

An aerial photograph of a multi-lane highway interchange with several overpasses. The road is surrounded by green trees and grassy areas. In the upper left foreground, a white rectangular road sign is mounted on two metal poles. Above the main sign is a smaller square sign with a black bicycle icon and the word 'LANE' below it. The main sign has the text 'THANK YOU FOR' in black, 'NOT' in red, and 'SPEEDING' in black. Below this text is a small circular logo and the slogan 'Road Safety - It's Everyone's Responsibility' in small black letters.

THANK YOU FOR
NOT SPEEDING

Road Safety - It's Everyone's Responsibility



NRMA - ACT
ROAD
SAFETY
TRUST

Annual Report 2011/2012

NRMA — ACT
ROAD SAFETY TRUST



ANNUAL REPORT 2011/2012



ISSN 1320-8799

Printed by Blue Star Australia



NRMA - ACT ROAD SAFETY TRUST

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Mr Simon Corbell MLA
Attorney-General
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Dear Mr Corbell

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 2011 to 30 June 2012.

A copy of the report has also been sent to Ms Mary Maini, General Manager CTP Portfolio, 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

15 October 2012



NRMA - ACT ROAD SAFETY TRUST

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Ms Mary Maini
General Manager, CTP Portfolio
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Level 28
388 George Street
SYDNEY NSW 2000

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Yours sincerely

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Chairman

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Trustee

15 October 2012

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1. CHAIRMAN'S REPORT

It is once again my privilege as Chairman to present this report on the Trust's activities for the year 2011/2012.

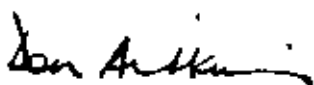
In the Trust's previous year's annual report I mentioned the uncertainty over the future of the Trust and the impact of that uncertainty on the Trust's work. Because of that uncertainty, the Trust took the opportunity to strategically review its activities given its twenty-year existence.

Trustees attended two special workshop meetings in August 2011 to do so. We held a further special meeting in September to discuss communications, and the themes of these meetings continued in the regular Trust business meetings held in October and December 2011 and in February and May 2012. I acknowledge the dedication of my Fellow volunteer Trustees in giving the Trust a high level of commitment in both time and professional expertise. I mention in addition the work of our new Secretary/Manager, Linda Cooke, who has maintained the high level of service that the Trust has traditionally enjoyed from its only staff member.

The changes made as a result of the Trust's deliberations are detailed in this report. The annual grant program continues to underpin the Trust's activities, and on 15 July 2011 I announced the 2011-2012 Grant Program. The Trust funded eleven projects to the value of \$292,247.

The Trust is only too conscious that the effort to improve road safety needs continuing attention. A thirteen-month period when the ACT was fatality-free was followed by five ACT road fatalities in a few short weeks. There were other road deaths in the immediate region, including some of ACT residents; serious injuries continue to occur.

There is no silver bullet for road safety, and there are no easy solutions. The Trust and others involved in ACT road safety will, however, continue to work co-operatively to bring about improvements.



Emeritus Professor Don Aitkin AO
Chairman



2. OVERVIEW OF THE YEAR

2.1 2011/2012 GRANT PROGRAM

The announcement of the Trust's 2011/2012 Grant Program on 15 July 2011 by Trust Chairman Professor Don Aitkin was a highlight of the year. The Program comprised grants for eleven projects to the value of \$292,247. As in previous years, the number of applications exceeded the funds available for project support.

Details of the individual projects approved to commence in 2011/2012 are provided in Section 4.4 of this Report.

2.2 CHANGES RESULTING FROM STRATEGIC REVIEW OF TRUST BY TRUSTEES

2.2.1 POLICY POSITION PAPERS

At the conclusion of its strategic review, the Trustees were of the view that the Trust's roles could be categorised as comprising a research support role, an educative role, a communications role and a training role.

In order to better perform these roles, the Trust agreed to commission a set of policy position papers. The aim of each paper would be to set out the relevant issues for the ACT community, to suggest how research and other evidence might be translated into policy and to act as a platform for media statements by the Trust. After a process of refining requirements and costings, Monash Accident Research Centre, Monash Injury Research Institute was engaged to draft the first policy position papers on Driver Distraction, Speed Cameras, Drug Driving, Drink Driving and Unlicensed Driving. These topics were also identified as priority areas for funding in the Trust's 2012-2103 call for applications with the topic of Speed Cameras being replaced by Speed. Other potential topics for subsequent papers were also identified.

2.2.2 COMMUNICATIONS

The Trust also engaged a communications consultant, Amanda Burrell from Captivus, who had previously received a Trust grant on road safety communications while working at the University of Canberra, to provide advice on communications. In relation to the Trust's media releases the consultant found "A new style of media release is being rolled out. Maintaining active voice, short sharp writing focussed on generating a news lead and inclusion of 'pre-prepared' quotes, to make it easy for busy journalists to run with the story would add value. The Trust already has good practice in place, by not overusing the media relationship with a mountain of media releases. Good restraint is shown to use the media (journalists via a media release), effectively when needed, as a free and responsive information dissemination channel."

Recommendations by the consultant for immediate implementation were adopted including:

- adding a field(s) to the grant application form asking how applicants heard of the Trust and to what forms of communication they are responding
- broadening the media buy for the call for grants to facilitate new audiences, and test social marketing and newer media options

2.2.3 TRUST WEBSITE

An online application process was developed and implemented which was welcomed by applicants as it allowed for the development of an application over a period of time prior to on-line submission. The information obtained from the on-line process will also form a data base for future reference. The Trust is grateful to its website service provider, GKY Internet, for the development of this service.

A Trustee only section of the website was also developed which will allow Trustees only to access material and will provide a more efficient and faster means of communication than the previous hard copy delivery by the Secretary/Manager. Trustees also purchased and received training in iPads.

Application guidelines were reviewed and amended to encourage applicants to demonstrate awareness of current literature and awareness of gaps in ACT practice/policy/research.

2.2.4 KIDSAFE ACT

In recognition of its successful previous relationship in supporting projects put forward by Kidsafe ACT, the Trust invited Kidsafe ACT to submit a proposal for the support of Kidsafe's capsule and restraint program under a multi-year agreement. Kidsafe ACT had been supported by grant-based funding from the NRMA – ACT Road Safety Trust for many years. Each year the Trust had provided one or two grants under the Trust's competitive grants program to support the development of new or extended initiatives. In most cases, Kidsafe had then been able to integrate these new initiatives into existing support services in order to maintain the impact of each initiative over time. A key issue for Kidsafe ACT was now the stability and sustainability of funding for key proven initiatives. Noting that the multi-year funding will improve consistency and sustainability of Kidsafe ACT funding; support proven interventions over time, further improving injury outcomes; provide improved evidence and support a stronger profile in the community; and create greater flexibility to remain innovative and to be proactive as the environment changes, the Trust agreed to support Kidsafe's capsule and restraint program for three years with a grant of \$46,000 p.a. for the three year period.

2.2.5 PHD POSTGRADUATE ROAD SAFETY SCHOLARSHIPS

In view of the success of previous scholarships, the Trust agreed to again offer PhD postgraduate road safety scholarships. Up to five scholarships would be offered to the two main ACT universities and Australian universities with road safety specialist expertise. A process was put in place for scholarships to be awarded in 2012-2013.

2.3 CO-OPERATION WITH ACT ROAD SAFETY AUTHORITIES/PROFESSIONAL GROUPS

The Trust invited Mr David Quinlan, Manager ACT Road Safety and Mr Gary McDonald, road safety officer, to speak to Trustees in December 2011 on the ACT Road Safety Strategy and Action Plan and JACS road safety awareness campaigns. The Chair met with the Chief Police Officer of ACT Policing and with Supt Kylie Flower (officer responsible for ACT Traffic). The Trust had discussions with the Australasian College of Road Safety (ACRS) regarding support for ACRS activities, including those of the local ACT Chapter. Support was provided for some road safety activities involving ACRS including the Decade of Action forum at Old Parliament House on 11 May 2012 which was attended by the Chair and Trustee Ms Kerry Fitzgerald.



2.4 WINSTON CHURCHILL MEMORIAL TRUST ROAD SAFETY FELLOWSHIP - CHANGES TO CONDITIONS

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.

In preparation for the 2012 call for applications for the Fellowship the Trust agreed in October 2011 to broaden the criteria in the hope of attracting suitable applicants, given that the previous call had not resulted in any applications. The previous wording "for the study of road safety" was amended to: 'for contributions to research and/or policies leading to a reduction in deaths and suffering caused by road crashes, from any perspective, including education, health, engineering, regulation and administration.'

Additionally, the Secretary/Manager circulated the call for applications notice to ACT residents with whom the Trust had had recent contact advising them of the availability of the Fellowship rather than relying solely on the Churchill Trust's advertising campaign.

2.5 RETIREMENT OF TRUST'S ROAD SAFETY CONSULTANT

Dr Peter Vulcan, AM, former Foundation Director of the Monash University Accident Research Centre retired as road safety consultant to the Trust in June 2012. He had been appointed as the second consultant to the Trust in October 2001 and the Trust was fortunate to have access to his expertise and wisdom for more than a decade. On his retirement from the Trust Dr Vulcan acknowledged the Trust's important contribution to road safety in the ACT and elsewhere over a long period of time.

The Trust is pleased to report that Professor Mary Sheehan, Adjunct Professor and former Director, Centre for Accident Research and Road Safety – Queensland (CARRS-Q) will succeed Dr Vulcan as its road safety consultant.

3. OBJECTIVES, MEMBERSHIP AND FUNCTIONS OF THE TRUST

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 \$1,064,901 was raised during 2011/2012 from the two contributors.

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.

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

3.4 MEETINGS

Between 1 July 2011 and 30 June 2012 the Trust held meetings as follows:

Special Workshop	2 August 2011	121 st Trust meeting	9 December 2011
Special Workshop	19 August 2011	122 nd Trust meeting	16 February 2012
Communications meeting	5 September 2011	123 rd Trust meeting	17 May 2012
120 th Trust meeting	15 October 2011		

The Trust aims to continue a pattern of more frequent meetings than has sometimes occurred in past years.

4. GRANT PROPOSALS AND APPROVALS – 2011/2012

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 normally 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.

Forty seven applications were received in response to the Trust's advertisements in the Canberra Times, the Weekend Australian, the Sydney Morning Herald and the Chronicle with a total value of some \$2.7 million. In light of the uncertainty over the Trust's future the Trust advertisement for applications indicated that priority would be given to proposals with a time span of twelve months. This did not result in a lessening of applications and some came with a timeframe in excess of one year. The Trust advertisement also advised of a preference for applications in accord with Vision Zero/Safe System philosophies.

In considering applications the following groupings were utilised:

- | | |
|-----------------|---------------|
| ■ Drivers | ■ Cyclists |
| ■ Young drivers | ■ Safer Roads |
| ■ Older drivers | ■ Pedestrians |
| ■ Motorcyclists | ■ General |

The 119th Trust meeting on 31st of May 2011 finalised the Program, which was announced by the Chairman on 15 July 2011. The Program comprised eleven projects to the value of \$292,247. Details of these projects are provided later in this Section.

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 accident 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.

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 2011/2012 GRANT PROGRAM

A) NEW COMMUNITY PROJECTS

1. Youth Driver Awareness (RYDA) Program in the ACT (Rotary Club of Canberra)

Funding of \$18,513 to assist with up to 10 courses in the ACT. The program targets high school students and provides practical and realistic information to 16-17 year olds about road safety as they approach the period in their life when they start driving a car and ride as a passenger in a car driven by a peer. RYDA events were held in Canberra at Thoroughbred Park and were attended by students from Canberra Girls Grammar, Canberra Grammar and Lake Ginninderra College. There have been difficulties in relation to the attendance of ACT public school students at the event but discussions took place to encourage attendance. Those discussions also looked at the possibility of integrating RDYA as a follow up to Road Ready within the ACT curriculum. Subsequent discussions also took place about the integration of ACT centric information into the national RYDA program for use in the ACT.



2. Develop primary school road safety support infrastructure within Kidsafe ACT (Kidsafe ACT Inc)

Funding of \$46,589 to assist Kidsafe ACT re-develop and implement a program called Schoolsafe which will improve preschools' and primary schools' capacity to address road safety issues within the school and support ongoing road safety initiatives within the curriculum.

3. National road rules implementation follow-up and evidence collection (Kidsafe ACT Inc)



A grant of \$33,000 to develop a focussed program with ACT Playgroups, appoint additional safety officer for pre-schools and primary schools and formal assessment of all Kidsafe restraint checks to monitor implementation of new Road Rules on child restraints. Restraint checks indicate a marked reduction in misuse. Kidsafe ACT has arranged with Medicare Local (the

body that has replaced Divisions of General Practice in the ACT) for the distribution of a poster and supply of Kidsafe brochures to all GP clinics in the ACT. This is in addition to the existing distribution of Kidsafe packs through all antenatal centres. It will help to encourage expecting parents to contact Kidsafe ACT earlier and will broaden the scope of access to families who historically were less likely to make contact.

This project has now been completed.

4. Seniors Driving Longer, Smarter, Safer. (Monash University Accident Research Centre)

A grant of \$39,529 to develop a one-day educational course aimed at enhancing older driver safety with assistance from COTA ACT. Three sessions were held in Canberra with the assistance of COTA ACT in April 2012. Each session was attended by 20+ senior drivers. A presentation on the study was made at the 22nd Canadian Multidisciplinary Road Safety Conference in Banff in June 2012. It is anticipated that the project will be completed in the final quarter of 2012 and a further presentation will be made at the Australasian Road Safety Research, Policing and Education Conference, October 2012 in Wellington, New Zealand.

5. Improving passenger safety among youth: developing a web-based strategy (Centre for Accident Research and Road Safety (Queensland University of Technology))

Funding of \$28,981 to develop and test the feasibility of a web-based module for promoting passenger safety through 'understanding risks and looking out for mates.' Evaluation of the website will involve ACT high school students and staff. It is anticipated that the project will be completed in the second half of 2012.

6. The potential application of 'shared space' principles in the ACT to improve safety and amenity (Monash University Accident Research Centre)

A grant of \$29,948 for a project which aims to determine situations where shared spaces are and are not appropriate, and whether shared spaces would be beneficial in ACT suburban shops/and or town centres.

The project is completed and the report is available electronically from <http://www.roadsafetytrust.org.au>. It is recommended reading for anyone who could be involved in establishing Shared Space trials in Australia. The project aimed to review collision data from existing Shared Space implementations around the world. Where possible, information was also gathered on other important factors such as perceived safety, accessibility and amenity for pedestrians, cyclists and vehicles. The potential effects of road culture on the success of Shared Spaces were examined. Usability issues were explored, including consideration of how to make Shared Spaces more usable for vulnerable pedestrians. Alternatives to Shared Spaces were considered. Finally, recommendations were made for best practice implementations of Shared Space designs. The ACT is committed to promoting the use of a range of transport modes and increasing the modal share for cycling and walking. It would appear from the report that the shared space approach would support that outcome.

7. Do cognitive and sensory measures predict driving outcomes and driving cessation in older drivers? A five year validation study.

(Centre for Mental Health Research, the Australian National University)

Funding of \$73,683 for a study to follow up to 308 older ACT drivers from a 2006 study to evaluate the long-term predictive validity of screening tools and other cognitive visual measures for identifying older adults at higher risk of road-accident reported crashes and to assess predictors of readiness to give up driving and driving cessation. The project made good progress and a thank you morning tea and presentation to the older driver participants was held on 25 May 2012 at ANU.



8. Motorcycle Roadcraft Course for Female Riders.

(Girls Education and Rider Safety (GEARS))

A grant of \$4000 for up to six courses designed to improve women's motorcycle handling and defensive riding on the road. The grant followed previous support by the Trust for previous GEARS courses which had seen 15 courses conducted between November 2007 and January 2012. In April 2012 a further course was conducted with six participants. Due to changes in ACT motorcycle training the course conducted has been varied to an Advanced GEARS course as basic training previously provided through GEARS courses is now undertaken in P motorcycle training. A further Advanced GEARS course is scheduled for November 2012.

9. Book support

(Monash University Accident Research Centre)

Financial assistance of \$5000 towards a book which will provide state of the art information in the area of when behavioural adaptation occurs in response to road safety interventions. The grantee has entered into an agreement with Taylor & Francis (CRC Press) to co-edit a book entitled "Behavioural Adaptation and Road Safety: Theory, Evidence, and Action". MUARC and the Auto CRC have each provided \$5,000 towards editing the book. The NRMA - ACT Road Safety Trust provided a matched contribution for writing time. As of 22 May 2012 the project had made good progress, with six chapters finalised and 15 chapters awaiting second reviews by the editors.

The project end date was extended until 30 September 2012, with submission of final chapters and all supporting material to the publisher on or before that date.

10. Conference attendance support

(Ms Kelly Imberger, Vic Roads)

Financial assistance of \$1,870 towards the presentation of a conference paper on *Development of messages to address risk taking by young drivers* at the 2011 Australasian Road Safety Research, Policing and Education Conference in Perth. The report of the two stage project supported by the Trust which resulted in Ms Imberger's paper is available from the reports section of the Trust's website.

11. Extension of evaluation of pedestrian safety of vehicles to different crash speeds

(Centre for Automotive Safety Research, University of Adelaide)

Financial assistance of \$11,134 to extend the evaluation of the pedestrian safety performance of vehicles to different crash speeds. The remainder of the funding was met by CASR. In a pedestrian headform test, a dummy head is



fired into the bonnet of the vehicle being tested. In some cases, the space between the bonnet and the hard engine components underneath can be quite small, which can lead to dangerous impacts that 'bottom out'. In the project the underbonnet clearance was measured for all of the head test locations on five ANCAP vehicles. The clearances were used in an assessment model developed at CASR in which the vehicle's performance across a full range of real world crash speeds is considered. The underbonnet clearances were used to predict the performances of the vehicles at speeds where bottoming out might occur. The project showed that in most cases the inclusion of underbonnet clearance in the assessment

model had little effect on the safety performance, but in some cases it demonstrated that a test location may be potentially more dangerous than what would be indicated by current methods of assessment. The project is completed and the report is available electronically from <http://www.roadsafetytrust.org.au>.

B) PROJECTS CONTINUING FROM PREVIOUS YEARS

1. Understanding interaction between Two Wheelers and car drivers in a driving simulator

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

A grant of \$77,248 was provided to the Centre for Accident Research and Road Safety (Queensland University of Technology) to undertake a study to better understand the risks occurring during the interaction between motor vehicle drivers and cyclists/motorcyclists/mopeds. The project involves the use of the University's advanced driving simulator, on which will be loaded data on high crash risk situations on selected ACT roads. The self-report questionnaire data and the simulator data for the scripted interactions have now been analysed. The simulator data was analysed using Time to collision (TTC) as the primary measure, with the driven vehicle speed and separation distance used as supplementary measures. The results for the simulator data found that for only one of the five analysed interactions was there any difference between the four groups of drivers (i.e. car driver only, car and motorcycle, car and bicycle, car, motorcycle and bicycle), with respect to the safe behaviours displayed toward two-wheelers. These differences were observed in the speed at the minimum TTC and the speed at the minimum separation distance. However these results were only approaching significance ($p = .06$). The results from the self-report questionnaire provide limited support for the premise that car drivers who currently ride bicycles have more positive opinions about bicycle riders than those who don't, and also provide limited support for the premise that experience with one mode of two-wheeler leads to more positive opinions about the other.

A conference presentation based on the results to date has been written and presented by Professor Narelle Haworth at the 5th International Conference on Traffic and Transport Psychology (ICTTP) in Groningen, The Netherlands. Based on feedback from other road safety researchers attending this conference, the data may be analysed again using another algorithm: Post encroachment time (PET). PET is the time difference between the moment an offending vehicle passes through an area of potential collision and the moment of arrival at the area of potential collision by the vehicle possessing the right of way. It is hoped that PET may allow a better measure of differences between groups, as it is measured based on an area of potential conflict, and therefore better takes into account vehicles that speed and cut in front of two-wheelers than TTC does. Analysis of the unscripted interaction with two-wheelers in the simulator data is expected to commence in October 2012 also. The measure used for these interactions will be minimum separation distance, and speed at minimum separation distance. Analysis of the behavioural data from the self-report questionnaire will continue throughout the following quarter.

2. Understanding the driving practice of older Australian drivers (Centre for Accident Research and Road Safety (Queensland University of Technology))

Funding of \$44,000 was approved for the Centre for Accident Research and Road Safety (Queensland University of Technology) to assess the driving patterns and practices of 100 ACT older drivers (over 75 years) to identify modifiable factors that impact safe driving. A questionnaire and an in-vehicle monitoring device will be used to gather relevant information.



Some difficulties were encountered with participant recruitment but the project is progressing.

3. Development of a strategy to promote safer cycling and safer interaction between cyclists and other road/path users (GTA Consultants)



Funding of \$35,000 was approved to GTA Consultants to analyse relevant data including crash and injury data and conduct a series of community workshops to assist in the development of a strategy to promote safer cycling and safer interaction between cyclists and other road/path users. The Trust and the Department of Territory and Municipal Services jointly funded the project which was conducted in three stages:

Stage 1	Desktop research
Stage 2	Consultation
Stage 3	Cycling and Cyclist strategy

The report has been published on the Trust's web site. A presentation was made at the Sydney ACRS 2012 conference by GTA consultants on this project as well as one to the ACT Bicycle Advisory Group.

4. Lake Ginninderra Road Safety Program (Lake Ginninderra College)

Young drivers are overrepresented in crash statistics and this category of road user continues to be a focus for Trust funding. Funding of \$6,000 was approved for Lake Ginninderra College for a series of road safety related activities including (1) a young driver challenge, which involves an assessment of driving skills by a professional driving instructor and (2) a road safety activities day involving presentations by ACT Policing and the Fire Brigade. The project is now completed.

5. Pilot joint community road safety activity program in primary schools (Kidsafe ACT Inc)

Kidsafe ACT Inc received funding of \$34,113 to develop and pilot a long term distribution structure for road safety activities for primary schools with the Department of Education and Training, the Catholic Education Office and the Association of Independent Schools. The project is now completed.

6. Naturalistic cycling study: Identifying risk factors for cyclists in the ACT (Monash University Accident Research Centre)

Monash University Accident Research Centre received funding of \$89,836 to identify risk factors associated with collisions and near collisions for cyclists in the ACT through the use of a helmet-mounted video camera on forty commuter cyclists over a six month period.



The entire data collection phase of this study has been completed. Data collection consisted of instrumenting 36 cyclists with helmet mounted video cameras to record their commutes to and from work, baseline surveys and exit interviews. Cyclists were from across the ACT and their trips covered a wide ranging area from Tuggeranong to Gungahlin with many cyclists riding into or through Civic. In total, over 280 hours of footage was recorded. Currently this data is being analysed to identify any cyclist-driver interactions including collision and near-

collision events. In this study, GPS data was also logged for each cyclist. This information is being analysed by a geospatial expert who will provide a summary for the report in relation to the speeds at which the cyclists were travelling, route maps across the ACT and provide speed and braking data for the individual event analysis.

7. Taking Safe System from theory to practice (ARRB Group Ltd)

Funding of \$27,555 was approved for the ARRB Group Ltd to conduct a series of workshops with the ACT Department of Territory and Municipal Services aimed at facilitating the incorporation of Safe System principles into relevant road safety work practices. A Workshop was held in March 2011. Personnel from Roads ACT and the Transport Planning Business Unit already had a working knowledge of Safe System, and were actively trying to apply Safe System to the work of their groups. Many of the actions required to implement Safe System depended on changes which were outside the groups' everyday work and would take a long time to implement. In this context, the idea of each work group devising its own plan to introduce Safe System did not seem realistic. Instead, a possible strategy to advance the uptake of Safe System for Roads ACT and the relevant sections of the Transport Planning Business Unit was developed. The scale of the plan and the time required for its implementation put it beyond the scope of the evaluation proposed for the project. The report on the workshop is being finalised.

8. Development of messages to address young drivers' risk taking behaviour (ARRB Group Ltd)

Funding of \$88,200 was approved for the ARRB Group Ltd to develop and refine a selection of messages that target young drivers' two most common risk taking behaviours (using a mobile phone and speeding) for use on radio, television, in cinema, on bus backs and viral messaging. Young ACT drivers market tested the messages. Based on responses received from focus group participants, one speeding advertisement for radio and one mobile phone advertisement for television, showed promise for final development and release. The project resulted in the production of material which could be used in a road safety awareness campaign. The project is now completed and the report is available from the Trust's website (reports section).

9. Reducing motorcycle trauma in the ACT (University of New South Wales (Transport and Road Safety))

A grant of \$77,000 was provided to the University of New South Wales to investigate the causal factors in motorcycle crashes in the ACT over the period 2000-2009 and develop strategies to reduce road trauma amongst this group of road users. Delays in ethics clearances to access the National Coroners Information System (NCIS) and the full case files from the ACT Coroners Court resulted in Stage 2 being completed first. As at 30 June 2012 Stage 1 (fatal crash reconstruction and modelling) was 50% complete, Stage 2 (crash characteristics and injury analysis) was 100% complete and Stage 3 (policy strategies) yet to commence.



10. Secure Your Load (Plant, Products and People) (Construction Charitable Works)

A grant of \$39,990 was provided initially to the Construction Industry Training and Employment Association for an awareness campaign targeting ACT construction workers (including apprentices) on the need to secure their vehicle load to minimise the risk of death/traumatic brain injury in the event of a collision. The grant was subsequently transferred to Construction Charitable Works and the program was delivered in conjunction with Creative Safety Initiatives. The first course commenced in January 2012. The majority of the training was held at CIT Bruce and CIT Fyshwick campuses. The official launch of the Secure Your Load Program was held on 27th August 2011 at Canberra Stadium at the Canberra Raiders –vs- Penrith Panthers rugby league game where the short 2-3 minute DVD that was developed was played during the half time intermission and was viewed by approx. 13,000 spectators. Approximately 200 brochures were handed out to patrons and brochures were also included in all of the corporate suites. The Secure Your Load Brochure was developed as a tri-fold brochure to hand out at training programs as training material. This brochure presented the key facts on Securing Your Load whether it is securing products, people or plant. The brochure gave participants information on what a traumatic brain injury is, statistics of a traumatic brain injury, and the laws of motion with examples of losing a load at 100 km/h and if the vehicle is travelling at 100 km/h and suddenly stops and the key tips to ensure your load is secure.

11. Fact Sheets (Australasian College of Road Safety)

The Australasian College of Road Safety (ACRS) received funding of \$6,550 to produce a series of fact sheets on selected road safety topics to be available in electronic form via the web (ACRS and Trust sites) and in hard copy format. Three fact sheets were produced. One on Safe System/Vision Zero; one on Bicycle Safety and one on Remote and Rural Road Safety Fact Sheet. They are all available from the Trust's web site and the one on Remote and Rural Road Safety was included in delegates' satchels at the 2012 ACRS Sydney conference. The project is now completed.



12. ACT cycle crashes and casualties study (The George Institute for Global Health)

The George Institute for Global Health was approved for funding of \$32,258 to conduct a survey of 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. The study is now completed and the final report is available from the Trust website at <http://www.roadsafetytrust.org.au>. The study confirmed the value of on-road lanes reserved exclusively for cyclists as a means of reducing their crash and injury rates but raised questions about the safety of cycling in shared paths. The researcher, Liz de Rome, was invited to Canberra to give a presentation on her report findings to a group of ACT transport and road safety staff. There was considerable media interest in the report findings including the researcher's participation in talk back radio and on-line discussion on the web.

13. Wheels Within Wheels Revisited

(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. It is anticipated that the revised guide will be available during the second half of 2012.

14. 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. The results from the study indicate that with targeted training methods, improvement in young driver behaviour, albeit in a driving simulator can be achieved. The results also suggest that a blanket training program may not be best suited when training new skills. A more targeted training program where skill acquisition is compartmentalized and key or pertinent information desired to be acquired from this training should be targeted. While there are a number of limitations with each of the three studies presented above, the most notable being the research was conducted in driving simulators, the results are a positive step towards better understanding the limitations of current training practices and methods to improve these practices. The study is now completed and the final report is available from the Trust website at <http://www.roadsafetytrust.org.au>.

15. 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. 254 riders have undertaken the MASTERS courses since they were first started. The courses are tailored to the needs of licensed riders returning to motorcycling after a break. All funds have been expended and the project is now completed.

16. 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. The final report will be published on the Trust website on completion of the project.



17. Understanding ‘looked-but-did-not-see’ accidents: the role of Inattention 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 Inattention 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 150 drivers of both genders and all age groups across the ACT. The progress of the project was delayed by a number of issues but dissemination of project outcomes still occurred through publication and presentation of a poster at the International Congress of Psychology, South Africa.



18. 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*. The stickers, fridge magnets and a banner have been produced and the project manager is arranging for an appropriate launch.

19. The development of a computer based brief intervention program for first time drink driving offenders (Centre for Accident Research and Road Safety (Queensland University of Technology))

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. The project aims were as follows:

- Identify variables that significantly predict recidivism for first offenders, and operationalise these in the context of a brief intervention (Study 1).
- 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 (Study 2).

The project is completed and the final report is available from the reports section of the Trust website. The two studies described in the report provide valuable information regarding information which should be considered for inclusion in the program and suggestions on how and when it should be delivered.

20. 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. The PhD scholarship

commenced in August 2010. The PhD scholar was on maternity leave for 14 weeks in early 2012. The completion date of her scholarship has been adjusted to 21 November 2013. As the final dataset has not yet been compiled, only preliminary analyses of the data have been undertaken. The project constraints are that economic analysis work is quite time consuming and requires precision when dealing with data and statistics, which makes the pace much slower than usual research. The PhD scholar also needs to rely on various counterparts and organisations, who each have their own set of priorities and legal as well as human resource constraints makes the period of negotiation for data acquisition a bit slower as well.

21. 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 Trust funding subsidised course fees and curriculum development costs.

Initially Stay Upright, the local rider training provider, was engaged by MRA to help develop the curriculum with intellectual property provided by Roadsense, a company with demonstrated experience and skill in delivering the form of training specified for the project. Difficulties were encountered with curriculum development and resourcing by Stay Upright resulting in Honda Australia Rider Training (HART) being engaged, given they had already developed a course with the required curriculum in line with the Roadsense concepts, and they had, and still have, a rider training presence in the ACT and surrounds delivering Australia Post (“postie”) rider training. The ACT’s Ride n Thrive was based on Honda’s Roadskills course.

The first course was run in February 2006, and the last one conducted in November 2011. There were 12 courses run with 124 participants in that time. While the objectives of the project were achieved for the participants who attended and the project has been successful in this context, the number of participants and uptake of the course dwindled with time, despite the lengthy periods in between scheduling. The project is now completed and a report available electronically from <http://www.roadsafetytrust.org.au>.

22. 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 final report describes an experiment, using a driving simulator, in which the performance of a group of older drivers is measured and compared with that of a group of “young” drivers, under two different light conditions “twilight” and “low light” (the latter being brighter than twilight but considerably lower than full daylight). Measures of each participant’s driving related anxiety, motion sickness susceptibility, mental state, and subjective distress were also taken. The project is completed and the report *Differences between Older and Younger Drivers in Steering Around Moving Obstacles in a Driving Simulator* is available from the Trust’s website.

23. 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. Progress was impacted by difficulties in obtaining data. The project is now completed and the final report is available from the reports section of the Trust’s web page. The report has shown that drivers who have experienced a traffic crash resulting in a whiplash associated disorder do not appear to be at a significantly elevated risk of a subsequent crash, when compared with a control group of drivers who have

received a soft tissue injury. (There could be a small elevated risk which was not able to be detected because of the sample sizes used.) Furthermore the analysis indicated that, on average, both groups reduce their driving and crash involvement rate, after sustaining their injury.

Hence, there is no apparent justification to apply any additional restrictions (other than those already specified in the Australian manual on fitness to drive) on persons returning to driving after experiencing a whiplash associated disorder in a traffic crash. The recommendations in the report also mention some advice which could be given to these drivers, about self regulation and ways to mitigate the negative impacts of whiplash, including fitting additional equipment such as reversing cameras and extra mirrors.

The report contains a good literature review about the nature and effects of whiplash associated disorder and similar injuries.

24. 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 a previously completed project matching police and hospital crash data for the period 2001-2003. It is anticipated that expansion of the database will represent a powerful research tool, suitable for hypothesis testing and for tracking of changes over time.

25. 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.

On 9 November 2011 Secretary/Manager Linda Cooke, on behalf of the Trust, presented the Trust award for "Best Paper by a New Researcher" to Lisa Keay at the 2011 Australasian Road Safety Research, Policing and Education Conference held in Perth. The paper was on *Direct observations of child restraint use to evaluate a pre-school based education and restraint distribution program*.



L Linda Cooke R Lisa Keay

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);
- 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 Sjaanie 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).
- Ms Lara Morris, University of Canberra for her paper on *Relationships between age, executive function and driving behaviour* (2008) and
- Mr 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* (2009);
- James Thompson from the Centre for Automotive Safety, University of Adelaide for a paper on *Older drivers in rural and urban areas: comparisons of crash, serious injury and fatality rates* (2010).

26. Postgraduate Road Safety Scholarship Scheme

The Trust sponsored 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 was 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) - Karen Stephan

Ms Stephan had to begin a new research topic in approximately March 2009 because her initial research topic proved not to be feasible. She hopes to have a full draft of the thesis by the end of 2012, and to submit early in 2013.

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

Tamara Banks

PhD conferred.

The George Institute for International Health – Reece Hinchcliff

PhD conferred.

The George Institute for International Health – Liz de Rome

PhD conferred.

Australian National University – Chris Hatherly

PhD conferred.

University of Canberra – Lucienne Kleisen

PhD conferred.



Lucienne Kleisen (centre) at her final seminar at the University of Canberra prior to graduation with Trust Chair Don Aitkin left and Secretary/Manager Linda Cooke right

27. 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 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. The sixth meeting of the Advisory Panel took place on 17 May 2012.

C ROAD SAFETY INITIATIVES

1. Cinema Advertising

From September 2011 to June 2012 the Trust ran a campaign in Hoyts and Dendy cinemas in Belconnen, Woden and Canberra City featuring the two-minute film *The Party Planner* at a cost of \$44,500. The film chosen was a Make A Film Make A Difference (MAFMAD) winning competition film in 2010. The MAFMAD competition which forms part of the Victorian Transport Accident Commission (TAC)'s youth at risk marketing calls on young film makers to write an idea for short film that will challenge young people's attitudes to driving, independence and looking out for their mate. *The Party Planner* was a quirky take on planning a night out with your mates. 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. The period chosen covered school holidays and new movie releases. The Trust is grateful to TAC for granting the Trust permission for the film screening.

2. Australasian College of Road Safety Annual Conference Melbourne – 1-2 September 2011

The Trust agreed to be a Silver Sponsor of the 2011 Australasian College of Road Safety (ACRS) Conference at a cost of \$7,500 held in Melbourne 1-2 September 2011. The conference theme was *A safe system: making it happen!*. The conference was very well attended and featured Dr Thomas Dingus and Dr Bruce Corben as keynote speakers.

5. PROMOTION AND LIAISON ACTIVITIES

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.

As mentioned in an earlier section of the report, a presentation was made by researcher Liz de Rome on her study ACT cycle crashes and casualties to a group of ACT transport and road staff. The presentation was successful and this model will be repeated at other appropriate times.

ADVERTISING

The Trust advertised during the year for applications to be considered for funding for the 2012/2013 Grant Program (which will be reported on in next year's annual report as the funding does not become available until after 1 July 2012). The initial advertisements appeared in the Canberra Times, Weekend Australian and Education supplement to the Australian on 21 January 2012, 21 January 2012 and 18 January 2012 respectively. In a trial of new types of media advertising advertisements were also placed in the Canberra City News on 26 January and via the social media outlet RiotACT on 30 January 2012. The latter generated 55 comments. ACRS mentioned the call for grants in its weekly news alert and this generated some enquiries and applications. In line with the communications advice received by the Trust applicants for the 2012/2013 Grant Program were asked to indicate their source of knowledge about the call for applications. The majority of applicants were aware of the program as they were previous applicants with a minority responding to an advertisement, ACRS news alert or other source of information. The paid advertisements were supported by a Media Release on 18 January 2012.

PROJECT LAUNCHES, PUBLIC PRESENTATIONS AND MEDIA EXPOSURE

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. 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.

As mentioned earlier in this report, on 9 November 2011 Secretary/Manager Linda Cooke, on behalf of the Trust, presented the Trust award for "Best Paper by a New Researcher" to Lisa Keay at the 2011 Australasian Road Safety

Research, Policing and Education Conference held in Perth. The paper was on *Direct observations of child restraint use to evaluate a pre-school based education and restraint distribution program*.

The Chairman was interviewed throughout the year on radio and television in relation to a range of road safety issues as well as by local print media.

MEDIA COVERAGE

The Trust released media statements on the following matters during the year:

- Results of trial school connectedness program promising for improving road safety for 12 to 14 year olds (July 2011)
- Safe Cycle program at Melba Copland Secondary School (August 2011)
- Results of study to reduce optimism bias in young drivers (August 2011)
- First Rotary Youth Driver Awareness (RYDA) program in ACT (September 2011)
- Study findings suggest fatigue is an issue for ACT drivers November 2011 (this was picked up by a number of media outlets in the lead up to the Christmas holiday period)
- ACT cycle study produces unexpected findings (March 2012)
- How well do we notice warnings? Drivers and Medications (March 2012)

TRUST WEBSITE

Information on the Trust can be found on the Trust's website at www.roadsafetytrust.org.au. Details related to the various reports released by the Trust are also available and reports can be downloaded.

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 ACT Justice and Community Services Directorate, 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 ACT Roads 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.

The Decade of Action forum at Old Parliament House on 11 May 2012 was attended by the Chair and Trustee Ms Kerry Fitzgerald. The Trust, in collaboration with the Australian Automobile Association (AAA) and the Australasian New Car Assessment Program (ANCAP), supported the program which was organised by the ACRS and the Australian Road Research Board (ARRB) to celebrate the first anniversary of the UN Decade of Action and Australia's National Road Safety Strategy. It provided an opportunity to mix with members of the local and national road safety community.

Together with Mr Gary McDonald, JACS Road Safety Officer, the Secretary/Manager was a guest speaker in Road Safety Education for a group of undergraduate students enrolled in the first year unit *Praxis in Adult and Community Education* as part of their Bachelor of Community Studies degree at University of Canberra on 13 September 2011. The students' second assignment was to design and deliver a road safety intervention and to write a submission.

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 available on the Trust's website www.roadsafetytrust.org.au

6. SECRETARIAT, SUPPORT SERVICES AND FINANCIAL ARRANGEMENTS

6.1 SECRETARIAT

The Trust engaged the services of Ms Linda Cooke as its Secretary/Manager from mid June 2011 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 Justice and Community Safety Directorate, for which the Trust is extremely 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.

As mentioned earlier in the report, during the year the Trust's long serving road safety consultant, Dr Peter Vulcan indicated that he would wish, at a mutually convenient time, to step down from his role as consultant to the Trust. The Trust subsequently met with Emeritus Professor Mary Sheehan, formerly Director of CARRSQ, Queensland University of Technology who has accepted the Trust's offer to succeed Dr Vulcan, at an appropriate point in time. The Trust expressed its appreciation of Dr Vulcan's services to the Trust at its meeting on 17 May 2012, which Dr Vulcan attended.

The Trust has also sought specialist advice from other professionals, particularly staff of the Justice and Community Safety Directorate and their advice and support in a co-operative manner is valued. The Road Safety Manager, David Quinlan and his successor Acting Manager Geoffrey Davidson and Road Safety Officer Gary McDonald have been very generous with their time and this has been a firm foundation for interactions with the Trust.

6.3 ACCOUNTING AND FINANCIAL ADVICE

The Trustees have been assisted in financial matters by the accounting firm Crowe Horwath (formerly WHK and prior to that 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 ongoing 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 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 and his staff have continued to provide helpful advice 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.

7. FINANCIAL STATEMENTS AND AUDIT REPORT

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NRMA – ACT ROAD SAFETY TRUST
STATEMENT OF COMPREHENSIVE INCOME
FOR THE YEAR ENDED 30 JUNE 2012

	2012 \$	2011 \$
INCOME		
Registration Levies	1,064,901	1,041,288
Grant Contributions	<u>7,045</u>	<u>31,818</u>
OTHER INCOME		
Interest Received	<u>94,743</u>	<u>81,054</u>
GROSS PROFIT/(LOSS)	<u>1,166,689</u>	<u>1,154,160</u>
EXPENSES		
Accountancy Fees	15,750	15,000
Advertising	10,908	10,951
Auditing Fees	6,000	6,000
Bank Charges	64	54
Communication Audit	9,900	-
Conference Costs	723	-
Grant Project Funding	307,366	532,231
Grant Project - Kidsafe	125,455	-
Insurance	1,945	1,945
Internet Fees	982	-
Minor Equipment Purchases	5,116	-
Personnel Expenses	155,500	157,921
Printing & Stationery	3,290	6,457
Professional Services	3,116	2,500
Project Application Review	13,860	13,930
Road Safety Activity	41,361	33,436
Refund Overpaid Levy	1,000	-
Subscriptions	400	-
Sundry Expense	2,068	3,630
Travelling Expenses	3,224	-
Web Maintenance	<u>19,826</u>	<u>21,220</u>
	<u>727,854</u>	<u>805,275</u>
NET PROFIT/(LOSS)	<u>438,835</u>	<u>348,885</u>
Net profit	438,835	348,885
Accumulated losses at the beginning of the financial year	<u>(9,041,579)</u>	<u>(9,390,464)</u>
Total available for distribution (loss)	(8,602,744)	(9,041,579)

The accompanying notes form part of these financial statements.

NRMA – ACT ROAD SAFETY TRUST
STATEMENT OF FINANCIAL POSITION
AS AT 30 JUNE 2012

	Note	2012 \$	2011 \$
ASSETS			
CURRENT ASSETS			
Cash and cash equivalents		511,173	399,291
Trade and other receivables	2	58,625	68,743
Financial assets	3	1,658,277	1,420,436
TOTAL CURRENT ASSETS		2,228,075	1,888,470
NON-CURRENT ASSETS			
Financial assets		-	-
TOTAL NON-CURRENT ASSETS		-	-
TOTAL ASSETS		2,228,075	1,888,470
LIABILITIES			
CURRENT LIABILITIES			
Trade Creditors	4	421,150	520,932
Accrued Charges		10,931	10,725
GST Payable		13,861	13,515
TOTAL CURRENT LIABILITIES		445,942	545,172
TOTAL LIABILITIES		445,942	545,172
NET ASSETS		1,782,133	1,343,298
EQUITY			
Settlement Sum		10,384,877	10,384,877
Accumulated losses		(8,602,744)	(9,041,579)
TOTAL EQUITY		1,782,133	1,343,298

NRMA – ACT ROAD SAFETY TRUST

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 30 JUNE 2012

1 Basis of Preparation

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.

Grant Contributions is recognised as it is received.

Interest income is recognised as it accrues.

NRMA – ACT ROAD SAFETY TRUST NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 JUNE 2012

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 recognised 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.

Trade Creditors and Accruals

Creditors and accruals are recognised upon grant approval and on receipt of invoice.

NRMA – ACT ROAD SAFETY TRUST
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 JUNE 2012

	2012 \$	2011 \$
2 Trade and Other Receivables		
Current		
GST Refund	19,345	20,411
GST Payable on Grant Funding	39,280	48,332
	<u>58,625</u>	<u>68,743</u>
The trust does not hold any financial assets whose terms have been renegotiated, but which would otherwise be past due or impaired.		
3 Financial Assets		
Current		
Term Deposit	1,617,412	1,383,865
Accrued Interest - Term Deposit	40,865	36,571
	<u>1,658,277</u>	<u>1,420,436</u>
4 Trade and other payables		
Grant Liabilities	421,150	499,779
Creditors	-	21,153
	<u>421,150</u>	<u>520,932</u>
Accrued Expenses	10,931	10,725
	<u>432,081</u>	<u>531,657</u>

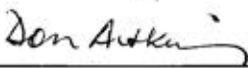
TRUSTEES' DECLARATION

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

The trustees declare that:

- 1 The Statement of Comprehensive Income, Statement of Financial Position and notes, present fairly the trust's financial position as at 30 June 2012 and its performance for the year ended on that date in accordance with Australian Accounting Standards and other mandatory professional reporting requirements;
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: 25 September 2012

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



Synergy Group Australia Limited
ABN: 65 119 369 827

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PO Box 5085, Braddon ACT 2612

Telephone: 02 6260 7477
Facsimile: 02 6260 7499
Email: admin@synergvgroup.net.au
www.synergvgroup.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 statement of financial position at 30 June 2012, the statement of comprehensive income, 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 of the financial report that gives a true and fair view in accordance with Australian Accounting Standards (including Australian Accounting Interpretations) and the reporting requirements of the *NRMA – ACT Road Safety Trust ACT 1992* and for such internal control as the Trustees determines is necessary to enable the preparation of the financial report that gives a true and fair view and is free from material misstatement, whether due to fraud or error.

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 gives a true and fair view, in all material respects, of the financial position of the NRMA ACT Road Safety Trust as of 30 June 2012, 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



Stephen Holmes
Registered Company Auditor
Canberra, ACT

Date: 25 September 2012

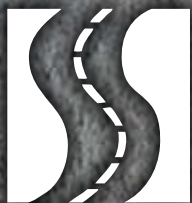
8. SECRETARIAT CONTACT DETAILS

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NRMA - ACT
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SAFETY
TRUST