



Western Australia Road Safety Action Plan **2024-2026**





Road Safety Action Plan 2024-2026

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Acknowledgment of Country

The Western Australian State Government 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 both past and present. Within Western Australia, the term Aboriginal is used in preference to Aboriginal and Torres Strait Islander, in recognition that Aboriginal people are the original inhabitants of Western Australia. Aboriginal and Torres Strait Islander may be referred to in the national context.

» Message from the Minister for Road Safety



I am pleased to support the State's' Driving Change Road Safety Action Plan 2024-2026.

To date, 2024 has been a tragic year on Western Australian roads with an alarming number of young drivers and their passengers killed or seriously injured. A strong, focused action plan is needed to drastically improve this situation over the next two years.

The WA government has recently announced a series of vital new initiatives to encourage safe driving among P-plate drivers, which will be underpinned by the actions laid out in this document.

We have implemented tighter restrictions for the most inexperienced drivers on our roads, those on red P-plates, and will review existing learner and provisional driver schemes, as well as the skills and training requirements for motorcycle and heavy vehicle licences.

Other priorities for young drivers will include expanding safer driver programs and working on coordinated enforcement and education.

Across the full range of road users, continued improvements to road infrastructure, particularly audible edge-lines on regional roads, have already shown good results in helping to prevent run-off-road crashes for all vehicles.

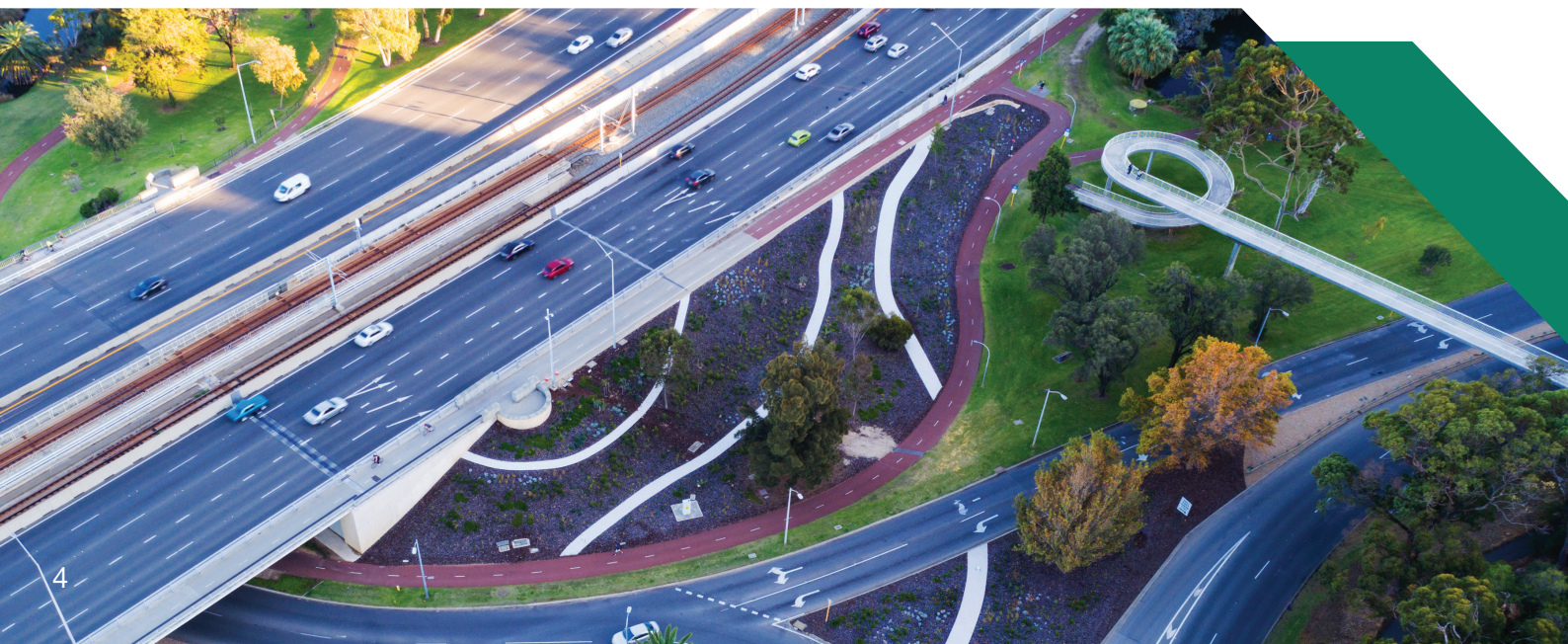
We anticipate that the deployment of new mobile safety cameras across the State will also have a big impact on crashes related to speed and distraction.

In addition to spot and point-to-point speed measurement, they have the capacity to detect drivers touching their mobile phones and those not wearing seatbelts. When similar cameras were introduced in Queensland and New South Wales the rate of offending dropped considerably - a behaviour change outcome we believe will be mirrored in Western Australia.

Many of the actions listed in this plan mirror the suggestions put forward at the Premier's landmark road safety roundtable meeting in September this year.

I am pleased that our road safety strategies have a strong foundation of community consultation with experts from across the state, as well as being evidence and research-based.

David Michael



» Message from the Road Safety Commissioner



Reducing the lives lost on WA roads' to zero requires pulling multiple levers.

The Road Safety Commission continues to lead the implementation of the State Government's Road Safety Strategy – Driving Change, which provides a clear framework to guide improved road safety outcomes.

To save lives on WA roads we must focus on three key areas – engineering, enforcement and education – and each of these must be informed by a strong foundation of evidence. None of these are a silver bullet solution and none of these work in isolation. Together, they play an important role in making our roads safer for everyone.

But the underlying factor to our road trauma is the community's attitude to speed. Too many people think it is okay to exceed the speed limit by a little bit. Our market research shows that the majority of people think that most people do indeed speed most of the time. If more people drove at or under the speed limit more often, the level of deaths and serious injuries from road crashes would reduce significantly. A simple solution that costs nothing.

There are some offences that occur on our roads that can only be enforced by active, visible and targeted policing efforts. These include drink and drug driving and hoon behaviour. But for other offences – speeding, mobile phone distraction and not wearing a seatbelt – technology has a key role to play.

Following successful trials across the State, new road safety cameras, capable of detecting speeding, mobile phone and seatbelt offences, will be operational from January 2025.

The introduction of new cameras creates the opportunity for a new and more flexible approach to infringements. Instead of continuing to apply a one-size-fits all approach, when we commence using the new safety cameras we will be looking at the impact on driver behaviour of caution notices for some offences.

To get the most out of every engineering, enforcement and education investment, we need evidence in the form of research, evaluation and timely data. Western Australia was one of the first jurisdictions to sign the national road safety data sharing agreement in April 2024. Over time, I am confident this will produce a nationally consistent data set and provide a clearer picture about where best to target road safety funding.

This Action Plan is our road map over the next two years to the ultimate goal of achieving zero.

Adrian Warner



» Driving Change Road Safety Strategy

Western Australia's [Driving Change Road Safety Strategy 2020 to 2030](#) includes the target of reducing the number of people killed or seriously injured by 50-70% (based on 2015-2019 baseline) on WA roads by 2030, and zero deaths and serious injuries on WA roads by 2050.

The Strategy identifies five priority areas that government, in collaboration with business, the not for profit sector, and wider community, will focus on over the ten-year period.

These priorities represent a holistic view of the road system and recognise the interactions between focus areas:

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

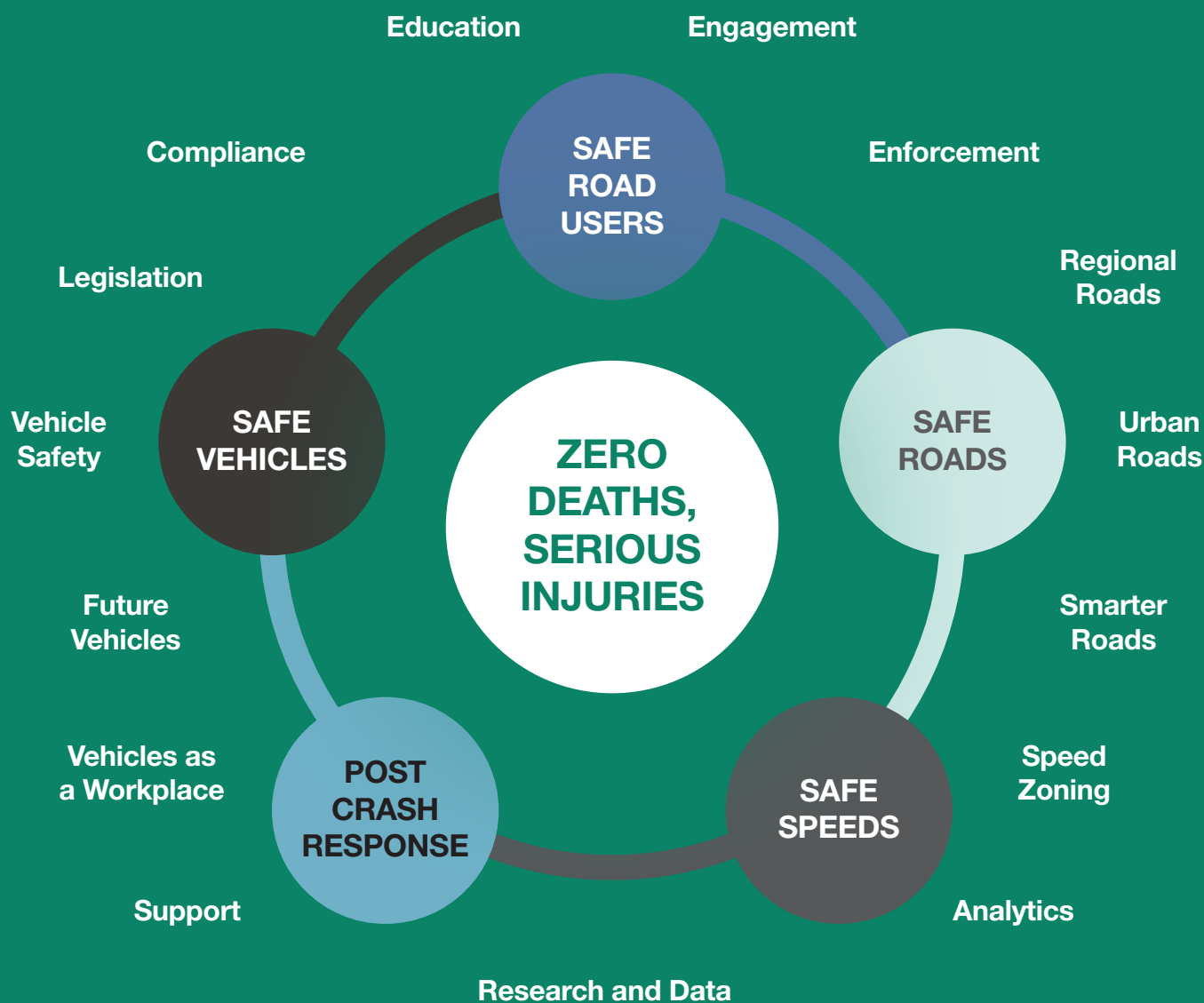


Figure 1: Safe System Approach

» Progress to date

There has been an 11.9% decrease in deaths and serious injuries for 2020 to 2023, compared to the 5-year average (2015-2019). Further work is needed to reach the target of reducing the number of people killed or seriously injured by 50-70% on WA roads by 2030. This new Action Plan focuses on ambitious actions, including road safety education, speed management, increased use of technology, and enforcement to help achieve the Government's targets.

As of June 2024, Western Australia's road fatality trends align with national patterns, with most Australian jurisdictions experiencing higher fatality rates compared to 2023. Since 2018, serious injuries have consistently decreased across various transport modes. This has not been the case for fatalities. While there are encouraging trends in reducing serious injuries, sustained and innovative efforts are essential for Western Australia to meet our ambitious road safety targets set for 2030.

In the broader context, Australia's National Road Safety Strategy aims to significantly reduce road trauma by 2030, targeting a 50% reduction in fatalities,

a 30% reduction in serious injuries, with a path to zero by 2050. The recently published National Road Safety Annual Progress Report 2023 shows that Australia as a whole is not on track to reach the National 2030 targets:

- Between 2018 and 2022, total annual deaths from road crashes trended upwards. Annual deaths per 100,000 population from road crashes trended mostly flat and not at the rate required to achieve 2030 targets.
- Between 2018 and 2021, annual hospitalised injuries from road crashes has trended mostly flat and not at the rate required to achieve 2030 targets. Annual hospitalised injuries per 100,000 population from road crashes trended slightly downwards, although not at the rate required to achieve 2030 targets.

WA will continue to work with the Commonwealth and other jurisdictions to address road safety issues and implement the national actions.



» WA Government Strategies

There are a number of WA government strategies which contribute to better road safety outcomes, including the following strategies and plans which aim to improve road infrastructure, public transport and active transport options.

Figure 2: WA Strategies and Plans as at July 2024



To achieve the goals and objectives of the Driving Change Strategy, several specific plans and strategies will be progressed across 2024 and 2026. Additional plans focusing on key areas will be developed throughout the duration of the strategy.

Figure 3: Driving Change Strategy Implementation

**Driving Change
Road Safety Strategy
2020 - 2030**

**Driving Change Road
Safety Action Plan(s)**



**State Road
Policing Strategy**



**Safety Camera
Strategy**



**eRideable Safety
Action Plan**

Key Priorities and Actions 2024-26

Responsible Agency	
Agency Name	Abbreviation
Road Safety Commission	RSC
Main Roads WA	MRWA
WA Police Force	WAPF
Department of Transport	DOT
WA Local Government Association	WALGA
Department of Health	DOH



» Safer Speeds

ACTION 1: SPEED ZONING POLICY AND SPEED MANAGEMENT

(MAIN ROADS WA)

- Conduct modelling of WA roads, including analysis and evidence on the expected effects of speed on crashes and road trauma.
- Review and update speed zoning policy to ensure it is in line with best practice.
 - The Speed Zoning Policy sets out the process for assessing speed limits, and ensuring that speed limits are applied appropriately and consistently across the state. The setting of suitable speed limits includes consideration of crash risk, movement and place, and network consistency.

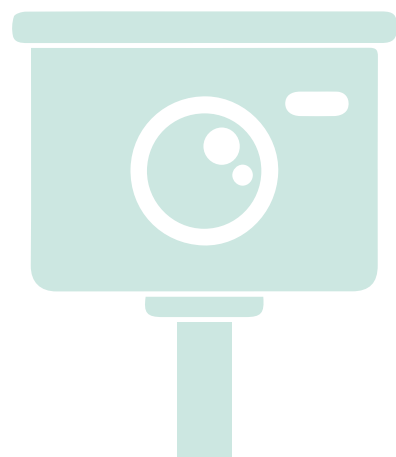


» Safer Behaviour

ACTION 2: SAFETY CAMERA STRATEGY

(ROAD SAFETY COMMISSION)

- Deliver a strategy for WA camera assets (safety cameras, mobile speed cameras, P2P cameras, and freeway cameras) to:
 - target high-risk behaviours on WA roads (speeding, seatbelt non-compliance and mobile phone use);
 - improve governance;
 - site selection and deployment of cameras;
 - maximise valuable driver behaviour data; and
 - minimising social impacts of enforcement and infringements.



» Safer Infrastructure

ACTION 3: REGIONAL ROADS

(MAIN ROADS WA)

- Expand the Regional Road Safety Program to local government roads, focusing on treatments which address lane departure crashes (run-off-road and head-on crashes) such as shoulder sealing, widening, audible tactile line edge and centre markings, and wide centrelines on high speed roads.

2023 Regional Safety Snapshot

- 56% of all fatalities occurred in regional areas.
- 78% of regional fatalities occurred on roads with speed limits 100km/h or higher.
- Speed remains a critical factor in regional crashes, with a greater proportion occurring in higher speed zones.



ACTION 4: STATE-ROAD NETWORK

(MAIN ROADS WA)

- Implement infrastructure improvements to reduce lane departure crashes on the high-speed State-road network (>80kmh) covering 80% of travel.



ACTION 5: IMPROVED URBAN INTERSECTIONS

(MAIN ROADS WA)

- Implement infrastructure improvements at metropolitan intersections to reduce the severity of crashes and improve safety for people walking, wheeling and riding.

ACTION 6: IMPROVED REGIONAL INTERSECTIONS

(MAIN ROADS WA)

- Implement infrastructure improvements at regional intersections. Minor treatments including static intersection warning signs and enhanced give way signs.



» Safer and Healthier Local Places

ACTION 7: INITIATIVES TO CREATE SAFE AND HEALTHY LOCAL PLACES (STREETS, TOWN CENTRES AND SCHOOLS)

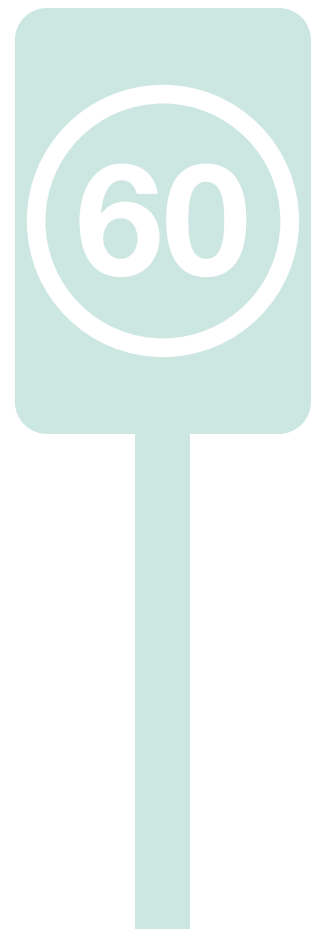
(RSC/DOT/MRWA/WALGA)

Develop initiatives to improve our local places which prioritise people walking, wheeling and riding, and provide a safer environment for people of all ages and abilities, particularly children.

There are a number of actions already identified in the WA Active Travel Strategy Action Plan (currently in draft) which will progress this priority.

These actions will be progressed:

- Support for local governments and communities to implement safer speeds on local streets and town centres through funding for changes in speed zoning signage, supporting trials, and infrastructure improvements to slow traffic.
- Work with local governments to identify areas for safer speeds (rather than streets) which would allow for a more consistent speed environment for users to navigate.
- Enhance safety measures in and around schools and school crossings by reviewing; school zone boundaries, operation times, signage, appropriate speeds, road markings, and enforcement measures.



» Enforcement

ACTION 8: INFRINGEMENT AND DIVERSION

(RSC/WAPF)

- Examine current infringement policies, and explore and trial diversion programs from other Australian jurisdictions, and overseas.
- Extend the Work and Development Permit Scheme to support those experiencing hardship with driving offence infringements, and consider including a road safety education module, in consultation with the Department of Justice.



ACTION 9: DEVELOP ROAD POLICING STRATEGY

(WA POLICE FORCE)

Development of a Road Policing Strategy, aligned with the Driving Change Strategy, to guide policing decisions and investments with an emphasis on road safety.

This will translate high-level strategy into operational priorities, focusing on high risk behaviour, speed, impaired driving (drugs and alcohol), seatbelts and restraints, distraction (mobile phone use), and unauthorised drivers.



» Enforcement

ACTION 10: REVIEW IMPAIRMENT POLICY

(RSC/WAPF/DOH)

Examine emerging impairment policy issues, within the framework of the National Drug Driving Working Group and the WA Medicinal Cannabis and Safe Driving (MCSD) Working Group, including addressing:

- Methods for assessing impairment for people using medicinal cannabis and considering amendments to legislation to enable a defence for people using medicinal cannabis as prescribed, to drive while unimpaired.
- Feasibility of expanding roadside drug testing to include substances disproportionately represented in the community e.g. cocaine.



ACTION 11: CO-ORDINATED ENFORCEMENT & EDUCATION EFFORTS

(RSC/WAPF)

The Road Safety Commission and WA Police plan and coordinate activities that amplify behaviour change, including consideration of seasonal road safety factors, campaign launches and emerging road safety issues.



» New and Emerging Modes of Transport

ACTION 12: ERIDEABLES AND EMERGING DEVICES

(RSC/DOT/MRWA/WAPF)

- Develop an eRideable Safety Action Plan in collaboration with key stakeholders. The Action Plan will include short, medium, and long-term actions to improve eRideable safety throughout the state.
- Examine the feasibility of new types of electric rideable devices and eBikes. Larger/faster/heavier electric devices could be classified as a different type of vehicle and different rules could apply. This will be further explored with the relevant stakeholders, including an examination of the safety, insurance, licensing, registration and enforcement implications.



► eRideable Safety Snapshot

Since 2022, there has been a rising trend in KSIs involving pedestrians (this category includes eRideables).

In 2023 alone, eRideable users accounted for 17% of all pedestrian KSIs.

Pedestrian KSIs rose by 18% in 2022 and 11% in 2023, compared to the previous five-year average.



» Evidence and Technology

ACTION 13: IMPROVE DATA AND EVIDENCE TO INFORM DECISION-MAKING

(RSC/MRWA/DOT/WAPF/DOH)

Enhancing data and evidence is crucial for informing effective policy and programs to reduce road trauma. WA will enhance data collection and linkage in line with the commitments under the National Road Safety Data Sharing Agreement. Key actions to be progressed:

- Expanding road safety data sources:
 - Incorporate non-traditional data such as vehicle telematics, near-miss events, traffic volume, infringements, and non-injury crash data to provide further insights into behaviours and emerging issues, facilitating timely interventions.
 - Enhance data pertaining to eRideables, cyclists, and pedestrians, to inform decision-making.
- Trial non-enforcement cameras, for temporary monitoring, to aid local government in road safety planning and investment cases.
- Develop an integrated GIS mapping tool for interactive access to road safety information, including crash data and road ratings.



» Priority Demographics

DEMOGRAPHIC 1: YOUNG PEOPLE

ACTION 14: PROBATIONARY DRIVERS

(DOT/RSC)

- A comprehensive review into the existing learner and provisional driver licensing schemes, including:
 - Introducing red P-plate passenger restrictions, in line with other jurisdictions
- Examining safe driver incentives for p-plate drivers.
- Introducing a Safer Driving Course Pilot Program for learner drivers under 25 years of age. This will provide a learner driver with a credit towards the minimum hours of supervised driving if they undertake an accredited safe driving course.



► Young People Safety Snapshot

In 2023, young drivers aged 17-19 had the highest KSI rate per 100,000, with those aged 20-29 following closely.

This trend is consistent with the 2018-2022 five-year average.

The most vulnerable demographic was males aged 17-19, followed by females in the same age group.



ACTION 15: EDUCATION PROGRAMS

(ROAD SAFETY COMMISSION)

- Implement evidence-based school road safety education programs targeting young people in years 7 to 9, to shape pre-driver attitudes and behaviours, prioritising regional Western Australia, and ensuring alignment with existing programs (such as Keys4Life).

ACTION 16: CHILD CAR SEATS

(ROAD SAFETY COMMISSION)

- Examine options to address gaps in access to child car restraints, including interjurisdictional analysis and review of existing programs.
- Consider the impact on segments of the community who are disproportionately impacted and identify options to address these impacts, including supply-chain, geographic, socio-economic or other compounding factors.



» Priority Demographics

DEMOGRAPHIC 2: HEAVY VEHICLE DRIVERS

ACTION 17: WORKPLACE SAFETY HEAVY VEHICLE INDUSTRY

(MRWA/DOT)

- Review skills and training requirements for heavy vehicle licences, including examining a more comprehensive approach to skills-based graduation through the range of licence categories. This will include consideration of any outcomes from the review being undertaken by the National Transport Commission regarding the adequacy of licensing and accreditation arrangements for heavy vehicle drivers.

► Heavy Vehicle Safety Snapshot

From 2014 to 2023, 1184 heavy vehicle occupants were killed or seriously injured in WA, accounting for 6% of all KSIs.

While this proportion has remained stable, in the last two years fatalities among truck drivers have reached their highest levels of the past decade.



DEMOGRAPHIC 3: MOTORCYCLISTS

ACTION 18: IMPROVE MOTORCYCLISTS SAFETY

(WAPF/MRWA/RSC/DOT)

- Review skills and training requirements for motorcycle vehicle licences, including examining the feasibility of a more comprehensive approach to skills-based graduation through the range of licensing categories.
- Review motorcycle crashes and identify high risk locations on the network for potential treatment.
- Identify issues on popular recreational motorcycle routes and install motorcycle - friendly measures where appropriate.
- Implement targeted enforcement measures, including camera use, and education initiatives, to enhance motorcyclist safety.

► Motorcycle Safety Snapshot

- Motorcyclists are significantly over represented in WA crashes.
- Licensed motorcyclists faced a fatality rate 2.6 times higher than licensed car drivers.
- Despite comprising only 4% of registered vehicles, motorcycles contribute to approximately 23% of fatalities (2023).
- Over 300 motorcyclists are killed or seriously injured annually in Western Australia, with no clear decline in fatalities over the past decade.
- In 2023, male motorcycle riders accounted for 87% of all motorcycle fatalities and serious injuries (KSIs).





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another format please contact us.

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DISCLAIMER

Unless otherwise identified, the Road Safety Commission has derived the statistics reported in this publication based on crash data provided by Main Roads WA through the Integrated Road Information System and the WA Police Force Traffic Enforcement and Crash Executive Information System.

Numbers reported in this publication are preliminary and may change in the future due to police investigations, coronial inquiries or upgrades of injuries. For this reason, comparisons between this publication and others may result in minor differences.

Any minor apparent differences in percentages or figures are due to rounding in the publication text or differences in definitions used by data custodians.

This publication talks about reportable road crashes that occurred on roads open to the public, including usual road use in metropolitan and regional WA. Regional WA includes remote areas. This definition excludes crashes when the cause of the crash was a medical condition or premeditated intent to cause harm.

