



Road Safety Council

*Annual Report on Council Activities
2024-25 Financial Year*

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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

Hon. Reece Whitby 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 2025.



Ms Katie Hodson-Thomas, JP
Road Safety Council Chair

Report from the Chair

This past year has been one of the most challenging in recent memory for road safety in Western Australia. We have seen a concerning rise in serious injuries and fatalities on our roads – a trend mirrored across the country. Each life lost is a tragedy, and each serious injury leaves a lasting impact on families, communities, and our state.

Behind every statistic is a person – a loved one, a colleague, a friend. We honour their memory and extend our deepest sympathies to those affected.

The causes behind this year's increase in road trauma are complex and multifaceted. We are seeing the lingering effects of post-pandemic behavioural shifts – more people on the roads, often travelling longer distances and at higher speeds. Risk-taking behaviours such as speeding, distraction, and impaired driving remain persistent challenges. At the same time, enforcement resources are stretched, and infrastructure improvements – while ongoing – cannot always keep pace with population growth and urban expansion.

This is particularly evident in regional areas, where long stretches of high-speed roads, limited access to emergency services, and ageing infrastructure compound the risks. Many regional communities face unique vulnerabilities and addressing these requires tailored strategies that reflect local conditions and needs. Social factors such as mental health, substance use, and economic stress also play a role in shaping driver behaviour. These are not excuses, but realities we must confront with renewed urgency, collaboration, and innovation.

In response, the Council has intensified its efforts – supporting targeted enforcement campaigns, funding community education initiatives, and supporting infrastructure improvements. We continue to work in close partnership with local governments, police, health services, and education providers to respond to these challenges with coordinated, evidence-based action.

While this year's outcomes are sobering, they have only strengthened our resolve. We remain committed to Vision Zero – no death or serious injury on our roads – achieving this will require bold action, evidence-based policy, and the collective will of all Western Australians. Together, we can and must do better.

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 is the WA Road Safety Commissioner and is responsible for leading the Road Safety Commission, providing policy advice to the Minister for Road Safety, and the administration of the Road Trauma Trust Account.

Adrian has an Economics degree from UWA and his previous roles include CEO of WorkCover WA and senior executive roles at GESB, Housing Authority and Department of Communities.



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 was appointed as Managing Director of Main Roads Western Australia in 2022 after serving on the organisations Executive team since 2010. John has a wealth of knowledge, previously having had state-wide responsibility for corporate asset management, as well as regional construction and maintenance delivery strategies, policies, and functions. He has worked extensively across Western Australia and has led Heavy Vehicle Services and Road Network Operations. John was responsible for development of Main Roads first Road Network Operations Strategy – Smarter Roads Better Journeys and has international experience as the Australian representative on the World Road Association (PIARC) Technical Committee for Road Network Operations. John is also a member of CEO’s for Gender Equity and a Director of Nudge Foundation.



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 the Royal Flying Doctor Service where he chairs the Risk and Audit Committee, the Curtin Advisory Council – Faculty of Business and Law and is Chair of the Australian Automobile Association and a member of the Federation Internationale De L’Automobile senate.



Mr Iain Cameron PSM

Department of Transport

Iain is the Managing Director of the Western Australian Department of Transport. He was Executive Director of the WA Office of Road Safety and member of the Road Safety Council from 2000 to 2015 and a former Commissioner from 2017 to 2018.

Iain chaired the WA Road Safety Council from 2017 to 2022.

Iain is an Independent Director on the Board of the Australasian New Car Assessment Program (ANCAP) and a Trustee of Global NCAP (UK Charity) which includes the Towards Zero Foundation undertaking activities to advance road safety.

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 was appointed as Deputy Commissioner of the State Crime, Specialist and Support Services, Standards, Legal and the State Intelligence and Command Portfolio in 2022.

Kylie joined the Western Australia Police Force in 1988 and was promoted to Sergeant with the Operational Safety and Tactic Training Unit in 2001 and to the Officer in Charge of the Southwest Detectives in Regional WA in 2007.

Kylie took on the role as Divisional Head of the Investigative Practices Unit in 2012, leading and coordinating change in the agency's investigation practices. Kylie was awarded the Australian Police Medal in 2013.

In 2015, Kylie was promoted to Commander in the State Crime Portfolio and implemented change to the Metropolitan Policing Operations across Perth.

Kylie was appointed to Assistant Commissioner of the Judicial Services and Operations Support Portfolio in 2018 and subsequently as the head of Professional Standards.



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.



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.



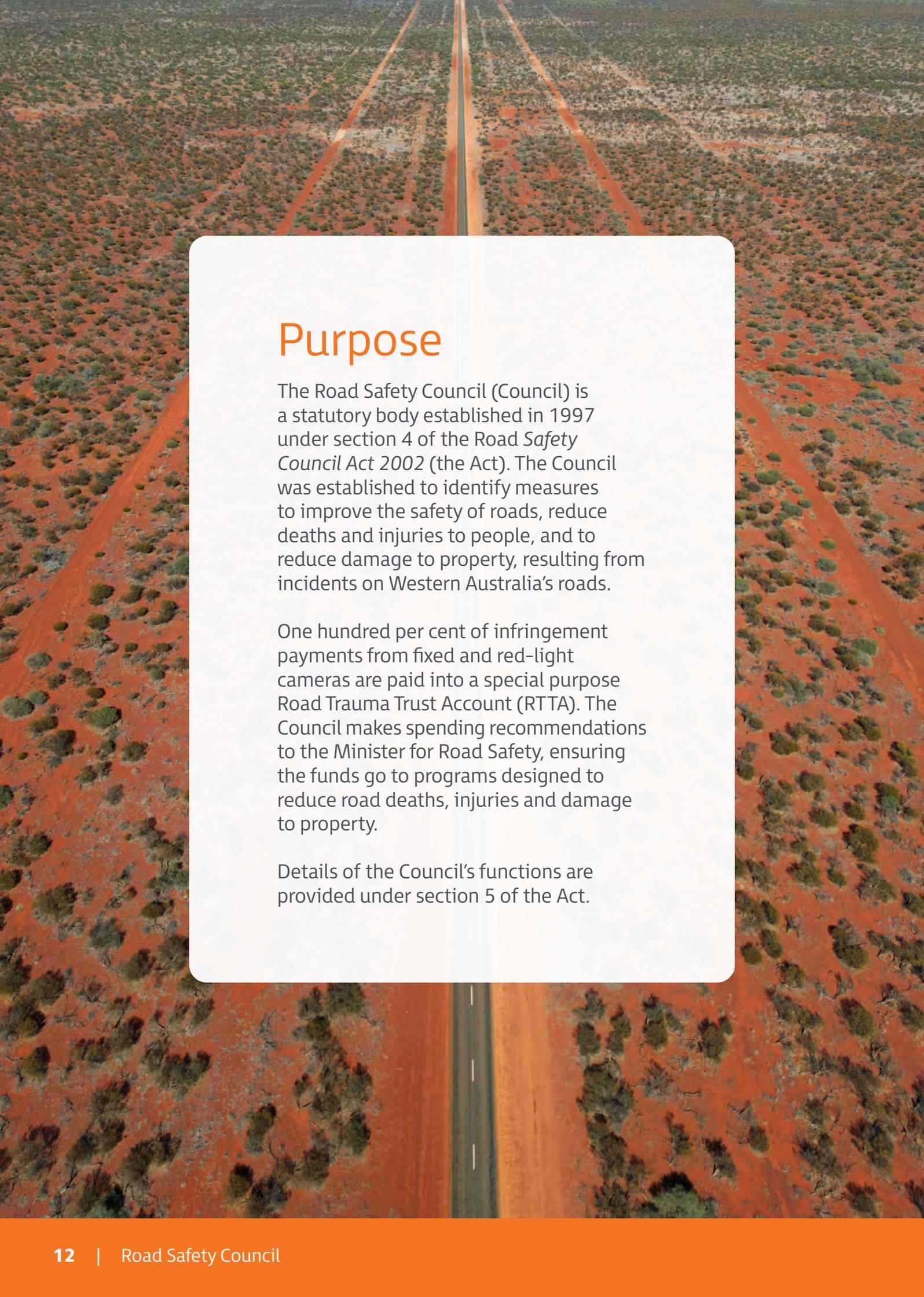
Ms Helen Robinson

Insurance Commission of WA

Helen is the Acting Chief Executive at the Insurance Commission after joining as Chief Operating Officer in July 2024. Helen previously held a range of leadership roles in finance, with St John of God Healthcare, Synergy and Western Power and was most recently the National Director (Operations) with Serco. Helen brings a wide range of experience across government and non-government organisations, providing strategy and operational leadership across healthcare, utilities and facilities management.



L-R Back row: Peter Woronzow, Helen Robinson, Minister Reece Whitby, Adrian Warner, Terry Durant, Iain Cameron, Anthony Kannis
Front row: Dr Anthony Robertson, Nick Sloan, Katie Hodson-Thomas, John Erceg, DC Kylie Whiteley



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



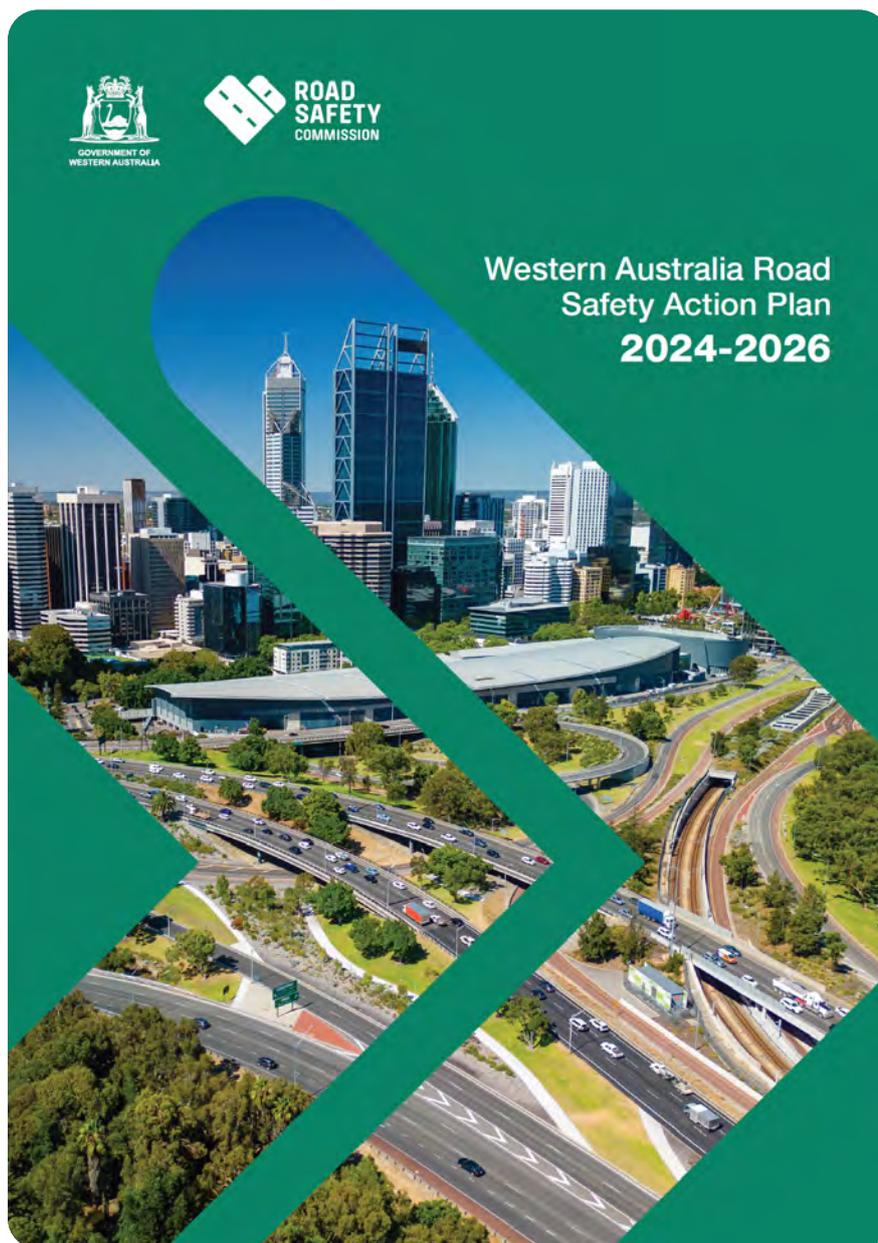
Western Australia Road Safety Action Plan 2024-26

The Road Safety Action Plan for 2024-2026 is the second of four plans operating under the Driving Change Strategy, outlining initiatives to contribute to achieving a substantial reduction in road trauma.

The development of the Action Plan was informed by identified issues, learnings from the 2021-2023 Action Plan reporting process, current research, interjurisdictional comparison and the original Strategy intervention modelling.

With ongoing trends in regional road deaths, the Action Plan contains several actions with a focus on regional road safety outcomes, including infrastructure improvements, enforcement and education.

There are 18 actions to be progressed across 2024 and 2026. Additional plans focusing on eight key areas will be developed throughout the duration of the strategy.



Safer Speeds

Safer Behaviour

Safer Infrastructure

Safer and Healthier Local Places

Enforcement

New and Emerging Modes of Transport

Evidence and Technology

Priority Demographics





Governance

Meeting attendance 2024-25

Council met on the following four occasions during the financial year 2024-25:

- 30 August 2024
- 25 October 2024
- 14 March 2025
- 13 June 2025

Name	Organisation	Section of Act	Number of meetings attended
Ms Katie Hodson-Thomas JP	Chair	6(1)(a)	4
Mr Rob Slocombe	RAC	6(1)(b)	Nil
Deputy Member: Ms Terry Durant <i>Appointed 22 July 2024</i>	Representative of road users		4
Mr Nick Sloan	WALGA	6(1)(c)	4
Deputy Member: Terri-Anne Pettet	Representative of local government		Nil
Mr Adrian Warner	Road Safety Commission	6(1)(d)	3
Deputy Member: Ms Sarah Mewett <i>Appointed 9 December 2024</i>			Nil
Mr Iain Cameron PSM	Department of Transport	6(1)(e)	4
Deputy Member: Ms Linley Crackel <i>Ceased 31 January 2025</i>			Nil
Deputy Commissioner Kylie Whitely APM	WA Police	6(1)(f)	2
Deputy Member: Commander Michael Bell APM <i>Ceased 23 May 2025</i>			2
Ms Melesha Sands	Department of Education	6(1)(g)	2
Deputy Member: Mr Steve Watson <i>Appointed 9 December 2024</i>			Nil
Dr Andrew Robertson CSC, PSM	Department of Health	6(1)(h)	4
Deputy Member: Dr Denise Sullivan			Nil
Mr John Erceg	Main Roads WA	6(1)(i)	4
Deputy Member: Mr Doug Morgan			Nil
Mr Peter Woronzow	Department of Transport	6(1)(j)	3
Deputy Member: Mr Justin McKirdy			Nil

Name	Organisation	Section of Act	Number of meetings attended
Mr Anthony Kannis PSM Deputy Member: Mr David Saunders	Department of Planning, Lands and Heritage	6(1)(k)	3 Nil
Ms Helen Robinson <i>Appointed 9 December 2024</i> Deputy Member: Mr Fabrizio Zanuttigh <i>Appointed 9 December 2024</i> Deputy Member: Ms Margaret Butcher <i>Ceased 31 July 2024</i>	Insurance Commission of WA	6(1)(l)	2 Nil Nil

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 decisions in relation to these matters.

The following conflicts of interest were declared at the meetings held during the 2024-25 financial year.

- **Mr Adrian Warner** is the Road Safety Commissioner.
- **Mr Peter Woronzow** is the Director General for the Department of Transport and Chair of National Transport Research Organisation.
- **Mr Iain Cameron** is the Managing Director at the Department of Transport, Independent Director on the Board of the Australasian New Car Assessment Program, Chair and Trustee of the Global New Car Assessment Programme (UK), Chair of Stateships, and is a member of RoadSafe (UK), Queen Elizabeth II Medical Centre Trust and the Expert Advisory Panel for Australian Automobile Association.
- **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 the Department of Health.
- **Ms Melesha Sands** is the Deputy Director General – Schools at the Department of Education.
- **Mr Nick Sloan** is the Chief Executive Officer of the WA Local Government Association.
- **DC Kylie Whiteley** is the Deputy Commissioner at the WA Police Force, Board Member of Chemistry Centre WA and Advisory Board Member of Fortem Australia.
- **Commander Mike Bell** is the Commander, State Traffic at the WA Police Force.
- **Ms Helen Robinson** is the Chief Operating Officer of the Insurance Commission of WA.

Board and Committee Remuneration

The Council Chair, Ms Hodson-Thomas receives remuneration of \$45,000 per annum plus superannuation. Council members appointed pursuant to sections 6(1)(b) and (c) of the Act, if not Public Officers, are entitled to receive a payment of \$537 per meeting of less than four hours duration or \$825 for a meeting longer than four hours. They are also entitled to motor vehicle allowances calculated on a cents-per-kilometre basis, in accordance with Australian Taxation Office guidelines. Mr Slocombe and Mr Sloan, as well as their deputies, are eligible. However, they nor their deputies have sought any remuneration to attend Council meetings.

Ministerial Directive

During the 2024-25 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 Account provided a number of findings and recommendations to be addressed by the Council and the Road Safety Commission.

Significant progress has been made on the implementation of the actions required to address the recommendations and only part of one recommendation remains outstanding.

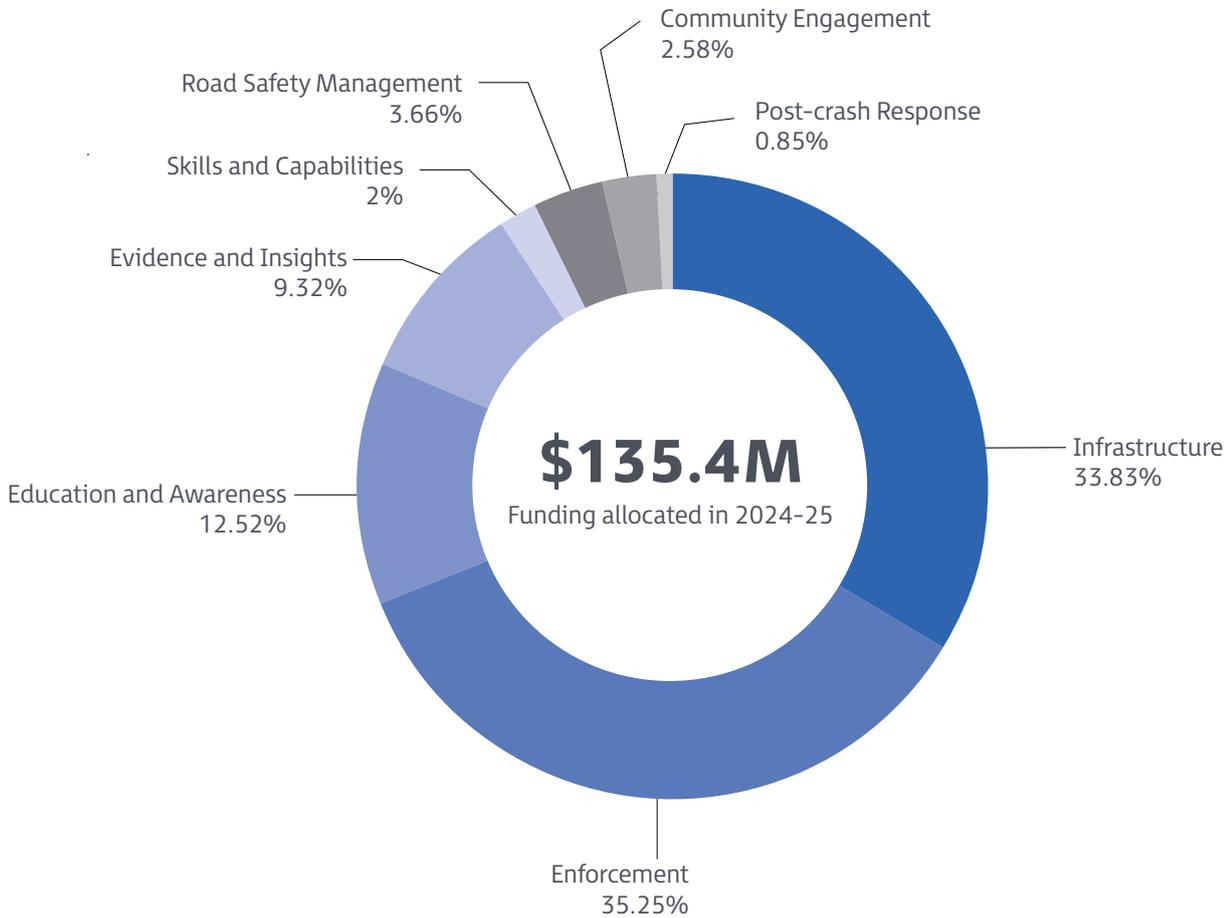
The RTTA Administration and RTTA Program Evaluation Frameworks have been successfully implemented. The Administration Framework outlines processes, approvals and accountabilities that underpin the administration and management of the RTTA and clarifies which entities and projects are eligible for funding by the RTTA. The Evaluation Framework sets out a systematic approach to the ongoing evaluation of all RTTA funded programs.

The Council is working towards establishing a clear set of principles and investment criteria to guide strategic funding priorities.

Road Trauma Trust Account Funds

The Minister for Road Safety determines funding allocations as part of the State Government Budget processes.

Funding allocations by Funding Category 2024-25



Funding Category	Agency	Actual
INFRASTRUCTURE	Main Roads	45,788,673
	Total	45,788,673
ENFORCEMENT	Department of Transport	17,655,206
	Mental Health Commission	1,808,000
	Road Safety Commission	5,612,453
	Western Australia Police	22,640,424
	Total	47,716,083
EDUCATION AND AWARENESS	East Metropolitan Health Service	374,584
	Education	1,869,000
	Road Safety Commission	11,720,767
	Department of Transport	2,984,465
	Total	16,948,815
EVIDENCE AND INSIGHTS	East Metropolitan Health Service	202,750
	Health	151,000
	Main Roads	1,855,620
	Road Safety Commission	10,403,672
	Total	12,613,042
SKILLS AND CAPABILITIES	Department of Transport	594,318
	Western Australian Local Government Association (WALGA)	2,109,000
	Total	2,703,318
ROAD SAFETY MANAGEMENT	Road Safety Commission	4,956,165
	Total	4,956,165
COMMUNITY ENGAGEMENT	Road Safety Commission	3,490,915
	Total	3,490,915
POST CRASH RESPONSE	Injury Matters	1,145,000
	Total	1,145,000
	Grand Total	135,362,011

Road Safety Statistics 2024

Fatal and serious crashes cost the WA community an estimated

\$2.27 billion



Number of days on which there was no road fatality

16%

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

48%

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



188

people killed on WA roads



1,412

people seriously injured



Approximately four times

as many males died in road crashes compared to females



Distribution of deaths and serious injuries by road user type:

68%



18%



5%



9%



Notes

- The statistics below relate to the 2024 calendar year unless otherwise noted.
- Main Roads regions are used.
- Statistics are prepared by the Road Safety Commission using data from the Main Roads WA Integrated Road Information System (IRIS), unless otherwise noted.



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

PARTY Program (East Metropolitan Health Service)

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

The main goal of the P.A.R.T.Y. Program is to reduce trauma-related incidents by educating young people about the dangers of alcohol, drugs, and risky behaviours. Students receive an immersive experience as they follow the journey of a trauma patient – starting from pre-hospital care, through the Emergency Department, Intensive Care Unit, and beyond. The P.A.R.T.Y. Day is an engaging full-day event filled with powerful presentations and small group activities. Participants get the chance to interact with St John Ambulance paramedics, doctors, nurses, allied health professionals and injury survivors who share their personal journey, highlighting the long-term impact of trauma both personally and to those close to them. Research has shown that participating in the program leads to improved attitudes towards risk-taking, reduced injury rates and longer periods of injury-free living.

During financial year 2024-25, a total of 95 programs were conducted within seven hospitals in WA with a total of 1,632 attendees. A further 1,470 students attended via 15 outreach programs. The P.A.R.T.Y. Program also ran its first extended outreach session where students were able to hear from multidisciplinary trauma staff from Royal Perth Hospital and ex-trauma patients and participate in practical sessions with St John Ambulance and trauma physiotherapists.

Ethics approval was granted in financial year 2024-25 for the evaluation of the P.A.R.T.Y. Program to be conducted by the Western Australian Centre for Road Safety Research at the University of Western Australia. P.A.R.T.Y. Program staff evaluate the efficacy of the P.A.R.T.Y. Program as an injury prevention initiative, specifically in reducing trauma and injuries among youth aged 14-18 across WA. Data is collected by questionnaires distributed prior to the program, immediately following its completion, and at follow-up intervals of 3-5 months and 12 months post-participation. These questionnaires are specifically designed to measure the immediate impact of the program on participants' comprehension and attitudes towards risky behaviours and injury prevention.

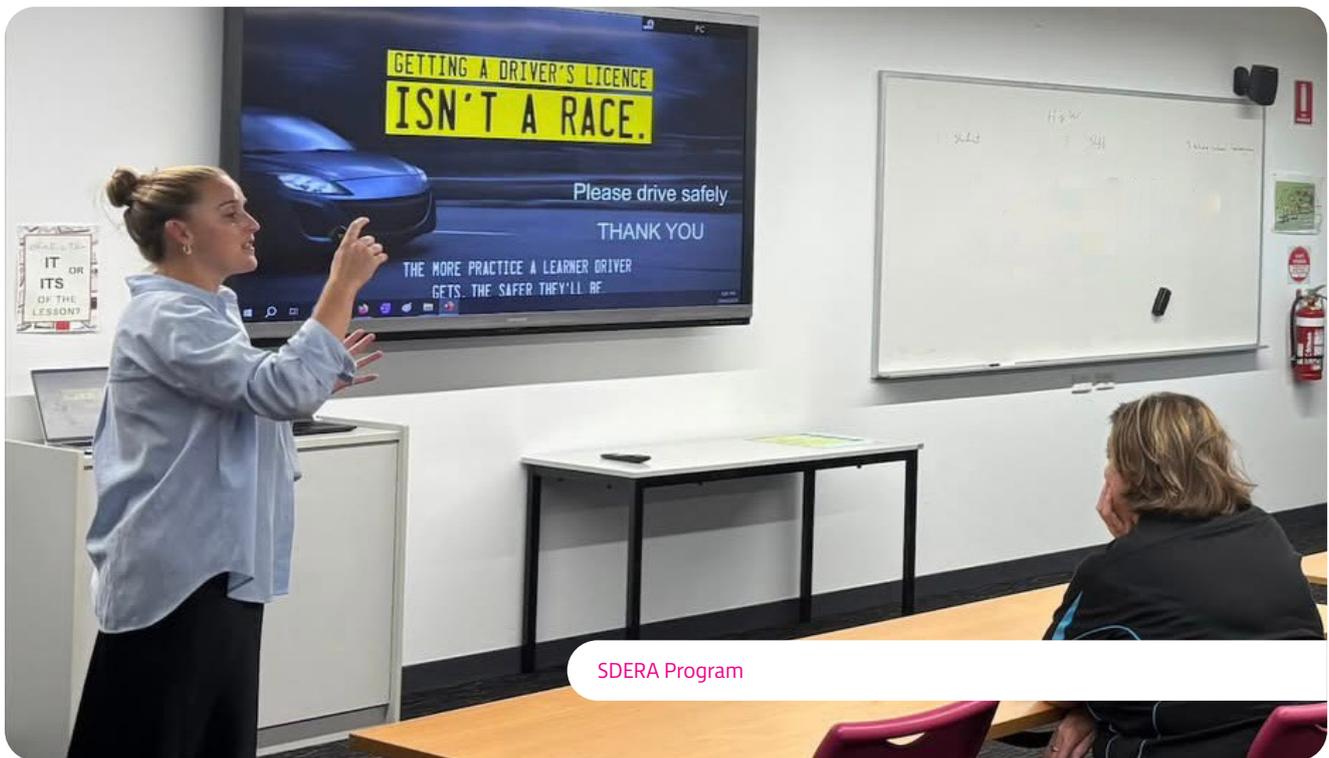


School Drug Education and Road Aware Program (Department of Education)

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.



SDERA Program

School Zones and Children's Crossing Program (Main Roads WA)

The School Zones and Children's Crossings Program (formerly known as the Electronic School Zone Signs Program) was established to enhance safety for vulnerable road users, particularly children, within School Zones. In April 2024, the State Government announced a \$10 million investment which expanded the Program to enhance the safety of Traffic Warden-controlled Children's Crossings across the state over four years.

The objective of the expanded program is to maintain the risk reduction that the Electronic Speed Limit Signs (ESLS) offer at School Zones and further enhance road safety by reducing speeds at Children's Crossings located outside of School Zones.

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.

At Children's Crossings located outside of School Zones, the reduced speeds provide a safer road environment for children, traffic wardens and other users.

In 2024-25, ESLS were installed at 16 Children's Crossing locations outside of School Zones. A further 180 ESLS were procured to support the staged rollout of the program at Children's Crossings, whilst a total of 124 sites were treated with static signs; some of which will be converted to ESLS over coming years. Over the next three years, the program will expand 40 km/h speed limits to all 142 Children's Crossing that fall outside of designated School Zones through installation of ESLSs at sites where current speed limits are 60 km/h or above (85 locations) and static signage where speed limits are 50 km/h (57 locations).

The 40 km/h speed limit at Children's Crossings will align with existing School Zone periods of 7.30am to 9am and 2.30pm to 4pm (which may differ in regional areas) during school terms. The changes will mean all Traffic Warden-Controlled Children's Crossings in WA will be located within 40 km/h speed zones during school pick up and drop off.

Red Plate One Mate Campaign (Department of Transport)

To address the increasing road trauma and rate of young people being killed and injured on our roads, the State Government announced a range of new safety initiatives for young people in October 2024.

On 1 December 2024, legislative reform, also known as Tom's Law, was introduced to restrict red P-plate drivers to carrying only one passenger, unless an exemption applies.

Limiting passengers for WA's newest drivers aims to improve safety for this high-risk cohort by minimising in-vehicle distraction during their first six months of unsupervised driving.

To align with the new laws, the DoT launched a public advertising campaign titled 'Red plate. One mate.' for existing and future red P-plate drivers and their parents. The campaign boosted awareness of the new law through social media, radio, digital, video and outdoor advertising from 1 December 2024 to 31 January 2025.

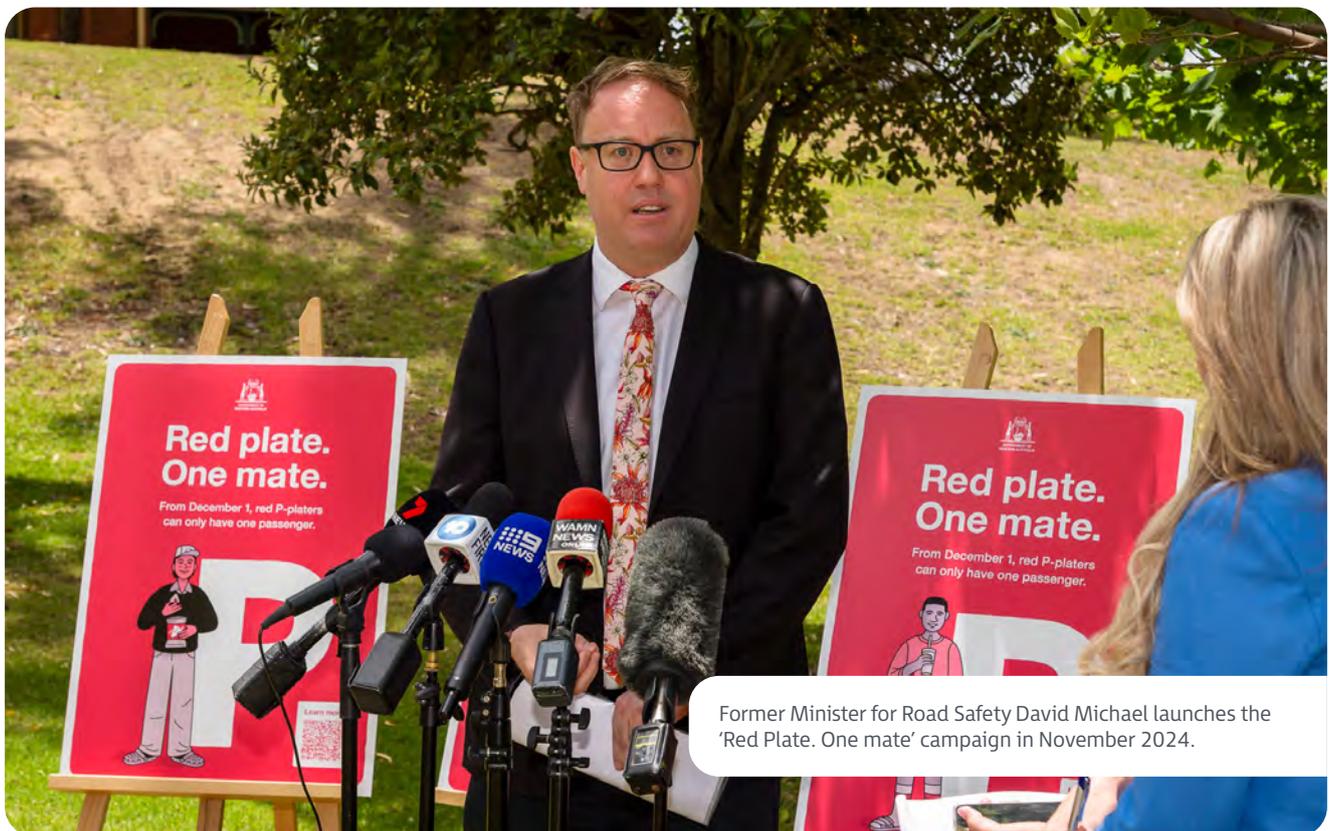
The campaign won the 'Best of Year' radio advertising award as part of the 2025 Campaign Brief WA Creative Awards, announced in May 2025.

The campaign was supported by \$290,000 in RTTA funding, reflecting the strong road safety message conveyed. Research undertaken following the campaign indicated strong community awareness and support for the campaign:

- 80 per cent of drivers surveyed were aware of the single-passenger restrictions; and
- approximately 70 per cent supported the new restrictions.

According to the Western Australian Road Fatalities and Serious Injuries 2024 report, young drivers aged 17-19 have the highest KSI (killed or seriously injured) rate, recorded at 103 per 100,000 population, compared to other age groups.

The implementation of Tom's Law, along with other reform initiatives during this period, reflects the State Government's continued commitment to improving road safety. Planning for a follow-up campaign titled 'Tom's Story' commenced in 2024-25, with deployment planned in 2025-26.



Former Minister for Road Safety David Michael launches the 'Red Plate. One mate' campaign in November 2024.

Driving Access and Equity Program (DAEP) (Department of Transport)

Grant Funding Expansion

Successfully negotiated and signed grant agreements to support 32 projects across 29 organisations (an increase of 6 organisations this financial year) servicing 111 locations (up by 27 from the previous financial year).

Vehicle Procurement

Facilitated the purchase of an additional 17 ANCAP 5-Star rated vehicles for driving instruction and supervision, to date 61 ANCAP 5-Star rated vehicles have been purchased to support program delivery.

Driving Instructor Training and Curriculum Development (funded by the Safer Driver Course)

The Department of Transport (DoT) partnered with the WA Centre for Road Safety Research to adapt the curriculum and review the driving instructor training manual. Delivered three additional training sessions in regional and remote WA to 25 attendees resulting in the issue of 22 instructor licences.

To date, 95 individuals have participated in driving instructor training, with 74 successfully obtaining an instructor licence. Very remote Aboriginal communities, including Punmu in the Pilbara, now have access to a qualified driving instructor.

In car hours

DAEP grant organisations delivered an additional 34,822 hours of supervised and professional driving instruction. Cumulatively, 51,508 hours of supervised and professional driving instruction have been facilitated through DAEP.

Program Participation Growth

An additional 2,690 participants joined the program, bringing the total to 5,366 participants.

Licensing Milestones

A further 1,016 driver's licences were issued, increasing the total to 1,952 licences issued to date.

Safer Driving Course Pilot

DoT, through DAEP, has been tasked with piloting a Safer Driver Course (SDC) to enhance road safety outcomes for up to 750 learner drivers. This pilot is based on the NSW Safer Driver Course, noting the requirement for considerable adaptation to suit a Western Australia audience and to effectively engage with the target cohort in regional and remote WA.

The course is designed to reduce crash risks during the critical first six months of solo driving by promoting safer driving attitudes and behaviours through a combination of theory and practical learning.

In 2024-25 DAEP has:

- Engaged the WA Centre for Road Safety Research to support curriculum adaptation (SDC and Driving Instructor training).
- Finalised governance structure, project plan and evaluation framework.
- Established a Reference Group, comprising of a member from each WA region and a Working Group, comprising of government employees and road safety experts to provide strategic oversight and guidance.
- Developed a draft schedule for SDC delivery with a focus on regional and remote locations until 31 December 2025, at which time a review will determine locations and delivery model.
- Feedback and engagement from stakeholders and participants have been overwhelmingly positive.

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. Drivers can only have this condition removed once they demonstrate consistent compliance through participation in the AIS.

As part of the scheme, the Mental Health Commission (Commission) delivers a complementary Alcohol Assessment and Treatment (AAT) program, which provides therapeutic intervention program as part of the AIS. The current AAT provider network spans the state and includes 16 outpatient services, covering metropolitan and regional areas, as well as two Aboriginal-specific treatment providers.

In 2024–25, 530 participants completed their AAT program, and 715 referrals were received. Since the commencement of the AIS in October 2016, the Commission has processed a total of 4,177 referrals (as of 30 June 2025).

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

The WA Police Force, with support from the Road Trauma Trust Account (RTTA), continue to undertake highly visible, high-volume alcohol and drug testing enforcement actions in various locations across the state to influence driver behaviour. Alcohol and drug effected drivers remain a leading causal factor in serious and fatal crashes.

High volume testing provides general deterrence, through the perceived risk of detection. This approach is deliberately designed to create a roadside environment that is at odds with an individual's belief that they are unlikely to be apprehended.

In 2024–25, police conducted over 2.26 million breath tests and more than 53,000 oral fluid tests, surpassing the targets of 1.9 million breath tests and 50,000 oral fluid tests.

Of these:

- 702,892 breath tests and 28,822 oral fluid tests were achieved through RTTA funding operational effort, consumables (breath straws/oral fluid wipes) and Chem Centre analysis costs.
- 14,195 oral fluid tests were achieved through a combination of WA Police Force operational effort with RTTA funding the consumables (oral fluid wipes) and Chem Centre analysis.

This level of testing means that every licensed driver in WA is likely to be breath tested at least once a year, and often more.

High volume high visibility testing promotes the “Anywhere Anytime” philosophy and serves to have drivers think twice before getting behind the wheel after drinking and/or using illicit drugs.

WA Police Force remains committed to maintaining and expanding this high-volume approach to roadside testing. Continued investment in roadside testing ensures a strong enforcement presence, reinforces responsible driving behaviour and contributes to long-term cultural change. The aim is not only to detect offenders but to prevent drink and drug driving altogether, making WA roads safer for everyone.

Operation Regional Influence (Western Australia Police Force)

Operation Regional Influence is a targeted road safety initiative funded by the Road Trauma Trust Account. It aims to increase high-visibility police enforcement on regional roads within 400 km of the Perth GPO, an area that accounts for approximately 80% of Western Australia's fatal crashes.

By focusing on Category A offences such as speeding, seatbelt non-compliance, distraction, impaired driving (alcohol and drugs) and unlicensed driving, the operation helps reduce serious crashes and improve driver behaviour. As the number of road users increases, so do the risks associated with distraction and impairment, making visible enforcement more critical than ever.

A strong visible police presence, particularly on country roads reassures the public, deters unsafe behaviour and removes dangerous drivers from the network. Over time, this contributes to a culture of compliance where safety is prioritised and high-risk behaviours are reduced.

To further reassure the community, enforcement is not only increased but also made highly visible through upgraded vehicle livery and strategic deployment in high-risk areas. The initiative is intelligence-led, guided by crash data, speed data and community feedback.

In the 2024-25 financial year, Regional Influence patrols resulted in the following;

- 29,549 vehicle stops
- 316,247 kilometres travelled
- 20,317 speeding infringements issued
- 254 impaired drivers charged
- 208 charges for driving without a valid licence

Operation Regional Influence supports the "Anywhere Anytime" philosophy with enhanced highway patrol capability and increased patrols, especially during high-risk periods such as school holidays and double demerit weekends. This ensures police presence is both effective and unpredictable.

Breath and Drug Testing Buses – Regional WA (Western Australia Police Force)

The WA Police Force, with funding from the Road Trauma Trust Account, will expand regional impaired driving enforcement through the purchase and deployment of additional breath and drug testing buses, along with associated operational needs.

A Project Manager and Business Analyst have been engaged to develop the deployment model and optimise service delivery. The buses and officers will be deployed to Regional WA, target high-risk locations and behaviours and further the 'anywhere anytime' philosophy.

The project has commenced with planning activities well underway, engagement with key stakeholders has informed the governance and communication strategy, ensuring strong cross-agency collaboration.

Initial efforts are focused on assessing operational requirements and identifying fit-for-purpose vehicle designs to maximise the effectiveness of breath and drug testing operation, particularly in regional and remote environments.



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-2025, 8,975kms of the WA's road network has received road safety upgrades at a cost of \$980 million, of which \$212 million were spent in 2024-25 to upgrade the road network across regional Western Australia. A total of \$5 million in funding was allocated in 2024-25 to the local government for the treatment of two road sections, covering 21.17kms.

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:

- Installation of roundabouts or traffic signals, or improved geometry.
- Installation of red light/speed cameras.
- Removal of right-turn filters at signalised intersections.
- Speed reduction measures.
- Improved pedestrian facilities.
- Improvements to traffic signals, e.g., mast arms.

In 2024-25, project development and design were undertaken for 16 projects, with construction having commenced on three of them during that period.

Projects commenced construction in 2024-25:

- Great Northern Highway and Rutland Road roundabout,
- West Coast Highway and Oceanic Drive intersection upgrade, and
- West Coast Highway and The Boulevard intersection upgrade.

Projects continued with detailed design in 2024-25:

- Albany Highway and Burslem Drive intersection upgrade,
- Marmion Avenue and Ocean Reef Road intersection modification,
- 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,
- Great Eastern Highway and Seaborne Street intersection improvement,
- Cockburn Road and Mayor Road Intersection Improvement, and
- Wanneroo Road and Yanchep Beach Road Intersection Improvement.

Project continued with concept design in 2024-25:

- Orrong Road and McDowell Street intersection upgrade,
- Canning Highway and Berwick Street intersection improvement,
- South Street and Findlay Road intersection improvement, and
- Rockingham Road and Wattleup Road intersection upgrade.



Great Northern Highway and Rutland Road

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 Urban Road Safety Program (Low Cost) aims to improve the safety of metropolitan road users by targeting high risk local government roads and intersections, on an area-wide, 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, including people walking and cycling.

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

In 2024-25, the following localities were installed with mini/compact-roundabouts, raised safety platforms, mid-block treatments, entry statements and speed cushions with 168 treatments installed.

City of South Perth
City of Stirling
Town of Victoria Park
City of Melville
City of Canning

Town of Bassendean
City of Cockburn
City of Armadale
City of Bayswater
City of Subiaco

Compass IoT subscription (Main Roads WA)

Compass IOT is a connected vehicle data aggregator based in Sydney Australia. Compass collect over 1.8 million car and truck trips across the national road network every day and have coverage from modern sim equipped vehicles on the entire state road network as well as 96.6% of the local road network. This information enables a proactive approach to road safety, planning, and design, allowing for comprehensive risk assessments as well as facilitating driver behaviour analyses.

As of 1st April 2025, access to Compass' online Road Intelligence Platform and Data Science support team become available for any Western Australian Government agency and Local Governments.

As of 30th June 2025, there were 462 users under this subscription, with more than 60% of these classified as active users meaning they perform more than two queries per month. These active users are spread across multiple state government agencies including Main Roads WA, Department of Transport, Road Safety Commission, Public Transport Authority, WA Police, and a number of different local governments. More than 26,000 queries were made in the 3 months between 1 April and 30 June 2025. Path Analysis, Origin Destination and Realtime Trajectory by Path were the most frequently utilised features in this same time period.

Compass have delivered training to lots of different user groups and continue to be actively involved in supporting training and data analyses requests. Main Roads continues to discuss the benefits of this subscription to Local Governments and other potential users as it interacts with stakeholders throughout the course of business activities.

RoadWise, Local Government Road Safety Program for WA (Western Australian Local Government Association)

Western Australian Local Government Association's (WALGA) 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. translating research and other evidence, by
 - i. developing road safety tools and resources designed to guide local action towards best practice
 - ii. facilitating the sharing of best practice road safety information through communications tailored for Local Governments
 - d. 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, 76 RoadWise Councils, Local Governments that registered by making a formal commitment to regular engagement and action for road safety, received direct advice and support from WALGA's road safety team. All other Local Governments had access to general road safety advice, tools and communications relevant to the sector.

Those 76 RoadWise Councils collectively implemented 945 local road safety activities aligned with the Driving Change road safety strategy and action plan.

Through the RoadWise Recognised initiative, RoadWise Councils were acknowledged and showcased with the allocation of Points (quarterly) and Ribbons (annually) highlighting their rounded approach to road safety and the application of better practice in the planning and delivery of effective interventions and the adoption of a holistic approach to road safety.

- Seventy-four RoadWise Councils were allocated more than 52,000 (combined) Points for road safety activity or interventions undertaken as per the RoadWise Framework. Points are based on the effectiveness, longevity and scale of the road safety activity.
- In August 2024, 60 RoadWise Councils were acknowledged with a 2024 Ribbon status, recognising and promoting their road safety achievements delivered during the inaugural year of RoadWise Recognised.

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.
- Two editions of the *Road Safety Performance on Local Government Roads* reports, 2018–2022 and 2019–2023 statistical reports.
- WALGA RoadWise courtesy speed display signs were loaned to Local Governments to assist with their speed management activities.
- Tailored Local Government community campaign and project kits, such as the *Local Government Road Ribbon for Road Safety®* campaign and *Community Planning Toolkit: Developing a Road Safety Project*.
- RoadWise Council and RoadWise Councils Ribbon information packs were developed and distributed.
- WALGA's *Report on Local Government Road Assets and Expenditure 2023–2024* was published.
- Road Safety Advisors reported to various Local Government and other stakeholder meetings, and
- Child car seat safety training course guides and learning resources were updated.

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. Advocacy positions were promoted to strengthen the sector's input into decision-making that impacts local road networks and communities, for example:

- WALGA advocacy for funding to address run-off-road crashes on country local roads.
- WALGA Native Vegetation Clearing advocacy position was endorsed in May 2025.
- WALGA Speed Management Reform position.
- Provided feedback and input into agency policies and technical guides, for example: Main Roads Decorative Pavement Markings policy, Raised Safety Platform at Traffic Signals policy and Warning Flashing Signals policy; and the Department of Transport's review of the Movement and Place Guidelines and online training modules for Active Transport Guidance.

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:

- Seventeen new Type 1 Child Car Restraint (CCR) Fitters were accredited through WALGA, as a Registered Training Organisation (RTO).
- WALGA's road safety team provided expert advice to the network of 353 registered Type 1 CCR Fitters, who collectively reported completing 854 child car seat inspections (332) and installations (522).
- Responding to 247 enquiries through the Child Car Seat Safety Information Line (159) or by email (88).

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.



Safe Speeds

Speed Enforcement – Camera Operations (Western Australia Police Force)

The WA Police Force continues to play a vital role in road safety through strategic deployment of speed enforcement technology. While traffic infringement processing and customer service have transitioned to the Department of Transport (DoT), WA Police Force remains responsible for operating mobile, fixed and red light/speed cameras across the state.

In partnership with the Road Safety Commission and DoT, a new infringement processing system was launched in late 2024. It improves customer accessibility with features like part-payment options and streamlined online services for driver nominations and court elections. The change has currently reduced WA Police Force's access to infringement data, however we continue to work closely with Department of Transport to enhance our systems, to share information and shape operational strategies.

Mobile camera operations have increased coverage in regional areas to target unsafe speeds. Safety camera trailers remain valuable for deployment in locations unsuitable for extended operator presence and regional coverage has expanded to deter dangerous driving in new areas.

Safety camera enforcement is a key strategy in reducing road trauma. Speed remains a leading cause of serious and fatal crashes and consistent enforcement saves lives. Strategic deployment promotes compliance, deters unsafe driving and ensures coverage across metropolitan and regional WA. Supported by targeted police operations, this approach helps reduce speeds and makes roads safer for all.





Handheld and In Car Speed Measuring Devices (Western Australia Police Force)

The WA Police Force is advancing the replacement of its current handheld and in-car speed detection devices with modern, fit-for-purpose technology. This upgrade will ensure seamless integration with both existing and emerging policing systems, enhancing enforcement capabilities and supporting high-visibility policing operations.

The improved speed detection technology will enable more efficient roadside enforcement and promote safer driving behaviours. It will also allow officers to target speeding drivers more effectively, as speeding remains the leading causal factor in serious and fatal crashes.

This initiative directly supports the *Driving Change Road Safety Strategy 2020–2030*, reinforcing our commitment to safer road users and stronger enforcement. Shortlisted devices are currently undergoing rigorous evaluation to ensure the selected technology delivers the greatest impact in reducing road trauma across both metropolitan and regional areas.

Infringement Management Reform Program (Department of Transport)

The Department of Transport (DoT) is funded under the Road Trauma Trust Account (RTTA) to deliver the staffing and infrastructure necessary to enable an improved delivery of customer focused infringement services including driver identifications, payment instalment plans, extensions, and court elections via DoT's secure online platform DoTDirect and a centralised customer contact centre. This activity transitioned from the WA Police Force (WAPF) on 1 July 2024.

On 7 October 2024, new legislation was passed and DoT commenced issuing infringements via the new IT solution. This transition was part of the Infringement Management Reform Program, a collaborative effort involving DoT, WAPF, and the Road Safety Commission. The reform program introduced a modern system designed to enhance customer service and provide a range of new payment options through DoTDirect. These new options aim to support drivers facing cost of living pressures by allowing them to request additional time to make payment and enter direct debit payment instalment plans.

As part of this transition Infringement Services at DoT onboarded 86 employees from WAPF, DoT and via external recruitment. Since 7 October 2024, Infringement Services has issued over 650,000 infringements. The team has also handled over 240,000 customer enquiries via telephone, email or post.

Enhanced Speed Enforcement Program – (Department of Transport)

RTTA funding is used to deliver the ongoing administration of the collection and distribution of funds from speed and red-light traffic infringements. In addition, management of demerit points; service of demerit points notices, good behaviour period election and breaches, disqualifications from holding or obtaining a driver’s licence and suspensions and cancellations of a driver’s licence or learner’s permit.

In 2024-25, DoT collected \$102,197,881 in on the spot, red light, speed and final demand fines on behalf of the RTTA, from over 718,000 full and part payments.

In the same year, DoT issued over 6,624 immediate disqualifications, 10,047 excessive demerit point notices and recorded 89,497 court outcomes.

Speed Monitoring (Main Roads WA)

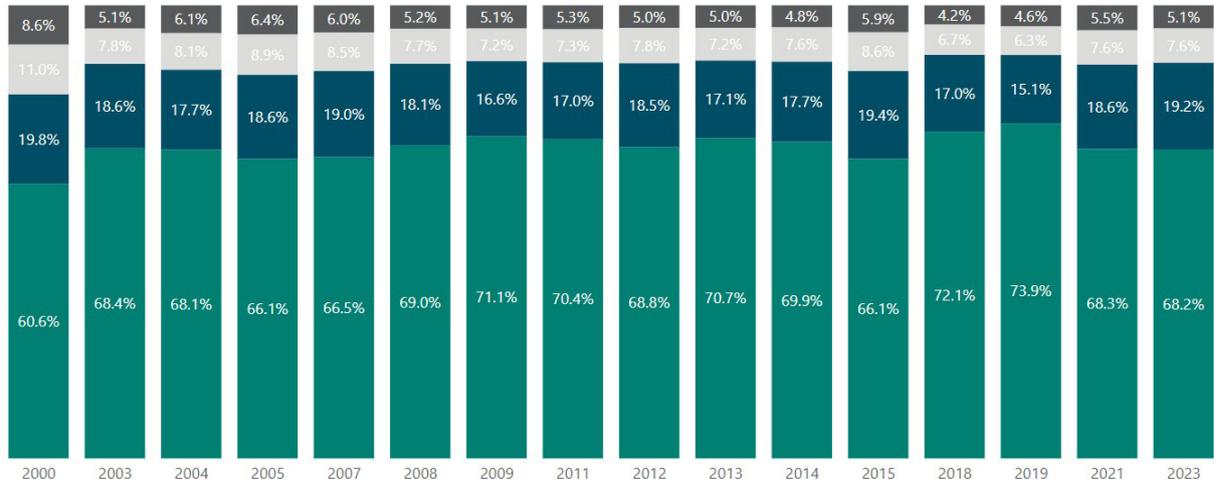
The Speed Monitoring program funds the state-wide speed monitoring surveys that have been conducted since 2000. The surveys measure vehicle speeds and speed limit compliance. Main Roads collects, cleans and prepares this data for analysis to be undertaken by the Road Safety Commission.

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. Metropolitan Speed Monitoring Report 2024 will be available late 2025.

Speed behaviour on 60-110 km/h roads over time

● Speed compliant ● Speed 1 to <5km over ● Speed 5 to <10km over ● Speed 10+km over



Results from Regional Speed Monitoring over time



Post-Crash Response

Road Trauma Support Service (Injury Matters)

As Western Australia's injury prevention and recovery specialists, Injury Matters proudly oversees Road Trauma Support WA (RTSWA), the state's only dedicated road trauma-focused service. RTSWA supports individuals, families, first responders, and communities to reduce the psychological harms caused by road trauma through specialised counselling, information, education and training. This ensures that anyone impacted by a road crash in Western Australia, whether directly or indirectly, can access to best practice, trauma-informed, expert support.

In 2024–25, RTSWA delivered 1,387 counselling sessions, a 61% increase from the previous year. Highlighting both the growing community need for post-crash care and the trust placed in the service by the community. The counselling team brings deep expertise in addressing the unique impacts of road trauma, including sudden loss, complex grief, and long-term psychological effects. With two counsellors trained in Eye Movement Desensitisation and Reprocessing (EMDR) therapy, an internationally recognised, evidence-based treatment for treating trauma. This strengthens Injury Matters' capacity to provide targeted, best-practice care to those navigating the often-devastating aftermath of road crashes.

The value of this service investment is reflected in client feedback from the annual RTSWA survey, with participants stating:

- "I don't know how I would have made it through without my counsellor."
- "The counsellor helped me to understand the intensity of my feelings and encouraged me as I worked through what I had witnessed."
- "The counsellor was very supportive and helpful."
- "I was very satisfied with the compassionate, professional service given to me."

Through Injury Matters' stewardship, RTSWA continues to evolve, delivering an evidence-based, trauma-informed program that ensures road trauma recovery is not overlooked in Western Australia's road safety system.



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 (MRWA) road crash data, Insurance Commission WA (ICWA) data, Department of Transport Licence data, and WA State Trauma Registry data, into the existing WA Data Linkage System on 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 2024-25 an update of Insurance Commission WA data and a back-cast of Main Roads WA data were successfully linked by the Department of Health. Unfortunately, scheduled updates to linkage of WA State Trauma Registry data, MRWA data and Department of Transport Licence data were unable to be completed by the Department of Health due to data unavailability 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. Given the delays in receipt of the above mentioned three datasets, project resources were reallocated to optimise the role of the Senior Data Engineer (SDE) funded through this initiative. The SDE has systematically reviewed and refined existing linkage methodologies to ensure efficiency and maintain high standards of linkage quality across the program. This has included the automation of scripts, where appropriate, to streamline the processes of data loading and cleaning.

While Road Safety data continued to be available in 2024-25, there were no research requests received by the Department of Health for this data, however the Department of Health is actively collaborating with the Road Safety Commission, ICWA, and MRWA to establish streamlined data sharing arrangements that will enable more timely and consistent provisioning of linked datasets, further enhancing the capacity for proactive road safety analysis and decision-making.

State Trauma Registry (East Metropolitan Health Service)

The Western Australian (WA) State Trauma Registry is a specialised database that systematically collects, stores and analyses information on patients who have traumatic injuries. Its primary function is to provide an evidence base that informs the ongoing evolution of patient care, strengthens trauma system performance, guides injury prevention strategies, and supports high quality research across WA.

The WA State Trauma Registry collects patient level data from hospitals and healthcare facilities statewide, spanning the entire journey the time of injury to discharge.

Major trauma (Injury Severity Score >12) and all road trauma cases are recorded using a hybrid method, combining manual entry by trained registry staff with automated uploads, depending on the healthcare facility.

Registry data is used extensively for research, auditing, education, quality improvement and to advise strategic planning. It also contributes to WA Health's Data Linkage Unit and provides trauma related clinical indicators that inform service delivery and policy.

During financial year 2024-25, data collected by the State Trauma Registry supported over 30 trauma-related research and quality improvement projects. Trauma-related e-rideable data was also used to support public health and media campaigns regarding e-scooter safety. The open-access research article on e-scooter use and injury in Western Australia utilized data from the WA State Trauma Registry and was recognized as one of the top ten most cited articles in the ANZ Journal of Surgery.



Road Safety Commission

Funding is allocated from the Road Trauma Trust Account to the Road Safety Commission to undertake arrange of programs across community education and engagement, evidence and insight, road safety cameras and infringement management reform.

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. It is responsible for the administration of the Road Trauma Trust Account and provides administrative and secretariat support to the Road Safety Council

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. 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.

To support the effective use of new safety camera technology, the Road Safety Commission developed the first WA Safety Camera Strategy in consultation with key stakeholders. 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 have procured 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.

Community Education and Engagement

The Road Safety Commission drives positive road user behaviour in WA through mass media and digital campaigns. In 2024-25, new campaigns included *No One Plans a Crash* (young singles and motorcyclists), *Speeding Shatters*, *Not Worth the (Beep) Risk*, *Headstone Phone*, and *Be a Wheelmate*.

In 2024-25, the Road Safety Commission invested \$364,999 in local road safety events and projects through its Community Grant Program, reinforcing its commitment to empowering communities to lead change.

The Road Safety Commission partnered with community organisations to deliver targeted, community-led programs ranging from advocacy and leadership initiatives to post-crash care, specialist licensing support, and bespoke road safety education. These included education on safe eRideable use and engagement ahead of safety camera rollouts to build public awareness. In 2024-25, over \$2.8 million was invested to expand these efforts, reflecting the Road Safety Commission's commitment to safer roads, empowered communities, and lasting behavioural change.

In a WA-first initiative, the Road Safety Commission launched *Road Smart Kickstart*, a pilot education program using gamified learning to engage Year 7 and 8 students in regional schools. The program is aligned with the WA curriculum and designed to shape safe road behaviours before students learn to drive. Students learn about being current and future road users, and the key influences on attitudes, behaviours, and decision-making. The first phase was delivered across the Great Southern, South West, and Wheatbelt regions.



Council Member Organisations

Contributions to road safety outcomes by other Road Safety Council member organisations.

Department of Planning, Lands and Heritage

The Department of Planning, Lands and Heritage supports the administration of Crown land in Western Australia and the 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's key road safety achievements during 2024-25 include:

As part of Planning Proposal Assessments, the Department assesses traffic impacts for proposed structure plans, local planning strategies, regional scheme amendments, subdivisions and developments, and promotes safe movements for both vehicles and vulnerable road users by ensuring robust road network planning and access to enhance road safety outcomes.

The Department undertook various road planning studies to protect regional road reserves, including extensive planning work for proposed "other regional roads" across the East Wanneroo District Structure Plan area. This ensures the long-term integrity and safety of the future road network with respect to accessibility, circulation and safety for all modes.

The Department is continuing the review of the 'Liveable Neighbourhoods' policy which will become 'State Planning Policy 7.1 Neighbourhood Design.' This draft document seeks to establish a well-integrated and place-responsive movement network that prioritises safe, legible and convenient access for pedestrians and cyclists within and between neighbourhoods.

Street layouts will be designed to support the safety of all users, with pedestrian priority where appropriate. Well-considered street interfaces will facilitate safe access for all modes of active transport, as appropriate to the locality. Street design that interfaces with community infrastructure sites will prioritise safe and convenient access by active transport.

Progress has been made on movement network planning, including the development of a revised street selection methodology and a street design toolbox. These tools aim to support active transport, with a particular focus on creating safe walking and cycling routes to school.

The Department is actively working with stakeholders, including the Department of Transport, Main Roads WA, the WA Local Government Association, Public Transport Authority and the Department of Education to ensure that the updated provisions are supported, appropriate and able to be implemented.

In support of these outcomes, the Department is contributing to the development of a supporting guide – Main Roads WA Geometric Design Guide for Local Streets in Western Australia. Once finalised, the guide will offer supplementary guidance to the existing Austroads Standards – specifically the *Guide to Traffic Management* and *Guide to Road Design* series. It will be tailored to suit local streets using a safe systems approach and should be read alongside *Neighbourhood Design*.

The Government Architect of Western Australia, through the Department, has provided urban design advice to infrastructure agencies throughout 2024-25. The Government Architect plays a critical role in embedding safe system principles (e.g. safe road users, safe roads and safe speeds) into road design from planning through to delivery. This early collaboration is delivering safer, more user-friendly road and urban environments.

Insurance Commission of Western Australia

The Insurance Commission of Western Australia's purpose is to help WA protect against loss and recover from personal injury. They do this by providing insurance services for Western Australian motorists, people injured in crashes and state government agencies and their employees.

Each year, there are more than 3.4 million licenced vehicles on WA roads. The Insurance Commission provides third party insurance to the vehicle owners in the event they cause injury to another person in a crash. They provide support to people injured in a crash by paying for approved treatment and care, and if applicable, compensation for loss or suffering. They also actively partner with key stakeholders and service providers to foster the best recovery outcomes for individuals.

In 2025, the Insurance Commission received over 15,000 new crash injury claims and made \$600 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 supports research and community initiatives to prevent or minimise the risk of injuries, improve rehabilitation and care outcomes, and enable greater independence for people who are catastrophically injured.

As part of its community engagement, the Insurance Commission partners with grassroots community sporting teams to promote wearing seat belts through their Belt Up campaign. The Insurance Commission provides sporting equipment and community sporting organisations promote the Belt Up message in their media and communications and at matches and host a Belt Up round of their sport. In 2025, more than \$1.6m was provided to community sporting codes including Country Football WA, Football West, Netball WA, Rugby WA, Basketball WA, WA Cricket Association and Swimming WA.

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.

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 delivered a number of key road safety initiatives during 2024-25, including:

- commencement of the Safer Speeds Trial covering speed reductions on more than 500 roads in partnership with the Shire of Augusta-Margaret River and with support from Main Roads WA;
- successfully advocating for funding for low-cost safety treatments on high-speed local government roads and for the strengthening of the Graduated Licensing System;
- running a state-wide Risky Roads survey that received more than 18,000 nominations highlighting safety concerns;
- enhancing the RAC Go app with additional driving safety features for its 25,000 users;
- hosting RAC bstreetsmart and RAC Project Road Smart® workshops for more than 14,500 secondary students in Perth and 2,600 in regional areas;
- continuing our partnership with WA's AFL and AFLW teams, which includes naming rights of the RAC Derby – in 2024-25 we delivered road safety messages to 115,872 footy fans on ground and 1,065,857 on broadcast during derby games;
- teaching 1,590 participants about safe towing through RAC's Tow Safe Caravan Safety Workshops;
- continuing our more than 20-year sponsorship of the RAC Rescue Helicopters; and
- actively supporting National Road Safety Week through a 'Slow down and smell the flowers' activation.

Contact Us

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