



## **ROAD SAFETY COUNCIL**

### **Report on Activities 2020-21**

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

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# 1. OVERVIEW 2020/21

## 1.1 Council Focus Areas

The Road Safety Council set the following priority areas for 2020-21, based on crash trends, to inform the use of Road Trauma Trust Account (RTTA) funds:

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

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

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

*Driving Change* was released by the then Minister for Road Safety, Hon Michelle Roberts, BA DipEd MLA on 15 November 2020 and sets an ambitious target to reduce road fatalities and severe injuries on Western Australian roads.

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

To achieve the target, *Driving Change* identifies five priority areas that the government in collaboration with business, the not-for-profit sector and wider community will focus on over the next 10 years:

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

## 1.3 Road Safety Outcomes

Despite making progress in reducing the number of people killed or seriously injured in crashes, WA remains one of the worst performing jurisdictions in Australia when comparing fatality rates. Although the COVID-19 pandemic does not appear to have substantially altered crash types or changes in travel behaviour, economic conditions are expected to exacerbate road safety issues moving forward.

- In 2020, 155 people lost their lives and a further 1,641 people were seriously injured in reported road crashes on Western Australian roads. Compared to the preceding five-year average, fatalities in 2020 reduced by 8% and serious injuries reduced by 7%.
- Although national comparisons of serious injuries are not available, the WA fatality rate (5.9 per 100,000 population in 2020) remains third last amongst Australian states and territories and higher than the Australian average (4.4).

- Between 2018 and 2020, two thirds (65%) of road fatalities and one third (34%) of serious injuries were the result of crashes in regional areas. The most common crash nature in regional areas continues to be single vehicles running off the road or losing control.
- Over that same time (2018 – 2020), crashes at metropolitan intersections accounted for 32% of all people killed or seriously injured in WA, with a further 31% in crashes at metropolitan midblock locations.
- Sustained reductions in public transport patronage, increases in regional road travel and economic challenges from the ongoing pandemic are expected to exert upward pressure on road trauma rates.

## 2. ROAD SAFETY COUNCIL GOVERNANCE

The Council is a statutory body established in 1997 under Section 4 of the [Road Safety Council Act 2002](#) (the Act). During 2020-21, the Council reported to the Hon Michelle Roberts BA DipEd MLA until March 2021, and then the Hon Paul Papalia CSC MLA, following his appointment as Minister for Road Safety in April 2021.

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

### 2.1 Meetings

The Council held meetings on the following dates during the 2020/21 financial year:

- 23 July 2020
- 20 August 2020
- 17 September 2020
- 22 October 2020
- 26 November 2020
- 28 January 2021
- 25 March 2021
- 7 April 2021
- 27 May 2021

### 2.2 Membership of the Road Safety Council

The Council consists of:

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

A list of members is provided below in Table A.

Table A: Membership of the Road Safety Council during 2020-21

Name	Position / Organisation	Section of Act
Mr Iain Cameron	Chairman	6(1)(a)

<b>Name</b>	<b>Position / Organisation</b>	<b>Section of Act</b>
Ms Anne Still <u>Deputy member:</u> Ms Jill Darby	Road user representative (RAC)	6(1)(b)
Cr Lauren Strange <u>Deputy member:</u> Ms Terri-Anne Pettet	Local Government	6(1)(c)
Mr Adrian Warner <u>Deputy member:</u> Vacant	Road Safety Commission	6(1)(d)
Ms Joan Brierley (1 July 2020 to 28 September 2020) Mr Steve Mitchinson (29 September 2020 onwards) <u>Deputy member:</u> Mr Chris Davers	Department of Transport	6(1)(e)
Assistant Commissioner Paul Zanetti <u>Deputy member:</u> Commander Mick Sutherland	WA Police Force	6(1)(f)
Kellie Properjohn (1 July 2020 to 6 November 2020) <i>Vacant from 9 November 2021</i> <u>Deputy member:</u> Ms Catherine Shepherd	Department of Education	6(1)(g)
Dr Andrew Robertson <u>Deputy Member:</u> Dr Denise Sullivan	Department of Health	6(1)(h)
Mr Doug Morgan <u>Deputy Member:</u> Mr David Moyses	Main Roads WA	6(1)(i)
Ms Michelle Prior <u>Deputy member:</u> Ms Anne-Marie Brits	Department of Transport	6(1)(j)
Ms Cath Meaghan <u>Deputy Member:</u> Mr Damien Martin	Department of Planning, Lands and Heritage	6(1)(k)
Mr Rick Howe (1 July 2020 to 20 August 2020) <i>Vacant from 21 August to 25 October</i> Mr Kane Blackman (26 October 2020 onwards) <u>Deputy Member:</u> Mr Adam Watts	Insurance Commission of WA	6(1)(l)

### **2.3 Conflicts of Interest**

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

The following conflicts of interest were declared:

- The Chairman, Mr Iain Cameron, is the Managing Director at the Department of Transport, an Independent Director on the Board of the Australasian New Car Assessment Program (ANCAP) and a Trustee of the Towards Zero Foundation (UK registered charity).
- The Deputy member representing local government, Ms Terri Anne Pettet, is an Injury Matters Board Member. Injury Matters receives funding from the RTTA.
- Assistant Commissioner Paul Zanetti in relation to funding for the Infringement Management Office and the WA Police Force midyear review considerations.
- Mr Doug Morgan for items relating to the Main Roads midyear review considerations.
- Dr Denise Sullivan, given Department of Health contracts with Injury Matters and interest in Data Linkage, Road Safety Analysis, the PARTY program, and State Trauma Registry.

### **2.4 Board and Committee Remuneration**

Council members who are not Public Officers appointed under sections 6(1)(a)(b) and (c) of the Act, including the Chairman, road user representative and the local government representative and their deputies, are entitled to receive \$330 per meeting, which is less than four hours or \$505 for a meeting longer than four hours.

Eligible members were entitled to motor vehicle allowances based on a cents-per-kilometre basis, in accordance with Australian Taxation Office guidelines.

### **2.5 Ministerial Directives**

During the 2020-21 financial year, no Ministerial directives were issued to the Council under section 6A of the Act.

### **2.6 Media**

In 2020-21, the Council Chairman and Road Safety Commissioner responded to media queries on road safety topics as requested, and appeared regularly on the following regional and metropolitan radio shows:

- ABC Perth Drive (Monthly - Council Chairman)
- 6PR Morning Show (Fortnightly - Council Chairman)
- ABC Regional Drive (Monthly - Road Safety Commissioner)

### 3. ROAD TRAUMA TRUST ACCOUNT 2020-21

#### Road Trauma Trust Account 2020/21

Revenue Breakdown by Source	Actual
Infringement Revenue - Department of Transport	83,295,486
Infringement Revenue - Department of Justice	17,018,509
Interest Revenue - Road Trauma Trust Account	201,106
Miscellaneous Revenue	668,527
<b>Total</b>	<b>101,183,628</b>

Expenditure Breakdown by Projects	Organisation	Actual
<b>Safe Road Users</b>		<b>17,571,142</b>
PARTY Program	East Metropolitan Health Service	274,457
Integrated Cycling Incident Reporting Facility	Transport	31,560
Learner Log Book App		102,000
School Drug Education and Road Aware Program	Education	1,630,000
Electronic School Zone Signs	Main Roads	4,410,513
RoadWise	WALGA	1,780,000
Alcohol Interlock Assessment and Treatment Services	Mental Health Commission	1,494,000
Increase Breath and Drug Testing	WA Police Force	5,377,000
Expansion of Drug Testing Capabilities		930,485
Crash Blood Testing		254,000
Roadside Alcohol and Drug Testing - Election Commitment		696,931
Automatic Number Plate Recognition (ANPR) Technology		239,366
Breath and Drug Operations Bus		350,830
<b>Safer Roads</b>		<b>44,519,919</b>
Regional Road Safety Improvements	Main Roads	20,000,000
Run-Off Road Crashes Road Improvements		9,381,000
Rural Intersection Advanced Warning Signs		107,966
Wheatbelt Safety Review-Great Eastern Hwy		3,036,000
Safety review-Indian Ocean Drive		2,150,000
Cranbrook Rest Area	Shire of Cranbrook	5,648
Metropolitan Intersections	Main Roads	8,839,305
Metropolitan Intersections - Low Cost Treatments		1,000,000
<b>Safe Speeds</b>		<b>25,992,891</b>
Speed Monitoring	Main Roads	40,424
Speed Enforcement - Administration	Transport	4,760,449
Speed Enforcement - Camera Operations and Infringements	WA Police Force	17,130,000
Automated Traffic Enforcement (ATE) - Expansion Program		334,996
Speed Camera Replacement Program		3,727,022
<b>Post-Crash Response</b>		<b>6,016,128</b>
Data Linkage	Health	147,000
State Trauma Registry	East Metropolitan Health Service	346,128
Road Trauma Support Services	Injury Matters	873,000
South West Emergency Rescue Helicopter	DFES	4,650,000
<b>Road Safety Commission</b>		<b>17,752,485</b>
Policy, Research and Governance	Road Safety Commission	8,462,608
Community Education and Engagement		8,565,443
Infringement Management Reform Program		724,434
<b>Total</b>		<b>111,852,564</b>

## 4. MEASURES TO IMPROVE ROAD SAFETY

### Priority Areas

In 2020-21, the Council recommended a range of programs to reduce death and serious injury on WA roads. These are grouped under priorities, in line with *Driving Change*.

#### 4.1 Safe Intersections

##### 4.1.1 Metropolitan Intersection Program (Main Roads)

This program aims to improve the safety of metropolitan road users by targeting high risk intersections that are not eligible for improvements from other funding sources.

Construction of intersections completed in 2020-21:

- Wanneroo Road / Green Street/ Walcott Street.
- Stock Road / Beeliar Road
- Guildford Road / Garratt Road

Project development and design commenced in 2020-21 at the following locations:

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

Project development and design was withdrawn at the Karrinyup-Morley Highway / Cedric Street On-ramp as majority of works were covered by the Karrinyup Shopping Centre expansion roadworks.

##### 4.1.2 Rural Intersection Advanced Warning Signs (Main Roads)

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

This program continues to be trialled with the following sites identified as suitable for the installation of Rural Intersection Advanced Warning Signs, detailed design has been completed and construction is planned to commence in 2021-22:

- Great Eastern Highway / Old Northam Road (Metro Region)
- Indian Ocean Drive / Lancelin Road (Midwest Region)
- Great Eastern Highway / Hawkes Avenue (Wheatbelt Region)



## **4.2 Run Off Road Crashes**

### **4.2.1 Indian Ocean Drive Safety Review (Main Roads)**

This program is part of the ongoing commitment to provide road safety improvements, following the 2017 Highway Safety Review on Indian Ocean Drive. The improvements identified under the 2017 Review for the remaining section of Indian Ocean Drive were completed in 2020-21.

### **4.2.2 Regional Run-off Road Crashes Safety Program (Main Roads)**

This program continues to be important in providing safe system treatments along significant lengths of rural highways and main roads with above average network crash risk. Since 2012-13, the Council has allocated over \$250 million from the RTTA to the Program.

Road safety treatments are being delivered across the state with \$455 million being jointly invested by the Federal and State Government to upgrade up to 7,000 kilometres of roads by July 2022. An additional \$194 million in State and Federal funding has been allocated for the Regional Road Safety Program in 2022-23. Upgrades include shoulder sealing and/or the introduction of audible edge lines. The Road Trauma Trust Account will continue to contribute \$20 million annually towards this program.

Completion of projects that commenced in 2020-21 will result in upgrades to 4,373 kilometres of regional roads. This number differs from previous advice due to a program variation approval by the Commonwealth. In 2020-21, work on 34 projects commenced, 29 were completed and another 74 projects were either nearing completion or completed.

In addition to the \$20 million, RTTA funding was also provided (\$9.38 million) in 2020-2021 for specific projects under the Run-Off Road Crashes Road Improvements Program. Under this Program, Main Roads commenced and completed construction on the following projects:

Construction works completed at the following locations:

- Albany Highway (Kojunup Road to Balgarup Road)
- Pinjarra Williams Road (Dwellingup to Shire of Murray Boundary)
- Parabadoo Tom Price Road (North of Paraburdoo)
- North West Coastal Highway (Pannawonica Road)

Development and design projects at the following locations:

- South Western Highway (Middleton to Ordance)
- Vasse Road (Pemberton to South Western Highway)
- Pinjarra Williams Road (Pinjarra to Greenshill)
- Caves Road (Yallingup Beach Road to Bussell Highway)
- South Western Highway (Vasse to Quinninup)
- Goldfields Highway
- Goomalling Merredin Road (Wyalkatchem to Trayning)
- Roe Highway (Kenwick Link to Welshpool Road)

#### **4.2.3 Other Regional Road Safety Projects**

Great Eastern Highway between Walgoolan and Southern Cross (Main Roads):

- Road safety improvements, including construction of a westbound overtaking lane, shoulder widening and cross-section widening including overlay.
- The aim is to reduce single vehicle run-off road crashes.

### **4.3 Impaired Driving**

#### **4.3.1 Increased Impaired Driving Detection (Alcohol and Drug Testing) Program (WA Police Force)**

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

During 2020-21, the WA Police Force conducted:

- 1,711,043 million roadside random breath tests (a portion of which were funded by the RTTA);
- 32,525 roadside drug tests; and
- 1,110 crash blood tests.

#### **4.3.2 Alcohol Interlock Scheme (Mental Health Commission)**

The WA Alcohol Interlock Scheme (AIS) aims to reduce the road safety risk posed by serious repeat drink drivers by fitting a breathalyzer and locking device to their vehicle. The Mental Health Commission delivers a complementary Alcohol Assessment and Treatment (AAT) program as part of the AIS.

The AAT program involves six therapeutic intervention sessions delivered in accordance with best practice to support the AIS participant to separate drinking and driving. AIS participants are referred to the AAT program if they record three or more triggers in any monthly scheduled inspection period.

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

In 2020-21, 344 AIS participants completed the AAT program and since commencement of the AIS in October 2016, the Mental Health Commission has managed a total of 1,215 referrals (as of 30 June 2021).

### **4.4 Safe Speed**

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

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

#### **4.4.2 Automatic Number Plate Recognition Technology (WA Police Force)**

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

#### **4.4.3 Automated Speed Camera Enhancement Project (WA Police Force)**

Automated Traffic Enforcement aims to achieve a reduction in road trauma. It has a deterrent effect on driver behaviour, reducing speeding which in turn results in fewer people being killed or seriously injured.

During 2020-21, the WA Police Force installed two new red-light speed cameras and two fixed speed cameras, as per the required deliverables.

#### **4.4.4 Speed Camera Replacements (WA Police Force)**

This program undertakes the procurement and replacement of assets for the existing camera fleet.

During 2020-21, the WA Police Force replaced twenty red-light speed cameras and one fixed speed camera.

#### **4.4.5 Electronic School Zone Sign Project (Main Roads)**

This program replaces Electronic School Zone Signs and upgrades communication technology when required. Signs were installed at 109 locations in 2020-21.

#### **4.4.6 Speed Monitoring Project (Main Roads)**

This project funds the state-wide speed monitoring surveys that have been conducted since 2000, measuring vehicle speeds and speed limit compliance. The latest survey (2019) showed that metropolitan speed limit compliance increased 2.3 percentage points from the previous year, to a high of 71.7%. Regional speed limit compliance also increased 1.8 percentage points from the previous year, to a high of 73.9%.

### **4.5 Vulnerable Road Users**

#### **4.5.1 South West Emergency Rescue Helicopter (DFES)**

The South West Emergency Rescue Helicopter is based in Bunbury and provides advanced rescue aeromedical services, critical care response to road crashes in the Perth, Peel, South West, Wheatbelt and Great Southern regions. The primary mission is to save lives and support all-hazards emergency operations by rapidly deploying the rescue capabilities of the aircraft and personnel to an incident scene. If required, the SW Emergency Rescue Helicopter can transport the injured directly from the incident scene to the appropriate medical facility, including the rooftop Heliports located at Perth's three trauma centres, resulting in lifesaving outcomes and better recovery.

#### **4.5.2 Preventing Alcohol and Risk Related Trauma in Youth (PARTY) Program (Department of Health)**

Royal Perth Hospital coordinates the P.A.R.T.Y. Program across the State, which aims to promote injury prevention through reality education, enabling participants to recognise risks, make informed choices regarding potential behaviour and risk-taking attitudes. In 2020-21, 38 programs were conducted, with a total of 701 attendees. A further 1,478 students attended an Outreach program.

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

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

#### **4.5.4 Data Linkage and Analysis (Department of Health)**

This project creates and maintains linkages between key datasets to provide a more complete understanding of road crashes and injuries and funds the linkage of road safety datasets into the existing WA data linkage systems. This project contributes to the Safe System Foundations of *Driving Change* by providing stakeholders with the following benefits:

- a comprehensive picture of the burden of trauma, particularly road trauma;
- an ability to support pro-active injury prevention programmes and research initiatives for the community of WA; and
- assist the Government and other road safety agencies in meeting commitments pledged to the community, stakeholders and the national agenda.

Data is also used extensively for monitoring the WA Trauma System, from the time of injury through to discharge and/or rehabilitation. Trauma Registry data can be used to analyse various trauma patient cohorts e.g., severe injury and deaths on WA roads relation to speeding or safety device compliance.

#### **4.5.5 Road Trauma Support Services (Injury Matters)**

Road Trauma Support WA (RTS WA) aims to reduce the ongoing psychological and social distress for people affected by road trauma in WA. RTS WA recognises the impact a crash can have on those, directly and indirectly, involved in a road incident, regardless of when the incident occurred and their level of involvement.

RTS WA is a free State-wide service providing support to individuals, communities, and emergency service personnel impacted by a road crash. RTS WA offers phone or email support for an initial inquiry following a road crash, specialised grief, loss and trauma counselling, and community outreach support for regional communities, groups and stakeholders impacted by road trauma. The type of in-person education supports available via community outreach is subject to funding availability and may incur a fee.

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

#### **4.5.6 RoadWise Community Road Safety Program (WALGA)**

WALGA's RoadWise works with Local Governments and communities to take action to prevent road trauma. The RoadWise network extends across all metropolitan, rural and remote areas of Western Australia and consists of 62 local road safety committees and more than 6,000 individual stakeholders, partners and volunteers. WALGA's RoadWise supports this network by building capacity and facilitating local partnerships to plan and implement road safety activities that contribute to the delivery of the State road safety strategy.

More than 1,800 local road safety promotional, educational, policy and advocacy activities were delivered across the Goldfields-Esperance, Great Southern, Kimberley, Perth Metro, Mid West-Gascoyne, Pilbara, South West and Wheatbelt regions of the state in 2020-21. Of those, 280 activities were focused on creating safe and forgiving roads and roadsides, 297 on working towards survivable speeds, 718 on reinforcing alert and compliant road use, 103 on increasing the uptake of safe vehicles and 336 on safe system foundations.

## **5. EDUCATION, ENGAGEMENT AND SUPPORTING IMPLEMENTATION**

### **5.1 ROAD SAFETY COMMISSION**

The operating costs of the Road Safety Commission are funded through the RTTA. As a discrete unit within the WA Police Force organisational structure, the Commission reports to Parliament through the Annual Report of the WA Police Force.

Funding is allocated from the RTTA to the Commission to undertake core functions of policy and research, deliver community engagement and education campaigns, and to lead a major program to reform the current traffic infringement system in WA.

#### **5.1.1 Community Education**

The Commission educates the community on road safety matters and the introduction of new legislation through mass media and various platforms, including television, broadcast video on demand, radio, out-of-home (including billboards, bus backs, bus shelters and venue advertising), digital, social media, online and print media.

The Commission's road safety campaigns for 2020-21 are outlined in the Annual Report of the WA Police Force, which can be found on their [website](#).

#### **5.1.2 Community Grants**

The Road Safety Community Grant Program supports the development and implementation of a range of community led local projects and events related to road safety. In 2020-21, a total of \$525,423 was provided for Community Events and Projects through the Grant Program.

A full list of the approved community grants for 2020-21 can be found on the Commission's [website](#).

#### **5.1.3 Infringement Management Reform Program**

The Infringement Management Reform Program has been established within the Road Safety Commission and includes a formal governance structure with cross agency representation. The scope of the Program includes new systems, legislation change, and a shift from paper based to online/digital customer services.

In 2020-21, the Program worked with WA Police and Transport to develop a Request for Tender for a new infringement processing solution and began work on the future customer service and business model for infringement management services in WA.

The Program also undertook research in 2020-21 to better understand community perceptions regarding infringements and cameras to identify opportunities for improved road safety outcomes using automated traffic enforcement technology.