

This communique highlights key discussions and considerations from the Road Safety Council meeting held 31 May 2024.

Driving Change Action Plan

Council:

- approved the Driving Change Action Plan 2024-26 to be progressed to the Minister for Road Safety, which included actions arising from the meeting.
- approved a Senior Officers Group to meet regularly to oversee the implementation of the Action Plan 2024-26 and progress the development of future Action Plans
- noted the reader-friendly version of the Driving Change Action Plan Progress Report 2021-23 for publication.

City of Vincent – Speed Reduction Plan

The City of Vincent gave a presentation on a Speed Reduction Trial commenced in Vincent in 2019. The purpose of the trial was to study the impact of slower speed limits in the residential area.

The proposition of the trial was to move away from doing capital work road interventions, and to support dropping the signed speed limit from 50km to 40km. The City of Vincent received widespread support in the trial area, and next to no objections to continue the trial area at 40kmh. The balance of the City of Vincent was subsequently converted to 40kmh and there is now widespread acceptance that 40kmh is the sensible speed for local roads.

Low Cost Urban Road Safety Program

Main Roads Western Australia gave a presentation on the Low Cost Urban Intersection Program. The program looks at the spread of the crash problem and what is in place to address various issues.

The solution is a more holistic approach, which was developed with WALGA, the Road Safety Commission (Commission) and others. It is treated area by area with a low cost treatment. This is a program driven by local authorities and community consultation is fundamental. A number of independent evaluations were conducted and most were positively received.

Investment Logic Mapping

The Western Australia Treasury Corporation (WATC) presented an overview on Investment Logic Mapping (ILM). The concept for adopting ILM is to assist the Council in identifying key elements for a Strategic Investment Framework to address recommendations made in the Auditor General's *Management of the Road Trauma Trust Account* performance audit report.

The WATC will facilitate a workshop for the Council to establish priorities and a systematic approach to the allocation of RTTA funds.

Road Safety Commission Campaigns

A presentation on Campaigns delivered by the Commission was provided, which gave an overview of the integrated media approach and their measurements.

Campaigns include major advertising campaigns. The Commission has a large digital space where targeted messaging is directed at specific audiences via algorithms. It maximises digital touch points during a person's day. The Commission has 600+ digital assets and 45-80 TikTok videos in the market at any one point. Website display banners are also used on Facebook.

Preparation for mid-year review

The Council had a preliminary discussion about its approach to the mid-year review process as well as the likelihood of further funds being available over the forward estimates.

Progress report on implementation of OAG reform

Council received an update on the implementation of reform in response to the OAG's Performance Audit of the Management of the RTTA.

The Investment Logic Mapping tool will facilitate addressing requirements of Recommendation 1 to ensure that RTTA funding recommendations demonstrably target projects of the greatest benefit to improving road safety.

Recommendation 2 which seeks to ensure that funds are only used for projects that have ministerial determination has been completed.

The three Governance documents previously endorsed by Council are progressing to publication and will be available on the Council and Commission websites.

\$400,000 has been allocated to the Commission during 2024-25 to support some consultancy and other work to assist in processes being re-examined and documented.

Evaluation of RTTA Funded Programs update

The Road Trauma Support Services evaluation report is expected to be finalised by the first quarter in 2024-25. The PARTY program evaluation report is expected to be finalised by the second quarter in 2024-25.

Initial scoping of the Impaired Driving and Detections (Alcohol and Drug) program has been undertaken with WA Police and a staged approach has been agreed.

Recent evaluation work has highlighted the need for KPIs and evaluation to be sufficiently understood and documented before programs are commenced.

The Commission is developing a full schedule of RTTA programs requiring evaluation and it is understood that the Council may consider agency led evaluations to be sufficient for some programs.

Data update

The National Road Safety Data Sharing Agreement (DSA) has been signed by all jurisdictions and the national working group is kicking off in July, with a view to agreeing on the process and priority items.

Once the national agenda is clearer, the Commission will bring it back to Council for it to be shared with the Council's Data Working Group, and to determine how the two groups can further develop data research and usage.

Papers noted

- Heavy Vehicle Industry – Road Safety Commission
- Review of eRideables Road Rules
- Infringement Management Reform 2024-25

Next meeting: 30 August 2024

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Road Safety Council Chair