



Strategic Action Plan 2021

ROADWISE WORKING GROUP

Revised JULY 2021

ROADWISE PROGRAM

The RoadWise Program was founded in 1994 and works with Local Governments and the community to support the implementation of Towards Zero, the road safety strategy for WA 2008-2020. Three levels of coordination (State, Regional and Local) make up the operational framework for road safety in Western Australia. The RoadWise Program is supported by the Road Safety Commission and is funded through the Road Trauma Trust Account; which is made up of the speed and red light camera fines received in WA and the State Road Funds to Local Government Agreement sourced from WA vehicle licensing fees.

The RoadWise Program supports Local Governments, community groups, private businesses and individuals to become involved in the road safety network around the state. Through a team of regional and metropolitan based staff, RoadWise achieves this by supporting local road safety committees, providing access to resources and training, and increasing knowledge, which all contribute to building the capacity of the network to make an effective contribution to improving road safety in Western Australia.

TERMS OF REFERENCE

See Appendix A.

BACKGROUND INFORMATION

This strategic action plan is written under the framework of the State Road Safety Strategy and the principles of the Safe System, the Towards Zero initiative and Shared Responsibility approach to road safety that has been used throughout Australia. Towards Zero Initiative is the State strategy for aiming for zero fatalities from existing statistics.

A Safe System benefits all road users and has four essential elements:

- **Safe Road Use** - this is about fostering a culture that supports alert and compliant road users and improving road user behaviour and enforcement.
- **Safe Road and Roadsides** - provide safer roads by improving the road and the road environment.
- **Safe Speeds** – category aims to improve speed management on roads and foster a community and driving culture that supports lower travel speeds.
- **Safe Vehicles** - aims to improve awareness of vehicle safety features and ANCAP ratings and to encourage purchase of at least four or five star ANCAP rated vehicles.

There are four guiding principles behind the Safe System:

1. ***The limits of human performance:*** We all make mistakes and we all need to acknowledge the limits of our capabilities.
2. ***The physical limits of human tolerance to violent forces:*** We are physically vulnerable when involved in a traffic crash.
3. ***Shared responsibility:*** This means all of us take an individual and shared role in road safety.
4. ***A forgiving road system:*** so that when crashes do happen, deaths can be avoided and injuries minimised.

(Source: www.roadwise.asn.au)

The Shire of Dardanup RoadWise Working Group will monitor progress and refine actions at each meeting and evaluate results and celebrate achievements at the end of the year.

WHAT WE KNOW? - DARDANUP ROAD SAFETY STATISTICS

The following information has been used by the RoadWise Working Group in planning for an effective spread of projects and programs to improve road safety in the Shire of Dardanup in 2020.

The Road Safety Commission has provided statistics for the South West region for a 5 year period of 2015-2019. In 2019 there were 283 people killed or seriously injured (KSI) in the South West. **65% of the KSI were male and 24% of KSI were aged 20-29 years.**

The types of KSI crashes included 39% as a result of hitting an object (excluding animals), 15% were single vehicle rollover or run off road crashes, 41% of KSI crashes occurred on 110km/h and 13% occurred on roads with speed zones of 50km/h. **The behaviors involved in KSI crashes were 7% of vehicle occupants were not wearing seat belts, speed was a factor in 27% of KSI crashes, alcohol was a contributing factor in 4% of KSI crashes and fatigue was suspected to be a factor in 17% of KSI crashes.**

The Crash Analysis Reporting System (CARS) is software used throughout Western Australia for the analysis of reported road crashes. It is available to state and local governments, and also to consultants engaged to complete work on behalf of these agencies. To assist in the planning of road safety activities within the community, Shire staff have extracted the following information:-

A total of 228 crashes occurred on Shire of Dardanup roads over a five year period from 2016 to 2020. (Intersection of a Main Roads road and Shire road not included in this report).

Of the 228 crashes on Shire of Dardanup roads 177 were classed as property damage only (including both minor and major), 22 were classed as a medical crash, **24 resulting in hospitalisation and 5 being fatal.** 2019 had the highest recorded number of crashes at 62 with 2017 having the lowest recorded at 25, a reduction of greater than 50% from the highest year. 153 crashes occurred during daylight hours while 16 occurred on roads where lighting was not provided. The nature of 57 crashes were the result of an object being hit, whilst 42 crashes were related to right angle impacts and 42 also for rear end impacts.

Of the 228 crashes there were 368 vehicles involved, **where 88 were a single vehicle only crash.** Broken down, the single vehicle crashes involved 36 cars (car, station wagon & panel van), 29 heavy/utility vehicles (4WD not car design & trucks) and 17 single vehicle crashes involved motorcycles.

Vehicle type data showed that **74% (255) of crashes were car related** (car, Station Wagon and Utility). Four wheel Drives (Larger than a design vehicle), Motorcycles, trucks and busses made up for the majority of the remaining crashes (15% or 53 crashes). (I'm not sure how this data was determined previously. So I can't update)

Roads that had no signage or control accounted for 144 crashes or 63.2% of the total crashes for the period, followed by roads with give way signs totalling 45 crashes during the same period. Of the known road features, 38.2% (87) of crashes occurred at a three way intersection (T-Junction). The remaining 20.2% (46) was the result of a crash at a roundabout, four way intersection, bridge, median opening, entering or leaving a driveway and railway crossing.

Since 2016 there have been a total of 31 recorded crashes at the traffic lights on Eaton drive. Within the five year period 2019 had the highest year of crashes with 8 crashes at the traffic light intersections, both 2018 and 2020 had the lowest year with 5 crashes each year. Mainly right turn through crashes with 25.

Eaton Drive had the highest number of recorded crashes (74) for a single roadway, followed by Ferguson Road (18) then Hamilton Road (11). Crashes occurred on 65 roadways over the 5 year period from 2016-2020. Majority of the roads had less than 5 crashes (58 of the roads) within the five year period. 149 of the recorded crashed happened while the road surface was dry, whilst 40 occurred when the road condition was wet.

Intersections accounted for 104 crashes, with Eaton Drive and Recreation Drive recording 36 crashes. No intersection recorded a fatality though there were 6 hospitalisations recorded, these all occurred at individual intersections

WA POLICE



SAFE ROAD USE
 Raise these concerns with WA police:

- Drink/Drug driving
- Restraints
- Fatigue
- Distracted driving
- Hooning
- Speeding
- Road rules
- Road Users



SAFE ROADS AND ROADSIDES

No Involvement



SAFE SPEEDS
 Raise these concerns with WA police:

- Speeding
- Anti-Social road user behaviour



SAFE VEHICLES

- Encourage use of ANCAP Safety Fleet vehicles

SHIRE OF DARDANUP



SAFE ROAD USE
 Raise these concerns with Shire

- Speed limit concerns
- Crashes
- Unacceptable Traffic Volumes
- Through traffic



SAFE ROADS AND ROADSIDES
 Raise these concerns with Shire:

- Traffic Management Guidelines
- Blackspot funding
- Road safety audits
- Roads and roadsides environment
- Signage



SAFE SPEEDS
 Raise these concerns with Shire:

- Traffic Monitoring
- Speed limit concerns



SAFE VEHICLES

- Encourage use of ANCAP Safety Fleet vehicles

MAIN ROADS



SAFE ROAD USE
 Raise these concerns with Main Roads Department WA

- Speed limit changes
- Crashes
- Heavy vehicles



SAFE ROADS AND ROADSIDES

- Possible funding
- Development/maintenance in conjunction with Shire



SAFE SPEEDS
 Raise these concerns with Main Roads Department WA

- Possible funding



SAFE VEHICLES

No Involvement

ROADWISE



SAFE ROAD USE

- Provide community awareness and education
- Media campaigns with Shire



SAFE ROADS AND ROADSIDES

- Lobby for increased funding for road safety initiatives
- Provide community awareness and education on Shire initiatives



SAFE SPEEDS

- Provide community awareness and education
- Media campaigns with Shire
- Lobby for reduced speed limits



SAFE VEHICLES

- Provide community awareness and education
- Media campaigns with Shire

Safe Road Use

AIM: To improve road user behaviour and foster a culture that supports alert and compliant road use.

Priority Area	Activity or Action	Lead Person Agencies involved/ Target Group	Actions and Progress
Child Car Restraints (CCR)	<p>CCR Checking/Fitting stations & Promotions</p> <p>Promote availability and opportunities for child car restraint checking to local community and at Shire events and programs.</p>	<p>Roadwise/SDERA/ Target Groups – Families through Primary Schools/Childcare Centres/Playgroups /Shopping Centre</p>	<p>Fit right Fit tight car seat fitting checks have been very successful with Roadwise support.</p> <p>Place and Community Engagement offer Shire Quick Response Grants to playgroups and other organisations within the community.</p>
Skipper Program	<p>Engage with licensed premises within the Shire to promote the Skippers Program and Drink Driving campaigns</p>	<p>Jill Cross Shire/RoadWise Target Group Dardanup Tavern Eaton Tavern Smalls Bar</p>	<p>Consideration of developing a shire campaign as campaign resources will run out soon.</p> <p>Assistance requested from Roadwise Advisor to progress this.</p>
Road Ribbons for Road Safety	<p>Promote the campaign with ribbons available from various locations around the Shire</p> <p>Consider purchase of pull up banner for static display</p> <p>Launch and media release - November</p>	<p>Shire/RoadWise/Police</p> <p>Target Group – General community</p>	<p>Delivery of Program in November 2021</p>
Road Safety Messages	<p>Regular road safety messages on website, social media and newsletters</p> <p>Variable Message Board road safety messages calendar for events and long weekends (see attachment)</p> <p>Preparation of an annual communications plan Iheart Dardanup</p>	<p>Shire/RoadWise</p> <p>Target Group – General community</p>	<p>Messages have been ongoing including:-</p> <ul style="list-style-type: none"> • Variable Message Board messages • Social Media messages

Priority Area	Activity or Action	Lead Person Agencies involved/ Target Group	Actions and Progress
Cyclists	New - Warning Toot Campaign – interaction between cyclist and motorist as a warning. Include <ul style="list-style-type: none"> • cyclist lights • High Visible clothes • Ear Phones 	Cedric Getley/Shire Roadwise Advisory Group Heavy Haulage Vehicle companies	Initial consultation meeting required with SW Cycle Club. Key agency consultation

Safe Roads and Roadsides

AIM: To provide safe roads by improving the road and road environment.

Priority	Activity or Action	Agencies Involved/Target Group	Progress
Road Funding	Advocate and lobby for increased funding Report on levels of funding for local road and infrastructure Black Spot Funding applications	Shire/Main Roads WA/ RoadWise/ State & Federal Government	2021-2022 Projects – Pile Road Construction Works, Eaton Drive & Glen Huon Boulevard Construction, Ferguson Road Survey and Design.
Road Safety Audits – Proactive Approach	Staff to complete Road Safety Audit training. RoadWise Advisory Group to recommend locations for Road Safety Audits Undertake community consultation using Social Pinpoint.	Shire/Main Roads WA / RoadWise, Advisory Group/ community	Shire Engineering Technical Officer Design has completed the Road Safety Audit Course (funded through Roadwise) 2021-2022 Audits - Joshua Creek Rd – shire boundary to Crooked Brook Road, Henty Road, Dowdells Line and Collie River Road
Identify areas of concern in the Shire including intersections and speed zones	Advocate to Main Roads as appropriate Provide letters of support	All AG members Shire/RoadWise/ Main Roads WA	Boyanup Picton Road – Reduction in speed application sent to Main Roads WA. Forrest Highway / Eaton Drive Intersection – Request Traffic Light cameras for safety. Willinge Drive Traffic Lights – Request to review sequencing.

Safe Speeds

AIM: To reduce travel speeds by improving speed management on roads and fostering a community and driving culture that supports lower travel speeds.

Priority	Activity or Action	Agencies Involved/Target Group	Progress
Courtesy Speed Sign Displays	<p>Identify locations and install the Courtesy Speed Signs owned by the Shire on an ongoing basis.</p> <p>Undertake promotional campaigns to compliment the signs.</p> <p>Social pinpoint can be used to identify locations</p>	<p>Shire/ Roadwise</p> <p>Target Group – General community</p>	<p>Shire has received the courtesy speed display signs.</p> <p>The Working Group requested to identify locations for speed display signs to be deployed.</p> <p>Currently located on Pratt Road. Next location to be on Ferguson Road (townsite end).</p>
Advocacy for speed reduction	<p>Approach the zone to get more success in speed reduction on local roads.</p> <p>Attend Roadwise workshop to improve methods of advocacy</p> <p>Invite Minister of Transport to attend a meeting of Roadwise.</p>	<p>Shire/ Roadwise</p>	
“Please Slow Down, Consider Our Kids” Bin Stickers	<p>Continue to distribute stickers to schools and interested community members.</p> <p>Promote the campaign around back to school time with media release, social media, website news.</p> <p>Target streets near schools and/or where speeding identified as an issue.</p> <p>This program is tired and it is suggested that we may consider looking at something different. Develop a new program.</p> <p>Get schools involved in the design.</p> <p>Involve Youth Advisory Group.</p>	<p>Shire/ Roadwise/Advisory Groups</p> <p>Target Group – Schools/Day Care Centres</p>	<p>Letter sent to schools to promote this program – January 2019. No response.</p> <p>Comments received Margo Collins - Main Roads WA - I understand the original draft of stickers consisted of speed zones symbol in which Main Roads were not supportive of therefore changes had to be made to adhere to guidelines. As a result of this all future proposals will need to be reviewed by Main Roads prior to publications to ensure guidelines are met.</p>

Priority	Activity or Action	Agencies Involved/Target Group	Progress
Trial 40kph in Dardanup Town	<ol style="list-style-type: none"> 1. Seek support of the Road Safety Commission (RSC) and Main Roads WA (MRWA) for the trial. 2. During the discussions with the RSC and MRWA, determine the duration period for the purposes of collecting data on the success or otherwise of the trial. Determine what data should be collected, including where, how, frequencies etc. 3. Undertake community consultation by taking the trial proposal to the community to explain why and how with the aim of gaining support to proceed. 4. Further discuss and plan the implementation with MRWA, including confirming a commencement date. 5. Commencement of the trial with baseline data collection. 6. Installation of signage as per the plan. 7. Undertake monitoring throughout the trial period. 8. Trial period results reviewed and determination of whether to continue with the speed reduction. The results can be used for consideration of other towns and areas. <p>City of Vincent data and review. Brett Lowcock – data and review</p>	Shire/Roadwise/Main Roads WA /Dardanup Advisory Group	<p>Research commenced into proposed process for the implementation of a trial 40kph blanket speed zone for the Dardanup town.</p> <p>Endorsed By Council.</p> <p>Letter sent to Road Safety Commission – February 2019.</p> <p>Letter received from Road Safety Commission.</p> <p>Meeting undertaken with Main Roads WA. Request for traffic data by MRWA.</p> <p>Traffic Counts being undertaken.</p>

Safe Vehicles

AIM: To improve awareness of ANCAP Star Ratings and to encourage fleet and non-fleet buyers to purchase vehicles with a minimum four star rating.

Priority	Activity or Action	Agencies Involved/Target Group	Progress
Fleet Safety	<p>Encourage Shire to adopt comprehensive Fleet Safety policy (WALGA RoadWise)</p> <p>Encourage Shire to use ANCAP rating when selecting fleet vehicles</p> <p>Engaging of Contractors – encourage fleet safety – include this in Shire Safety manual</p>	<p>Mr. Luke Botica/ Road Safety Advisor</p> <p>Shire/RoadWise</p> <p>Shire Procurement Officer</p> <p>Target Group –</p> <p>Shire of Dardanup</p>	<p>WALGA has a kit to provide local governments with the capacity to lead the way with highest rated safety vehicles.</p> <p>The Fleet Safety Kit has been provided to Members by email.</p>
ANCAP promotion	<p>Promote vehicle safety features and ANCAP ratings to community via facebook, shire news page, website.</p> <p>Promote ANCAP website and App to Year 10 students completing the Keys for Life Program</p> <p>Purchase 5 star car sunshades to promote ANCAP within the community</p> <p>Used Car safety ratings</p>	Shire of Dardanup	<p>Confirmation from Procurement Officer that the Shire Fleet of 27 vehicles have a 5 Star ANCAP rating.</p> <p>The Working Group is recommended to consider opportunities for promotion of Safe Vehicles.</p>
Vehicle Safety	<p>Promotion of the tyre tread gauge program</p> <p>Community vehicle safety checklist</p> <p>Check your headlights campaign</p> <p>Smashed Car displays at events</p>	Shire/RoadWise/SWIRSA	<p>Considered by Working Group members as a worthwhile project to promote. Further consideration required.</p>