



# ROAD SAFETY TRENDS - WESTERN AUSTRALIA

## JANUARY 2000

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### INTRODUCTION

The Road Safety Trends report provides statistical information in the form of trend charts and tables based on both monthly and annualised (12 months) data. Key features of these charts and tables are summarised below.

### METHODOLOGY

Most of the statistics used in this report were obtained using the WAPS Traffic Enforcement and Crash Executive Information System (TEACEIS). TEACEIS produces statistics by interrogating a number of databases. The data in these databases is collected from the following sources:

- Random Breath Testing statistics used in this report includes Mobile Breath Testing 'Booze Bus' operations. MBT data is collected via direct download of data from breath testing units into a personal computer on the 'Booze Bus'.
- Daily Traffic Returns (DTR's) collect data on RBT, traffic enforcement contacts and hours spent on all traffic activities.
- Speed camera radar data from each shift is entered into a database at Traffic Camera Section.
- Fatal and critical injury crash and casualty data is collected on forms by the attending police officer.

### RESULTS – KEY FEATURES

- In the 12 months ending January 2000 there were more than 19.1 million vehicles monitored for speeding by speed cameras and in addition there were more than 148,000 non-camera speed contacts during the same period (see Charts 11, 12 and Table 1).
- The proportion of vehicles exceeding the speed enforcement limit has continued to decline between June 1998 and January 2000. This trend coincides with the increase in the number of vehicles monitored for speeding by speed camera radar (see Chart 7).
- Traffic hours in the month of January 2000 have increased 88.3% compared to January 1999 (see Chart 14 and Table 1).
- The number of seat belt contacts resulting in a brief, infringement or caution has increased from 1,264 in January 1999 to 1,413 in January 2000 which is an increase of 11.8% (see Chart 13 and Table 1).
- In January 2000 there were over 102,800 RBTs administered. This is down on the same period last year when more than 117,600 RBTs were conducted (see Chart 10 and Table 1).
- Over 1,000,000 drivers were given a RBT in the 12 months ending January 2000 (see Chart 10 and Table 1).
- RBT (booze bus) tests decreased 0.5% in January 2000 compared to the same month in the previous year (see Charts 8 and 9 and Table 1).
- There has been a decrease in the rate of drink driving offences per 1,000 RBTs from 6.4 per 1,000 in January 1999 to 6.3 per 1,000 in January 2000. This decrease is most apparent in the RBT (booze bus), which has fallen from 6.6 per 1,000 to 5.9 per 1,000 for the same period (see Table 1).
- The number of fatalities increased by one in January 2000 compared to January 1999 when 14 people were killed on our roads, which is an increase of 6.7% (see Table 1).

## Trend Charts

### Legend



### Outcomes

Chart 4: Alcohol-related fatal crashes - number

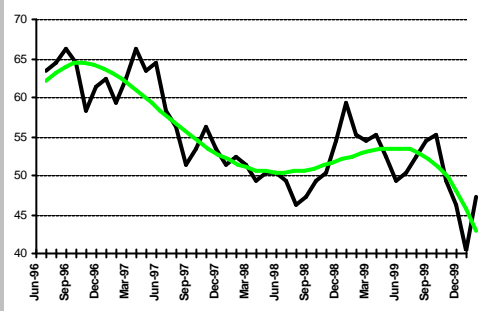


Chart 1: Fatal Crashes - number

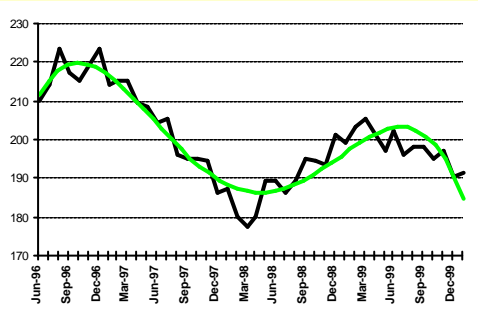


Chart 5: Speed-related fatal crashes - number

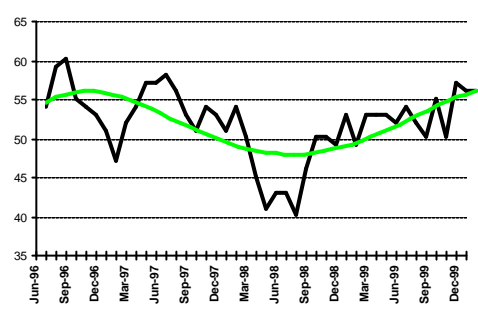


Chart 2: Fatalities / Critically Injured Persons - number

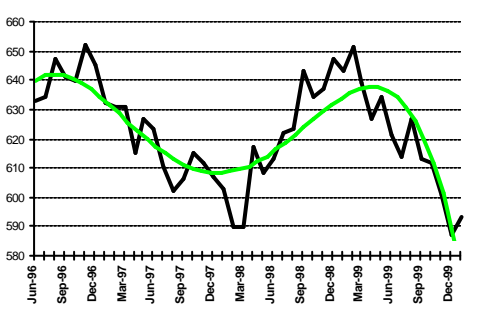


Chart 6: Drink-driving offences as a proportion of RBT tests

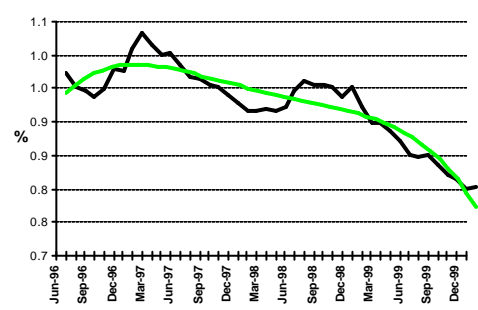


Chart 3: Total Road Crashes - number

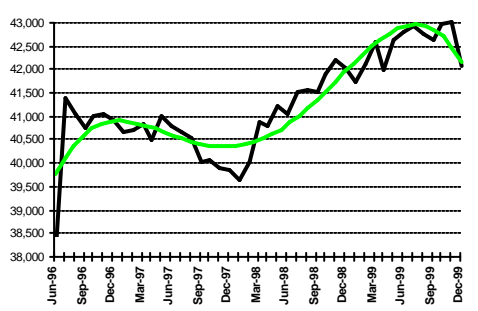
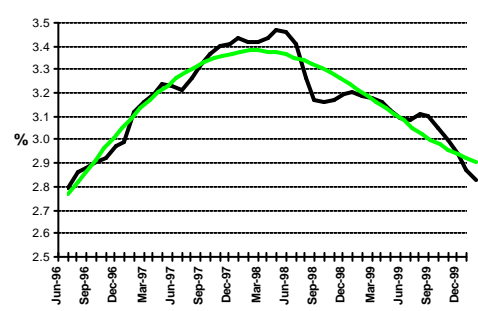


Chart 7: Speed Camera Radar - % of vehicles exceeding the enforcement limit



\* Data only available to December 1999

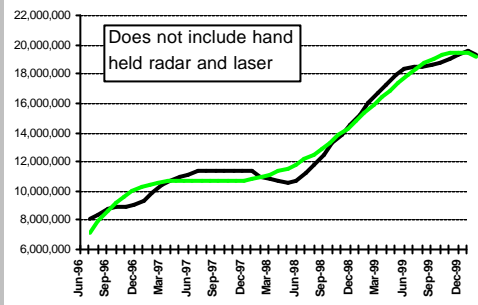
**Trend Charts (continued)**

**Legend**

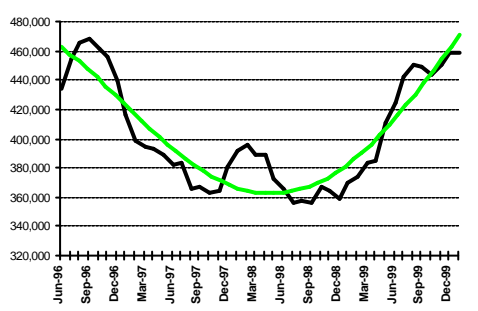


**Output Measures**

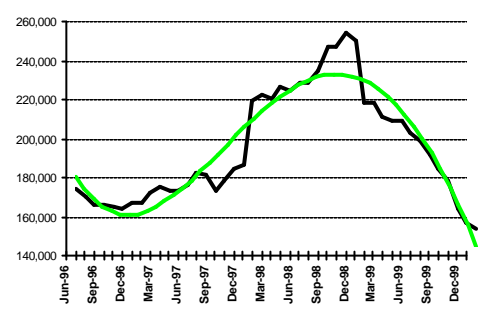
**Chart 11: Speed Camera Radar - vehicles speed-checked**



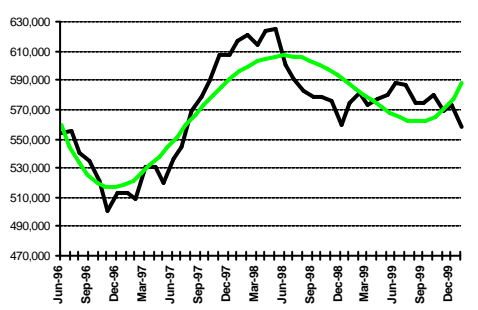
**Chart 8: RBT (Booze Bus) - number of tests**



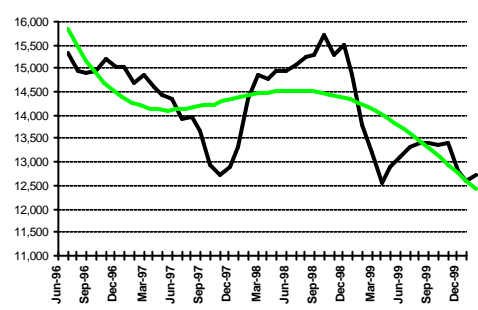
**Chart 12: Non-camera speed contacts**



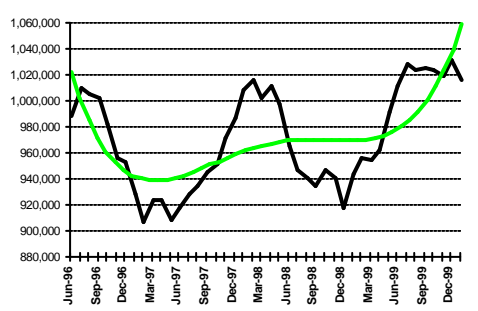
**Chart 9: RBT (Other) - number of tests**



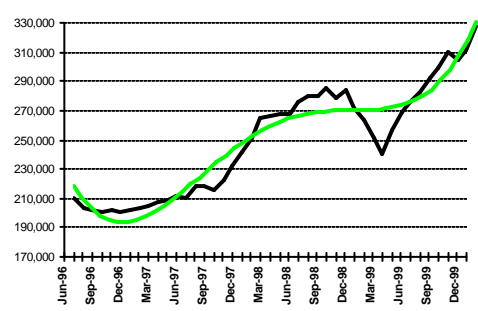
**Chart 13: Seat belt contacts - number**



**Chart 10: All Random Breath Testing - number of tests**



**Chart 14: Traffic hours\***



\* Traffic hours have increased considerably from April 99 due to the implementation of the Daily Traffic Returns on 1 April 1999. All hours spent on traffic activities are now counted whereas previously only traffic patrol hours were counted.

Table 1: Comparison Table	Month comparison					12 months-to-date comparison				
	Jan-00	Jan-99	Jan-98	% Change from January 1999 to January 2000	% Change from January 1998 to January 2000	Jan-00	Jan-99	Jan-98	% Change from January 1999 to January 2000	% Change from January 1998 to January 2000
<b>Outcomes</b>										
Crashes:										
Fatal	15	14	16	7.1	-6.3	189	197	185	-4.1	2.2
Critical Injury	23	19	25	21.1	-8.0	298	333	328	-10.5	-9.1
Total	38	33	41	15.2	-7.3	487	530	513	-8.1	-5.1
Casualties:										
Fatalities	16	15	17	6.7	-5.9	218	221	196	-1.4	11.2
Critically Injured Persons	30	25	27	20.0	11.1	370	417	402	-11.3	-8.0
Total	46	40	44	15.0	4.5	588	638	598	-7.8	-1.7
Drink-driving offences per 1,000 tests:										
RBT (Booze Bus)	5.9	6.6	8.3	-10.5	-28.8	5.5	7.2	6.9	-23.2	-19.8
RBT (Other)	6.7	6.2	8.7	7.3	-23.6	9.7	10.2	10.3	-4.7	-5.7
All RBT	6.3	6.4	8.6	-0.3	-26.0	7.8	9.0	8.9	-13.3	-12.9
Speed Camera Radar:										
No. of vehicles exceeding enforcement limit per 1,000 tests	27.0	32.5	36.7	-16.9	-26.3	27.4	31.0	33.3	-11.7	-17.9
No. of vehicles exceeding posted speed limit per 1,000 tests	189.4	235.6	236.4	-19.6	-19.9	204.8	220.5	250.8	-7.1	-18.3
<b>Output Measures</b>										
RBT (Booze Bus) Tests	44,126	44,354	33,241	-0.5	32.7	452,657	363,712	385,213	24.5	17.5
RBT (Other) Tests	58,691	73,249	58,021	-19.9	1.2	547,831	564,714	606,865	-3.0	-9.7
All RBT Tests	102,817	117,603	91,262	-12.6	12.7	1,000,488	928,426	992,078	7.8	0.8
Speed Camera Radar -										
Vehicles speed-checked	1,326,445	1,595,776	774,211	-16.9	71.3	19,156,710	15,798,909	10,845,222	21.3	76.6
Non-camera speed contacts	12,426	15,989	47,819	-22.3	-74.0	148,885	214,124	214,752	-30.5	-30.7
Seat belt contacts	1,413	1,264	2,338	11.8	-39.6	12,413	13,491	14,054	-8.0	-11.7
Traffic hours	35,166	18,671	26,663	88.3	31.9	314,064	249,200	236,510	26.0	32.8

Table 2: Number of Road Crash Fatalities by State/Territory for 12 months to January 2000 and January 1999

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
12 months to January 2000	579	379	315	142	218	51	50	18	1,752
12 months to January 1999	561	393	284	177	221	50	67	22	1,775

Source: Australian Transport Safety Bureau, Road Fatalities Australia, Monthly Bulletin, January 2000.

Table 3: Road Crash Fatality Rate per 100,000 Persons by State/Territory for 12 months to January 2000 and January 1999

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Australia
12 months to January 2000	9.13	8.13	9.11	9.55	11.90	10.81	26.32	5.84	9.34
12 months to January 1999	8.94	8.53	8.36	11.96	12.29	10.56	35.85	7.14	9.58
Percentage Change	2.09	-4.71	9.01	-20.18	-3.16	2.34	-26.58	-18.29	-2.49
Improvement Ranking (based on % change)	6	4	8	2	5	7	1	3	

Sources:

Australian Transport Safety Bureau, Road Fatalities Australia, Monthly Bulletin, January 2000.

Australian Bureau of Statistics, Australian Demographic Statistics, June Quarter 1998, (ABS Cat. No. 3101.0).

**Explanatory notes for charts and tables:**

1. Statistics for recent months are preliminary and subject to revision.
2. In addition to speed camera radar, other speed detection methods are used to monitor vehicles for speeding. These include hand held laser and radar devices and vehicle mounted radar. The number of vehicles speed-checked and the proportion of vehicles speeding shown in this report does not include these other methods of speed detection.
3. In March 1999 the number of seat belt contacts, non-camera speed contacts and traffic hours appear to be under reported and therefore may affect annualised figures.
4. Traffic hours have increased from April 1999 due to the introduction of the new Daily Traffic Returns procedure. All hours spent on traffic activities are now counted whereas previously only traffic patrol hours were counted.