



**LOCAL GOVERNMENT AND COMMUNITY
ROAD SAFETY COMMITTEE**

COMMUNITY ROAD SAFETY GRANTS PROGRAM

ANNUAL REPORT

**FOR THE 2006/2007 FINANCIAL YEAR
(1 June 2006 to 31 May 2007)**

				THIS PROJECT IS FUNDED THROUGH SPEED AND RED LIGHT CAMERAS AND THE NATIONAL SAFETY COUNCIL OF WA TRUST FUND ADMINISTERED BY THE RAC
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1. EXECUTIVE SUMMARY

The Community Road Safety Grants Program was established in the 2002-2003 financial year to provide funding for community groups to implement local or regional community based road safety projects that contribute to the implementation of *Arriving Safely*, the WA Road Safety Strategy 2003-2007. The Program is administered by the WA Local Government Association's (WALGA) RoadWise Program. Funds for the Program have been made available by the State Government from the Road Trauma Trust Fund (one third of speed and red light camera fines) and the National Safety Council of WA Trust administered by the Royal Automobile Club (RAC).

The Local Government and Community Road Safety Committee assesses applications received on a monthly basis. Preference is given to projects that are consistent with the classes of initiatives outlined in *Arriving Safely*, foster community participation, are evidence based, effective and demonstrate a measure of sustainability.

A total of 34 projects were approved in the 2006-2007 financial year which is 20 less than in the previous financial year. Though there has been a decrease in the number of projects both submitted and funded, there has been a steady increase in the percentage of submitted projects that have received funding (85% in 2006/2007 compared to 78% in 2005/2006, 69% in 2004/2005, 64.8% in 2003/2004 and 50% in 2002/2003). This may be reflective of a growing understanding of the objectives of the Road Safety Strategy. The decrease in submissions may be due to a combination of staff shortages and more resources being allocated to road safety projects by Local Governments.

Projects which focus on the Strategy initiative of reducing speeding/travel speeds continue to factor well in overall successful grant applications. A proportion of successful grants funded speed display trailers with a total of eight trailers funded to the value of \$133,313.63.

Once again some regions have fared better (either in the number or amount of grants approved) than others. Nearly all regions applied for and received funding in 2006-2007.

Community participation in the Community Road Safety Grants Program has seen 25 primary organisations and 86 secondary organisations involved in grant funded projects in 2006-2007. Some of these organisations were involved in more than one project in 2006-2007 and over the life of the Program. Each organisation continues to provide further networks that become involved in the community based road safety projects.

To further improve the Community Road Safety Grants Program and to increase its effectiveness in addressing the Strategy initiatives, the Committee developed a series of regional workshops. These workshops were intended to build the capacity of community groups to better access funding with a greater focus on road safety projects that would be most effective in contributing to reducing road trauma in Western Australia.



2. INTRODUCTION

The Local Government and Community Road Safety Committee (LG&CRSC) was set up in 2003 with the aim of facilitating and enabling the planning, development, implementation and evaluation of community based road safety projects to support the implementation of *Arriving Safely*, the WA Road Safety Strategy 2003 – 2007.

The LG & CRSC meet once a month to assess grant applications and determine the allocation of funds for distribution via the Community Road Safety Grants Program.

OBJECTIVES:

- To increase the proportion of road safety activities aligned with the priorities of the WA Road Safety Strategy;
- To provide funds to enable the implementation of community based road safety activities;
- To increase community participation in road safety; and
- To build the capacity of community groups in addressing road safety issues in an effective and sustainable manner.

Each grant application is assessed in accordance with eligibility criteria, and the extent to which the project will effectively and efficiently meet the aims and objectives of the Program.

Local Government and Community Road Safety Committee Membership

The Local Government and Community Road Safety Committee meet monthly and a total of 12 meetings were held during the 2006-2007 financial year. All meetings were held at the Western Australian Local Government Association, Local Government House, 15 Altona St, West Perth.

Some members do not represent any agency and attend meetings as volunteers. The Committee acknowledges with gratitude the time they give and the value of their contribution to the Community Road Safety Grants Program.

Attendance by members was as follows:

Name	Organisation represented	Meetings attended
Cr David Boothman	WA Local Government Association	12
Cr Graham Pittaway *	WA Local Government Association	6
Cr Brian Webb	WA Local Government Association	7
Grant Akkesson *	Drug and Alcohol Office – Dept of Health	4
John Pintabona	WA Police	8
Gavin Maisey	Royal Automobile Club of WA	9
Gome Simfukwa (representing Gavin Maisey)	Royal Automobile Club of WA	1
Margaret Sullivan *	Country Women's Association	1
Pam Batten *	Country Women's Association	2
Rina Cercarelli	Research and evaluation	11
Brian Kidd	Main Roads WA	9
Esme Bowen	P&F/P&C/Community	8
Terri-Anne Pettet	WALGA RoadWise Program	10
Claire Parker (representing Terri-Anne Pettet)	WALGA RoadWise Program	1
Alex Sheridan	Institute of Public Engineers and Works	3
Sheryl Harvey	Office of Road Safety	9
Elise Laude (representing Sheryl Harvey)	Office of Road Safety	1
Linda Parsons	School Drug Education and Road Aware	7
Chris Paino	Apex	5

* Not member for full year

Terms of Reference

The Terms of Reference for the Local Government and Community Road Safety Committee are as follows:

1. to provide advice and monitor the administration, approval, monitoring and evaluation of the Community Road Safety Grants Program;
2. to ensure that community road safety grants are allocated in a manner which is transparent, accountable and equitable and takes into consideration road safety needs, effectiveness of programs, regional coordination/support and Local Government and local community participation and ownership;
3. to work with the Regional Road Safety Coordination Committees and RoadWise Committees to facilitate community involvement in road safety and the provision of advice in relation to funding applications under the Community Road Safety Grants Program;
4. to provide advice and feedback to the WALGA President and State Council on Local Government involvement in road safety and the operation of the Community Road Safety Grants Program;
5. to provide guidance and feedback, where requested, to RoadWise and the RoadWise Committees on matters relating to community involvement in road safety;
6. to provide issue-based advice to the Road Safety Council on road safety initiatives;
7. to encourage and provide advice to member agencies on community involvement in road safety;
8. the Local Government and Community Road Safety Committee have a minimum of ten members which will include a minimum of one State Councillor and two other Local Government elected members, other members will come from government and non government agencies and community groups and representatives;
9. a minimum of five members shall constitute a quorum of the Local Government and Community Road Safety Committee;
10. the provisions of the Local Government Act will apply in respect to "Declarations of Interest" that constitute impartiality;
11. membership to the Local Government and Community Road Safety Committee be reviewed regularly by the Association to ensure contemporary relevance;
12. the Chairman of the Local Government and Community Road Safety Committee be a Local Government representative;
13. where the Local Government representative on the Road Safety Council is not a State Councillor, a reporting/accountability mechanism with State Council be established.

These are the revised Terms of Reference as endorsed by the State Council on 5 December 2007.

The Community Road Safety Grants Program is administered by the Western Australian Local Government Association's RoadWise Program and reported on a quarterly basis to the Office of Road Safety in accordance with Road Trauma Trust Fund contract.

3. METHODOLOGY OF REPORT

The information in this report has been extracted from the Community Road Safety Grants database and files which are kept at the WA Local Government Association. This information has been kept current by the Community Road Safety Grant Project Officer.

4. PROJECTS

2006-2007 Financial Year (Year 5)

A total of 40 project applications were submitted in the 2006-2007 financial year with 34 (85%) being approved at a total value of \$301,708.11.

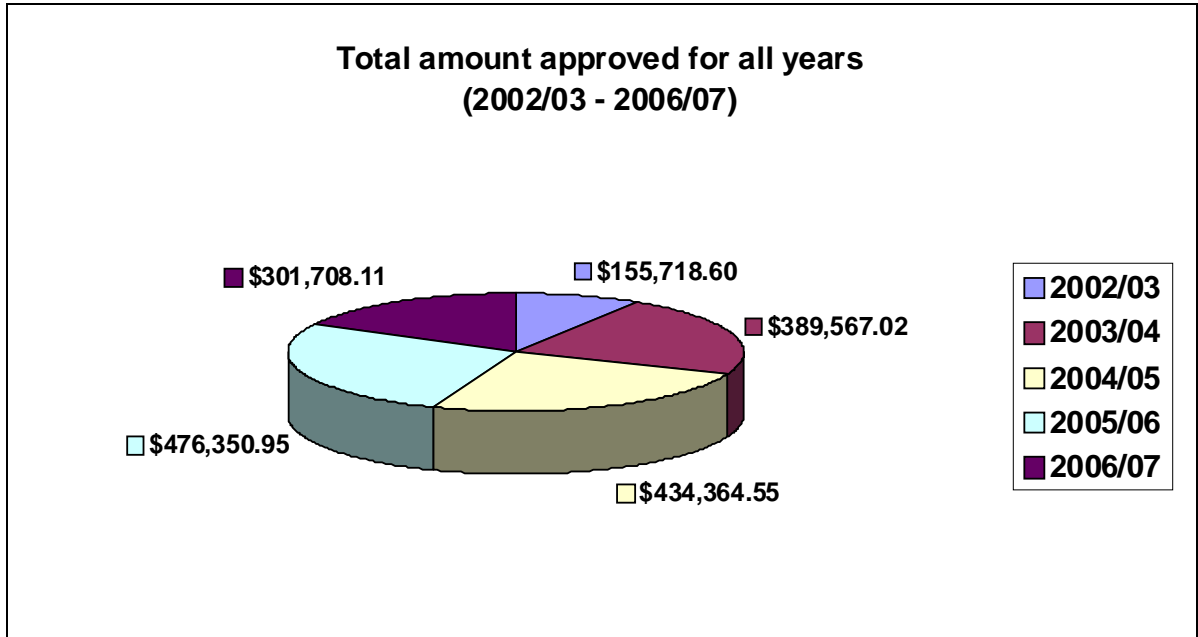
All Years

A total of 395 project applications have been submitted over the life of the Community Road Safety Grants Program (from February 2003 to May 2007) with 268 (68%) being approved at a total value of \$1,757,709.23.

Table 1 and Graph 1 (page 10) shows a yearly comparison of the total number of projects submitted, total number approved for funding and amount approved over the life of the Community Road Safety Grants Program. Except for the first year of the Program in 2002-2003 (this year covered only four funding rounds from February to May), the total number of projects submitted and approved has been gradually declining since the beginning of the Program, however the percentage of approved grants is increasing.

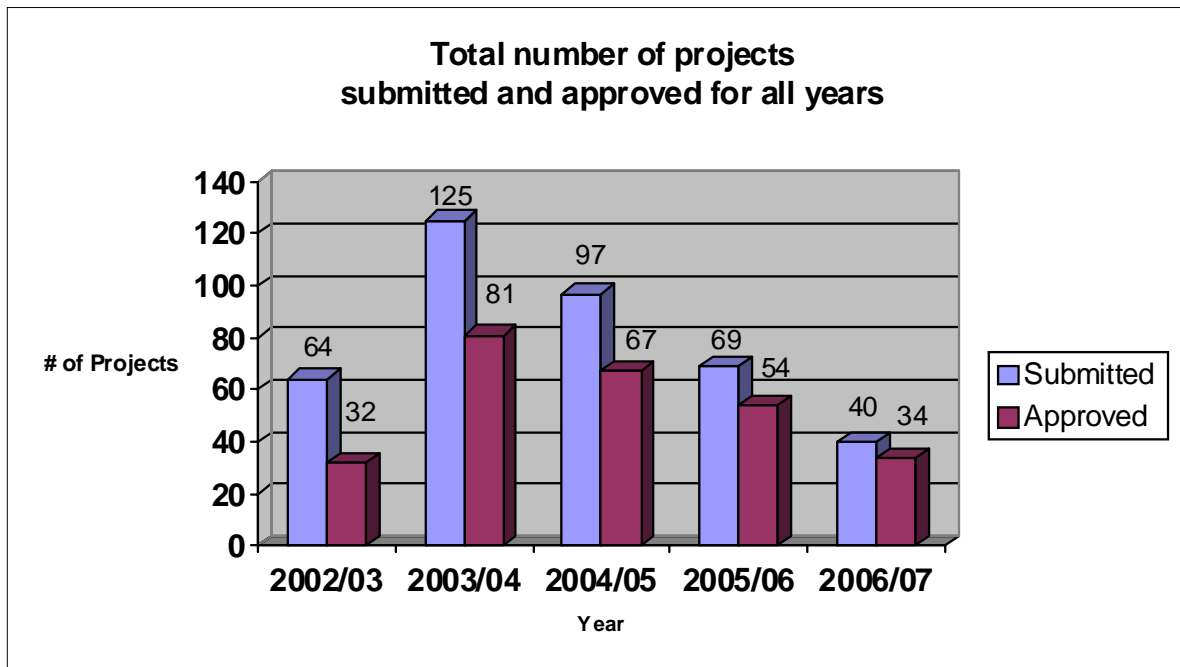
Year	Number of Projects Submitted	Number of Projects Approved (%)	Total Amount Approved	Average Amount of Grant
2002/2003	64	32 (50%)	\$155,718.60	\$4,886.20
2003/2004	125	81 (64.8%)	\$389,567.02	\$4,809.46
2004/2005	97	67 (69%)	\$434,364.55	\$6,483.05
2005/2006	69	54 (78%)	\$476,350.95	\$8,821.31
2006/2007	40	34 (85%)	\$301,708.11	\$8,873.76
TOTAL	395	268 (67.8%)	\$1,757,709.23	\$6,558.61

Table 1: Total number of projects submitted, approved and funding amount for all years of the Community Road Safety Grants Program.



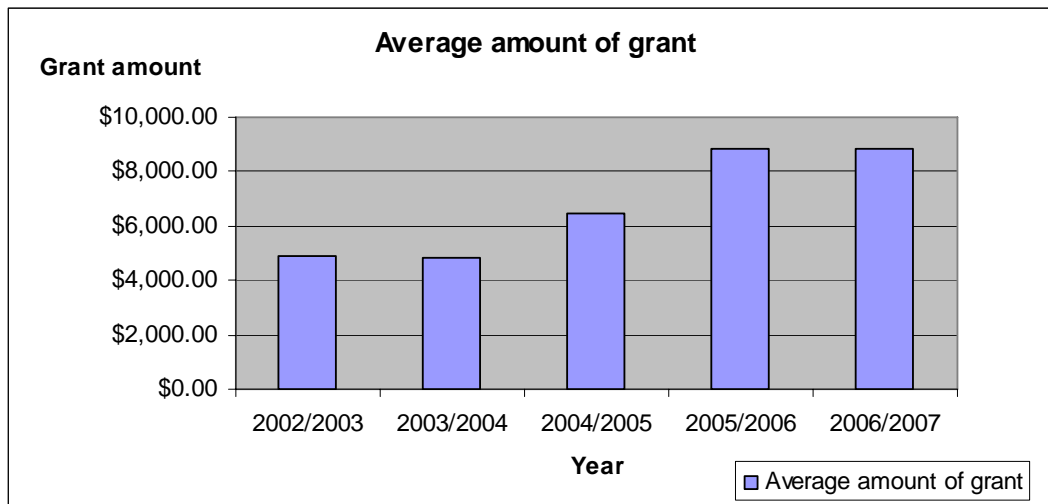
Graph 1: Total funding amount approved for all years of the Community Road Safety Grants Program.

Graph 2 (below) shows the number of projects submitted and approved for each year of the Community Road Safety Grants Program. Though the number of projects submitted for funding is decreasing, the percentage of the projects funded is increasing.



Graph 2: Total number of projects submitted and approved for all years of the Community Road Safety Grants Program.

Graph 3 (below) demonstrates a general increase in the average amount of grants for approved projects over the life of the Community Road Safety Grants Program. The substantially higher average amount of grants in 2005-2006 and 2006-2007 is likely to be as a result of the uptake of speed display trailers.



Graph 3: Average amount of grant for approved projects

Table 2 (below) shows the number and percentage of approved grants in funding level increments of \$5000. This shows an ongoing trend to higher funding amounts with over 32% of projects receiving funding amounts over \$15,000 in 2006-2007, compared to 14.21% in all years combined. This continues to be influenced by the number of speed display trailers funded.

Amount Approved	All Years		2006-2007	
	Number of Projects	Percentage of Projects (%)	Number of Projects	Percentage of Projects (%)
< \$5000	152	56.55	15	44.11
\$5000-\$9999	59	22.09	6	17.64
\$10,000-\$14,999	19	7.11	2	5.88
\$15,000-\$19,999	28	10.48	10	29.41
\$20,000-\$24,999	2	0.75	0	0
\$25,000-\$29,999	5	1.87	1	2.94
\$30,000-\$34,999	1	0.37	0	0
\$35,000-\$39,999	1	0.37	0	0
\$40,000+	1	0.37	0	0
TOTAL	268	100	34	100

Table 2: Number of approved grants in \$5000 increments for all years and for 2006-2007 financial year.

5. WITHDRAWN PROJECTS

Over the life of the Grants Program 20 approved project applications have been withdrawn, with four withdrawn in 2006-2007. Projects are withdrawn for a variety of reasons including

insufficient resources from other sources, loss of staff or changing priorities. The remaining information presented in this report takes into account the withdrawn projects.

6. CLASSES OF INITIATIVES

2006-2007 Financial Year (Year 5)

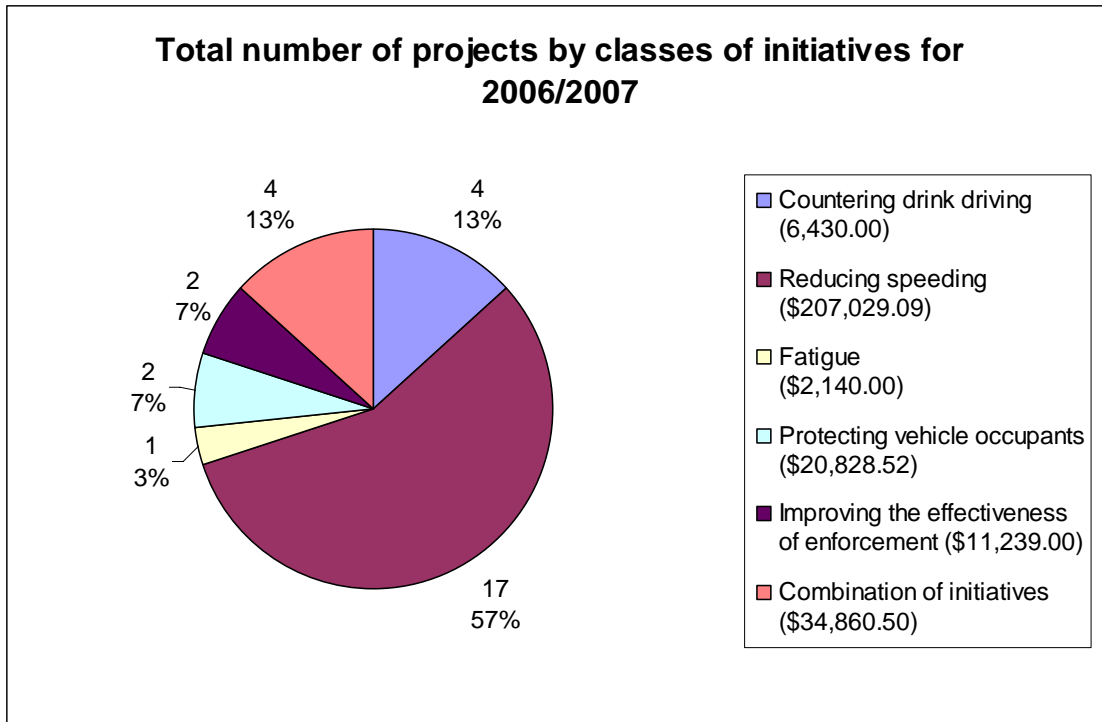
Table 3 (below) shows projects funded by class of road safety initiatives (as identified in *Arriving Safely*, Road Safety Strategy for Western Australia 2003-2007) as well as the total amount funded for the 2006-2007 financial year (Year 5).

Classes of Initiatives 2006-2007 Financial Year		
Class of Initiative	Number of Projects	Amount
Countering Drink Driving	4	\$6,430.00
Reducing Speeding	17	\$207,029.09
Increasing Restraint Use	0	\$0.00
Fatigue	1	\$2,140.00
Protecting Vehicle Occupants	2	\$20,828.52
Improving the Safety of Roads	0	\$0.00
Safer Modes of Travel	0	\$0.00
Improving the effectiveness of enforcement	2	\$11,239.00
Planning a safer system	0	\$0.00
Combination of initiatives	4	\$34,860.50
TOTALS	30	\$282,527.11

Table 3: Classes of Initiatives, total number of projects funded and funding amount for 2006-2007.

Table 3 (above) and Graph 4 (page 13) show the increase in percentage in the number of projects that addressed reducing speeding/reducing travel speeds in the 2006-2007 financial year. This appears to reflect an increased emphasis on Safe Speeds as a component of the Safe System approach.

The Community Road Safety Grants Program funded a further eight speed display trailers this year, allowing more Local Governments across the state to purchase a valuable resource that helps promote safe speeds and raises community awareness of lower travel speeds.



Graph 4: Total amount and number of projects funded by class of initiatives for the 2006/2007 financial year.

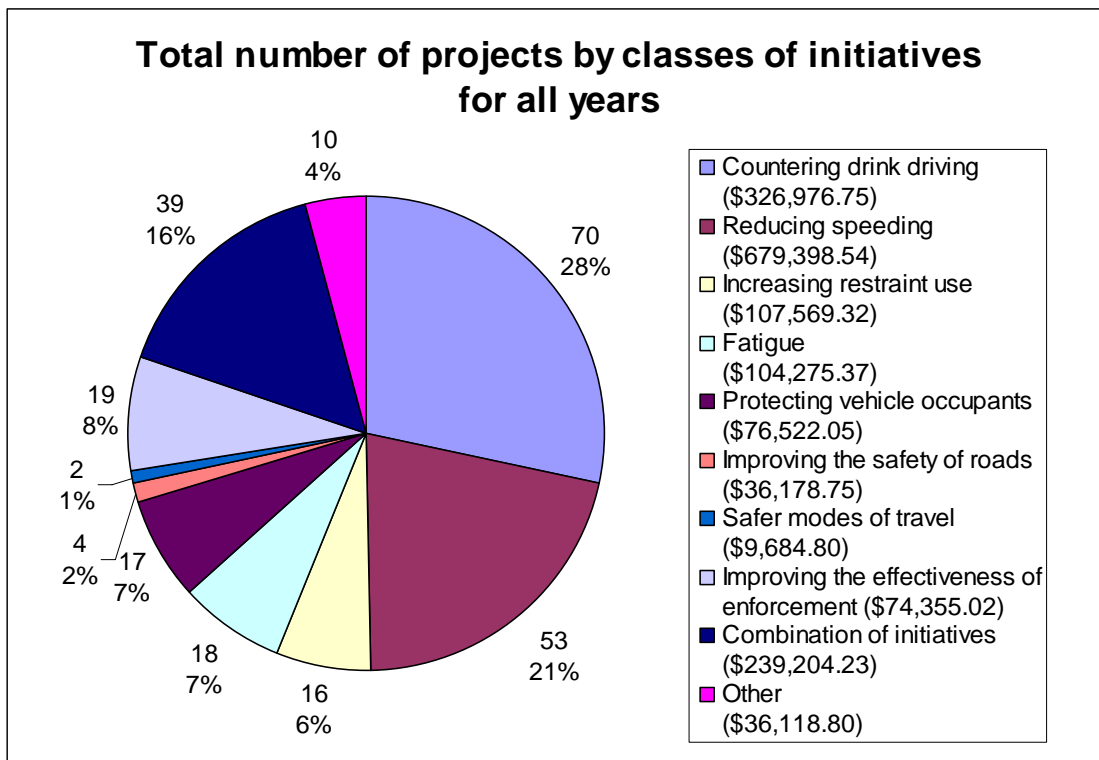
All Years

Table 4 (page 14) shows projects by class of initiative and the total amount funded for the life of the Community Road Safety Grants Program (all years). As can be seen, 'countering drink driving' remains the issue targeted in the highest number of grant funded projects. However, as previously noted, reducing speeding/reducing travel speeds continues to become a more prominent intervention, with more funding being allocated to projects addressing speeding or travel speeds.

Classes of Initiatives Over life of Grants Program (all years)		
Class of Initiative	Number of Projects	Total Amount
Countering Drink Driving	70	\$326,976.75
Reducing Speeding	53	\$679,398.54
Increasing Restraint Use	16	\$107,569.32
Fatigue	18	\$104,275.37
Protecting Vehicle Occupants	17	\$76,522.05
Improving the Safety of Roads	4	\$36,178.75
Safer Modes of Travel	2	\$9,684.80
Improving the effectiveness of enforcement	19	\$74,355.02
Planning a Safer System	0	\$0
Combination of Initiatives	39	\$239,204.23
Other (includes bicycle safety and education, post trauma counseling, driver awareness, road rules, day time running lights and pedestrians)	10	\$36,118.80
TOTALS	248	\$1,690,283.63

Table 4: Classes of Initiatives, total number of projects funded and total funding amount for life of Grant Program (all years).

It should be noted that the Community Road Safety Grants Program has in the past funded some projects that sat outside the priorities of the WA Road Safety Strategy. However, as organisations and community groups gain a greater awareness of these priorities, the Program has moved to fund only projects that align to these priorities.



Graph 5: Total number of projects funded and total funding amount

7. GRANTS BY REGION

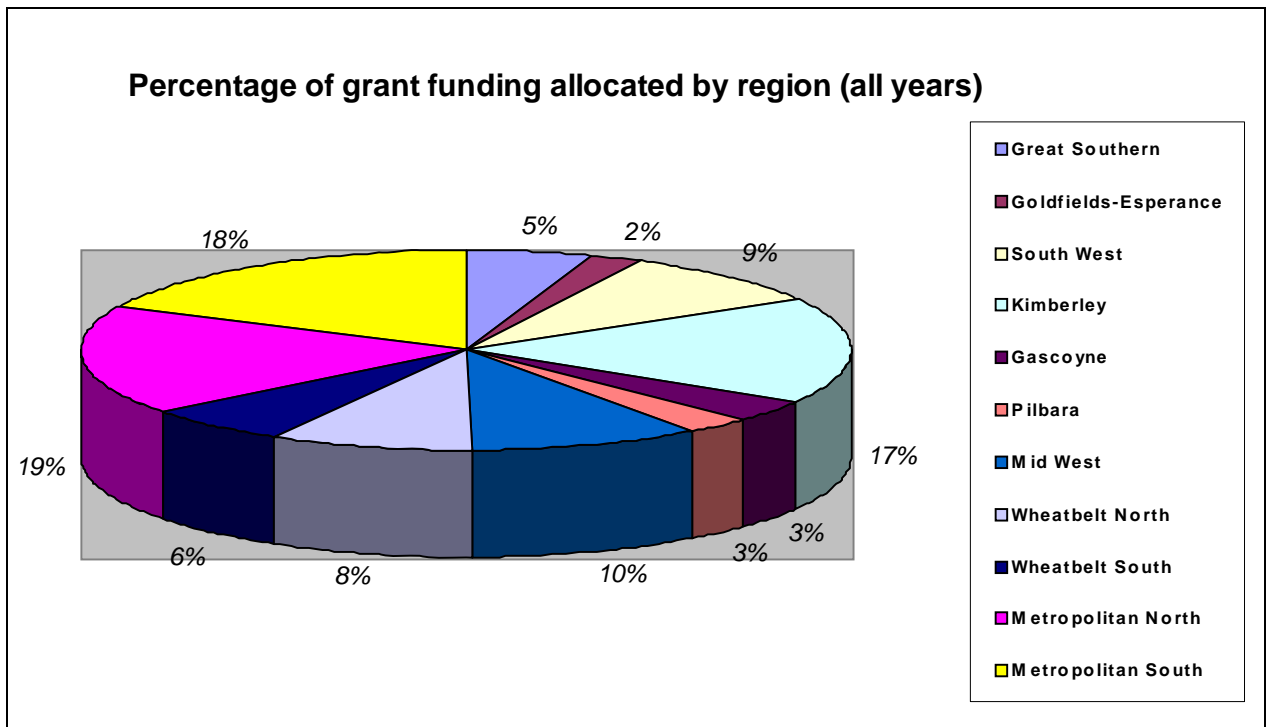
Tables 5 and 6 (below) and Graph 6 (page 18) show the distribution of grants by region both for the financial year 2006-2007 and for all years of the Community Road Safety Grants Program.

Grants by region 2006-2007 financial year		
Region	Number of Projects	\$ Amount
Great Southern	1	\$2,140.00
Goldfields-Esperance	1	\$1,340.00
South West	2	\$4,200.00
Kimberley	3	\$23,755.00
Gascoyne	0	\$0.00
Pilbara	1	\$3,360.50
Mid West	1	\$2,510.00
Wheatbelt North	3	\$36,390.09
Wheatbelt South	2	\$23,174.00
Metropolitan North	10	\$117,107.52
Metropolitan South	6	\$68,550.00
TOTALS	30	\$282,527.11

Table 5: Grants distributed by region and total amount funded for the 2006-2007 financial year.

Grants by region over life of Grants Program (all years)		
Region	Number of Projects	\$ Amount
Great Southern	17	\$91,302.50
Goldfields-Esperance	13	\$37,409.92
South West	21	\$152,373.00
Kimberley	30	\$288,949.00
Gascoyne	7	\$58,697.50
Pilbara	12	\$46,239.50
Mid West	28	\$166,886.25
Wheatbelt North	19	\$142,070.47
Wheatbelt South	17	\$105,820.40
Metropolitan North	29	\$298,621.77
Metropolitan South	55	\$301,913.32
TOTALS	248	\$1,690,283.63

Table 6: Grants by region and total amount funded over the life of the Grants Program (all years)



Graph 6: Total percentage of grant funding allocated by region all years.

Although all regions have received funding, there is some imbalance in the number of grants and amount of funding to different regions. Part of this may be attributed to projects and activities being funded through other means, for example: some Councils allocate funding to RoadWise or Road Safety Committees in their annual budgeting process; local projects are sometimes funded with contributions from local businesses or through Regional Road Safety Officers (Capacity Building).

Some areas may experience either a lack of capacity or experience and knowledge in obtaining grant funding through appropriate project development. There are also some areas that are experiencing a staff and skill shortage which makes it difficult to resource, plan, develop, implement and evaluate road safety projects and to apply for funding projects.

In 2006-2007 a series of workshops was planned and delivered on behalf of the Local Government & Community Road Safety Committee to increase capacity to plan, develop, implement and evaluate effective community based road safety projects and to develop grant application skills. These workshops were designed to be delivered across the state. To date eight workshops have been delivered in the Kimberley (two), Metropolitan North, Goldfields-Esperance, South West, Wheatbelt North, Metropolitan South and Midwest regions. Workshops are still to be delivered in the Great Southern, Wheatbelt South, Pilbara and Gascoyne regions.

8. ORGANISATIONS

The Community Road Safety Grants Program aims to increase community participation in road safety. A record is kept of the primary and secondary organisations that are involved in each grant funded project. A primary organisation coordinates the project whilst the secondary organisation is involved in the implementation of a project.

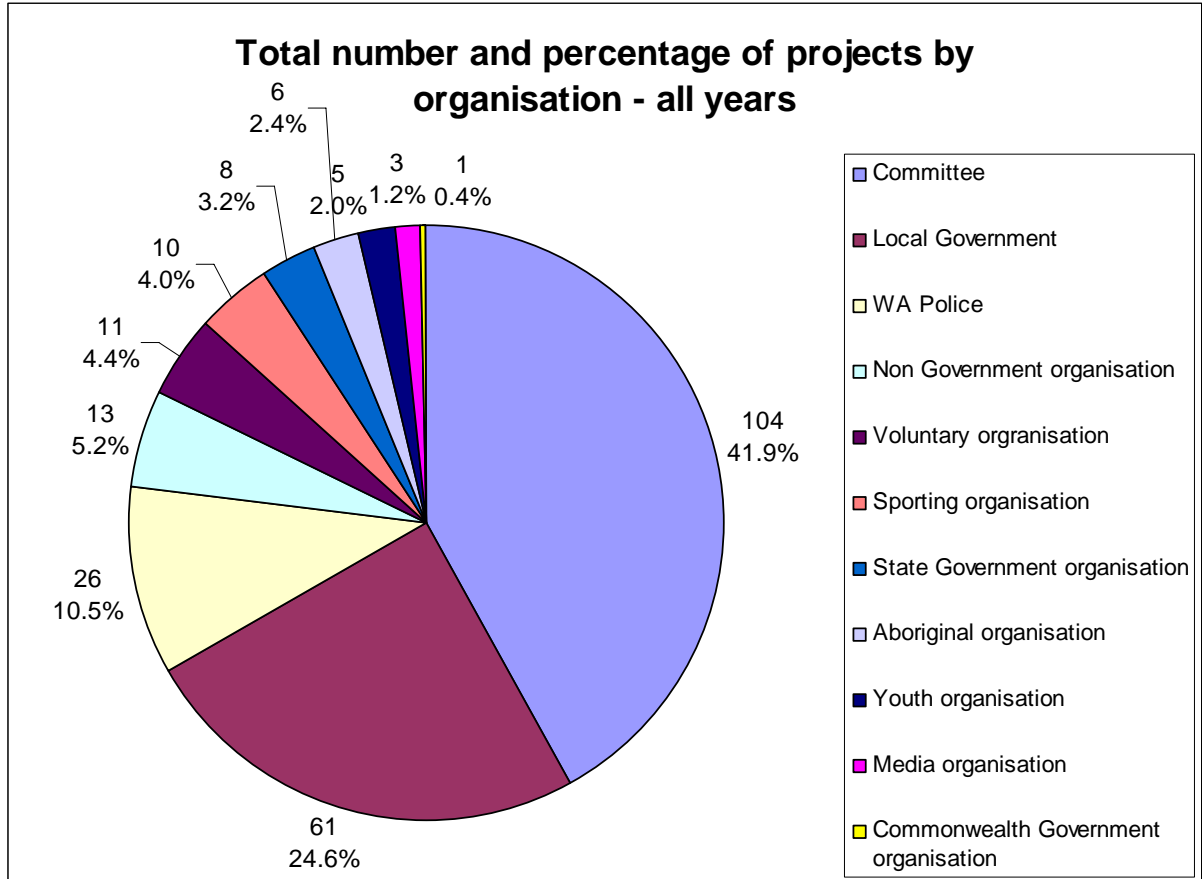
Total Number of Grants by Organisation Type

Table 7 (below) shows the number of grants by different organisation type, this being the primary organisation. As would be expected, RoadWise Committees and Local Governments continue to apply for and receive the highest percentage of grant funded projects.

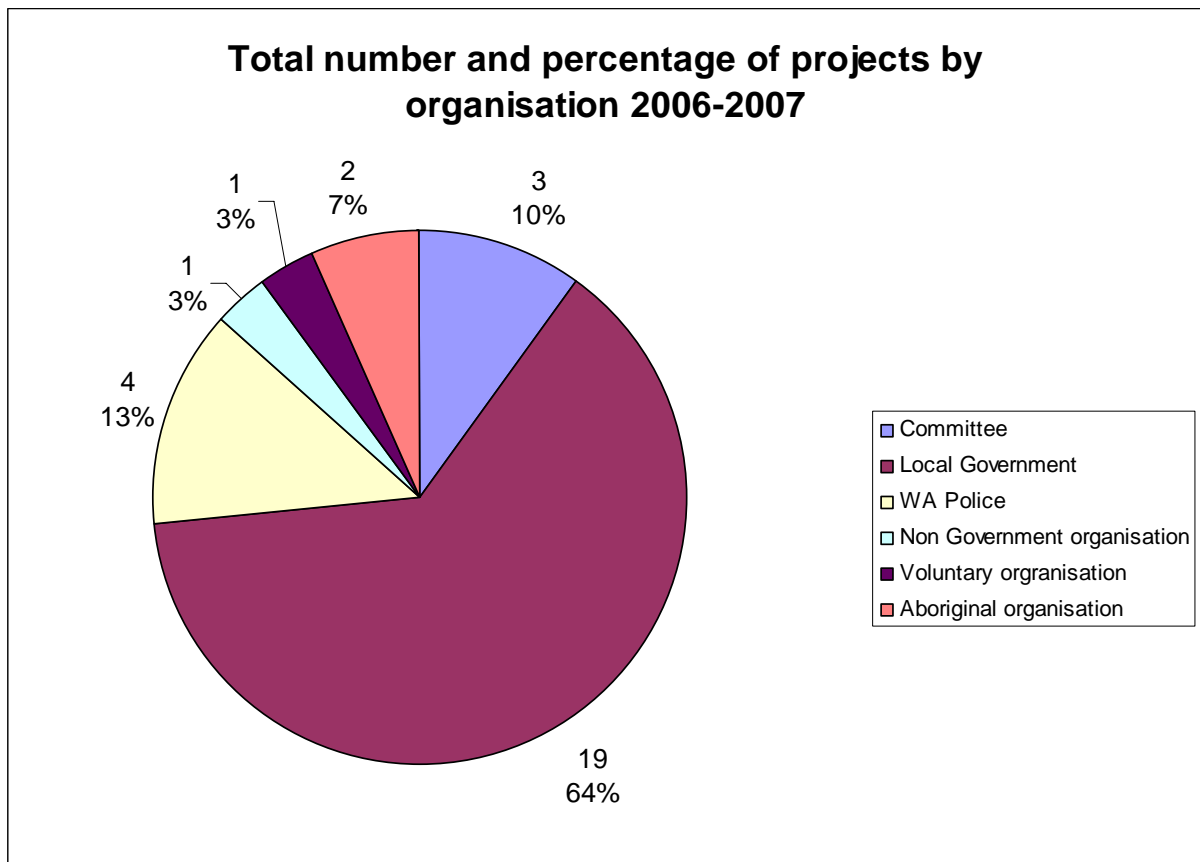
Organisation	All Years		2006-2007	
	Number of Projects	Percentage of Projects (%)	Number of Projects	Percentage of Projects (%)
Committee	104	41.9	3	10
Local Government	61	24.6	19	63.5
Voluntary group	11	4.44	1	3.4
WA Police	26	10.48	4	13
Sporting organisation	10	4.03	0	0
Youth group	5	2.01	0	0
State Government agency	8	3.22	0	0
Aboriginal organisation	6	2.45	2	6.7
Commonwealth Government agency	1	0.4	0	0
Media organisation	3	1.2	0	0
Non-Government organisation	13	5.27	1	3.4
TOTAL	248	100	30	100

Table 7: Total number of grants by organisation type for all years and 2006-2007.

Graph 7 (below) and Graph 8 (page 19) illustrate the number of projects and percentage of projects by different organisation type (primary).



Graph 7: Total number of projects and percentage of projects by organisation – all years



Graph 8: Total number of projects and percentage of projects by organisation 2006-2007

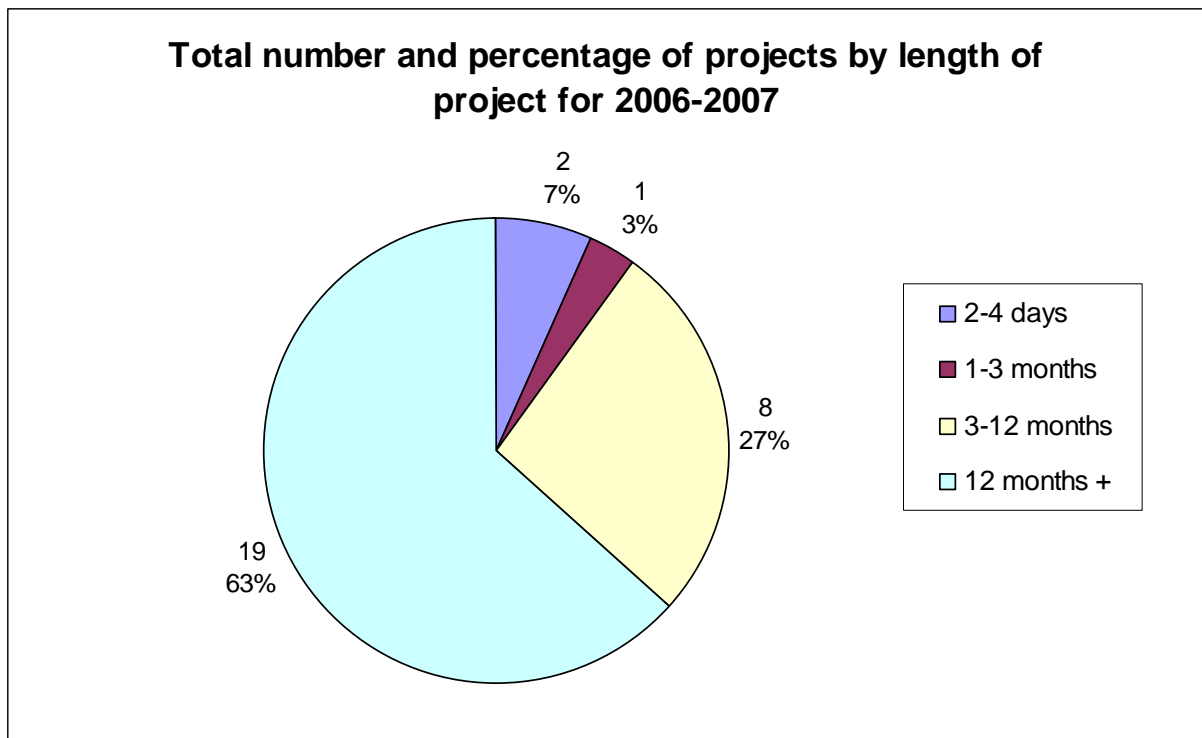
Degree of Community Participation

Community participation has been assessed (in this instance) by the number of primary and secondary organisations involved in grant funded projects. In 2006-2007, 22 primary organisations and 86 secondary organisations were involved in grant funded projects, some in more than one project. Over the life of the Community Road Safety Grants Program there have been 529 organisations involved in community based road safety projects. Of these, 138 (26%) have been involved in more than one year showing ongoing commitment to road safety. A number of organisations have shifted from being a secondary organisation to taking a leading role as the project coordinator. This trend may indicate growing capacity. Each organisation provides further networks that become involved in community based road safety, indicating expanding participation.

9. LENGTH OF PROJECTS

Over recent years there has been some concern about funding one off events with the view that they provide little long term effect or sustainability of message intervention. To improve this, applicants have been encouraged to look at longer term projects or improve the effectiveness of one-off events by incorporating pre and post media and other longer term activities. This has resulted in applications for a greater number of medium to long term projects such as those using speed display trailers, as well as those incorporating policy changes which lead to more structural change.

Graph 9 (below) shows that 59% of the projects for 2006-2007 were of a 12 month or more duration whilst a further 26% were for 3-12 months. Only 15% of projects were of a duration of less than three months.



Graph 9: Total number and percentage of projects by length of project for 2006-2007

The LG & CRSC is investigating the possibility and benefits of sponsorship grants which would provide smaller amounts of funding for one-off events.

10. EVALUATIONS

A project evaluation report is due no later than 15 months after the date the project was funded. Letters are generated and sent out on a regular basis to those organisations with outstanding evaluations. A total of 162 (65%) project evaluations have been received for the life of the Community Road Safety Grants Program. There are 52 outstanding project evaluations as at the end of the 2006/2007 financial year.

Overall Quality of project Evaluations

Project evaluations are assessed by the Evaluations Sub Committee of the Local Government & Community Road Safety Committee. This process is being reviewed to ensure consistency in assessment. To this end it is likely that someone who specialises in evaluation processes will be engaged to assess all project evaluations.

Table 8 (below) shows the quality of project evaluations by percentage, where one is unsatisfactory, three is satisfactory and five is excellent. The majority of project evaluations, 117 (72%), rated satisfactory or above.

Assessment rating	Number of Projects	Percentage of Projects (%)
1	3	1.8
2	22	13.7
3	80	49.5
4	27	16.6
5	2	1.2
Unrated *	28	17.2
TOTAL	162	100

Table 8: Overall quality of project evaluations.

* some project evaluations are still being assessed at this time

Level of media generated

The level of media generated is determined from information taken from project evaluations. Of the evaluations received, 126 (77%) of the projects have generated some level of media coverage. The different types of media generated are shown in Table 9 (below). It should be noted that some projects generate more than one type of media. Print and radio media are the most common forms of media generated by funded projects.

Media type	Number of Projects	Percentage of Projects (%)
Print	102	81
Radio	67	53
Television	15	12
Other	12	9

Table 9: Type of media generated by funded grants.



11. CONCLUSION

The Community Road Safety Grants Program aims to provide funding to community based groups to plan, develop, implement and evaluate road safety projects that contribute to the implementation of *Arriving Safely*, WA Road Safety Strategy 2003-2007 thereby increasing community participation in road safety activities.


Although fewer grant applications are being received, the percentage of approved applications is increasing. There is also a move to more effective and sustainable projects with higher levels of community involvement and projects of longer duration. There is a continuing shift towards 'speed' projects.

It is recognised that work is required to improve knowledge and understanding, among potential community-based grant applicants, of the Program's objectives and eligibility criteria to enhance capacity in the planning, implementation and evaluation of effective and sustainable projects. In order to facilitate this, the Local Government & Community Road Safety Committee has developed a series of workshops that are being delivered throughout the state to Local Governments, road safety partners, stakeholders and community groups.

To further enhance the Community Road Safety Grants Program, the Committee is investigating the benefits of sponsorship grants and other possible grant categories. These, along with the workshops, will help build capacity within the community to plan appropriate projects, expand the scope of the Program and also aid the Local Government & Community Road Safety Committee to streamline the assessment process.

The Community Road Safety Grants Program will continue to increase community participation in road safety in Western Australia by improving the knowledge and understanding of community groups and Local Governments of evidence based road safety priorities and effective interventions.





For further information contact
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