

**NRMA — ACT  
ROAD SAFETY TRUST**

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**ANNUAL REPORT 2009/2010**



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# NRMA - ACT ROAD SAFETY TRUST

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Mr Jon Stanhope MLA  
Minister for Transport  
ACT Legislative Assembly  
London Circuit  
CANBERRA ACT 2601

Dear Mr Stanhope

In accordance with the requirements of Part 9 of the Schedule to the NRMA-ACT Road Safety Trust Act 1992, we have pleasure in presenting to you the annual report and financial statements for the NRMA-ACT Road Safety Trust for the period 1 July 2009 to 30 June 2010.

A copy of the report has also been sent to Mr Jon Vallance, National Manager CTP Product, Insurance Australia Group, Sydney.

Yours sincerely

Professor Don Aitkin AO  
Chairman

Ms Julie Thornton  
Trustee

Dr Angus McIntosh OAM  
Trustee

Ms Kerry Fitzgerald  
Trustee

Mr Hamish McNulty  
Trustee

22 October 2010



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National Manager CTP Product  
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388 George Street  
SYDNEY NSW 2000

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22 October 2010

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## 1. CHAIRPERSON'S REPORT

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It is my privilege as Chairman to present this report on the Trust's activities for the year 2009/2010.

At the end of June 2010, halfway through the calendar year, the ACT had already recorded fifteen deaths on its roads, which is a higher number than the annual average for the past few years. We seem to be heading for our worst road toll in over 30 years. To address this unacceptable level of road trauma clearly there needs to be a change in the attitudes and behaviour of ACT drivers.

The need for a radical change in the ACT driving culture has been a key theme in each of the three road safety Roundtables organised by the Chief Minister. There is a collective indifference to road deaths across the nation. In 1970 almost 3,800 people died on Australian roads – some 30 deaths per 100,000 population. Last year the figure was 1,509 deaths – some 7 deaths per 100,000. While that is a significant improvement in forty years the fatality rate has stabilised for some years and the search is on for the silver bullet.

Australia added a range of important measures to its road safety strategy during the 1970's and 1980's. Seatbelt legislation, random breath testing, better roads, safer vehicles (airbags and ESC), slower speeds and better driver-training all contributed to reducing death and injury. What is missing from this list is a candid look at our driving culture.

At the October 2009 Roundtable, I was able to advise that the Trust has commissioned the University of Canberra to undertake research into the driving culture in the ACT. I suspect there is a view in the ACT community that there is a 'right' to drive, that the roads are 'free,' that we are all above average as drivers and that it is alright to drive in excess of the speed limit if you did it safely. It is time we all took a long hard look at ourselves as drivers and started to build a new driving culture – one that has a more realistic basis and in which the over-riding ethic is 'do no harm!' The Trust expects to receive this report by September this year.

The Chief Minister has set the goal of the ACT embracing the concept of Vision Zero for which there will need to be a cultural change particularly in relation to speeding, drink driving and risk-taking behaviour on the road. The Trust has been a continuing advocate of the virtues of Vision Zero and the Safe System, which aims to provide a safer road and traffic environment in which alert and responsible road-users should not be killed or seriously injured as a result of a crash. This means managing the physical environment to minimise harm to those involved. The Trust will continue to support the efforts of the ACT Government in adopting this approach to road safety.

As reported in previous Annual Reports, the Trust is sponsoring six *Road Safety* Postgraduate Scholarships at several of Australia's eminent road safety institutions at a cost of \$755,000. The aim of these Scholarships is to attract high quality graduates to undertake research relevant to road safety, thereby broadening the base of road safety researchers. These talented scholars delivered presentations on their areas of research at a second Postgraduate Scholarships Showcase Event at the National Museum of Australia on 11 September 2009. With road trauma costing the nation a conservative \$17 billion annually the Trust has met the call to arms by its significant financial investment in an initiative which will have long term benefits for the community.

The annual grant program continues to underpin much of the Trust's activities and on 20 July 2009 I announced the 2009-2010 Grant Program. This comprised fourteen innovative projects to the value of \$404,397. An additional five projects were approved during the year making a total commitment of \$581,659 under the Program.

On behalf of the Trust, I would like to thank the individuals and organisations that have provided the Trust with advice and support during the year. The Trust has strong ties with many organisations particularly the Department of Territory and Municipal Services, ACT Policing, the Department of Infrastructure, Transport, Regional



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Development and Local Government and Victoria's Transport Accident Commission, as well as the University of Canberra and the Australian National University. These ties greatly facilitated the work of the Trust during the year.

I look forward to continuing to work with my fellow Trustees and our Secretary/Manager, Eddie Wheeler in the quest to meet the road safety challenges that lie ahead.

A handwritten signature in black ink, appearing to read "Don Aitkin". The signature is fluid and cursive, with a prominent initial "D" and a long, sweeping underline.

Emeritus Professor Don Aitkin AO  
Chairman



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## 2. HIGHLIGHTS OF THE YEAR

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### 2.1 2009/2010 GRANT PROGRAM

The announcement of the Trust's 2009/2010 Grant Program on 20 July 2009 by Trust Chairman Professor Don Aitkin was one of the highlights of the year. The Program comprised grants totalling \$404,397 for fourteen innovative projects across a wide spectrum of the community. A further five projects were subsequently approved making a total commitment of \$581,659 for the Program.

This level of commitment took the Trust's total road safety allocations since it was established in 1992 to over \$20 million – a significant milestone. Details of the individual projects approved to commence in 2009/2010 are provided in Section 4.4 of this Report.

### 2.2 POSTGRADUATE SHOWCASE EVENT

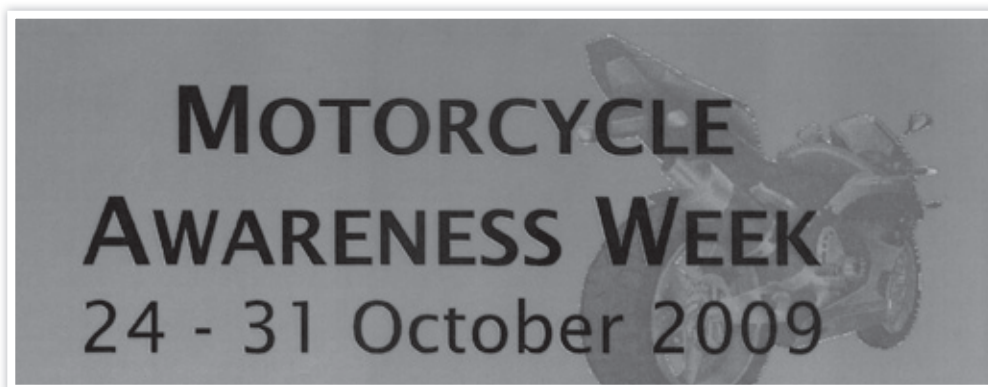
The National Museum of Australia was the venue on 11 September 2009 for a *Road Safety Postgraduate Scholarships Showcase Event* featuring presentations by six of Australia's next generation of road safety scholars. The Trust is sponsoring six Postgraduate Scholarships at several of Australia's eminent road safety research institutions.

The aim of the Scholarships is to attract high quality graduates to undertake research relevant to road safety, thereby broadening the base of road safety researchers. The Showcase Event was opened by Ms Joy Burch MLA on behalf of the ACT Chief Minister.



### 2.3 MOTORCYCLE AWARENESS WEEK

Local motorcycle clubs and associations conducted a series of events during Motorcycle Awareness Week, which was held between 24-31 October 2009. The aim of the event was to increase community awareness around motorcycle safety and the Trust met the cost of a four week television campaign on WIN television featuring three 30 second commercials on motorcycle safety.





*Julie Thornton holds the Trust cheque with the assistance of Principal Michael Battenally (far right), Secretary/Manager Eddie Wheeler (left) and Terry Eveston.*

## **2.4 LAUNCH OF SAFE CYCLE PROGRAM**

The *Safe Cycle Program*, which is an innovative cycling safety education program that targets students in Years 7-10, was launched at Melba Copland Secondary School (Junior Campus) on Tuesday 24 November 2009. The Program is being developed and trialled at Melba Copland Secondary School as the result of a grant of \$11,980 from the Trust. Trustee Julie Thornton presented Principal Michael Battenally and Project Leader Terry Eveston with the Trust cheque as part of the launch ceremony.

## **2.5 WINSTON CHURCHILL MEMORIAL TRUST ROAD SAFETY FELLOWSHIP**

The Governor-General of Australia Her Excellency Ms Quentin Bryce AC presented Mr Eric Chalmers, with the 2009 Winston Churchill Memorial Trust Road Safety Fellowship at Government House on 10 August 2009. This Fellowship is sponsored by the NRMA – ACT Road Safety Trust. Mr Chalmers' Fellowship would allow him to study road-related child prevention child injury prevention programs in New Zealand, the USA, UK, Netherlands, Austria, Germany and India.

These initiatives are covered in more detail in Section 4.4 of this report.



*The Governor-General of Australia Her Excellency Ms Quentin Bryce AC and Eric Chalmers following the presentation of his Churchill Road Safety Fellowship.*

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### **3. OBJECTIVES, MEMBERSHIP AND FUNCTIONS OF THE TRUST**

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#### **3.1 ESTABLISHMENT OF THE TRUST**

On 21 December 1991, the ACT Government and NRMA Insurance Ltd jointly announced the establishment of a trust fund into which \$10 million would be invested and from which expenditure on projects to enhance road safety for the benefit of the ACT road-using community would be drawn. NRMA Insurance Ltd made this amount available, as a result of surplus third party premiums arising from lower than expected compulsory third party injury insurance claims against NRMA Insurance during the 1980s. Investment income earned in advance of project expenditure increased this original sum to over \$12 million.

The Trust was formally established under the NRMA-ACT Road Safety Trust Act 1992. It is a statutory public charitable trust and is administered by a Board of Trustees comprising five part-time honorary members.

The \$12 million in funding was fully committed to projects by 30 June 1998 and the Trust was expected to be wound up by the year's end. However, during that year the ACT Government and NRMA Insurance jointly announced the Trust would be able to continue its role as a result of a new funding source. Income would come from a \$1.50 Road Safety Fee to be raised in association with ACT motor vehicle registration fees and matched by NRMA Insurance. The ACT Government increased the Road Safety Fee by fifty cents to \$2 as from 1 July 2003 and \$1,011,207 was raised during 2009/2010.

#### **3.2 FUNCTIONS AND OBJECTIVES OF THE TRUST**

The Trust's principal objective is to enhance road safety for the benefit of the ACT road-using community.

In giving effect to its objectives the Trust, without limiting the generality of the principal objective, has the following additional objectives and purposes:

- (a) to promote and stimulate research and investigation on road safety, and implementation of accident and injury countermeasures, especially in the area of accident prevention and injury minimisation;
- (b) to encourage and promote the education of the ACT road-using community;
- (c) to co-operate with other bodies or organisations both within Australia and overseas having some or all of their purposes similar to the purposes of the Trust;
- (d) to construct or facilitate the construction of any physical improvements to any land in the Territory to promote safe driving practice;
- (e) to assist in the care and rehabilitation of persons injured or traumatised as a result of road accidents.

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### 3.3 MEMBERSHIP

The five Trustees comprise two Trustees appointed by NRMA Insurance Ltd, two Trustees appointed by the ACT Government and a further Trustee appointed by agreement between NRMA Insurance Ltd and the ACT Government as an independent Chairperson of Trustees.

The Trustees are appointed to hold office until a date determined by the relevant Appointor or Appointors or until the Trust is wound up.



CHAIRMAN  
Professor Don Aitkin AO  
NRMA Insurance Ltd and  
ACT Government Joint Appointee  
(22.6.01 and ongoing)



Dr Angus McIntosh OAM  
NRMA Insurance Appointee  
6.7.01 and ongoing



Ms Kerry Fitzgerald  
ACT Government Appointee  
26.8.03 and ongoing



Mr Hamish McNulty  
ACT Government Appointee  
21.11.05 and ongoing



Ms Julie Thornton  
NRMA Insurance Appointee  
16.7.08 and ongoing

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### 3.4 MEETINGS

Between 1 July 2009 and 30 June 2010 the Trust held three meetings as follows:

|                     |                  |
|---------------------|------------------|
| Special Meeting     | 8 September 2009 |
| 116th Trust Meeting | 11 February 2010 |
| 117th Trust Meeting | 2 June 2010      |

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## **4. GRANT PROPOSALS AND APPROVALS – 2009/2010**

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### **4.1 PROPOSALS RECEIVED**

The Trust operates an annual grant program with advertisements prominently placed in the Canberra Times, Chronicle, Weekend Australian and Sydney Morning Herald in early December – with applications closing in the first week of the following March. The Trust usually meets in April/May to assess the merits of the applications and sometimes in June to finalise the grant program for the up-coming financial year. Approved proposals may run for up to two years and in exceptional cases, three years.

In respect of the 2009/2010 Grant Program, the Trust advertised in the Canberra Times, the Weekend Australian and Sydney Morning Herald on Saturday 13 December 2008. Ads were also published in the Canberra Times on Wednesday 17 December and the Chronicle on Tuesday 16 December 2008. An accompanying media statement gave details of the Trust website from which the application form could be downloaded. Alternatively, the Secretary/Manager would provide a copy.

The Trust received forty six applications for funding in respect of the 2009/2010 Grant Program with a total value of some \$2.4 million. The 115th Trust meeting on 28th of May 2009 finalised the Program, which was announced by the Chairman on 20 July 2009. The Program comprised fourteen projects to the value of \$404,397. Five additional projects were approved bringing the total value of approvals to \$581,659. Details of these projects are provided later in this Section with a summary table at Appendix A.

### **4.2 ASSESSMENT OF APPLICATIONS**

When an application is received, it is first appraised by the Secretariat against the eligibility criteria and guidelines set down by the Trust. If the project proposal is within the criteria and guidelines, the submission is forwarded to Dr Peter Vulcan the Trust's specialist road safety consultant for further assessment.

Once an application has been approved, a Grant Agreement, setting out the terms and conditions on which the project will be funded is prepared and forwarded to the applicant. Once the Grant Agreement is executed arrangements are made for payment of the grant.

### **4.3 ELIGIBILITY CRITERIA AND GUIDELINES**

Any organisation or individual, including associations, non-profit groups, private companies and Government organisations can apply for a grant from the Trust. The main criteria against which projects will be judged are:

- High priority will be given to projects that focus on addressing the causes of accidents and injuries, and/or effective types of countermeasures;
- Projects should preferably have an on-going effect on reducing accidents and injuries. However, funding should involve a time-scale of no more than two years;
- Projects may assist in the treatment and rehabilitation of road crash victims;
- Projects must be consistent with the objectives of the Trust (see Section 3.2);
- They must not conflict with NRMA Insurance or ACT Government policies or programs;
- Relevant copyright and intellectual property requirements must be met;
- Projects must represent good value for the ACT community;
- Funds are usually only provided to projects that would not normally be eligible for Government funding;
- Projects need to be effectively controlled and administered;
- Project plans should allow performance to be evaluated;
- Projects should not be illegal or likely to lead to illegal activities;
- Projects should not expose the Trust to the risk of liability; and
- Projects should not be associated with products or activities that militate against good driving practice.

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These criteria and guidelines, and the processes by which the Trust determines grants, are outlined in detail in the Guidelines for Applicants.

At a more general level, Trustees have been concerned that meritorious proposals from Government departments/agencies, might not qualify for Trust sponsorship, where it might be argued that they should be funded by Government (as part of the Government's normal responsibilities).

The Trustees thus decided that, as a matter of policy, they would make grants to Government departments and agencies or authorities with substantial Government involvement in certain limited instances. Those limited circumstances would be where a 'Government' proposal had demonstrated 'outstanding merit', a proven urgent need, and strong community support. Thus, although support is given primarily to non-Government groups, it has been possible, in some cases, that Government agencies will benefit either directly or indirectly from Trust grants. Grants are not normally made to government bodies for enforcement, minor capital works or equipment.

#### **4.4 2009/2010 GRANT PROGRAM**

##### **A) NEW COMMUNITY PROJECTS**

### **1. Understanding 'looked-but-did-not-see' accidents: the role of Inattentive Blindness (Australian National University)**

Funding of \$80,593 was provided to the ANU for it to explore what factors might increase or decrease incidences of Inattentive Blindness (IB) in road users, and by extension, the human factors that increase or decrease "looked-but-failed-to-see" accidents. IB occurs when our attention is focused on another object or task and we fail to see an unexpected object even if it stands exactly where our gaze falls. The study involves the recruitment of 400 drivers of both genders and all age groups across the ACT. The project will take some 14 months to complete.

### **2. Reducing optimism bias in young novice drivers (Centre for Accident Research and Road Safety)**

A grant of \$40,000 was approved for the Queensland Centre for Accident Research and Road Safety to compare the effectiveness of two interventions aimed at reducing optimism bias – the view that crashes happen to other people, not us.

Driving-related optimism bias has been consistently demonstrated by findings that the majority of drivers rate themselves as being more skilful, less risky, and less likely to be involved in a crash compared to others. Such optimism bias is thought to reduce precautionary driving behaviour and increase risky driving behaviour. This study aims to investigate and compare the relative effectiveness of two brief interventions aimed at reducing driving-related optimism bias in young drivers. VicRoads is also contributing to the project.

### **3. Boosting the effects of a curriculum based intervention program for adolescents through a school connectedness intervention (Centre for Accident Research and Road Safety)**

A grant of \$67,612 was provided to the Queensland Centre for Accident Research and Road Safety to pilot a school connectedness program in three ACT high schools. School connectedness (students' feelings of belongingness to school) is an important protective factor in adolescence that has been shown to be associated with decreased risk taking behaviour.

### **4. Improving road safety outcomes for ACT pre and primary school children (Kidsafe ACT)**



Funding of \$43,686 was approved for Kidsafe ACT to allow it to develop and support the distribution of curriculum support material on road safety to ACT preschools and primary schools in conjunction with the Department of Education, Catholic Education Office and the Association of Independent Schools.

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## **5. 40K for Kids (Queanbeyan City Council/Queanbeyan Road Safety Group)**

A grant of \$5,000 was provided to the Queanbeyan City Council/Queanbeyan Road Safety Group to promote the need for drivers to observe the speed limit of 40km/h in schools zones in Queanbeyan and the ACT through the distribution of 2,500 reflective stickers and 2,500 fridge magnets embellished with *40K for Kids*.

## **6. The development of a computer based brief intervention program for first time drink driving offenders (Centre for Accident Research and Road Safety)**

The Queensland Centre for Accident Research and Road Safety received funding of \$36,693 to design the content for a brief intervention program for first time drink driving offenders to reduce recidivism rates for this target group.

Specifically, the project aims to:

- Identify variables that significantly predict recidivism for first offenders, and operationalise these in the context of a brief intervention.
- Design a brief intervention program for first offenders within an educational context.
- Identify the most feasible and effective process of delivering the intervention to first offenders.

The program will be developed in such a way that it can be adapted to suit other jurisdictions in Australia.

## **7. Development of messages to address young drivers' perceptions of risk-taking behaviours as safe (ARRB Group)**

Funding of \$27,225 was approved to allow the ARRB Group to investigate young drivers' perceptions of risky driving behaviours as safe and develop road safety messages that address those perceptions.

The project will attempt to determine via a literature review why a selection of risky driving behaviours (namely speeding, mobile phone use and tailgating) is perceived as safe. The investigation of young drivers' perceptions of these behaviours will include situational, emotional, peer group, confidence and other factors that may influence these risky driving behaviours. The project will investigate the reasons young drivers perceive these risk-taking behaviours as safe, rather than the reasons they engage in the behaviours.

The project also involves developing prototype road safety messages to counteract the perception that speeding, mobile phone use and tailgating are safe.

## **8. Driving experience, confidence and performance on a driving simulation task: how are these factors related to healthy older adults (Centre for Accident Research and Road Safety - Queensland University of Technology)**

A grant of \$18,000 was approved by the Trust for the exploration of the relationship of driving experience, confidence and performance on a driving simulation task in relation to healthy older adults and their fitness-to-drive decisions. The project will involve older adults (1) completing driving-related and health-related questionnaires and (2) completing a computer-based driving hazard perception task. The research is expected to be completed by the end of 2010.

## **9. The effect of rest breaks on driver fatigue (Centre for Accident Research and Road Safety (Queensland University of Technology))**



The Centre for Accident Research and Road Safety was awarded a grant of \$51,514 to assess the impact of two types of rest breaks from driving on sustained driving performance in a simulator. The results will assist in better understanding the benefits of rest breaks and inform interventions



to limit fatigue in drivers. It is estimated that fatigue is the primary contributing factor in 15% of all fatal crashes and 30% of fatal crashes occurring on rural roads nationally.

## 10. Sober Driver Program – Facilitator Training/Participant Workbooks (Alcohol and Drug Foundation of the ACT)



HELPING YOU CHOOSE A BETTER LIFE  
ALCOHOL & DRUG FOUNDATION ACT INC.

The Trust approved a grant of \$7,177 to ADFACT towards the cost of training new facilitators and printing 250 additional participant workbooks for its Sober Driver Program. The Program has been operating in the ACT since 2004 under licence from the NSW RTA and it specifically targets repeat drink drive offenders. It is regarded as best practice within Australia and comprises nine two hour sessions conducted over a nine week period. The Trust has previously provided funding to the value of some \$61,000 to facilitate the implementation of the Sober Driver Program in the ACT and for its evaluation.

ADFACT can be contacted on 6163 0200 and its website is [www.adfact.org](http://www.adfact.org)

## 11. Safe Cycle: Schools' Based Safe Cycle Education Program (Melba Copland Secondary School)

Funding of \$11,980 was approved for the Melba Copland Secondary School to assist it prepare and deliver a school based pilot program targeting Years 7-10. The program will promote safety when using multi-user paths, on-road cycle lanes and roads. The program aims to train Year 10 students as mentors to deliver the pilot program to Year 7 students.

The program was launched at the school on 24 November 2009 by Trustee Ms Julie Thornton who handed the Trust's ceremonial cheque to Principal Mr Michael Battenally. In her speech Ms Thornton noted that cyclists are a vulnerable group of road users and the Pilot Program would provide participants with the knowledge and skill to enhance their safety while cycling.

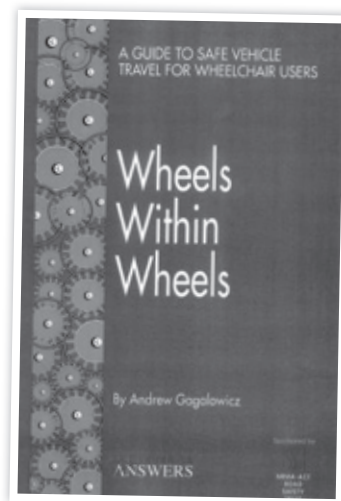


*Trustee Julie Thornton (left), Project Leader Terry Eveston (centre) and Principal Michael Battenally (right) with the Trust cheque.*

## 12. **Wheels Within Wheels Revisited – 2009** (Touched by Disability)

The Trust approved a grant of \$27,750 to assist Touched by Disability to review, re-format and re-release the *Wheels Within Wheels* wheelchair safety resource, with specific emphasis on meeting the needs of the ACT community. The resource will be produced in printed and e-book formats.

*Wheels Within Wheels* is a guide to safe vehicle travel for wheelchair users and contains information and ideas to help deal with some of the more common problems and questions faced predominantly by adults who use wheelchairs and who need to be transported in a private vehicle. The Trust provided the funding for the original guide and an earlier re-print. Touched by Disability will liaise with the original author Mr Andrew Gagalowicz on the review.



## 13. **The Road Ahead road safety exhibition** (Australian Trucking Association)

Funding of \$14,000 was approved for an exhibition in the ACT and region involving the Association's state-of-the-art semi-trailer filled with interactive road safety displays. The Road Ahead is a \$1.3 million touring education centre funded by the road transport industry which has been visiting communities throughout Australia since its launch in May 2008.



## 14. **Journal of the Australasian College of Road Safety** (Australasian College of Road Safety)

The Trust approved funding of \$10,000 as a contribution towards the cost of publication of the College's quarterly journal for the next two years. Under this sponsorship arrangement the Trust will be able to report on relevant Trust initiatives in the College journal which has a very wide distribution nationally.

## 15. **ACT cycle crashes and casualties study** (The George Institute for International Health)

The George Institute for International Health was approved for funding of \$32,258 to conduct a survey of between 140-180 cyclists who present to the Emergency Departments of Calvary and Canberra Hospitals over a six month period to establish the factors associated with injury severity including type of bicycle, protective clothing, road user behaviour, crash site and type of cycle environment.

All cyclists over the age of 17 years who attend either Canberra or Calvary hospital emergency departments as a result of sustaining injury in a bicycle crash on public land would be eligible for inclusion in the study. A poster and participant information brochures about the study would be displayed in the waiting areas of each Emergency Department. The study is expected to be reporting towards the end of 2010.



## 16. ACT Seminar on the 'Safe System Approach' and Speeding (Australasian College of Road Safety – ACT and Region Chapter)



### THE 'SAFE SYSTEMS APPROACH' AND SPEEDING

The Trust provided a grant of \$9,500 to the ACT Chapter of the ACRS for an ACT seminar on the issue of "The Safe System Approach and Speeding" which was held on 14 October 2009. Speakers included the noted international expert on Safe System Mr Eric Howard and Mr Lauchlan McIntosh AM National President of the ACRS. Trust Chairman Professor Don Aitkin AO delivered the Introduction to the seminar which was well attended and which received wide media reporting across the ACT.

## 17. Conference paper on communicating the Safe System to drivers (ARRB Group)

A grant of \$1,650 was approved to allow researcher Ms Victoria Pyta present a paper on 'Incorporating the Safe System concept into the ACT Learner Drivers Handbook at the 2009 Australasian Road Safety Research, Policing and Education conference in Sydney between 10-12 November 2009.

## 18. Understanding driving culture – Vision Zero and the ACT (University of Canberra)

The Trust approved a grant of \$50,000 to the University of Canberra to undertake a scoping study into the driving culture in the ACT. Currently little research exists on the culture of road use behaviour as it relates to driver's attitudes towards their car, the road, car ownership, road use and road safety. The ACT Chief Minister Mr Jon Stanhope MLA has expressed his government's desire for the ACT community to embrace the principles of Vision Zero/Safe System.

This scoping study will be a valuable first step in understanding the driving culture in the ACT and will make a positive contribution to the development of the ACT's 2011-2020 Road Safety Strategy. The Trust received the draft report in June and the final report is expected to be available in the next few months.

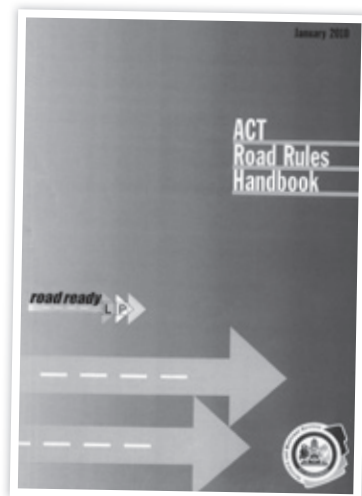
## B) PROJECTS CONTINUING FROM PREVIOUS YEARS

### 1. Improving drivers' risk management behaviour: An assault on speeding (University of NSW)

Funding of \$75,587 was approved for the University of NSW to undertake an evaluation of the effectiveness of three different training programs used effectively in the aviation industry, to modify drivers' speeding behaviour. The Trust subsequently agreed to the grant being utilized to engage a PhD student and for the project to extend over three years.

### 2. Explore how the 'safe system' philosophy might change the way people are introduced to driving (ARRB Group)

Funding to the value of \$21,741 was approved to allow the ARRB Group develop a plain English prototype which explains how drivers can play their part in a 'safe system' approach to road safety. The final report has been forwarded to the ACT Minister for Transport and many of the report's recommendations have been included in the ACT Road Rules Handbook.



### **3. Improving the identification of fatigue-related crashes in the ACT (Centre for Accident Research and Road Safety (Queensland University of Technology))**

A grant of \$33,331 was approved for CARRS-Q to undertake a telephone survey of 800 ACT and NSW drivers to better understand fatigue related crashes and incidents. The Trust funding represents fifty percent of the required funding with the NSW Roads and Traffic Authority agreeing to contribute the balance. The project is progressing satisfactorily.

### **4. Detection methods for monotony and fatigue: Implications for road safety in the ACT and nationally (Centre for Accident Research and Road Safety (Queensland University of Technology))**

The Trust approved funding of \$17,043 to allow CARRS-Q examine the relationship between monotony and fatigue and the effectiveness of various detection methods. The final report is expected to be released in September 2010.

### **5. Smashed: Drugs and driving don't work (University of Wollongong)**



A grant of \$43,598 was approved for the University of Wollongong to develop anti-drug driving messages relevant to under twenty five year old drivers. The project involves students from the University of Wollongong, the Canberra Institute of Technology, the Australian National University and young drivers from the Road Ready Plus program. The project has been completed and the final report will be released later in 2010.

*An RTA of NSW Drug Driving advertisement.*

### **6. Refine the Skills for Preventing Injury (SPIY) program – an injury and risk-taking prevention program for Year 9 students (Centre for Accident Research and Road Safety (Queensland University of Technology))**

The Trust approved funding of \$51,695 to enable CARRS-Q to work with ACT and Queensland teachers to produce resources for the SPIY program for trialing in ACT and Qld high schools. The final report was forwarded to the ACT Minister for Education and Training in March 2010 and the Trust approved a follow-up project on School Connectedness with funding of \$67,612 (see under 4.4A above).

### **7. Mature Aged Skills Transfers (MASTERS) Course (Motorcycle Riders Association of the ACT)**

Funding of \$16,000 was approved for the Motorcycle Riders Association of the ACT (MRA) for the MASTERS course. This level of funding represented a 50% contribution towards this well established road craft and hazard perception course for mature motorcycle riders. The Trust funded the initial MASTERS course and a second series in 2005. Information in relation to the course can be found at the MRA website [www.mra.act.org.au](http://www.mra.act.org.au).



*Participants undertake some practical activities at a recent MASTERS course.*

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## **8. A study of the effectiveness of driving medication warnings (Centre for Accident Research and Road Safety (Queensland University of Technology))**

A grant of \$23,349 to CARRS-Q was approved to allow it to examine the effectiveness of driving medication warnings from the perspective of medication users and health practitioners. The study aims to determine the most effective medication labelling to raise community awareness of the risks of impaired driving as a consequence of using pharmaceutical preparations, particularly in combination with alcohol.

The Trust is partnering with Queensland Health in relation to this project which is providing matching funding.

## **9. Uploading police data about ACT motor vehicle fatalities (Victorian Institute of Forensic Medicine)**

The Trust approved funding of \$15,000 to the Victorian Institute of Forensic Medicine (VIFM) as a contribution towards the uploading of ACT police data into the National Coroners Information System. The project will involve the VIFM obtaining electronic copies of the currently used AFP Report of Death to the Coroner and extracting the information on these forms into the National Coroners Information System. The Federal Department of Health and Ageing has provided a matching contribution. The project is nearing completion and a paper on the issue was presented at the 2009 Australasian Road Safety Research, Policing and Education conference in Sydney in November 2009.

## **10. Pedal and motorcycle performance study (University of NSW)**

The Trust approved funding of \$41,800 representing a contribution towards a comprehensive study of motor and pedal cycle helmet performance in crashes. The project will identify methods for improving helmet performance and injury reduction and is being undertaken by UNSW as an Australian Research Council Linkage Project. Papers were presented on this research at the 2009 Australasian Road Safety Research, Policing and Education conference in Sydney in November 2009. The ARC has approved a six month extension for this research.

## **11. Understanding and improving ACT motorist's alcohol knowledge: An intervention approach (University of Southern Queensland)**

A grant of \$22,190 was made available to the University of Southern Queensland to conduct research into ACT motorist's knowledge of standard drinks. Project would include (1) observation of patrons in bars and restaurants by research assistants (2) two focus groups comprising 20 ACT motorists recruited via newspaper advertisements and (3) two thousand online surveys. The project has been completed and the final report will be released in July 2010 and can be downloaded from the Trust's website [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au).

## **12. Mapping drug driving, drug use and risk perceptions of on-road drivers, entertainment-venue attendees and newly-licensed drivers in the ACT (University of Canberra)**

A grant of \$113,720 was approved for the University of Canberra to study on-road drivers, potential drivers of targeted drug use groups and new holders of driver licences in the ACT, in order to quantify risk levels of drug driving to determine risk factors and risk perceptions for preventive measures and educational programs.

This two year project will build on an earlier pilot involving 100 drivers and will:

(1) Seek a saliva sample from 400 drivers downstream from an RBT station (2) test 200 intending drivers as they leave an entertainment venue (3) survey 3,000 'new' drivers via an online questionnaire on beliefs and behaviour re drug taking and driving.

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The project will quantify risk levels of drug driving and determine risk factors and risk perceptions contributing to drugs and driving on ACT roads. The project commenced in late June 2008 and is progressing well. The project team has set up a website at [www.canberra.edu.au/faculties/health/pharmacy/research/drug-driving-survey](http://www.canberra.edu.au/faculties/health/pharmacy/research/drug-driving-survey).

### **13. Girls Education and Rider Safety (GEARS) (Girls on the Move Inc)**

Funding of \$7,680 was made available to Girls on the Move Inc for a motorcycle road-craft course to improve women's motorcycle defensive riding. GEARS is aimed at women who have been riding for at least 6 months or who have returned to riding after a break and was designed with the help of Stay Upright Motorcycle Techniques.

GEARS is a five-hour course designed to enhance women motorcyclists' abilities to share the road with other road users. The course includes:

- A motorcycle check, theory session and on-road riding techniques such as road positioning, hazard identification and space selection;
- Physical riding skills including low-speed cornering and braking techniques; and
- An on-road ride designed to include suburban, urban and rural settings.



Twelve courses would be conducted over the two year period with participants required to contribute \$70 as a result of the fifty percent subsidy by the Trust. Enquires should be directed to Stay Upright on 6241 3963. Relevant information is available on the Girls on the Move website at [www.girlsonthemove.com.au](http://www.girlsonthemove.com.au). Feedback from participants confirms the value of the course.

### **14. Young, Fast and Dead: A pilot collaborative study exploring communication strategies with “P” Plate Drivers (University of Canberra)**

A grant of \$51,984 was approved for the University of Canberra for a study involving the collection of data on attitudes, driving behaviour, risk-taking, sensation-seeking and driving history from students attending the University of Canberra, Wollongong and Otago (NZ) universities. The project involved some 600 students and the final report has been received, and will be released in the near future.

### **15. Motor Vehicle Injuries: Economic Evaluation of a New Treatment Modality (Australian National University)**

The Trust agreed to provide funding of \$79,555 to the Australian National University as a contribution to an Australian Research Council Linkage Project - *Economic Evaluation of a New Treatment Modality*. The project will use data from the Accident Care Evaluation (ACE) project matched with data from a variety of other sources on subjects' utilisation of health services. The Trust's contribution will be directed towards PhD scholarship support in addition to research support and an end-of-project seminar. The primary purpose of the Linkage project is to conduct an economic evaluation of the costs and outcomes of the ACE Study.

### **16. Child Pedestrians: Factors associated with ability to cross roads safely and development of a training package to select safe gaps in the traffic (Monash University Accident Research Centre)**

Funding to the value of \$131,278 was approved for the Monash University Accident Research Centre to undertake a project that would (1) identify some of the factors that may be associated with increased crash and injury risk for

young child pedestrians under the age of 10 years to raise awareness of the issues amongst parents; and (2) identify the functional and behavioural factors associated with poor gap selection among primary school children and develop a training package to teach children road safety skills particularly selecting safe gaps in traffic in which to cross the road.

The project has been finalised and it noted that at ages 6-10 years, children are at high risk of pedestrian collision. It further noted that though children are now walking independently, their road-crossing skills are not yet fully developed and that makes them more vulnerable. An important finding of the study was that children primarily use distance rather than the speed of an approaching vehicle to make their judgements. So a vehicle far away is often judged 'safer' regardless of its travelling speed.

The final report was released in March 2010 and a copy is available on the Trust's website at [www.roadsafetytrust.org.au/re](http://www.roadsafetytrust.org.au/re).

## **17. Ride to Survive: A Risk Management Rider Development Program** (Motorcycle Riders Association of the ACT Inc)

The Trust provided a grant of \$22,060 to the Motor Cycle Riders Association of the ACT (MRA) to assist it conduct an on-road risk awareness, rider development program for motorcyclists. Known as *"Ride 'n Thrive"* the twelve courses would be conducted by Honda Australia Rider Training (HART) on behalf of the MRA. The Trust funding will subsidise course fees and curriculum development costs.

The one-day course is designed to enhance motorcyclists' abilities to share the road with other road users safely. Concepts such as observation and anticipation are discussed as well as techniques for road positioning, space selection and managing fatigue. A 200-250 km ride over varied road environments provides the reality component of the course.

The course is designed for riders at all levels of competency and costs \$90. A ratio of six riders per instructor ensures each rider has ample opportunity to enhance their risk management techniques. The course is still being offered by the MRA and details are available on the MRA website at [www.mra.act.org.au](http://www.mra.act.org.au).

## **18. Hazard Perception and Cognitive Ageing in Older Drivers** (Australian National University)

The Trust is contributing funding of \$179,500 over a three year period to the ANU for an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception. Older road users have high fatal crash rates that cost the Australian economy \$500 million annually. However, driving cessation is associated with depression and reduced social participation among older adults.

This study, which is being undertaken by the Ageing Research Unit in the Centre for Mental Health Research, will benefit older road users and the wider community by identifying which traffic hazards pose the greatest difficulty for older drivers and providing information that may lead to adaptation of roads, and vehicles to reduce crash risk among older Australians. This will reduce injury and healthcare costs and allow older Australians to maintain higher levels of social participation.



*Professor Kaarin Anstey and research assistant Arianne Schlumpp with a new video-based driving test for older drivers.  
(Photo by Richard Briggs, courtesy of the Canberra Times)*

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The research is being led by Professor Kaarin Anstey, Head of the Ageing Research Unit and her team has been working with other researchers from the University of Queensland, the Queensland University of Technology and National ICT Australia. Project staff asked older people from the ACT region about which roads areas they found difficult or hazardous to navigate while driving. From this, the researches were able to create a computer-based simulation of those areas, which allowed them to test people's visual and cognitive reaction to various scenarios. Over 300 older Canberrans have now been tested on the system giving the research team a rich mix of information on perceptions and reactions. The test is currently being evaluated against on-road driving performance. The project is expected to be completed by the end of 2010. Professor Anstey was featured on the front cover of the summer 2009 edition of the ANUReporter.

## 19. The John Kirby Memorial Road Safety Award

In 1999 the Trust agreed to provide an annual award of \$1,000 for the 'Best Paper by a New Researcher' to be presented at the annual Australasian Road Safety Research, Policing and Education Conference. The award was renamed 'the John Kirby Memorial Road Safety Award in 2002 in memory of the late John Kirby who was Trust Chairman between 1996 and 2001.

The award for 2009 went to Jeffrey Dutschke from the University of Adelaide for a paper on *The simulation of rural travel times to quantify the impact of lower speed limits*. The Secretary/Manager Eddie Wheeler presented the Award to Mr Dutschke during the awards presentation segment at the conclusion of the Conference held at the Sydney Convention and Exhibition Centre between 10-13 November 2009.

Previous winners have been as follows:

- Chief Inspector Chris Bult from the NSW School of Traffic and Mobile Policing in Goulburn for his paper *Police Pursuits – A Safety Education Perspective* (1999);
- Ms Eve Mitsopoulous, Monash University for her work (in association with Dr Mike Regan) on *Behavioural Strategies for Enhancing Road Safety Through Passengers* (2000);



Secretary/Manager Eddie Wheeler (left) presents Jeffrey Dutschke with the Trust Award.



- Mr Adrian Derbyshire, Queensland Department of Main Roads for a paper on *Results of a full scale crash test into an energy absorbing light pole on a sloped roadside* (2001);
- Ms Sharon Newnam, CARRS-Q in Queensland for a paper on *A Comparison of the Factors Influencing the Safety of Work Related Drivers in Work and Personal Vehicles* (2002);
- Ms Elissa Corlett, University of Adelaide for a paper on *Now You See It Now You Don't: Preliminary Investigation of Age Related Decrements in Peripheral Vision* (2003);
- Dr Jaanie Koppel from the Monash University Accident Research Centre for her paper entitled *A Review of the Crash Risk Associated With Psychiatric Illness* (2004);
- Ms Rebecca Brookland from the University of Otago for a paper on *The Influence of Attitudes to Graduated Driver Licensing on Subsequent Risky Driving Behaviours* (2005);
- Ms Judy Fleiter from the Centre for Accident Research and Road Safety (CARRS-Q) Queensland University of Technology for a paper on *Normative Influences on Speeding* (2006);
- Ms Lyndal Bugeja from the Department of Forensic Medicine, Monash University and the Victorian Institute of Forensic Medicine for a paper entitled *Development of a Specialist Investigation Standard for Heavy Vehicle Fatal Collisions* (2007); and
- Ms Lara Morris, University of Canberra for her paper on *Relationships between age, executive function and driving behaviour* (2008).

## **20. Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll (Canberra Clinical School/Australian National University)**

A grant of \$36,465 was provided to the Canberra Clinical School to integrate police and hospital crash data for a three-year period (2001-2003) to better understand the burden of road trauma in the ACT.

The report, which was formally released by the Trust on 7 December 2009 via a media statement, found that cyclists and motorcyclists occupied more bed days in the Canberra Hospital than the combined total for drivers and front seat passengers. The data matching process confirmed the significant under-reporting to police of cycle and motorcycle incidents resulting in injury. As a consequence, the full burden of on and off-road crashes to the ACT community is grossly underestimated. The study also found that only 21% of motorcycle crashes and 2% of cyclist crashes that required treatment at hospital were reported to the police.

The report created considerable media interest and its author Associate Professor Drew Richardson, Chair of Road Trauma and Emergency Medicine at the ANU Medical School, was interviewed on the ABC's Radio National Background Briefing segment on Sunday 6 December 2009. The Weekend Australian also carried a news item and Trustee Ms Kerry Fitzgerald was interviewed extensively on radio. The report can be downloaded from the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au)

## **21. The Drive Study: Data Linkage Phase (The George Institute for International Health)**

A grant of \$40,369 was provided to the George Institute for International Health representing a contribution towards the DRIVE study. Major contributors to this study include the NHMRC (\$681,000), NRMA Motoring and Services (\$70,600) and the Motor Accidents Authority (\$19,500). This project would investigate risk factors for young driver injury and provide the basis for the development of new interventions. The phase funded by the Trust involved linking baseline data, already collected, for over 20,000 novice drivers in NSW to their subsequent offence, crash, injury and death involvements.


**Research designed to help young drivers to be safer on our roads: DRIVE**

- Largest study of young drivers ever undertaken
- Will provide insight into why young drivers are so highly represented in crash data
- Will investigate risky driving behaviour, mental health, sleep habits, education and training

Road safety researchers at The George Institute will release results of the largest study of young drivers in 2009.

Over 20,000 young drivers took part in the DRIVE study, all provisional drivers holding NSW red 'P1' plates and aged 17-24 years. The study will demonstrate the importance of potential determinants of motor vehicle-related crashes and injuries among young drivers, including road risk perceptions, risky driving behaviours, pre-licensing driving experience, training and education, mental health, and sleep habits.

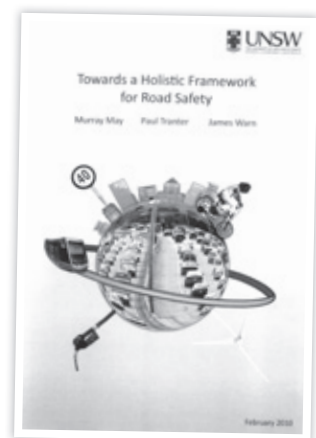
Understanding young driver behaviour will help inform road safety policy and young driver education right across Australia.



The study has been completed and results are being progressively released by the George Institute. On 22 July 2009 The George Institute released a report saying it found that many young drivers in the study engaged in a range of risky driving behaviours 'regardless of their perceptions or attitudes of road safety'. The George Institute Young Driver Factbase can be accessed via [www.youngdriverfactbase.com.au](http://www.youngdriverfactbase.com.au).

## 22. Slowing Down in the Community (University of NSW ADEFA)

The University of NSW (ADEFA) received funding of \$73,500 for a project to develop a holistic model in order to reframe the way in which road safety is perceived by the wider community and policy makers. The project aims to challenge 'the culture of speed' in the ACT. The final report was sent to the ACT Minister for Transport and other key stakeholders in June and will be formally released in the near future.



## 23. Human Error and System Failures in Fatal Crashes in the ACT and NSW (Monash University Accident Research Centre)

Funding of \$94,571 was provided to the Monash University Accident Research Centre for an analysis of Coroner's reports of fatal crashes in the ACT and NSW using a method of human error analysis used in the aviation area known as the Human Factors Analysis and Classification Scheme. With difficulties encountered in obtaining the NSW data it was agreed to utilise Victorian data. The project has been completed and will be formally released shortly.

## 24. Low Light Vision Problems for Older Drivers (Griffith University)

Griffith University received a grant of \$33,231 for the development and testing of a new diagnostic instrument for older drivers with vision problems in situations of low light. The instrument will assess the motion sensitivity that is critical for twilight and night driving. Testing will be undertaken on a driving simulator at the University of Queensland. The project is nearing completion and is expected to be completed by the end of 2010.

## 25. Keeping Older Drivers Safe (Monash University Accident Research Centre)

As the result of a grant of \$118,135 from the Trust, the Monash University Accident Research Centre is developing and evaluating an innovative educational and training package aimed to improve driving performance and travel behaviours of older drivers. Information on reduction and cessation of driving and alternative transport options will be included. The package would be trialled amongst a group of older drivers in the ACT, modified and evaluated in

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terms of user acceptability. The final project report and accompanying training package has been recently finalised and will be released before the end of 2010.

## **26. Impact of Whiplash on Subsequent Driver Safety**

(Centre for Accident Research and Road Safety, Queensland University of Technology)

The Trust approved a grant of \$79,476 to CARRS-Q for a study that will seek to establish whether drivers who have experienced a traffic crash resulting in whiplash are at an elevated risk of a subsequent traffic crash. There is limited knowledge about the crash and injury risks of drivers with whiplash related injuries. However, the conditions associated with whiplash (pain, dizziness, fatigue, numbness, poor concentration) would suggest that whiplash is a contributing factor. While progress was initially slow due to difficulties in obtaining data the project is now progressing satisfactorily.

## **27. Road Trauma Data Amalgamation (Canberra Hospital)**

Funding of \$58,000 was approved for the Canberra Hospital for the ongoing amalgamation of hospital and police crash data to the end of 2007. This project builds on the recently completed project matching police and hospital crash data for the period 2001-2003, which was reported on at Item 20 above.

## **28. Accident Care Evaluation (ACE Study)**

(Australian National University)

The Trust agreed to fund the research component of this Australian-first medical research project being undertaken by the Australian National University and the University of Sydney at a cost of \$600,000 over three years. The ACE study is examining whether the health outcomes of people who have sustained mild to moderate soft tissue injuries such as neck injury in road crashes can be improved by early referral to appropriate medical practitioners.



Insurance Australia Group is partnering with the NRMA-ACT Road Safety Trust to fund the total project. The ACE Study is being overseen by a Management Advisory Group (MAG) comprised of key stakeholders including ACT Law Society, Australian Physiotherapist Association, Australian Medical Association, ACT Division of General Practitioners, Australian Orthopaedic Association and ACT Health. The Chairman represents the Trust on the MAG and the Secretary/Manager is a member of the Project Board.

There are more than 8,000 collisions each year in the ACT. NRMA Insurance's claims data shows these crashes results in 800 injury compensation claims costing the ACT community more than \$40 million per year. Many of the injuries sustained in car crashes are minor to moderate musculoskeletal injuries. Whiplash associated disorders account for 75 per cent of minor injury claims and each claim costs an average of \$50,000.

There are three key phases of the Study:

### **Stage 1 (January 2006 - June 2007)**

During this time, the Control Group was recruited. Ninety participants were recruited from the Canberra Hospital and Calvary Hospital Accident and Emergency Departments following a motor vehicle crash. Their recovery was monitored under the current system (participants were responsible for their own treatment and then recouping the costs from the insurance company as is the usual practice in Australia).

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## Stage 2 – Intervention stage (July 2007 – May 2009)

A further ninety patients were recruited during the Intervention phase of the trial. This group attended the ACE Clinic where they were assessed by a musculo-skeletal specialist and a treatment plan developed for them. Subsequent treatment would occur in the hands of agreed treatment providers.

## Stage 3 – Analysis and Results (May 2009- December 2010)

Analysis of results and publication of findings.

## 29. Postgraduate Road Safety Scholarship Scheme

The Trust is sponsoring six road safety Postgraduate Scholarships at several of Australia's eminent road safety research institutions at a cost of \$755,000. The aim of these Scholarships is to attract high quality graduates to undertake research relevant to road safety, thereby broadening the base of road safety researchers. Details of the Scholarships are as follows:

### Monash University Accident Research Centre (MUARC) - Ms Karen Stephan

**Area of Research:** Speed limits and road environment: moving towards a uniform low crash risk.

The purpose of the road transport system is to provide safe mobility for all users. Research has demonstrated the link between speed and the risk of a crash, and the severity of injury when a crash occurs. As such, speed management is an essential part of achieving safe mobility. Setting speed limits is one of the strategies used to manage speed, with the aim of making the risk uniform across the road network. Various factors are taken into account when setting limits, including road design and surrounding infrastructure. Previous research, however, has found substantial variation in the crash rates per traffic volume on road sections of the same speed limit. This indicates that there are other, unaccounted for, factors that affect the risk of crash.

### Stage 1

The first stage of this research involves a literature review, focusing on identifying:

- Road design, infrastructure and environmental factors that affect driver behaviour and crash risk.
- The types of statistical models that have been used in crash risk modelling

### Stage 2

The second stage will utilise the outcomes of Stage 1 to build appropriate multivariate statistical models for investigation of the relationship between the road, environment and infrastructure characteristics (and interactions between these) and crash risk.

### Stage 3

The outcomes of the analytical models will be used to generate hypotheses regarding the effect of road design and surrounding infrastructure on driver behaviour. The MUARC advanced driving simulator will then be used to test these hypotheses and examine the effectiveness of potential countermeasures.

### NB

[Karen had originally commenced research into *the relationship between drivers' use of prescription medication and traffic crash involvement*. She had applied to use data from the British Columbia Linked Health Dataset in Canada.

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However, legal difficulties surrounding access to the data necessitated Karen gaining approval from the Trust for a new area of research and an extension to her scholarship to complete it]

**Centre for Accident Research and Road Safety (CARRS-Q) – Queensland University of Technology – Ms Tamara Banks**

*Area of Research:* How work-related road safety can be enhanced.

High social and financial costs are currently being incurred by both industry and society as a result of work-related road incidents. To assist practitioners in managing occupational road risks, Tamara conducted three studies:

**Study One**

Identified the effectiveness of a range of risk management initiatives and found that comprehensive risk management practices were associated with employee engagement in safer driving behaviours.

**Study Two**

Identified barriers to, and facilitators for, accepting risk management initiatives.

**Study Three**

Explored the influence of organisational factors on road safety outcomes to identify optimal work environments for managing road risks.

The findings from her research provide practical information that can be used by practitioners to enhance safety within organisations. By identifying how road safety can be improved in organisations, this thesis has the potential to assist in alleviating the global burden of traffic injuries and fatalities.

Tamara had her PhD conferred in June 2009.

**The George Institute for International Health – Mr Reece Hinchcliff**

*Area of research:* The role of research within the novice driver licensing policymaking process: identifying potential facilitators of research utilization.

**Research Design**

Comparative stakeholder analysis involving one-hour semi-structured interviews with forty-eight novice driver policy stakeholders throughout Australia and the United States. This was supplemented with a media analysis of Australian newspaper and Sydney television articles concerning night-time and passenger graduated driver licensing restrictions.

**Results**

*Stakeholder analysis:* Novice driver stakeholders believe policy decisions are generally evidence-informed. However, interviewees also argued that due to the significant community interest in young drivers and the predominantly political rationale of legislators, research may be used tactically to justify non-evidence-based, politically-determined policy positions. While existing policy structures and networks were proposed to facilitate research-use, non-evidence-based media reportage, the political rationale of legislators and ineffective research dissemination techniques were identified as the major barriers.

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*Media analysis:* the results indicate that research evidence is only one component of information presented as 'policy-relevant' in public discourse concerning young drivers. Researchers and policy entrepreneurs using the media to advocate evidence-based policies may increase their effectiveness by linking research evidence to other types of relevant discourse within their arguments.

## **Conclusions**

Despite the existence of a generally evidence-based policymaking culture, stakeholders perceive research-use as being most limited by the inability of researchers to render their outputs meaningful to policymakers and the general community. Incorporating other types of 'policy-relevant' and 'ideologically-concerned' information within their political lobbying and media advocacy engagements may allow researchers advocating evidence-based policies to increase their effectiveness.

The Trust has approved a six month extension to Reece's Scholarship and he expects to complete his PhD studies towards the end of 2010.

## **The George Institute for International Health – Ms Liz de Rome**

*Area of research:* Motorcycle protective clothing: usage and benefits.

The proposed research is being conducted in two stages:

### **Stage 1**

The Gear Study is a 12 month prospective cohort study of motorcycle crashes in the ACT to investigate the injury reduction benefits of motorcycle protective clothing. Riders who had been injured in crashes were identified from hospital records, whereas those who escaped injury were referred to the study by their motorcycle crash repair service.

Participants were contacted three times. The first contact involved an in-depth interview shortly after the crash to document the circumstances, type and speed of impact, the number, type and severity of their injuries and details of what they were wearing. They were contacted again 6 weeks and then 6 months after the crash to monitor their recovery progress and the longer term physical, psychological and financial consequences of the crash.

### **Stage 2**

The Novice Rider Study is a representative survey of novice riders at the time they obtain their provisional rider's licence. The aim of the survey is to identify the factors associated with the usage and non-usage of protective clothing in order to inform strategies aimed at encouraging the increased usage of protective clothing.

The survey was conducted in NSW between March and July 2008. It was administered with the assistance of the three main commercial rider training providers in NSW.

Ms de Rome expects to complete her research by the end of 2010 following a six month extension approved by the Trust.

## **Australian National University – Mr Chris Hatherly**

*Area of research:* Older drivers' peripheral visual attention: Development and validation of a novel screening test and training program.

Australia's population is ageing, and as a consequence, the proportion of 'older' drivers (generally classified as those aged 65 and over) is growing rapidly. However, the capacity to drive safely relies upon a number of different

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physical, sensory and cognitive skills, all of which are known to decline with age. It is clear that almost everyone will reach a point at some stage at which they are no longer able to safely drive.

The issue of 'when' to stop driving is vexing, and at present, there is no uniform approach to helping people make this decision.

This PhD research project builds upon a number of previous studies to develop and validate a screening test for older drivers that focuses on peripheral vision. This is important because of data that shows that when older drivers do crash, it is mostly at intersections, and involves a failure to see or adequately react to a vehicle approaching from the side.

Specifically, the project has involved the development of a screening measure that assesses the efficiency of peripheral visual attention – in other words the speed at which a person is able to detect objects at the edges of vision – using new computer methods and display technology that have only recently become available.

The second component of this project is related, asking the question: if some older drivers do have a specific problem with their peripheral visual attention, what can be done about it? This component of the project is a pilot study using what is known as a Randomised Control Trial design to assess the ability of a customised 3-session training program to improve the efficiency of peripheral vision at picking out relevant targets.

This PhD project is taking place within a larger Australian Research Council Linkage project which is also being funded by the Trust that is looking into the Hazard Detection abilities of older drivers. Chris expects to complete his PhD towards the end of 2010 and has been granted an extension of two months by the Trust.

### **University of Canberra – Ms Lucienne Kleisen**

**Area of research:** Do young driver's thinking styles impact on their driving behaviour?

This study:

- Aims to identify the thinking styles of young drivers (18-25) in the Australian Capital Territory and to examine if any relationship exists with their driving styles;
- Explores any differences that might occur between young male and female drivers with respect to their thinking and driving styles;
- Looks at the interaction between the theory of mental Self-government and the Multi-Dimensional Driving Style Inventory; and
- Uses the Threefold Model of Intellectual Styles as the overall theoretical framework.

Early findings

- The first data show significant correlations between certain thinking styles and certain driving styles of young drivers;
- The same thinking styles show a significant correlation to different driving styles for young male and young female drivers; and
- Young male and young female drivers differ in their use of the Risky, High-Velocity and Careful driving styles.

While preliminary, these findings have potential to influence on driver education.

Ms Kleisen expects to complete her study by the end of 2010 following a five month extension to her Scholarship approved by the Trust.



*Morning Tea with the Governor-General. From left to right, Eddie Wheeler (Secretary/Manager), Kerry Fitzgerald (Trustee), Professor Don Aitkin (Chairman), Liz de Rome (Scholar), Tamara Banks (Scholar), Keren Stephan (Scholar), Her Excellency Ms Quentin Bryce AC (Governor-General), Reece Hinchcliff (Scholar), Lucienne Kleisen (Scholar), Chris Hatherly (Scholar), Hamish McNulty (Trustee), Dr Peter Vulcan (Trust Road Safety Consultant) and Dr Angus McIntosh (Trustee).*

### Showcase Event

The National Museum of Australia was the venue for a second Showcase Event on 11 September 2009 at which each scholar delivered a presentation on their area of research. The Event, which was formally opened by Ms Joy Burch MLA on behalf of the ACT Government, was a great success with over one hundred delegates attending to hear these presentations on cutting edge research.

The Showcase Event attracted considerable media interest with radio and television conducting interviews with scholars and the Trust chairman. Copies of the presentations are available on the Trust website [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au) under presentations.

A highlight for both the scholars and the Trust was morning tea with the Governor-General Her Excellency Ms Quentin Bryce AC on 10 September 2009. A tour of Government House capped off a memorable morning for all concerned.

## **30.** Chair of Road Trauma and Emergency Medicine (The Canberra Hospital)

In October 1996, the Trust approved a grant of \$3.5 million to The Canberra Hospital to establish a perpetual Chair of Road Trauma and Emergency Medicine at the Canberra Clinical School and fund establishment and support services for the first five years. This remains the largest grant made by the Trust. The Chair would be involved in research, teaching and provide hands-on medical services for trauma victims and would take an active role in community education and prevention.

Associate Professor Drew Richardson was appointed to the position in October 1998 for an initial period of five years and commenced duty on 11 November the same year. He was formerly Director of Emergency Medicine at



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the Princess Alexander Hospital, Brisbane. Associate Professor Richardson was re-appointed for a further period of five years from the beginning of 2006.

An Advisory Panel to the Chair meets on a yearly basis under the chairmanship of Trustee Ms Kerry Fitzgerald.

### **31. Winston Churchill Memorial Trust Fellowships – Road Safety**

The Winston Churchill Memorial Trust was given a grant of \$105,000 in April 1996 to establish a perpetual biennial Road Safety Fellowship. In May 2005, the Trust agreed to provide the necessary funding for a Road Safety Fellowship in the 'off year' providing a suitable candidate is selected by the Churchill Trust.

The 2009 NRMA – ACT Road Safety Trust Churchill Fellow was Mr Eric Chalmers, Chief Executive, Kidsafe ACT who was presented with his Fellowship by the Governor-General Her Excellency Ms Quentin Bryce AC at Government House on 10 August 2009. Mr Chalmers would use his Fellowship to study road-related child injury prevention programs in New Zealand, USA, UK, Netherlands, Austria, Germany and India. He undertook his study tour in November 2009 and a copy of his report is available on the Trust website and from the Winston Churchill Memorial Trust.

Previous Road Safety Churchill Fellows are as follows:

- Station Officer Peter Jeffs of the ACT Fire Brigade to study the management and transport of hazardous materials in the UK, USA and Canada;
- Senior Constable Mick Guy, Australian Federal Police, to study the identification of drugs in drivers in the USA, UK, Sweden, Denmark, Germany and the Netherlands;



*The Governor-General Her Excellency Ms Quentin Bryce AC with Eric Chalmers (right) and Trust Secretary/Manager Eddie Wheeler following the presentation of Eric's Road Safety Fellowship.*

- Mr John Wilson, Station Officer, Chisholm Fire Station to study urgent duty driving training in Germany, Sweden, Britain and the United States;
- Ms Kerry Smith, Assistant Director with the Commonwealth Department of Health and Ageing, to study the latest advances in drink driving deterrence particularly in relation to repeat drink drivers;
- Mr Robin Anderson, road safety consultant, to study community based safety programs for older road users and apply that knowledge to developing relevant programs in Australia. He visited the UK, France, Belgium, Sweden and the USA;
- Mr Rifaat Shoukrallah, Manager, Traffic Management and Safety, ACT Department of Territory and Municipal Services, to examine road safety policies, particularly engineering measures implemented as a result of these policies and their effectiveness. He visited Sweden, Norway, Denmark, the UK and Japan.
- Dr Stephen Jiggins, road safety consultant, to study media guidelines for the reporting of road crashes by the news media. He visited the USA, Canada, the UK and France.

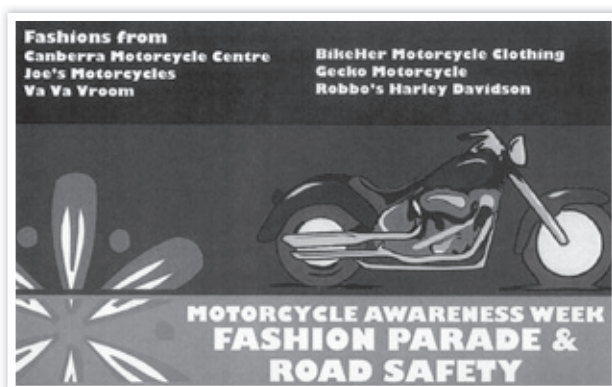
## C) ROAD SAFETY INITIATIVES

### 1. Cinema Advertising

During June and July 2009 the Trust ran an eight-week campaign in Hoyts and Dendy cinemas in Belconnen, Tuggeranong, Woden and Canberra City featuring the two-minute film *Anything* at a cost of \$12,000. This humorous, yet powerful film, reminds young drivers of the dangers of speeding and the need to look out for your mate. Under the arrangement negotiated by the Trust and the Val Morgan Cinema network, the film was shown as the lead-in trailer to the main movie. Val Morgan provided three of the five weeks as a bonus as part of its commitment to supporting road safety. Almost 111,000 patrons watched *Anything* during this campaign.

The Trust conducted a further seven week campaign during the period November 2009-January 2010 at a cost of \$11,550. This campaign was equally successful with some 105,000 patrons attending movies before which *Anything* was shown. Developed by the Transport Accident Commission as part of its 'Make a Film Make a Difference' program, this movie continues to be shown in Victorian cinemas because of its appeal to young drivers and is equally well received in the ACT.

### 2. Motorcycle Awareness Week



Motorcycle Awareness Week was held between 24-31 October 2009. The brainchild of local motorcycle clubs and associations – this was the second year this event was conducted. Its aim is to raise the profile of motorcyclists and scooters within the community and remind all road users of their road safety responsibilities.

The Trust's contribution was funding a television campaign aimed at enhancing the safety of motorcycle riders on WIN

Television over a four-week period that encompassed Awareness Week. The campaign featured three 30-second commercials developed by the Motorcycle Riders Association using the production talents of WIN and funded by the NRMA – ACT Road Safety Trust. The Trust spent \$5,670 on the campaign and WIN television provided an equal number of bonus spots during prime time viewing.

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The Secretary/Manager spoke about the various safety initiatives the Trust is funding in relation to motorcycle safety at the Fashion Parade (Bike Gear) and Road Safety Presentation held at the Italo-Australian Club, Forrest on Thursday evening 29 October 2009. These initiatives include the MASTERS course for mature riders and the GEARS course for female riders.

### **3. Australasian College of Road Safety Annual Conference Perth – 5-6 November 2009**

The Trust agreed to be a Silver Sponsor of the 2009 Australasian College of Road Safety Conference at a cost of \$7,500 held at the Duxton Hotel in Perth over 5-6 November 2009. The conference theme was *Road Safety 2020: Smart Solutions, Sustainability, Vision*. While the Trust did not send a representative its support for the conference was well promoted and the Trust's most recent annual report was included in delegate's satchels.

### **4. Road Safety Round Table**

The Trust was an invited stakeholder to the second and third Chief Minister's Road Safety Roundtables held on 6 October 2009 and 10 March 2010 respectively. The Roundtables followed on from the inaugural one on 14 May 2009 and were used by the Chief Minister to (1) seek stakeholder views on the Vision Zero/Safe System approach to road safety and (2) to discuss how those principles could be incorporated into the next ACT Road Safety Strategic Plan 2011-2020. The Trust has been an advocate of Vision Zero for many years.

The Roundtables noted the Trust had commissioned the University of Canberra to undertake research into the car culture in the ACT. This research would provide a better understanding of the prevailing attitudes of road users to the many facets of road safety as they impact on the ACT.

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## 5. PROMOTION AND LIAISON ACTIVITIES

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The objective of the Trust's Promotion and Liaison Strategy is to inform the ACT community and relevant specialist groups of the role, objectives and work of the Trust and its achievements, and of the availability of Trust funding for road safety projects.

Improving road safety requires an integrated and co-operative effort between the public and private sectors and the community, including the following key groups:

- the community, especially road users;
- the motoring industry;
- all levels of Government;
- road safety authorities and regulators;
- police and the legal system;
- education authorities;
- business organisations; and
- health services and non-profit community groups.

While the Trust's main avenue for improving road safety is through its project grants, it also contributes to this goal by disseminating information about the results of the projects and by encouraging co-operation amongst the above groups.

### ADVERTISING

The Trust advertised during the year for applications to be considered for funding for the 2010/2011 Grant Program (which will be reported on in next year's annual report as the funding does not become available until after 1 July 2010). The initial advertisements appeared in the Canberra Times on 20 and 24 February 2010 and in the Chronicle on 23 February 2010. The Trust also advertised in the Weekend Australian and Sydney Morning Herald on 20 February 2010. These advertisements were supported by a Media Release on 19 February 2010.

### PROJECT LAUNCHES, PUBLIC PRESENTATIONS AND MEDIA EXPOSURE

There were five public launches of Trust sponsored projects during 2009/2010. These events were well attended and received widespread media coverage. Details of these launches are contained in Appendix C.

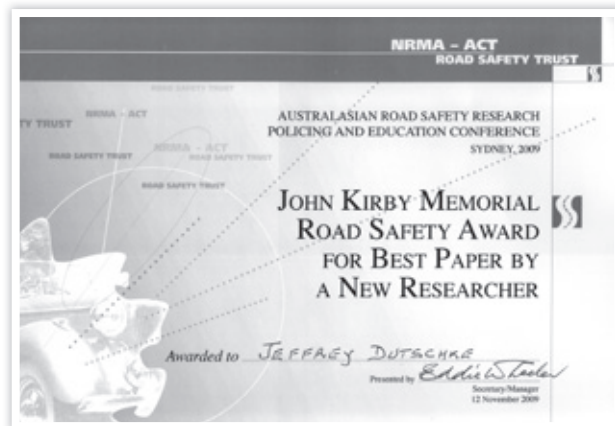
The Trust receives good national and international exposure via its sponsorship of the John Kirby Memorial Road Safety Award at the annual Australasian Road Safety Research, Policing and Education conference (see below). Invariably a number of papers on research topics that have been funded by the Trust are presented and this enhances the Trust's reputation of funding innovative research. The Trust makes a contribution towards the attendance costs for the presenters. Some of these papers are also presented at other conferences - thus increasing the exposure of the Trust. Four papers on Trust-funded research were presented at the 2009 Australasian Road Safety Research, Policing and Education conference in Sydney between 10-13 November 2009.

The Chairman, other Trustees and Secretary/Manager were interviewed throughout the year on radio and television in relation to a range of road safety issues as well as by the Canberra Times. The Trust released the results of a study into the 1,617 drink driving cases before ACT and Queanbeyan courts on 16 July 2009 – findings which attracted considerable media interest.

The study confirmed a significant number of ACT motorists drank and then drove and the Chairman and Secretary/Manager were widely interviewed on this report, a copy of which is on the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au).

The Trust is a key player in relation to road safety and in recognition of that it was invited to attend and/or participate in a range of events during the year including the following:

- On 29 July 2009 the Secretary/Manager represented the Trust at the display by ACT Policing of a smashed car from a fatality in June 2008. Entitled *Real Decisions, Real Consequences* the display was launched at Dickson College prior to visiting other ACT colleges. The display highlights the dangers of speeding, drink-driving and reckless behaviour to new drivers.
- On 10 August 2009 the Chairman and the Secretary/Manager attended the Presentation of ACT Churchill Fellowships by the Governor General at Government House. These presentations included the Road Safety Fellowship for Mr Eric Chalmers.
- On 17 August 2009 the Secretary/Manager spoke to some 40 first year education students enrolled in the unit Praxis of Adult and Community Education at the University of Canberra. The presentation was essentially on the work of the Trust and a range of road safety matters and provided an opportunity to show some of the road safety messages the Trust has utilised on television and in cinemas.
- On 21 October 2009 the Secretary/Manager attended a meeting of the TAMS Road Safety Task Force. One of its key activities is the development of closer liaison between TAMS, ACT Policing, the Department of Education and ACT Treasury and the Trust in relation to road safety matters.
- On 29 October 2009 the Secretary/Manager represented the Trust at a Protective Clothing Fashion parade at the Italo-Australian Club Forrest and spoke briefly about the many motorcycle safety initiatives the Trust is funding – such as the MASTERS course for mature riders.
- The Secretary/Manager represented the Trust at the 2009 Australasian Road Safety Research, Policing and Education conference held at the Sydney Convention and Exhibition Centre Darling Harbour between 10-13 November 2009. He presented the Trust award for best paper by a new researcher at the conference.



- On 23 November 2009 the Secretary/Manager represented the Trust at the launch by the Amy Gillett Foundation of its share the road campaign A Metre Matters at Parliament House. The campaign is aimed at encouraging mutual respect between motorists and cyclists. In particular, that riders need at least 1 metre of space to travel safely on roads.
- On 7 December 2009 the Trust released the findings of a study that involved the matching of hospital trauma data with police crash data for the years 2001-2003. One of its key findings was high number of hospital bed days attributed to cycle and motorcycle riders. Trustee Ms Kerry Fitzgerald was interviewed by a range of radio stations and the report was carried by ABC Radio National and the Weekend Australian.
- On 23 November 2009 the Secretary/Manager was interviewed on a number of radio stations in relation to the launch of the Trust-funded Safe Cycle program at the Melba Copland Secondary School (Junior Campus).

- The Chairman and Secretary/Manager attended the launch of the ACT Government's *Drink or Drive* campaign in Civic Square on 9 December 2009.
- The Trust and the Australasian College of Road Safety joined forces in a campaign entitled *Road safety is no accident* that featured in the Canberra Times on 19 December 2009.
- The Chairman and Secretary/Manager were extensively interviewed on 19 February 2010 in relation to the Trust's media statement advertising the 2010-2011 Grant Program.
- On 24 February the Secretary/Manager was interviewed by the ABC in relation to the ACT government's announcement it was considering introducing zero BAC for L and P plate drivers as well road-side drug testing.



- Dr Angus McIntosh OAM represented the Trust at the launch of a publicity program on new National Road Rules for Child Restraints by Kidsafe on 29 March 2010 at Turner Primary School.
- The Secretary/Manager was interviewed on radio in relation to the Trust's release of a study by the Monash University Accident Research Centre into children crossing the road safely on 31 March 2010.
- On 9 April 2010 the Secretary/Manager represented the Trust at the 9th meeting of the ACT Road Safety Task Force held in Macarthur House, Lyneham.
- On 6 May 2010 the Secretary/Manager was interviewed on radio in relation to the Trust's media statement supporting the ACT Government's television campaign targeting driver distraction through the use of mobile phones.
- The Secretary/Manager represented the Trust at the ACT launch of the Keys2Drive program by the Federal Minister for Infrastructure and Transport at Daramalan College on 31 May 2010. The Keys2Drive program has been developed by the Australian Automobile Association and aims to increase the safety of Learner Drivers.



### ACT SHOP FRONTS

ACT Shop Fronts show a range of the road safety commercials the Trust has shown on television in recent years including ones on the hazards of speeding and mobile phone use while driving. The Trust applauds the Department of Territory and Municipal Services for this road safety initiative.

### LOVE A DAY IN THE SNOW BOOKLET

Goulburn Mulwaree Council revised the very popular Love a Day in the Snow booklet and printed 10,000 for the 2010 snow season. The Trust was a financial contributor to the original booklet and Claire Bonner, the Council's Road Safety Officer included an acknowledgement of the Trust in the new booklet. Other Councils involved in the initiative were the Wingecarribee and Wollondilly Shire Councils.

The booklet includes key information and advice to facilitate a safe trip to the snow such as tips on signs of fatigue and fitting snow chains. Key contact details are also included.



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## **GRAPHIC DESIGN STUDENTS' PROMOTION OF ROAD SAFETY (CANBERRA INSTITUTE OF TECHNOLOGY)**

Under the 2008/2009 Grant Program funding of \$7,500 was approved for the Canberra Institute of Technology (CIT) to assist final year Advance Diploma students produce a range of posters relevant to road safety issues for young drivers.

Some thirty students produced a range of posters that were displayed at a Presentation of Awards Morning Tea at the CIT on 19 November 2008. In making a presentation of awards for the 'Top Ten' posters Trustee Dr Angus McIntosh OAM commented that the posters "reflected an insightful understanding of the issues and portrayed imaginative and compelling messages to the observer".

From the 'Top Ten' posters three were selected for a Highly Commended award and these were for the following students:

*The call is yours* – created by Chantel Boggs

*Will this be the last msg you receive?* – Chris Halloran

*Jane Smith leaves behind* – Breanna Bew

The 'Top Ten' posters plus the next best two have proven to be extremely popular and are being used by the ACT Department of Education in the delivery of the *Road Ready* novice driver program. These 'Top Twelve' were a much sought-after item at the 2009 Australasian Road Safety Research, Policing and Education conference held in Sydney in November. A copy of the 'Top Twelve' is at Appendix D.

## **MEDIA COVERAGE**

The Trust released media statements on the following matters during the year and all received extensive coverage:

- Drink drive convictions study – 16 July 2009;
- 2009/2010 Grant Program announcement of grants – 20 July 2009;
- Postgraduate Scholarship Showcase Event – 10 September 2009;
- Television campaign on motorcycle safety – 23 October 2009;
- Reminder about 50 km/h speed limit in suburban streets – 6 November 2009;
- Safe Cycle program launch – 23 November 2009;
- Matching of hospital and police crash injury data – 7 December 2009;
- 2010-2011 Grant Program invitation for applications – 19 February 2010;
- Teaching children to cross roads safely – new training manual – 31 March 2010;
- Driver distraction campaign – 6 May 2010; and
- Roll out of Starting Out Safely resource – 13 May 2010.

## **TRUST WEBSITE**

Information on the Trust, including a copy of the application form and guidelines for potential applicants, can be found on the Trust's website at [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au). Details related to the various reports released by the Trust are also available and reports can be downloaded.

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## COMMUNITY AND PROFESSIONAL LIAISON

The Trust continues to enjoy co-operative and fruitful relationships with NRMA Insurance, NRMA Motoring & Services, the ACT Department of Territory and Municipal Services (TAMS), the Australian Federal Police (ACT Region), the Australian Department of Infrastructure, Transport, Regional Development and Local Government and the Australasian College of Road Safety. These contacts have been invaluable in disseminating the results of Trust-funded projects to a wider audience. In addition, these organisations have provided professional advice to the Trust when requested.

The Secretary/Manager attends meetings of the Princes Highway and Kings Highway Road Safety Partnership convened by the Road Safety Officer Eurobodalla Shire Council. These meetings draw together representatives of the RTA, police (NSW and ACT), regional councils and TAMS and develop campaigns for the two highways. To this end, the Trust has contributed funding to a number of campaigns on the Kings Highway.

Over the course of the last twelve months the Trust maintained its strong links with Victoria's Transport Accident Commission (TAC). This partnership provides the Trust with the opportunity to access the TAC's wide range of road safety material – especially its television and cinema material.

## TRUST PUBLICATIONS

The Trust produces a Publications List, which provides details of all research reports, project evaluation reports, educational material and other documents relating to Trust-sponsored projects and activities of the Trust.

The Trust is keen to ensure that relevant information on projects it funds is available to anyone interested in road safety. Accordingly, it has commissioned the Australasian College of Road Safety to assist in the distribution of Trust publications. To obtain a Publications List, or any items from it, please contact:

The Executive Officer  
Australasian College of Road Safety  
PO Box 198  
Mawson ACT 2607  
Telephone: (02) 6290 2509  
Facsimile: (02) 6290 0914  
Email: eo@acrs.org.au

The Publications List is also now available on the Trust's website [www.roadsafetytrust.org.au](http://www.roadsafetytrust.org.au)



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## **6. SECRETARIAT, SUPPORT SERVICES AND FINANCIAL ARRANGEMENTS**

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### **6.1 SECRETARIAT**

The Trust employs Mr Eddie Wheeler as its Secretary/Manager on a contractual basis, which is underpinned by a Memorandum of Understanding.

The Trust Secretariat's accommodation, office equipment and communication facilities are generously provided by the Department of Territory and Municipal Services, for which the Trust is immensely grateful.

### **6.2 SPECIAL CONSULTANTS**

Since the establishment of the Trust, the Trustees have recognised a need for detailed specialist professional advice and guidance on road safety matters associated with the consideration of applications for grants.

The Trust has engaged Dr Peter Vulcan AM, former Foundation Director of the Monash University Accident Research Centre to provide specialist road safety advice. He is widely regarded as one of Australia's most eminent road safety experts and the Trust is fortunate to have access to his expertise and wisdom.

The Trust has also sought specialist advice from other professional organisations particularly the Department of Territory and Municipal Services and the Australian Department of Infrastructure, Transport, Regional Development and Local Government.

### **6.3 ACCOUNTING AND FINANCIAL ADVICE**

The Trustees have been assisted in financial matters by the accounting firm O'Connor McNamara, which prepares a range of financial reports including the quarterly BAS statements and provides general accounting advice services. The Trustees greatly appreciate the advice and support readily given by the staff particularly by Elvis Glavinic.

### **6.4 BANKING SERVICES**

The Trust has used the National Australia Bank (NAB) Limited for its banking needs since it was established in 1992. It has always provided a range of banking and investment services with the necessary flexibility to suit the Trust's needs. Ken Walton from the Business Banking Centre has been particularly helpful throughout the year.

### **6.5 LEGAL ADVISERS**

The firm of Mallesons Stephen Jaques, Solicitors and Attorneys, is retained by the Trust to act in matters requiring legal advice and in the preparation of legal documents for the Trust.

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## **7. FINANCIAL STATEMENTS AND AUDIT REPORT**

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| Balance Sheet                     | 44 |
| Notes to the Financial Statements | 45 |
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| Auditors' Report                  | 49 |

**NRMA - ACT ROAD SAFETY TRUST  
INCOME AND EXPENDITURE STATEMENT  
FOR THE YEAR ENDED 30 JUNE 2010**

|   | 2010<br>\$         | 2009<br>\$         |
|---|--------------------|--------------------|
| <b>INCOME</b>   |                    |                    |
| Registration Levies                                       | <u>1,011,207</u>   | <u>988,233</u>     |
| <b>OTHER INCOME</b>                                       |                    |                    |
| Interest Received   | <u>50,726</u>      | <u>86,186</u>      |
| <b>GROSS PROFIT/(LOSS)</b>                                | <u>1,061,933</u>   | <u>1,074,419</u>   |
| <b>EXPENSES</b>   |                    |                    |
| Accountancy Fees  | 15,000             | 23,890             |
| Advertising   | 10,108             | 5,739              |
| Auditing Fees   | 6,000              | 6,000              |
| Bank Charges  | 58                 | 63                 |
| Grant Project Funding                                     | 571,742            | 501,755            |
| Personnel Expenses  | 146,153            | 162,234            |
| Printing  | 6,150              | 7,031              |
| Project Application Review                                | 11,480             | 11,060             |
| Road Safety Activity                                      | 35,861             | 121,185            |
| Sundry Expenses   | 11,466             | 30,026             |
| Travelling Expenses                                       | <u>3,832</u>       | <u>6,393</u>       |
|   | <u>817,850</u>     | <u>875,376</u>     |
| <b>NET PROFIT/(LOSS)</b>                                  | <u>244,083</u>     | <u>199,043</u>     |
| <b>Net profit</b>   | 244,083            | 199,043            |
| Accumulated losses at the beginning of the financial year | <u>(9,634,547)</u> | <u>(9,833,590)</u> |
| <b>Total available for distribution (loss)</b>            | (9,390,464)        | (9,634,547)        |

**NRMA - ACT ROAD SAFETY TRUST  
BALANCE SHEET  
AS AT 30 JUNE 2010**

|                                  | Note | 2010<br>\$       | 2009<br>\$       |
|----------------------------------|------|------------------|------------------|
| <b>ASSETS</b>                    |      |                  |                  |
| <b>CURRENT ASSETS</b>            |      |                  |                  |
| Cash and cash equivalents        |      | 483,384          | 58,504           |
| Trade and other receivables      | 2    | 76,943           | 91,360           |
| <b>TOTAL CURRENT ASSETS</b>      |      | <u>560,327</u>   | <u>149,864</u>   |
| <b>NON-CURRENT ASSETS</b>        |      |                  |                  |
| Financial assets                 | 3    | 1,143,618        | 1,330,013        |
| <b>TOTAL NON-CURRENT ASSETS</b>  |      | <u>1,143,618</u> | <u>1,330,013</u> |
| <b>TOTAL ASSETS</b>              |      | <u>1,703,945</u> | <u>1,479,877</u> |
| <b>LIABILITIES</b>               |      |                  |                  |
| <b>CURRENT LIABILITIES</b>       |      |                  |                  |
| Trade Creditors                  | 4    | 685,595          | 695,947          |
| Accrued Charges                  |      | 10,725           | 20,702           |
| GST Payable                      |      | 13,212           | 12,898           |
| <b>TOTAL CURRENT LIABILITIES</b> |      | <u>709,532</u>   | <u>729,547</u>   |
| <b>TOTAL LIABILITIES</b>         |      | <u>709,532</u>   | <u>729,547</u>   |
| <b>NET ASSETS</b>                |      | <u>994,413</u>   | <u>750,330</u>   |
| <b>EQUITY</b>                    |      |                  |                  |
| Settlement Sum                   |      | 10,384,877       | 10,384,877       |
| Accumulated losses               |      | (9,390,464)      | (9,634,547)      |
| <b>TOTAL EQUITY</b>              |      | <u>994,413</u>   | <u>750,330</u>   |

The accompanying notes form part of these financial statements.

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# **NRMA – ACT ROAD SAFETY TRUST NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2010**

## **1 Reporting Entity**

NRMA-ACT Road Safety Trust (the “Trust”) is a Charitable Trust domiciled in Australia established under NRMA Road Safety Trust ACT 1992. The Trust primarily is involved in a grant funding program to develop campaigns and advertisements to raise awareness and enhance road safety for the benefit of the ACT road-using community.

In the opinion of the Trustees NRMA-ACT Road Safety Trust is not a reporting entity. The financial report of the Trust has been drawn up as a special purpose financial report for use by the trustees to fulfil the trustees duties under the trust deed to prepare a financial report.

The financial report is a special purpose financial report which has been prepared in accordance with the significant accounting policies disclosed below which the trustees have determined are appropriate to meet the needs of members. Such accounting policies are consistent with the previous period unless stated otherwise.

The financial statements have been prepared on an accruals basis and are based on historical costs unless otherwise stated in the notes. The accounting policies that have been adopted in the preparation of this report are as follows:

### **Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, deposits held at call with banks, other short-term highly liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within short-term borrowings in current liabilities on the balance sheet.

### **Revenue and Other Income**

Registration levy income is recognised as it is received.

Interest income is recognised as it accrues.

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**NRMA - ACT ROAD SAFETY TRUST  
NOTES TO THE FINANCIAL STATEMENTS  
FOR THE YEAR ENDED 30 JUNE 2010**

### **Grant Program Funding**

Grant program funding is made on the basis of an agreement between the Trust and grant recipients that sets out the terms and conditions of each grant. Grant program funding payments are generally dependent upon the performance of agreed objectives during the course of the Grant program.

Grant program funding has been recognized in the financial statements as a liability when an agreement is established between the Trust and the grant recipient.

### **Income Tax**

The trust is exempt from income tax under section 50-5 of the Income Tax Assessment ACT 1997.

### **Goods and Services Tax (GST)**

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Tax Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of an item of the expense. Receivables and payables in the balance sheet are shown inclusive of GST.

**NRMA - ACT ROAD SAFETY TRUST**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30 JUNE 2010**

|  | 2010      | 2009      |
|--|-----------|-----------|
|  | \$        | \$        |
| <b>2 Trade and Other Receivables</b>   |           |           |
| <b>Current</b>   |           |           |
| GST Refund   | 13,641    | 26,210    |
| GST Payable on Future Grant Funding  | 63,302    | 65,150    |
|  | 76,943    | 91,360    |
| <p>The trust does not hold any financial assets whose terms have been renegotiated, but which would otherwise be past due or impaired.</p> |           |           |
| <b>3 Financial Assets</b>  |           |           |
| <b>Non-Current</b>   |           |           |
| Term Deposit - 79-419-1979   | 1,133,482 | 1,322,059 |
| Accrued Interest - Term Deposit  | 10,136    | 7,954     |
|  | 1,143,618 | 1,330,013 |
| <b>4 Trade and other payables</b>  |           |           |
| Grant Liabilities  | 671,952   | 695,122   |
| Creditors  | 13,643    | 825       |
|  | 685,595   | 695,947   |
| Accrued Expenses   | 10,725    | 20,702    |
|  | 696,320   | 716,649   |

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## TRUSTEES' DECLARATION

The Trustees declare that the Trust is not a reporting entity and that this special purpose financial report should be prepared in accordance with accounting policies outlined in Note 1 to the financial statements.

The Trustees declare that:

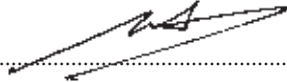
- 1 The financial statements and notes, as set out on pages 43 to 47 present fairly the Trust's financial position as at 30 June 2010 and its performance for the year ended on that date in accordance with accounting policies described in Note 1 to the financial statements; and
- 2 In the Trustees' opinion there are reasonable grounds to believe that the Trust will be able to pay its debts as and when they become due and payable.

This declaration is made in accordance with a resolution of the Trustees.



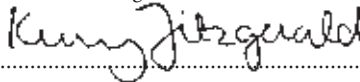
Trustee: .....

Don Aitkin



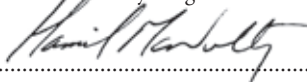
Trustee: .....

Angus McIntosh



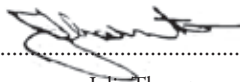
Trustee: .....

Kerry Fitzgerald



Trustee: .....

Hamish McNulty



Trustee: .....

Julie Thornton

Dated: 19 October 2010



## INDEPENDENT AUDIT REPORT TO THE MEMBERS OF NRMA ACT ROAD SAFETY TRUST



Synergy Group Australia Limited  
ABN: 65 119 369 827

4/1 Gordon Street, Canberra City ACT 2601  
PO Box 5085, Braddon ACT 2612

Telephone: 02 6260 7477  
Facsimile: 02 6260 7499  
Email: [admin@synergygroup.net.au](mailto:admin@synergygroup.net.au)  
[www.synergygroup.net.au](http://www.synergygroup.net.au)

Liability limited by a scheme approved  
under Professional Standards Legislation

### **Independent audit report**

We have audited the accompanying financial report, being a special purpose financial report, of the NRMA ACT Road Safety Trust which comprises the balance sheet at 30 June 2010, the income and expenditure statement, for the year ended on that date, notes to the financial statements and other explanatory notes.

#### *Trustee's Responsibility for the Financial Report*

The Trustees of the NRMA ACT Road Safety Trust are responsible for the preparation and fair presentation of the financial report in accordance with Australian Accounting Standards (including Australian Accounting Interpretations) and the reporting requirements of the *NRMA – ACT Road Safety Trust ACT 1992*. This responsibility includes establishing and maintaining internal control relevant to the preparation and fair presentation of the financial report that is free from material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

#### *Auditor's Responsibility*

Our responsibility is to express an opinion on the financial report based on our audit. No opinion is expressed as to whether the accounting policies used are appropriate to meet the needs of the members. We conducted our audit in accordance with Australian Auditing Standards. These Auditing Standards require that we comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgement, including the assessments of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Trust's preparation and fair presentation of the financial report 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 trust's internal control.

An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Trustees, as well as evaluating the overall presentation of the financial report.

These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the basis of accounting described in note 1 to the financial statements so as to present a view which is consistent with our understanding of the entity's financial position, and of its performance and cash flows.

The financial report has been prepared for distribution to members for the purpose of fulfilling the Trustees' financial reporting obligations under Australian Accounting Standards. We disclaim any assumption of responsibility for any reliance on report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

### **Independence**

In conducting our audit, we have complied with the independence requirements of Australian professional ethical pronouncements.

### **Audit opinion**

In our opinion, the financial report presents fairly, in all material respects, the financial position of the NRMA ACT Road Safety Trust as of 30 June 2010, and of its financial performance for the year then ended in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the reporting requirements under the *NRMA – ACT Road Safety Trust ACT 1992*.

Synergy Group

A handwritten signature in black ink, appearing to read "Stephen Holmes".

Stephen Holmes  
Registered Company Auditor  
Canberra, ACT

Date: 21 October 2010

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## 8. SECRETARIAT CONTACT DETAILS

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**Postal Address:** GPO Box 2890  
CANBERRA ACT 2601

**Business Address:** 2nd Floor, Macarthur House,  
12 Wattle Street,  
LYNEHAM ACT 2602

**Secretariat:** Mr Eddie Wheeler      Tel: (02) 6207 7151  
Secretary/Manager      Fax: (02) 6207 7160  
Email: eddie.wheeler@act.gov.au

## APPENDIX A – 2009/2010 GRANT PROGRAM

| Project Title   | Organisation   | Grant    | Project Description   |
|---|--|----------|---|
| Understanding 'looked-but-did-not-see' accidents: the role of inattentive blindness.  | Australian National University                           | \$80,993 | Explore what factors might increase or decrease incidences of Inattentive Blindness in road users, and by extension, the human factors that increase or decrease "looked-but-failed-to-see" accidents.  |
| Reducing optimism bias in young novice drivers  | Centre for Accident Research and Road Safety             | \$40,000 | Compare the effectiveness of two interventions aimed at reducing optimism bias.   |
| Boosting the effects of a curriculum based intervention program for adolescents through a school connectedness intervention       | Centre for Accident Research and Road Safety             | \$67,612 | Pilot a school connectedness program in three ACT high schools.   |
| Improving road safety outcomes for ACT pre and primary school children  | Kidsafe ACT  | \$43,686 | Develop and support the distribution of curriculum support material on road safety to ACT preschools and primary schools in conjunction with the Department of Education, Catholic Education Office and the Association of Independent Schools. |
| 40K for Kids  | Queanbeyan City Council/<br>Queanbeyan Road Safety Group | \$5,000  | Promote the need for drivers to observe the speed limit of 40km/h in schools zones in Queanbeyan and the ACT through the distribution of 2,500 reflective stickers and 2,500 fridge magnets embellished with <i>40K for Kids</i> .              |
| The development of a computer based brief intervention program for first time drink driving offenders                             | Centre for Accident Research and Road Safety             | \$36,693 | Design the content for a brief intervention program for first time drink driving offenders to reduce recidivism rates for this target group.  |
| Development of messages to address young drivers' perceptions of risk-taking behaviours as safe                                   | ARRB Group   | \$27,225 | Investigate young drivers' perceptions of risky driving behaviours as safe and develop road safety messages that address those perceptions.   |
| Driving experience, confidence and performance on a driving simulation task: how are these factors related to health older adults | Centre for Accident Research and Road Safety             | \$18,000 | Explore the relationship of driving experience, confidence and performance on a driving simulation task in relation to healthy older adults and their fitness-to-drive decisions.   |
| The effect of rest breaks on driver fatigue   | Centre for Accident Research and Road Safety             | \$51,514 | Assess the impact of two types of rest breaks from driving on sustained driving performance in a simulator. The results will assist in better understanding the benefits of rest breaks and inform interventions to limit fatigue in drivers.   |

**APPENDIX A – CONTINUED**

| Project Title   | Organisation   | Grant    | Project Description  |
|---|--|----------|--|
| Sober Driver Program – Facilitator Training/Participant Workbooks | Alcohol and Drug Foundation of the ACT                       | \$7,177  | Contribution towards the cost of training new facilitators and printing 250 additional participant workbooks.  |
| Safe Cycle: Schools' Based Safe Cycle Education Program           | Melba Copland Secondary School                               | \$11,980 | Prepare and deliver a school based pilot program targeting Years 7-10. It will promote safety when using multi-user paths, on-road cycle lanes and roads. The program will aim at training Year 10 students as mentors to deliver the pilot program to Year 7 students.                                    |
| Wheels Within Wheels Revisited – 2009                             | Touched by Disability  | \$27,750 | Review, re-format and re-release the "Wheels Within Wheels", wheelchair safety resource, with specific emphasis on meeting the needs of the ACT community. The resource will be produced in printed and e-book formats.  |
| The Road Ahead road safety exhibition                             | Australian Trucking Association                              | \$14,000 | Funding for an exhibition in the ACT and region involving the Association's state-of-the-art semi-trailer filled with interactive road safety displays.  |
| Journal of the Australasian College of Road Safety                | Australasian College of Road Safety                          | \$10,000 | Contribution towards the cost of publication of the quarterly journal for the next two years.  |
| ACT cycle crashes and casualties study                            | The George Institute for International Health                | \$32,258 | Survey between 140-180 cyclists who present to the Emergency Departments of Calvary and Canberra Hospitals over a six month period to establish the factors associated with injury severity including type of bicycle, protective clothing, road user behaviour, crash site and type of cycle environment. |
| ACT Seminar on the 'Safe System Approach' and Speeding            | Australasian College of Road Safety – ACT and Region Chapter | \$9,500  | Funding for an ACT seminar in September/October 2009.  |
| Conference paper  | ARRB Group   | \$1,650  | Contribution towards presenting a paper on communicating the Safe System to drivers at the 2009 Australasian Road Safety Research, Policing and Education conference in Sydney in November 2009.   |
| Understanding driving culture – Vision Zero and the ACT           | University of Canberra                                       | \$50,000 | Funding for a study into the driving culture in the ACT.   |

## APPENDIX B – PROJECTS CONTINUING FROM PREVIOUS YEARS

| Project Title   | Organisation   | Grant     | Project Description   |
|---|--|-----------|---|
| NRMA – ACT Road Safety Churchill Fellowships  | Winston Churchill Memorial Trust   | \$105,000 | A perpetual biennial Fellowship for road safety study. Eight Fellowships have been awarded with Eric Chalmers the 2009 Fellow.  |
| Improving drivers' risk management behaviour: An assault on speeding  | University of NSW  | \$75,587  | Evaluate the effectiveness of three different training programs used effectively in the aviation industry, to modify drivers' speeding behaviour. Project will involve the use of the university's driving simulator. |
| Explore how the 'safe system' philosophy might change the way people are introduced to driving                            | ARRB Group   | \$21,741  | Develop a plain English prototype which explains how drivers can play their part in a 'safe system' approach to road safety.  |
| Improving the identification of fatigue-related crashes in the ACT  | Centre for Accident Research and Road Safety (Queensland University of Technology) | \$33,331  | Telephone survey of 800 ACT and NSW drivers to better understand fatigue related crashes and incidents.   |
| Detection methods for monotony and fatigue: Implications for road safety in the ACT and nationally                        | Centre for Accident Research and Road Safety (Queensland University of Technology) | \$17,043  | Examine the relationship between monotony and fatigue and the effectiveness of various detection methods.   |
| Smashed: Drugs and driving don't work   | University of Wollongong   | \$43,598  | Develop anti-drug driving messages relevant to drivers under twenty five. Project involves students from UOW, the CIT and ANU.  |
| Refine the Skills for Preventing Injury (SPIY) program – an injury and risk-taking prevention program for Year 9 students | Centre for Accident Research and Road Safety (Queensland University of Technology) | \$51,695  | ACT and Queensland teachers will work with researchers to produce resources for the SPIY program for trialling in ACT and Qld high schools.   |
| Mature Aged Skills TransfERS (MASTERS) Course   | Motorcycle Riders Association of the ACT   | \$16,000  | Contribution towards a road craft and hazard perception course for mature motorcycle riders.  |
| A study of the effectiveness of driving medication warnings   | Centre for Accident Research and Road Safety (Queensland University of Technology) | \$23,349  | Examine the effectiveness of driving medication warnings from the perspective of medication users and health practitioners.   |
| Uploading police data on ACT motor vehicle crash fatalities into the National Coroner's Information System                | Victorian Institute for Forensic Medicine  | \$15,000  | Uploading ACT police data on ACT fatalities from motor vehicle crashes on ACT roads.  |

**APPENDIX B – CONTINUED**

| Project Title   | Organisation                                  | Grant     | Project Description   |
|---|---|-----------|---|
| Pedal and motorcycle performance study  | University of NSW                             | \$41,800  | Contribution towards a comprehensive study of motor and pedal cycle helmet performance in crashes. The project will identify methods for improving helmet performance and injury reduction.   |
| Child Pedestrians: Factors associated with ability to cross roads safely and development of a training package to select safe gaps in the traffic | Monash University<br>Accident Research Centre | \$131,278 | Project will (1) identify some of the factors that may be associated with increased crash and injury risk for young child pedestrians under the age of 10 years to raise awareness of the issues amongst parents and (2) identify the functional and behavioural factors associated with poor gap selection among primary school children and develop a training package to teach children road safety skills particularly selecting safe gaps in traffic in which to cross the road. |
| Understanding and improving ACT motorist's alcohol knowledge: An intervention approach  | University of Southern Queensland             | \$22,190  | Conduct research into ACT motorist's knowledge of standard drinks. Project will include (1) observation of patrons in bars and restaurants by research assistants (2) two focus groups comprising 20 ACT motorists recruited via newspaper advertisements and (3) two thousand online surveys.  |
| Ride to Survive: A Risk Management Rider Development Program  | Motorcycle Riders Association of the ACT      | \$22,060  | Conduct an on road risk awareness, rider development program for motorcyclists. 12 courses would be conducted over 2 years and funding would subsidise course fees and curriculum development.  |
| Mapping drug driving, drug use and risk perceptions of on-road drivers, entertainment-venue attendees and newly-licensed drivers in the ACT       | University of Canberra                        | \$113,720 | Study on-road drivers, potential drivers of targeted drug use groups and new holders of driver licences in the ACT to quantify risk levels of drug driving to determine risk factors and risk perceptions for preventive measures and educational programs.   |
| Hazard Perception and Cognitive Ageing in Older Drivers   | Australian National University                | \$179,500 | Contribution to an ARC Linkage Project that will investigate the relationship between cognitive ageing and aspects of hazard perception.  |
| Girls Education and Rider Safety (GEARS)  | Girls on the Move Inc                         | \$7,680   | Motorcycle roadcraft course to improve women's motorcycle defensive riding. Aimed at women who have been riding for at least 6 months or who have returned to riding after a break.   |

**APPENDIX B – CONTINUED**

| Project Title   | Organisation  | Grant    | Project Description   |
|---|---|----------|---|
| The John Kirby Memorial Road Safety Award   | Paid directly by the Trust to the winner.                 | \$1,000  | Sponsorship of an annual award for ‘best paper by a new researcher’ of \$1,000. The award is known as the <i>John Kirby Road Safety Award</i> . The prize was awarded to Mr Jeffrey Dutschke from the University of Adelaide at the 2009 Australasian Road Safety Research, Policing and Education conference in Sydney.                          |
| Young, Fast and Dead: A pilot collaborative study exploring communication strategies with “P” Plate Drivers | University of Canberra                                    | \$51,984 | University students from UC, Wollongong and Otago (NZ) will be involved in a study involving the collection of data on attitudes, driving behaviour, risk-taking, sensation-seeking and driving history.  |
| Matching ACT Police Crash Data and Canberra Hospital Injury Data to Better Describe the ACT Road Toll       | Australian National University (Canberra Clinical School) | \$36,465 | Integration of police and hospital crash data for a three-year period (2001-2003) to better understand the burden of trauma in the ACT.   |
| The Drive Study: Data Linkage Phase   | The George Institute for International Health             | \$40,369 | Contribution towards the DRIVE study, which aims to investigate risk factors for young driver injury that will provide the basis for the development of new interventions. This phase involves linking baseline data, already collected, for over 20,000 novice drivers in NSW to their subsequent offence, crash, injury and death involvements. |
| Slowing Down in the Community   | University of NSW (ADEFA)                                 | \$73,500 | Develop a holistic model to reframe the way in which road safety is perceived by the wider community and policy makers. The aim of the project is to challenge ‘the culture of speed’ in the ACT.   |
| Human Error and System Failures in Fatal Crashes in the ACT and NSW   | Monash University Accident Research Centre                | \$94,571 | Analyses of Coroner’s reports of fatal crashes in the ACT and Victoria by the use of a method of human error analysis used in the aviation area known as the Human Factors Analysis and Classification Scheme.  |
| Low Light Vision Problems for Older Drivers   | Griffith University                                       | \$33,231 | Develop and test a new diagnostic instrument for older drivers with vision problems in situations of low light. The instrument will assess the motion sensitivity that is critical for twilight and night driving.  |



## APPENDIX B – CONTINUED

| Project Title  | Organisation  | Grant     | Project Description  |
|--|---|-----------|--|
| Motor vehicle Injuries: Economic Study (ACE Project) – ARC Linkage Project | Australian National University  | \$79,555  | Economic evaluation of a new treatment modality (ACE Project). Contribution towards the ARC linkage project.   |
| Keeping Older Drivers Safe   | Monash University Accident Research Centre  | \$118,135 | Develop and evaluate an innovative educational and training package aimed to improve driving performance and travel behaviours of older drivers. Information on reduction and cessation of driving and alternative transport options will be included. The package will be trialled amongst a group of older drivers in the ACT. |
| Impact of Whiplash on Subsequent Driver Safety                             | Centre for Accident Research and Road Safety, Queensland University of Technology   | \$79,476  | Study will seek to establish whether drivers who have experienced a traffic crash resulting in whiplash are at an elevated risk of a subsequent traffic crash.   |
| Road Trauma Data Amalgamation  | Canberra Hospital   | \$58,000  | Amalgamation of hospital and police crash data to the end of 2007.   |
| Accident Care Evaluation (ACE Study)                                       | Australian National University  | \$600,000 | Funding for the research component of the ACE project. The project is examining whether the health outcomes of people who have sustained mild to moderate soft tissue injuries such as whiplash in road crashes can be improved by early referral to appropriate medical practitioners.  |
| Postgraduate Research Scholarships in Road Safety                          | ANU, University of Canberra, Queensland University of Technology, Monash University and the George Institute for International Health | \$755,000 | Funding of six road safety postgraduate scholarships at five of Australia's pre-eminent road safety research organisations.  |

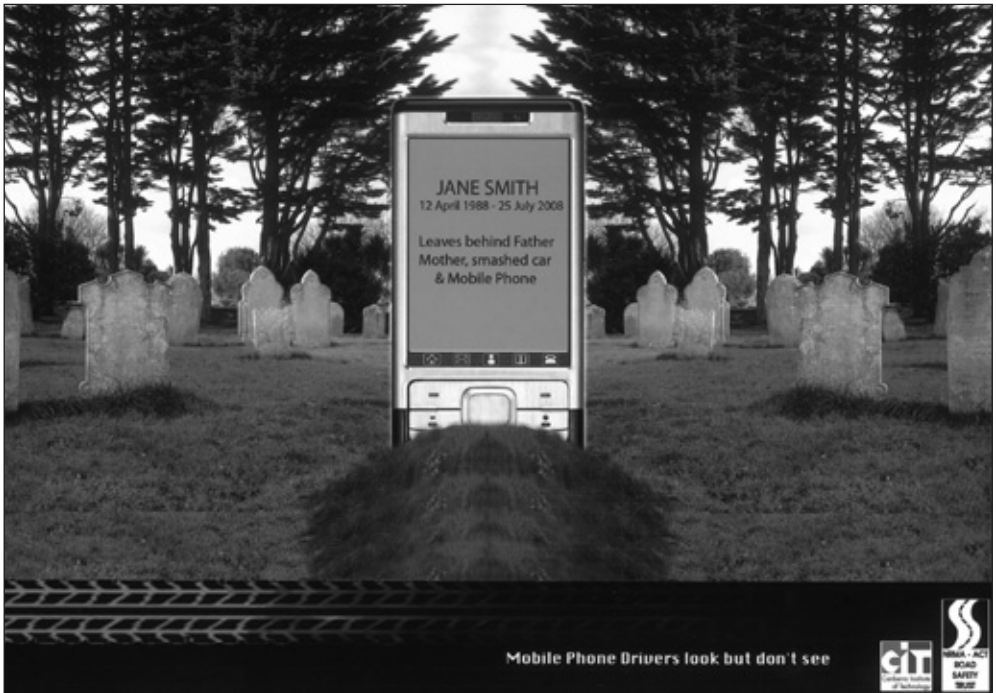
## APPENDIX C – LAUNCHES OF TRUST-SPONSORED PROJECTS

| Project/Event   | Date              | Venue  |
|---|-------------------|--|
| <b>Postgraduate Scholarship Showcase Event</b>  | 11 September 2009 | National Museum of Australia                   |
| <b>Seminar on Safe System Approach and Speeding</b>   | 14 October 2009   | CSIRO Discovery Centre, Black Mountain         |
| <b>Motorcycle Awareness Week</b>  | 24 October 2009   | Civic Square                                   |
| <b>Trust Award for Best Paper by a New Researcher (The John Kirby Memorial Road Safety Award)</b> | 12 November 2009  | Sydney Convention and Exhibition Centre        |
| <b>Launch of Safe Cycle Program</b>   | 24 November 2009  | Melba Copland Secondary School (Junior Campus) |

**APPENDIX D – POSTER DESIGNS BY CIT GRAPHIC DESIGN STUDENTS**



*Chantal Boggs  
Highly Commended award*



*Breanna Bew  
Highly Commended award*



Chris Halloran  
Highly Commended award



Kirsten Duncan

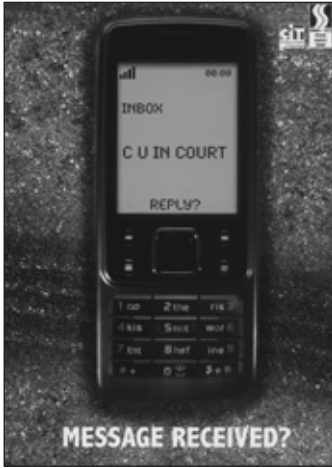


Michelle Symons



Lewis Leong

APPENDIX D – CONTINUED



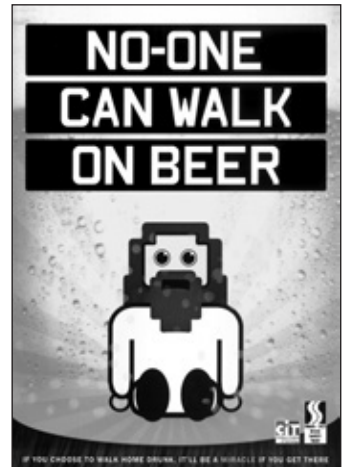
Michael Buick



Sylvia Williams



Todd Gregory



Matthew Tindale



Evelyn Deena



Roge Balobalo