



**ROAD
SAFETY
COUNCIL**

Road Safety Council

*Annual Report on Council Activities
2023-24 Financial Year*

Contents

Acknowledgment of Country	3
Statement of Compliance	4
Report from the Chair	5
Council Members	7

Purpose **12**

Driving Change Road Safety Strategy for Western Australia 2020 – 2030	13
Driving Change Road Safety Action Plan 2021-2023	14

Governance **17**

Membership and Meetings table...	17
Conflicts of Interest.....	18
Board and Committee Remuneration	19
Ministerial Directive	19
Management of the Road Trauma Trust Account Performance Audit...	19
Road Trauma Trust Account Funds.....	20
Road Safety Statistics 2023	22

Programs funded by the Road Trauma Trust Account..... **23**

Safe Road Users	24
Safe Roads	31
Safe Speeds	34
Post-crash Response	36
Road Safety Commission.....	38

Council Member Organisations.. **40**

Road Safety Commission.....	41
Department of Transport	41
Main Roads WA.....	42
Western Australia Police Force	42
Department of Education	42
Department of Health	43
Department of Planning, Lands and Heritage	43
Insurance Commission of Western Australia	44
Western Australian Local Government Association	44
Royal Automobile Club of Western Australia Inc.....	45

A photograph showing two hands, one from a person with lighter skin and one from a person with darker skin, both holding a small amount of bright red soil. The soil is being poured from the upper hand into the lower hand. The background is a blurred landscape of red earth and green trees under a clear blue sky.

Acknowledgment of Country

The Road Safety Council of Western Australia acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders past and present.

Statement of Compliance

To Hon. David Michael MLA
Minister for Road Safety

In accordance with section 13 of the *Road Safety Council Act 2002*, I hereby submit for your information and presentation to Parliament, the Annual Report of the Road Safety Council for the financial year ended 30 June 2024.



Ms Katie Hodson-Thomas, JP
Chair
Road Safety Council Chair

Report from the Chair

On behalf of the Road Safety Council, I submit this annual report on activities to the Minister for Road Safety. In accordance with the Road Safety Council Act 2002, the Council is to support the Minister through identifying measures, recommending action, evaluating, and monitoring effectiveness and recommending how the Road Trauma Trust Account can be invested to reduce road trauma. As Chair, I am heartened by the dedication of all Council members and am witness to how heavily invested each member is to make a difference to reduce road trauma. I thank each of them for their contributions throughout the 2023/24 year.

We continue to see far too many people being seriously injured and killed on Western Australian roads and I feel the enormity of the loss and ongoing pain. Whilst the number of people killed on Western Australian roads during 2023 was lower than average, the loss of life during the first six months of 2024 is a stark reminder that the Road Safety Council must do all it possibly can to support the government achieve the goal of the State Road Safety Strategy and implement the Action Plan. The role of the Council in recommending action and investments in road safety measures is one part of the complex and ambitious journey to no serious road trauma by 2050.

During 2023/24 the Council considered investment proposals and recommended various actions spread across all aspects of working towards a safe road system. Key areas of action included the continued focus on regional road safety. Based on evidence, the State and Federal Governments invested in treating high speed rural roads with sealed shoulders, wider centre lines, and audible edge lines to reduce the number of vehicle lane departures resulting in run-off road crashes and head-on crashes. Through this investment a vast proportion of the State roads have been treated and proposals have been developed to treat roads of regional significance on the local road network.

Efforts to raise awareness, inform and keep community members alert to the risks of road use have included new behaviour change approaches through mass media and digital campaigns, and specific strategies aimed at young adults aged 17-22. The use of Targeted Digital Advertising designed to reach the right person, at the right time, with the right message has seen positive engagement results and will be continually enhanced. Additionally, the Road Safety Education Program delivered through schools will be expanded to better embed positive road safety attitudes before young people take the wheel.

Bringing about generational change is the most sustainable way to eliminate risk taking behaviours such as speeding, drink-drug driving, running red lights and not wearing seat belts. No parent, no first

responder, no Police officer, ever forgets when touched by a young person being killed or suffering from life changing trauma on our roads.

Young people are just one group of vulnerable road users, many others like cyclists, pedestrians and the elderly also need specific consideration. Stakeholder forums I conducted gave me a better understanding of the many issues vulnerable users face in their daily lives. This provides the Council with insight regarding what we can do better when building roads and improving roadsides to address accessibility issues. Speed has long been identified as critical to road safety outcomes, and it remains one of the simplest yet very contentious factors in the system. What is encouraging is the increasing appetite within local communities to develop and implement speed reductions in their area. For example, the Council heard first-hand the process the City of Vincent undertook to progress lowering built up area speed limits to 40 km/h. I commend the City of Vincent for its leadership and encourage others, such as the inner city councils who are also considering reducing speed limits on local roads. It is an issue that triggers a variety of views, it is a discussion that we must have, and one I won't shy from because research shows that speed must be addressed if we are to reduce or eliminate serious road trauma.

There is no magic bullet to prevent people being killed or seriously injured on Western Australian roads.

However, one area the community can play a part is their decisions regarding the vehicle they choose and the mode of transport they select. Safer vehicles, safe active transport and greater use of public transport are all aspects of road use that we each decide and can make a positive difference. We can each choose the safest vehicle in our budget. The safety features of vehicles are of great value when you consider the personal or financial cost of road trauma.

Ultimately no one single thing will prevent people being killed or seriously injured on Western Australian roads, this includes leadership and good administration. On this point, the Council continues to improve its governance and administration. The Office of the Auditor General's report regarding the administration of the Road Trauma Trust Account was a timely reminder that we need to maintain our attention not only doing our role, but also how well. As a part of our response to the report findings the Council reviewed and relaunched its Charter and improved many administrative functions. The Council members and I thank the Minister for the opportunity to play a significant part in the shared responsibility to eliminate road trauma on Western Australian roads.

Katie Hodson-Thomas JP
Road Safety Council Chair



Council Members



Ms Katie Hodson-Thomas JP

Chair

Katie Hodson-Thomas is the Director of Corporate and Public Affairs at the Perth-based arm of global consulting firm FTI Consulting. She has extensive experience in public policy development, government relations and stakeholder engagement. During her time in the Western Australian Parliament between 1996 and 2008, Katie served as Parliamentary Secretary to the Minister for Health; held shadow portfolio responsibilities for transport, tourism, small business, environment, and road safety; and was Deputy Chair of the Community Development and Justice Standing Committee.

In addition to her road safety experience in her Parliamentary capacity, Katie took a proactive approach to road safety in her former role as Chief Executive Officer of the Caravan Industry Association WA.

She brings to the Council diverse board experience as the current Deputy Chair of the Gaming and Wagering Commission and former Independent Chair of the Western Australian Fishing Industry Council.



Mr Adrian Warner

Road Safety Commission

Adrian Warner was appointed Commissioner of the Road Safety Commission in Western Australia in April 2020.

With over 18 years of executive management experience in the WA public sector including four years as a CEO for WorkCover WA, he has held senior executive roles in the past six years within the Housing Authority and Department of Communities. During 2009-11, following a 22 year career within the WA public sector, he made the career decision to relocate to Canberra to take up the position of policy advisor to senior Cabinet Ministers in the Rudd/Gillard governments, then moving to Sydney in 2011 as a strategic consultant for Novartis.



Mr Peter Woronzow

Department of Transport

In November 2021, Peter Woronzow was appointed to the position of Director General – Department of Transport, which also sees him hold the concurrent roles of Chief Executive Officer of the Public Transport Authority and Commissioner of Main Roads. Peter had been undertaking the role since March 2020.

Peter is responsible for setting the strategic direction of transport for the State, shaping the development of all major integrated transport plans and leading the implementation of some of WA's most transformational capital projects. Prior to his appointment at Director General, Peter held the role of Managing Director Main Roads since 2016.

Peter is a member of CPA Australia, Chairman of the Australian Road Research Board, Director on the Board of Austroads Ltd, and is an ex officio Board Member of Infrastructure WA.



Mr John Erceg

Main Roads WA

John has a wealth of knowledge having had state-wide responsibility for asset management, regional construction and maintenance delivery strategies and functions. In addition to working throughout the state, he has led the areas of heavy vehicle and road network operations. He also had national leadership responsibility and international experience as an Australian representative on the World Road Association (PIARC).



Mr Nick Sloan

Representative of Local Governments

Nick Sloan has been the Chief Executive Officer of the Western Australian Local Government Association (WALGA) since 2019. Prior to joining WALGA Nick was the Executive Director, Planning and Service Delivery at the Department of Local Government, Sport and Cultural Industries.

Nick has worked in Ministerial offices at State Government levels as Chief of Staff to the Minister for Local Government, and Principal Policy Advisor to the Minister for Sport and Recreation, Racing, Gaming and Liquor.

Nick has extensive experience at Executive level in State Government including roles in regional WA. During this time, Nick managed complex policy agendas at both State and Local Government level.

Nick is a Director on a number of Boards including LGIS, an industry based self-insurance Scheme for Local Government in WA; Auspire (Australian Day Council WA); and is Chair of Nature Play WA, an NFP established to increase the time Western Australian children spend in unstructured play outdoors and in nature.



Mr Rob Slocombe

Representative of All Road Users

Robert (Rob) Slocombe is the Group CEO of RAC in Western Australia (RAC).

Rob joined the RAC in September 2014 as Chief Operating Officer and from March 2019 became the Group CEO responsible for all group and subsidiary activities.

Prior to joining the RAC, Rob spent 27 years in banking and financial services, primarily in retail banking, financial market trading and treasury roles.

Rob holds a certificate in Financial Markets, a Bachelor of Business degree, a Master of Business degree, a Master of Science and Technology degree and is a Fellow of the Australian Institute of Management.

Rob currently serves on the board of Royal Flying Doctor Service where he Chairs the Risk and Audit Committee, the Curtin Advisory Council - Faculty of Business and Law, Chair of the Australian Automobile Association and is a member of the FIA Senate



Mr Iain Cameron PSM

Department of Transport

Iain is the Managing Director of the Western Australian Department of Transport. He was Commissioner of Road Safety in 2017-18 and Executive Director of the WA Office of Road Safety and member of the Road Safety Council from 2000 to 2015.

Iain chaired the WA Road Safety Council from 2017 to 2022 providing advice to the Minister for Road Safety for initiatives to reduce road trauma.

Iain is an Independent Director on the Board of the Australasian New Car Assessment Program (ANCAP) and Chair and a Trustee of the Towards Zero Foundation (UK charity) which includes Global NCAP. He is currently co-chair of the Commonwealth Road Safety Initiative.

Iain has worked in diverse public-sector roles with policy, strategy and leadership experience in community, tertiary and school education, public health, drug strategy, transport, roads and road safety.

Iain is a Fellow of the Australasian College of Road Safety and in 2016 Iain was awarded a Prince Michael of Kent International Award for Road Safety.

In 2024 Iain was awarded the Public Service Medal (PSM), for outstanding public service through leadership in Road Safety in Western Australia.



Deputy Commissioner Kylie Whiteley APM

WA Police Force

Kylie joined the Western Australia Police Force in 1988 and was appointed a Detective at the Perth Criminal Investigation Branch in 1993.

In 2001 she was promoted to Sergeant in the Operational Safety and Tactic Training Unit at the WA Police Academy. In 2003 Kylie returned to covert operations until 2007 when she was promoted to the Officer in Charge of the South West Detectives in Regional WA.

In 2012 returned to Perth and took on the role as Divisional Head at the Investigative Practices Unit leading and coordinating change in the agency's investigation practices. She was awarded the Australian Police Medal in 2013.

In 2013 Kylie moved to the Mid-West Gascoyne as District Inspector and promoted to Superintendent of the District.

In 2015 Kylie was promoted to Commander in the State Crime Portfolio responsible for Forensic, Licensing Enforcement, Family Violence and implemented change to the Metropolitan Policing Operations across Perth.

In 2018 she was appointed to Assistant Commissioner of the Judicial Services and Operations Support Portfolio before being appointed the head of Professional Standards.

Kylie then moved to the Deputy Commissioner role in January 2022 and was substantively appointed in September 2022 leading the State Crime, Specialist and Support Services, Standards and Legal and the State Intelligence and Command Portfolio.



Ms Melesha Sands

Department of Education

Melesha Sands was appointed to the position of Deputy Director General, Schools in 2021. She is responsible for providing leadership and strategic direction for eight education regions and networks of schools across the State. All Directors of Education report to this position.

Ms Sands was previously Executive Director, Recovery and Coordination, and has previously led the Department's COVID 19 incident management team. Her extensive educational leadership includes principalships at Swan View Senior High School and Belridge Secondary College, and leadership positions in regional and metropolitan secondary schools.

A 2017 Principal Fellow, Ms Sands has made significant contributions to the public school system in strategic planning, innovation, and progressing the Department's Leadership Strategy.



Dr Andrew Robertson, CSC, PSM

Department of Health

Dr Andrew (Andy) Robertson, CSC PSM, is the Chief Health Officer and Assistant Director General within the Public and Aboriginal Health Division in the Western Australia Department of Health (WA Health). With specialist qualifications in Public Health Medicine and Medical Administration, he served with the Royal Australian Navy from 1984 until 2003. Since 2003, in his role as Director, Disaster Management in WA Health, he has been involved in preparing for and managing health responses to a range of state and international disasters, including the Asian tsunami, Java earthquake, Nepal earthquake, Fukushima radiation incident and local cyclones, bushfires and heatwaves. He has been undertaking the current role since June 2018, including leading the WA Health response to the COVID-19 outbreak.



Ms Shanaeya Mehta

Insurance Commission of WA

Shanaeya was appointed the General Manager - Policy and Program Management at the Insurance Commission of WA in June 2022. She has extensive experience in government policy and finance having held a range of policy, advisory, chief financial officer and senior executive roles with the Department of Premier and Cabinet; Department of Local Government, Sport and Cultural Industries; Department of Culture and the Arts; Department of Planning and Department of Treasury. Shanaeya is a qualified CPA and earned Bachelor degrees in Science and Economics with Honours and a Master of Economics from the University of Western Australia.



Mr Anthony Kannis PSM

Department of Planning, Lands and Heritage

Anthony joined the Department of Planning, Lands and Heritage as Director General in February 2022 with more than four decades of experience working in the Western Australian public sector.

Most recently Anthony was Managing Director of METRONET and was responsible for delivering one of the State's most significant public transport infrastructure programs. Working collaboratively across government and with industry, Anthony led his team to undertake the initial planning and development of METRONET projects including the establishment of program timelines and budget. He oversaw the creation of a number of complex business cases and the start of construction of multiple METRONET projects.

Anthony has worked across several State Government agencies, mainly focussed on strategic advice to the Government on infrastructure prioritisation and investment, in addition to the general resourcing requirements of public sector agencies. From 2008 to 2014 he served on the Board of Infrastructure Australia.

Anthony is dedicated to building a future for our State supported by a strong economy and well-connected, diverse and affordable places that allow Western Australians to participate in all aspects of their community. His public service career and commitment to transport and infrastructure reform, particularly through METRONET, was acknowledged with the Public Service Medal in the 2022 Australia Day Honours.

Ms Margaret Butcher

Insurance Commission of WA

Margaret was appointed the General Manager – Policy and Program Management at the Insurance Commission of WA, she was responsible for the Policy and Program Management division from 7 August 2023 to 31 July 2024.



L-R Back row: Dr Denise Sullivan (deputy), Peter Woronzow, Adrian Warner, DC Kylie Whiteley, Doug Morgan (deputy)
Front row: Shanaeya Mehta, Melesha Sands, Katie Hodson Thomas, Anthony Kannis, Rob Slocombe and Terri-Anne Pettet (deputy)

Purpose

The Road Safety Council (Council) is a statutory body established in 1997 under section 4 of the Road Safety Council Act 2002 (the Act).

The Council was established to identify measures to improve the safety of roads, reduce deaths and injuries to people, and to reduce damage to property, resulting from incidents on Western Australia's roads.

One hundred per cent of infringement payments from fixed and red-light cameras are paid into a special purpose Road Trauma Trust Account (RTTA). The Council makes spending recommendations to the Minister for Road Safety, ensuring the funds go to programs designed to reduce road deaths, injuries and damage to property.

Details of the Council's functions are provided under section 5 of the Act.

Driving Change Road Safety Strategy for Western Australia 2020 – 2030

The Driving *Change Strategy* sets an ambitious target to reduce road fatalities and severe injuries on Western Australian roads. It is the framework to guide Western Australia's road safety journey over the next decade with an aim to reduce the number of people fatally or seriously injured by 50 to 70% by 2030, and to zero by 2050. The achievement of the 50% target by 2030 will result in 5,198 fewer deaths and serious injuries on Western Australian roads. The achievement of the 70% target by 2030 will result in 8,648 fewer deaths and serious injuries on WA roads.

To achieve the target, *Driving Change* identifies five priority areas that the government, in collaboration with business, the not-for-profit sector and wider community, will focus on during 2020-2030:

Safe Road Users

Safe Roads

Safe Vehicles

Safe Speeds

Post-Crash
Response



Driving Change

Road Safety Strategy
for Western Australia
2020-2030

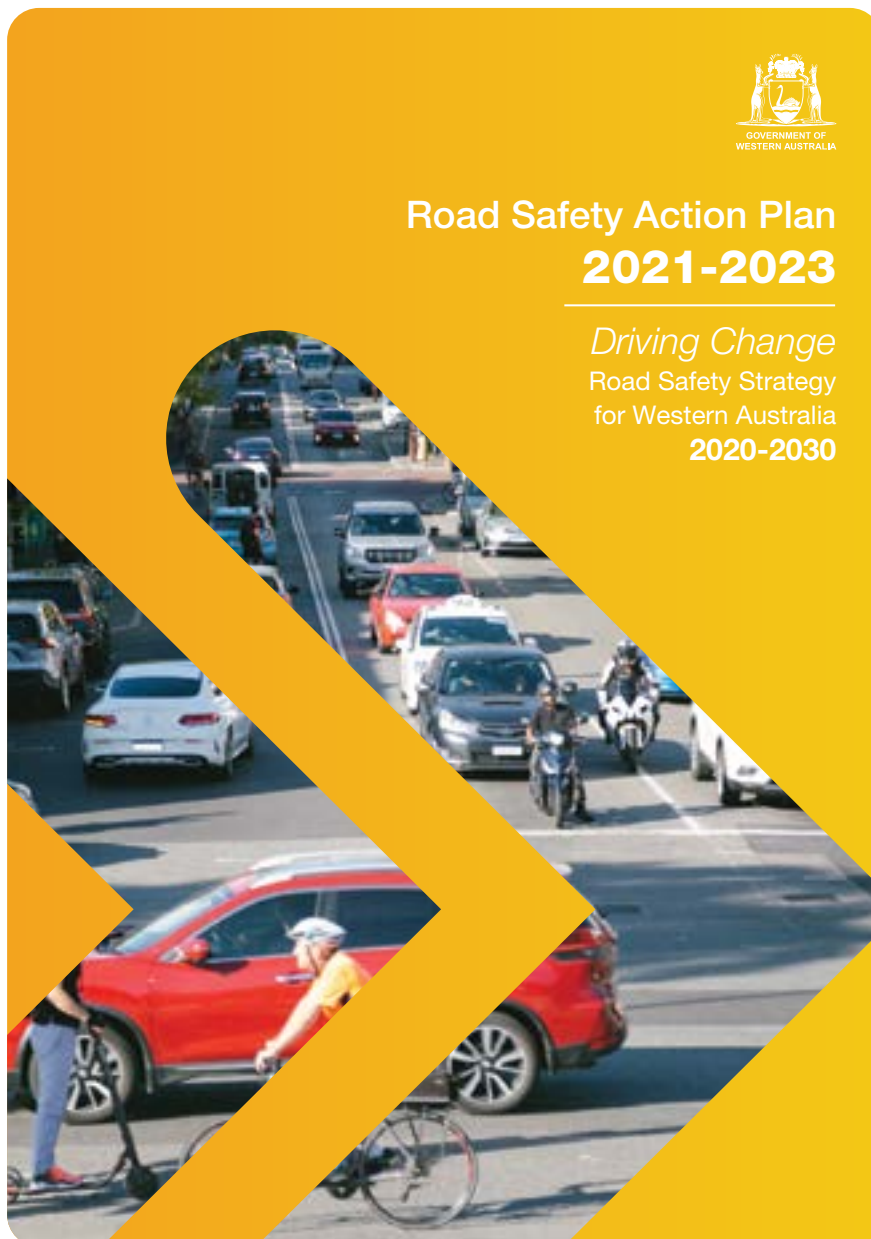


Driving Change Road Safety Action Plan 2021-2023:

The Driving Change Action Plan identifies specific actions and responsibilities required to achieve success. This includes engineers building better roads, vehicle designers making safer cars, health professionals providing ongoing post-crash care, greater recognition across the private and public sectors that vehicles can be a workplace, and individuals making informed and careful choices to improve their chances of arriving safely at their destination.

Some road users are more vulnerable than others, and people will always make mistakes, however mistakes that result in a crash should not result in death or serious injury.

The Road Safety Action Plan 2021-23 has a strong focus on regional road safety through significant investment in building safer roads and regional enforcement, enhanced by innovation in trialling safety camera technology. It outlines a way forward to achieve the targets set in the Driving Change Road Safety Strategy for Western Australia 2020-2030.



Regional
Challenge

Metro
Challenge

Driver
Distraction and
Inattention





Governance

Membership and Meetings table

Council Members met on the following five occasions and one Out of Session: during the financial year 2023-24

- 15 September 2023
- 26 September 2023 (Out of Session)
- 16 November 2023 (Extraordinary)
- 8 December 2023
- 8 March 2024
- 31 May 2024

Name	Organisation	Selection of act	No. of Meetings attended
Ms Katie-Hodson Thomas JP	Chair	6(1)a	6
Mr Rob Slocombe <i>Appointed 7 March 2023</i>	Representative of road users	6(1)b	4
Deputy: Vacant	Representative of road users	6(1)b	
Former Deputy: Ms Anne Still	Representative of road users	6(1)b	1
Concluded 23 January 2024			
Guest: Terry Durant	Representative of road users	6(1)b	1
Guest: Anne Still	Representative of road users	6(1)b	1
Mr Nick Sloan <i>Appointed 7 March 2023</i>	Representative of local government	6(1)c	6
Deputy: Terri-Anne Pettet	Representative of local government	6(1)c	
Mr Adrian Warner Guest: Ms Rebecca Hamilton	Road Safety Commission	6(1)d	5
	Road Safety Commission	6(1)d	1
Mr Iain Cameron PSM <i>Appointed 7 March 2023</i>	Department of Transport	6(1)e	6
Deputy: Ms Linley Crackel	Department of Transport	6(1)e	
Deputy Commissioner Kylie Whiteley APM <i>Appointed 7 March 2023</i>	WA Police	6(1)f	4
Deputy: Commander Mike Bell	WA Police	6(1)f	1
Ms Melesha Sands <i>Appointed 7 March 2023</i>	Department of Education	6(1)g	5
Deputy: Vacant	Department of Education	6(1)g	
Dr Andrew Robertson CSC, PSM Deputy: Dr Denise Sullivan	Department of Health	6(1)h	5
	Department of Health	6(1)h	1
Mr John Erceg <i>Appointed 7 March 2023</i>	Main Roads WA	6(1)i	3
Deputy: Mr Doug Morgan	Main Roads WA	6(1)i	1
Guest: Maurice Cammack	Main Roads WA	6(1)i	1

Name	Organisation	Selection of act	No. of Meetings attended
Mr Peter Woronzow <i>Appointed 7 March 2023</i> Deputy: Mr Justin McKirdy	Department of Transport Department of Transport	6(1)j 6(1)j	3
Mr Anthony Kannis PSM <i>Appointed 7 March 2023</i> Deputy: Mr David Saunders	Department of Planning, Lands and Heritage Department of Planning, Lands and Heritage	6(1)k 6(1)k	4 2
Ms Margaret Butcher <i>Appointed 7 August 2023</i> Ms Shanaeya Mehta Former Member to 6 August 2023 Deputy: Dr Alison Wilson Guest: Ms Margaret Butcher	Insurance Commission of WA Insurance Commission of WA Insurance Commission of WA	6(1)l 6(1)l 6(1)l	5 1

Conflicts of Interest

At each Council meeting, members and deputies are required to declare conflicts of interest for items on the agenda, and for their employment with agencies delivering programs funded by the Road Trauma Trust Account. Members and deputies with declared conflicts of interest did not participate in discussions or decisions in relation to these matters.

The following conflicts of Interest were declared:

- **Mr Iain Cameron** is the Managing Director at the Department of Transport, an Independent Director on the Board of the Australasian New Car Assessment Program (ANCAP), a Chair and former Trustee of the Towards Zero Foundation (UK registered charity), Chair of Stateships the Chair of RoadSafe: Prince Michael of Kent International Road Safety Awards Judging Panel (UK) and a member of the Queen Elizabeth II Medical Centre Trust.
- **Mr John Erceg** is the Managing Director at Main Roads WA.
- **Dr Andrew Robertson** is the Assistant Director General, Public and Aboriginal Health Division and the Chief Health Officer at Department of Health.
- **Ms Melesha Sands** is the Deputy Director General – Schools at Department of Education.
- **Mr Nick Sloan** is the Chief Executive Officer of WA Local Government Association and Member of Aware Super Advisory Panel.
- **Mr Rob Slocombe** is a Member of the Senate of the Federation Internationale De L'Automobile (FIA) and Director and Chair of the Australian Automobile Association (AAA).
- **Mr Adrian Warner** is the Road Safety Commissioner.
- **Mr Peter Woronzow** is the Director General for Department of Transport.
- **Commander Mike Bell** is the Commander, State Traffic at WA Police.
- **Ms Margaret Butcher** is the A/General Manager Policy and Program Management for the Insurance Commission of WA and Resident/Ratepayer Town of Vincent.
- **DC Kylie Whiteley** Is the Deputy Commissioner of WA Police, Board Member of Chemistry Centre WA and Advisory Board Member of Fortem AUSTRALIA.
- **Mr Doug Morgan** is the Executive Director, Planning and Technical Services at Main Roads WA.
- **Dr Denise Sullivan** is the Director Chronic Disease Prevention at the Department of Health, Professional relationship with Data Linkage Department of Health, Injury Matters, State Major Trauma Unit, East Metropolitan Health Services (EMHS), University of WA and Westcycle.

Board and Committee Remuneration

Council Chair appointed pursuant to section 6(1)(a) of the *Road Safety Council Act 2002* (the Act), if not a Public Officer, is entitled to receive a remuneration of \$45,000 per annum plus super guarantee contribution. Council members appointed pursuant to sections 6(1)(b) and (c) of the Act, if not Public Officers, are entitled to receive \$537 per meeting of less than four hours duration or \$825 for a meeting longer than four hours. Eligible members are entitled to motor vehicle allowances based on a cents-per-kilometre basis, in accordance with Australian Taxation Office guidelines.

The road user and local government representatives, while eligible, have not sought remuneration to attend Council meetings.

Ministerial Directive

During the 2023-24 financial year, no Ministerial directives were issued to the Council pursuant to section 6A of the Act.

Management of the Road Trauma Trust Account Performance Audit

The Auditor General's performance audit report on the Management of the Road Trauma Trust (October 2023) provided a number of findings and recommendations impacting on the Council and the Road Safety Commission. The Council and Commission issued a joint response accepting the recommendations and are currently progressing key actions and a program of reform.

The following key actions have been completed:

A new Road Safety Council Charter has been issued which defines the responsibilities, structure and administrative processes of the Council and the obligations of Council Members, both individually and collectively, in providing advice to the Minister for Road Safety.

- The RTTA Administration Framework and the RTTA Program Evaluation Framework have been developed and published.

RTTA Administration Framework:

- Outlines processes, approvals and accountabilities that underpin the administration and management of the RTTA by the Road Safety Commissioner and the role of the Council.
- Outlines eligibility of funding proposal submissions.
- Provides systemic approach to funding recommendation.

RTTA Program Evaluation Framework:

- Outlines evaluation principles and approach to evaluating programs and projects funded by RTTA.

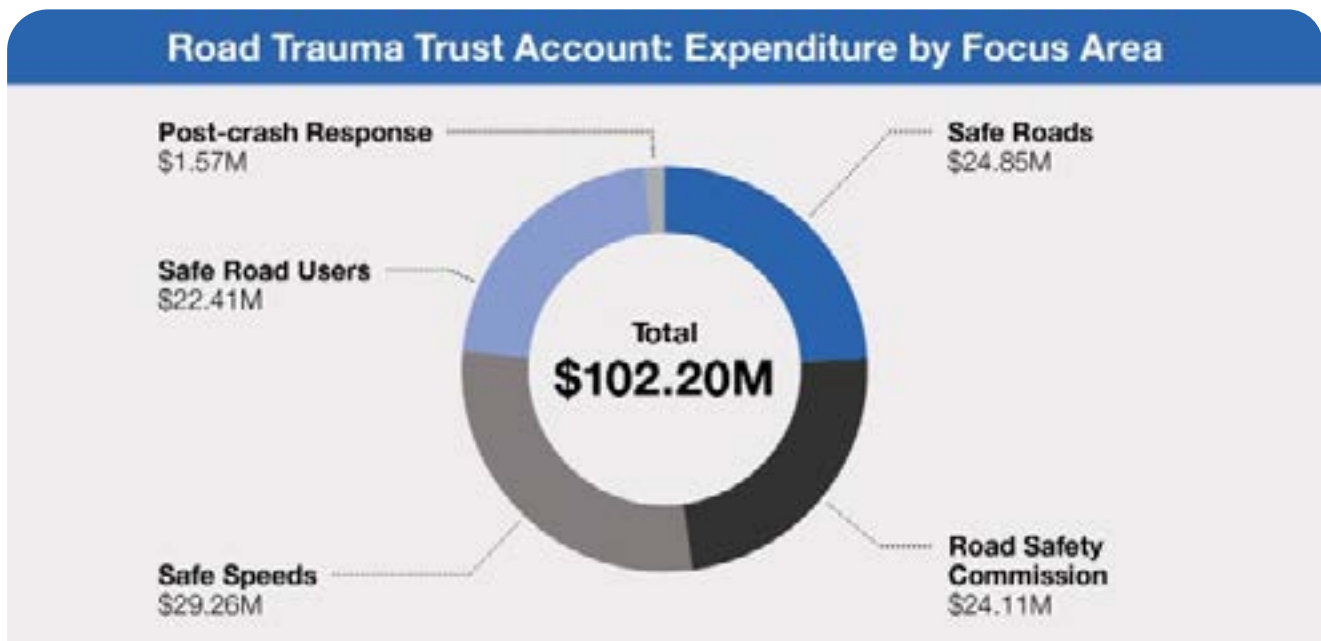
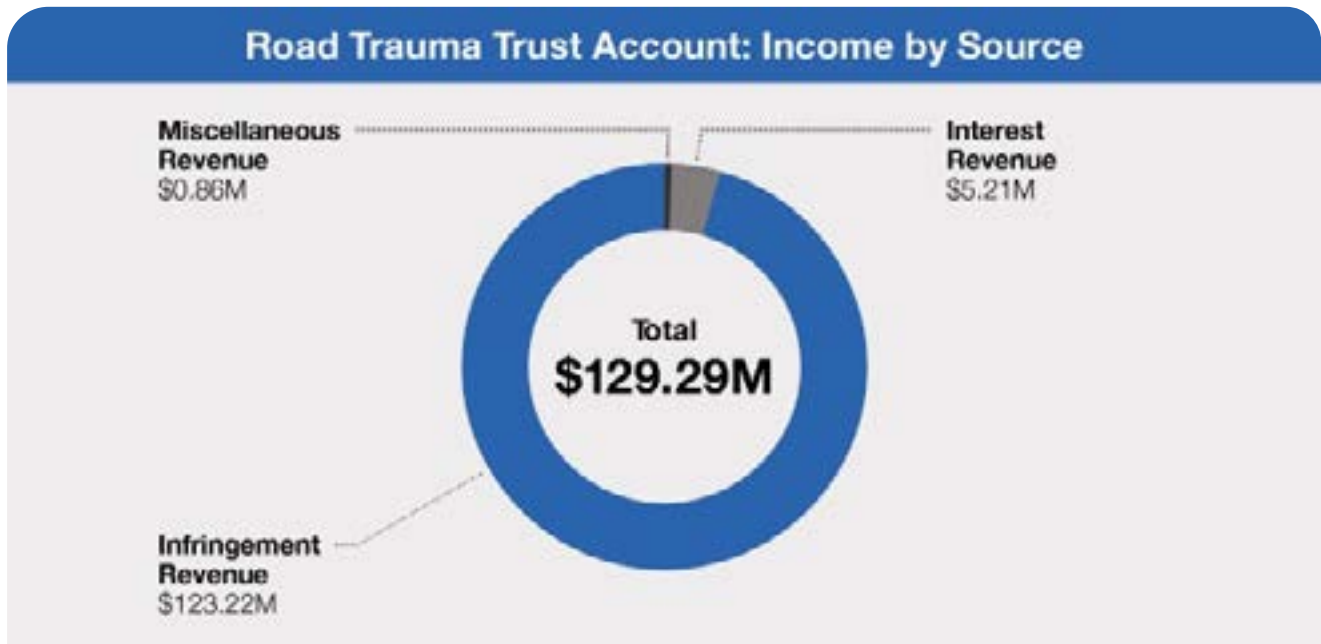
The following program of continued improvement and reform is being progressed:

- The Council is working with the Western Australian Treasury Corporation to develop an Investment Logic Map that will establish Council priorities and a systemic approach to the allocation of RTTA funds.
- A consultant has also been engaged to work with the Council and Commission to identify opportunities to further strengthen and improve board governance.
- The Commission is developing a suite of guidelines, processes and templates that will underpin the RTTA Administration Framework and RTTA Program Evaluation Framework.

Road Trauma Trust Account Funds

Pursuant to section 12 of the *Road Safety Council Act 2002*, the Road Trauma Trust Account receives funds from red light camera and speed camera infringements, interest on invested funds and miscellaneous revenue.

2022-23 Financial Year Snapshot



* There was a \$17.14M difference between budgeted and actual expenditure in 2022-23 due to underspends on road safety projects and programs by Main Roads Western Australia (\$9.81M); Western Australia Police Force (\$4.44M); Road Safety Commission (\$2.46M); East Metropolitan Health Service (\$310,896) and the Department of Transport (\$123,042).

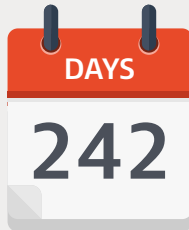
Revenue Breakdown by Source	Actual
Infringement Revenue - Department of Transport	101,809,056
Infringement Revenue - Department of Justice	21,408,766
Interest Revenue - Road Trauma Trust Account	5,210,009
Miscellaneous Revenue	857,967
Total	129,285,798

Expenditure Breakdown by Program	Organisation	Actual
Safe Road Users		
PARTY Program	East Metropolitan Health Service	473,884
School Drug Education and Road Aware Program	Education	1,831,000
Electronic School Zone Signs	Main Roads	6,354,000
RoadWise	WALGA	1,951,000
Alcohol Interlocks Scheme	Mental Health Commission	1,617,000
Impaired Driving Detection (Alcohol and Drug)	WA Police Force	9,323,847
Replacement of Mobile Breath and Drug Testing Bus		856,369
Total Safe Road Users		22,407,100
Safe Roads		
Regional Road Safety Program	Main Roads	20,000,000
Metropolitan Intersections		1,980,272
Metropolitan Intersections - Low Cost Treatments		2,872,038
Total Safer Roads		24,852,310
Safe Speeds		
Speed Enforcement - Camera Operations & Infringements	WA Police Force	17,930,000
Speed Enforcement - Implementation	Transport	6,191,000
Speed Enforcement - Administration		5,041,000
Speed Monitoring	WA Police Force	99,948
Total Safe Speeds		29,261,948
Post-Crash Response		
Road Trauma Support Services	Injury Matters	1,095,000
Data Linkage	Health	159,000
State Trauma Registry	East Metropolitan Health Service	312,890
Total Post-Crash Response		1,566,890
Road Safety Commission		
Commission Operations	Road Safety Commission	20,201,250
Infringement Management Reform Program		3,007,702
Safety Camera Program		905,260
Total Road Safety Commission		24,114,212
Total Expenditure by Program		102,202,460

Road Safety Statistics 2023

Fatal and serious crashes cost the WA community an estimated

\$2 billion



Number of days on which there was no road fatality

22%

increase in the number of people killed not wearing a seatbelt



42%

of people killed or seriously injured in regional crashes were involved in run off road crashes

52%

of people killed or seriously injured in metropolitan crashes were involved in intersection crashes



158

people killed on WA roads



1,415

people seriously injured



Close to **4 out of 5** Western Australians surveyed support the use of safety cameras to detect drivers distracted by mobile phones and not wearing seatbelts.



Distribution of deaths and serious injuries by road user type:

66%



18%



5%



11%





Programs funded by the Road Trauma Trust Account

Guided by the targets set in the Driving Change Road Safety Strategy for Western Australia 2020-2030, Council recommended funding for a range of programs across the Strategy's focus areas to reduce death and serious injury on Western Australian roads.



Safe Road Users

P.A.R.T.Y. Program (East Metropolitan Health Service)

The Prevent Alcohol and Risk-related Trauma in Youth (P.A.R.T.Y.) Program is an injury prevention initiative coordinated by Royal Perth Hospital and held in hospitals throughout Western Australia.

The P.A.R.T.Y. Program provides useful, relevant information to young people aged 14-18, to help them recognise potential injury-causing situations and make informed prevention-oriented choices about their activities. It is also designed to help them adopt behaviours and actions that minimise risk.

In order to completely involve the students in the experience of injury and recovery, the group is taken through the common course of injury and treatment of someone involved in a trauma caused by risk-taking behaviours. A variety of teaching techniques are used, including interactive lectures, videos, role-play, as well as tours of the Emergency Department, Intensive Care Unit, and a trauma ward. The students also have the opportunity to meet an injury survivor and see first-hand what it would be like to be injured.

During the 2023-24 financial year, 95 school programs and 10 JJT programs were conducted across 6 sites, with a total of 1,833 attendees. A further 914 students attended 21 outreach programs.



Staff with the National Road Safety Foundation for Schools Program Award.

School Drug Education and Road Aware Program (Department of Education)

The Department of Education delivers the School Drug Education and Road Aware (SDERA) Program that provides resources, professional learning and consultancy advice to public and non-government schools, early childhood service providers, and a range of other education and training providers. This program is a key element of a broader state government strategy to minimise the harm associated with road trauma and alcohol and other drug use.

The SDERA program includes:

Smart Steps an early childhood road safety education program designed for educators, parents, and carers that aims to guide young children's learning towards safer and independent road use.

Challenges and Choices a suite of teaching and learning resources that supports teachers to deliver a contemporary resilience approach to road safety and drug education to students from Pre-primary to Year 9.

Keys4Life a pre-driver education program for Year 10 to 12 students designed for schools and other education settings to educate young people about safer road use and enable them to sit their learner's permit theory test as part of the program.



School Zones and Crossing Program (Main Roads WA)

The objective of the program is to maintain the risk reduction that the Electronic School Zones offer. Although static school zone signs show the required speed limit and the times of operation on the days that schools are open, motorists are not always aware if they are travelling within the time periods shown or during the dates that schools operate.

The electronic signs are highly visible and display the 40 km/h speed limit during nominated school zone times only, providing a real-time reminder to motorists to slow down during school times.

In 2023-24, signs were installed at 133 locations. A further 136 sites were upgraded with 4G modems in preparation for Telstra's 3G shutdown.

In 2023-24, the State Government announced \$10 million will be invested to improve safety at warden-controlled school crossings across the State over the next four years. The investment will allow for the expansion of the 40 km/h speed limit to all 148 warden-controlled school crossing that fall outside of designated school zones. It will include the installation of electronic speed limit signage at sites where current speed limits are 60 km/h or above (96 locations) and static signage where speed limits are 50 km/h (52 locations).

The 40 km/h speed limit will align with existing school zone periods of 7.30am to 9am and 2.30pm to 4pm during school terms. The changes will mean all warden-controlled school crossings in WA will be located within 40 km/h speed zones during school pick up and drop off.



RoadWise (WA Local Government Association)

WALGA's RoadWise program contributes to the implementation of the Driving Change, Road Safety Strategy for Western Australia 2020-2030, by:

1. Engaging and supporting Local Governments to build capacity and capability for the adoption and application of safe system aligned policies and practice:
 - a. providing road safety support services direct to RoadWise Councils,
 - b. delivering RoadWise Recognised to encourage, guide, motivate and showcase better road safety practice within the Local Government sector,
 - c. producing road safety tools and resources that are designed to guide local action towards best practice,
 - d. facilitating the sharing of best practice road safety information through communications tailored for Local Governments,
 - e. representing and advocating the views and needs of Local Governments to inform and develop policy that contributes to creating a supportive environment for the effective management of the safety performance of local road networks, and
2. Ensuring that child car seat safety fitting services are accessible to parents and carers of young children, by:
 - a. delivering accredited training and providing ongoing support to Type 1 Child Car Restraint Fitters (Fitters), and
 - b. providing current and accurate information to Fitters, parents, and carers.



During the year, sixty-six (66) Local Governments registered as a RoadWise Council by making a formal commitment to regular engagement and action for road safety. All other Local Governments had access to general road safety advice, tools and communications relevant to the sector.

The RoadWise Recognised initiative was launched to acknowledge and showcase the 430 road safety activities, reported by RoadWise Councils, that aligned with National and State road safety objectives and targets.

WALGA's road safety team researched, developed and produced road safety tools and resources tailored to suit Local Governments, for example:

- LG Stars, safety ratings tool for Local Government managed roads
- Road Safety Performance on Local Government Roads 2017-2021 statistical reports
- Child car seat safety training course guides and learning resources

WALGA represented the Local Government sector at more than 50 forums, committees, advisory and working groups, ensuring the needs of and opportunities provided by Local Governments are considered and reflected in national, state and regional policy and regulatory frameworks. Policy positions were developed to strengthen the sector's input into decision-making that impacts local road networks and communities, for example:

- Speed Management Reform, and
- Centre and Edge Line Markings on Low Volume Rural Roads.

WALGA coordinated training and provided additional support services that enabled members of the public to access to child car seat safety fittings services. This included:

- Eighteen (18) new Type 1 Child Car Restraint (CCR) Fitters were accredited through WALGA, as a Registered Training Organisation (RTO), and another nine (9) Fitters were registered from Kidsafe WA.
- WALGA's road safety team provided expert advice to the network of 337 registered Type 1 CCR Fitters, who collectively reported completing 804 child car seat inspections (320) and installations (484).
- Responding to one hundred and seventy-eight (178) enquiries through the Child Car Seat Safety Information Line (126) or by email (52).

WALGA's road safety team also developed and regularly published Local Government specific road safety communications through a range of channels, such as the RoadWise website, LG Direct newsletter, the Western Councillor magazine, and WALGA's social media platforms. These communications are designed to promote training and professional development, demonstrate road safety practice, and share evidence and expertise from leading road safety organisations.

Alcohol Interlock Scheme (*Mental Health Commission*)

The WA Alcohol Interlock Scheme (AIS) aims to reduce the risk posed by serious repeat drink drivers by fitting a breathalyser and locking device to their vehicle to separate drinking and driving behaviours. The Mental Health Commission (MHC) delivers a complementary Alcohol Assessment and Treatment (AAT) therapeutic intervention program as part of the AIS.

The current state-wide AAT provider network includes 16 outpatient services, including regional, metropolitan and two Aboriginal treatment providers.

In 2023-24, 593 participants completed their AAT program and since commencement of the AIS in October 2016, the MHC has processed a total of 3,438 referrals (as of 30 June 2023).

Impaired Driving Detection (*Alcohol and Drug*) (*Western Australia Police Force*)

This program enables the Western Australia Police Force to continue to target impaired drivers to reduce fatal and serious crashes, thereby enhancing community safety through increased breath, blood and drug testing activities across WA.

On average, the WA Police Force conducts a minimum of one alcohol test per licensed driver annually. As of 30 June 2022, there were 1,928,678 licensed drivers in WA, a number expected to rise. The Road Trauma Trust Account (RTTA) provides funding for a number of impaired driving initiatives under the 'Increased Impaired (Alcohol and Drug) Driving Detection' project with the aim of delivering 47,500 drug tests and a minimum of 1,900,000 alcohol tests. For the 2024-25 financial year, the aim is to conduct 50,000 drug tests and a minimum of 1,900,000 alcohol tests.

During 2023-24, the WA Police Force achieved better than expected results across all measurable outcomes and conducted the following:

- 2,030,469 roadside breath tests
- 50,531 roadside drug tests, and
- 1,074 crash blood tests (67 Fatal Crash, 538 Serious Crash, 469 Hospitalised)



Initiative Number 1 – Increase Breath and Drug Testing:

This initiative aligns with the priority to reduce impaired driving across regional and metropolitan WA. The continued employment of 20 police officers in Breath and Drug Operations and additional policing hours (overtime) available for breath and drug testing, enables the WA Police Force to conduct increased breath and drug testing. Continued funding for this initiative aims to achieve the following objectives:

- Increased capacity to undertake breath and drug testing
- Targeting of specific areas
- Increased visible police presence
- Increased public perception of being stopped for breath and/or drug testing
- Alignment with the 'Anywhere, Anytime' ethos.

Initiative Number 2 – Expand the Prescribed Illicit Drug Testing Capacity in both Metropolitan and Regional areas:

The WA Police Force continues to identify, develop and implement the expansion of its prescribed illicit drug testing capacity across both metropolitan and regional areas. Ongoing training in the use of drug testing equipment and procedural standards, provision of onsite support and increasing the availability of consumables necessary for utilising drug testing equipment.

These efforts are designed to influence behaviour among road users and contribute to achieving the objectives outlined in the "Driving Change" strategy for safe road users.

Initiative Number 3 – Increase "Crash Blood" Testing:

The Road Traffic Legislation Amendment Act 2016 (the Act) provides for the collection of samples known as 'crash bloods'. The legislation allows a blood and/or urine sample to be required of the driver/suspected driver of a motor vehicle involved in incidents resulting in fatalities or hospitalisations due to injuries. One of the primary provisions of the Act allows police to collect a sample from a driver/suspected driver up to 12 hours after a crash and without having to first suspect the driver was impaired by drugs or alcohol. Previously, the provision allowed four hours, and the police must have reasonably suspected a driver to have been impaired by drugs or alcohol.

Initiative 4 -Increased Roadside Drug Testing (election commitment)

As part of an election commitment to significantly increase roadside testing, an initial allocation of \$3.7M from the RTTA, across a four-year period has enabled an additional 9,500 roadside drug tests and 10,000 alcohol tests to be conducted per annum. This includes additional funding for overtime and the purchase of consumables.

Replacement of Mobile Breath and Drug Testing Bus

This project sought to replace the existing large Breath and Drug Bus (Bus 4), which was originally funded through RTTA in 2013 as part of the Increase Breath and Drug Testing Project. It was scheduled for replacement in 2021-22 but the decision was made to replace the large bus with two smaller versatile buses that can be deployed quicker and operate in areas previously difficult to access.

The new buses have been completed and are now operational. Since their deployment, these new buses have provided several benefits:

- Implementation of a flexible testing methodology.
- Rapid deployment capability with minimal downtime.
- Targeted deployments to meet volume KPIs.
- Simplified deployment with essential equipment, reducing maintenance and improving efficiency.
- Are self-sufficient without the need for substantial support equipment.
- Readily support motorcycle operations, allow expanded breath and drug testing opportunities.
- Versatility in increasing mobile testing operations across hotspot locations, in line with the “anywhere, anytime” policing approach.
- More cost-efficient deployment.

These smaller buses may be deployed in a single style operation or deployed to the same location to support/compliment a larger bus undertaking a traditional deployment. Single style deployments could be as high as 400 however the combination deployment style (small and traditional) would be trialled which will alter the number.





Safe Roads

Regional Road Safety Program (Main Roads WA)

Commencing in 2020, the Regional Road Safety Program (RRSP) focuses on the installation of cost-effective road treatments to reduce road trauma, particularly single vehicle run-off road and head-on crashes, on regional roads.

Research has shown that treatments such as shoulder sealing and widening, audible tactile line markings and median separation (centreline widening) substantially reduce the chance of these crash types.

As at mid-2024, 8,500kms of the WA's State road network has received road safety treatments at a cost of \$870 million, of which \$244 million were spent in 2023-24 to upgrade the road network across regional Western Australia.

The Program is jointly funded by both State and Australian Governments and continues to receive contributions via the Road Trauma Trust Account.



Road upgrade with sealed shoulders and Audible Edge Lines

Metropolitan Intersections (*Main Roads WA*)

The Metropolitan Intersections program aims to improve the safety of metropolitan road users by targeting high-risk intersections that are not eligible for improvements from other funding sources. Projects are prioritised based on the number of high-severity crashes, level of risk at a location and ability to deliver works within the given fiscal period.

- Typical intersection treatments delivered as part of the program include:
 - o Installation of roundabouts or traffic signals, or improved geometry.
 - o Installation of red light / speed cameras.
 - o Removal of right-turn filters at signalised intersections.
 - o Speed reduction measures.
 - o Improved pedestrian facilities.
 - o Improvements to traffic signals, e.g., mast arms.

In 2023-24, project development and design were undertaken on 17 projects, with four projects now ready for delivery in 2024-25.

Projects planned for delivery in 2024-25:

- Great Northern Highway and Rutland Road roundabout,
- Marmion Avenue and Ocean Reef Road intersection modification,
- West Coast Highway and Oceanic Drive intersection upgrade, and
- West Coast Highway and The Boulevard intersection upgrade.

Projects continued with detailed design in 2023-24:

- Albany Highway and Burslem Drive intersection upgrade,
- Armadale Road and Eighth Road intersection upgrade,
- Patterson Road and Ennis Avenue intersection upgrade,
- Canning Highway and Murray Road intersection improvement,
- Mitchell Freeway and Whitfords Avenue intersection upgrade, and
- Great Eastern Highway and Seaborne Street intersection improvement.

Project continued with concept design in 2023-24:

- Orrong Road and McDowell Street intersection upgrade,
- Canning Highway and Berwick Street intersection improvement,
- Karrinyup Morley Highway and McGilvray Avenue safety improvements,
- Cockburn Road and Mayor Road intersection improvement,
- Wanneroo Road and Yanchep Beach Road intersection improvement,
- South Street and Findlay Road intersection improvement, and
- Reid Highway and Mirrabooka Avenue intersection improvement.

Metropolitan Intersections – Low Cost Treatments (*Main Roads WA*)

A substantial proportion of all crash risks, including fatalities and serious injury crashes, are represented on local roads and intersections. The Low Cost Urban Road Safety Program aims to improve the safety of metropolitan road users by targeting high risk local government roads and intersections, on an area-wide, or whole-of-street basis. These are roads typically not eligible for improvements from other funding sources.

The program implements low-cost traffic calming treatments to reduce the speed and crash risk for drivers and vulnerable road users, such as pedestrians and cyclists.

These treatments may include, raised safety platforms, mini and compact roundabouts, uncontrolled pedestrian crossing facilities, gateway and mid-block treatments.

In 2023-24, the following localities were installed with compact-roundabouts, mid-block treatments and raised safety platforms:

- Canning

In 2023-24 pre-construction activities are progressing at the following locations:

- Armadale
- Gosnells
- Belmont
- Melville
- Stirling
- Swan
- Victoria Park





Safe Speeds

Speed Enforcement – Camera Operations and Infringements (Western Australia Police Force)

The WA Police Force has transitioned the responsibility for traffic infringement issuance and customer service functions to the Department of Transport. In conjunction with the Road Safety Commission and Department of Transport, a new infringement processing system will be delivered in the third quarter of 2024 to enable part payment of infringements and additional online services for driver nominations and court elections.

The WA Police Force continues to be responsible for the deployment of mobile safety cameras across the state of Western Australia, including regional towns such as Geraldton, Albany, Bunbury, Busselton and Northam and the ongoing operation of fixed and red light / speed cameras. There has been a slight reduction in the number of ‘hoon’ events for 2023/24.

Mobile camera operations have increased the camera hours in regional areas to target unsafe speeds, delivering an extra 1,100 hours in regional WA. Trailer cameras continue to be a valuable asset, with the ability to deploy to locations that are unsafe for operators to remain for extended periods.

Speed Enforcement – Implementation (Department of Transport)

The Road Safety Commission is managing a cross-agency Infringement Management Reform Program (IMRP) to address the legislative and technology constraints, modernise the road traffic infringement model and transfer administration and management of traffic infringements to the Department of Transport (DoT).

DoT is funded through the Road Trauma Trust Account to deliver the necessary legislative, system, people and business change to enable the successful transfer of function and to add value through the introduction of new time to pay and part-payment options.

In 2023-24 there was considerable progress led by DoT on the people, technology, legislative and business change required for successful handover. This includes:

- Road Traffic Legislation Amendment (*Infringement Management Reform*) Act 2024 assented to on 14 May 2024.
- Implementation of the People Change Approach, including the organisational design, operating model, recruitment activities and transition of FTEs completed on 1 July 2024.
- Development of new business processes to manage the administration and management functions relating to traffic infringements, delivery of training, creation of new infringement notices and forms etc, handover of customer service delivery as of 1 July 2024.
- Design and development of new traffic infringement online self-services options that enable additional payment options including payment instalments and extensions, which will be integrated with the new Infringement system when it goes live later this year.

Speed Enforcement – Administration (Department of Transport)

DoT is funded under the Road Trauma Trust Account (RTTA) to deliver the Enhanced Speed Enforcement program. This program administers the collection and distribution of funds arising from speed and red-light traffic infringements and manages the recording, serving and lifting of immediate disqualification and excessive demerit point notices for a range of traffic offences.

In 2023-24, DoT collected \$121,668,888 in on the spot, red light, speed and final demand fines on behalf of the RTTA, from over 745,000 automated traffic camera infringements.

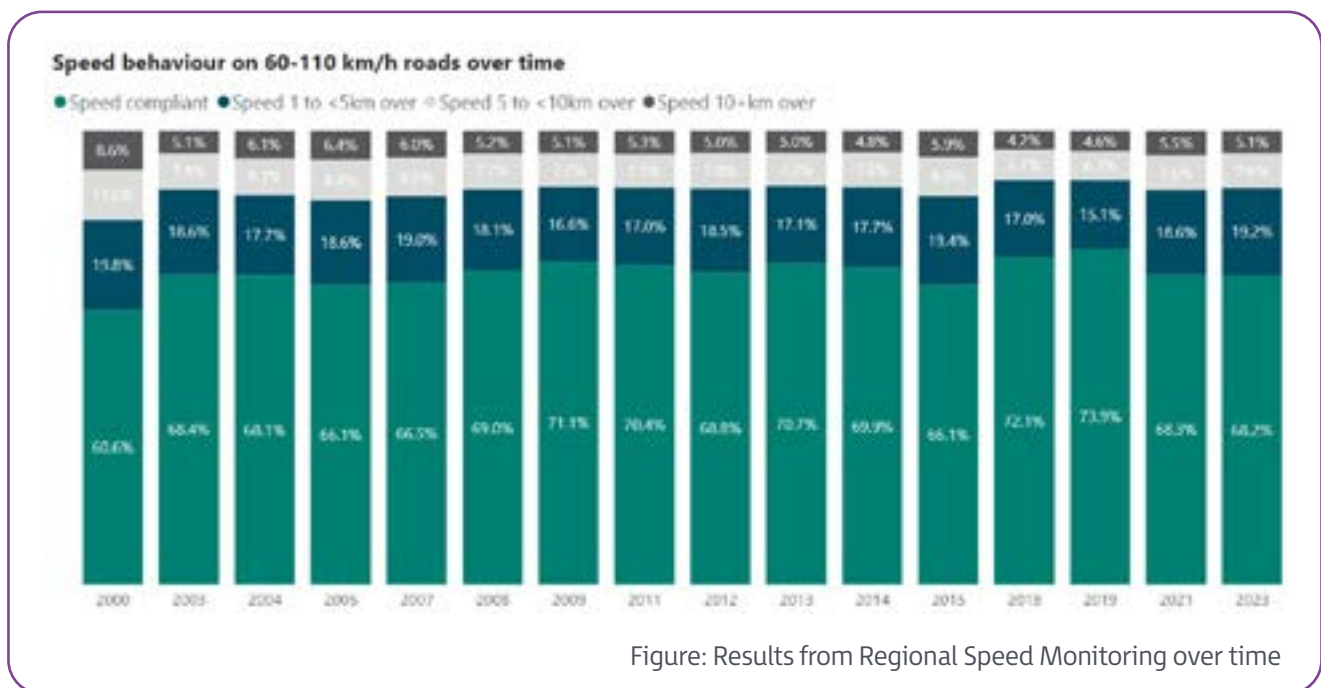
In the same year, DoT issued over 6,173 immediate disqualification and 13,647 excessive demerit point notices, a decrease of 9.3 per cent and 6.9 per cent on the previous financial year totals respectively.

Speed Monitoring (Main Roads WA)

The Speed Monitoring program funds the state-wide speed monitoring surveys that have been conducted since 2000. The surveys measure vehicle speeds and speed limit compliance.

The 2023 regional survey showed a speed limit compliance of 68.2 per cent – very similar to the speed compliance found in the previous regional survey undertaken in 2021 of 68.3 per cent.

Additionally, the most recent metropolitan speed limit survey was conducted in 2022 and showed a speed limit compliance of 71.8 per cent. Data has been collected for the 2024 metropolitan speed survey with data cleansing, preparation and analysis expected to be undertaken in the second half of the year.





Post-crash Response

Road Trauma Support Service (*Injury Matters*)

As a part of Injury Matters- Western Australia's injury prevention and recovery specialists- Road Trauma Support WA (RTSWA) works with individuals, communities and organisations to limit the harm road trauma causes. From people who've caused a crash to those who witnessed one. From first responders to bereaved relatives and friends. RTSWA offers a broad range of support and recovery programs including information and support, education and training and a free specialised counselling service.

In 2023-24, one of the highlights of the program included delivering four professional development workshops for Major Crash, to increase their awareness of how to utilise the RTSWA services when working with individuals and families impacted by road trauma. The workshop provided information on trauma, grief and loss, death notifications and reflected on wellbeing strategies to lessen the impact whilst working in post-crash care as frontline staff.

The workshops were highly received by attending officers with feedback including 'Well-presented speakers with ample knowledge of everything covered in the workshop. Actually, changed my mindset about self-care and what I should be doing to be the best version of myself with my family and colleagues' and 'It was a very enjoyable and beneficial presentation/workshop, I thoroughly enjoyed learning about how the service works and it will help me a lot now referring people involved in road trauma. I believe a package should be included in the police training at the WA Police Academy'. Following the workshop's positive reception, all police recruits at the Academy will now be briefed on the services that Injury Matters provides through RTSWA.



Ian Holbrook General Manager – Recovery Support, presenting to WAPOL Major Crash

Data Linkage (*Department of Health*)

Data Linkage

This program creates and maintains linkages between key road safety datasets to provide a more complete understanding of road crashes and injuries. The program funds the linkage of road safety datasets, including Main Roads WA road crash data, Insurance Commission WA data, Department of Transport Licence data, and WA State Trauma Registry data, into the existing WA Data Linkage System on an annual cycle. This allows for a comprehensive picture of the burden of trauma, particularly road trauma, and supports proactive injury prevention programs and research initiatives.

In 2023-24 a majority of updates for the linkage of these road safety related datasets were successfully completed by the Department of Health. Unfortunately, scheduled updates to linkage of WA State Trauma Registry data and Department of Transport License data were unable to be completed by the Department of Health due to data being unavailable for data linkage within the prescribed timeframes. The Department of Health is continuing to actively follow up with these data providers to seek an updated timeframe on data provision, which will enable progression of data linkage processes.

While Road Safety data continued to be available in 2023-24, no research requests were received by the Department of Health for this data.



State Trauma Registry (*East Metropolitan Health Service*)

The Western Australia State Trauma Registry monitors the function and effectiveness of the Western Australian trauma system, collecting data about trauma patients from hospitals and health care facilities around the State from the time of injury through to discharge and/or rehabilitation. All road trauma-related data is collected by a hybrid method through registry staff and via automated upload dependant on health care facility site.

Data is collected for research, auditing, educational presentations, and research projects and is also provided to WA Health's Data Linkage Unit. The trauma registry also provides data for the strategic planning of trauma services and trauma-related clinical indicators.



Road Safety Commission

Funding is allocated from the Road Trauma Trust Account to the Road Safety Commission to undertake its core functions of policy and research and deliver community engagement and education campaigns. This year, the Road Safety Commission developed the first WA Safety Camera Strategy and partnered with community providers for new initiatives to support road safety initiatives that have a significant impact on the community.

Policy, Research and Governance

The Road Safety Commission undertakes and funds road safety research, data analysis and performance reporting, and provides policy advice to support the Minister for Road Safety. The Road Safety Commission also provides administrative and secretariat support to the Road Safety Council.

Community Education and Engagement

The Road Safety Commission uses mass media campaigns and social media platforms and systems to influence positive road safety behaviour on WA roads. The Commission uses television, broadcast video on demand, radio, out-of-home (including billboards, bus backs, bus shelters and venue advertising), digital, social media, online and print media. The Commission is leading government in its digital advertising results.

The Commission focusses on the reduction of illegal behaviours on our roads, and improves the attitudes and behaviours of road users as they share the roads. Changes in unsafe road behaviours helps to make every journey safe. New mass media campaigns launched in 2023-24 include the mature family's extension of No one plans a crash, Seatbelts Save Lives, Lights, Sirens, Action and Anyone can save a life. Further details of these and other advertising campaigns in market during 2023-24 are available on the Commission's website.

In 2023-24, a total of \$393,978 was provided for local community events and projects through the Road Safety Commission's Community Grant Program. A wide range of activities were supported and reflect the Commission's commitment to community-led initiatives. Further details of the Community grants awarded are available on the Commission's website.

Safety Camera Strategy Implementation

Advances in technology have enabled a broad range of risky road user behaviours to be targeted through new safety camera interventions. Technology and artificial intelligence (AI) are used extensively to address speeding, red-light running, illegal mobile phone use, improper seatbelt use, and unregistered driving in other Australian and international jurisdictions. Analysis of trends in other jurisdictions shows the implementation of technology based interventions, such as safety cameras have reduced the rates of road accidents and road trauma.

This technology is also supported by Western Australians, with 2023 research results highlighting 75% of respondents strongly support its introduction. To support the effective use of new safety camera technology, the Road Safety Commission has developed the first WA Safety Camera Strategy in consultation with key stakeholders. This is a key deliverable from the Driving Change Action Plan 2021-2023. The strategy provides eight principles to guide the effective, efficient and accountable use of safety cameras in Western Australia.

As part of the strategy, the Road Safety Commission commenced procurement of an initial six cutting edge technology safety camera trailers, capable of simultaneously detecting in an Australian first, speed (average speed, spot speed and differentiate by vehicle size), illegal use of a mobile phone whilst driving, not wearing/incorrectly wearing a seatbelt and unregistered vehicles. The contract is scheduled to be awarded in late 2024.

The use of safety cameras to evaluate driver behaviour has also been undertaken this financial year. As part of the Smart Freeway Safety Camera Trial intelligent cameras have been used to gain a greater insight into compliance with the variable speed limits and closed lane (red X) displays as well as illegal mobile phone use by drivers. This data is incredibly useful in understanding changing driver attitudes, identifying patterns, and will inform future decisions on safety camera usage.

Social Impact investment Program

The Road Safety Commission partnered with community providers for new initiatives as part of its commitment to supporting road safety initiatives that have a significant impact on community wellbeing. From 2023-24 to 2025-26, more than \$4.3 million will advance programs that support members of the community to access driver services in a targeted and specialised way. These programs also aim to overcome system barriers to obtaining employment and community participation. In addition, the Commission funded increased education to high school students, parents and the wider school community around the safe use of eRideable.



Council Member Organisations

Road Safety Council members represent seven government agencies and two non-government organisations, each contributing a wealth of knowledge, experience and resources to Council's road safety goals. These organisations are major contributors to road safety policy, the provision and maintenance of Western Australia's road network, and the enforcement and promotion of safe use of vehicles and roads.

Road Safety Commission

Road Safety Commission is responsible for leading the implementation of the Driving Change - State Government's Road Safety Strategy for Western Australia 2020-2030. Driving Change sets an ambitious, but achievable, target to reduce road trauma by 50 to 70 per cent by 2030 using a safe system approach which focuses on five priority areas of safe road users, safe roads, safe vehicles, safe speeds and post crash response.

The Road Safety Commission strives to improve road safety and reduce road trauma through collaboration with key stakeholders within government agencies, the private sector and the community through community education campaigns and community engagement and grants.

Department of Transport

DoT is responsible for the coordination of the State's transport operations, regulatory functions and planning and policy development processes to deliver a diverse range of specialist transport services that benefit and support Western Australians.

DoT administers driver and vehicle licensing in accordance with Western Australia's road law and regulates the passenger transport industry for hire or reward. This includes:

- delivery of the graduated driver training and licensing scheme for novice drivers;
- conversion of interstate and overseas driver's licences to WA licences;
- management of driver fitness to drive;
- administration of the alcohol interlock scheme for repeat and high end offenders;
- the registration of vehicles and management of vehicle modifications, transfers and number plates;
- the inspection of defected vehicles and annual roadworthy assessment of passenger transport vehicles;
- administration of the written-off vehicle register;
- administration of demerit sanctions and driver's licence cancellations;
- collection of traffic infringement payments on behalf of the WA Police Force;
- the authorisation of passenger transport vehicles, drivers and on-demand booking services (taxi, rideshare, charter);
- policy, standards setting and regulatory oversight for all classes of drivers and vehicles; and
- the issue and maintenance of secure personal identity documents in the form of driver's licences, WA Photocards and learner's permits.

During 2023-24, DoT delivered nearly 9 million driver and vehicle licence issue and renewal transactions, with nearly \$3.7 billion collected in revenue on behalf of the State. Over 35 per cent of the revenue collected was for motor vehicle licence fees, which is allocated to Main Roads WA for support of state road funding. A similar proportion is collected on behalf of the Insurance Commission of WA to fund the State's motor injury insurance and catastrophic injury support schemes.

In the same financial year, DoT assessed or responded to over 195,000 Fitness to Drive Declarations, general, complex and occupational fitness assessments and emails. Almost 280 driver's licence cancellation notices were served due to a medical condition.

DoT continues to administer the State's alcohol interlock scheme for repeat and high-end drink driving offenders. The number of alcohol offenders remains around 2,500 for the financial year, with around 1,800 interlock restricted licences issued in 2023-24.

Main Roads WA

Main Roads WA is responsible for Western Australia's state road network, providing safe mobility on our roads, bridges and paths, through planning, construction, maintenance and operation of the road network.

Main Roads WA works closely with Portfolio partners, local government, businesses and the community to provide a well-connected, safe and sustainable integrated transport network. Main Roads' key road safety achievements during 2023-24 included further road safety upgrades of the regional road network as part of the Regional Road Safety program, and provision of guidance to local councils on road safety and in particular the Low-Cost Urban Road Safety program.

Western Australia Police Force

The WA Police Force is responsible for policing the world's largest single police jurisdiction, covering 2.5 million square kilometres, the world's largest non-federated area of jurisdiction, with over 150 police stations across eight metropolitan and seven regional districts.

The WA Police Force has a strong focus on improving road safety outcomes and reducing traffic-related offending through enforcement activities. This includes enforcing traffic laws, conducting road safety campaigns and targeting high-risk driving behaviours, referred to as Category A traffic offences, such as speeding, alcohol and drug impairment, distracted driving such as use of mobile telephones, seatbelt and helmet violations, intersection offences (contravening a red traffic control light or failing to properly stop or give way) and reckless driving. The agency key performance indicator for Category A traffic offences is 90% and as of the 30 June 2024, the agency achieved 98.5%, or 8.5% above their KPI.

The WA Police Force conducts Random Breath Testing (RBT) and Random Drug Testing (RDT) to detect, deter and apprehend drivers who are driving under the influence of drugs and alcohol. The agency's key performance indicator for RBTs is 1.9 million, achieving 2.03 million or 6.9% above the KPI in the 2023-24 financial year. Similarly, for RDTs, the KPI was 7,500 and the agency conducted 50,531 or 6.4% above the KPI.

The WA Police Force monitors and controls speeding on roads through the use of mobile, fixed and hand-held safety cameras with the aim of discouraging speeding and thereby reducing the likelihood of crashes and the severity of injuries. When crashes do occur, the WA Police Force conducts investigations to determine the causes and contributing factors. This data helps identify accident-prone areas and informs road safety improvements.

The KPI for mobile safety camera hours is 42,000 hours of which 41,545 hours was achieved in the 2023-24 financial year, falling short by 455 hours or 1% under the KPI. The primary cause for this deficit was related to operator vacancies and extended sick leave.

By implementing these strategies and utilising technology and innovation such as automatic number plate recognition (ANPR) and improved communication devices, the WA Police Force is contributing significantly towards reducing road accidents, injuries and fatalities.

Department of Education

Department of Education is responsible for delivering a system of public schools and regulating and funding Catholic and Independent Schools throughout Western Australia. Road Safety education is provided in the curriculum for early childhood, primary and secondary students with teaching resources provided by the Department.

The programs aim to increase children's personal and social competencies, strengthening their ability to make informed decisions about their own and others' health, safety and wellbeing in road safety and alcohol and other drug situations. In 2023, a total of 29 460 students and young people participated in the Keys4Life pre-driver education program.

Department of Health

Department of Health provides strategic direction, oversight, and management of Western Australia's public health system, ensuring the delivery of high quality, safe and timely health services. The Department delivers a range of public health programs and services to promote health and wellbeing in the community, and works with a range of stakeholders with a role in influencing the broader causes of health and wellbeing, including road safety.

During 2023-24 the Department of Health provided policy advice and input into the development and implementation of several statewide policy agendas with a role in road safety, including in the areas of active travel and neighbourhood design.

Department of Planning, Lands and Heritage

The Department of Planning, Lands and Heritage supports the administration of Crown land in Western Australia and oversight of Aboriginal cultural heritage. It also supports the Western Australian Planning Commission which has statutory responsibility for land use planning, and the Heritage Council of Western Australia, which has responsibility for built heritage matters.

The Department promotes best use of the State's natural and built assets for the sustainable and responsible development of all Western Australian communities, through evidence-based research, integrated policy development and stakeholder engagement.

The Department's key road safety achievements during 2023-24 include:

Early traffic and transport planning with input into design and planning applications to ensure road user safety

- The Department provides internal and external advice, as well as determinations, for planning proposals impacting Other Regional Roads and Primary Regional Roads – in conjunction with stakeholders – to ensure the safety of all road users.
- Advice and determinations provided by the Department contribute to road safety outcomes through input into the design and implementation of development applications, subdivisions, local and district structure plans, local planning strategies, regional scheme amendments, large scale Joint Development Assessment Panel and State Development Assessment Unit proposals.
- The Department uses broad level data including traffic and transport modelling within the framework provided by the Western Australian Planning Commission's Transport Impact Assessment Guidelines (2016). Adhering to these Guidelines, the Department provides advice on road and intersection upgrades, treatments and for instances where access restrictions are mandated.

Neighbourhood Design – Liveable Neighbourhoods policy review

- The delivery of lower speed, pedestrian and cyclist friendly local streets in residential neighbourhoods is a key focus of the review of the Western Australian Planning Commission's Liveable Neighbourhoods policy.
- Updates to movement network planning and street design to support active transport including design of safe walking and cycling routes to school are under development.
- The Department is working with stakeholders, including Department of Transport, Main Roads WA, WA Local Government Association and the Public Transport Authority, to ensure that the updated provisions are appropriate and supported.
- The Department is also contributing to the development of a Main Roads WA supporting guide, Geometric Design Guide for Local Streets in WA. This guide is being developed to provide alternate guidance to the current Austroads standards (Guide to Traffic Management and Guide to Road Design series) which are more appropriate for local streets, using the safe systems approach, to be read in conjunction with Neighbourhood Design.

Regional Planning

The Department is leading the preparation and review of various District Structure Plans in major regional centres, including associated traffic modelling to understand how the existing road network is currently being used, and to ensure future land use decisions consider appropriate road safety design outcomes, including required road treatments, intersection upgrades and integration with active transport.

Insurance Commission of Western Australia

The Insurance Commission of Western Australia provides motor vehicle injury insurance for more than 1.9 million WA drivers and self-insurance arrangements for 109 WA Government agencies. This includes workers compensation, liability and property cover.

In 2023-24, the Insurance Commission received over 15,000 new crash injury claims and made \$540.3 million in claims payments to people injured in vehicle crashes. It also supported more than 140 Catastrophic Injuries Support Scheme participants. The Scheme provides lifetime treatment, care and support for anyone catastrophically injured in a vehicle crash.

The Insurance Commission has an active Community Engagement Program that aims to prevent or minimise the risk of injuries insured by the Insurance Commission, improve rehabilitation and care outcomes of claimants, enable greater independence for people who are catastrophically injured, and support their participation in community activities. This helps the Insurance Commission to manage the cost of claims and to keep insurance premiums affordable.

As part of its community engagement, the Insurance Commission partners with grassroots community sporting teams to promote the Belt Up campaign. Launched in 1997, the campaign encourages wearing seat belts to reduce the severity of injuries in crashes, and provides sporting equipment to community sporting organisation partners, who promote the Belt Up message in their media and communications, display the Belt Up logo at matches and host a Belt Up round of their sport. In 2024, more than \$1.7m was provided to community sporting codes including Country Football WA, Football West, Netball WA, Rugby WA, Basketball WA, WA Cricket Association. Almost 20,000 pieces of equipment were distributed across the State throughout these codes.

The Insurance Commission also sponsors three State-based awards to encourage safe road practices in communities and innovative ways to increase independence of people injured in a crash. These awards include the Road Safety Advocate Award at the 7NEWS Young Achiever Awards, the Regional Safety Award at the Community Achievement Awards, and the Innovation in Service Delivery Award at the NDIS Disability Support Awards.

Western Australian Local Government Association

The Western Australian Local Government Association (WALGA) is the peak industry body for Local Governments in Western Australia, representing and supporting the Local Government sector. As system designers within the safe system framework, Local Governments have a strategic and operational role in road safety as road managers, planning authorities and fleet managers, in addition to their community development and local leadership roles. Local Governments play a crucial role in the translation of safe system principles into practice and are uniquely placed to integrate these principles into policy and operations.

During the 2023-2024 financial year, WALGA refocussed and relaunched the RoadWise program to better align with a systems approach and respond to the context and needs of Local Governments and their opportunities to deliver effective, best practice road safety that contributes to the State's road safety strategy. The outcome of this saw the development and implementation of the RoadWise Councils and RoadWise Recognised initiatives, in addition to streamlining WALGA's road safety services through Local Government focused tools, resources, communications, representation, policy and advocacy. WALGA also continued to manage and coordinate the Child Car Seat Safety Project.

The RoadWise Local Government Road Safety Program, contributed to the support provided to Local Governments, leveraging the range of interrelated activities including road funding, transport planning and road asset management that are crucial to improving road safety in a holistic manner.

Royal Automobile Club of Western Australia Inc.

The Royal Automobile Club of Western Australia Inc. (RAC) is a purpose-led member organisation focused on influencing positive change to improve life for all Western Australians. RAC provides services to members including roadside assistance, insurance, travel, tourism, finance, auto services, batteries, tyres, and security. In line with RAC's vision for a safer, sustainable and connected future for Western Australians, the organisation has adopted ambitious targets to reduce the number of people killed and injured on Western Australian roads.

RAC funded a number of key initiatives during 2023-24 including a Safe Speeds Trial in partnership with the City of Busselton and the Shire of Augusta-Margaret River; a business case for low-cost road safety treatments on regional roads (in partnership with Main Roads and the WA Local Government Association) and hosted RAC bstreetsmart and RAC Project Road Smart® workshops for more than 10,000 secondary students in Perth and regional areas. RAC continued its 20-year sponsorship of the RAC Rescue Helicopters* and actively supports National Road Safety Week.

The RAC Rescue helicopters are funded by the State Government, managed by the Department of Fire and Emergency Services (DFES) and sponsored by RAC. The two RAC Rescue Helicopters provide vital search and rescue and critical care medical services to the Western Australia community.





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