



# Saving lives together

Road Safety Commission  
**2016-17 annual report**



In its second full year of operations, the Road Safety Commission (Commission) has strived to further the objectives of the state's road safety strategy to help reduce the number of people killed or seriously injured on Western Australian roads.

I have been incredibly proud of the work the Commission has done over the year to raise road safety awareness across the state, to work with stakeholders to develop road safety policy and strategy, and manage approved Road Trauma Trust Account (RTTA) funded projects. Such achievements were only made possible by the Commission's team of committed and dedicated employees, who together supported the Commission's purpose and direction, and who believed in the possibility that the Commission could make a positive difference.

The Commission's motto, "Saving Lives Together", draws attention to the need for us to work with others to achieve the results expected of us by government and the community. To that end, Commission staff have learned from subject-matter experts how technology and innovation can be harnessed to deliver multiplied road safety benefits; they have engaged with stakeholders across government to manage RTTA-funded projects; (they have spoken to community members in regional, remote and metropolitan areas to seek their views

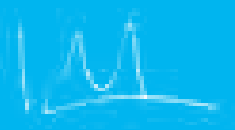
# Reaching destinations, and making sure our families and friends are given the best chance to keep themselves safe on the road, defines the Road Safety Commission's existence.

on appropriate risk treatments); and they have maintained effective relationships with researchers such as Curtin - Monash Accident Research Centre (C-MARC), Monash University Accident Research Centre and the Australasian College of Road Safety to inform road safety initiatives and policy development. In short, a measure of the Commission's success this year has been its ability to recognise others' knowledge, experience and insight and to use these attributes to develop its own understandings and advice.

Importantly, the Commission has also taken road safety directly to the people of Western Australia. We have established a strong community presence through our Community Grants program (which allocated \$360,000 to grass-roots community groups). We have a solid media footprint which has allowed direct two-way communication on road safety issues. We have conducted several (award-winning) community campaigns, giving advice on risk-averse behaviours, the advantages of driving safely (and specific to the prevailing road conditions), while outlining the consequences of not doing so. These campaigns are focused on saving lives utilising behavioural science. During the period of the program we have achieved a 55% increase in the number of drivers with zero demerit points on our roads: driver behaviour has been improved.

Reaching destinations, and making sure our families and friends are given the best chance to keep themselves safe on the road, defines the Commission's existence and motivates Commission staff to continue to address inherent environmental road safety challenges. Those challenges include protecting vulnerable road users, addressing the concerning number of deaths on regional and remote roads, and the complexities surrounding the 'ownership' of roads in WA's extensive road network. Those challenges will remain into 2017-18; their management will require focus and energy.

I commend the Commission's 2016-17 Annual Report to all readers as an excellent articulation both of the Commission's many achievements and its significant scope of works. In doing so, I am reminded of the adage that "safety brings first aid to the uninjured" – a comment which resonates with all our staff as an accurate description of the valued difference the Commission has made to WA in 2016-17.



Kim Papalia  
Commissioner of Road Safety

## Statement of compliance

HON M H ROBERTS BA DipEd MLA  
Minister for Road Safety

Dear Minister,

In accordance with Section 68(2)(a) of the *Financial Management Act 2006*, the final report for the Commission for the period 1 July 2016 to 30 June 2017 is hereby submitted for your information and presentation to Parliament. The final report has been prepared according to the provisions of the *Financial Management Act 2006*.

The Commission ceased operating as an independent government agency on 30 June 2017 and was amalgamated with the Western Australia Police Force on 1 July 2017.

Yours sincerely,



Kim Papalia  
Reporting Officer  
22 September 2017

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# Overview

*Ensuring a safe road environment that is aligned with the state and national road safety strategies, including how we educate people on road safety in WA, is at the heart of the Road Safety Commission's business.*

# Executive summary

**We acknowledge there is still a lot of work to do in reducing the road toll and responding effectively to those road users presenting most risk.**

The Commission has laid strong foundations since its inception in 2015, positioning the government to advance actions that will save lives on WA roads. However, with 183 fatalities occurring on WA roads during 2016–17, we acknowledge there is still a lot of work to do to reduce the road toll and respond effectively to help road users who are most at risk.

We also acknowledge the unique road safety challenges facing our state, including:

- » the vast distances between metropolitan, regional and remote Western Australia, and the challenges that distance, isolation, and lack of access to essential community services have upon those living in these communities;
- » the composition of the state road network:
  - 129,053 kilometres of local government roads,
  - 18,514 kilometres of state roads,
  - 37,000 kilometres of national park roads (for which we hold responsibilities for road safety outcomes).
  - 62% of roads are unsealed
  - 95% of state roads are sealed

- 30% of local roads are sealed
- 38% of total roads are sealed
- » the diverse road users depending on the road network from across industry and community, including:
  - the heavy vehicle industry;
  - tourists from local, interstate and international jurisdictions and travelling in caravans, motorcycles and buses;
  - vulnerable road users such as pedestrians, cyclists, motorcyclists, disabled persons, mature age & young people, and children, within metropolitan and regional and remote WA, who rely on a safe and accessible road network.
- » the over-representation of fatalities and serious injuries within regional and remote WA.

Ensuring a safe road environment that is aligned with the state and national road safety strategies, is at the heart of the Commission's business.

We actively strive for innovation in road safety initiatives, enabling us to develop and maintain a strong community influence. Implementation of corporate governance framework, including the *Stakeholder Engagement Informing Strategy 2017–2020*, *Strategic Plan 2017–2020* and *Road Safety Policy Framework* has raised the profile of the Commission as the lead agency in road safety for WA.

Our Strategic Plan 2017-2020 encapsulates our approach to road safety through five Strategic Pillars:

- » *Build effective partnerships and relationships,* recognising that road safety is a shared responsibility, focusing on the creation of partnerships and relationships with people who share a common vision or connection with road safety.
- » *Build organisational capacity and capability,* focusing on our people to achieve a highly skilled and continuously developing workforce with extensive knowledge in road safety.
- » *Enhance our communications,* developing of communication processes and strategies to change road user behaviours and attitudes through focused communications, including leading road safety education programs that successfully engage and educate the community.
- » *Be accountable,* implementing governance frameworks which allow the agency to operate in a risk averse environment and facilitates transparent monitoring and reporting of RTTA funded initiatives and business operations.
- » *Shape road safety direction,* supporting our vision to keep all road users safe through evidence-based research and advice.

The Commission continued to raise the profile of road safety both through the Road Safety Council (Council) and by increased media engagement. The Commissioner, who chaired the Council in 2016-17, and Commission staff provided key support to the Council during the year to assist it to identify, recommend, and co-ordinate measures to improve the safety of roads in the state. The public's awareness of road safety was also heightened through the Commissioner's regular media interviews and public comments.

**We maintained a focus on regional and remote WA and the continued disproportion of people killed or seriously injured on regional roads.**

In the past year, the successful establishment of partnerships with industry, non-profit and community stakeholders, in-line with the *Stakeholder Engagement Informing Strategy 2017-2020*, has enhanced the Commission's understanding of their specific road safety issues. We have continued to support local communities through our Road Safety Community Grants Program and Partnerships program, recognising the importance of 'grass roots' engagement as an early intervention and preventative strategy in road safety that contributes towards improving social and economic outcomes for WA.



## Road safety is everyone's responsibility and we remain focused on collaborative and innovative approaches to reducing the number of people killed or injured on our roads.

Our ability to align road safety in WA, to national road safety stakeholders, has been enhanced through:

- » Our contribution and reporting against the National Road Safety Strategy 2010-2020 and its associated action plan;
- » Assuming responsibility for reporting on WA road safety priorities and related matters to the Transport and Infrastructure Council. The Transport and Infrastructure Council brings together Commonwealth, State, Territory and New Zealand Ministers with responsibility for transport and infrastructure issues, as well as the Australian Local Government Association;
- » Membership of the Austroads Safety Taskforce and associated theme groups that are aligned to the National Road Safety Strategy cornerstones (safe people, safe vehicles, safe speeds and safe roads and roadsides);
- » Membership of the National Road Safety Partnership Program; and
- » Council membership of the Australasian New Car Assessment Program (ANCAP).

Our service to communities includes maintaining a focus on regional and remote WA, where a continued disproportion of people are killed or seriously injured on roads. Through our partnerships, we aim to increase capacity and capability in regional and remote communities to achieve a more focused collaborative effect to reduce road safety risks and address road safety issues. Many desired outcomes involve implementation of early intervention strategies that improve social and economic outcomes for disadvantaged groups.

In April 2017, the WA Premier announced the first round of Machinery of Government changes in the public sector, which includes the amalgamation of the Commission into WA Police (WAPoL). This will be effective as of 1 July 2017.

Regardless of where in government resides the agency charged with responsibility for road safety, road safety is everyone's responsibility and we remain focused on collaborative and innovative approaches to reduce the number of people killed or injured on our roads.

## Operational structure

The Commission harnesses knowledge, expertise and interest in our community to reduce trauma on Western Australian roads.

The Commissioner of Road Safety, Mr Kim Papalia, who was also the Chair of the Road Safety Council, was supported by an equivalent of 28 full-time staff divided between two directorates: Strategy

& Operations, and Governance & Finance. Both directorates supported the Commissioner in his dual-role and enabled him to provide timely and accurate reporting both to the Council and directly to the Minister. The organisational structure also enabled the Commission to fulfil its core road safety co-ordination, collaboration, analysis, engagement, and administration functions.

### Commissioner

Executive officer

Executive assistant

### Director Governance & Finance

#### Manager business support

Human resources coordinator

Business support officer

Customer service officer

#### Assistant director finance

Finance officer

#### Principal assurance officer

#### Principal legislative officer

### Director Operations

#### Assistant director programs

Principal project officer x2

Project officer x4

program management office

#### Assistant director strategy

Principal policy officer

Senior policy officer

Principal intelligence analyst

Senior intelligence analyst

Data analyst

Information centre

#### Assistant director strategic communications

Manager communications

Administrator online communications

# Performance management framework

## Government goal

Results-Based Service Delivery:

Greater focus on achieving results in key service delivery areas for the benefit of all Western Australians.

## Strategic outcome

People and communities

## Agency outcome

Improve coordination and community awareness of road safety in WA.

## Service

Road Safety Commission

**The Commission contributes to the government's goal of results-based service delivery, through improving coordination and community awareness of road safety in WA.**

The Commission contributes to the government's goal of results-based service delivery, through improving coordination and community awareness of road safety in WA.

Our alignment with the government's Performance Management Framework is achieved through the

delivery of the Commission as a service to the community.

This involves delivery of the following key elements:

- » Intelligence-led recommendations to government in response to emerging road safety issues, initiatives, and policy;
- » Delivery of the state's road safety community education program;
- » Program oversight for the delivery of road safety initiatives, funded via the RTTA, and administered by other government agencies;
- » Management and oversight of the Road Safety Research and Evaluation Program;
- » Administration of the Road Safety Community Grants Program; and
- » State representation within national road safety committees, working groups and task forces to inform, shape and guide WA's response and strategic direction relative to road safety.

## Outcomes Based Management Framework

For the 2016-17 reporting period, there were no approved changes to the Commission's outcome-based management structures.

# The Road Safety Commission acknowledges all our stakeholders from across WA and nationally in the continued effort to work together to save lives.

## Shared responsibilities with other agencies

### *Our shared responsibility for road safety*

Since its establishment in 2015, the Commission has assumed responsibility and accountability for road safety reporting in WA.

In accordance with the State Government's road safety strategy *Towards Zero 2008-2020*, other agencies have a role in delivering and achieving road safety outcomes for the community.

The Commission therefore acknowledges all its stakeholders from across WA and nationally in the continued effort to work together to save lives.

### Road Safety Council

- » Chairman (Commission)
- » Road user representative (currently Royal Automobile Club of WA)
- » Local government representative
- » WA Police (WAPoL)
- » Department of Health
- » Department of Education
- » Department of Transport
- » Main Roads WA (MRWA)
- » Insurance Commission WA
- » Department of Planning

### Road Safety Consultative Network

(feeds into the Road Safety Information Centre)

- » Industry Road Safety Alliances
- » Vulnerable Road Users Advisory Group
- » Expert Panel
- » Advisory Body

### Key WA government stakeholders

Our key agency stakeholders have continued their efforts to support the delivery of road safety outcomes on behalf of the community in WA.

- » MRWA
- » WAPoL
- » Department of Health
- » Department of Transport
- » Department of Education – School Drug Education and Road Aware
- » Department of Fire and Emergency Services
- » Mental Health Commission
- » Insurance Commission of WA
- » WA Local Government Association – Roadwise Program
- » Department of Planning
- » Various Local Governments

### Key community stakeholders

The Commission also acknowledges the vital role our community, and particularly the not-for-profit sector, plays in further advancing road safety outcomes within the community. This includes but is not limited to:

- » Injury Control Council of WA
- » Royal Automobile Club of WA
- » Pilbara Heavy Haulage Girls
- » Transafe WA
- » WA Road Transport Association
- » The Constable Care Child Safety Foundation

### Key national stakeholders

The Commission also acknowledges those stakeholders across jurisdictions within Australia with which we liaise in support of road safety.

- » Transport and Infrastructure Council
- » Transport and Infrastructure Senior Officials' Committee
- » Department of Infrastructure, Transport and Regional Development
- » Bureau of Infrastructure, Transport and Regional Economics
- » National Transport Commission
- » Australian Road Rules Maintenance Working Group
- » Austroads Safety Taskforce
- » Australasian New Car Assessment Program
- » Vehicle Safety Research Group – Used Car Safety Ratings
- » Australasian College of Road Safety

A young girl with blonde hair, wearing a school uniform with a white tie, is sitting at a desk and writing in a notebook with a pen. The image is faded and serves as a background for the text.

# Agency performance

*Results-based service delivery: Greater focus on achieving results in key service delivery areas for the benefit of all Western Australians.*

## Government goal

**Results-based service delivery:**

**Greater focus on achieving**

**results in key service delivery**

**areas for the benefit of all**

**Western Australians.**

## Strategic Communications

The mandate of Strategic Communications during the 2016-17 financial year was to increase messages from the Commission and Commissioner while also engaging the community on road safety topics.

External communications used traditional and digital media to spread road safety messages. A total of 40 proactive media releases were distributed to journalists across WA and regular segments on three radio stations were established. Reactive media included daily interviews and comments from the Commissioner.

Several in-house produced video series also made an impact. An example was the down-to-earth “Tips from Truckies” campaign, produced with one of our partner stakeholder groups. This campaign was conceived as a strategy to prevent a recurrence of the fatalities suffered during the 2016 Labour Day weekend. Real truckies talked about road safety issues they

had experienced and advised long weekend drivers on ways to avoid fatigue, distraction and speed. The videos received 70,000 views on social media.

As part of National Road Safety Week in May 2017, the Strategic Communications team also captured the story of crash survivor Danny Harrison. This story demonstrated the tragic long-lasting effects of road trauma and was shared on our social and online networks (176,000 views).

With content added to our digital footprint, and links with WAPoL social media, the number of followers on the Commission’s social media accounts rose substantially over 2016-17. Our Facebook page likes have grown 75%, from 5,006 to 8,747 and our Twitter followers have almost doubled, going from 875 to 1,702.

**75%**  
**increase**  
in Facebook page likes

**95%**  
**increase**  
in Twitter followers

Following extensive user experience consultation, a new Commission website was developed and launched late in 2016. Visitor numbers peaked in April (26,479 page views) during a comprehensive traditional and digital media campaign in the lead-up to and throughout the Easter break.

## Commission Program of Works

The Commission contributes to the government's goal of results-based service delivery through the following work programs:

- » Road Safety Research and Evaluation Program;
- » Identification and development of Road Safety Strategy and Policy;
- » Community Education Program (Campaigns);
- » Partnerships Program;
- » Events;
- » Road Safety Community Grants Program; and
- » Projects (program managed by the Commission, administered by other agencies).

## Operating Governance Model: Tasking and Coordination Group

Central to the Commission's coordination and governance is the Tasking and Coordination Group (T&CG). The T&CG manages and facilitates the ongoing assessment, recommendation, implementation, monitoring and evaluation of RTTA funded projects in support of the Council's statutory function.

This mechanism ensures that recommendations related to RTTA expenditure are considered with a transparent and accountable process, providing assurance to the Council and Minister for Road Safety that funds are expended appropriately.

This has resulted in several key highlights and achievements relevant to the broader government goal, some of which have been provided in the following case studies.

The total cost to deliver and administer the program of works was \$145m in 2016-17.

*High level overview of Tasking and Coordination Group*



The above diagram sets out the T&CG inputs and outputs, reflecting the Commission's operational approach to the management of RTTA funded projects.



## Road safety research and evaluation program

Approved budget: \$967,000

In support of the Safe Systems approach underpinning *Towards Zero 2008-2020*, the Commission has continued to support research across the four cornerstones:

Safe speeds



Safe vehicles



Safe roads and roadsides



Safe road use



The majority of research within the Road Safety Research and Evaluation Program was carried out through the Commission's partnership with C-MARC. The 2016-17 C-MARC Program of Works involved eight completed research projects.

The Commission recognises the need to remain flexible in its ability to respond to road safety research opportunities and has also pursued research opportunities through other networks in 2016-17. For example:

- » In June 2017, the Commission engaged Parking Strategy to undertake a survey regarding the extent of mobile phone use and non-restraint across Perth based drivers.
- » Australian Road Research Board (ARRB) was engaged to evaluate the average speed safety camera zone trial on Forrest Highway.

A summary of the projects within our Road Safety Research Program has been provided below and aligned to the Safe Systems approach underpinning *Towards Zero 2008-2020*.

## Safe system

eMETS (enhanced Macro Estimates for Target Setting) – Enhanced road safety modelling – mid-term review of ‘Toward Zero 2008-2020’

Cost: \$40,000

Status: Ongoing, with the final report expected in August 2017.

This project expanded on the work undertaken in Stage one (report delivered on 2 July 2016), which applied the eMETS model to estimate the number of killed and seriously injured (KSI) persons on roads in WA by the end of 2020. This modelling was in line with the approach of other jurisdictions to inform strategic investment, using eMETS modelling to estimate KSI reduction targets and deliver road safety projects in accordance with the Safe Systems approach.

In Stage two, the Commission undertook an impact assessment of a suite of new initiatives not previously modelled, including:

- » Average Speed Safety Camera;
- » Red light speed and fixed speed camera expansion;
- » Continuation of the Run-off-road program;
- » Audible centrelines; and
- » Larger deployment of flexible wire rope barriers.

The aim of this research was to provide evidence to help WA road safety stakeholders achieve current strategy targets. Initiatives were selected that had sufficient evidence of effectiveness and suitable data to be incorporated into the eMETS WA model.

In conjunction with initiatives already included in Stage one, the Commission will use eMETS at the end of the *Towards Zero 2008-2020* strategy period to estimate the impact of individual initiatives and the strategy as a whole.

In-depth analysis of pedestrian serious injury collisions

Cost: \$160,000

Status: Complete

The aim of the project was to provide a highly detailed understanding of pedestrian crash events. This involved vehicle performance and an assessment of road environment and design, road user and environmental factors in crash causation and specific injury outcomes.

Unfortunately, due to difficulties in accessing a cohort of pedestrians involved in serious injury crashes the research resulted in a very small sample size. This impacted the reliability of the findings and its ability to achieve objectives.

Notwithstanding, the research identified some road safety matters of note which can be drawn upon to inform future road safety policy and initiatives relevant to pedestrians, including that:

- » further preventative approaches are needed to mitigate the risk to pedestrians when engaging with the road network, such as education programs directly targeting this issue; and
- » further support is needed in engineering measures which separate road traffic from non-motorised road users, as well as increased street lighting.

# In support of the Safe Systems approach underpinning *Towards Zero 2008-2020*, the Road Safety Commission has continued to support research across the four cornerstones.

## Safe road use

[C-MARC Project: The application of proxy measures to estimate the involvement of fatigue in WA crashes](#)

Cost: \$70,000

Status: Complete

The aim was to develop objective evidence on the contribution of fatigue to motor vehicle crashes in WA; in particular those that resulted in death and serious injury.

C-MARC was commissioned to undertake research into the identification of fatigue-related crashes and the possible use of proxy measures to identify solutions. The research is complete and will inform future Commission work on strategies to address fatigue-related driving risk.

[C-MARC Project: The effect of alcohol outlets and drug availability on road crashes at varying distances from the CBD in Perth, Australia from 2005 to 2015](#)

Cost: \$80,000

Status: Outstanding for the 2016-17. Submitted July 2017 and under Commission consideration.

The aim was to examine the effects of licensed alcohol outlets (measured by counts of outlets) and

availability of drugs (measured by drug possession and drug sale incidents) on fatal road crashes in the inner, middle and outer postcodes of the Perth metropolitan area.

The report has been received by the Commission and will be revised in line with feedback from the Commission. Once finalised, the report will be shared with WAPoL to inform enforcement.

[Understanding the prevalence of mobile phone use and non-restraint in metropolitan drivers within WA](#)

Cost: \$20,000

Status: Ongoing

While it is generally accepted that there is an issue with drivers in WA not wearing seatbelts and using mobile phones while driving, there is a paucity of research regarding the extent of the problem. This project will allow the Commission to quantify the problems with empirical research data.

This project conducts a local (Perth metropolitan specific) trial of Parking Strategy's advanced camera technology to capture illegal phone use in moving vehicles and driver's not wearing seatbelts. The project will capture 70 hours of data from several sites around the Perth metropolitan area, culminating in a comprehensive final report.





### Case study:

Illicit drugs and driving: A three-year update of fatalities and traffic offences  
**\$50,000 (status: complete)**

#### Aim

C-MARC was commissioned to conduct research into illicit drugs and driving. The aim of the project was to undertake a three-year update (2013-2015) of Western Australian fatalities and traffic offence data.

**The aim of the project was to undertake a three-year update (2013-2015) of Western Australian fatality and traffic offence data on the involvement of illicit drugs in driving.**

#### Key findings

The report showed significant increases in offences in regional WA, in line with the expansion of testing outside metropolitan Perth. The results of the blood test of those killed in crashes indicated that positive

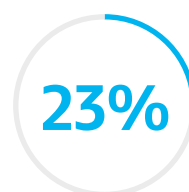


Blood tests of those killed in crashes indicated that positive readings for illicit drugs were higher for men.

readings for illicit drugs were higher for:

- » men;
- » those aged under 40 years;
- » those driving without a valid licence;
- » those testing positive to alcohol in the range of 0.08%-0.149%;
- » those using Benzodiazepines; and
- » those involved in a crash at night-time.

The proportion of drivers or riders killed and testing positively for illicit drugs has remained relatively constant at approximately 23%, but there is evidence to suggest that the annual incidence rate has declined by an average of one fatality per 1,000,000 licensed drivers per annum since the introduction of roadside testing.



of drivers or riders killed, tested positive for illicit drugs

#### Application of research to road safety

Future drug testing will be undertaken in line with the report recommendations, which will be shared with WAPoL. The findings have been used to inform the Commission's continued support for WAPoL's expansion of drug driving testing through metropolitan and regional WA. More broadly, the research continues to support the Commission's evidence-based approach to policy making and will be used to inform future policies and strategies relevant to drug driving within WA.

## Safe vehicles

C-MARC Project: Aboriginal Road Safety: A review of issues, interventions and needs in WA

Cost: \$60,000

Status: An 18 month project, intended to be ongoing to 2017-18

The aim of this project was to understand the road safety issues impacting regional and remote communities, including road trauma broadly, access to and awareness of safe vehicles, and access to and maintenance of licensing.

C-MARC Project: Autonomous Vehicles – Are WA Roads Ready?

Cost: \$40,000

Status: Complete

C-MARC was commissioned to undertake research into the readiness of WA roads for use by automated vehicles. The project reviewed semi-automated and automated vehicle technologies currently

**The project reviewed semi-automated and automated vehicle technologies currently available, and expected to be widely available in the marketplace within the next 5 years**

available, and expected to be widely available in the marketplace within the next five years, including their technological limitations. The report identified best practices for road design and building to maximise the effectiveness and reliability of the identified technologies in their current or expected technological state.

The report provided an overview of automated vehicle technology that clearly outlined what elements were classified level zero, level one and level two automation. These are the elements that are currently in place or likely to be common in the next five years. The report identified three sites suitable for a trial.

Improving Safety Outcomes for Vehicle Occupants and Other Road Users:

Cost: \$279,724

Status: Complete

The government continued to support investment into Safe Vehicles via its contribution to:

- » the Australasian New Car Assessment Program (ANCAP); and
- » membership on the Vehicle Safety Research Group, which oversees the Used Car Safety Ratings Program (UCSR Program).

ANCAP is Australasia's leading independent vehicle safety advocate, providing consumers with transparent advice and information on the level of occupant and pedestrian protection provided by

a diverse range of vehicles involved in the most common crash types, as well as their ability – through technology – to avoid crashes.

The Commission's Director of Operations is a member of the ANCAP Council and, in March 2017, officers from the Commission had the opportunity to attend the ANCAP Crash Lab in Sydney to observe a crash test.

The UCSR Program seeks to guide consumer choice when seeking to purchase second hand vehicles through the assignment of safety ratings as identified from crash statistics involving data protection (crashworthiness) and protection for other road users (aggressivity).

#### Safer Motorcycle Riding Gear

Cost: \$20,000

Status: Ongoing, as part of a multi-year program.

The Commission provided funding of \$20,000 in 2016-17 towards the Transport for New South Wales research project testing motorcycle protective gear to rate the safety of riding trousers, jackets, and gloves on the market in Australia.

Various road safety bodies across Australia collaborated on this project, which will result in a series of star ratings for motorcycle protective gear. The methodology has been developed, a market survey undertaken and the research has been contracted to Deakin University. Preliminary results are expected June 2018.





## Safe speeds

Development of new strategic directions for the automated traffic enforcement program in WA

Cost: \$130,000

Status: Ongoing, a three stage program, of which one stage is complete

The aim was to use the outcomes of the evaluation of the WA automated speed enforcement program and the data set developed under this project to provide further strategic direction for the program's expansion and optimisation.

This project consists of four stages:

Outcome	Status	Cost
Estimation of optimal operating principles for mobile speed cameras	Completed	\$39,000
Establishing potential locations for future point to point camera systems	In progress with an expected completion date of July 2017	\$32,500
A new ATE resource allocation and expansion model for WA	In progress with an expected completion date of September 2017	\$44,200
Final overall draft report and final report to be produced at completion of stage three	Expected completion date of September 2017	\$14,300



## Evaluation of the Forrest Highway Average Speed Safety Camera System Trial

Cost: \$49,520

Status: Completion expected in July 2017

In October 2016, the Commission introduced the State's first point to point speed camera zone, known as the Average Speed Safety Camera Zone (ASSCZ). It was installed along a 26 km length of the Forrest Highway, south of Mandurah.

ARRB's findings are expected to be presented to the Commission in July 2017.

## Safe roads and roadsides

### Identification of high risk metropolitan intersection sites in the Perth metropolitan area

Cost: \$100,000 over 18 months

Status: Ongoing, a three stage program, of which two stages are complete

The aim of this project was to review and characterise the present-day risks at Perth metropolitan intersections to allow for development of an optimised treatment package resulting in the greatest road safety benefit. Intersection crashes (including those occurring at roundabouts and railway crossings) accounted for nearly half of the total crashes in WA between 1995 and 2004.

Two of the three reports have been submitted.

The reports provide a retrospective, population based, longitudinal study of killed and seriously injured crashes in the Perth metropolitan area, with a sample

of 175,804 crashes over the ten years of the study (including 7,181 KSI crashes). The reports quantifiably highlight high risk intersections for improvement.

This information will be shared with MRWA as the information is central to prioritising improvements to metropolitan intersections in Perth.

### Risk factors for killed and serious injury intersection crashes in metropolitan Perth: 2006-2015

Cost: \$100,000

C-MARC was also commissioned to undertake research into metropolitan intersection crashes resulting in KSI. The report informed MRWA on how and where to allocate resources to achieve the greatest improvement to road safety across the network.

The report provided a retrospective, population based, longitudinal study of killed and seriously injured crashes in the Perth metropolitan area, with a sample of 175,804 crashes over the ten years of the study (including 7,181 KSI crashes).

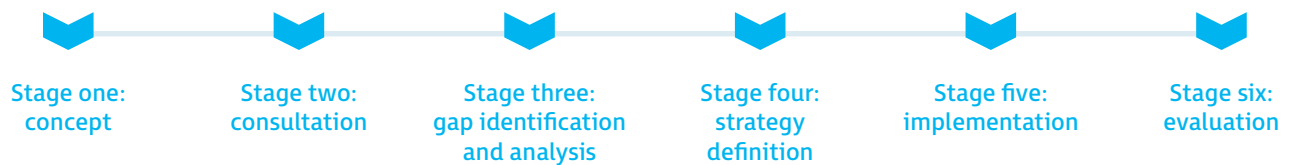
The report identified that risk factors which increased the likelihood of a KSI crash included crashes:

- » on the weekend,
- » at night time,
- » at non-level intersections, and
- » at three-way and four or more-way intersections rather than roundabouts.

Factors that reduced the risk of KSI crashes included:

- » rainy conditions,
- » signalised traffic controls, and
- » multiple- rather than single-vehicle crashes.

## Road safety strategy



Developing purpose fit and localised road safety strategies in support of *Towards Zero 2008-2020* is a key output for the Commission.

In 2016-17 the Commission's strategy business unit commenced developing the state's Regional and Remote Road Safety Strategy.

The Regional and Remote Road Safety Strategy is a long-term vision for improving road safety within regional and remote WA. It supports the Government's commitment to improve outcomes for regional and remote WA via collaboration with community, industry, and government to address:

- » the social and economic disparity that exists between people living in metropolitan regional and remote WA; and
- » the geographical challenges in accessing services.

Within the road safety context, our strategic aim is to:

1. Support individuals
2. Empower the community through capacity building
3. Enhance the regional and remote road safety profile

The Regional and remote strategy is currently in Stage one of its development, with progression to subsequent stages expected in 2017-18.

# Road safety policy

Pertinent to the Commission's core business is the progression of road safety policy.

In 2016-17, the following road safety policies were progressed via the Strategy and Programs business unit:

## 1. Slow Down Move Over

The slow down move over (SLOMO) policy is a key commitment for the incoming government which addresses the need for drivers to slow down when approaching emergency response vehicles and to mitigate the road safety risks associated with emergency or breakdown situations. It seeks to reduce the risk to those who attend to emergencies on our road network.

### Key achievements: 2016-17 SLOMO

- » Consultation has commenced with key stakeholders to understand the scope of the issue surrounding emergencies and vehicle breakdown attendance and identification of potential solutions in accordance with other jurisdictions approaches (regulatory and non-regulatory);
- » Identification of details relating to the scope and application of various options to realise the policy's intent;
- » A broad preliminary analysis of risks and potential impacts relevant to the policy options available.

## 2. Minimum passing distances for cyclists

Improving cyclist safety is a key commitment for

the incoming government. The policy endeavours to bring WA in line with a number of interstate and international jurisdictions which have used either regulatory or non-regulatory approaches to improve cyclist safety.

The Government has sought to amend the *Road Traffic Code 2000* regarding minimum passing distance. The operational details of this policy are still being refined and are scheduled to be progressed in 2017-18.

### Key achievements: 2016-17 Safe passing distances for cyclists

- » Consultation has commenced with key stakeholders to understand the scope of the existing risks and issues impacting cyclists in relation to the passing of cyclists on roads;
- » Identification of options to address the existing risk in accordance with other jurisdictions' approaches (regulatory and non-regulatory);
- » Options being given to government of what form the trial should take and how it should be monitored and evaluated.

## 3. Motorcycle Lane Filtering

Motorcyclists were over represented in road crash fatalities in 2016, with the following statistics of note:

- » There were 40 motorcycle fatalities across WA;
- » 34 of these motorcyclists fatalities were male; and

- » 20% of the total fatalities were motorcyclists

In response to an identified need to improve road safety outcomes for motorcyclists, the Commission established the Motorcycle Safety Sub-Committee (MSSC).

The MSSC is a sub-committee of the Vulnerable Road Users Advisory Group. A Terms of Reference governs the group and the following outcomes have been achieved in the 2016-17:

#### **Key achievements: 2016-17 Motorcycle lane filtering**

- » Consultation has commenced with key stakeholders to understand the scope of existing practices amongst motorcyclists in relation to lane filtering;
- » Identification of options to address the existing risk within the context of lane filtering in accordance with other jurisdictions' approaches (regulatory and non-regulatory);
- » A broad discussion of the risks and potential impacts relevant to the policy options available;

#### **Road Safety Policy Framework**

In 2016-17, the Commission finalised Stage one of its Road Safety Policy Framework (RSPF) to support realisation of *Towards Zero 2008-2020* outcomes.

The RSPF sets a framework to enhance delivery of the road safety policy function for the benefit of the WA community, and guides the Commission's approach to meeting its shared responsibility for road safety policy development.

Underpinning the RSPF is the integration of the Public Sector Commission's (PSC) core capabilities for agencies engaging in policy development in the public sector. These include:

#### **Strategic alignment**

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#### **Policy implementation and evaluation**

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#### **Communication and engagement**

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#### **Critical thinking**

Ultimately, our vision for the RSPF is that it will facilitate engagement across agency, industry and community to achieve the *Towards Zero 2008-2020* targets. This includes:

- » articulating the broader issues and solutions within the road safety environment and how this applies within a WA context;
- » demarcating the Commission's role in harnessing and coordinating effort across community to target road safety and improve the community's capacity to address road safety;
- » outlining a structured cyclical approach to policy, based on academic principles, enabling proactive analysis of policy problems, consultation across key stakeholders, evidence-based policy options and evaluation; and
- » providing guidance for policy instrument choice, in recognition of myriad of policy instruments available to respond to road safety in line with the Safe Systems approach.



## Road safety community grants program

The Minister for Road Safety endorsed \$360,000 in funding for the purpose of community grants. These community initiatives assist in promoting road safety messages across the state.

The grants support the development and implementation of sustainable projects and one-off community activities related to road safety.

The Road Safety Community Grants Program is fundamental to fostering local led initiatives and building community capacity to address road safety throughout WA. Underpinning the Road Safety Community Grants Program is a grass roots philosophy where communities are empowered as a collective to own and affect change at a local, state and national level.

Proactive community engagement within the Road Safety Community Grants Program is a further indicator through which the Commission has demonstrated its ability to improve coordination and community awareness of road safety in WA in 2016-17.

Throughout 2016-17, the majority of Road Safety community grants programs were distributed across regional WA.



Case study: “Belt Up” Derby  
Tiger Family Road Safety Project

\$15,000

### Issue and Background

There was much evidence in the Shire of Derby-West Kimberley community that not wearing seatbelts was common. This evidence had been observed in vehicles, with adults and children not wearing seatbelts and even children sitting on parents’ laps or standing up in front and back seats.

### Aim

The aim of the project was to increase awareness of the benefits of wearing seat belts and help reduce motor vehicle accidents, as well as injuries and fatalities from road crashes.

### Approach

The Commission funded the “Belt Up” Derby Tiger Family Road Safety Project via a project grant which enabled all representative teams to wear AFL Richmond Tiger sash jumpers, modified so that the sash represented a seat belt. The road safety message “Belt Up” was placed on the club trailer and on all correspondence – including membership forms, player, officials & spectator’s code of behaviour contracts, venue entry signage at home games and tear drop signage on the player, race and spectator seating areas.

### Outcome

The project resulted in 180 players becoming project ambassadors and the ‘Belt-Up’ message was delivered to key target groups such as young Auskick players and juniors as well as various community spectators who attended each game.

77

community grants  
were approved across  
WA



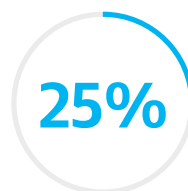
Case study:  
Rotary Driver Education  
**\$10,763**

**Issue and Background**

25% of road users killed or seriously injured in the Midwest-Gascoyne region in the ten years to 2016-17 were 17-24 years olds and 58% of all road users killed or seriously injured were males. This region also has a large network of sealed and unsealed roads on which the community are required to drive for long stretches.



of all road users killed and seriously injured were males. \*



of road users killed or seriously injured 17-24 years olds. \*

**Aim**

The aim of the Rotary WA Driver Education program was to positively influence the attitude of young people in the Midwest-Gascoyne just before they learned to drive. The program sought to create a

\* in the Midwest-Gascoyne region in the 10 years to 2016-17



# The aim of the Rotary WA Driver Education program was to positively influence the attitude of young people in the Midwest-Gascoyne just before they learned to drive.

greater awareness of the dangers of driving or riding and provide strategies that could greatly reduce the chances of being involved in a major crash. It addressed issues specific to the region including fatigue, speed, safe cars, and restraints, and focused on high-risk male road users.

## Approach

In 2016 the Rotary Club of Geraldton applied for a community grant to run a youth service program involving year 10 and 11 Midwest-Gascoyne students developed to fit and support *Towards Zero 2008-2020*. The Commission recognised the program's value to, and reach within, the community.

Having been trialled with student groups in the metropolitan area, the program engaged relevant community stakeholders to develop a schedule of six interactive sessions delivered to students prior to them obtaining their drivers licence:

- » WAPoL - Law and driving
- » RAC- My wheels – Insurance, Finances, ANCAP ratings
- » Plan B – Choices - social gatherings, back up plans, drugs, alcohol and fatigue

- » Crash survivor – One moment can change your life
- » Distraction, risk and hazards – Inattention, risks and hazards
- » Braking distances - Practical demonstration, includes a stationary road train

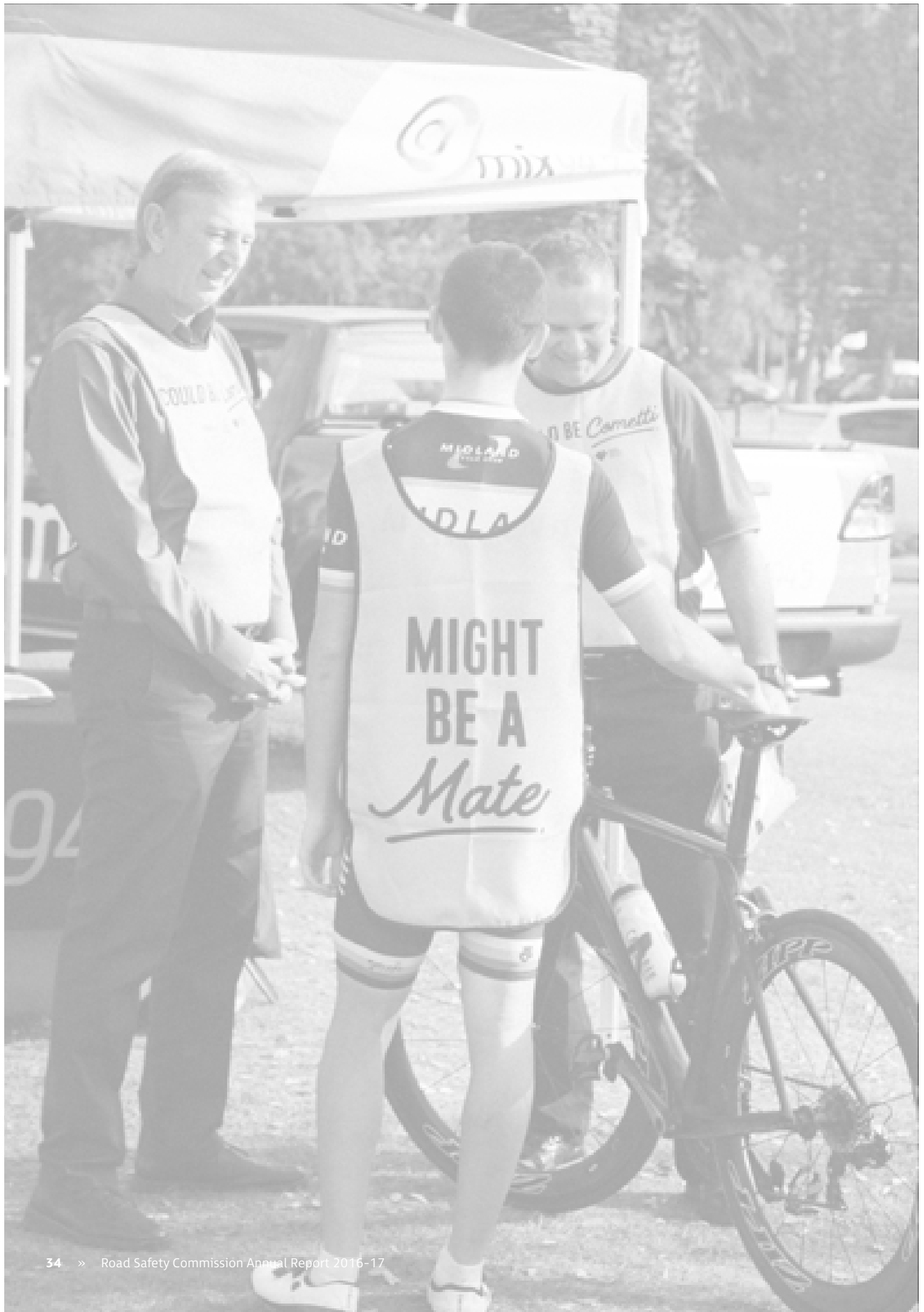
Program speakers included a representative from WAPoL (who highlighted the dangers of being on the road, and the subsequent impacts on families who had been affected by road trauma), St John Ambulance and the heavy vehicle industry (who spoke about stopping distances).

# 254

Midwest-gascoyne students attended and the program is in its fifth year of running.

## Outcome

The program resonated with the 254 Midwest-Gascoyne students who attended. The program, in its fifth year of running, had its highest attendance this year and continues to be supported by an increasing number of schools and students.



## Community education program (campaigns)

2016-17 approved: \$6,373,404

The Commission's Community Education Program provides a direct avenue into the community to target driver behaviour and attitudes as well as raise awareness of road safety.

Our ability to provide these programs is essential to demonstrating that we have met the outcomes expected of us in accordance with the Government's Outcomes Based Management Framework.

To inform the Commission's 2016-17 Community Education Program, market segmentation research was conducted around four key areas: restraints, speeding, drink driving and mobile phone use. The Commission used this research to create relative campaigns which directly reached specific segments of the WA market to tackle road safety behavioural issues.

In the 2016-17, the Commission developed the following campaigns:

Campaign	16-17 approved
Risk Takers – Time with Mum	\$1,089,463
Zero Heroes	\$1,061,870
Priorities – Distractions, Drink Driving & Speeding	\$2,347,316
Automated Traffic Enforcement - Speeding	\$109,009
Cycling Safety Campaign – Might be a Mate	\$ 968,447
Towards Zero campaigns (fatigue, double demerits and road safety week)	\$797,299
<b>Total</b>	<b>\$6,373,404</b>

# We sought to normalise safe road use by emphasising that most people do the right thing.

## Zero Heroes

The Zero Heroes campaign sought to normalise safe road use by emphasising that most of the population in WA do the right thing and encouraging them to influence the minority who do not. It highlighted that drivers who speed, drive over the alcohol limit, or don't put their seatbelt on during a short trip are the 'odd ones out'.

# 800,000

people in WA have not received any demerit points in the last three years.

A significant aspect of Zero Heroes was to use the cohort of 800,000 people in WA who had not received any demerit points in the last three years to influence those people around them to drive safely. It was a call to action for those 800,000 to become road safety ambassadors.

This group were key influencers for those who were breaking the road rules across a range of other driving behaviour segments, for example those who occasionally speed at low levels, those who may check their phone in the car, high range regular speeders, and those who consider drinking and driving if they are just over the limit.

## Priorities

### (Drinking driving, speeding & distractions)

The Commission identified that a sizable percentage of drivers in WA "occasionally" pushed the limits on the roads. These drivers had good attitudes to road safety but occasionally offended. They believe they don't break the rules in a major way. They made exceptions or believed they simply wouldn't get caught. But each time they chose to drink and drive, speed or send a text behind the wheel they consciously chose to do so and could have caused a crash.

The Commission created a specific campaign to address the following behaviours:



Drink driving



Speeding



Distractions

The 'Priorities' campaign reminded those drivers that safety on our roads is a shared responsibility of all road users.

### 1. Drink driving

#### **Blow 0.05 and you blow over**

Key campaign messages:

- » At .05 your chance of crashing doubles;
- » Don't let another drink put you over;
- » Blow .05 and you could get a \$400 fine; and
- » Blow over and you could lose your licence.

## 2. Speeding

### Over is over

Key campaign messages:

- » Don't be a creep. Over. Is Over;
- » Remember to plan ahead. Stick to the speed limit; and
- » How much will your next fine cost? For every 10km/h over the limit your fine increases.

## 3. Distractions

### Two seconds on your phone is 33 metres driving blind

Key campaign messages:

- » Looking at your phone behind the wheel is like driving blind;
- » Don't text behind the wheel; and
- » If you text behind the wheel it could cost you \$400 and three demerits.

## Cyclist Safety Campaign

The Cyclist Safety campaign was a positive, wide-reaching, mass-media education campaign, aimed at increasing cyclist safety awareness across the community.

The overall communication objective was safety and respect, focusing on all road users needing to respect one another and take collective responsibility for keeping everyone safe on the roads. Key campaign messages included:

- » motorists understanding the importance of maintaining a safe distance around cyclists;

- » cyclists understanding what they are responsible for, when it comes to safe cycling behaviour; and

- » an overall increase in community awareness of the rules relating to cyclists.

The campaign also drew upon key behavioural messages, including practical measures, to support the overarching safety message. These messages included:

- » information relevant to safe passing distances; and
- » practical advice on what safe road usage means from both the cyclist and motorist perspective.

The Cycling Safety campaign was undertaken in a two-phased approach, with a summary of each phase provided below.

### Phase one: Might Be a Mate

Phase one was aimed at building empathy between motorists and cyclists and connect road users to the idea that a cyclist could be a 'mate' or, more broadly, someone's mate.

### Phase two: Could be Cometti

Phase two utilised Dennis Cometti as the face of the campaign, recommending a minimum passing distance of at least a metre.

## Alcohol interlocks

On 24 October 2016, WA introduced an Alcohol Interlock Scheme (AIS), which applied to high-end and repeat drink drivers. The AIS was supported by a campaign to build community awareness of drunk driving and the intent by government to address this within the road safety context.



Case study:  
Risk takers: Time With Mum

**Issue & Background**

This campaign was informed by market segmentation research conducted by Taylor Nelson Sofres Australia; the first time such an approach has been applied to road safety. The findings provided an indication of Perth road users views and attitudes towards key road safety priority issues, and were further broken down by location, age and gender.

# 17-39

This segment, known as 'Risk Takers', comprised of younger males between 17 and 39 who regularly speed at high ranges, drink drive, and do not recognise speed as a road safety issue.

This research highlighted that 11% of the population in WA were recidivist high range speeders. This segment, known as 'Risk Takers', was predominantly younger males between 17 and 39 who regularly speed at high ranges, drink drive, and do not recognise speed as a road safety issue.

## These ‘Risk Takers’ were not motivated by fear or personal injury but they could be motivated by the prospect of losing their licence and consequently being socially ostracised.

The Commission undertook a challenging endeavour to design a community education campaign that could get through to what could be considered an ‘impenetrable’ audience who were generally switched off to government communications.

### Approach

These ‘Risk Takers’ were not motivated by fear or personal injury but the research did highlight that they could be motivated by the prospect of losing their licence and consequently being socially ostracised.

The ‘Time with Mum’ campaign documented the life of “Nate” who lost his licence and was subsequently forced to rely on his mother to drive him around. The campaign followed Nate over the period he lost his licence as the stark reality of his new life set in. Nate provided the example of an anti-hero for young drivers who craved control of their love lives, work weeks, and passenger side windows. Twelve scenes

**We undertook a challenging endeavour to get through to what could be considered an ‘impenetrable’ audience who were generally switched off to government communications.**

played out over 12 weeks, giving young viewers the experience of a real-time license suspension period. The tag line of this campaign was ‘Lose your Licence, Lose your Life’.

The ‘Time with Mum’ campaign aimed to have the risk takers in our community think about how their life would be impacted should they end up in Nate’s position – something the research told us they’d find much more realistic than dying because of their risky driving.

### Outcome

The ‘Time With Mum’ campaign was revolutionary because of the way it engaged with its target audience in a humorous and engaging way. There was a heavy focus on using digital channels to talk to the audience which was refined by the research on the platforms they spend most of their time using.

The campaign ran from July to December 2016 and was heavily targeted at the Risk Takers’ segment of the market.

The ‘Time with Mum’ campaign performed well overall, communicating the intended message and achieving the objective of encouraging ‘risk takers’ to think about how their life would be impacted if they lost their licence.

Some of the key outcomes are noted below:

## Strong message take out

The campaign achieved a strong message take out by the target audience with **35%** citing that if you lose your licence, you lose your life and **18%** mentioning the loss of freedom and independence.

87%

of the target audience agreed that the campaign delivered on intended messages including that **'there are consequences for losing your licence'**.

## "funny"

The humorous nature of the campaign resonated with the target audience with **20%** mentioning that the ads were 'funny' but also delivered a message.

## relevant,

The campaign was seen to be credible and have relevance amongst the target audience with **70%** agreeing that the ads were believable.

39%

of the target audience considered that **the campaign made them think about how they drive.**

'Time with Mum' delivered well on emotional engagement with more than half of the target audience agreeing that the campaign made them consider the embarrassment of losing their licence; think about how their life would be impacted if they lost their licence and that they were concerned about losing their licence.

As well as performing well with the 'Risk Taker' segment of the community in WA, the 'Time with Mum' campaign went on to win several awards including:

### Siren Awards

2017 Silver & Gold: Radio Campaign

### Campaign Brief Awards

Online - Commission 'Time with Mum'

Television Campaign - Commission 'Time with Mum'

Integrated Campaign - Commission 'Time with Mum'


### Perth Advertising Design Club Skulls Awards

Digital - Community Service & Charity - Time with Mum SILVER

Digital - Social Media - Time with Mum BRONZE





A grayscale photograph of a man in a military uniform looking out of a vehicle window. In the foreground, there is a potted plant with long, pointed leaves. The text is overlaid on the right side of the image in white, bold font, with each line in a separate blue rectangular background.

**39% of the target audience  
considered that the campaign  
made them think about  
how they drive.**

## Events

2016-17 cost: \$124,511

The Commission continued to support the communication of road safety messages at many events in 2016-17. Events are an opportunity for the Commission to engage directly with the community in WA and continue to remain responsive to road safety across a diverse range of stakeholder groups.

### National Road Safety Week

National Road Safety Week provided an opportunity to raise awareness of road safety issues, and promote practical strategies and changes in behaviour to minimise the number of people killed or seriously injured on Western Australian roads. The event coincided with Yellow Ribbon National Road Safety Week and the United Nations' Global Road Safety Week. The Commission worked collaboratively with other agencies and organisations to raise awareness within the community. Events included:

- » lighting up icons in Perth (including; the Bell Tower, Council House, Elizabeth Quay and Parliament House);
- » hosting a series of road safety events during the week:
  - an Opening Ceremony to recognise the lives lost on WA roads (officially opened by the Minister for Road Safety);
  - a Road Safety Forum at the City of Perth in recognition of a recent employee who was a victim of road trauma;

- a number of Advisory Framework Workshops;
- Live 6PR Road Safety Broadcast from Town Hall; and
- a Motorcycle Safety Ride through Chittering Valley, featuring riders from across the community and government agencies (including the Road Safety Commissioner and members of WAPoL).

A summary of some of these events during National Road Safety Week is provided below.

### Opening Ceremony

On Sunday 7 May 2017, the Commission coordinated the opening of Road Safety Week. This event involved the lighting of the Memorial Tree at the Old Mill in South Perth in recognition of the 195 lives lost in 2016 on roads in WA.

This event was officially opened by the Minister for Road Safety, the Hon. Michelle Roberts MLA and attended by:

- » the Road Safety Commissioner, Kim Papalia;
- » a number of staff from the Road Safety Commission's Senior Management Team;
- » staff and counsellors from Road Trauma Support;
- » the Police Chaplain Joe Newbold;
- » the Mayor of South Perth, Ms Sue Doherty;
- » Ms Louise Clarke; and
- » the family and friends of loved ones who have lost their lives on the road

This event was featured on Channel 7's Sunrise Program.

### **Live 6PR Broadcast from the Perth Town Hall**

On Monday 8 May 2017, 6PR held a special live broadcast at the Perth Town Hall covering road safety topics and featured guests including:

- » Commissioner, Kim Papalia
- » Jeremy Murray (Bicycling WA) and Nev Taylor (Over 55's Cycling)
- » Steve Post (Transafe WA) and Cam Dumesny (WARTA)
- » Danny Harrison (Road Trauma Survivor) and Ryan Fernie (RTSWA)
- » Dave Wright (MRAWA) and Dale Hill (On Yer Bike Rider Education)

Some 30,000 people listened to the show live on 6PR and Channel 10 included an interview of the Commissioner and Danny Harrison.

The Commission posted a video of Danny Harrison's story to social media which was viewed 150k times, shared 720 times, and received 900 reactions and 200 comments.

### **Commissioners speech at Perth Town Hall**

On Tuesday 9 May 2017, the Commissioner delivered a speech on current road safety topics to approximately 60 City of Perth staff. This event was also attended by the CEO of City of Perth, Mr Martin Mileham.

## Commission Consultative Network Workshops

On Wednesday 10 May 2017, the Commission coordinated workshops with stakeholders across its consultative network.

Participants included:

- » Industry Road Safety Alliances from across regional WA;
- » the Commission Expert Panel; and
- » the Vulnerable Road Users Advisory Group.

Outcomes of the session included:

- » Leveraging success and lessons learnt from existing Industry Road Safety Alliances and identifying strategies to inform future direction and action relevant to Industry Road Safety Alliances;
- » Progression towards development of a WA Road Safety Evaluation Framework to objectively measure road safety outcomes relevant to road safety initiatives funded through the Road Trauma Trust Account; and
- » Identification and articulation of strategies to inform the Vulnerable Road Users Advisory Group inaugural Strategic Plan for 2017-2020.

## Road Safety Week Forum

On Thursday 11 May 2017, the Commission hosted the Road Safety Week Forum at the Perth Convention and Exhibition Centre. The event was opened by the

Minister for Road Safety, the Hon. Michelle Roberts MLA and included talks by the Commissioner and members of the Expert Panel from across WA (outlined below) as well as a panel session involving prominent road safety experts from across Australia:

- » Mr Lachlan McIntosh AM – President of the Australasian College of Road Safety;
- » Mr Ray Cook – Manager Traffic & Transport Planning at Cardno; and
- » Dr Paul Roberts – Principal Behavioural Scientist at the Australian Road Research Board.

The formal session was followed by a networking event, with several stakeholders embracing the opportunity to enhance their connections across government, community and industry.

The event was attended by 110 public and private stakeholders, a number who came from across regional and remote WA and from interstate jurisdictions.

Following the event, Seven News Perth interviewed Mr McIntosh and the Commissioner for their 6pm news bulletin and the story was also published to the West Australian's website.

## Motor Riders Association WA Safety ride

On Saturday 13 May 2017, a Motorcycle Safety Ride took place through the Chittering Valley which featured 100 motorcycle riders including the Commissioner and members of WAPoL on motorbikes and in cars.

## Events are an opportunity for the Commission to engage directly with the community and continue to remain responsive to road safety across a diverse range of stakeholder groups.

### The Perth Royal Show

The Perth Royal Show was an eight day event and offered the opportunity to engage with metropolitan and regional members of the public in a personal and interactive manner to encourage safe road user behaviour.

The key messaging at the Commission display included:

- » Zero Heroes – zero demerit point promotion and competition;
- » Driver distractions with a virtual reality education tool allowing patrons to simulate driving a vehicle while distractions were displayed; and the
- » Time with Mum, educational campaign which proved especially popular on social media.

### Caravan and Camping WA

The Commission attended the annual Caravan and Camping Show where attendees were invited to

fill out a short road safety survey. The results were summarised and posted on the Commission website and the information was shared through a press release and posted on the Caravans WA website.

### The Good Food and Wine Show

The Good Food and Wine Show attracted over 30,000 visitors over three days and provided an opportunity to engage with road users at the point of alcohol consumption, promoting targeted road safety messaging such as 'Just Over? Just Don't Drive' and 'If you plan to drink, plan not to drive'. The Commission reached targeted audiences in the food and wine community and the Good Food and Wine Show acted as a channel for road safety communication through collateral, website, eDM's and social media.

### Clubs WA events

Clubs WA events such as the annual awards night and industry forum and expo presented an opportunity for the Commission to disseminate and receive feedback on effective road safety messaging.



## Partnership program

Approved budget: \$197,861

The partnership program is part of a broader effort to reduce road trauma in WA. It plays an important role in engaging with key stakeholders across multiple government agencies, corporate organisations and communities to implement and deliver road safety education at a regional, local and community level through partnership, sponsorship and alliances.

The program targets the 'at risk' groups in WA and provides the State Government an opportunity to engage directly with communities, at events and with organisations in areas with specific road safety issues.

**The Partnership program provides an opportunity to engage directly with communities, at events and with organisations, in areas with specific road safety problems.**

# The Partnership program plays an important role in engaging with key stakeholders across multiple government agencies, corporate organisations and communities.

In 2016-17 the Commission engaged in three primary partnerships, as set out below:

## Clubs WA

Leveraging the success of previous years and the ability to directly reach specific demographics through social and community-led activities, such as sport, the Commission continued to support Clubs WA in 2016-17.

Clubs WA member clubs are not-for-profit community organisations which provide recreational and social facilities, allowing their local communities to come together. This partnership continued to reach a wide audience across WA, with a number of road safety messages on drink driving, fatigue and speeding promoted throughout 2016-17.

## National Road Safety Partnership Program

The Commission continued to support the National Road Safety Partnership Program (NRSP) in 2016-17. The NRSP is a collaborative network for the Commission and Australian organisations to build and implement effective road safety strategies in the workplace and develop a positive road safety culture.

The NRSP aims to help Australian organisations develop a positive road safety culture and, in turn,

become an example for others to enhance road safety nationally. This is achieved by building and sharing knowledge of effective strategies to reduce road-related trauma, and to foster national networks and collaboration for the benefit of improving road safety.

More broadly, the NRSP seeks to integrate industry, at the national level, into the government's planning and long term strategic approach to address road safety in accordance with the Safe Systems approach underpinning Towards Zero 2008-2020.

## Road Safety Western Force

Approved budget: \$900,000

The Road Safety Western Force partnership was funded during the 2016-17 financial year from Road Trauma Trust Account project savings.

The Road Safety Western Force Partnership was established to target specific high-risk demographics across WA and continue to promote the road safety message throughout the community in accordance with the intent of Towards Zero 2008-2020.

Throughout the second half of 2016-17, the Road Safety Western Force rugby club and players have continued to promote the road safety message and act as road safety ambassadors for the community.

## Projects

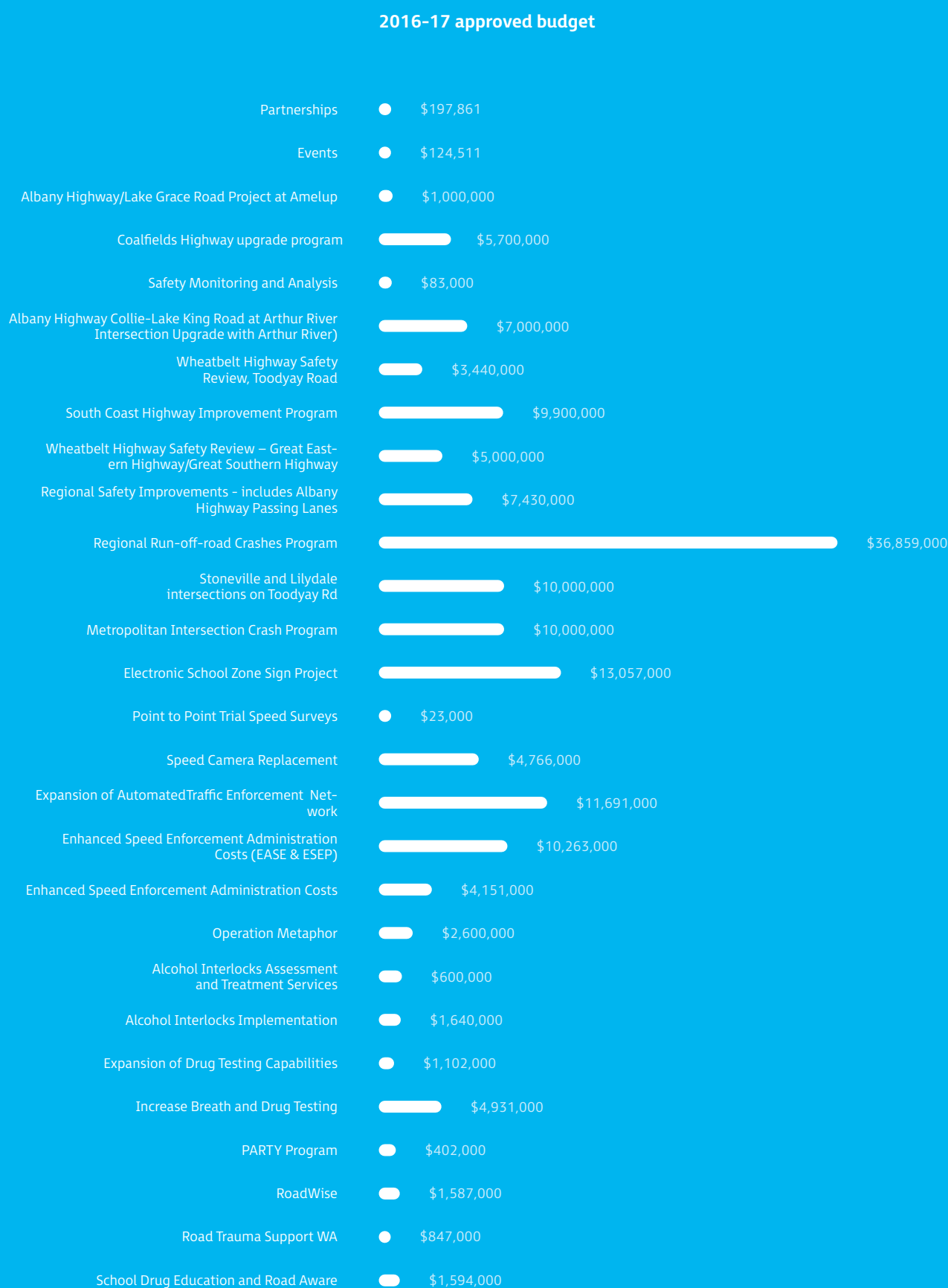
To achieve the objectives of *Towards Zero 2008 – 2020*, funding is provided from the RTTA to projects that incorporate road safety measures and which collectively reduce road trauma.

The Commission supports the Council to fulfil its statutory functions pursuant to the *Road Safety Council Act 2002*, and provides evidence-based intelligence and recommendations in relation to those projects.

The Commission program-manages RTTA allocated funding to road safety projects administered by government agencies. A summary of the projects administered by agencies is set out below:

Program	Cornerstone	Agency	Amount
Improving Safety Outcomes at Metropolitan Intersections	Safe Roads and Roadsides	MRWA	\$20,000,000
Improving Safety Outcomes for Regional Run-off-road Crashes	Safe Roads and Roadsides	MRWA	\$76,412,000
Reducing the Injury Burden from Impaired Driving Crashes	Safe Road Use	WAPoL	\$8,273,000
Reducing Injury Burden from Crashes Involving Inappropriate and Excessive Speed	Safe Speed	WAPoL	\$46,551,000
Improving Safety Outcomes for Vehicle Occupants and Other Road Users	Safe Vehicles	Commission – Through ANCAP/UCSR	\$279,724
Informing and Mobilising Actions to Improve Road Safety Outcomes	Safe Road Use	Multiple	\$20,282,276





## Safe roads and roadsides

Project Name: Metropolitan Intersection Crash Program

Approved budget: \$10m

Administering agency: MRWA

### Project Aim

To improve the safety of metropolitan road users by targeting high risk intersections with road safety improvements that significantly reduce the trauma associated with conflicts between vehicles.

### Project Description

Intersections are chosen on a priority basis and treatments vary for each intersection and include but are not limited to:

- » installation of roundabouts;
- » installation of traffic signals;
- » improve geometry; and
- » installation of red light/speed cameras.

### Project Deliverables

Main Roads WA undertook works on the following priority metropolitan intersections with some works continuing into the next financial year.

- » Financial Completion
  - Guildford Road/Tonkin Highway Intersection
  - Marmion Avenue/Mullaloo Drive Intersection
  - Morley Drive/Flinders Street Intersection
- » Under Development
  - Guildford Road/Garrat Road intersection
  - Ennis Avenue/Royal Palm Drive intersection

- Reid Highway/West Swan Road/Middle Swan Road intersection
- Wanneroo Road/Green Street/Walcott Street Intersection
- Thomas Road/Nicholson Road Intersection
- Great Northern Highway/Ruthland Road intersection

- » In concept design
  - Albany Highway/Burslem Drive intersection
  - Armadale Road/Eight Road intersection
  - Welshpool Road East/Bruce Road/Brook Road intersection
  - Mitchell Freeway/Hutton Street
- » In preconstruction
  - Shepperton Road/Duncan Street

Project Name: Toodyay Road Intersection Program

Approved budget: \$10m

Administering Agency: MRWA

### Project Aim

To improve the safety of road users by targeting high risk intersections on Toodyay Road identified by the Wheatbelt Highway Safety Review with road safety improvements that significantly reduce the trauma associated with conflicts between vehicles.

### Project Description

Intersections are chosen on a priority basis and treatments vary for each intersection and include but are not limited to:

- » installation of roundabouts;
- » installation of traffic signals;

- » improve geometry; and
- » installation of red light/speed cameras.

### Project Deliverables

In 2016–17, six intersections treated which were selected following the recommendations of the Wheatbelt Highway Safety Review:

- » **Lilydale Road** – Practical Completion in February 2017
- » **Stoneville and Reen** – To be completed in Q1 2017–18
- » **Preedy Road** – Practical completion June 2017
- » **Old Coach Road** – To be completed in Q1 2017–18
- » **Reserve Road** – To be completed in Q1 2017–18
- » **Stanley Road** – To be completed in Q1 2017–18

**Project Name:** Albany Highway/Collie–Lake King Road at Arthur River Intersection Upgrade

**Approved budget:** \$7m

**Administering Agency:** MRWA

### Project Aim

To improve the overall safety at this intersection given it was identified as having a poor comparative performance for its flow and the nature of its design.

### Project Description

To undertake road safety improvements at this intersection to improve the sight distance and reduce the risk of crash.

### Project Deliverables

Upgrades were undertaken at this intersection in 2016–17 including a dedicated right turning lane to

allow traffic to flow when a right turn movement from Albany Highway (southbound) onto Coalfields Road is being executed. A dedicated left turning slip lane from Albany Highway (northbound) onto Coalfields Road and relocation of the existing parking area to the west side of Albany Highway, including minor completion items such as fencing are to be completed by end of Q2 in 2017–18.

**Project Name:** Regional Run-off-Road Crashes Program (RRoR)

**Approved budget:** \$36,859,000

**Administering Agency:** MRWA

### Project Aim

To reduce the number and rate at which people are killed or seriously injured in road crashes due to cars leaving the road.

### Project Description

Road safety improvement treatments were selected to apply to sections of road chosen on a priority basis. These treatments are proven to reduce high severity road crashes in regional areas and include but are not limited to:

- » widening carriageway/shoulders;
- » installation of audible tactile edge lines;
- » installation of road safety barriers; and
- » speed reduction

### Project Deliverables

This program aimed to install road safety treatments on 22 sections of roads in regional WA in 2016–17. 19 sections had construction completed in 2016–17 and three are in project development.

**Project Name:** Regional Safety Improvements – includes Albany Highway Passing Lanes

**Approved budget:** \$7.43m

**Administering Agency:** MRWA

#### **Project Aim**

The Albany Highway serves as a major travel route between Perth and Albany. It was identified that some sections within this link had limited passing opportunities and were potentially unsafe.

#### **Project Description**

This has been an ongoing project and has been funded by the RTTA since 2013 to construct nine passing lanes on the Albany Highway.

#### **Project Deliverables**

Construction of four passing lanes was completed in 2016–17 with final seals scheduled to be delivered in 2017–18.

**Project Name:** Wheatbelt Highway Safety Review, Toodyay Road

**Approved budget:** \$3.44m

**Administering Agency:** MRWA

#### **Project Aim**

To reduce the numbers of people being killed or seriously injured in crashes on Toodyay Road through the implementation of proven road safety treatments at high risk areas.

#### **Project Description**

This project includes predevelopment works such as concept design, environmental surveys, service relocations and commencement of land acquisitions with activities to continue in 2017–18 for main construction of shoulder

widening realignment at Jimperding Brook and bridge works to commence in 2018–19).

#### **Project Deliverables**

Some predevelopment works were delayed due to the environmental approval application process. Works will continue in 2017–18.

**Project Name:** Wheatbelt Highway Safety Review – Great Eastern Highway/Great Southern Highway

**Approved budget:** \$5m

**Administering Agency:** MRWA

#### **Project Aim**

To reduce the numbers of people being killed and seriously injured in this region through the installation of safety improvements.

#### **Project Description**

As highlighted by the Wheatbelt Highway Safety Review, safety improvements were required on a select section including installation of audible edge lines, line-marking, delineation and signage and installation of barriers.

#### **Project Deliverables**

In 2016–17 seal widening and audible lines were installed, design and installation of barriers has been delayed until 2017–18.

**Project Name:** South Coast Highway Improvement Program

**Approved budget:** \$9.9m

**Administering Agency:** MRWA

#### **Project Aim**

This section of the South Coast Highway was identified

## To achieve the objectives of *Towards Zero 2008 – 2020*, funding is provided from the RTTA to projects that incorporate road safety measures and which collectively reduce road trauma.

as a priority section for improvements to reduce the incidence of run off road crashes.

### **Project Description**

The project includes realigning and widening sealed shoulders to one metre to reduce these types of road crashes. This aims to improve road geometry at intersections, realignment and install audible edge lines, signage and line-marking.

### **Project Deliverables**

Pre-construction works and environmental approvals for these improvements were undertaken in 2016-17. Initial construction works were undertaken but delayed due to weather constraints and will be completed in 2017-18.

[Project Name: Coalfields Highway Upgrade Program](#)

[Approved budget: \\$5.7m](#)

[Administering Agency: MRWA](#)

### **Project Aim**

This project is expected to increase safety and overtaking opportunities on the Coalfield's Highway, ultimately reducing the number and severity of crashes.

### **Project Description**

This is an ongoing highway improvement project to undertake improvement works including: road

seals, shoulder widening, providing safer overtaking opportunities

### **Project Deliverables**

Works undertaken in 2016-17 included completing roadside rehabilitation of sections upgraded in 2015-16, final seals at previously constructed sites and undertaking pre-construction and earthworks completed in anticipation of further upgrades in 2017-18.

[Project Name: Albany/Lake Grace Road Project at Amelup](#)

[Approved budget: \\$1m](#)

[Administering Agency: MRWA](#)

### **Project Aim**

The aim of this project is to improve safety and efficiency for road users between the Wheatbelt and Great Southern.

### **Project Description**

This project comprises the reconstruction, widening and realignment of 4.5 kilometres of road formation.

### **Project Deliverables**

The designs are finalised, environmental clearances submitted and land acquisition in progress in 2016-17 as initial stages for road safety improvements on this section of road.



## Safe road use

Project Name: School Drug Education and Road Aware (SDERA)

Approved budget: \$1,594,000

Administering Agency: Department of Education

SDERA is the State Government's primary road safety education strategy for all government and non-government schools, early childhood centres and specific community-based agencies.

Ongoing delivery of this program is a fundamental component in addressing safe road use by specifically targeting road user behaviour and attitudes through education strategies for educators, parents and young people.

SDERA aims to build a positive road safety culture that promotes a shared responsibility for reducing road-related injuries and increase delivery of evidence-based road safety education programs within school communities in metropolitan, regional and remote areas. SDERA consultants are experts in age-appropriate safety and resilience education through schools, with road safety as one of their key areas.

For 2016-17, SDERA exceeded their performance indicators in targeting schools, parents, agencies and students to attend their various workshops and programs including Keys for Life.

Some key highlights from the program for 2016-17 include:

- » Update Keys for Life Parent presentation and materials – This workshop continues to achieve a high satisfaction rate from parents. 95% of parents had greater confidence to teach their children to drive as a result of the workshop



of parents had greater confidence to teach their children to drive as a result of the workshop.

- » Audit Keys 4 Life schools and community agencies for compliance with Department of Transport protocols – Achieved – Compliance report and Keys for Life Annual report released to the Department of Transport. Letter of agreement to continue offering Learner's Permit test at school and sites received by SDERA from Department of Transport.
- » Provide consultancy services to Constable Care Foundation Traffic School – Achieved – SDERA attended two meetings with the IT design team and developed eight road safety events/activities for kindy to year six students when attending the Constable Care Traffic School in Maylands. SDERA's Challenges and Choices resource will be the 'go to' resource when teachers are requested to conduct pre and post road safety learning with their students.

» SDERA continued to exceed goals for 2016-17:

- 100 schools attend SDERA professional learning each year – Target exceeded with 464 schools attending;
- 25 agencies attend SDERA professional learning per year – Target exceeded with 124 agencies attending;
- 500 participants attend road safety education professional learning per year – Target exceeded with 6,937 participants;
- 1,500 parents attend Keys for Life parent workshops per year – Target exceeded with 1,859 parents attending; and

# 12,545

students engaged in the Keys for Life program – exceeding the target by over 14%.

- 11,000 students engaged in Keys for Life Program – Target exceeded with a total of 12,545 students engaged in Keys for Life.
- 180 schools implementing Keys for Life program per year – 170 schools implemented the program.

Goal	1st Quarter	2nd Quarter	3rd Quarter
100 schools attend SDERA professional learning each year	84	90	118
25 agencies attend SDERA professional learning per year	15	32	22
500 participants attend road safety education professional learning per year	298	1571	907

Project Name: Road Trauma Support WA

Approved budget: \$847,000

Administering Agency: Road Trauma Support WA,  
Injury Control Council of WA

Road Trauma Support WA (RTSWA) has been supported since 2012 as part of the government's commitment to ensuring the community is equipped with the necessary support to deal appropriately with road trauma.

The aim of the RTSWA service is to reduce ongoing psychological distress for people affected by road trauma in WA. This is delivered via the provision of information, attendance at community events, education and specialised trauma and bereavement services for all those affected by road trauma in WA.

**The aim of the  
Road Trauma Support WA service  
is to reduce ongoing psychological  
distress for people affected  
by road trauma in WA.**

The Commission's ability to manage the RTSWA effectively and guide their reach across the State is vital in demonstrating our agency's commitment to improving community awareness of road safety. The Commission acknowledges the Injury Control Council's work throughout 2016-17 to enhance its service delivery and celebrates its success in building community capacity to manage the impacts of road trauma.

## 2016-17 Deliverables

The RTSWA provides information, peer support and counselling for road trauma victims, family members, witnesses and others adversely affected by road trauma utilising the following model of bereavement care.

## 2016-17 Outcomes

Throughout the 2016-17 year, RTSWA has undertaken the following activities, resulting in an increase in their counselling numbers for each quarter and a 52% increase from the first to the fourth quarter.

- » Increased profile raising and engagement via WA Police Major Crash branch, Royal Perth Hospital, St John Ambulance, to encourage referral to the service;
- » Leveraged from the Commission's Industry Road Safety Alliances across the State to increase their profile in regional and remote WA; and
- » Increased community outreach, including:
  - visits to 15 towns in the Wheatbelt and South West regions and meeting over 50 stakeholders;
  - presented to an Officer in Charge (OiC) forum comprised of 25 OiCs from the regional Police stations in the Wheatbelt; and
  - Coordination of four 'Working with Grief, Loss and Trauma Workshops' for first responders such as WAPoL, St John Ambulance and Department of Fire and Emergency Services.

Due to the high number of KSI crashes in regional WA, the Commission and the Injury Control Council have



identified a need for their services to be accessible to all communities in WA, particularly in regional and remote areas.

### **Counselling**

#### **(Professional Psychotherapeutic Interventions)**

RTSWA achieved 91% of the target (591 actual v 650 target) for the delivery of counselling instances delivered during the 2016-17. Although slightly short of target the 2016-17 saw considerable activity to increase awareness of the service, with 166 counselling interventions delivered compared to the 425 in the previous year.

### **Profile Raising**

RTSWA have made continued efforts to raise their profile and engagement with WAPoL Major Crash, Traffic Enforcement Group, Royal Perth Hospital and other key stakeholders to encourage referral to their service during 2016-17.



**34%**

increase in counselling numbers from Q4 2015-16 to Q4 2016-17.

### **Further Information**

Throughout 2016-17, RTSWA has proactively undertaken the following activities, resulting in a 34% increase in their counselling numbers from Q4 2015-16 to Q4 2016-17.

- » The RTSWA leveraged from the Commission's Industry Road Safety Alliances across the WA State to increase their reach and profile in regional and remote



areas of WA by presenting at Alliance meetings and engaging with members of the Alliances to build relationships in regional communities.

- » Increased community outreach, as evidenced in the below:
  - during the January to March 2017 quarter, RTSWA visiting 15 towns in the Wheatbelt and SW regions and meeting with over 50 stakeholders raising the profile of RTSWA.
  - in June 2017, RTSWA presented to an Officer in Charge (OIC) Forum which comprised of 25 OIC's from Regional Police Stations in the Wheatbelt.
  - coordination of four 'Working with Grief, Loss and Trauma Workshops' for first responders such as WAPoL, St John's Ambulance and the Department of Fire and Emergency Services.
- » Due to the high rise in KSI's in regional WA, the Commission and RTSWA have identified an imperative need for their services to be accessible to all communities in WA particularly in regional and remote areas. In 2016-17 RTSWA set up their services so they can be offered in person, via telephone or video conferencing for individuals and groups.

## Workshops and Presentations

### Industry Road Safety Alliance Presentations

- » 19 January 2017 – Mid West Industry Road Safety Alliance (local regional industry representatives), Geraldton;
- » 6 February 2017 – South West Industry

Road Safety Alliance (local regional industry representatives), Boddington;

- » 14 February 2017 – Pilbara Industry Road Safety Alliance (local regional industry representatives), South Hedland; and
- » 16 February 2017 – Great Eastern Highway Industry Road Safety Alliance (local regional industry representatives), Merredin.

### SDERA Presentations

- » 27 February 2017 – SDERA Keys for Life (school teachers), Padbury;
- » 16 March 2017 – SDERA Keys for Life (school teachers), Padbury;
- » 2 May 2017 – SDERA Keys for Life (school teachers), Padbury; and
- » 31 May 2017 – SDERA Keys for Life (school teachers), Padbury.

### School Presentations (RTSWA representative attended and volunteer presented)

- » 21 March 2017 – Aranmore Catholic College (school students), Leederville; and
- » 3 May 2017 – Prendiville Catholic College (school students), Ocean Reef.

### Other Seminars, workshops or presentations

- » 26 March 2017 – Eclipse Driving School – Pre-Learner Safety Course (Learner drivers and parents), Kwinana;
- » 27 March 2017 – WAPoL Major Crash Unit (Police Officers), Midland;
- » 10 April 2017 – Transafe WA Road Transport Industry Safety Forum (Industry representatives/

- Transafe WA members), Maylands;
- » 12 April 2017 - Royal Perth Hospital Trauma Services (Trauma Services staff), East Perth;
- » 4 May 2017 – WAPoL Basic Crash Investigators Course (Metropolitan and Regional Police), Joondalup;
- » 9 May 2017 – City of Perth (as part of National Road Safety Week) (City of Perth staff), Perth;
- » 14 June 2017 – WAPoL Wheatbelt OIC Conference (Police Officers), Muresk; and
- » 21 June 2017 – Royal Perth Hospital (Social Work Team), East Perth.

#### Workshops

- » 31 October 2016 - Working with Grief, Loss and Trauma Workshop (attendees from WAPoL, St John Ambulance and Department of Fire and Emergency Services), Perth;
- » 9 March 2017 - Working with Grief, Loss and Trauma Workshop (attendees from WAPoL, St John Ambulance and Department of Fire and Emergency Services), Bunbury; and
- » 9 May 2017 - Working with Grief, Loss and Trauma Workshop (attendees from WAPoL, St John Ambulance and Department of Fire and Emergency Services), Margaret River.

Project Name: RoadWise

Approved budget: \$1,587,000

Administering Agency: Western Australian Local Government Association

Western Australian Local Government Association's RoadWise Program, the Local Government and

Community Road Safety Program for WA, was founded in 1994. RoadWise is supported by local governments and has been funded by the State Government through the RTTA since then.

The aim of the program is to engage local governments and communities in actions that support and contribute to the implementation of *Towards Zero 2008-2020*. To achieve this aim, the program supports local governments, community groups, local businesses and individuals to become involved and deliver road safety strategies across WA.

The Commission's ability to manage RoadWise effectively and guide their reach across WA is vital in demonstrating our agency outcome relevant to improving coordination and community awareness of road safety in WA. The Commission acknowledges Roadwise's ability to enhance its service delivery and celebrates its success in building our community's capacity to deliver the Road Safety message state-wide.

**The RoadWise program supports  
local governments, community groups,  
local businesses and individuals to  
become involved and deliver  
road safety strategies across WA.**

#### Highlights from 2016-17

The following projects comprise the RoadWise Action Plan, 2015-18:

- » Local government advocacy, leadership and policy
- » Community Road Safety Network
- » Type one Child Car Restraint Fitting Service



Key projects in the 2016-17 include:

- » Five Type one Child Car Restraint fitter training courses delivered
- » Road Ribbon for Road Safety campaign implemented
- » Blessing of the Roads Easter Road Safety Campaign delivered

### Key Highlights

- » Safety improvements on Dampier Highway pedestrian-activated traffic lights have been installed to ensure the safety of both pedestrians and passing traffic.
- » Avon Locals Drive Change – Campaign engages Wheatbelt community – this campaign used images to raise awareness of driver fatigue, safe vehicles, driver distraction, driver impairment (driving while under the influence of alcohol/ drugs) and road safety around schools after the Easter holidays.
- » Horns and Hooves helps international visitors: the foreign language campaign targeted the thousands of tourists who visit the region each year, raising awareness of the risks of driving in north of the state.

Project Name: PARTY Program

Approved budget: \$402,000

Administering Agency: Department of Health

The aim of the Prevent Alcohol and Risk-related Trauma (PARTY) program is to promote injury prevention

**The PARTY program has been running in WA since 2006 and funded through the RTTA since 2012-13. The overall aim is to influence participants behaviour and attitudes and reduce trauma related crashes.**

through reality education, enabling youth to:

- » Recognise risks;
- » Make informed choices; and
- » Learn about potential traumatic consequences resulting from poor decisions.

The PARTY program has been running in WA since 2006 and funded through the RTTA since 2012-13.

The program allows youth to experience the journey of an imaginary trauma patient from the hospital emergency department, intensive care unit and trauma wards at Royal Perth Hospital. The intent is to demonstrate to young people the consequences of high risk activities, including that of alcohol/drug taking. The overall aim is to influence participants behaviour and attitudes and reduce trauma related crashes.

The program further demonstrated the government's ability to target safe road use through education, enabling youth to recognise risks and make informed choices about activities and behaviours.

#### **Highlights from 2016-17:**

- » A total of 2034 students completed the PARTY Program:

- 38 weekly school PARTY programs run through RPH
- Eight Juvenile Justice programs.
- 159 indigenous youth through indigenous sporting initiatives.
- » Busselton regional pilot program developed and 3 programs conducted.
- » Development of Midland PARTY program ready for launch in 2017-18.

Project Name: Increase Breath and Drug Testing

Approved budget: \$4,931,000

Administering Agency: WAPoL

#### **Project Aim**

To contribute to the reduction of fatal and serious crashes resulting from impaired driving on roads in WA through increased breath and drug testing operations. This project enables districts and WAPoL business units to target impaired driving issues in their respective areas through highly visible bus operations.

#### **Key Progress Indicators**

- » An additional 160,000 random breath tests and 5,000 drug tests across the State (through overtime man hours) – The project achieved 100% of the required RBT's by end of Q2 and 100% of required drug tests by Q4 (Actuals RBT – 338,858 and Drug Tests 5,106).
- » An additional 122,500 RBT drug tests from the employed Breath and Drug Operations (Bus) – The project achieved 100% of RBT and drug tests by Q3 (Actuals 170,331 RBT and 4,074 Drug Tests).

**Project Name:** Expansion of Drug Testing Capabilities

**Approved budget:** \$1,102,000

**Administering Agency:** WAPoL

### **Project Aim**

To contribute to the reduction of people killed or seriously injured in crashes where there is a presence of prescribed illicit drugs in the driver. This is achieved by significantly increasing drug testing of road users in WA through the expansion of drug testing equipment, training and consumable capacity.

### **Project Deliverables**

- » WAPoL were required to conduct 9,000 roadside drug tests in the. WAPoL met this figure in February 2017 and conducted 15,052 roadside drug tests over 2016-17.
- » WAPoL were required to train 10 officers during 2016-17, 57 officers were trained in this time.

**Project Name:** Alcohol Interlocks Implementation

**Approved budget:** \$1,640,000

**Administering agency:** Department of Transport

In October 2016 the Alcohol Interlock Scheme (AIS) was introduced in WA. This was a crucial component of *Towards Zero 2008-2020*, designed to reduce alcohol-related death and serious injury crashes on roads in WA.

The program requires that vehicles owned by repeat and high-end alcohol offenders must be fitted with an alcohol interlock at the time of relicensing.

The primary purpose of the AIS is to reduce the road safety risk posed by drink drivers to themselves and other road users. Interlock devices will not allow the ignition to be turned on if the driver has been drinking. International studies found that interlock programs are highly successful in separating drinking and driving.

Participants in the AIS in WA are required to:

- » have alcohol interlocks fitted in their vehicles for a minimum period of time,
- » satisfactorily demonstrate the separation of their drinking and driving, and
- » comply with any requirement to participate in alcohol assessment and treatment before they are seen to constitute a lower risk to the community and are eligible to have the alcohol interlock condition (or 'I' condition) removed from their licence.

The AIS has been rolled out across the State.

In 2016-17 funding was required to enable the Department of Transport to implement the program's significant administrative changes to licensing systems, and to provide support for the administering and refining of the system.

### **2016-17 Deliverables**

Throughout 2016-17 the Department of Transport has undertaken administrative processes to embed the AIS in WA licensing processes, including:

- » Changes to the licensing database;
- » Appointment of accredited service providers and alcohol interlock installers;
- » Development of automated reporting mechanisms;

- » Establishment of a new business unit within Driver Suitability Services; and
- » Overseeing appropriate penalties for alcohol offenders who cannot demonstrate the separation of drinking and driving.

### 2016-17 Outcomes

- » 878 alcohol offenders who fell into the AIS.
- » 34 of these have made it through their suspensions and entered the AIS.
- » Two were subject to exemptions (medical or distance).

It should be noted that there are an estimated 4,000 alcohol offenders each year in WA. However, it will take time for them to filter through the courts, to serve their licence suspensions and to enter the AIS.

**Project Name:** Alcohol Interlocks Assessment and Treatment Services

**Approved budget:** \$600,000

**Administering Agency:** Mental Health Commission

In accordance with the Road Traffic Amendment (Alcohol Interlocks and Other Matters) Act 2015, the Mental Health Commission is responsible for delivering the required Alcohol Assessment and Treatment component through a network of not-for-profit contractors across the State.

This element of the AIS is provided free of charge to the alcohol offenders, and this rehabilitation component is regarded as best practice. The alcohol interlock 'I' licence restriction can only be revoked if the offender demonstrates a satisfactory ability to

separate drinking and driving. Where it appears that the participants have difficulty separating drinking and driving, the offenders are referred to Alcohol Assessment and Treatment.

### 2016-17 Deliverables

During the 2016-17 year, staff at the Mental Health Commission have established the procedural structures in preparation for the first Alcohol Assessment and Treatment participants. This has been achieved through:

- » Procurement of AIS Alcohol Assessment and Treatment providers across the State.
- » Delivery of dedicated Alcohol Assessment and Treatment training.
- » Distribution of printed materials focusing on the provision of Alcohol Assessment and Treatment.
- » Distribution of dedicated materials to the community in WA focusing on the Alcohol Assessment and Treatment component, including culturally appropriate versions for Aboriginal people.
- » Implementation of data capture and storage systems.
- » Administration of the program and operation of the booking service.

### 2016-17 Outcomes

Six participants had breached the terms of the AIS and were referred to Alcohol Assessment and Treatment.

It should be noted that it is estimated that there are 4,000 alcohol offenders each year in WA. However, it will take time for them to filter through the courts, to serve their licence suspensions and to enter the AIS. It is estimated that about 700 of these offenders will be referred to Alcohol Assessment and Treatment annually.



## Safe speeds

Project Name: Enhanced Speed Enforcement  
Administration Costs

Approved budget: \$4,151,000

Administering Agency: Department of Transport

This program incorporated ongoing administrative aspects of the collection and distribution to the RTTA of fines paid by offenders for speed, red light camera, and certain on-the-spot infringements.

In addition, it incorporated the ongoing administrative aspect for the management of demerit points, service of demerit points, good behaviour period election and breaches, disqualifications from holding or obtaining a drivers licence and suspensions and cancellations of a drivers licence or learners permit.

### 2016-17 Deliverables

- » Funds collected are accounted for and distributed to the RTTA on a daily basis;
- » Recording of court outcomes by close of business the following working day;
- » Responses to enquiries from Driver and Vehicle Services frontline officers or WAPoL regarding status of driver's licence or eligibility for the grant of a driver's licence, within ten minutes;



- » Recording of orders for removal of permanent disqualifications within two hours of receipt;
- » Verification and recording of Immediate Disqualification by Notice by COB next business day; and
- » Demerit point notices prepared for service within 24 hours of accrual of excessive demerit points;

Project Name: Enhanced Speed Enforcement  
Administration Costs

Approved budget: \$10,263,000

Administering Agency: WAPoL

This project supports the administration function of ATE enforcement in WA for the ongoing provision, maintenance and calibration of speed cameras to accurately convert identified speed offences into infringements in a timely manner which maximises the impact on driver behaviour.

#### Key progress indicators –

- » **Mobile Speed Camera Infringements issued within 10 days of incident –**  
This is currently at 7.6 days from detection of offence to infringement issue.
- » **Red Light Speed Camera Infringements issued within 12 days of infringement –**  
This is currently at 11.9 days from detection of offence to infringement issue.

» **80% of detected speeding incidents converted to infringements –** WAPoL achieved 91.6% of all detected incidents becoming infringements.

» **70% of detected red light incidents converted to infringements –**  
WAPoL achieved 73.6% of all detected incidents becoming infringements.

» **Increase Mobile Speed Camera Operations to 3,500 per month –**  
WAPoL averaged 3,792 operational camera hours per month.

» **Fixed Site Speed Cameras operating 24 hours per day –**  
Achieved 97% camera operational time on all fixed site cameras.



WAPoL achieved 97% operational time on all fixed site cameras.

Project Name: Expansion of Automated Traffic Enforcement Network Project

Approved budget: \$11,691,000

Administering Agency: WAPoL

The Automated Traffic Enforcement (ATE) acts as a mechanism for the State Government to achieve reduction in road trauma under the safe speeds

cornerstone of *Towards Zero 2008-2020*. ATE has a deterrent effect on driver behaviour, reducing speeding which ultimately results in people being killed or seriously injured on roads in WA. 2016-17 was the second year of a five-year project life cycle.



Five Red Light Speed and three Fixed Speed Cameras went live in Q2 of 2016-17.

#### Project Aim

In December 2014 government approved in principle the expansion of the existing camera fleet to achieve the following desired enforcement level:

- » **3800 Mobile Speed Camera hours per month –**  
Previously at 3500 per month
- » **30 Fixed Speed Camera Sites –**  
Previously at five Sites
- » **90 Red Light Intersection Sites –**  
Currently 30 Sites
- » **One non-enforcing Average Speed Safety Camera Zone (ASSCZ) Trial Site –**  
Previously no Site

#### Milestones

- » **Stage one milestone was for five Red Light Speed (RLS) and three Fixed Speed Cameras to be installed.**  
These eight sites went live in Q2 of 2016-17.

- » **ASSCZ trial –** Trial Completed in Q3 of 2016-17.

- » **Stage two milestone was for five RLS Sites and two Fixed Speed Cameras to be installed.**  
Fixed Speed Cameras are now operational on Indian Ocean Drive in Gabbadah and on Great Eastern Highway in Wundowie. RLS Site on Tonkin Highway is now in operation with the remaining four RLS sites under delivery and due to become operational in September 2017.

Project Name: Speed Camera Replacement

Approved budget: \$4,766,000

Administering agency: WAPoL

#### Project Aim

This project seeks to implement a scheduled speed camera procurement and replacement program over a four-year life cycle.

Project Name: Electronic School Zone Sign Project

Approved budget: \$13,057,000

Administering Agency: MRWA

#### Project Aim

To improve safety for vulnerable road users at school zones through the implementation of electronic school zone signs.

#### Project Description

This project is to continue the rollout of highly visible

# 219

Electronic school zone Signs were installed at 219 schools across WA in 2016-17.

electronic signs at schools which are only activated during the school zone times and days in both metropolitan and regional areas of WA. The safety benefit of the electronic school zone sign is that it is a highly visible display of the reduced speed limit in real-time.

## Project Deliverables

Electronic school zone Signs were installed at 219 schools across WA in 2016-17.

## Breakdown of ESZ Signs installed in 2016-17

Region	ESZ Signs Installed
Metropolitan	84
Great Southern	38
Mid-West	30
Kimberly	13
South-west	2
Wheatbelt South	23
Gascoyne	2
Pilbara	24
<b>Total</b>	<b>216</b>

## Project Name Operation Metaphor

Approved budget: \$2.6m

Administering Agency: WAPoL

### Project Aim

To contribute to the reduction of fatal and serious crashes resulting from 'Category A' driving offences on roads in WA through intelligence led patrols targeting the three-prominent regional at risk districts; Great Southern, Wheatbelt and South West. Operation Metaphor will aim to positively influence driver behaviour and provide a visible presence in these regions.

Note – Category A offences are as follows:

- » Impaired Driving – Drugs and Alcohol
- » Careless/Reckless/Dangerous Driving
- » Speeding
- » No Authority to Drive
- » Using Mobile Phones
- » Non-Restraints/Helmets

Under operation Metaphor, WAPoL was required to conduct the following activities:

- » Nine patrols from the traffic enforcement group per week extending out to 250 kilometres from the Perth CBD;

- » One breath and drug bus deployment (one bus and three vehicles) extending out to 250 kilometres from the Perth CBD
- » Four mobile speed cameras deployed up to 250 kilometres from the Perth CBD.
- » Allowances made for agility in deployment models that enable targeted extended regional patrols.
- » Nine patrols staffed from Regional WA targeting key Regional WA arterial and secondary interconnecting roads.

### Outcomes

The below statistics are a result of the activities conducted by WAPoL since November 2016. Please note that these results were achieved during overtime hours which means that the WA State Traffic Command core business was not affected by this project. All statistics stated are in addition to the day to day operations of the WA State Traffic Command:

- » 17,069 traffic enforcement hours
- » 123,256 random and preliminary breath tests
- » 244 random drug tests
- » 12,929 traffic infringements issued



# Significant issues impacting the agency

*Our ability to maintain awareness of risks and issues across the state that contribute to people being killed or seriously injured (KSI) on roads in WA, and be responsive in mitigating the risks and issues remains an ongoing challenge.*

# 129 thousand kilometres

local government roads

# 18 thousand kilometres

state roads

# 30 thousand kilometres

national park roads

## Road safety environment and our role

Western Australia is a vast state consisting of:

- » 129,053 kilometres of local government roads,
- » 18,514 kilometres of state roads,
- » 37,000 kilometres of national park roads
- » 62% of roads are unsealed
- » 95% of state roads are sealed
- » 30% of local roads are sealed
- » 38% of total roads are sealed

Our ability to maintain awareness of risks and issues across the state that contribute to people being KSI on roads in WA, and be responsive in mitigating these remains an ongoing challenge.

Implementation of our *Stakeholder Engagement Informing Strategy 2017-2020* has broadened and diversified our stakeholder relations including with local government, enabling greater reach into regional and remote WA. The strategy also informs the Commission engagement with road safety experts and associated academics at the state and national level to provide insights into emerging trends and responses.

Implementing initiatives that enhance the Commission's profile in order to promote road safety awareness within the community and nationally has been a key focus over the past year.

WA's strategic approach to road safety is guided by the safe system road safety philosophy adopted by many other OECD countries and supported at the international level by the United Nations. Accordingly, our operational efforts are aligned.

The Commission continued to engage actively at the state and national level in identifying and responding to emerging road safety issues. For example:

- » At the national level, the Commission provided support to:
  - The Minister for Road Safety as an invitee to the Transport Infrastructure Council;
  - The Director General of Transport as representative on the Transport Infrastructure Seniors Officials Committee;
- » At the state level, the Commission was represented at the following inter-jurisdictional committees and or working groups:
  - Austroads Safety Taskforce and associated Safety Theme Groups
  - Australian Road Rules Maintenance Working Group;
  - Safe Vehicles Strategic Environmental Group
- » The Commission is also a member of the ANCAP Council and provides support to the Used Car Safety Program and National Road Safety Partnership Program.

## International Visitors to WA

As part of Tourism WA's brand and marketing, WA is promoted as an extraordinary holiday destination in 10 key international markets including the United Kingdom, Germany, Switzerland, New Zealand, Singapore, Malaysia, Indonesia, United States of America, China and Japan.

The increase in international visitors to our state increases the risks to drivers on our roads, with our state experiencing fatalities and serious injuries involving tourists in the past year who are challenged in understanding the nuances of our driving environment. The Commission has focused on the following road safety risks to assist international visitors to our state:

- » Driving on the left
- » The vastness of our state
- » Fatigue risks on long regional drives
- » Speed limits
- » Drink driving laws
- » The use of seatbelts and
- » Regional and remote hazards

In recognition of the increasing instances of crashes involving international visitors the Commission has implemented targeted road safety initiatives that raise education and awareness. These include:

- » production of 'drive on left signage' for key tourist areas in the Southwest region,
- » production of driving safely in Western Australia booklet in four different languages (Italian, Mandarin, German, and Korean).

- » a dedicated visitor's information page on our website.
- » road safety briefings to newly arrived visa holders.
- » education messages in tourist guides such as 'What's On'.
- » road safety messaging in the Western Australian Indigenous Tourism Council Operators tourist map.
- » distribution of 'drive on the left' materials through vehicle hire companies.

## Legislation

The Commission is the agency which principally assists the Minister for Road Safety in the administration of the *Road Traffic Act 1974* and relevant subsidiary legislation including the *Road Traffic Code 2000*. The Road Safety Council assists the Minister in administering the *Road Safety Council Act 2002*.

Given the close interaction between discrete pieces of road traffic legislation and enforcement, interagency collaboration remains a key focus for the agency.

The 2016-17 financial year saw the development and passage of the *Road Traffic Legislation Amendment Act 2016* ('RTL Amendment Act') – an extensive road safety omnibus act which amended legislation including the *Road Traffic Act 1974*, the *Road Traffic (Administration) Act 2008*, the *Road Traffic (Authorisation to Drive) Act 2008* and the *Young Offenders Act 1994* to introduce several proposals to enhance road safety in WA.



The Commission worked in collaboration with key partners including WAPoL, the Department of Transport and MRWA to develop the new legislation, which included:

- » new alcohol and other drug restrictions on driving instructors;
- » a new offence targeting careless driving causing death, grievous bodily harm or bodily harm;
- » the power to compel the provision of blood samples from drivers involved in traffic crashes which resulted in death or serious bodily harm; and
- » a legislative framework for a new point-to-point average speed enforcement system.

The RTL Amendment Act also included a range of technical changes to enhance relevant information sharing, address identified anomalies and administrative issues, and streamline evidentiary processes. The Commission has been working closely with key partner agencies to enact subsidiary legislation to support the effective implementation of each new initiative.

### **Road Safety Information Centre (RSIC)**

The capacity and capability of the RSIC has matured in the past 12 months with the introduction of specialist expertise in geospatial mapping, intelligence analysts and epidemiologists. However, the challenges associated with the ease of data collection and the ability to accurately link killed and serious injury records has required a concentrated effort in order to ensure data integrity and the reliability of evidence-





based information to inform road safety treatments and initiatives.

As the capability of the RSIC develops there are plans to introduce other rich sources of information that have not previously been analysed. Potential sources include the heavy haulage and insurance industries, which collect vast amounts of highly granular information. This would allow for a deeper understanding of road user behaviour and how users interact with the road environment. The RSIC has also developed innovative ways of disseminating and presenting information through specific intelligence reports and use of technology. This has allowed senior management to make timely and informed decisions by visualising data to expose previously obscured relationships.

Despite progress with the RSIC's capability and functionality, one of the long-standing issues affecting the quality of road safety data was the realisation of an abrupt reduction in serious injury figures in 2013-14. The RSIC has dedicated significant effort over the past 12 months to rectify the cause, working in partnership with data custodians. This has resulted in the identification and addition of over 1000 missing serious injuries records which will be reflected in future publications. This has meant the scale of serious injuries is being accurately reported for the purposes of assessing progress against the State Government road safety strategy *Towards Zero 2008 – 2020* and allows for more informed investment decisions regarding expenditure from the RTTA.

While this is a positive result, the RSIC continues to work with data custodians to improve data sharing and rectify data linkage issues within the WA road safety data landscape.

There are currently at least five agencies that are data collectors of relevance to road safety, with each agency collecting data according to their core business interests. However, sharing of information between these data custodians presents a significant issue in terms of fully and accurately understanding road trauma in WA. This is particularly the case when it comes to crashes involving vulnerable road users; for example, a pedestrian versus a cyclist. Work is ongoing as part of the RSIC's implementation to formalise data sharing relationships and data linkages, efforts supported by the Office of the Government Chief Information Officer and the state Data ICT Strategy Digital WA.

Despite these challenges, some progress has been made. The Commission, through funding provided to the Department of Health Data Linkage Branch, has received a major linked dataset which for the first time combines health data with crash records. This fills in a significant gap in understanding road trauma in WA and represents one of the first major linkages of disparate agency data. Despite this, there remains room for improvement, as the dataset currently lacks drivers licence data which is a major source of valuable behavioural information.

The background of the page is a blurred photograph of a city street. In the foreground, a white bus with a dark stripe is moving from left to right, creating a motion blur effect. Behind the bus, there are several buildings, including one with a prominent clock tower or bell tower. Bare trees are visible in the background, suggesting a cooler season. The overall image is faded and serves as a backdrop for the title text.

# Disclosures and legal compliance

## **Certification of financial statements**

*for the year ended 30 June 2017*

The accompanying financial statements of the Road Safety Commission have been prepared in compliance with the provisions of the Financial Management Act 2006 from proper accounts and records to present fairly the financial transactions for the financial year ended 30 June 2017 and the financial position as at 30 June 2017.

At the date of signing I am not aware of any circumstances which would render the particulars included in the financial statements misleading or inaccurate.



Kim Papalia  
Reporting Officer  
18 September 2017



## Auditor General

### INDEPENDENT AUDITOR'S REPORT

To the Parliament of Western Australia

### ROAD SAFETY COMMISSION

#### Report on the Financial Statements

##### **Opinion**

I have audited the financial statements of the Road Safety Commission which comprise the Statement of Financial Position as at 30 June 2017, the Statement of Comprehensive Income, Statement of Changes in Equity, Statement of Cash Flows for the year then ended, and Notes comprising a summary of significant accounting policies and other explanatory information.

In my opinion, the financial statements are based on proper accounts and present fairly, in all material respects, the operating results and cash flows of the Road Safety Commission for the year ended 30 June 2017 and the financial position at the end of that period. They are in accordance with Australian Accounting Standards, the *Financial Management Act 2006* and the Treasurer's Instructions.

##### **Basis for Opinion**

I conducted my audit in accordance with the Australian Auditing Standards. My responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of my report. I am independent of the Commission in accordance with the *Auditor General Act 2006* and the relevant ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the financial statements. I have also fulfilled my other ethical responsibilities in accordance with the Code. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

##### **Responsibility of the Reporting Officer for the Financial Statements**

The Road Safety Commission ceased to exist as an agency under the *Financial Management Act 2006* on 30 June 2017. The Treasurer appointed a Reporting Officer under section 68 of the Act who was responsible for the preparation and fair presentation of the financial statements in accordance with Australian Accounting Standards, the *Financial Management Act 2006* and the Treasurer's Instructions that are free from material misstatement, whether due to fraud or error.

##### **Auditor's Responsibility for the Audit of the Financial Statements**

As required by the *Auditor General Act 2006*, my responsibility is to express an opinion on the financial statements. The objectives of my audit are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Australian Auditing Standards, I exercise professional judgment and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the agency's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Reporting Officer.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

## **Report on Controls**

### ***Opinion***

I have undertaken a reasonable assurance engagement on the design and implementation of controls exercised by the Road Safety Commissioner. The controls exercised by the Commission are those policies and procedures established by the Commissioner to ensure that the receipt, expenditure and investment of money, the acquisition and disposal of property, and the incurring of liabilities have been in accordance with legislative provisions (the overall control objectives).

My opinion has been formed on the basis of the matters outlined in this report.

In my opinion, in all material respects, the controls exercised by the Road Safety Commission are sufficiently adequate to provide reasonable assurance that the receipt, expenditure and investment of money, the acquisition and disposal of property and the incurring of liabilities have been in accordance with legislative provisions during the year ended 30 June 2017.

### ***The Commissioner's Responsibilities***

The Commissioner was responsible for designing, implementing and maintaining controls to ensure that the receipt, expenditure and investment of money, the acquisition and disposal of property, and the incurring of liabilities are in accordance with the *Financial Management Act 2006*, the Treasurer's instructions and other relevant written law.

### ***Auditor General's Responsibilities***

As required by the *Auditor General Act 2006*, my responsibility as an assurance practitioner is to express an opinion on the suitability of the design of the controls to achieve the overall control objectives and the implementation of the controls as designed. I conducted my engagement in accordance with *Standard on Assurance Engagements ASAE 3150 Assurance Engagements on Controls* issued by the Australian Auditing and Assurance Standards Board.

That standard requires that I comply with relevant ethical requirements and plan and perform my procedures to obtain reasonable assurance about whether, in all material respects, the controls are suitably designed to achieve the overall control objectives and the controls, necessary to achieve the overall control objectives, were implemented as designed.

An assurance engagement to report on the design and implementation of controls involves performing procedures to obtain evidence about the suitability of the design of controls to achieve the overall control objectives and the implementation of those controls. The procedures selected depend on my judgement, including the assessment of the risks that controls are not suitably designed or implemented as designed. My procedures included testing the implementation of those controls that I consider necessary to achieve the overall control objectives.

I believe that the evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

#### ***Limitations of Controls***

Because of the inherent limitations of any internal control structure it is possible that, even if the controls are suitably designed and implemented as designed, once the controls are in operation, the overall control objectives may not be achieved so that fraud, error, or noncompliance with laws and regulations may occur and not be detected. Any projection of the outcome of the evaluation of the suitability of the design of controls to future periods is subject to the risk that the controls may become unsuitable because of changes in conditions.

#### **Report on the Key Performance Indicators**

##### ***Opinion***

I have undertaken a reasonable assurance engagement on the key performance indicators of the Road Safety Commission for the year ended 30 June 2017. The key performance indicators are the key effectiveness indicators and the key efficiency indicators that provide performance information about achieving outcomes and delivering services.

In my opinion, in all material respects, the key performance indicators of the Road Safety Commission are relevant and appropriate to assist users to assess the Commission's performance and fairly represent indicated performance for the year ended 30 June 2017.

##### ***The Reporting Officer's Responsibility for the Key Performance Indicators***

The Reporting Officer is responsible for the preparation and fair presentation of the key performance indicators in accordance with the *Financial Management Act 2006* and the Treasurer's instructions and for such internal control as the Reporting Officer determines necessary to enable the preparation of key performance indicators that are free from material misstatement, whether due to fraud or error.

In preparing the key performance indicators, the Reporting Officer is responsible for identifying key performance indicators that are relevant and appropriate having regard to their purpose in accordance with Treasurer's Instruction 804 *Key Performance Indicators*.

##### ***Auditor General's Responsibility***

As required by the *Auditor General Act 2006*, my responsibility as an assurance practitioner is to express an opinion on the key performance indicators. The objectives of my engagement are to obtain reasonable assurance about whether the key performance indicators are relevant and appropriate to assist users to assess the agency's performance and whether the key performance indicators are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion.



I conducted my engagement in accordance with Standard on Assurance Engagements ASAE 3000 Assurance Engagements Other than Audits or Reviews of Historical Financial Information issued by the Australian Auditing and Assurance Standards Board. That standard requires that I comply with relevant ethical requirements relating to assurance engagements.

An assurance engagement involves performing procedures to obtain evidence about the amounts and disclosures in the key performance indicators. It also involves evaluating the relevance and appropriateness of the key performance indicators against the criteria and guidance in Treasurer's Instruction 904 for measuring the extent of outcome achievement and the efficiency of service delivery. The procedures selected depend on my judgement, including the assessment of the risks of material misstatement of the key performance indicators. In making these risk assessments I obtain an understanding of internal control relevant to the engagement in order to design procedures that are appropriate in the circumstances.


I believe that the evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

#### **My Independence and Quality Control Relating to the Reports on Controls and Key Performance Indicators**

I have complied with the independence requirements of the Auditor General Act 2006 and the relevant ethical requirements relating to assurance engagements. In accordance with ASQC 1 *Quality Control for Firms that Perform Audits and Reviews of Financial Reports and Other Financial Information, and Other Assurance Engagements*, the Office of the Auditor General maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

#### **Matters Relating to the Electronic Publication of the Audited Financial Statements and Key Performance Indicators**

This auditor's report relates to the financial statements and key performance indicators of the Road Safety Commission for the year ended 30 June 2017 included on the Commission's website. The Commission's management is responsible for the integrity of the Commission's website. This audit does not provide assurance on the integrity of the Commission's website. The auditor's report refers only to the financial statements and key performance indicators described above. It does not provide an opinion on any other information which may have been hyperlinked to/from these financial statements or key performance indicators. If users of the financial statements and key performance indicators are concerned with the inherent risks arising from publication on a website, they are advised to refer to the hard copy of the audited financial statements and key performance indicators to confirm the information contained in the website version of the financial statements and key performance indicators.

  
SANDRA LABUSCHAGNE  
ACTING DEPUTY AUDITOR GENERAL  
Delegate of the Auditor General for Western Australia  
Perth, Western Australia  
17 September 2017

# Statement of comprehensive income

for the year ended 30 June 2017

	Note	2017 \$000	2016 \$000
<b>Cost of services</b>			
<b>Expenses</b>			
Employee benefits expense	6	2,908	3,196
Supplies and services	8	10,585	8,457
Depreciation expense	9	14	14
Accommodation expense	10	272	218
Grants and subsidies	11	131,013	106,248
Other expenses	12	41	134
<b>Total cost of services</b>		<b>144,833</b>	<b>118,267</b>
<b>Income (Revenue)</b>			
Regulatory fines	14	102,080	109,647
Interest revenue	15	1,937	2,916
Other revenue	16	1,616	2,166
<b>Total revenue</b>		<b>105,633</b>	<b>114,729</b>
<b>Total income other than income from state government</b>		<b>105,633</b>	<b>114,729</b>
<b>Net cost of services</b>		<b>39,200</b>	<b>3,538</b>
<b>Income from state government</b>			
Service appropriation	17	204	200
Services received free of charge	17	114	512
<b>Total income from state government</b>		<b>318</b>	<b>712</b>
<b>Surplus/(deficit) for the period</b>		<b>(38,882)</b>	<b>(2,826)</b>
<b>Total comprehensive income for the period</b>		<b>(38,882)</b>	<b>(2,826)</b>

\* The Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

# Statement of financial position

for the year ended 30 June 2017

	Note	2017 \$000	2016 \$000
<b>Assets</b>			
<b>Current assets</b>			
Restricted cash and cash equivalents	18, 26	56,675	95,444
Receivables	19	4,908	743
Other assets	20	630	-
<b>Total current assets</b>		<b>62,213</b>	<b>96,187</b>
<b>Non-current assets</b>			
Equipment and furniture	21	48	16
<b>Total non-current assets</b>		<b>48</b>	<b>16</b>
<b>Total assets</b>		<b>62,261</b>	<b>96,203</b>
<b>Liabilities</b>			
<b>Current liabilities</b>			
Payables	23	18,539	13,651
Provisions	24	589	656
<b>Total current liabilities</b>		<b>19,128</b>	<b>14,307</b>
<b>Non-current liabilities</b>			
Provisions	24	111	114
<b>Total non-current liabilities</b>		<b>111</b>	<b>114</b>
<b>Total liabilities</b>		<b>19,239</b>	<b>14,421</b>
<b>Net assets</b>		<b>43,022</b>	<b>81,782</b>
<b>Equity</b>			
Contributed equity	25	84,730	84,608
Accumulated surplus/(deficit)	25	(41,708)	(2,826)
<b>Total equity</b>		<b>43,022</b>	<b>81,782</b>

\* The Statement of financial position should be read in conjunction with the accompanying notes.

# Statement of changes in equity

for the year ended 30 June 2017

	Note	Contributed equity \$000	Reserves \$000	Accumulated surplus/(deficit) \$000	Total equity \$000
Balance at 1 July 2015	25	-	-	-	-
- Surplus/(deficit)		-	-	(2,826)	(2,826)
- Other comprehensive income		-	-	-	-
<b>Total comprehensive income for the period</b>		-	-	(2,826)	(2,826)
<i>Transactions with owners in their capacity as owners:</i>					
- Capital appropriations		-	-	-	-
- Other contributions by owners		84,608	-	-	84,608
- Distributions to owners		-	-	-	-
<b>Total</b>		<b>84,608</b>	<b>-</b>	<b>-</b>	<b>84,608</b>
<b>Balance at 30 June 2016</b>		<b>84,608</b>	<b>-</b>	<b>(2,826)</b>	<b>81,782</b>

Balance at 1 July 2016	25	84,608	-	(2,826)	81,782
- Surplus/(deficit)		-	-	(38,882)	(38,882)
- Other comprehensive income		-	-	-	-
<b>Total comprehensive income for the period</b>		<b>-</b>	<b>-</b>	<b>(38,882)</b>	<b>(38,882)</b>
<i>Transactions with owners in their capacity as owners:</i>					
- Capital appropriations		2	-	-	2
- Other contributions by owners		120	-	-	120
- Distributions to owners		-	-	-	-
<b>Total</b>		<b>122</b>	<b>-</b>	<b>-</b>	<b>122</b>
<b>Balance at 30 June 2016</b>		<b>84,730</b>	<b>-</b>	<b>(41,708)</b>	<b>43,022</b>

\* The Statement of changes in equity should be read in conjunction with the accompanying notes.

# Statement of cash flows

for the year ended 30 June 2017

	Note	2017 \$000	2016 \$000
<b>Cash flows from state government</b>			
Service appropriation		204	200
Capital appropriation		122	-
<b>Net cash provided by State Government</b>		<b>326</b>	<b>200</b>
<b>Cash flows from operating activities</b>			
<b>Payments</b>			
Employee benefits		(3,010)	(2,349)
Supplies and services		(11,877)	(7,812)
Accommodation		(272)	-
Grants and subsidies		(127,880)	(103,257)
Other payments		-	(29)
GST Payments		(13,967)	-
<b>Receipts</b>			
Regulatory fines		102,962	109,647
Interest received		2,283	2,904
GST receipts		11,096	-
GST receipts from taxation authority		-	-
Other receipts		1,616	2,166
<b>Net cash provided by/(used in) operating activities</b>	<b>26</b>	<b>(39,049)</b>	<b>1,270</b>
<b>Cash flows from investing activities</b>			
<b>Payments</b>			
Purchase of non-current assets		(46)	-
<b>Receipts</b>			
Proceeds from sale of non-current assets		-	-
<b>Net cash provided by/(used in) investing activities</b>		<b>(46)</b>	<b>0</b>
Net increase/(decrease) in cash and cash equivalents		(38,769)	1,470
Cash and cash equivalents at the beginning of the period		95,444	93,974
<b>Cash and cash equivalents at the end of the period</b>	<b>26</b>	<b>56,675</b>	<b>95,444</b>

\* The Statement of cash flows should be read in conjunction with the accompanying notes.

# Notes to the financial statement

for the year ended 30 June 2017

## 1. Australian Accounting Standards

### General

The Road Safety Commission's (The Commission) financial statements for the year ended 30 June 2017 have been prepared in accordance with Australian Accounting Standards. The term 'Australian Accounting Standards' includes Standards and Interpretations issued by the Australian Accounting Standards Board (AASB).

The Commission has adopted any applicable new and revised Australian Accounting Standards from their operative dates.

### Early adoption of standards

The Commission cannot early adopt an Australian Accounting Standard unless specifically permitted by TI 1101 *Application of Australian Accounting Standards and Other Pronouncements*. There has been no early adoption of any other Australian Accounting Standards that have been issued or amended (but not operative) by the Commission for the annual reporting period ended 30 June 2017.

## 2. Summary of significant accounting policies

### (a) General statement

The Commission is a not-for-profit reporting entity that prepares general purpose financial statements in accordance with Australian Accounting Standards, the

Framework, Statements of Accounting Concepts and other authoritative pronouncements of the AASB as applied by the Treasurer's Instructions. Several of these are modified by the Treasurer's Instructions to vary application, disclosure, format and wording.

The *Financial Management Act 2006* and the Treasurer's Instructions impose legislative provisions that govern the preparation of financial statements and take precedence over Australian Accounting Standards, the Framework, Statements of Accounting Concepts and other authoritative pronouncements of the AASB.

Where modification is required and has had a material or significant financial effect upon the reported results, details of that modification and the resulting financial effect are disclosed in the notes to the financial statements.

### (b) Basis of preparation

The financial statements have been prepared on the accrual basis of accounting using the historical cost convention, except for land, buildings and infrastructure which have been measured at fair value.

The accounting policies adopted in the preparation of the financial statements have been consistently applied throughout all periods presented unless otherwise stated.

The financial statements are presented in Australian dollars and all values are rounded to the nearest thousand dollars (\$'000).

Note 3 'Judgements made by management in applying accounting policies' discloses judgements that have been made in the process of applying the Commission's accounting policies resulting in the most significant effect on amounts recognised in the financial statements.

Note 4 'Key sources of estimation uncertainty' discloses key assumptions made concerning the future, and other key sources of estimation uncertainty at the end of the reporting period, that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next reporting period.

### **(c) Reporting entity**

The reporting entity comprises the Road Safety Commission.

### **(d) Contributed equity**

AASB Interpretation 1038 *Contributions by Owners Made to Wholly-Owned Public Sector Entities* requires transfers in the nature of equity contributions, other than as a result of a restructure of administrative arrangements, to be designated by the Government (the owner) as contributions by owners (at the time of, or prior to transfer) before such transfers can be recognised as equity contributions. Capital appropriations have been designated as contributions by owners by TI 955 *Contributions by Owners made to Wholly Owned Public Sector Entities* and have been credited directly to Contributed equity.

The transfers of net assets to/from other agencies, other than as a result of a restructure of administrative arrangements, are designated as contributions by owners where the transfers are non-discretionary and non-reciprocal.

### **(e) Income**

#### **Revenue recognition**

Revenue is recognised and measured at the fair value of consideration received or receivable. Revenue is recognised for the major business activities as follows:

#### ***Regulatory fines***

Revenue is recognised based on fines collected.

#### ***Interest***

Revenue is recognised as the interest accrues.

#### ***Service appropriations***

Service appropriations are recognised as revenues at fair value in the period in which the Commission gains control of the appropriated funds. The Commission gains control of appropriated funds at the time those funds are deposited to the bank account or credited to the 'Amounts receivable for services' (holding account) held at Treasury.

#### ***Grants, donations, gifts and other non-reciprocal contributions***

Revenue is recognised at fair value when the Commission obtains control over the assets comprising the contributions, usually when cash is received.

Other non-reciprocal contributions that are not contributions by owners are recognised at their fair value. Contributions of services are only recognised when a fair value can be reliably determined and the services would be purchased if not donated.

#### **Gains**

Realised and unrealised gains are usually recognised on a net basis. These include gains arising on the disposal of non-current assets and some revaluations of non-current assets.

### **(f) Equipment and furniture**

#### **Capitalisation/expensing of assets**

Items of equipment and furniture costing \$5,000 or more are recognised as assets and the cost of utilising assets is expensed

(depreciated) over their useful lives. Items of equipment and furniture costing less than \$5,000 are immediately expensed direct to the Statement of Comprehensive Income (other than where they form part of a group of similar items which are significant in total).

**Initial recognition and measurement**

Equipment and furniture are initially recognised at cost.

For items of equipment and furniture acquired at no cost or for nominal cost, the cost is the fair value at the date of acquisition.

**Subsequent measurement**

Subsequent to initial recognition of an asset, historical cost is used for measurement of equipment and furniture. All items of equipment and furniture are stated at historical cost less accumulated depreciation and accumulated impairment losses.

**Derecognition**

Upon disposal or derecognition of an item of equipment and furniture, any revaluation surplus relating to that asset is retained in the asset revaluation surplus.

**Asset revaluation surplus**

The asset revaluation surplus is used to record increments and decrements on the revaluation of non-current assets on a class of assets basis.

**Depreciation**

All non-current assets having a limited useful life are systematically depreciated over their estimated useful lives in a manner that reflects the consumption of their future economic benefits.

Depreciation is calculated using the straight line method, using rates which are reviewed annually. Estimated useful lives for each class of depreciable asset are:

**Equipment and furniture:**

Communication equipment	5 years
Office equipment	5 to 10 years
Furniture and fittings	10 years
Computer hardware and software <sup>(a)</sup>	3 to 5 years

(a) Software that is integral to the operation of related hardware

**(g) Intangible assets**

**Capitalisation/expensing of assets**

Acquisitions of intangible assets costing \$5,000 or more and internally generated intangible assets costing \$50,000 or more are capitalised. The cost of utilising the assets is expensed (amortised) over their useful lives. Costs incurred below these thresholds are immediately expensed directly to the Statement of Comprehensive Income.

Intangible assets are initially recognised at cost. For assets acquired at no cost or for nominal cost, the cost is their fair value at the date of acquisition.

The cost model is applied for subsequent measurement requiring the asset to be carried at cost less any accumulated amortisation and accumulated impairment losses.

Amortisation for intangible assets with finite useful lives is calculated for the period of the expected benefit (estimated useful life which is reviewed annually) on the straight line basis. All intangible assets controlled by the Commission have a finite useful life and zero residual value.

The expected useful lives for each class of intangible asset are:

Software <sup>(a)</sup>	3 to 5 years
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(a) Software that is not integral to the operation of any related hardware



### **Computer software**

Software that is an integral part of the related hardware is recognised as equipment and furniture. Software that is not an integral part of the related hardware is recognised as an intangible asset. Software costing less than \$5,000 is expensed in the year of acquisition.

### **(h) Impairment of assets**

Equipment and furniture and intangible assets are tested for any indication of impairment at the end of each reporting period. Where there is an indication of impairment, the recoverable amount is estimated. Where the recoverable amount is less than the carrying amount, the asset is considered impaired and is written down to the recoverable amount and an impairment loss is recognised. Where an asset measured at cost is written down to recoverable amount, an impairment loss is recognised in profit or loss. Where a previously revalued asset is written down to recoverable amount, the loss is recognised as a revaluation decrement in other comprehensive income. As the Commission is a not-for-profit entity, unless a specialised asset has been identified as a surplus asset, the recoverable amount is the higher of an asset's fair value less costs to sell and depreciated replacement cost.

The risk of impairment is generally limited to circumstances where an asset's depreciation is materially understated, where the replacement cost is falling or where there is a significant change in useful life. Each relevant class of assets is reviewed annually to verify that the accumulated depreciation/amortisation reflects the level of consumption or expiration of asset's future economic benefits and to evaluate any impairment risk from falling replacement costs.

Intangible assets with an indefinite useful life and intangible assets not yet available for use are tested for

impairment at the end of each reporting period irrespective of whether there is any indication of impairment.

The recoverable amount of assets identified as surplus assets is the higher of fair value less costs to sell and the present value of future cash flows expected to be derived from the asset. Surplus assets carried at fair value have no risk of material impairment where fair value is determined by reference to market-based evidence. Where fair value is determined by reference to depreciated replacement cost, surplus assets are at risk of impairment and the recoverable amount is measured. Surplus assets at cost are tested for indications of impairment at the end of each reporting period.

### **(i) Leases**

Operating leases are expensed on a straight line basis over the lease term as this represents the pattern of benefits derived from the leased properties.

### **(j) Financial instruments**

In addition to cash, the Commission has disaggregated financial instrument into the following classes:

#### **Financial Assets**

- » Cash and cash equivalents
- » Restricted cash and cash equivalents
- » Receivables

#### **Financial Liabilities**

- » Payables

Initial recognition and measurement of financial instruments is at fair value which normally equates to the transaction cost or the face value. Subsequent measurement is at amortised cost using the effective interest method.

The fair value of short-term receivables and payables is the transaction cost or the face value because there is no interest rate applicable and subsequent measurement is not required as the effect of discounting is not material.

#### **(k) Cash and cash equivalents**

For the purpose of the Statement of Cash Flows, cash and cash equivalent (and restricted cash and cash equivalent) assets comprise cash on hand and short-term deposits with original maturities of three months or less that are readily convertible to a known amount of cash and which are subject to insignificant risk of changes in value.

#### **(l) Accrued salaries**

Accrued salaries (see note 23 'Payables') represent the amount due to staff but unpaid at the end of reporting period. Accrued salaries are settled within a fortnight of the reporting period end. The Commission considers the carrying amount of accrued salaries to be equivalent to its fair value.

#### **(m) Receivables**

Receivables are recognised at original invoice amount less an allowance for any uncollectible amounts (i.e. impairment). The collectability of receivables is reviewed on an ongoing basis and any receivables identified as uncollectible are written-off against the allowance account. The allowance for uncollectible amounts (doubtful debts) is raised when there is objective evidence that the Commission will not be able to collect the debts. The carrying amount is equivalent to fair value as it is due for settlement within 30 days.

#### **(n) Payables**

Payables are recognised at the amounts payable when the

Commission becomes obliged to make future payments as a result of a purchase of assets or services. The carrying amount is equivalent to fair value, as settlement is generally within 30 days.

#### **(o) Provisions**

Provisions are liabilities of uncertain timing or amount and are recognised where there is a present legal or constructive obligation as a result of a past event and when the outflow of resources embodying economic benefits is probable and a reliable estimate can be made of the amount of the obligation. Provisions are reviewed at the end of each reporting period.

##### **Provisions - employee benefits**

All annual leave and long service leave provisions are in respect of employees' services up to the end of the reporting period.

##### ***Annual leave***

Annual leave is not expected to be settled wholly within 12 months after the end of reporting period and is therefore considered to be 'other long term employee benefits'. The annual leave liability is recognised and measured at the present value of amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

When assessing expected future payments consideration is given to expected future wage and salary levels including non-salary components such as employer superannuation contributions, as well as the experience of employee departures and periods of service. The expected future payments are discounted using market

yields at the end of the reporting period on national government bonds with terms to maturity that match, as closely as possible, the estimated future cash outflows.

The provision for annual leave is classified as a current liability as the Commission does not have an unconditional right to defer settlement of the liability for at least 12 months after the end of the reporting period.

#### **Long service leave**

Long service leave is not expected to be settled wholly within 12 months after the end of the reporting period and is therefore recognised and measured at the present value of amounts expected to be paid when the liabilities are settled using the remuneration rate expected to apply at the time of settlement.

When assessing expected future payments consideration is given to expected future wage and salary levels including non-salary components such as employer superannuation contributions, as well as the experience of employee departures and periods of service. The expected future payments are discounted using market yields at the end of the reporting period on national government bonds with terms to maturity that match, as closely as possible, the estimated future cash outflows.

Unconditional long service leave provisions are classified as current liabilities as the Commission does not have an unconditional right to defer settlement of the liability for at least 12 months after the end of the reporting period. Pre-conditional and conditional long service leave provisions are classified as non-current liabilities because the Commission has an unconditional right to defer the settlement of the liability until the employee has completed the requisite years of service.

#### **Sick leave**

Liabilities for sick leave are recognised when it is probable that sick leave paid in the future will be greater than the entitlement that will accrue in the future.

Past history indicates that on average, sick leave taken each reporting period is less than the entitlement accrued. This is expected to continue in future periods. Accordingly, it is unlikely that existing accumulated entitlements will be used by employees and no liability for unused sick leave entitlements is recognised. As sick leave is non-vesting, an expense is recognised in the Statement of Comprehensive Income for this leave as it is taken.

#### **Superannuation**

The Government Employees Superannuation Board (GESB) and other funds providers administer public sector superannuation arrangements in WA in accordance with legislative requirements. Eligibility criteria for membership in particular schemes for public sector employees vary according to commencement and implementation dates.

Eligible employees contribute to the Pension Scheme, a defined benefit pension scheme closed to new members since 1987, or the Gold State Superannuation Scheme (GSS), a defined benefit lump sum scheme closed to new members since 1995.

Employees commencing employment prior to 16 April 2007 who were not members of either the Pension Scheme or the GSS became non-contributory members of the West State Superannuation Scheme (WSS). Employees commencing employment on or after 16 April 2007 became members of the GESB Super Scheme (GESBS). From 30 March 2012, existing members of the WSS or GESBS and new employees have been able to choose their preferred superannuation fund provider. The Commission makes contributions to

GESB or other fund providers on behalf of employees in compliance with the *Commonwealth Government's Superannuation Guarantee (Administration) Act 1992*. Contributions to these accumulation schemes extinguish the Commission's liability for superannuation charges in respect of employees who are not members of the Pension Scheme or GSS.

The GSS is a defined benefit scheme for the purposes of employees and whole-of-government reporting. However, it is a defined contribution plan for agency purposes because the concurrent contributions (defined contributions) made by the Commission to GESB extinguishes the agency's obligations to the related superannuation liability.

The Commission has no liabilities under the Pension Scheme or the GSS. The liabilities for the unfunded Pension Scheme and the unfunded GSS transfer benefits attributable to members who transferred from the Pension Scheme, are assumed by the Treasurer. All other GSS obligations are funded by concurrent contributions made by the Commission to the GESB.

The GESB makes all benefit payments in respect of the Pension Scheme and GSS, and is recouped from the Treasurer for the employer's share.

#### **Provisions – other**

##### ***Employment on-costs***

Employment on-costs, including workers' compensation insurance, are not employee benefits and are recognised separately as liabilities and expenses when the employment to which they relate has occurred. Employment on-costs are included as part of 'Other expenses' and are not included as part of the Commission's 'Employee benefits expense'. The related liability is included in 'Employment on-costs provision'

#### **(p) Superannuation expense**

Superannuation expense is recognised in the profit or loss of the Statement of Comprehensive Income and comprises employer contributions paid to the GSS (concurrent contributions), the WSS, the GESBS, or other superannuation funds. The employer contribution paid to the GESB in respect of the GSS is paid back into the Consolidated Account by the GESB.

#### **(q) Assets and services received free of charge or for nominal cost**

Assets or services received free of charge or for nominal cost that the Commission would otherwise purchase if not donated, are recognised as income at the fair value of the assets or services where they can be reliably measured. A corresponding expense is recognised for services received. Receipts of assets are recognised in the Statement of Financial Position.

Assets or services received from other State Government agencies are separately disclosed under Income from State Government in the Statement of Comprehensive Income.

#### **(r) Comparative figures**

Comparative figures are, where appropriate, reclassified to be comparable with the figures presented in the current reporting period.

#### **(s) Insurance**

The Commission regularly reviews its insurance arrangements. Currently, insurance covers below areas:

- » Worker's compensation
- » Property and business interruption

- » General, employment and professional liability
- » Motor vehicle

### 3. Judgements made by management in applying accounting policies

The preparation of financial statements requires management to make judgements about the application of accounting policies that have a significant effect on the amounts recognised in the financial statements. The Commission evaluates these judgements regularly.

#### Operating lease commitments

The Commission has entered into lease for building and vehicles of a temporary nature and it has been determined that the lessor retains substantially all the risks and rewards incidental to ownership. Accordingly, this lease has been classified as operating lease.

### 4. Key sources of estimation uncertainty

Key estimates and assumptions concerning the future are based on historical experience and various other factors that have a significant risk of causing a material adjustment to the carrying amount of assets and liabilities within the next reporting period.

#### Long Service Leave

Several estimations and assumptions used in calculating the Commissions' long service leave provision include expected future salary rates, discount rates, employee retention rates and expected future payments. Changes in these estimations and assumptions may impact on the carrying amount of the long service leave provision.

### 5. Disclosure of changes in accounting policy and estimates

#### Initial application of an Australian Accounting Standard

The Commission has applied the following Australian Accounting Standards effective, or adopted, for annual reporting periods beginning on or after 1 July 2016 that impacted on the Commission.

#### **AASB 1057 Application of Australian Accounting Standards**

This Standard lists the application paragraphs for each other Standard (and Interpretation), grouped where they are the same. There is no financial impact.

#### **AASB 2014-3 Amendments to Australian Accounting Standards – Accounting for Acquisitions of Interests in Joint Operations [AASB 1 & 11]**

The Commission establishes Joint Operations in pursuit of its objectives and does not routinely acquire interests in Joint Operations. Therefore, there is no financial impact on application of the Standard.

#### **AASB 2014-4 Amendments to Australian Accounting Standards – Clarification of Acceptable Methods of Depreciation and Amortisation [AASB 116 & 138]**

The adoption of this Standard has no financial impact for the Commission as depreciation and amortisation is not determined by reference to revenue generation, but by reference to consumption of future economic benefits.

#### **AASB 2014-9 Amendments to Australian Accounting Standards – Equity Method in Separate Financial Statements [AASB 1, 127 & 128]**

This Standard amends AASB 127, and consequentially amends AASB 1 and AASB 128, to allow entities to use the equity method of accounting for investments in subsidiaries, joint ventures and associates in their separate financial statements.

As the Commission has no joint ventures and associates, the application of the Standard has no financial impact.

**AASB 2015-1 Amendments to Australian Accounting Standards - Annual Improvements to Australian Accounting Standards 2012-2014 Cycle [AASB 1, 2, 3, 5, 7, 11, 110, 119, 121, 133, 134, 137 & 140]**

These amendments arise from the issuance of International Financial Reporting Standard Annual Improvements to IFRSs 2012-2014 Cycle in September 2014, and editorial corrections. The Commission has determined that the application of the Standard has no financial impact.

**AASB 2015-2 Amendments to Australian Accounting Standards - Disclosure Initiative: Amendments to AASB 101 [AASB 7, 101, 134 & 1049]**

This Standard amends AASB 101 to provide clarification regarding the disclosure requirements in AASB 101. Specifically, the Standard proposes narrow-focus amendments to address some of the concerns expressed about existing presentation and disclosure requirements and to ensure entities are able to use judgement when applying a Standard in determining what information to disclose in their financial statements. There is no financial impact.

**AASB 2015-6 Amendments to Australian Accounting Standards - Extending Related Party Disclosures to Not-for-Profit Public Sector Entities [AASB 10, 124 & 1049]**

The amendments extend the scope of AASB 124 to include application by not-for-profit public sector entities. Implementation guidance is included to assist application of the Standard by not-for-profit public sector entities. There is no financial impact.

**AASB 2015-10 Amendments to Australian Accounting Standards - Effective Date of Amendments to AASB 10 & 128**

This Standard defers the mandatory effective date (application

date) of amendments to AASB 10 & AASB 128 that were originally made in AASB 2014-10 so that the amendments are required to be applied for annual reporting periods beginning on or after 1 January 2018 instead of 1 January 2016. There is no financial impact.

**Future impact of Australian Accounting Standards not yet operative**

The Commission cannot early adopt an Australian Accounting Standard unless specifically permitted by TI 1101 *Application of Australian Accounting Standards and Other Pronouncements* or by an exemption from TI 1101. By virtue of a limited exemption, the Commission has early adopted AASB 2015-7 Amendments to Australian Accounting Standards - Fair Value Disclosures of Not-for-Profit Public Sector Entities. Where applicable, the Commission plans to apply the following Australian Accounting Standards from their application date.

**AASB 9 Financial Instruments**

*Operative for reporting periods beginning on/after 1 Jan 2018*

This Standard supersedes AASB 139 *Financial Instruments: Recognition and Measurement*, introducing a number of changes to accounting treatments.

The mandatory application date of this Standard is currently 1 January 2018 after being amended by AASB 2012-6, AASB 2013-9, and AASB 2014-1 *Amendments to Australian Accounting Standards*. The Commission has not yet determined the application or the potential impact of the Standard.

**AASB 15 Revenue from Contracts with Customers**

*Operative for reporting periods beginning on/after 1 Jan 2019*

This Standard establishes the principles that the Commission shall apply to report useful information to users of financial statements about the nature, amount, timing and uncertainty of revenue and cash flows arising from a contract with a customer.

The Commissions' income is principally derived from the Road Trauma Trust Fund which will be measured under AASB 1058 Income of Not-for-Profit Entities and will be unaffected by this change. However, the Commission has not yet determined the potential impact of the Standard on 'User charges and fees' and 'Sales' revenues. In broad terms, it is anticipated that the terms and conditions attached to these revenues will defer revenue recognition until the Commission has discharged its performance obligations.

### **AASB 16 Leases**

*Operative for reporting periods beginning on/after 1 Jan 2019*

This Standard introduces a single lessee accounting model and requires a lessee to recognise assets and liabilities for all leases with a term of more than 12 months, unless the underlying asset is of low value.

Whilst the impact of AASB 16 has not yet been quantified, the entity currently has operating lease commitments for \$1,518,013. The Commission anticipates most of this amount will be brought onto the statement of financial position, excepting amounts pertinent to short-term or low-value leases. Interest and amortisation expense will increase and rental expense will decrease.

### **AASB 1058 Income of Not-for-Profit Entities**

*Operative for reporting periods beginning on/after 1 Jan 2019*

This Standard clarifies and simplifies the income recognition requirements that apply to not-for-profit (NFP) entities, more closely reflecting the economic reality of NFP entity transactions that are not contracts with customers. Timing of income recognition is dependent on whether such a transaction gives rise to a liability, a performance obligation (a promise to transfer a good or service), or, an obligation to acquire an asset. The Commission has not yet determined the application or the potential impact of the Standard.

### **AASB 2010-7 Amendments to Australian Accounting Standards arising from AASB 9 (December 2010) [AASB 1, 3, 4, 5, 7, 101, 102, 108, 112, 118, 120, 121, 127, 128, 131, 132, 136, 137, 139, 1023 & 1038 and Int 2, 5, 10, 12, 19 & 127]**

*Operative for reporting periods beginning on/after 1 Jan 2018*

This Standard makes consequential amendments to other Australian Accounting Standards and Interpretations as a result of issuing AASB 9 in December 2010.

The mandatory application date of this Standard has been amended by AASB 2012-6 and AASB 2014-1 to 1 January 2018.

The Commission has not yet determined the application or the potential impact of the Standard.

### **AASB 2014-1 Amendments to Australian Accounting Standards**

*Operative for reporting periods beginning on/after 1 Jan 2018*

Part E of this Standard makes amendments to AASB 9 and consequential amendments to other Standards. It has not yet been assessed by the Commission to determine the application or potential impact of the Standard.

### **AASB 2014-5 Amendments to Australian Accounting Standards arising from AASB 15**

*Operative for reporting periods beginning on/after 1 Jan 2018*

This Standard gives effect to the consequential amendments to Australian Accounting Standards (including Interpretations) arising from the issuance of AASB 15. The mandatory application date of this Standard has been amended by AASB 2015-8 to 1 January 2018. The Commission has not yet determined the application or the potential impact of the Standard.

### **AASB 2014-7 Amendments to Australian Accounting Standards arising from AASB 9 (December 2014)**

*Operative for reporting periods beginning on/after 1 Jan 2018*

This Standard gives effect to the consequential amendments to Australian Accounting Standards (including Interpretations)



arising from the issuance of AASB 9 (December 2014). The Commission has not yet determined the application or the potential impact of the Standard.

**AASB 2014-10 Amendments to Australian Accounting Standards – Sale or Contribution of Assets between an Investor and its Associate or Joint Venture [AASB 10 & 128]**

*Operative for reporting periods beginning on/after 1 Jan 2018*

This Standard amends AASB 10 and AASB 128 to address an inconsistency between the requirements in AASB 10 and those in AASB 128 (August 2011), in dealing with the sale or contribution of assets between an investor and its associate or joint venture. The mandatory effective date (application date) for the Standard has been deferred to 1 Jan 2018 by AASB 2015-10. The Commission has not yet determined the application or the potential impact of the Standard.

**AASB 2015-8 Amendments to Australian Accounting Standards – Effective Date of AASB 15**

*Operative for reporting periods beginning on/after 1 Jan 2019*

This Standard amends the mandatory effective date (application date) of AASB 15 Revenue from Contracts with Customers so that AASB 15 is required to be applied for annual reporting periods beginning on or after 1 January 2018 instead of 1 January 2017. For Not-For-Profit entities, the mandatory effective date has subsequently been amended to 1 January 2019 by AASB 2016-7. The Commission has not yet determined the application or the potential impact of AASB 15.

**AASB 2016-2 Amendments to Australian Accounting Standards – Disclosure Initiative: Amendments to AASB 107**

*Operative for reporting periods beginning on/after 1 Jan 2017*

This Standard amends AASB 107 Statement of Cash Flows (August 2015) to require disclosures that enable users of financial statements to evaluate changes in liabilities arising from financing activities, including both changes arising from cash flows and non-cash changes. There is no financial impact.

**AASB 2016-3 Amendments to Australian Accounting Standards – Clarifications to AASB 15**

*Operative for reporting periods beginning on/after 1 Jan 2018*

This Standard clarifies identifying performance obligations, principal versus agent considerations, timing of recognising revenue from granting a licence, and, provides further transitional provisions to AASB 15. The Commission has not yet determined the application or the potential impact.

**AASB 2016-4 Amendments to Australian Accounting Standards – Recoverable Amount of Non-Cash-Generating Specialised Assets of Not-for-Profit Entities**

*Operative for reporting periods beginning on/after 1 Jan 2017*

This Standard clarifies that the recoverable amount of primarily non-cash-generating assets of not-for-profit entities, which are typically specialised in nature and held for continuing use of their service capacity, is expected to be materially the same as fair value determined under AASB 13 Fair Value Measurement. The Commission has not yet determined the application or the potential impact.

**AASB 2016-7 Amendments to Australian Accounting Standards – Deferral of AASB 15 for Not-for-Profit Entities**

*Operative for reporting periods beginning on/after 1 Jan 2017*

This Standard amends the mandatory effective date (application date) of AASB 15 and defers the consequential amendments that were originally set out in AASB 2014-5 Amendments to Australian Accounting Standards arising from AASB 15 for not-for-profit entities to annual reporting periods beginning on or after 1 January 2019, instead of 1 January 2018. There is no financial impact.

**AASB 2016-8 Amendments to Australian Accounting Standards – Australian Implementation Guidance for Not-for-Profit Entities**

*Operative for reporting periods beginning on/after 1 Jan 2019*

This Standard inserts Australian requirements and authoritative



implementation guidance for not-for-profit entities into AASB 9 and AASB 15. This guidance assists not-for-profit entities in applying those Standards to particular transactions and other events. There is no financial impact.

## **AASB 2017-2 Amendments to Australian Accounting**

### **Standards – Further Annual Improvements 2014-2016 Cycle**

*Operative for reporting periods beginning on/after 1 Jan 2017*

This Standard clarifies the scope of AASB 12 by specifying that the disclosure requirements apply to an entity's interests in other entities that are classified as held for sale, held for distribution to owners in their capacity as owners or discontinued operations in accordance with AASB 5. There is no financial impact.

## **6. Employee benefits expense**

	<b>2017</b>	<b>2016</b>
	<b>\$000</b>	<b>\$000</b>
Wages and salaries	2,611	2,977
Fringe benefits tax	49	17
	<b>2,660</b>	<b>2,994</b>
Superannuation - defined contribution plans <sup>(a)</sup>	248	202
	<b>2,908</b>	<b>3,196</b>

(a) Defined contribution plans include West State, Gold State and GESBS and other eligible funds.

## **7. Compensation of Key Management Personnel**

The Commission has determined that key management personnel include Ministers and senior officers of the Commission. However, the Commission is not obligated to compensate Ministers and therefore disclosures in relation to Ministers' compensation may be found in the Annual Report on State Finances.

Total compensation for key management personnel, comprising members and senior officers, of the Commission for the reporting period are presented within the following bands:

### **Compensation of members of the accountable authority**

<b>Compensation band (\$)</b>	<b>2017</b>	<b>2016</b>
240,001 – 250,000	1	1

### **Compensation of senior officers**

<b>Compensation band (\$)</b>	<b>2017</b>	<b>2016</b>
100,001 – 110,000	1	2
180,001 – 190,000	1	-

	<b>2017</b>	<b>2016</b>
	<b>\$000</b>	<b>\$000</b>
Short-term employee benefits	441	371
Post-employment benefits	51	40
Other long-term benefits	52	44
Termination benefits	-	-
<b>The compensation of key management personnel</b>	<b>544</b>	<b>455</b>

## **8. Supplies and services**

	<b>2017</b>	<b>2016</b>
	<b>\$000</b>	<b>\$000</b>
Consultants and contractors	4,350	4,703
Plant hire charges	143	41
Office supplies	23	25
Communications	90	12
Legal costs	9	3
Advertising	5,536	3,342
Insurance	9	8
Travel, meals and accommodation	106	17
Consumables	45	20
Other	274	286
	<b>10,585</b>	<b>8,457</b>

## 9. Depreciation expense

	2017 \$000	2016 \$000
Equipment and furniture	14	14
	<b>14</b>	<b>14</b>

## 10. Accommodation expense

	2017 \$000	2016 \$000
Lease rentals	268	218
Electricity	4	-
	<b>272</b>	<b>218</b>

## 11. Grants and subsidies

	2017 \$000	2016 \$000
Grants and subsidies to State government and other bodies <sup>(a)</sup>	131,013	106,248
	<b>131,013</b>	<b>106,248</b>

(a) Includes a payment to the Australian Rugby Union, which has no related party transaction with Ministers/senior officers or their close family members or their controlled entities for disclosure.

## 12. Other expenses

	2017 \$000	2016 \$000
Repairs and maintenance	24	115
Employment on-costs	17	19
	<b>41</b>	<b>134</b>

## 13. Related party transactions

The Commission is a wholly owned and controlled entity of the State of Western Australia. In conducting its activities, the Commission is required to pay various taxes and levies

based on the standard terms and conditions that apply to all tax and levy payers to the State and entities related to State.

Related parties of the Commission include:

- » all Ministers and their close family members, and their controlled or jointly controlled entities;
- » all senior officers and their close family members, and their controlled or jointly controlled entities;
- » other departments and public sector entities, including related bodies included in the whole of government consolidated financial statements;
- » associates and joint ventures, that are included in the whole of government consolidated financial statements; and
- » the Government Employees Superannuation Board (GESB).

## Significant transactions with government related entities

Significant transactions include:

- » service appropriations (Note 17);
- » services received free of charge from the Department of Finance and the State Solicitor's Office (Note 17);

## 14. Regulatory fines

	2017 \$000	2016 \$000
Regulatory fines	102,080	109,647
	<b>102,080</b>	<b>109,647</b>

This amount represents all moneys from photographic based vehicle infringement notices collected via Department of Transport and Department of the Attorney General. The collections were credited to the Road Trauma Trust Account which was administered by the Commission in accordance with the *Road Safety Council Act 2002*.

## 15. Interest revenue

	2017 \$000	2016 \$000
Road Trauma Trust Account	1,937	2,916
interest revenue		
	<b>1,937</b>	<b>2,916</b>

## 16. Other revenue

	2017 \$000	2016 \$000
Return of previous year grants	1,272	1,866
Service delivery revenue	300	300
Other	44	-
	<b>1,616</b>	<b>2,166</b>

## 17. Income from State Government

	2017 \$000	2016 \$000
Service appropriation	204	200
	<b>204</b>	<b>200</b>

Services received free of charge from other State government agencies during the period:

Department of the Attorney General (State Solicitor's Office)	20	2
Main Roads Western Australia	-	440
Department of Transport	-	61
Department of Finance	94	9
	<b>114</b>	<b>512</b>

## 18. Restricted cash and cash equivalents

Current	2017 \$000	2016 \$000
Road Trauma Trust Account	56,675	95,444
	<b>56,675</b>	<b>95,444</b>

### Road Trauma Trust Account

Cash held in this account is to be used only for the purposes as prescribed in note 34 'Special purpose accounts'.

## 19. Receivables

Current	2017 \$000	2016 \$000
Trade debtors	36	-
GST receivable	4,474	-
Other debtors	398	743
Accrued revenue	-	-
<b>Total current</b>	<b>4,908</b>	<b>743</b>
<b>Total receivables</b>	<b>4,908</b>	<b>743</b>

The Commission does not hold any collateral or other credit enhancements as security for receivables.

## 20. Other assets

Current	2017 \$000	2016 \$000
Prepayments	630	-
<b>Total current</b>	<b>630</b>	<b>-</b>
<b>Total prepayments</b>	<b>630</b>	<b>-</b>

## 21. Equipment and furniture

	2017 \$000	2016 \$000
Computer hardware and software		
At cost	75	30
Accumulated depreciation	(30)	(20)
	<b>45</b>	<b>10</b>
Office equipment		
At cost	19	28
Accumulated depreciation	(16)	(22)
	<b>3</b>	<b>6</b>
<b>Total equipment and furniture</b>	<b>48</b>	<b>16</b>

Reconciliations of the carrying amounts of equipment and furniture at the beginning and end of the reporting period are set out in the table below.

2017	Computer hardware \$000	Office Equipment \$000	Total \$000
<b>Carrying amount at start of year</b>	<b>10</b>	<b>6</b>	<b>16</b>
Additions	45	-	45
Transfers in / (out)	-	-	-
Disposals	-	-	-
Equity contribution / (distribution)	-	1	1
Depreciation	(10)	(4)	(14)
<b>Total current</b>	<b>45</b>	<b>3</b>	<b>48</b>

### 2016

#### Carrying amount at start of year

Additions	-	-	-
Transfers in / (out)	-	-	-
Disposals	-	-	-
Equity contribution / (distribution)	20	10	30
Depreciation	(10)	(4)	(14)
<b>Total current</b>	<b>10</b>	<b>6</b>	<b>16</b>

## 22. Impairment of assets

There were no indications of impairment to equipment and furniture or intangible assets at 30 June 2017. The Commission held no goodwill or intangible assets with an indefinite useful life during the reporting period. At the end of the reporting period there were no intangible assets not yet available for use.

## 23. Payables

	2017 \$000	2016 \$000
<b>Current</b>		
Trade creditors	(0)	-
Accrued expenses	338	1,040
Accrued grants	17,294	12,590
Accrued salaries	25	21
GST payables	0	-
Unearned Revenue	882	-
<b>Total current</b>	<b>18,539</b>	<b>13,651</b>
<b>Total payables</b>	<b>18,539</b>	<b>13,651</b>

## 24. Provisions

	2017 \$000	2016 \$000
<b>Current</b>		
<i>Employee benefits provision</i>		
Annual leave <sup>(a)</sup>	231	244
Long service leave <sup>(b)</sup>	355	407
	<b>586</b>	<b>651</b>
<i>Other provisions</i>		
Employment on-costs <sup>(c)</sup>	3	5
<b>Total current</b>	<b>589</b>	<b>656</b>
<b>Non-current</b>		
<i>Employee benefits provision</i>		
Long service leave <sup>(b)</sup>	110	113
	<b>110</b>	<b>113</b>
<i>Other provisions</i>		
Employment on-costs <sup>(c)</sup>	1	1
<b>Total current</b>	<b>111</b>	<b>114</b>
<b>Total provisions</b>	<b>700</b>	<b>770</b>

(a) Annual leave liabilities have been classified as current as there is no unconditional right to defer settlement for at least 12 months after the end of the reporting period. Assessments indicate that actual settlement of the liabilities is expected to occur as follows:

	2017 \$000	2016 \$000
Within 12 months of the end of the reporting period	177	177
More than 12 months after the end of the reporting period	55	67
	<b>232</b>	<b>244</b>

(b) Long service leave liabilities have been classified as current where there is no unconditional right to defer settlement for at least 12 months after the end of the reporting period. Assessments indicate that actual settlement of the liabilities is expected to occur as follows:

	2017 \$000	2016 \$000
Within 12 months of the end of the reporting period	148	125
More than 12 months after the end of the reporting period	320	395
	<b>468</b>	<b>520</b>

(c) The settlement of annual and long service leave liabilities gives rise to the payment of employment on-costs including workers' compensation insurance. The provision is the present value of expected future payments.

The associated expense, apart from the unwinding of the discount (finance cost), is disclosed in note 8 'Supplies and services'.

### Movements in other provisions

Movements in each class of provisions during the financial year, other than employee benefits, are set in the following table.

Employment on-cost provision	2017 \$000	2016 \$000
Carrying amount at start of period	6	-
Additional/(reversals of) provisions recognised	(3)	6
Payments/other sacrifices of economic benefits	-	-
Unwinding of the discount	-	-
<b>Carrying amount at end of period</b>	<b>3</b>	<b>6</b>
<b>Total payables</b>	<b>18,539</b>	<b>13,651</b>

## 25. Equity

The Western Australian Government holds the equity interest in the Commission on behalf of the community. Equity represents the residual interest in the net assets of the Commission. The asset revaluation surplus represents that portion of equity resulting from the revaluation of non-current assets.

Contributed equity	2017 \$000	2016 \$000
Balance at start of period	84,608	-
<i>Contributions by owners</i>		
Capital contributions	120	84,608
<i>Transfer of net assets from other agencies</i>		
Fuji Xerox APC 4475 MFD from MRWA	2	-
<b>Total contributions by owners</b>	<b>122</b>	<b>84,608</b>
<b>Balance at end of period</b>	<b>84,730</b>	<b>84,608</b>

Accumulated surplus/(deficit)		
Balance at start of period	(2,826)	-
Result for the period	(38,882)	(2,826)
<b>Balance at end of period</b>	<b>(41,708)</b>	<b>(2,826)</b>
<b>Total Equity at end of period</b>	<b>43,022</b>	<b>81,782</b>

## 26. Notes to the statement of cash flows

### Reconciliation of cash

Cash at the end of the financial year as shown in the Statement of Cash Flows is reconciled to the related items in the Statement of Financial Position as follows:

	2017 \$000	2016 \$000
Cash and cash equivalents	-	-
Restricted cash and cash equivalents (Note 18 'Restricted cash and cash equivalents')	56,675	95,444
<b>Total current</b>	<b>56,675</b>	<b>95,444</b>

### Reconciliation of net cost of services to net cash flows provided by/(used in) operating activities

Net cost of services	(39,200)	(3,538)
<i>Non-cash items:</i>		
Depreciation expense (Note 9 'Depreciation expense')	14	14
Grants to other bodies	-	-
Services received free of charge (Note 17 'Income from State Government')	114	512
Adjustment for other non-cash items	-	-
Net (gain)/loss on sale of equipment and furniture	-	-
<i>(Increase)/decrease in assets:</i>		
Receivables <sup>(a)</sup>	326	(12)
Prepayments	(630)	-
<i>Increase/(decrease) in liabilities:</i>		
Payables <sup>(a)</sup>	3,285	3,524
Employee benefits	(70)	770
Net GST receipts/(payments) <sup>(b)</sup>	-	-
Change in GST in receivables/payables <sup>(c)</sup>	(2,888)	-
<b>Net cash provided by/(used in) operating activities</b>	<b>(39,049)</b>	<b>1,270</b>

## 27. Services provided free of charge

During the year the following services were provided to other agencies free of charge for functions outside the normal operations of the Commission:

	2017 \$000	2016 \$000
Main Roads Western Australia - Services of contractors in relation to Research/Policy/Data Analysis	66	-
	<b>66</b>	<b>-</b>

## 28. Commitments

### Operating lease commitments

Commitments for minimum lease payments are payable as follows:

	2017 \$000	2016 \$000
Within 1 year	373	370
Later than 1 year and not later than 5 years	1,145	1,467
Later than 5 years	-	-
<b>Total current</b>	<b>1,518</b>	<b>1,837</b>

The Commission has entered into non-cancellable property and vehicle lease.

The property lease has term of five (5) years with rent payable monthly in advance. Contingent rent provisions within the lease agreement require that the minimum lease payments must not be less than the rent payable immediately prior to the relevant rent review date. Rent review will be based on 'current market' and first rent review

will be on 1st July 2018 and then bi-annually thereafter on this anniversary.

The *vehicle lease* has term of up to seven (7) years with lease payable monthly in advance. Contingent lease provisions within the lease agreement states that lease is fixed for the duration of the lease terms. An option exists that permit leases to be terminated and rehired under new terms and conditions, often resulting in extended lease terms.

## 29. Events occurring after the end of the reporting period

The Western Australian State Government announced a number of Machinery of Government changes to take effect from 1 July 2017. This will result in the Road Safety Commission amalgamating with the Western Australia Police from this date. Therefore, future financial results for the Road Safety Commission will be incorporated as part of the annual financial statements reported by Western Australia Police.

## 30. Explanatory statements

All variances between estimates (original budget) and actual results for 2017, and between the actual results for 2017 and 2016 are shown below. Narratives are provided for selected major variances, which are generally greater than:

- » 5% and \$2.893 million for the Statements of Comprehensive Income and Cash Flows; and
- » 5% and \$1.245 million for the Statement of Financial Position.

Major variances between estimates and actual results for 2017 and 2016 are shown below. Major variances in the Statement of Comprehensive Income and Statement of Cashflow are considered to be those greater than 5% and 2% (\$2.893 million) of Total Cost of Services and in the Statement of Financial Position are 5% and 2% (\$1.245 million) of Total Assets.

# Statement of comprehensive income

		Estimate	Actual	Actual	Variance	Variance
	Variance	2017	2017	2016	between	between actual
	note	\$000	\$000	\$000	estimate and	results for
					actual	2017 and 2016
					\$000	\$000
<b>Expenses</b>						
Employee benefits expense		3,513	2,908	3,196	(605)	(287)
Supplies and services	1, A	7,596	10,585	8,457	2,989	2,128
Depreciation expense		-	14	14	14	(0)
Accommodation expense		500	272	218	(228)	54
Grants and subsidies	B	134,053	131,013	106,248	(3,040)	24,765
Other expenses		10	41	134	31	(93)
<b>Total cost of services</b>		<b>145,672</b>	<b>144,833</b>	<b>118,267</b>	<b>(839)</b>	<b>26,567</b>
<b>Income</b>						
Regulatory fines	2, C	108,076	102,080	109,647	(5,996)	(7,567)
Interest revenue		2,500	1,937	2,916	(563)	(979)
Other revenue		-	1,616	2,166	1,616	(550)
<b>Total revenue</b>		<b>110,576</b>	<b>105,633</b>	<b>114,729</b>	<b>(4,943)</b>	<b>(9,096)</b>
Gain on disposal of non-current assets		-	-	-	-	-
<b>Total income other than income from state government</b>		<b>110,576</b>	<b>105,633</b>	<b>114,729</b>	<b>(4,943)</b>	<b>(9,096)</b>
<b>Net cost of services</b>		<b>35,096</b>	<b>39,200</b>	<b>3,538</b>	<b>4,104</b>	<b>35,663</b>
<b>Income from state government</b>						
Service appropriation		201	204	200	3	4
Services received free of charge		-	114	512	114	(398)
<b>Total income from state government</b>		<b>201</b>	<b>318</b>	<b>712</b>	<b>117</b>	<b>(394)</b>
<b>Surplus/(defecit) for the period</b>		<b>(34,895)</b>	<b>(38,882)</b>	<b>(2,826)</b>	<b>(3,987)</b>	<b>(36,057)</b>



# Statement of financial position

		Estimate	Actual	Actual	Variance	Variance
	Variance	2017	2017	2016	between	between actual
	note	\$000	\$000	\$000	estimate and	results for
					actual	2017 and 2016
					\$000	\$000
<b>Assets</b>						
<b>Current assets</b>						
Restricted cash and cash equivalents	3, D	37,300	56,675	95,444	19,375	(38,769)
Receivables	4, E	731	4,908	743	4,177	4,164
Other assets		-	630	-	630	630
<b>Total current assets</b>		<b>38,031</b>	<b>62,213</b>	<b>96,187</b>	<b>24,182</b>	<b>(33,975)</b>
<b>Non-current assets</b>						
Equipment and furniture		30	48	16	18	32
<b>Total non-current assets</b>		<b>30</b>	<b>48</b>	<b>16</b>	<b>18</b>	<b>32</b>
<b>Total assets</b>		<b>38,061</b>	<b>62,261</b>	<b>96,203</b>	<b>24,200</b>	<b>(33,943)</b>
<b>Liabilities</b>						
<b>Current liabilities</b>						
Payables	5, F	10,128	18,539	13,651	8,411	4,889
Provisions		516	589	656	73	(68)
<b>Total current liabilities</b>		<b>10,644</b>	<b>19,128</b>	<b>14,307</b>	<b>8,484</b>	<b>4,821</b>
<b>Non-current liabilities</b>						
Provisions		92	111	114	19	(3)
<b>Total non-current liabilities</b>		<b>92</b>	<b>111</b>	<b>114</b>	<b>19</b>	<b>(3)</b>
<b>Total liabilities</b>		<b>10,736</b>	<b>19,239</b>	<b>14,421</b>	<b>8,503</b>	<b>4,818</b>
<b>Net assets</b>		<b>27,325</b>	<b>43,022</b>	<b>81,782</b>	<b>15,697</b>	<b>(38,760)</b>
<b>Equity</b>						
Contributed equity		84,607	84,730	84,608	123	122
Accumulated surplus/(deficit)	6, G	(57,282)	(41,708)	(2,826)	15,574	(38,882)
<b>Total equity</b>		<b>27,325</b>	<b>43,022</b>	<b>81,782</b>	<b>15,697</b>	<b>(38,760)</b>

# Statement of cash flow

		Estimate	Actual	Actual	Variance	Variance
	Variance	2017	2017	2016	between	between actual
	note	\$000	\$000	\$000	estimate and	results for
					actual	2017 and 2016
					\$000	\$000
<b>Cash flows from state government</b>						
Service appropriation		201	204	200	3	4
Capital appropriation		-	122	-	122	122
<b>Net cash provided by State Government</b>		<b>201</b>	<b>326</b>	<b>200</b>	<b>125</b>	<b>126</b>
<b>Cash flows from operating activities</b>						
<b>Payments</b>						
Employee benefits		(3,513)	(3,010)	(2,349)	503	(661)
Supplies and services	7, H	(7,546)	(11,877)	(7,812)	(4,331)	(4,065)
Accommodation		(500)	(272)	-	228	(272)
Grants and subsidies	8, I	(134,103)	(127,880)	(103,257)	6,223	(24,623)
Other payments		(10)	-	(29)	10	29
GST payments	J	-	(13,967)	-	(13,967)	(13,967)
<b>Receipts</b>						
Regulatory fines	K	108,076	102,962	109,647	(5,114)	(6,685)
Interest received		2,500	2,283	2,904	(217)	(622)
GST receipts	J	-	11,096	-	11,096	11,096
GST receipts from taxation authority		-	-	-	-	-
Other receipts		-	1,616	2,166	1,616	(550)
<b>Net cash provided by/(used in) operating activities</b>		<b>(35,096)</b>	<b>(39,049)</b>	<b>1,270</b>	<b>(3,953)</b>	<b>(40,320)</b>
<b>Cash flows from investing activities</b>						
<b>Payments</b>						
Purchase of non-current assets		-	(46)	-	(46)	(46)
<b>Receipts</b>						
Proceeds from sale of non-current assets			-	-	-	-
<b>Net cash provided by/(used in) investing activities</b>		<b>-</b>	<b>(46)</b>	<b>-</b>	<b>(46)</b>	<b>(46)</b>
Net increase/(decrease) in cash and cash equivalents		(34,895)	(38,769)	1,470	(3,874)	(40,240)
Cash and cash equivalents at the beginning of the period		72,195	95,444	93,974	23,249	1,470
<b>Cash and cash equivalents at the end of the period</b>		<b>37,300</b>	<b>56,675</b>	<b>95,444</b>	<b>19,375</b>	<b>(38,770)</b>

### Major Estimate and Actual (2017) Variance Narratives

1. Supplies and services were over budget by \$3.0 million due to additional funding being approved during 2016-17 for; road safety campaigns (\$2.0 million), road safety research and evaluation (\$1.0 million) and road safety information centre (\$0.39 million).
2. Regulatory fines collections was under budget by \$6.00 million due to a decrease in the number of photographic infringements issued during the 2016-17 financial year.
3. The restricted cash balance was \$19.38 million over the estimate due to a number of projects being delayed.
4. Receivables was over budget by \$4.18 million due to Goods and Services Tax refund being outstanding as at 30 June 2017.
5. Payables was over the budgeted amount by \$8.41 million due to an increase in accrued grants to 30 June 2017.
6. The deficit position for year-end was \$15.57 million under the projected position due to a number of project delays that resulted in less than budgeted expenses.
7. Supplies and services were over budget by \$4.33 million due to additional funding being approved during 2016-17 for; road safety campaigns (\$2.30 million), road safety research and evaluation (\$1.06 million) and road safety information centre (\$0.39 million).
8. Grants and subsidies were over the budget estimate by \$6.22 million due to additional and carryover funding being approved during the 2016-17 Mid-year Review.

### Major Actual (2017) and Comparative (2016) Variance Narratives

- A. Supplies and Services expense increased by \$2.1 million mainly due to additional funding being approved during 2016-17 for; road safety campaigns (\$1.95 million).

- B. Grants and subsidies expense increased by \$24.77 million mainly due to approved carryover funding of \$20.2 million from 2015-16 and increased grant funding approved during the 2016-17 Mid-Year Review.
- C. Regulatory fines collections reduced by \$7.567 million due to a decrease in the number of photographic infringements issued during the 2016-17 financial year.
- D. The restricted cash balance reduced by \$38.77 million due an increased budget allocation in 2016-17 for new road projects and additional campaigns.
- E. Receivables increased by \$4.16 million in 2016-17 due to the Road Safety Commission becoming responsible for Goods and Services Tax payments for the first time.
- F. The increased payables of \$4.89 million over the previous year is due to additional grants accrued for 2016-17 for project completed but not invoiced by 30 June 2017.
- G. The increase of \$38.88 million in the position is due to additional funding being allocated from the opening Road Trauma Trust Account opening balance.
- H. Additional funding was approved in 2016-17 for road safety campaigns, corporate systems and support services compared to 2015-16, which resulted in increased supplies and services costs of \$4.33 million.
- I. Grants and subsidies increased by \$24.62 million over the previous year due to additional and carryover funding being approved during the 2016-17 Mid-year Review.
- J. Reduction in GST payment of \$13.97 million and increase in GST receipt of \$11.1 million was due to the fact that The Road Safety Commission became responsible for its Goods and Services Tax obligations from 1 July 2016.

K. Regulatory fines collections reduced by \$6.685 million due to a decrease in the number of photographic infringements issued during the 2016-17 financial year.

## 31. Financial instruments

### (a) Financial risk management objectives and policies

Financial instruments held by the Commission are cash and cash equivalents, restricted cash and cash equivalents, loans and receivables and payables. The Commission has limited exposure to financial risks. The Commission's overall risk management program focuses on managing the risks identified below.

#### Credit risk

Credit risk arises when there is the possibility of the Commission's receivables defaulting on their contractual obligations resulting in financial loss to the Commission.

The maximum exposure to credit risk at the end of the reporting period in relation to each class of recognised financial assets is the gross carrying amount of those assets inclusive of any allowance for impairment as shown in the table at note 31(c) 'Financial instrument disclosures' and note 19 'Receivables'.

Credit risk associated with the Commission's financial assets is minimal because the main receivable is the amounts receivable for services (holding account). For receivables other than government, the Commission trades only with recognised, creditworthy third parties. The Commission has policies in place to ensure that sales of products and services are made to customers with an appropriate credit history. In addition, receivable balances are monitored on an ongoing basis with the result that the Commission's exposure to bad debts is minimal. At the end of the reporting period there were no significant concentrations of credit risk.

#### Liquidity risk

Liquidity risk arises when the Commission is unable to meet its financial obligations as they fall due. The Commission is exposed to liquidity risk through its trading in the normal course of business.

The Commission has appropriate procedures to manage cash flows including drawdowns of appropriations by monitoring forecast cash flows to ensure that sufficient funds are available to meet its commitments.

#### Market risk

Market risk is the risk that changes in market prices such as foreign exchange rates and interest rates will affect the Commission's income or the value of its holdings of financial instruments. The Commission does not trade in foreign currency and is not materially exposed to other price risks. The Commission's exposure to market risk for changes in interest rates relates to interest earned on RTTA cash as detailed in sensitivity analysis table at Note 31(c).

### (b) Categories of financial instruments

The carrying amounts of each of the following categories of financial assets and financial liabilities at the end of the reporting period are:

	2017 \$000	2016 \$000
<b>Financial Assets</b>		
Cash and cash equivalents	-	-
Restricted cash and cash equivalents	56,675	95,444
Receivables <sup>(a)</sup>	433	743
<b>Financial Liabilities</b>		
Payables	18,539	13,651

(a) The amount of loans and receivables excludes GST recoverable from the ATO (statutory receivable).

## (c) Financial instrument disclosures

### Credit risk

The following table discloses the Commission's maximum exposure to credit risk and the ageing analysis of financial assets. The Commission's maximum exposure to credit risk at the end of the reporting period is the carrying amount of financial assets as shown below. The table discloses the ageing of financial assets that are past due but not impaired and impaired financial assets. The table is based on information provided to senior management of the Commission.

The Commission does not hold any collateral as security or other credit enhancement relating to the financial assets it holds.

	Carrying amount \$000	Not past due and not impaired \$000	Ageing analysis of financial assets					Impaired financial assets \$000
			Past due but not impaired					
			Up to 1 month \$000	1 to 3 months \$000	3 months to 1 year \$000	1 to 5 years \$000	More than 5 years \$000	
<b>2017</b>								
Financial Assets								
Cash and cash equivalents	-	-	-	-	-	-	-	-
Restricted cash and cash equivalents	56,675	56,675	-	-	-	-	-	-
Receivables <sup>(a)</sup>	433	433	-	-	-	-	-	-
	<b>57,108</b>	<b>57,108</b>	-	-	-	-	-	-
<b>2016</b>								
Financial Assets								
Cash and cash equivalents	-	-	-	-	-	-	-	-
Restricted cash and cash equivalents	95,444	95,444	-	-	-	-	-	-
Receivables <sup>(a)</sup>	743	743	-	-	-	-	-	-
	<b>96,187</b>	<b>96,187</b>	-	-	-	-	-	-

(a) The amount of receivables excludes the GST recoverable from the ATO (statutory receivable).

## Liquidity risk and interest rate exposure

The following table details the Commission's interest rate exposure and the contractual maturity analysis of financial assets and financial liabilities. The maturity analysis section includes interest and principal cash flows. The interest rate exposure section analyses only the carrying amounts of each item.

Interest rate exposures and maturity analysis of financial assets and financial liabilities

	Interest rate exposure					Maturity date					
	Weighted average effective interest rate %	Carrying Amount \$000	Fixed interest rate \$000	Variable interest rate \$000	Non- interest bearing \$000	Nominal Amount \$000	Up to 1 month \$000	1-3 months \$000	3 months to 1 year \$000	1-5 years \$000	More than 5 years \$000
<b>2017</b>											
<b>Financial assets</b>											
Cash and cash equivalents		-	-	-	-	-	-	-	-	-	-
Restricted cash and cash equivalents	2.0	56,675	-	56,675	-	56,675	56,675	-	-	-	-
Receivables <sup>(a)</sup>		433	-	-	433	433	433	-	-	-	-
		<b>57,108</b>	<b>-</b>	<b>56,675</b>	<b>433</b>	<b>57,108</b>	<b>57,108</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Financial liabilities</b>											
Payables		18,539	-	-	18,539	18,539	18,539	-	-	-	-
		<b>18,539</b>	<b>-</b>	<b>-</b>	<b>18,539</b>	<b>18,539</b>	<b>18,539</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>2016</b>											
<b>Financial assets</b>											
Cash and cash equivalents		-	-	-	-	-	-	-	-	-	-
Restricted cash and cash equivalents	2.9	95,444	-	95,444	-	95,444	95,444	-	-	-	-
Receivables <sup>(a)</sup>		743	-	-	743	743	743	-	-	-	-
		<b>96,187</b>	<b>-</b>	<b>95,444</b>	<b>743</b>	<b>96,187</b>	<b>96,187</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Financial liabilities</b>											
Payables		13,651	-	-	13,651	13,651	13,651	-	-	-	-
		<b>13,651</b>	<b>-</b>	<b>-</b>	<b>13,651</b>	<b>13,651</b>	<b>13,651</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

(a) The amount of receivables excludes the GST recoverable from the ATO (statutory receivable).

### Interest rate sensitivity analysis

The following table represents a summary of the interest rate sensitivity of the Commission's financial assets and liabilities at the end of the reporting period on the surplus for the period and equity for a 0.25% change in interest rates. It is assumed that the change in interest rates is held constant throughout the reporting period.

	Carrying amount \$000	-25 basis points Surplus \$000	Equity \$000	+25 basis points Surplus \$000	Equity \$000
<b>2017</b>					
<b>Financial Assets</b>					
Restricted cash and cash equivalents	56,675	(142)	(142)	142	142
<b>Total increase/(decrease)</b>		<b>(142)</b>	<b>(142)</b>	<b>142</b>	<b>142</b>
<b>2016</b>					
<b>Financial Assets</b>					
Restricted cash and cash equivalents	95,444	(239)	(239)	239	239
<b>Total increase/(decrease)</b>		<b>(239)</b>	<b>(239)</b>	<b>239</b>	<b>239</b>

### Fair values

All financial assets and liabilities recognised in the Statement of Financial Position, whether they are carried at cost or fair value, are recognised at amounts that represent a reasonable approximation of fair value unless otherwise stated in the applicable notes.

### 32. Remuneration of auditor

Remuneration paid or payable to the Auditor General in respect of the audit for the current reported period is as follows:

	2017 \$000	2016 \$000
Auditing the accounts, financial statements and key performance indicators	58	57
	<b>58</b>	<b>57</b>

### 33. Affiliated bodies

The Road Safety Council (RSC) is a government affiliated body that received resource support of \$2,525 (2016:

\$38,000) from the Commission. The RSC is not subject to operational control by The Commission.

### 34. Special purpose accounts

#### Road Trauma Trust Account <sup>(a)</sup>

In accordance with section 12 of the *Road Safety Council Act 2002*, the purpose of the Account is to receive and hold funds from parliamentary appropriations, all moneys from photographic based vehicle infringement (via Department of Transport and Department of the Attorney General) and any money lawfully received for the purpose of the Act.

	2017 \$000	2016 \$000
Balance at the start of the financial year	95,444	93,974
Receipts	118,283	114,917
Payments	(157,052)	(113,447)
<b>Balance at the end of the financial year</b>	<b>56,675</b>	<b>95,444</b>

(a) Established under section 16(1)(b) of FMA.

### **35. Schedule of income and expenses by service and schedule of assets and liabilities by service**

Schedule of income and expenses by service and schedule of assets and liabilities by service is not required as the Commission has only one service during the year and the information is available from the statement of comprehensive income and statement of financial position.

### **36. Contingent liabilities and contingent assets**

The Commission did not have any contingent liabilities or contingent assets including any contaminated sites for the financial year 2016-17.





## **Certification of Key Performance Indicators**

*for year ended 30 June 2017*

I hereby certify that the key performance indicators are based on proper records, are relevant and appropriate for assisting users to assess the Road Safety Commission's performance, and fairly represent the performance of the Commissioner of Road Safety for the financial year ended 30 June 2017.



Kim Papalia  
Reporting Officer  
18 September 2017



# 2016-17 Key Performance Indicators

## Introduction

The Road Safety Commission Key Performance Indicators have been developed in accordance with Treasurer's Instruction 904 to evaluate the Commission's performance in achieving the Government's desired outcome and provide an overview of service provision. The Commission delivers the Road Safety Commission service.

The following table illustrates the relationship between the Road Safety Commission service and desired outcome to the Government goal:

### Service

Road Safety Commission

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### Desired outcome

Improve coordination and community awareness of road safety in WA

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### Government goal

Greater focus on achieving results in key service delivery areas for the benefit of all Western Australians

## Key Effectiveness Indicator

### Effectiveness of road safety awareness campaigns

The Commission uses community education campaigns to raise awareness of the risks associated with unsafe road behaviours and encourage safe behaviours. This indicator represents the proportion of drivers in WA who remember seeing Commission community education campaigns, and was obtained through evaluation surveys undertaken at the end of each major campaign period.

Marketing best practice recommends that research evaluation in the form of quantitative campaign tracking is essential for the evaluation of campaigns. In line with this, post-campaign evaluations were undertaken specifically measuring prompted awareness; comprehension of campaign key messages by the target audience and impact on future intentions of drivers.

Evaluation surveys (conducted independently through professional market research companies) were undertaken at the end of each major campaign period. A major campaign was defined as having TV as the main media component and total spend of at least \$500,000 in media scheduling.

Evaluation was undertaken by way of online surveys using structured questionnaires. The measure was based on prompted campaign recognition (percentage of people who remembered seeing any of the core materials

for a given campaign). The population segment researched was Western Australian drivers aged 17 and over; with a random sample of at least 400. The data collected was weighted to reflect the actual population distribution based on Australian Bureau of Statistics (ABS) statistics. The weightings were applied individually based on age, gender and geographic location to ensure the data was representative of the population in WA.

The KPI measure was calculated as the average percentage of prompted community awareness (recall/recognition).

During the 2016-17 financial year, four campaigns were undertaken that met the requirement of having TV as the main media component and total spend of at least \$500,000 in media scheduling.

These campaigns addressed Zero Heroes, Priorities (Speeding, drink driving, distractions), Alcohol Interlocks and Cyclist Safety. 75 per cent of those surveyed were aware of the Zero Heroes campaign. Overall, 75 per cent awareness of at least one of the Priorities campaigns. And of those surveyed, 72 per cent were aware of the Alcohol Interlock Scheme legislation change campaign and 73 were aware of the Cyclist Safety campaign.

The overall result for the year was obtained by combining and averaging all campaigns. This resulted in an overall average of 74 per cent, which exceeded the budgeted target for the year.

Measure	2013-14 actual %	2014-15 actual %	2015-16 actual %	2016-17 budget target %	2016-17 actual %
% effectiveness of road safety campaigns	0*	65	79	70	74

\* Note: During the 2013-14 financial year all campaigns conducted were under the minimum threshold spend of \$500,000

## Key Efficiency Indicators

### Percentage of road safety commission projects completed on time

The Commission runs a number of road safety projects and also funds external bodies via the provision of grants to deliver road safety outcomes. This indicator measures projects that are delivered directly by the Commission and excludes grant funded external projects.



94% of projects were completed within the desired timeframe.

This indicator identifies the percentage of Commission projects that achieve delivery within the targeted timeframe of 90 per cent and is measured on the status of the projects as at 30 June 2017 that were funded during the financial year.

The Tasking and Coordination Group has established a fortnightly project review process that enables awareness of the current status of all business conducted by the Commission. This tracks project performance on a fortnightly basis and reports on any project changes via the 'Change Request' reporting requirement.

For the 2016-17 financial year, the C-MARC were commissioned to complete eight research projects, three were completed and five are still in progress. An additional four major research projects were commissioned by other research agencies of which one has been completed. These projects were commissioned throughout the 2016-17 financial year with expected completion dates into the 2017-18 financial year.

Overall, 94 percent of projects were completed within the desired timeframe, which is marginally above the budgeted target for the year.

Measure	2013-14 actual %	2014-15 actual %	2015-16 actual %	2016-17 budget target %	2016-17 actual %
% of Road Safety Commission projects completed on time	83	91	92	90	94

### Percentage of road safety commission projects completed on budget

Each year the Minister for Road Safety approves the Road Trauma Trust Account budget, which is made up of individual road safety projects to be delivered by road safety stakeholders, including the Commission. Each project is submitted for approval with agreed

deliverables and budget. This indicator will be based on Commission-delivered projects only.

This indicator identifies the percentage of Commission projects that achieve delivery within 10 per cent budget tolerance limit of the annual targeted budget. For the 2016-17 financial year, 100 per cent of Commission projects were delivered with the tolerance limit or under budget.

Measure	2013-14 actual %	2014-15 actual %	2015-16 actual %	2016-17 budget target %	2016-17 actual %
% of Road Safety Commission projects completed on budget	95	100	100	95	100

## Other financial disclosures

### Contracts with senior officers. Potential conflict of interest – Western Australian Government Purchasing

#### Pricing policies of services provided

The Commission does not have any fees and charges.

#### Capital works

The Commission does not have any capital projects.

#### Employment and industrial relations

Finalising the Commission structure resulted in a higher than average recruitment.

The tables below shows recruitment for the financial year 2016 – 2017 and the staff profile of the agency.

Recruitment for the financial year	2015-16	2016-17
2016-17		
Positions advertised	05	14
Applications received	92	360
Average applications per advertised position	28	28
Staff profile of the agency		2016-17
Positions advertised (Full-time, Permanent)		26
Applications received (Full-time, Contract)		2
Part-time measured on a FTE basis		1.2
On secondment		2

#### Commission Joint Consultative Committee

In line with Part 9 of the Public Service and Government Officers General Agreement (2014), the

Commission has a Joint Consultative Committee (JCC) to allow for effective communications on working matters and the working environment.

The JCC comprises representation:

- » a senior representative from the Commission;
- » CPSU/CSA union delegate; and
- » a union organiser.

For 2016-17, the JCC met six times.

### Governance Disclosures

#### Contracts with senior officers

At the date of reporting, no senior officers, or firms of which senior officers are members, or entities in which senior officers have substantial interests, had any interests in existing or proposed contracts with the Commission other than normal contracts of employment of service.

#### Other disclosures for consideration

No breaches of the Code of Conduct were reported during 2016-17.

#### Unauthorised use of credit cards

In 2016-17 the Commission issued its Corporate Credit Card Policy, establishing rules for the use and responsibilities of corporate credit card holders and ensuring that operational and administrative costs and the risks associated with credit card use are minimised. The Corporate Credit Card Policy guides staff on where the Commissioner has discretion within the scope of Western Australian Government Credit Card guidelines and Treasurer's Instruction 321 and is to be read in conjunction with the Department's Delegations (Financial and Procurement) and Procurement Policy.

Officers of the Commission hold corporate credit cards where their functions warrant usage of this facility. Each month various reviews are undertaken of transactions to ensure compliance with the Corporate Credit Card Policy.

During the financial year, two employees inadvertently utilised the corporate credit card for personal use.

In one instance, the employee reported the matter immediately and made arrangements to repay the expenditure incurred. The matter was not referred for disciplinary action as the Chief Finance Officer noted prompt advice and settlement of the personal use amount, and that the nature of the expenditure was immaterial and characteristic of an honest mistake.

The second instance related to a misunderstanding of travel entitlements and arrangements were made to repay the expenditure incurred. The Commission's travel policy has since been updated and communicated to staff to outline staff entitlements.

Aggregate amount	2017
Personal use expenditure for the reporting period	69
Personal use expenditure settled by the due date (within 5 working days)	26
Personal use expenditure settled by the due date (within 5 working days)	43
Personal use expenditure outstanding at balance date	-

## Other Legal Requirements

### Disability Access and Inclusion Plan

The *Disability Services Act 1993* requires all local government and selected State Government agencies to develop a Disability Access and Inclusion Plan (DAIP).

The Commission's DAIP supports inclusion across seven outcome areas regarding services and events, buildings and facilities, information, quality of service, complaints, consultation processes and employment.

The Commission's commitment to inclusion of people with disability having the same opportunities as other people to participate in any public consultation by the Commission. The establishment of the Vulnerable Road User Advisory Group enabled representation of people with disabilities and older road users who experience mobility issues. This official advisory group meets regularly develop road safety strategies and address issues which affect vulnerable road users. To further support the DAIP and the 7 outcome areas, Commission is applying particular attention to its development of policies and procedures to ensure disability inclusion.

### Record keeping plan (HR) – State Records Act 2000 (WA)

The Commission's record keeping plan approved by the SRC in March 2016, provides overarching guidance in line with the changing needs of our workforce and how we do business. Our best practice recordkeeping processes meet the legislative requirements of the *State Records Act 2000 (WA)*.

In accordance with Section 28 of the Act, the Commission will review its record keeping plan and submit to the SRC by 10 March 2021.

### Risk Management

In July 2016 the Commission developed its Risk Management Policy in accordance with the Public Sector Commissioner's Circular 2009-19 issued 26 June 2015. The main intent of the Commission is to manage its risks through approved risk assessment processes by identifying potential risks, including the ability to

demonstrate the management of risks with business continuity plans to ensure appropriate response to, and recovery from any business disruption.

The risk management process is applicable to the entire Commission, and every staff member is recognised as having a role in the process. To facilitate and promote a better understanding of the process for staff and to ascertain potential risks for the Commission, a comprehensive risk management survey managed by William Buck, Chartered Accountants and Advisors was undertaken in December 2016. Survey results were reported to Corporate Executive.

### Freedom of Information

The *Freedom of Information Act 1992* enables the public to apply for access to documents held by the Commission.

The Commission's Information Statement is published on the Commission's public website, and contains information on the Commission's function, the type of information it possesses and procedures on how to access this.

In 2016-17, the Commission received two Freedom of Information applications. The first, relating to road safety impacts of traffic in the vicinity of Mirrabooka Ave, Lansdale, was processed in 28 days and was later subject to internal review which resulted in the disclosure of additional documents. The second, relating to the Commission's response to the Special Inquiry into Government Programs and Projects, and received by the Commission on 29 June 2017, is still being processed.

### Government Policy Requirements

The Commission strives to be recognised for excellence and continuous improvement in the management of Occupational Safety and Health

(OSH) practices. The Commission's OSH is embedded through the agency across the following mediums:

- » Commission Induction Package;
- » Commission Intranet;
- » Physical locations (ie. the utility room); and
- » OSH update provided at each Commission all staff meetings.

The Commission has an OSH committee comprising a safety coordinator, safety representative and two employee representatives. Meetings are conducted on a monthly basis and employees are encouraged to submit OSH issues to the committee. Workplace inspections are conducted on a monthly basis.

The Commission's reporting requirements for OSH in accordance with the Public Sector Commission's Circular are detailed below:

Occupational safety, health and injury management Indicator	Actual for 2016-17
Number of fatalities	0
Lost time injury/disease (LTI/D) incidence rate	0
Lost time injury severity rate	0
Percentage of injured workers returned to work within (i) 13 weeks and (ii) 26 weeks	0
Percentage of managers and supervisors trained in occupational safety, health and injury management responsibilities	20%

### Championing diversity

The Commission is committed to reflecting the diversity of the Australian community in its workforce to build an inclusive culture. The Commission acknowledges the differences in every employee and acknowledges that diversity in our backgrounds, skills, talents and views enrich our working environment and quality of work.

## Supporting staff from Aboriginal and Torres Strait Islander backgrounds

In September 2016, the Commission supported the placement of an Indigenous trainee through the PSC Aboriginal Traineeship Program.

## Managing performance

The Commission is committed to a culture of high performance and all staff engage in a formal Performance Development and Review (PD&R) process to discuss their achievements, work responsibility and development.

The Commission implemented the process in early 2017 and is working towards process and systems that support staff to achieve the Department's, and their own, performance goals, development of performance conversation tools and training.

Creating a culture of high performance and an environment that provides both job satisfaction and opportunities for career growth are a continuing focus for the Commission.

## Lost Time Injuries

The Commission had no time lost from injury and disease. Lost time is classified as being for one full shift or longer.

## Workers' Compensation and Injury Management

The Commission had no workers compensation claims lodged for this financial year.

## Our Values and Code of Conduct

Our Code of Conduct was established in line with

the PSC requirements, to assist staff and understand behaviour expected of them.

## Conflicts of Interest and Acceptance of Gifts and Benefits

Our Code of Conduct requires all employees to ensure our personal, financial and political interests do not conflict with our performance or ability to perform in an impartial manner. Where a conflict of interest occurs, it should always be resolved in favour of the public interest rather than personal interest. We also have a Conflict of Interest and Gifts and Benefits Policy and Register, consider conflict of interest to include:

- » decisions that are biased as a result of outside activities or private employment;
- » outside activities that result in less than satisfactory work performance or cause breaches of standards such as those relating to occupational safety and health;
- » information gained from official employment that is used for private gain;
- » government resources that are used for private gain; and
- » government time that is used to pursue private interests

## Misconduct and Inappropriate Behaviour

All employees are expected to abide by the:

- » Public Sector Code of Ethics
- » Commission's Code of Conduct
- » Commission's Values
- » Corruption and Crime Procedures and Guidelines

When a complaint or a report of alleged inappropriate



behaviour or misconduct is received, management is required to take action through internal processes. An initial review of the information or complaint is undertaken to understand the nature and severity of the alleged behaviour. The outcome of this review determines the most appropriate action which may include:

- » Discipline
- » Grievance resolution
- » Performance management
- » Corruption and Crime Commission Procedures
- » Improvement actions.

These processes may necessitate an investigation into the behaviour to enable a fair and equitable decision to be made on the outcomes. Misconduct as defined by the Corruption and Crime Commission must be reported to the Commission.

#### Additional key performance indicator information

For 2016-17 the Commission continued to adopt the KPIs in the 2015-16 reporting period.

The KPIs have been developed in accordance with Treasurer's Instructions 904 to evaluate the Commission's performance in achieving the Government's desired outcome and provide an overview of service provision. In 2016-17 the Commission delivered the Road Safety Commission service to the community.

The following illustrates the Commission KPIs in accordance with the Government's OBM framework.

#### Government goal

Results-Based Service Delivery:  
Greater focus on achieving results in key service delivery areas for the benefit of all WAs.

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#### Desired outcome

Improve coordination and community awareness of road safety in WA

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#### Key effectiveness indicators

Effectiveness of road safety awareness campaigns.

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#### Service

Road Safety Commission

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#### Key efficiency indicators

Percentage of Road Safety Commission Projects Completed on Time.

#### How did we Perform?

Effectiveness Indicator:

- » Effectiveness of road safety awareness campaigns

The term "effectiveness" within this KPI is used to refer to the reach of our campaigns throughout the community in WA.

This indicator represents the proportion of drivers in WA who remember seeing Commission community education campaigns, and was obtained through evaluation surveys undertaken at the end of each major campaign.

Efficiency Indicators:

- » Percentage of Commission Projects completed on time
- » Percentage of Commission Projects completed on budget

#### Ministerial directives

No Ministerial directives were received during the reporting period.

## Advertising expenditure

In accordance with Section 175ZE of the *Electoral Act 1907*, the Commission incurred \$6,060,723.44 during 2016-17 in advertising, market research, polling, direct mail and media advertising.

Expenditure was incurred in the following areas (\$):

### Advertising agencies

303 MullenLowe Australia Pty Ltd	1,101,722.42
Carat Australia Media Services Pty Ltd	3,775,081.14
Optimum Media Decisions (WA) Pty Ltd	286,120.04
The Brand Agency	636,801.91
Marketforce	5,581.74

### Direct mail organisations

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### Market Research

Taylor Nelson Sofres Australia Pty Ltd	254,430.00
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### Polling organisations

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### Media advertising organisations

State Law Publisher	986.20
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**6,060,723.44**

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## Glossary and acronyms

Abbreviation	Explanation		
AASB	Australian Accounting Standards Board	RSIC	Road Safety Information Centre
ASSCZ	Average speed safety camera zone	RSPF	Road Safety Policy Framework
AIS	Alcohol interlock scheme	RTSWA	Road Trauma Support Western Australia
ANCAP	Australasian new car assessment program	RTTA	Road trauma trust account
ARRB	Australian Road Research Board	SDERA	School drug education and road aware
ATE	Automated traffic enforcement	SLOMO	Slow down move over
CBD	Central business district	T&CG	Tasking and Coordination Group
C-MARC	Curtin Monash Accident Research Centre	UCSR	Used car safety rating program
Commission	Road Safety Commission	WA	Western Australia
Council	Road Safety Council	WAPoL	Western Australia Police
DAIP	Disability access and inclusion plan		
eMETS	enhanced Macro Estimates for Target Setting		
ESZ	Electronic school zones		
GESB	Government employees superannuation board		
GSS	Gold state scheme		
GST	Goods and services tax		
ICT	Information and communications technology		
JCC	Joint Consultative Committee		
KPI	Key performance indicator		
KSI	Killed and seriously injured		
MRWA	Main Road Western Australia		
MSSC	Motorcycle sub-committee		
NRSPP	National road safety partnership program		
OSH	Occupational safety and health		
PARTY	Prevent alcohol and risk-related trauma		
PSC	Public Sector Commission		
RAC	Royal Automobile Club of Western Australia		
RLS	Red light speed		

