RSC	10,214,000	7,616,608	The 2018/19 budget process was later than normal. This resulted in delayed commencement of many projects.

TOTAL		135,051,000	104,913,831	
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Road Trauma Trust Account - 2017-18 Estimated and Actual Revenue						
	Revenue Breakdown	Agency	Total estimated Revenue 2017-18	Total Actual Revenue 2017-18		
	Infringement Revenue - DOT	RSC	88,073,000	80,718,942		
	Infringement Revenue - DOJ	RSC	22,018,000	20,495,226		
	Interest Revenue - RTTA	RSC	1,400,000	1,462,762		
	Miscellaneous Revenue	RSC	1,000,000	322,434		
	Total		112,491,000	102,999,363		