



ROAD SAFETY COUNCIL

Report on Activities 2021-22

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

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1. OVERVIEW 2021-22

1.1 Council Focus Areas

The Road Safety Council (the Council) set the following priority areas for 2021-22, based on crash trends, to inform the use of Road Trauma Trust Account (RTTA) funds:

- Safe speed;
- Impaired driving;
- Safe intersections;
- Run-off road crashes;
- Vulnerable road users; and
- Education, engagement and supporting implementation.

The Council supported a range of programs and projects, research, campaigns, grants and events related to these priorities.

1.2 *Driving Change* Road Safety Strategy for Western Australia 2020 – 2030

Driving Change sets an ambitious target to reduce road fatalities and severe injuries on Western Australian roads. It is the framework to guide WA'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 WA 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 over the next 10 years:

- Safe Road Users
- Safe Roads
- Safe Vehicles
- Safe Speeds
- Post-Crash Response

1.3 Road Safety Outcomes¹

Serious injuries in WA continue to show a year-on-year marked improvement, however, WA remains one of the worst performing jurisdictions in Australia when comparing fatality rates.

- In 2021, 166 people lost their lives as compared to the five-year average of 166.8 (a reduction of 0.5%). A further 1,587 people were seriously injured in reported road crashes on Western Australian roads as compared to the five-year average of 1,711.6 (a reduction of 7%).

¹ Statistics were prepared using the Main Roads WA Integrated Road Information System (IRIS) and the Australian Government Bureau of Infrastructure and Transport Research Economics Road Trauma Australia 2021 Statistical Summary.

- Although national comparisons of serious injuries are not available, the WA fatality rate (6.2 per 100,000 population in 2021) remains third highest amongst Australian states and territories and higher than the Australian average (4.4).
- Between 2019 and 2021, two thirds (65%) of road fatalities and one third (35%) of serious injuries were the result of crashes in regional areas. The most common crash nature in regional areas continues to be single vehicles running off the road or losing control.
- Between 2019 and 2021, crashes at metropolitan intersections accounted for 32% of all people killed or seriously injured in WA.

Although the COVID-19 pandemic does not appear to have substantially altered crash types or created changes in travel behaviour, economic conditions are expected to exacerbate road safety issues moving forward. For example, the limited availability of newer vehicles through manufacturing and shipping delays together with household budget pressures may contribute to increasing the age of the WA vehicle fleet.

2. ROAD SAFETY COUNCIL GOVERNANCE

The Council is a statutory body established in 1997 under Section 4 of the [Road Safety Council Act 2002](#) (the Act). During 2021-22, the Council reported to the Hon Paul Papalia CSC MLA, Minister for Road Safety.

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

2.1 Meetings

The Council held meetings on the following dates during the 2021-22 financial year:

- 30 September 2021
- 25 November 2021
- 17 December 2021
- 23 February 2022
- 25 May 2022
- 29 June 2022

2.2 Membership of the Road Safety Council

The Council consists of:

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

A list of members is provided below in Table A.

Table A: Membership of the Road Safety Council during 2021-22

Name	Organisation	Section of Act
Mr Iain Cameron	Chair	6(1)(a)
Ms Anne Still <u>Deputy member:</u> Ms Jill Darby	RAC WA (road user representative)	6(1)(b)
Cr Lauren Strange <u>Deputy member:</u> Ms Terri-Anne Pettet	WALGA (local government representative)	6(1)(c)
Mr Adrian Warner <u>Deputy member:</u> Vacant	Road Safety Commission	6(1)(d)
Mr Steve Mitchinson (resigned from the Council in July 2021. The position remained vacant until 25 March 2022). Ms Linley Crackel (from 25 March 2022) <u>Deputy member:</u> Mr Chris Davers	Department of Transport	6(1)(e)
Assistant Commissioner Paul Zanetti (until February 2022. The position remained vacant until 30 June 2022) <u>Deputy member:</u> Commander Mike Bell (from 25 March 2022)	WA Police Force	6(1)(f)
Vacant <u>Deputy member:</u> Ms Catherine Shepherd	Department of Education	6(1)(g)
Dr Andrew Robertson <u>Deputy Member:</u> Dr Denise Sullivan	Department of Health	6(1)(h)
Mr Doug Morgan <u>Deputy Member:</u> Mr David Moyses	Main Roads WA	6(1)(i)
Ms Michelle Prior <u>Deputy member:</u> Ms Anne-Marie Brits	Department of Transport	6(1)(j)
Ms Cath Meaghan <u>Deputy Member:</u> Mr Damien Martin	Department of Planning, Lands and Heritage	6(1)(k)
Mr Kane Blackman (resigned from the Council on 14 January 2022. The position remained vacant until 30 June 2022) <u>Deputy Member:</u> Mr Adam Watts	Insurance Commission of WA	6(1)(l)

2.3 Conflicts of Interest

At each Council meeting, members and deputies are required to declare any conflicts of interest for items on the agenda. Members and deputies with declared conflicts of interest were requested not to participate in discussions or decisions in relation to these matters.

The following conflicts of interest were declared:

- The Chair, 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) and member of the Queen Elizabeth II Medical Centre Trust.
- The Deputy member representing local government, Ms Terri-Anne Pettet, is an Injury Matters Board Member. Injury Matters is a recipient of RTTA funding.
- Assistant Commissioner Paul Zanetti in relation to funding for the Infringement Management Office and the WA Police Force Mid-year review considerations.
- Mr Doug Morgan for items relating to the Main Roads Mid-year review considerations.
- Dr Denise Sullivan, given Department of Health contracts with Injury Matters and interest in Data Linkage, Road Safety Analysis, the PARTY program, and State Trauma Registry. Dr Sullivan is also a member of the Royal Automobile Club of WA, an adjunct professor of University of WA School of Allied Health, and a non-executive director at WestCycle.
- The Deputy member representing the Royal Automobile Club of WA, Ms Jill Darby is a member of the City of Stirling Road Safety Group.
- Ms Michelle Prior is a Board Member of Surfing WA. Surfing WA was awarded a project grant from the road safety community grants program in 2021-22.

2.4 Board and Committee Remuneration

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

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

2.5 Ministerial Directives

During the 2021-22 financial year, no Ministerial directives were issued to the Council under section 6A of the Act.

2.6 Media

In 2021-22, the Council Chair and Road Safety Commissioner responded to media queries on road safety topics as requested and were involved in media events including the launch of National Road Safety Week 2022.

3. ROAD TRAUMA TRUST ACCOUNT 2021-22

Road Trauma Trust Account 2021-22			
Revenue Breakdown by Source		Actual	
Infringement Revenue - Department of Transport		95,675,400	
Infringement Revenue - Department of Justice		18,883,563	
Interest Revenue - Road Trauma Trust Account		372,280	
Miscellaneous Revenue		670,747	
Total		115,601,990	
Expenditure Breakdown Program		Organisation	Actual
Safe Road Users			
PARTY Program		East Metropolitan Health Service	318,056
School Drug Education and Road Aware Program		Education	1,671,000
Electronic School Zone Signs		Main Roads	2,227,775
RoadWise		WALGA	1,832,000
Alcohol Interlocks Scheme		Mental Health Commission	1,531,000
Impaired Driving Detection (Alcohol and Drug)		WA Police Force	7,643,453
Automatic Number Plate Recognition (ANPR) Technology			114,959
Total Safe Road Users			15,338,243
Safe Roads			
Regional Road Safety Program		Main Roads	20,000,000
Rural Intersection Advanced Warning Sign			198,655
Metropolitan Intersections			2,099,650
Metropolitan Intersections - Low Cost Treatments			126,963
Total Safer Roads			22,425,268
Safe Speeds			
Speed Monitoring		Main Roads	98,575
Speed Enforcement - Administration		Transport	4,492,167
Speed Enforcement - Camera Operations & Infringements		WA Police Force	17,359,000
Regional Road Enforcement - Increased Police Deployment			1,331,610
Speed Camera Replacement Program			659,840
Total Safe Speeds			23,941,192
Post-Crash Response			
Data Linkage		Health	148,000
State Trauma Registry		East Metropolitan Health Service	287,081
Road Trauma Support Services		Injury Matters	904,000
South West Emergency Rescue Helicopter		DFES	4,650,000
Total Post-Crash Response			5,989,081
Road Safety Commission			
Policy, Research and Governance		Road Safety Commission	7,094,636
Community Education and Engagement			8,343,167
Infringement Management Reform Program			2,517,126
Regional Road Enforcement - Safety Camera Trial			220,706
Road Safety Commission			18,175,635
Total Expenditure by Program			85,869,419

4. MEASURES TO IMPROVE ROAD SAFETY

Priority Areas

In 2021-22, the Council recommended a range of programs to reduce death and serious injury on WA roads. These are grouped under priorities and in line with *Driving Change*.

4.1 Safe Intersections

4.1.1 Metropolitan Intersections (Main Roads)

This 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.

Construction commenced in 2021-22:

- Ennis Avenue / Royal Palm Drive

Project development and design continued in 2021-22 at the following locations:

- Great Northern Highway / Ruthland Road
- Armadale Road / Eight Road
- Albany Highway / Burslem Drive
- Patterson Road / Ennis Avenue
- McDowell Street / Orrong Road
- Marmion Avenue / Ocean Reef Road

Project development and design commenced in 2021-22 at the following locations:

- Mitchell Freeway / Whitfords Avenue
- West Coast Highway / Oceanic Drive
- Canning Highway / Berwick Street
- Karrinyup Morley Highway / McGilvray Avenue
- West Coast Highway / The Boulevard

4.1.2 Rural Intersection Advanced Warning Signs (Main Roads)

These signs deploy a temporary 20km/h or 30km/h speed reduction at rural intersections that have experienced a high number of people killed or seriously injured, relative to the amount of traffic. The signs operate when vehicles are detected approaching on both roads to warn drivers and reduce the risk of a crash.

This program continues to be trialled with the following sites identified as suitable for the installation of Rural Intersection Advanced Warning Signs, detailed design has been completed and construction is planned to commence in 2022-23 and 2023-24.

- Great Eastern Highway / Old Northam Road (Metro Region) – in 2022-23
- Indian Ocean Drive / Lancelin Road (Midwest Region) – in 2022-23
- Great Eastern Highway / Hawkes Avenue (Wheatbelt Region) – in 2023-24

4.2 Run Off Road Crashes

4.2.1 Regional Road Safety Program (Main Roads)

Since 2012-13, over \$270 million has been allocated from the RTTA to this Program, which continues to provide safety treatments along significant lengths of rural highways and main roads with above average network crash risk. Upgrades include shoulder sealing within existing formation and the introduction of audible centre lines and audible edge lines.

So far, \$827.5 million has been invested or committed by the State and Commonwealth Governments, to support improvements to around 14,000km of roads by 2023-24.

Continued investment to complete the Regional Road Safety Program in under 10 years could save 2,127 people from being killed or seriously injured on Western Australia roads. The RTTA will continue to contribute \$20 million annually towards this program.

4.3 Impaired Driving

4.3.1 Impaired Driving Detection (Alcohol and Drug) (WA Police Force)

This program supports additional capacity in the WA Police Force to conduct roadside alcohol and other drug testing in metropolitan and regional areas to achieve higher levels of safety, provide training of officers and enable blood testing of drivers involved in crashes.

During 2021-22, the WA Police Force conducted:

- 1,921,563 roadside random breath tests;
- 42,921 roadside drug tests; and
- 1,170 crash blood tests.

4.3.2 Alcohol Interlock Scheme (Mental Health Commission)

The WA Alcohol Interlock Scheme (AIS) aims to reduce the road safety risk posed by serious repeat drink drivers by fitting a breathalyzer and locking device to their vehicle. The Mental Health Commission 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 2021-22, 526 AIS participants completed the AAT program and since commencement of the AIS in October 2016, the Mental Health Commission has managed a total of 1,954 referrals (as of 30 June 2022).

4.4 Safe Speeds

4.4.1 Speed Enforcement Administration Costs (WA Police Force / Department of Transport)

The WA Police Force and the Department of Transport manage the ongoing administrative functions related to traffic infringement processing in WA. This incorporates the administrative aspects of the collection and distribution of fines to the RTTA paid by citizens for speed and red-light camera infringements.

4.4.2 Automatic Number Plate Recognition Technology (WA Police Force)

Automatic Number Plate Recognition Technology enhances the WA Police Force ability to identify unlicensed drivers and vehicles and remove them from WA roads.

4.4.3 Speed Camera Replacement Program (WA Police Force)

During 2021-22, the WA Police Force utilised remaining capital funding from this project for:

- The installation of two additional fixed site speed cameras; one on Great Eastern Highway, Bullsbrook; and the other on Roe Highway Forrestfield;
- The acquisition of two additional mobile speed enforcement trailers.

This now completes all deliverables from this project.

4.4.4 Electronic School Zone Signs (Main Roads)

This program replaces Electronic School Zone Signs and upgrades communication technology when required. Signs were installed at 109 locations in 2021-22.

4.4.5 Speed Monitoring (Main Roads)

This project funds the state-wide speed monitoring surveys that have been conducted since 2000, measuring vehicle speeds and speed limit compliance. The most recent metropolitan survey (2020) showed speed limit compliance of 71.4%. The most recent regional speed limit survey (2021) showed speed limit compliance of 68.3%, a decrease of 5.6 percentage points from the previous (2019) survey.

4.5 Vulnerable Road Users

4.5.1 South West Emergency Rescue Helicopter (DFES)

The South West Emergency Rescue Helicopter is based in Bunbury and provides advanced rescue aeromedical services, critical care response to trauma and rescue incidents, including road crashes in the Perth, Peel, South West, Wheatbelt and Great Southern regions.

A three year funding RTTA commitment for the South West Rescue Helicopter commenced on 1 July 2019 and ceased on 30 June 2022.

4.5.2 Preventing Alcohol and Risk Related Trauma in Youth (P.A.R.T.Y) Program (East Metropolitan Health Service)

Royal Perth Hospital coordinates the P.A.R.T.Y. Program across the State, which aims to promote injury prevention through reality education, enabling participants to recognise risks, make informed choices regarding potential behaviour and risk-taking attitudes.

In 2021-22, despite significant disruption due to COVID-19 restrictions 24 schools programs were conducted, with a total of 575 attendees. A further 872 students attended an outreach program.

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

The Department of Education delivers age-appropriate road safety programs for early childhood educators, primary and secondary teachers, parents/carers and students. Programs provide professional learning as well as teaching and learning resources to support public, Catholic, and independent schools to deliver road safety education. This includes delivery of the Keys4Life program, which is an evidence-based pre-driver education program that assists parents/carers, schools, and agencies to educate young people about safer road use.

4.5.4 Data Linkage (Department of Health)

This program creates and maintains linkages between key datasets to provide a more complete understanding of road crashes and injuries and funds the linkage of road safety datasets into the existing WA data linkage systems, to provide a comprehensive picture of the burden of trauma, particularly road trauma, and support pro-active injury prevention programs and research initiatives.

4.5.5 Road Trauma Support Services (Injury Matters)

Road Trauma Support WA (RTS WA) is a free State-wide service providing support to individuals, communities, and emergency service personnel impacted by a road crash. RTS WA aims to reduce the ongoing psychological and social distress for people affected by road trauma in WA and offers phone or email support for an initial inquiry following a road crash, specialised grief, loss and trauma counselling, and community outreach support for regional communities, groups and stakeholders impacted by road trauma.

RTS WA also delivers educational workshops and training on grief, loss and trauma and self-care strategies for organisations whose staff are exposed to road trauma through their work (such as emergency services personnel, road safety professionals).

4.5.6 RoadWise (WALGA)

WALGA's RoadWise program has traditionally focused on supporting and mobilising a network of road safety champions across metropolitan, rural and remote areas of WA. While COVID-19 measures have impacted the delivery of many local road safety actions the network continues to pursue local activities to reduce road trauma. WALGA has also used this opportunity to refine its focus towards engaging Local Governments in strategic and sustainable methods to manage road safety performance on the 127,000 kilometres of roads owned by Local Governments in WA.

In 2021-22 the RoadWise network included more than 6,000 people and 47 local road safety committees. More than 400 road safety promotional and educational activities were facilitated via these local partnerships. Action for road safety included localised road safety campaigns such as *Blessing of the Roads* and *Road Ribbons for Road Safety*, Driver Reviver and Coffee Stop operations, and Type 1 Child Car Restraint Fitting.

4.5.7 State Trauma Registry (East Metropolitan Health Service)

The WA 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.

Data is collected for research, auditing, education presentations and research projects and is also provided to the WA Health, Western Australian Data Linkage Unit. Road trauma-related data is included in the registry

In 2021-22 further expansion has occurred to facilitate automated data collection of all trauma admissions from all WA Country Health sites.

4.6 ROAD SAFETY COMMISSION

Funding is allocated from the RTTA to the Road Safety Commission to undertake its core functions of policy and research, to deliver community engagement and education campaigns, and to lead a major program to reform the current traffic infringement system in WA. Additional funding was also provided in 2021-22 for a trial of new mobile safety cameras.

4.6.1 Policy, Research and Governance

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

4.6.2 Community Education and Engagement

The Commission educates the community on road safety matters through mass media and social media platforms. This includes 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.

Details of the Commission's road safety campaigns for 2021-22 can be found on its [website](#).

In 2021-22, a total of \$391,696 was provided for local community events and projects through the Commission's Community Grant Program. The Commission and RAC partnered to deliver a special community grant round that supported a range of community activities during National Road Safety Week in May 2022.

A full list of the approved community grants for 2021-22 can be found on the Commission's [website](#).

4.6.3 Infringement Management Reform Program

The scope of the Infringement Management Reform Program includes the transfer of infringement processing functions from WA Police Force to Department of Transport, implementing a new infringement management solution and a new operating model, progressing legislation change to support part-payments of traffic infringements, and a shift from paper based to online/digital customer services.

In 2021-22, a public tender for a new infringement processing system was progressed to preferred tenderer stage with a contract anticipated to be executed early in 2022-23.

4.6.4 Safety Camera Trial

A public tender was issued in 2021-22 for a Safety Camera Trial to test the suitability and maturity of new technologies in Western Australia. The contract to conduct the trial was awarded to Australian company Acusensus and includes mobile point to point (average speed) detection, mobile phone use and seatbelt offences. A three-month trial of this new technology will be completed in 2022 to inform a Safety Camera Strategy that will outline a future pathway for automated traffic enforcement in WA.

End of Report