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**ROAD SAFETY COUNCIL**  
**SECTION 13**  
**REPORT ON ACTIVITIES 2008-09**

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Our Reference: 11/3939: RSC80

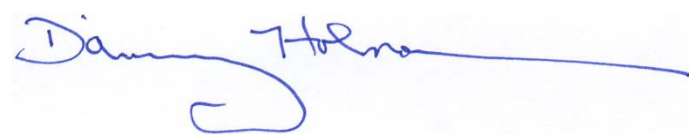
The Honourable R Johnson, MLA  
Minister for Police; Emergency Services; Road Safety  
20th Floor, Governor Stirling Tower  
197 St Georges Terrace  
PERTH WA 6000

Dear Minister

**STATUTORY REPORT – ROAD SAFETY COUNCIL ANNUAL REPORT ON ACTIVITIES 2008-09**

Pursuant to section 13 of the *Road Safety Council Act 2002* the Road Safety Council submits its report on the activities of the Council for the financial year ending 30 June 2009.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'D'Arcy Holman', with a long horizontal flourish extending to the right.

**Professor C. D'Arcy J. Holman**  
**Independent Chair**  
**ROAD SAFETY COUNCIL**

9 August 2011

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## OVERVIEW

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The Road Safety Council is established as a body under section 4 of the *Road Safety Council Act 2002* (RSC Act). Section 5 of the RSC Act specifies that the Council's functions are to:

- a) 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;
- b) recommend to relevant bodies and persons the action that should be taken to implement those measures;
- c) co-ordinate the implementation of those measures by relevant bodies and persons;
- d) evaluate and monitor the effectiveness of those measures;
- e) evaluate and monitor the safety of roads in the State; and
- f) 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.

In addition, section 11 of the RSC Act requires the Council 'to determine the procedure for convening and conducting its meetings' and keep accurate minutes of its meetings.

Table 1 lists Road Safety Council members as at 30 June 2009. These members have been appointed in accordance with section 6 of the RSC Act.

**Table 1: Road Safety Council members 2008-09**

Member	Representing	Position
<b>Grant Dorrington</b>	Chair (appointed by the Minister with responsibility for Road Safety)	Director of Football WA Football Commission
<b>Michael Heath</b>	Road Users (appointed by the Minister with responsibility for Road Safety)	Executive General Manager RAC
<b>Troy Pickard</b>	Local Government (nominated by the Western Australian Local Government Association)	Mayor of Joondalup
<b>Iain Cameron</b>	Office of Road Safety (employed in the department of the Public Service principally assisting the Minister in the administration of the <i>Road Safety Council Act 2002</i> )	Executive Director
<b>Neville Binning</b>	Department for Planning and Infrastructure (representing the Minister administering the provision of the <i>Road Traffic Act (1974)</i> licensing provisions, the <i>Transport Co-ordination Act 1966</i> and the <i>Planning and Development Act 2005</i> )	Managing Director, Licensing
<b>Stephen Brown</b>	WA Police Service (representing the Minister administering the <i>Police Act 1892</i> )	Assistant Commissioner
<b>Rose Moroz</b>	Department of Education and Training (representing the Minister administering the <i>School Education Act 1999</i> )	Director, Schools
<b>Andrew Robertson</b>	Department of Health (representing the Minister administering the <i>Health Act 1911</i> )	Deputy Chief Health Officer
<b>Des Snook</b>	Main Roads WA (representing the Minister administering the <i>Main Roads Act 1930</i> )	Executive Director, Road Network Services
<b>Vic Evans</b>	Insurance Commission (representing the Minister administering the <i>Insurance Commission of Western Australia Act 1986</i> )	Managing Director

## IDENTIFYING AND RECOMMENDING MEASURES TO IMPROVE ROAD SAFETY AND REDUCE DEATH AND SERIOUS INJURY

During 2008-09, the Road Safety Council identified and implemented a range of measures to improve road safety in Western Australia. Many of these activities are carried out by the individual Road Safety Council agency that has direct responsibility and accountability for the delivery of functions as described in their governing legislation. Table 2 details the areas of responsibility for road safety of each Road Safety Council member.

*Table 2: Road Safety Council member agencies - areas of responsibility*

ROAD SAFETY COUNCIL MEMBER	AREAS OF RESPONSIBILITY FOR ROAD SAFETY
<b>Chairman</b>	<ul style="list-style-type: none"> <li>• Presides at Road Safety Council meetings</li> </ul>
<b>Road User Group Representative (Royal Automobile Club of WA Inc)</b>	<ul style="list-style-type: none"> <li>• Represents all road users on the Road Safety Council</li> <li>• Educates the community (particularly in relation to safe roads and safe vehicles)</li> <li>• Advocates for road safety improvement</li> </ul>
<b>Western Australian Local Government Association</b>	<ul style="list-style-type: none"> <li>• Represents local government on the Road Safety Council</li> <li>• Provides leadership to and advocacy for local government (which designs, builds and maintains the local road network)</li> <li>• Educates the community</li> <li>• Advocates for road safety improvement</li> </ul>
<b>Department of the Premier and Cabinet (Office of Road Safety)</b>	<ul style="list-style-type: none"> <li>• Provides secretariat support to the Road Safety Council and the chairman</li> <li>• Provides leadership among key agencies in the co-ordination of road safety activities</li> <li>• Undertakes community education, research, policy development and data analysis</li> <li>• Monitors and reports on progress</li> </ul>
<b>Department for Planning and Infrastructure</b>	<ul style="list-style-type: none"> <li>• Set standards for the licensing of drivers and vehicles</li> <li>• Licenses drivers and vehicles</li> <li>• Supports and encourages the use of alternative forms of transport</li> <li>• Encourages urban design and planning that enhances road safety</li> </ul>
<b>Western Australia Police</b>	<ul style="list-style-type: none"> <li>• Enforces road user behaviour</li> <li>• Collects and analyses information about road crashes</li> </ul>
<b>Department of Education and Training (on behalf of the Catholic Education Office and the Association of Independent Schools WA)</b>	<ul style="list-style-type: none"> <li>• Educates young road users through early childhood centres, school and TAFE systems via Road Aware programs</li> <li>• Provides road safety information to parents and carers for infants, children and young people via Road Aware programs</li> <li>• Provides professional learning about road safety to teachers and community based professionals via Road Aware programs</li> </ul>
<b>Department of Health</b>	<ul style="list-style-type: none"> <li>• Treats those injured in road crashes</li> <li>• Collects and analyses road crash injury data</li> </ul>
<b>Main Roads Western Australia</b>	<ul style="list-style-type: none"> <li>• Designs, builds, operates and maintains the state road network</li> <li>• Sets speed limits</li> <li>• Collects and analyses road crash injury data</li> </ul>

#### **Insurance Commission of Western Australia**

- Manages motor vehicle injury claims
- Collects and analyses road crash injury data
- Provides supplementary funding to support agreed road safety initiatives

In addition, on an annual basis, Road Safety Council agencies identify priority road safety initiatives that are over and above core functions and that meet the requirements of section 5 (f) of the RSC Act, and apply for specific project funding from the Road Trauma Trust Fund. (See subsequent sections for further details on the application and allocation of Road Trauma Trust Fund moneys). Some of these are of a long term continuing nature (for example, the Strategic Traffic Enforcement Project while others are single year one off projects (for example, the Drug Driving Laws Evaluation project).

In 2008-09, the agencies which received significant Road Trauma Trust Fund funding for specific road safety interventions and initiatives included:

### **MAIN ROADS WA (\$12.9 million)**

#### ***Flexible Wire Rope Barrier Pilot (\$3.9 million)***

To date, the majority of the wire rope installations in Western Australia have been over relatively short sections on road verges to protect drivers against specific hazards. In accordance with *Towards Zero*, the Western Australian road safety strategy, Main Roads WA used this funding to deliver a demonstration project which resulted in wire rope and other safety treatments being rolled out over a longer section of both on the verge and in the median.

#### ***Safer Roads Program Funding (\$8.0 million)***

The Safer Roads program delivers a series of projects designed to transform high risk roads into safer driving environments. It includes widening shoulder seals, constructing passing lanes, installing audible edge lines and adding extra driving lanes.

In 2008-09, the Treasury processed the funding for this core function of Main Roads WA through the Road Trauma Trust Fund for administrative reasons. This project was not funded by speed and red light camera revenue.

### **THE ROAD SAFETY COUNCIL (\$7.2 million)**

#### ***Community Education Campaigns and Activities***

The Office of Road Safety co-ordinates the development and delivery of a range of community education campaigns and engagement strategies on behalf of the Road Safety Council. During 2008-09, the Road Safety Council undertook state-wide community education programs, focusing on:

#### **– Speed**

A speed enforcement campaign was run in regional Western Australia targeting younger male drivers. The campaign which predominately used regional television reminded drivers about how easy it is to lose your licence *In a Flash* if you speed on regional roads.

#### **– Restraints**

Targeting regional males a new restraints campaign was developed which aimed to capitalise on the 'Belt Up' sponsorship with the Western Australian Country Football competition. Using regional football personalities the campaign used radio, press and outdoor advertising encouraging young regional males to wear their seat belts.

– **Drink Driving**

State-wide community education campaign regarding drink driving over the busy Christmas and New Year holiday season. Advertising included television (*Big Boy* and *Nail You*), radio, outdoor, cinema and on-line. Community activities were also staged throughout the state by Roadwise.

– **Fatigue**

State-wide community education campaign about driver fatigue and long trips. Advertising included radio, press and outdoor.

– **Novice Drivers**

State-wide community education campaign about changes to the Graduated Driver Training and Licensing system for novice drivers (night time driving restrictions, six month learner phase 2, three year L plates, and zero blood alcohol concentration). Advertising included press, on-line and radio.

– **Double Demerits**

Community education about the Easter 2008 and 2009 double demerits period. Advertising included radio and press.

– **Road Sense**

Continuation of advertising in *The West Australian* and *The Sunday Times* about road rules and road craft skills. Weekly advertisement of road toll in *The Sunday Times*.

– **Supervised Drivers**

Launch of Road Trip 120 website designed to encourage an extended period of supervised driving for novice drivers.

– **Partnership Program**

The Road Safety Council's partnership program engages with organisations that are not only looking at how road safety can improve their own internal operations, but also how they can positively influence road safety in their community. The program assists organisations in a number of ways, such as establishing road safety policies, educational programs, purchasing safe vehicle fleets and influencing or funding safer road constructions. Partnerships include the South West Industry Road Safety Alliance and a range of corporations including McDonald's, Chevron, Caltex, Western Power, Easifleet, Transport Forum WA, Neverfail Springwater and the Water Corporation. Many of the road safety initiatives identified through the Partnership Program can positively impact upon not only the organisation itself, but the community in which it operates.

– **International Visitors**

A continuation of the 2007 international visitors campaign, the Road Safety Council provided tourists with information about the unique driving experience on Western Australia roads to help ensure visitors drive safely when they are in the state. The campaign activity included overseas websites, international airport outdoor advertising, hire car outlets and printed brochures.

– **Aboriginal Road Safety**

Television and Radio Advertising was directed towards aboriginal people in the Kimberley. Advertising addressed issues such as radio drink driving, speed, restraint use and fatigue. Messages were also promoted at a series of outdoor events and on weather broadcasts on Goolarri media. Advertising was written and produced by aboriginal people for aboriginal people by Goolarri Media. Goolarri Media is a not-for-profit media and events organisation based in Broome, Western Australia. This nationally recognised organisation produces and delivers television and radio services to the Kimberley region of Western Australia.



## OFFICE OF ROAD SAFETY (\$4.2 million)

### Policy (\$1.5 million)

#### – Development of the Road Safety Strategy

As the lead agency for road safety in Western Australia, the Office of Road Safety led the development of the state road safety strategy on behalf of the Road Safety Council. Following extensive research and community consultation, the Road Safety Council presented its recommended road safety strategy for Western Australia 2008-20 to the then Minister for Road Safety in August 2008. In March 2009, Cabinet and Parliament endorsed *Towards Zero: Road Safety Strategy 2008-2020* with the potential to prevent 11,000 deaths and serious injuries on WA roads.

The development of *Towards Zero* involved extensive consultation over two years through over 45 community and business leaders forums hosted by local members of parliament, on-line and written responses involving over 4,000 people in total. Bi-partisan involvement of members of parliament occurred through a Road Safety Parliamentary Advisory Group.

In essence, the strategic policy direction is that death and injury is an unacceptable by-product of using the road system; that crashes occur not only as a result of violations of traffic laws but because law abiding citizens also make mistakes in traffic; and that the whole community needs to work together. *Towards Zero* includes a substantial focus on reducing injuries as well as saving lives which will help reduce the costs of road crashes for the community conservatively estimated at in excess of \$2.6 billion per year.

#### – Legislation

The Office of Road Safety co-ordinates the legislative amendments required to give effect to road safety policy and programs recommended by the Road Safety Council and approved by government. During 2008-09 progress was made with the following legislation recommended by the Road Safety Council and approved by Government:

- The *Road Traffic Amendment Bill 2008*, incorporating the Road Safety Council recommended amendments to provide for vehicle sanctions targeting unlicensed drivers, passed through Parliament on 4 June 2008 and came into effect on 1 July 2009.
- Changes to the *Road Traffic Act 1974* were drafted to require repeat drink drivers to install alcohol interlock devices in their vehicles for a minimum period of six months at relicence and to undergo alcohol assessment and treatment programs, where necessary.

### Research (\$1.0 million)

The Office of Road Safety co-ordinates a range of research activities on behalf of the Road Safety Council. During 2008-09, the research activities funded from the Road Trauma Trust Fund included:

#### – Curtin-Monash Accident Research Centre (CMARC)

In December 2008, the Road Safety Council established a local road safety research centre research Centre to provide a permanent, independent road safety research presence in Western Australia. The research centre which is a collaboration between Curtin and Monash universities, was established to conduct research into the causes of road trauma; identify new, and evaluate existing, safety measures; provide information to government, industry and the public to reduce trauma and develop a strong, local research capacity focused on the unique Western Australian environment.

During the 2008-09 financial year, the CMARC Board was convened and the search for a locally based centre director commenced. The Road Safety Council CMARC work program for the 2009-10 financial

year was developed under the leadership of the Office of Road Safety and arrangements were put in place to commence the work in July 2009.

– **Tracking and Community Attitude Monitoring**

The tracking and monitoring of community attitudes gives the Road Safety Council ongoing measures to allow it to both predict and reflect the success and achievements of its community education campaigns. The project also includes the provision of advice on survey, analysis and behaviour change techniques and social marketing strategies.

– **Power to Weight Vehicles for Novice Drivers Research**

This research investigates the relationship between high powered vehicles and crash risk for novice drivers. Although previous research into this area has suggested that there is no significant correlation, ongoing community concerns and a Government request have led the Road Safety Council to undertake further research into the matter.

– **Rollover Crashworthiness Research Capacity Building**

This is Western Australia's contribution to a national project to install a rollover crash test rig in the NSW Road Transport Authority's crash lab. This will allow repeatable rollover crash tests to be conducted so that the rollover crashworthiness of a range of common Australian vehicles can be assessed. A crashworthiness ranking methodology will be developed for eventual use in the Australasian New Car Assessment Program. In addition, the project will develop a metric for assessing driver fatigue, a leading cause of rollover crashes.

– **Supervised Driving Trial Phases I and II**

This research monitors and tracks the progress of a number of newly qualified (or about to qualify) learner drivers and their parents as they progress through the Graduated Driver Training and Licensing System. The trial is an extension of an original trial undertaken as part of a 6PR forum and an associated metropolitan supervised driving trial. It focuses on one regional and one remote area to determine issues facing young novice drivers in completing the 120 hours of supervised driving experience recommended by the Road Safety Council.

**Evaluation (\$0.8 million)**

The Office of Road Safety co-ordinates a range of evaluations on behalf of the Road Safety Council. During 2008-09 Road Trauma Trust Fund moneys were allocated to the following evaluation projects:

- Road Aware Drivers;
- Road Aware - Parents and Kids and Child Car Restraints Training;
- Belt Up Sports Sponsorship;
- Drug Driving Laws;
- Youth Driver Development Program South West; and
- Graduated Driver Training and Licensing System.

Further details on these projects are provided in the section on evaluating and monitoring the effectiveness of initiatives.

**Co-ordination of Road Safety Council and Ministerial Council on Road Safety Meetings (\$0.19 million)**

The Office of Road Safety co-ordinates Road Safety Council and Ministerial Council on Road Safety meetings. This includes: the organisation of meeting venues, attendance of members and special guests and travel (as required); the development, printing and distribution of agenda papers; and the accurate recording of minutes. During 2008-09, the Road Safety Council met 12 times, including one regional visit and the

Ministerial Council met twice. In addition, the Office of Road Safety co-ordinates the Road Trauma Trust Fund project assessment process, Finance Sub-Committee meetings and annual planning meetings.

### ***Office of Road Safety Administration Expense – Co-ordination Costs (\$0.7 million)***

Like all the other government agencies represented on the Road Safety Council, the government directly funds the core functions of the Office of Road Safety through the Consolidated Fund. The core function of the Office of Road Safety is to support the Minister for Road Safety in the administration of the *Road Safety Council Act (2002)*. A major focus of that work is the co-ordination of policy development and implementation, evaluation, research and administration to facilitate the activities of the Road Safety Council. The administrative function provided by the Office of Road Safety includes managing the Road Trauma Trust Fund and the organisation of meetings and preparation of agendas and minutes.

In 2008-09, the Office of Road Safety received \$1.59 million to fund these activities from the Consolidated Fund. However, the funds provided through direct appropriations to the Office of Road Safety from the Consolidated Fund are complemented with additional funds to allow the Office to manage its safety policy, research, public education, finance and monitoring and reporting functions as well as providing the required level of administrative co-ordination and support to the Road Safety Council and Ministerial Council on Road Safety.

As such, the Road Safety Council recommended that the Office receive \$661,000 in supplementary funding from the Road Trauma Trust Fund. The funding provides for Business Co-ordination and Finance positions which are not part of the Office of Road Safety's core structure. These positions provide corporate support for financial accountability, administrative co-ordination and reporting function to the Road Safety Council and Ministerial Council on Road Safety.

### **WESTERN AUSTRALIA POLICE (\$3.5 million)**

#### ***Strategic Traffic Enforcement Project***

The Strategic Traffic Enforcement Project is delivered by the WA Police on behalf of the Road Safety Council. It provides for enforcement above base line levels to increase actual and perceived levels of enforcement and ultimately to change driver behaviour.

The WA Police allocates program funds across police districts on a crash priority basis to ensure that funded enforcement operations are focused on:

- an intelligence led, analysis of the crash data;
- partnering between districts and central office so that operations are based on both local knowledge and strategic expertise;
- the locations in which crashes are occurring (in general major highways within a 400 km radius of the metropolitan area and regional centres; and
- key contributing behaviours (speed, drink driving and restraint non-use).

### **WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION (\$2.7 million)**

#### ***WALGA RoadWise Program***

The WALGA RoadWise Program is delivered by the Western Australian Local Government Association (WALGA) on behalf of the Road Safety Council. Its five core components are:

- *RoadWise Community Road Safety Network* – extends across all 11 regions serviced by the Regional Road Safety Officers, encompassing metropolitan, regional and remote areas of Western Australia. This

network aims to increase stakeholder and community participation in the delivery of local road safety activities through:

- Facilitation of the establishment of and support the ongoing function of local road safety committees and state-wide network of individuals and groups involved in road safety.
- Promotion of shared responsibility for road safety.
- Facilitation of regional and local co-ordination of road safety efforts.
- Facilitation of the development, adoption and implementation of regional and local road safety action plans.
- Building capacity at the community level to plan, deliver and evaluate effective road safety activities.
- Development of tools and resources to assist the community road safety network to deliver effective road safety interventions.

In 2008-09, more than 1,600 educational and promotional activities (presentations, workshops, events, displays and publicity) were undertaken through the CRS network, contributing to increased community awareness and understanding of the Road Safety Council's priorities and the safe system approach.

- *Community Road Safety Grants Program* – which provides funds to enable regional and local planning, implementation and evaluation of road safety projects, thereby:
  - Increasing the number and quality of community-based road safety projects.
  - Extending and strengthening the network of regional and local people (decision/policy-makers, practitioners and volunteers) involved in road safety activities.
  - Encouraging collaborative efforts to improve road safety at regional and local levels.
  - Facilitating the sharing of information and knowledge about effective community-based road safety interventions.
  - Broadening the reach of the Road Safety Council's road safety campaign messages.
  - Improving capacity within the community to address road safety issues effectively.

In 2008-09, the Program funded 17 community based road safety projects and 41 community sponsorship grants to the value of \$356,690.

- *Type 1 Child Car Restraints Fitting Service* – which co-ordinates the ongoing implementation of the state-wide Type 1 Child Car Restraints Fitting Service. In 2008-09, 14 training courses were conducted with 86 new Type 1 Child Car Restraint Fitters joining the network.
- *Regional Co-ordination and Capacity Building* - which informs and engages Local Governments and other stakeholder decision makers, at the regional level, to generate support and commitment to road safety. In April 2009, the Local Government Safe System Project was established to increase the uptake of safe system principles by Local Government, in a shared responsibility approach, for the implementation of *Towards Zero*.
- *Local Government Policy, Advocacy and Leadership* – which aims to lead, inform and engage Local Governments in the implementation of the Road Safety Council's recommended measures. Some key achievements from 2008-09 include:
  - Working with the City of Joondalup on a Local Government Safe System Demonstration Project.
  - Successfully advocated for the inclusion of safe system principles in the Engineering Subdivision Guidelines.

## DEPARTMENT OF EDUCATION AND TRAINING (\$1.6 MILLION)

### *Road Aware*

Road Aware is overseen by the Department of Education and Training on behalf of the Road Safety Council and is managed by the School Drug Education and Road Aware Board (SDERA Board) with representation from education systems and sectors including the Catholic Education Office, the Association of Independent Schools Western Australia and the Department of Education and Training on behalf of the Road Safety Council. It has six key core road safety outcome areas:

- The development of road safety education curriculum support materials and resources for school and community settings;
- The delivery of road safety education professional development for educators and stakeholders;
- The engagement of schools and community in road safety education initiatives;
- Evaluating the impact and monitoring the progress of project activities;
- Promoting best practice in road safety education; and
- Communicating about and advocating for road safety education.

Road Aware provides a continuum of service in road safety education for young people from birth to age 18 with the aim of influencing road user behaviour. Key strategies for service delivery involve the provision of best practice road safety education materials for all schools and early childhood centres, professional development and consultancy advice. Road Aware is contained within School Drug Education and Road Aware (SDERA) which has a dedicated consultant in the major regional centres of Western Australia and in the metropolitan area. This enables the provision of a state-wide service that involves regional co-ordination of road safety education among road safety agencies as well as coordination of road safety services for schools and early childhood services in the metropolitan area.

During 2008-09, the SDERA program:

- developed *Licensed to Drive*, a curriculum resource which enables Year 11 and 12 students to study road safety education as a formal component of the Curriculum Council of Western Australia's Health Studies course;
- created a Curriculum Council endorsed program based on the *Keys for Life pre-driver education program* for Year 10 – 12 students enabling students to gain a graduation point toward their Certificate of Education and reduced-fee entry in to the Licensing system by participating in the *Keys for Life* program at school;
- maintained a continuing agreement with the Department of Planning and Infrastructure Licensing Services as well as ongoing provision of *Keys for Life* training and materials, for 9,752 students to start their driver's licence at school;
- produced *Road Map: A road safety education directory for schools and communities*, in consultation with key road safety education agencies, to provide schools and consumers of road safety education with contact details and a guide to the information and services provided by government departments and agencies in Western Australia involved in road safety education;
- published *Principles for Road Safety Education* in several formats. The publication provides practical and evidence-based advice about a whole-school approach to road safety education for teachers and practitioners. Comprehensive information is provided regarding a model of best practice in road safety education based on 16 (nationally agreed) principles, developmentally appropriate road safety content for each phase of schooling, road safety education for vulnerable groups, case studies, research and policy advice. The documents were distributed to all jurisdictions throughout Australia, and endorsed as a nationally consistent approach to road safety education by the National Road Safety Educators Forum;

- published and distributed *Getting it Together: A Whole School Approach to Road Safety Education*. This education resource is based on the *Principles for Road Safety Education* and assists schools to develop a comprehensive strategy for road safety education and safe road use based on a nationally agreed model of best practice. This model includes developmentally appropriate road safety education; traffic management in and around school grounds; the engagement of parents as role models for their children; and an action planning model for schools to develop and implement school road safety guidelines;
- maintained a core of regional and metropolitan consultants who developed sustainable networks and partnerships for road safety with community based agencies and schools, provided road safety professional development and events accessible by all school and relevant community personnel, and supported schools staff in the delivery of road safety education and the development of whole-school commitment;
- led a national road safety reference group (the National Road Safety Educators Forum) with representation from each state and territory and New Zealand with the aim of being influential at a national level in the area of policy and strategy and strengthening the position of road safety education;
- led and maintained two state-based road safety reference groups (Road Safety Education Committee and the Road Aware Parents Reference Group) with representatives from a range of agencies that provide training, services and information for students, teachers and parents/carers.

## CO-ORDINATING IMPLEMENTATION

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### The Road Safety Council

The Road Safety Council's primary mechanism to ensure the co-ordinated implementation of its recommended measures is its regular monthly meetings. During 2008-09 the Road Safety Council met on the following dates:

24 July 2008	22 January 2009
28-29 August 2008	26 February 2009
25 September 2008	26 March 2009 (regional meeting held in Broome)
23 October 2008	23 April 2009
21 November 2008 (planning day)	28 May 2009
27 November 2008	25 June 2009

At these meetings, the Road Safety Council considered:

- emerging research to enable it to identify effective countermeasures to reduce deaths and serious injuries on Western Australian roads. This includes monitoring police enforcement and other crash statistics;
- revenue into and expenditure from the Road Trauma Trust Account; and
- the progress of agencies in implementing the measures the Council had identified to reduce road deaths and serious injuries and improve road safety in Western Australia.

In accordance with section 11 of the RSC Act, the Council has maintained accurate minutes of each of these meetings. The minutes are available on the Office of Road Safety's website at <http://www.ors.wa.gov.au/>.

In addition to its regular meetings, the Road Safety Council has also established the *Towards Zero* Outcomes Review Group.

### *Towards Zero* Outcomes Review Group

The *Towards Zero* Outcomes Review Group, which was formerly known as the Measuring Progress Advisory Group, was established as a sub-committee of the Road Safety Council in 2006. Its purpose, as set out in its Terms of Reference, is to ensure that the combined knowledge, information and data gathering resources of all Road Safety Council agencies are enhanced, applied and shared to enable more accurate and timely measurement, analysis, monitoring and reporting of the progress of the implementation of *Towards Zero*, and to better inform future road safety policy development and implementation across all agencies. This group met regularly throughout 2008-09 to monitor road safety performance.

**Table 3: Towards Zero Outcomes Review Group members 2008-09**

Member	Representing	Position
<b>Andrew Robertson (Chair)</b>	Department of Health	Deputy Chief Health Officer
<b>Di Rosman</b>	Department of Health	Program Manager, Data Linkage Branch
<b>Elias Santimano</b>	Department of Planning and Infrastructure	Acting Director Business Systems
<b>Fab Zanuttigh</b>	Insurance Commission	Manager, Motor Vehicle Personal Injury Division
<b>Geoff Murray</b>	Main Roads WA	Road Information Services Manager
<b>Stuart Gibbon</b>	WA Police	Assistant Director Business Intelligence Office
<b>Jon Gibson</b>	Office of Road Safety	Director, Policy and Strategy
<b>Richard Kay</b>	Office of Road Safety	Senior Policy Officer
<b>Claire Thompson</b>	Office of Road Safety	Senior Policy Officer

### **Ministerial Council on Road Safety**

The Ministerial Council on Road Safety was established in December 1995 to provide a mechanism for co-ordination at the ministerial level because responsibility for road safety does not rest with just one minister. The Ministerial Council is chaired by the Minister for Road Safety. The purpose of the Ministerial Council is to monitor, co-ordinate and approve major road safety policy and strategic development and implementation. The membership of the Ministerial Council is at the discretion of the government. In order to capture a high level of co-ordination of road safety issues and to provide a significant understanding and voice for road safety issues in Cabinet, the Ministerial Council includes all the ministers with agencies responsible for delivering road safety outcomes. The Ministerial Council met twice during 2008-09 (on 4 February and 15 June 2009). During 2008-09, the members of the Ministerial Council were as follows:

**Table 4: Ministerial Council on Road Safety members 2008-09**

Member	Portfolio
<b>Hon. Rob Johnson MLA (Chair)</b>	Minister for Police; Emergency Services; Road Safety
<b>Hon. Dr Kim Hames MLA</b>	Deputy Premier; Minister for Health
<b>Hon. Dr Elizabeth Constable MLA</b>	Minister for Education
<b>Hon. Simon O'Brien MLC</b>	Minister for Transport (including Main Roads and Licensing matters )
<b>Hon. John Day MLA</b>	Minister for Planning
<b>Hon. John Castrilli MLA</b>	Minister for Local Government
<b>Hon. Brendon Grylls MLA (represented by Hon. Terry Waldron MLA)</b>	Minister for Regional Development



## EVALUATING AND MONITORING THE EFFECTIVENESS OF MEASURES

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At the end of each financial year, the Road Safety Council receives a report card on the progress of each project funded from the Road Trauma Trust Fund. This report details the objectives of each project and the extent to which the associated performance indicators and estimated timelines have been met.

In addition to the standard review of the extent to which each project has met its performance indicators and timelines, the following detailed evaluations were funded from the Road Trauma Trust Fund:

### ***Annual Crash Statistics Book 2006***

The book is produced on an annual basis one year in arrears. It provides a summary of annual road crash data for Western Australia for the given year and also historical trends that place the annual data in context. It also compares Western Australia's performance with that of other jurisdictions and provides road safety stakeholders with information that is useful in the development of policies, strategies and community education campaigns. The statistic data provided allows the Road Safety Council to monitor the state's road safety performance and trends which in turn allows it to evaluate the effectiveness of the measures it recommends and implements. Problems with the provision of data and internal capacity delayed the finalisation of the 2006 crash book.

### ***Road Aware Drivers***

Prior to 2008-09, input into the design of the Evaluation of the Road Aware Driver's (Keys for Life) Program was received from the Pre Driver Evaluation Committee. The Keys for Life Evaluation was designed to occur in two parts with the first part being the process / implementation evaluation and the second part being an impact evaluation.

A tender for the process and implementation evaluation was advertised in early 2008.

The objectives of this evaluation were to determine whether there was merit in refining:

- the Keys for Life program content;
- the Keys for Life professional development program; and
- the way in which the Keys for Life program was promoted, taught and supported.

The evaluation methodology included surveys of school principals, teachers and students, school site visits, stakeholder interviews and an analysis of program and funding data. All evaluation data was collected in 2008-09 and a draft report was received in April 2009.

### ***Road Aware - Parents and Kids and Child Car Restraints Training***

Prior to the 2004-05 financial year, a contract was developed for the Evaluation of the Road Aware Parents and Kids Program together with the Statewide Child Car Restraint Fitting and Checking Service. The contract for this evaluation was awarded to Edith Cowan University in May 2004. The evaluation involved three phases – baseline, effectiveness and follow-up research – and was conducted in two stages. The first stage related to Phase 1 of the evaluation and involved the collection and analysis of baseline data for the Road Aware Parents and Road Aware Kids components. The second stage of the evaluation related to Phases 2 (effectiveness) and 3 (follow-up research). In January 2005 a second contract was awarded to the Edith Cowan University for the second stage of the research.

Due to program implementation delays and difficulties with subcontracting arrangements, evaluation renegotiations commenced in 2007 and continued in 2008. During 2008-09, data relating to the second stage of the evaluation was collected. This included surveys of teachers, students and fitters and trainers.

### ***Sports Sponsorship Evaluation***

To evaluate the effectiveness of exposure to the 'belt-up' message within the country football community. Given changes from previous years' sponsorship to focus on country football rather than metropolitan Western Australian Football League, along with a more intense process and time needed for changes to take effect, there has been a delay in evaluation and a need to re-access evaluation methodology.

### ***Drug Driving Laws***

New legislative measures under the *Road Traffic Amendment (Drugs) Act 2007*, aimed at reducing the incidence of drug driving on Western Australian Roads, came into force on 12 October, 2007. As part of three new laws, the state government was required to undertake a review of the amended legislation after 12 months of operation. In October 2008, independent consultants from the Centre for Automotive Safety Research at the University of Adelaide were engaged to conduct the review.

### ***Youth Driver Development Program South West***

The Youth Driver Development Program is a 20 hour pre-licence driving training and education program that has operated since 1998 with the aim of promoting safe driving behaviour. The program received funding on an annual basis from the Road Trauma Trust Fund from 2000-2001 to 2008-2009. An evaluation of the program commenced in late 2006 and was complete in May 2009 (due to delays in access to relevant data).

This evaluation used a case control design in order to investigate the safety benefit of the program. Overall, no significant difference was noted between program participants and the control group with the respect to their involvement in police recorded crashes, rate of receipt of traffic infringements and rate of receipt of court presented traffic offences within 12 months of licensing. Those attending the program were however, found to have a significantly reduced likelihood of having their drivers' licence cancelled or suspended within 12 months of licensing.

### ***Graduated Driver Training and Licensing System***

The objective of this evaluation is to assess the performance of the Graduated Driver Training and Licensing System which as implemented on the recommendation of the Road Safety Council in relation to the:

- processes by which it was implemented and the resource material available to participants;
- impact on participants' attitudes, beliefs, skills and knowledge and the level of experience gained; and
- young driver involvement in road crashes and infringements.

This project has been affected by the closure of The University of Western Australia's Injury Research Centre. As all necessary data has been collected for this project it is anticipated that C-MUARC will complete data analysis and reporting for this evaluation.

### ***Monitoring Road Safety Council community education campaigns***

The Office of Road Safety on behalf of the Road Safety Council monitors community attitudes that enable it to both predict and reflect the success and achievements of its community education campaigns. Notable community perceptions for 2008-09 include:

- The declining salience of speeding among young males was apparent within metro and regional areas with the perceived likelihood of being caught for speeding having a downward trend since 2005.
- An increase in the proportion of drivers who recognised they could reduce their chances of having an accident if they drove 10km/h slower has continued to decline since 2005.
- The perceived likelihood of being caught for not wearing a seat belt remained low, with only one-in-five regional males believing they would be caught for not wearing a seat belt.

- 18 per cent of the community admitted to driving over the legal BAC limit within the last year.
- The community are largely supportive (86 per cent) of the promotion for vehicle safety features and recognising the safety benefits of safer vehicles and safety features in vehicles.

## EVALUATING AND MONITORING THE SAFETY OF THE STATE'S ROADS – CRASH DATA

The Road Safety Council has collected and analysed data on fatal and serious injury road crashes for many years which allows it to pin-point Western Australia's problem areas and develop strategies that relate specifically to the unique needs of the metropolitan, regional and remote areas of the state. By understanding how and why crashes occur, who is at greatest risk and what strategies have been proven to be the most effective, the Road Safety Council can identify clear priorities for Western Australia.

Calendar years are used in evaluating road safety because crash data are supplied in sets of calendar years. If the Road Safety Council reported in terms of financial years, we could only report on crashes in the first half of the most recent financial year. In addition, the figures and projections included in *Towards Zero* are based on calendar years.

Table 5 to Table 7 were identified by the Monash University Accident Research Centre from an analysis of Western Australia's reported traffic crashes between 2005 and 2007. They are listed in broad groupings, in decreasing order of priority based on their estimated contribution to the number of deaths and serious injuries. For some problems, such as distraction and fatigue, reliable figures are not currently available. In some instances, the problem size may be relatively small, but the associated risks high.

In addition to this summary data, the Road Safety Council publishes an annual crash statistics book which details comprehensive information on road crashes that occurred in Western Australia. These books are available at <<http://www.ors.wa.gov.au/Statistics/Annual-Crash-Stats.aspx>>

**Table 5: High priority crash types**

High priority category	2005-2007 average		2008		
	N	% <sup>#</sup>	N	%	% change from 2005-7
<b>INTERSECTION CRASHES</b>					
Metropolitan	628	44.0	639	44.7	1.8
Regional	340	28.8	306	24.6	-9.9
Remote	35	7.4	33	7.9	-4.8
<b>ALL WA</b>	<b>1,002</b>	<b>32.6</b>	<b>978</b>	<b>31.6</b>	<b>-1.0</b>
<b>RUN-OFF-ROAD CRASHES</b>					
Metropolitan	262	18.3	231	16.1	-11.8
Regional	462	39.2	553	44.4	19.7
Remote	288	61.7	257	61.2	-10.9
<b>ALL WA</b>	<b>1,012</b>	<b>32.9</b>	<b>1,041</b>	<b>33.6</b>	<b>0.7</b>
<b>HEAD ON CRASHES<sup>1</sup></b>					
Metropolitan	48	3.3	52	3.6	9.1
Regional	98	8.3	92	7.4	-5.8
Remote	23	4.8	13	3.1	-42.6
<b>ALL WA</b>	<b>168</b>	<b>5.5</b>	<b>157</b>	<b>5.1</b>	<b>-0.4</b>
<b>OTHER CRASHES</b>					
Metropolitan	491	34.4	509	35.6	3.7
Regional	279	23.7	294	23.6	5.5
Remote	122	26.1	117	27.9	-4.1
<b>ALL WA</b>	<b>892</b>	<b>29.0</b>	<b>920</b>	<b>29.7</b>	<b>0.7</b>

# These are percentages of the total number of people killed and seriously injured between 2005 and 2007 unless otherwise indicated.

1. While only 5 per cent of total deaths and serious injuries, head-on collisions still account for 14 per cent of all fatalities on WA roads.

**Table 6: Crashes with high risk behaviours as a factor**

High priority category	2005-2007 average		2008		
	N	% <sup>#</sup>	N	%	% change from 2005-7
<b>SPEED A FACTOR <sup>2</sup></b>					
Metropolitan	196	33.7	168	37.4	-14.4
Regional	187	31.1	219	39.2	17.3
Remote	107	40.0	92	37.1	-14.3
<b>ALL WA</b>	<b>490</b>		<b>479</b>		<b>-2.3</b>
<b>FATIGUE <sup>3a</sup></b>					
Metropolitan	23	1.6	42	2.9	80.0
Regional	49	4.1	108	8.7	121.9
Remote	37	7.8	69	16.4	88.2
<b>ALL WA</b>	<b>109</b>		<b>219</b>		<b>101.5</b>
<b>INATTENTION <sup>3b</sup></b>					
Metropolitan	202	14.1	430	30.0	112.9
Regional	202	17.2	415	33.3	105.1
Remote	63	13.4	145	34.5	131.4
<b>ALL WA</b>	<b>467</b>		<b>990</b>		<b>112.0</b>
<b>DRUG DRIVING <sup>4</sup></b>					
<b>ALL WA</b>	<b>42</b>	<b>21.0</b>	<b>na</b>	<b>na</b>	<b>na</b>
<b>ALCOHOL A FACTOR <sup>5</sup></b>					
Metropolitan	141	9.9	114	8.0	-19.1
Regional	118	10.0	154	12.4	30.5
Remote	76	16.3	41	9.8	-46.1
<b>ALL WA</b>	<b>335</b>		<b>309</b>		<b>-7.8</b>
<b>NON-USE OF SEATBELTS <sup>6</sup></b>					
Metropolitan	74	5.2	65	4.5	-12.2
Regional	100	8.5	93	7.5	-7.0
Remote	107	23.0	73	17.4	-32.0
<b>ALL WA</b>	<b>281</b>		<b>231</b>		<b>-17.9</b>

# These are percentages of the total number of people killed and seriously injured between 2005 and 2007 unless otherwise indicated.

1. While this data identifies death and serious injury crashes in which speed was considered to be a contributing factor, MUARC contends that speed is a factor in all fatal and serious injury crashes. Speed is at the core of the road safety problem. The number of crashes where speed has been identified as a contributing factor is also likely to be underestimated due to the difficulty of assessing the contribution of low level speeding in crashes. Percentages are based on the total number of people killed and seriously injured in a crash in which a determination of whether speed was a factor was made.
- 3a. The estimate of the contribution of fatigue is based on composite indicator based on the IRIS crash data. It is a definite under estimate of the actual contribution.
- 3b. The estimate of the contribution of inattention is based on composite indicator based on the IRIS crash data. It is a definite under estimate of the actual contribution.
4. Percentage of drivers killed in 20086 that had illegal drugs detected in their system.
5. Percentage of people killed or seriously in crashes where the highest driver or motorcycle rider blood alcohol concentration was over 0.05 g/100mL.
6. Percentage of people killed or seriously injured in Police attended crashes where the vehicle was likely to have seatbelts fitted.

**Table 7: Crashes involving specific road user types**

High priority category	2005-2007 average		2008		
	N	% <sup>#</sup>	N	%	% change from 2005-7
<b>YOUNG DRIVERS<sup>7</sup></b>					
Metropolitan	262	18.3	239	16.7	-8.7
Regional	230	19.6	232	18.6	0.7
Remote	69	14.8	67	16.0	-2.9
<b>ALL WA</b>	<b>561</b>		<b>538</b>		<b>-4.1</b>
<b>INDIGENOUS DRIVERS<sup>3c, 7, 8</sup></b>					
Metropolitan					
Regional					
Remote					
<b>ALL WA</b>					
<b>MOTORCYCLISTS</b>					
Metropolitan	179	12.5	225	15.8	24.7
Regional WA	152	12.9	175	14.0	74.1
Remote WA	36	7.6	27	6.4	-87.1
<b>ALL WA</b>	<b>366</b>		<b>427</b>		<b>16.6</b>
<b>BICYCLISTS</b>					
Metropolitan	68	4.7	84	5.9	24.1
Regional WA	29	2.4	32	2.6	11.6
Remote WA	4	0.8	3	0.7	-18.2
<b>ALL WA</b>	<b>100</b>		<b>119</b>		<b>19.0</b>
<b>PEDESTRIANS</b>					
Metropolitan	135	9.4	126	8.8	-6.7
Regional WA	51	4.3	45	3.6	-11.2
Remote WA	21	4.4	25	6.0	21.0
<b>ALL WA</b>	<b>206</b>		<b>196</b>		<b>-5.0</b>
<b>OLDER ROAD USERS<sup>9</sup></b>					
Metropolitan	174	12.2	169	11.8	-2.7
Regional WA	135	11.5	137	11.0	1.5
Remote WA	31	6.6	58	13.8	89.1
<b>ALL WA</b>	<b>339</b>		<b>364</b>		<b>7.3</b>
<b>HEAVY VEHICLE OCCUPANTS<sup>10</sup></b>					
Metropolitan	6	0.4	20	1.4	215.8
Regional WA	19	1.6	42	3.4	121.1
Remote WA	24	5.1	20	4.8	-15.5
<b>ALL WA</b>	<b>49</b>		<b>82</b>		<b>67.3</b>
<b>CASUALTIES OF HEAVY VEHICLE CRASHES<sup>11</sup></b>					
Metropolitan	57	4.0	99	6.9	74.7
Regional WA	90	7.7	108	8.7	19.6
Remote WA	44	9.3	34	8.1	-22.1
<b>ALL WA</b>	<b>191</b>		<b>241</b>		<b>26.4</b>

3c. Estimates based on RSC factsheets.

7. Percentage of all drivers killed or seriously injured, does not include passengers or other road users.

8. Nine per cent of deaths and serious injuries involve Indigenous people although they are only three per cent of the WA population.

9. Percentage of people killed or seriously injured age 60 years or older.

10. Percentage of drivers and passengers of heavy vehicles - trucks and prime movers with and without trailers, including road trains.

11. Includes heavy vehicle occupants.

## EVALUATING AND MONITORING THE SAFETY OF THE STATE'S ROADS – KEY PERFORMANCE INDICATORS

The key performance indicators set out below provide a means of monitoring, assessing and evaluating the effectiveness of the strategies and activities of both the Road Safety Council and road safety agencies in Western Australia. They provide a more detailed breakdown of the broader performance indicators that are set out in *Towards Zero*, the state government's road safety strategy for 2008-2020. The indicators have been approved by the Road Safety Council, and will be the means by which the annual progress of *Towards Zero* is monitored. The indicators are subject to regular review, and may change during its life.

### *Economic Cost of Crashes*

The human capital approach evaluates the benefit of avoiding death and injury as the present value of income flow the economy could lose if a crash occurs. It is an 'after the fact' valuation, that is, it focuses on the value lost to the economy after the event has occurred. The cost calculation is based on various identifiable costs associated with the crash and its aftermath. These include, but are not restricted to, the cost of ambulance, hospital inpatient and other medical costs, long term care, funeral costs, loss of income by the casualty and the repair or replacement costs to the vehicles and property involved in the crash. The value of the injury is then measured as the sum of the discounted present value of these component costs.

The human capital approach valuations were obtained from the Austroads publication *Guide to Project Evaluation Part 4: Project Evaluation Data* (which provides estimates of average crash costs (\$/crash) as at 30 June 2007) that have been adjusted for inflation using WA specific price indices derived from the CPI indices for June and seasonally adjusted average weekly earnings for May published by the Australian Bureau of Statistics.

**Table 8: Total cost of crashes to the WA community (\$m 2009)**

Approach	2006	2007	2008	% change to previous year
<b>HUMAN CAPITAL</b>				
Metropolitan	1,162	1,292	1,356	4.91%
Non-metropolitan	610	690	697	1.11%
<b>WA</b>	<b>1,772</b>	<b>1,982</b>	<b>2,053</b>	<b>3.59%</b>
<b>WILLINGNESS TO PAY</b>				
Metropolitan	na	1,554	1,575	1.34%
Non-metropolitan	na	1,301	1,208	-7.12%
<b>WA</b>	<b>na</b>	<b>2,855</b>	<b>2,783</b>	<b>-2.52%</b>

### Crash related performance indicators

The crash related performance indicators were derived as a mix of the high priority crash types identified by the Monash University Accident Research Centre during the development of the road safety strategy and factors that the Road Safety Council has reported on in the annual crash books and other publications. They were selected because they are known to increase either the severity or the probability of a crash occurring.

**Table 9: Crash related key performance indicators**

Key performance indicators	2005-2007 average		2008		
	N	% <sup>#</sup>	N	%	% change from 2005-7
<b>SERIOUS CRASHES BY ARIA* AREA (CRASHES)</b>					
Metropolitan	595	41.3	1,207	49.0	3.1
Regional	607	42.2	977	39.6	6.7
Remote	237	16.4	281	11.4	-14.2
<b>ALL WA</b>	<b>1,439</b>		<b>2,466</b>		<b>2.1</b>
<b>TOTAL NUMBER OF PEOPLE KILLED AND SERIOUSLY INJURED</b>	<b>3,075</b>	<b>100.0</b>	<b>3,096</b>	<b>100.0</b>	<b>0.7</b>
<b>RATE OF PEOPLE KILLED AND SERIOUSLY INJURED</b>					
per 100,000 population	149		142.2		-4.6
per 10,000 registered vehicles	19		17.7		-7.6
per 100 million kilometres driven	13		12.8		-5.3
<b>SPEED A FACTOR</b>	490	33.9	477	38.1	-2.7
<b>ALCOHOL RELATED</b>	334	12.6	307	11.3	-8.1
<b>NON-USE OF SEATBELTS</b>	204	9.8	157	7.7	-22.9
<b>HELMET NOT WORN, MOTORCYCLISTS</b>	33	10.5	38	10.4	15.2
<b>HELMET NOT WORN, BICYCLISTS</b>	27	35.1	22	21.6	-17.5

# These are percentages of the total number of people killed and seriously injured between 2005 and 2007 unless otherwise indicated.

\* This is the Australian Bureau of Statistics 'Accessibility/Remoteness Index of Australia'. The ARIA index is derived from measures of road distance between populated localities and service centres. These road distance measures are then used to generate a remoteness score for any location in Australia.

### Percentage of vehicles exceeding the speed limit

There are strong empirical relationships between mean travel speeds and crashes which show that for every 1 km/h reduction on roads zoned at various speeds there is a corresponding reduction in fatal and serious injury crashes. Measures of mean speed and compliance with speed limits are therefore a key indicator of the progress being made in relation to speeding related trauma.

Main Roads WA has been conducting state-wide speed monitoring surveys on an annual or biennial basis since 2000, measuring vehicle speeds and compliance with speed limits at a range of sites on regional and metropolitan roads.

The 2008 speed monitoring survey showed that there was a small reduction in average (mean) travel speed on the state's road network in 2008, compared with 2007 and that mean speeds across the road network (all roads, metropolitan and regional) remained at or below the applicable speed limit.



The 2008 survey also showed an increase in speed limit compliance across the Western Australian road network (all roads, metropolitan and rural) since 2000, with 59 per cent of drivers complying with the limit in 2008 compared with 56 per cent in 2000.

**Table 10: Percentage of vehicles compliant with and more than 10 km/h over the speed limit by speed zone**

Compliance/ Non-compliance	2000 (%)	2003 (%)	2004 (%)	2005 (%)	2007 (%)	2008 (%)	Change in rate			
							2005 vs 2004	2007 vs 2005	2008 vs 2007	2008 vs 2000
COMPLIANCE TO SPEED LIMIT										
60 km/h roads	46.7	55.2	51.4	53.8	50.0	54.7	2.4	-3.8	4.7	8.0
70 km/h roads	59.3	64.6	59.7	61.7	63.3	63.9	2.0	1.6	0.6	4.6
80 km/h roads	60.5	65.0	61.9	65.0	62.5	64.8	3.1	-2.5	2.3	4.3
90 km/h roads	61.9	67.4	73.9	70.6	66.5	67.7	-3.3	-4.1	1.3	5.8
100 km/h roads	73.1	66.1	68.6	68.2	65.5	72.2	-0.4	-2.7	6.7	-0.9
110 km/h roads	66.8	71.6	71.2	65.7	38.4	43.4	-5.5	-27.3	5.0	-23.4
NETWORK	56.6	62.0	60.9	61.6	56.6	59.0	0.7	-5.0	2.4	2.4
DRIVERS TRAVELLING 10+ KM/H ABOVE SPEED LIMIT										
60 km/h roads	13.9	9.2	9.4	8.8	9.7	7.7	-0.6	0.9	-2.0	-6.2
70 km/h roads	8.6	6.7	7.5	6.5	6.3	6.1	-1.0	-0.2	-0.2	-2.5
80 km/h roads	9.4	7.6	8.0	7.1	7.8	6.1	-0.9	0.7	-1.7	-3.3
90 km/h roads	10.5	5.9	5.8	5.6	7.2	6.7	-0.2	1.6	-0.5	-3.8
100 km/h roads	7.2	7.4	8.0	6.4	6.8	5.0	-1.6	0.4	-1.8	-2.2
110 km/h roads	7.8	5.8	6.1	7.6	26.5	21.5	1.5	18.9	-5.0	13.7
NETWORK	10.7	7.6	7.8	7.3	10.2	8.8	-0.5	2.9	-1.4	-1.9

## MANAGING THE ROAD TRAUMA TRUST FUND

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During 2008-09, stakeholders were invited to apply for 2009-10 Road Trauma Trust Fund grant funding by providing detailed project plans that demonstrated how the proposed project contributed to the outcomes of the new *Towards Zero* road safety strategy.

. In accordance with section 5(a) of the *Road Safety Council Act 2002*, moneys standing to the credit of the Trust Fund can only be expended on measures that fit within the ambit described, namely 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 ...

To achieve that result, the Road Safety Council recommended that Trust Fund moneys should not be used to fund the core business of agencies, unless they are used to fund:

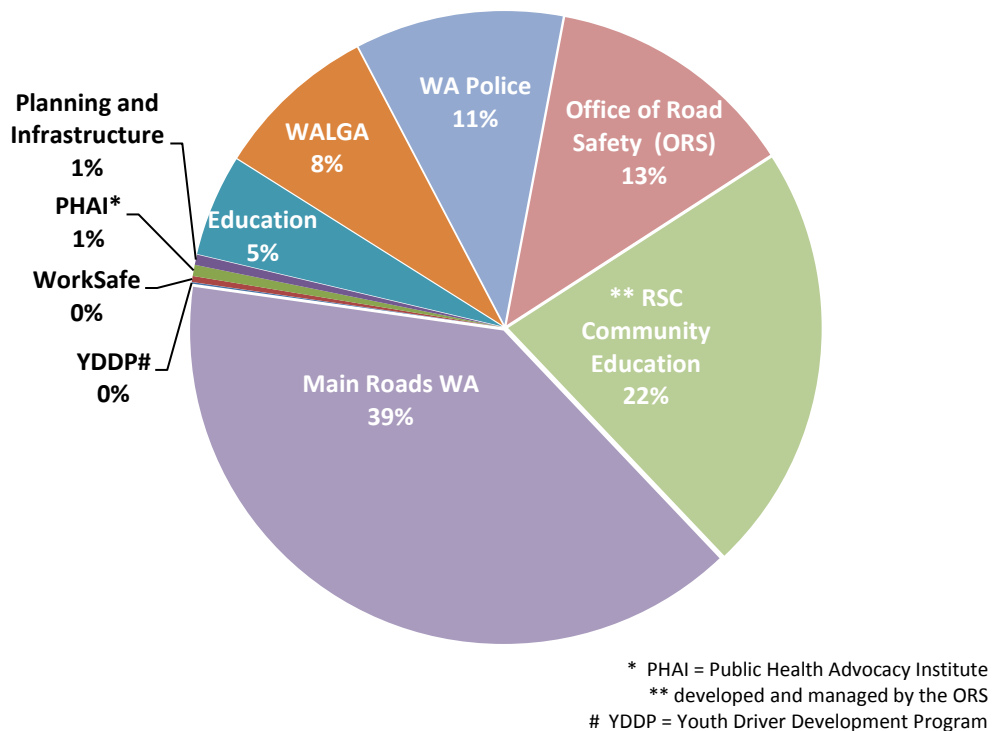
- developmental projects or initiatives;
- research;
- evaluation of current projects;
- development of road safety business cases to government;
- building road safety capacity within an agency; and
- enhancements to Road Safety Council or agency processes.

All project proposals were assessed by a Project Assessment Group (which included representatives of each Road Safety Council member) according to their alignment to the priorities of the *Towards Zero* strategy.

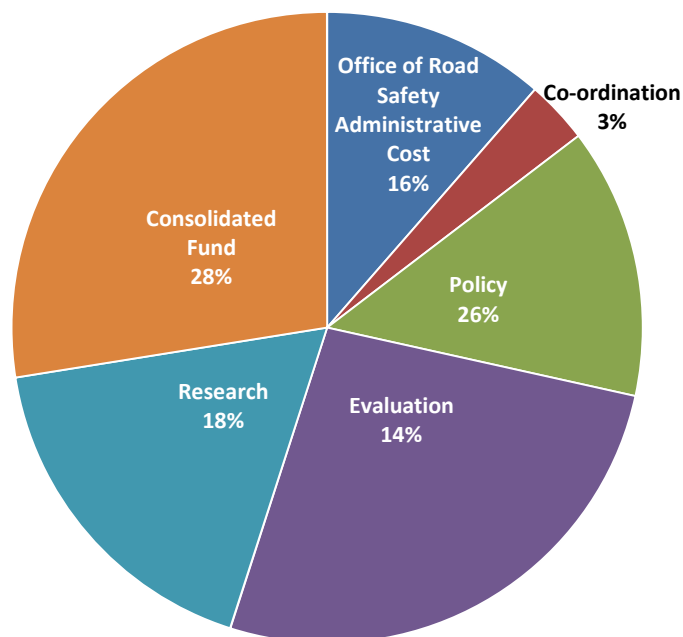
The Road Safety Council recommended budget for 2009-10 was approved by the Minister for Road Safety on 24 April 2009.

As part of the funding process for 2009-10, 95 proposals totaling \$32 million were received and assessed. Funding worth \$19.5 million was allocated to 72 approved projects. In addition, the Insurance Commission provided \$3.2 million funding for a further 12 projects through the Road Trauma Trust Fund.

**Table 11: Summary of the allocation of Road Trauma Trust Fund moneys to organisations to fund interventions**



**Table 12: Summary of the allocation of Consolidated Fund and Road Trauma Trust Fund moneys to the Office of Road Safety for its operation and the co-ordination of Road Safety Council matters**



## ROAD TRAUMA TRUST FUND REVENUE AND APPROVED AND ACTUAL EXPENDITURE 2008-09

*Table 13: Sources of Road Trauma Trust Fund revenue*

Source of funds	Revenue
Insurance Commission of Western Australia	3,210,134
RAC	100,000
Infringement Inflows	13,389,538
Other Revenue	61,598
Unspent Grant Funds Returned	572,359
Credits and prepayments	1,909
Interest	609,235
Funds from Balance of Trust Fund	14,621,013
	<b>32,565,787</b>

*Table 14: Project funding recommended by the Road Safety Council and actual project expenditure<sup>1</sup>*

Project	Approved Funding	Expenditure
<b>Safe Speeds</b>		
Safe Speeds are about reducing the total amount of kinetic energy in the system to prevent crashes that result in serious injury or death.		
Speeding Community Education	1,600,000	1,019,420
Intelligent Speed Adaptation (Trial)	250,000	323,380
Austroads Urban Speed Limit (Trial)	140,000	19,383
Best Practice Speed Enforcement Project	400,000	3,903
Speed Monitoring and Measurement	70,600	112,435
<b>Safe Roads</b>		
Safe Roads provides consistent cues to road users about safe travel and safe speeds. Forgiving roadsides help prevent and reduce the consequence of run off the road crashes.		
Road Safety Engineering Research and Capacity Building project	29,400	4,843
Develop Network Risk Assessment Methodology	200,000	200,000
Motorcycle Crashes into Roadside and Median Crash Barriers	25,000	25,000
Safety Performance Report and Mapping	80,000	80,000
Micro Analysis of Network Safety	382,000	400,000
Flexible Wire Rope Barrier Pilot	3,890,000	3,890,564
Safer Roads and Roadsides Community Education		12,207
Safer Roads Program	8,000,000	
<b>Safe Vehicles</b>		
Safe vehicles have active safety features that assist the driver to avoid crashes and passive safety features that maximise protection when a crash occurs.		
Safer Vehicles Publicity - RTTF funded	1,060,000	593,610
Safer Vehicles Publicity - RAC funded	400,000	
Australasian New Car Assessment Program (ANCAP)	170,000	150,876
Safer Vehicles Policy	70,000	58,739
Workplace Road Safety	85,000	61,669
Used Car Safety Ratings Testing Program	45,000	54,007
Intelligent Transport Systems - Events/Promotion	75,000	0

<sup>1</sup> Most overspends on project budgets are due to previous year invoices being processed in the current year. This has the effect of inflating current year costs.

Project	Approved Funding	Expenditure
Power to Weight Vehicles for Novice Drivers Research	30,000	0
Rollover Crashworthiness Research Capacity Building	50,000	50,000
<b>Safe Road Use</b>		
Improving behaviour on the road		
Restraints Community Education	850,000	611,952
Distraction Community Education	500,000	367,031
Media Strategy and Planning	360,000	233,243
Legislative Changes - Policy and Communication	35,000	24,953
Drink Driving Community Education	2,500,000	1,450,275
Amendment to Novice Driver Laws	50,000	0
Strategic Traffic Enforcement Project	1,600,000	2,489,367
Fatigue Community Education	820,000	340,542
Drug Driving Community Education	105,000	210,085
Supervised Driving Benefits - Community Education	200,000	99,217
Repeat Drink Driving Strategy Implementation	200,000	124,653
Indigenous Drink Driving and Licensing	320,000	63,034
Road Aware Parents	531,535	528,628
Road Aware Kids	471,900	518,907
Road Aware Drivers	559,850	560,057
Access and Equity - Phase 2	70,134	95,472
International Visitors	50,000	23,170
Road Aware Driver Evaluation	135,000	122,384
Belt Up Sports Sponsorship - Program Management	505,000	258,970
Website Development and Maintenance	95,000	59,922
Novice Driver Program - Policy and Community Education	290,000	206,287
Enforcement Analysis and Business Management	100,000	160,902
Supervised Driving Trial	40,000	47,486
Supervised Driving Trial Phase II	35,000	0
Road Sense Community Education	145,000	145,832
Aboriginal Road Safety Community Education	146,340	145,984
Road Safety Management Systems - development of International Standard	15,000	4,286
Events	179,000	164,345
Automatic Infringement Writer Analysis and Scoping	166,511	168,412
Double Demerits - Community Education	61,000	61,698
National Community Education on Rail Crossings	170,000	110,072
Child Car Restraint Community Education	10,000	0
Motorcycle Licensing Graduated Training Program - Phases 1 and 2	18,200	58,700
GDT&L Licensing Support Material (Regional and remote aboriginal communities)	140,000	0
Competency Based Training and Assessment	80,000	28,000
Registered Training Organisation Status for Child Car Restraints Training	21,000	0
Child Car Restraints Training Evaluation	20,000	0
Enhanced Transport Industry Fatigue Enforcement Project	100,000	100,000
Road Aware Evaluation - Parents and Kids (ECU)	60,000	32
Drug Driving Laws Evaluation	60,000	50,763
South West Youth Driver Development Program	40,000	13,434
Youth Driver Development Program South West - evaluation	12,500	11,445
Indigenous Licensing Project Warburton	447,347	403,771
Australian Road Rules	70,000	54,983
Motorcycle and Scooter Action Group	262,000	138,616
Enhanced Traffic Intelligence Targeting	373,740	84,000
<b>Safe System Foundations</b>		
Supporting implementation to achieve our vision		
Road Safety Strategy 2008-2020	490,000	238,023
RoadWise	2,651,000	2,651,000
Road Safety Research Centre	520,000	256,943
Office of Road Safety Co-ordination Expense - Administration Costs	370,000	661,702

Project	Approved Funding	Expenditure
Road Safety Research and Analysis project	110,000	86,908
Legal Services (External Support DPI)	110,000	137,500
Tracking and Community Attitude Monitoring	600,000	556,474
Road Safety Council Co-ordination	120,000	65,207
Data linkage and road safety analysis project	180,000	158,854
Stakeholder Communications	205,000	198,179
Annual Review of Arriving Safely	95,000	51,209
Management of ICWA Funded Projects	110,000	94,902
Road Safety Forum and Awards	117,500	152,271
Annual Crash Statistics Book	62,000	21,150
Additional Research	30,000	33,643
Partnership program	590,000	491,360
Major Crash Training and Technology Enhancements	235,000	248,610
State Traffic Policing Conference 2008	30,000	30,452
Promoting Road Safety Through Public Health Advocacy	187,518	187,518
Regional Stakeholder Project (RSC Co-ordination) - ICWA funded	100,000	52,404
Regional Stakeholder Project (RSC Co-ordination) - RTTF funded	20,000	0
Knowledge Management Strategy Development and Implementation	15,000	12,065
Community, Ministerial and RSC Chair Liaison Writer	85,000	67,548
Evaluation of Graduated Driver Training and Licensing		28
Specialist Traffic Training Pathway Development	250,000	100,000
Engage Consultant to Provide Business Cases for Funded Projects	65,000	65,000
Contemporary Role for WA Local Governments in Speed Management	70,000	70,000
Community Education Co-ordination	160,000	126,421
National and State Vehicle Safety Figures Research	50,000	0
Strategy Components Community Education	800,000	32,134
National ATSI Road Safety Website (Maintenance)	53,016	0
WA Contribution to National Road Safety	120,000	3,179
<b>TOTAL</b>	<b>38,674,091</b>	<b>24,251,640</b>