Insert Local Government Logo Here

**2021-2030**



** *Driving Change*

Road Safety Management Plan

**Foreword**

The [LG name] in developing this Road Safety Management Plan are committed to reducing road trauma on the local road network throughout the [City/Shire/Town]. This is to be achieved by adopting Safe System principles and by accepting that people will always make mistakes on our roads but should not be killed or seriously injured as a consequence and acknowledging that there are known limits to the forces the human body can tolerate without being seriously injured. The [LG name] agrees that our local road transport system should be designed and maintained so that people are not exposed to crash forces beyond the limits of their physical tolerance.

The aim of our Road Safety Management Plan is to understand the road safety risk on the local road network throughout the [LG name] and set out both reactive and proactive actions to address the risks. The [City/Shire/Town] with support from our partners aim to implement the actions outlined in this plan and monitor the road safety outcomes of these actions over the term of the plan.

Our Road Safety Management Plan was endorsed by the [LG name] Council Executive on 10 December 2022.

The delivery of the actions set out in the plan are to be achieved as the result of the [LG name] and our partners working collaboratively to achieve good road safety outcomes for the people who live, work and travel on the local road network in the [City/Shire/Town].

**Our Partners**

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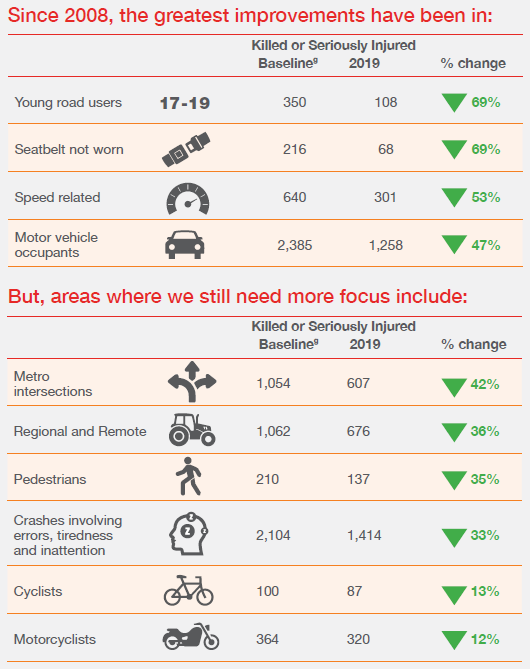
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# **State Road Safety Strategy 2020 - 2030**

The Road Safety Strategy for Western Australia ‘*Driving Change’* sets out the journey over the next 10 years towards a shared vision and the steps to take to improve road safety infrastructure, vehicles and the cultural change needed to achieve it.

Road safety is an important public health issue and saving more lives depends on an important cultural shift towards greater acceptance of road safety as everybody’s responsibility and less acceptance of road trauma as part of the journey.

People are at the heart of our transport system and the vision is for all Western Australians to connect with the places where they live, work, learn and play safely. WA’s population is growing and ageing and more people are choosing other transport options alongside private car use, including walking, cycling, public transport and on-demand transport.



WA’s population has doubled since the 1970s and road deaths have halved. Since WA published the previous Road Safety Strategy in 2008, there has been a 19% reduction in road deaths and a 43% reduction in serious injuries.

Despite the downward trend in road trauma over time, there are still too many preventable deaths and serious injuries on WA roads.

In addition to the huge personal, social and health impacts of road trauma, the economic cost of each death on WA roads has been estimated at over $7 million. The average cost of each hospitalised injury is over $300,000. Road trauma costs Western Australia approximately $2.4 billion every year.

The numbers of lives and livelihoods affected by road trauma are unacceptably high and these people and their loved ones are the hidden victims of road trauma.

Our Target

The *Driving Change* strategyaims to reduce the numbers of people killed, severely or seriously injured by **50 – 70 %** by **2030**. *(evaluated on the baseline average crash data from 2015 to 2019)*

Achieving a 50 % reduction will see WA keep pace with the rest of Australia, whereas achieving a 70 % reduction will see WA catch up with the best performing Australian jurisdictions. WA could save up to 723 lives and prevent approximately 8,000 fewer people suffering from serious and life-changing injuries over the next decade.

This is achievable by doing more of what works, embracing new technology and engaging with the community and stakeholders to develop a cultural shift in road safety attitudes and behaviours.

# **Safe System Principles**

The Safe System approach underpins our *‘Driving Change’* state strategy. It was pioneered in Sweden and acknowledges the physiological and psychological limitations of humans and puts ultimate responsibility on the designers and operators of the road system to accommodate these human limitations.

**Safe System** philosophy is founded on:

* **Ethics** – no one should be killed on our road network;
* **Crash Force** – understanding the survivable forces of the human body in relation to crash types; and
* **Human Error** – accepting that humans are fallible and will continue to make mistakes.

**Safe System** is a road safety approach adopted by Federal and State Government that is promoted to Local Governments to generate improvements in road safety. The Safe System approach is underpinned by three guiding principles:

* people will always make mistakes on our roads but should not be killed or seriously injured as a consequence;
* there are known limits to the forces the human body can tolerate without being seriously injured; and
* the road transport system should be designed and maintained so that people are not exposed to crash forces beyond the limits of their physical tolerance.

Safe System principles require a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. This is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, bicyclists, and commercial and heavy vehicle drivers. Consistent with a long-term road safety vision, it recognises that people will always make mistakes and may have road crashes, but the road system should be forgiving and those crashes should not result in death or serious injury.

Central to the Safe System approach is human tolerance to crash impacts and the management of kinetic energy transfer so these are within survivable limits. The Safe System approach is based on the following four Safe System pillars:

• **Safe Roads and Roadsides** - roads and roadsides are designed and maintained to reduce the risk of

crashes occurring, and to lessen the severity of

injury if a crash does occur.

• **Safe Speeds** – speeds are managed to

complement the road environment and ensure

crash impact forces are within human

tolerances.

• **Safe Vehicles** – vehicles that lessen the likelihood

of a crash and protect occupants and other

road users.

• **Safe People (road use)** – road users that are skilled, competent, alert and unimpaired.

**Survivability of Crashes** – the chances of surviving a crash decreases rapidly above certain impact speeds, dependant on the nature of the collision:

* Car/pedestrian (vulnerable road users): **30 km/h**
* Car/motorcyclist (vulnerable road users): **30 km/h**
* Car/tree or pole (run off road impact object): **40 km/h**
* Car/car (side impact – right angle): **50 km/h**
* Car/car (head-on): **70 km/h**

The [LG name] acknowledges in the assessment of crash risk throughout the local road network in the [City/Shire/Town], that any recorded crash of the types listed above that occur in a location that is likely to exceed the associated speed threshold has the potential to result in a higher severity outcome. Therefore, in accordance with Safe System principles all locations identified that demonstrate the risk of a high severity crash outcome will be evaluated and treated on that basis.

# **Understanding Our Road Safety Risk**

The purpose of the following charts and tables is to provide an understanding of the existing crash risk in the [LG name] based on the recorded crash history that has occurred on the local road network. This information outlines the key crash severity and crash nature statistics as well as an individual summary of crashes involving vulnerable road users.

The [LG name] acknowledge that this plan is based on a reactive road safety approach, as unfortunately the results of proactive models such as AusRAP and ANRAM are currently unavailable for the local road network. However, other proactive road safety approaches will be considered by the [City/Shire/Town] in the interim period such as: utilising the [Austroads Infrastructure Risk Rating Tool (IRR)](https://irrtool.austroads.com.au/) in combination with the Route and Intersection Risk Assessment Tools in [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/); working towards developing a ‘[Network Safety Plan](https://austroads.com.au/publications/road-design/ap-r619-20/_nocache)’ to identify suitable road stereotypes (cross-section and intersection designs) to provide consistent and improved safety outcomes on road networks and corridors; conducting [Road Safety Audits](https://www.road-safety-audit-wa.org/_home/lg-policy-development.html) on proposed changes to local roads; undertaking Road Safety Inspections at locations of concern; and taking a risk based approach to crash analysis. The long-term aim of the [City/Shire/Town] is to work with our partners to develop personal and collective risk crash maps for the [City/Shire/Town] to work towards taking a more proactive approach to addressing crash risk.

## Crash Severity per Year

(FSI – Fatal and Serious Injury crashes / Casualty – fatal, hospital and medical severity crashes / PDO – Property Damage Only crashes)

All Crash Severities by Year

The above crash statistics show that there has been a steady decline in the number of crashes that resulted in property damage, casualty severity and fatal and serious injury (FSI) on the local road network in the [LG name].

|  |  |  |  |
| --- | --- | --- | --- |
| Year | PDO Crashes | Casualty Crashes | FSI Crashes |
| 2017 | 0 | 0 | 0 |
| 2018 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 |
| Total | **0** | **0** | **0** |

## Casualty Crashes by Crash Nature

(Casualty – fatal, hospital and medical severity crashes)

Casualty Crashes by Crash Nature

|  |  |  |
| --- | --- | --- |
| Casualty Crash Nature | No. of Crashes | % |
| Unknown | 0 | 0 |
| Head On | 0 | 0 |
| Hit Animal | 0 | 0 |
| Hit Object | 0 | 0 |
| Hit Pedestrian | 0 | 0 |
| Non Collision | 0 | 0 |
| Rear End | 0 | 0 |
| Right Angle | 0 | 0 |
| Right Turn Thru | 0 | 0 |
| Sideswipe Opposite Dirn | 0 | 0 |
| Sideswipe Same Dirn | 0 | 0 |
| Total | **0** | **0** |

The information above shows that the predominant casualty crash nature in the period from 2017 to 2021 on the local road network in the [LG name] are rear end crashes, followed by right angle and right turn through crash types.

## Fatal and Serious Injury Crashes by Nature

(FSI – Fatal and Serious Injury crashes)

Fatal and Serious Injury Crashes by Crash Nature

|  |  |  |
| --- | --- | --- |
| Fatal or Serious Injury Crash Nature | No. of Crashes | % |
| Unknown | 0 | 0 |
| Head On | 0 | 0 |
| Hit Animal | 0 | 0 |
| Hit Object | 0 | 0 |
| Hit Pedestrian | 0 | 0 |
| Non Collision | 0 | 0 |
| Rear End | 0 | 0 |
| Right Angle | 0 | 0 |
| Right Turn Thru | 0 | 0 |
| Sideswipe Opposite Dirn | 0 | 0 |
| Sideswipe Same Dirn | 0 | 0 |
| Total | **0** | **0** |

It is important to understand the differences in the predominant crash natures when comparing fatal and serious injury (FSI) crash outcomes with casualty crashes. The information above shows that the predominant fatal and serious injury (FSI) crash nature in the period from 2017 to 2021 on the local road network in the [LG name] are right angle crashes, followed by right turn through crashes, rear end crashes, run off road hit object crashes, hit pedestrian crashes and non-collision crash types.

## Vulnerable Road Users per Year

Bicycle Crashes by Severity Pedestrian Crashes by Severity

|  |  |
| --- | --- |
| Bicycle Crashes By Severity | No. of Crashes |
| Fatal | 0 |
| Hospital | 0 |
| Medical | 0 |
| PDO Major | 0 |
| PDO Minor | 0 |
| Total | **0** |

|  |  |
| --- | --- |
| Pedestrian Crashes By Severity | No. of Crashes |
| Fatal | 0 |
| Hospital | 0 |
| Medical | 0 |
| PDO Major | 0 |
| PDO Minor | 0 |
| Total | **0** |

Motorcycle Crashes by Severity

The crash statistics involving vulnerable road users shows that the predominant vulnerable road user involved in the majority of fatal and serious injury crashes on the local road network in the [LG name] are motorcycle crashes closely followed by bicycle rider crashes.

|  |  |
| --- | --- |
| Motorcycle Crashes By Severity | No. of Crashes |
| Fatal | 0 |
| Hospital | 0 |
| Medical | 0 |
| PDO Major | 0 |
| PDO Minor | 0 |
| Total | **0** |

# **Key Areas of Focus**

## Predominant Crash Types

The review of the recorded crash history on the local road network in the [LG name] has found that rear end crashes are over-represented when compared to all other casualty crash types. However, right angle crashes are over-represented for fatal and serious injury (FSI) crashes, followed by right turn through crashes, rear end crashes, run off road hit object crashes, hit pedestrian crashes and non-collision crash types.

The [LG name] plans to focus its efforts on the above predominant crash types when prioritising improvements and conducting maintenance activities on the local road network.

The [LG name] aims to develop a better understanding of the road safety risks on the local road network using available training, tools and resources.

## Proactive Initiatives and Activities

The [City/Shire/Town] and its partners aim to promote and be actively involved in road safety educational initiatives and support road safety enforcement activities throughout the [City/Shire/Town] as outlined in our action plan. The [City/Shire/Town] intends to utilise the [Austroads Infrastructure Risk Rating Tool (IRR)](https://irrtool.austroads.com.au/) in combination with the Route and Intersection Risk Assessment Tools in [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/); work towards developing a ‘[Network Safety Plan](https://austroads.com.au/publications/road-design/ap-r619-20/_nocache)’ to identify suitable road stereotypes (cross-section and intersection designs) to provide consistent and improved safety outcomes on road networks and corridors; proactively conduct [Road Safety Audits](https://www.road-safety-audit-wa.org/_home/lg-policy-development.html) on proposed changes to local roads; and undertake Road Safety Inspections on individual locations and routes of concern throughout the local road network.

The [City/Shire/Town] aims to work with our partners to create personal and collective risk maps for the routes in the [City/Shire/Town] to work towards taking a more proactive risk assessment approach. The [City/Shire/Town] also intends to conduct local area assessments in our suburbs to work towards improving road safety within our communities.

## Knowledge and Skills Development

The [LG name] will take all opportunities to further develop and build a road safety knowledge base in the [City/Shire/Town] to build capacity and to assist improvement of road safety outcomes.

## Action Plan Delivery

The [City/Shire/Town] with the support from our partners intends to deliver the Safe System cornerstone actions detailed in our action plan.

## Progress Tracking and Monitoring

The [LG name] will monitor our Road Safety Management Plan objectives and progress in relation to the targets set out in State Road Safety Strategy and re-evaluate proposed actions as required.

# **Action Plan**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Safe Roads and Roadsides *– Safety Performance Indicators* | | | | |
| Item | **Action** | **Supporting Tools and Resources** | **[City/Shire/Town] / Partner Commitment** | **Target** |
| 1.1 | Conduct road safety assessments to identify potential locations for Black Spot funding submissions (reactive and proactive site selection) | [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Road View – route assessment video tool](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Road Safety Engineering – Treatment of Crash Locations training](https://www.road-safety-audit-wa.org/training-and-development.html)  [Austroads Guide to Road Safety Part 2: Safe Roads](https://austroads.com.au/publications/road-safety/agrs02)  [Austroads Safe System Roads for Local Government](https://austroads.com.au/publications/road-safety/ap-r518-16) | [LG name] | State Road Safety Strategy Target |
| 1.2 | Conduct high risk route and intersection assessments at known sites of concern | [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Road View - route assessment video tool](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Regional Road Safety Program – LG Roads](https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/programs/regional-roads/regional-road-safety-program-lga-fact-sheet.pdf)  [Austroads Infrastructure Risk Rating Tool](https://irrtool.austroads.com.au/) | [LG name] / Main Roads | State Road Safety Strategy Target |
| 1.3 | Develop a ‘Network Safety Plan’ to identify suitable road stereotypes (cross-section and intersection designs) to provide consistent and improved safety outcomes on road networks and corridors | [Austroads Road Cross-section Design for Road Stereotypes (including Network Safety Plans) and a Safe System](https://austroads.com.au/publications/road-design/ap-r618-20/_nocache)  [Austroads Network Design for Road Safety: User Guide](https://austroads.com.au/publications/road-design/ap-r619-20/_nocache) | [LG name] | Month 20\*\* |
| 1.4 | Apply the Austroads Safe System Assessment Framework to assess infrastructure changes alignment with Safe System principles | [Austroads Safe System Assessment Framework](https://austroads.com.au/latest-news/safe-system-assessment-framework)  [Road Safety Engineering – Treatment of Crash Locations training](https://www.road-safety-audit-wa.org/training-and-development.html) | [LG name] | Month 20\*\* |
| 1.5 | Adopt the Austroads Model Road Safety Audit Policy template for Local Government | [Austroads Model Road Safety Audit Policy template for Local Government](https://www.road-safety-audit-wa.org/_home/lg-policy-development.html) | [LG name] | Month 20\*\* |
| 1.6 | Conduct Road Safety Audits on permanent changes to the road network and conduct Road Safety Inspections at locations of concern | [Road Safety Audit training to build auditor resources in the city](https://www.road-safety-audit-wa.org/training-and-development.html) | [LG name] | Month 20\*\* |
| 1.7 | Ensure all development projects that involve a permanent change to the road environment are Road Safety Audited at design stages | [Austroads Model Road Safety Audit Policy template for Local Government](https://www.road-safety-audit-wa.org/_home/lg-policy-development.html) | [LG name] | Month 20\*\* |
| 1.8 | Assess roadside safety and develop a roadside safety priority plan | [Austroads Guide to Road Design Part 6: Roadside Design and Safety Barriers](https://austroads.com.au/publications/road-design/agrd06)  [Road View - route assessment video tool](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Austroads Infrastructure Risk Rating Tool](https://irrtool.austroads.com.au/) | [LG name] | Month 20\*\* |
| 1.9 | Develop a plan to seal shoulders cost effectively when conducting routine resurfacing maintenance operations where feasible | [Austroads Guide to Road Design Part 3: Road Geometry](https://austroads.com.au/publications/road-design/agrd03)  [Regional Road Safety Program – LG Roads](https://www.mainroads.wa.gov.au/globalassets/projects-initiatives/programs/regional-roads/regional-road-safety-program-lga-fact-sheet.pdf) | [LG name] / Main Roads | Month 20\*\* |
| 1.10 | Commitment to allocate internal budget funding for road safety delivery | [Austroads Local Government Road Safety Management Guidance](https://austroads.com.au/publications/road-safety/ap-r612-20) | [LG name] | Month 20\*\* |
| 1.11 | Develop a roadside vegetation management plan to ensure essential maintenance is conducted to safeguard sightlines and minimise hazards to the occupants of errant vehicles | [Austroads Guide to Road Design Part 6: Roadside Design and Safety Barriers](https://austroads.com.au/publications/road-design/agrd06)  [Road View - route assessment video tool](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Austroads Infrastructure Risk Rating Tool](https://irrtool.austroads.com.au/) | [LG name] | Month 20\*\* |
| 1.12 | Work with our partners to create personal and collective risk maps for strategic routes in the [City/Shire/Town] | [Austroads Local Government Road Safety Management Guidance](https://austroads.com.au/publications/road-safety/ap-r612-20)  [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/)  [Road Safety Engineering – Treatment of Crash Locations training](https://www.road-safety-audit-wa.org/training-and-development.html)  [Austroads Infrastructure Risk Rating Tool](https://irrtool.austroads.com.au/) | [LG name] / Main Roads | Month 20\*\* |
| 1.13 | Develop a Local Area Traffic Management (LATM) priority list for the treatment of town centres and local activity areas to create safe and liveable road environments particularly for vulnerable road users | [Austroads Guide to Traffic Management Part 8: Local Street Management](https://austroads.com.au/publications/traffic-management/agtm08)  [Road Safety Engineering – Treatment of Crash Locations training](https://www.road-safety-audit-wa.org/training-and-development.html)  [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/) | [LG name] | Month 20\*\* |
| 1.14 | Conduct monitoring to evaluate the road safety performance of all permanent changes to the local road network | [Crash Map Monitoring Tool](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/) | [LG name] | All Projects |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Safe Speeds *– Safety Performance Indicators* | | | | |
| Item | **Action** | **Supporting Tools and Resources** | **[City/Shire/Town] / Partner Commitment** | **Target** |
| 2.1 | Conduct speed monitoring to identify locations or in response to public concern to request potential speed enforcement by WA Police | [WA Police Force – Cameras](https://www.police.wa.gov.au/Traffic/Cameras)  [Traffic Map](https://trafficmap.mainroads.wa.gov.au/)  [Austroads Guide to Road Safety Part 3: Safe Speed](https://austroads.com.au/publications/road-safety/agrs03) | [LG name] / WA Police | Month 20\*\* |
| 2.2 | Conduct speed monitoring to identify locations or in response to public concern to request potential speed limit reductions where feasible | [Main Roads – Speed Zoning](https://www.mainroads.wa.gov.au/technical-commercial/technical-library/road-traffic-engineering/traffic-management/speed-zones/)  [TrafficMap](https://trafficmap.mainroads.wa.gov.au/)  [Austroads Infrastructure Risk Rating Tool](https://irrtool.austroads.com.au/)  [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/) | [LG name] / Main Roads | Month 20\*\* |
| 2.3 | Assist to promote, support and cascade speed awareness campaigns from the Road Safety Commission | [Road Safety Commission – Speeding](https://www.wa.gov.au/government/document-collections/road-safety-resources)  [Road Safety Commission – Event Grants](https://communityconnect.rsc.wa.gov.au/community-grants-portal?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Road-Safety-Community-Grants--Opening-Soon&utm_source=ehq&utm_medium=email&utm_campaign=website)  [Road Safety Commission – Project Grants](https://communityconnect.rsc.wa.gov.au/community-grants-portal?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Road-Safety-Community-Grants--Opening-Soon&utm_source=ehq&utm_medium=email&utm_campaign=website)  [Road Safety Commission – Information sheets](https://www.wa.gov.au/government/document-collections/road-safety-resources) | [LG name] / Road Safety Commission | Biannually |
| 2.4 | Introduce gateway treatments to entrances to townsites from high speed road environments | [Austroads Speed Reduction Treatments for High-speed Environments](https://austroads.com.au/publications/road-design/ap-r508-16) | [LG name] | Month 20\*\* |
| 2.5 | Identify potential high risk urban locations for speed management by Local Area Traffic Management | [Austroads Guide to Traffic Management Part 8: Local Street Management](https://austroads.com.au/publications/traffic-management/agtm08)  [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/) | [LG name] | Month 20\*\* |
| 2.6 | Identify potential locations for speed activated warning signs | [Austroads Speed Reduction Treatments for High-speed Environments](https://austroads.com.au/publications/road-design/ap-r508-16)  [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/) | [LG name] | Month 20\*\* |
| 2.7 | Take advantage of WALGA RoadWise courtesy speed display signs to be deployed at high risk locations or sites of concern | [WALGA RoadWise – Courtesy Speed Display Signs](https://www.roadwise.asn.au/courtesy-speed-display-signs.aspx) | [LG name] / WALGA RoadWise | Biannually |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Safe Vehicles *– Safety Performance Indicators* | | | | |
| Item | **Action** | **Supporting Tools and Resources** | **[City/Shire/Town] / Partner Commitment** | **Target** |
| 3.1 | Commitment to purchase five star ANCAP rated vehicles for the [City/Shire/Town] fleet | [ANCAP](https://www.ancap.com.au/) | [LG name] | Entire Vehicle Fleet by Month 20\*\* |
| 3.2 | Introduce contractual arrangements to the works tender process to ensure contactors employed by the [City/Shire/Town] have vehicles with a minimum ANCAP Star rating | [ANCAP](https://www.ancap.com.au/) | [LG name] | Month 20\*\* |
| 3.3 | Introduce daytime running headlights to the [City/Shire/Town] vehicle fleet | [Australian Transport Safety Bureau – Daytime Running Lights (DRL)](https://www.infrastructure.gov.au/sites/default/files/migrated/roads/safety/publications/2003/pdf/Cons_Lights.pdf) | [LG name] | Entire Vehicle Fleet by Month 20\*\* |
| 3.4 | Assist to promote, support and cascade safe vehicle information from the Road Safety Commission | [Road Safety Commission – Safe Vehicles](https://www.rsc.wa.gov.au/Your-Safety/Vehicles/Safe-Vehicles)  [Road Safety Commission – Information sheets](https://www.wa.gov.au/government/document-collections/road-safety-resources) | [LG name] / Road Safety Commission | Biannually |
| 3.5 | Assist to promote, support and cascade vehicle child car restraint information from WALGA RoadWise | [WALGA RoadWise – Child car restraints](https://www.roadwise.asn.au/child-car-restraints.aspx) | [LG name] / WALGA RoadWise | Biannually |
| 3.6 | Adopt RoadWise Fleet Safety Policies | [WALGA RoadWise – Fleet Safety Resource Kit](https://www.roadwise.asn.au/fleet-safety-resource-kit.aspx) | [LG name] / WALGA RoadWise | Adopted by Month 20\*\* |
| 3.7 | Assist to promote, support and cascade safe vehicle information to the public when purchasing a vehicle | [How Safe is Your Car Online Resource](http://www.howsafeisyourcar.com.au/Find-My-Car)  [Road Safety Commission – Buying a Safe Vehicle guidance](https://www.rsc.wa.gov.au/Your-Safety/Vehicles/Safe-Vehicles/Buying-a-safe-vehicle) | [LG name] / Road Safety Commission | Biannually |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Safe People (Road Use) *– Safety Performance Indicators* | | | | |
| Item | **Action** | **Supporting Tools and Resources** | **[City/Shire/Town] / Partner Commitment** | **Target** |
| 4.1 | Assist to promote, support and cascade safe road use initiatives and campaigns from the Road Safety Commission and WALGA RoadWise | [Road Safety Commission – Campaigns](https://www.rsc.wa.gov.au/Campaigns)  [WALGA – RoadWise](https://www.roadwise.asn.au)  [Road Safety Commission – Event Grants](https://communityconnect.rsc.wa.gov.au/community-grants-portal?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Road-Safety-Community-Grants--Opening-Soon&utm_source=ehq&utm_medium=email&utm_campaign=website)  [Road Safety Commission – Project Grants](https://communityconnect.rsc.wa.gov.au/community-grants-portal?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Road-Safety-Community-Grants--Opening-Soon&utm_source=ehq&utm_medium=email&utm_campaign=website) | [LG name] / WALGA RoadWise / Road Safety Commission | Biannually |
| 4.2 | Promote and support road safety initiatives at schools | [WALGA RoadWise – Safety Around Schools](https://www.roadwise.asn.au/road-safety-around-schools.aspx) | [LG name] / WALGA RoadWise | Biannually |
| 4.3 | Identify suitable urban locations that could be converted to Safe Active Streets | [Safe Active Streets – Department of Transport](https://www.transport.wa.gov.au/activetransport/safe-active-streets-program.asp)  [Crash Map](https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/) | [LG name] / Department of Transport | Month 20\*\* |
| 4.4 | Take advantage of WALGA RoadWise Road Safety Display Trailers to promote road safety messages at community events | [WALGA RoadWise – Road Safety Display Trailers](https://www.roadwise.asn.au/road-safety-display-trailers.aspx) | [LG name] / WALGA RoadWise | Biannually |
| 4.5 | Deploy WALGA RoadWise Targeted Enforcement Signs where applicable | [WALGA RoadWise – Targeted Enforcement Signs](https://www.roadwise.asn.au/targeted-enforcement-signs.aspx)  [WA Police Force](https://www.police.wa.gov.au) | [LG name] / WALGA RoadWise / WA Police | Month 20\*\* |
| 4.6 | Assist to promote, support and cascade mobile phone use and driving initiatives and enforcement | [WALGA RoadWise – Mobile Phone Use](https://www.roadwise.asn.au/mobile-phone-use.aspx)  [WA Police Force](https://www.police.wa.gov.au)  [Road Safety Commission – mobile phones](https://www.rsc.wa.gov.au/Your-Safety/Behaviours/Distractions/Mobile-Phones)  [Road Safety Commission – Event Grants](https://communityconnect.rsc.wa.gov.au/community-grants-portal?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Road-Safety-Community-Grants--Opening-Soon&utm_source=ehq&utm_medium=email&utm_campaign=website)  [Road Safety Commission – Project Grants](https://communityconnect.rsc.wa.gov.au/community-grants-portal?utm_source=ehq_newsletter&utm_medium=email&utm_campaign=ehq-Road-Safety-Community-Grants--Opening-Soon&utm_source=ehq&utm_medium=email&utm_campaign=website) | [LG name] / WALGA RoadWise / WA Police / Road Safety Commission | Biannually |
| 4.7 | Support schools in applying for traffic warden controlled children’s crossings and provide any necessary infrastructure changes at approved children’s crossing locations | [WA Police Force – Children’s Crossings](https://www.police.wa.gov.au/Traffic/Childrens%20Crossings%20Unit) | [LG name] / WA Police | Ongoing |

# **State Strategy Target Tracking**

## Progress Report 2021 – 2025

The following tables and chart outline the progress of the [LG name] towards the State’s Road Safety Strategy target of **50 - 70 %** reduction in fatal and serious crashes by 2030 over the period from 2021 to 2025.

Crashes per Year by Severity

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Year | PDO | Casualty | FSI | State FSI 50 % Target | State FSI 70 % Target |
| 2014 | 0 | 0 | **0** | **-** | **-** |
| 2015 | 0 | 0 | **0** | **-** | **-** |
| 2016 | 0 | 0 | **0** | **-** | **-** |
| 2017 | 0 | 0 | **0** | **-** | **-** |
| 2018 | 0 | 0 | **0** | **-** | **-** |
| 2019 | 0 | 0 | **0** | **-** | **-** |
| 2020 | 0 | 0 | **0** | **0** | **0** |
| 2021 | 0 | 0 | **0** | **0** | **0** |
| 2022 | 0 | 0 | **0** | **0** | **0** |
| 2023 | 0 | 0 | **0** | **0** | **0** |
| 2024 | 0 | 0 | **0** | **0** | **0** |
| 2025 | 0 | 0 | **0** | **0** | **0** |

Casualty Crashes by Nature

|  |  |  |  |
| --- | --- | --- | --- |
| Casualty Crash Nature | 2017 - 2021 | 2021 - 2025 | Percentage Change (%) |
| Unknown | 0 | 0 | +/- 0 % |
| Head On | 0 | 0 | +/- 0 % |
| Hit Animal | 0 | 0 | +/- 0 % |
| Hit Object | 0 | 0 | +/- 0 % |
| Hit Pedestrian | 0 | 0 | +/- 0 % |
| Non Collision | 0 | 0 | +/- 0 % |
| Rear End | 0 | 0 | +/- 0 % |
| Right Angle | 0 | 0 | +/- 0 % |
| Right Turn Thru | 0 | 0 | +/- 0 % |
| Sideswipe Opposite Dirn | 0 | 0 | +/- 0 % |
| Sideswipe Same Dirn | 0 | 0 | +/- 0 % |
| Total | **0** | **0** | **+/- 0 %** |

## Action Plan Update 2025

The following items in the action plan have been updated based on results from the monitoring of the progress report from 2021 to 2025.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Item | Action Update | Available Tools and Resources | [City/Shire/Town] / Partner Commitment | Updated Target |
| 1.1 | Details of action to be updated | Updated tools and resources | Who is responsible | New Target |
| 2.1 | Details of action to be updated | Updated tools and resources | Who is responsible | New Target |
| 3.1 | Details of action to be updated | Updated tools and resources | Who is responsible | New Target |
| 4.1 | Details of action to be updated | Updated tools and resources | Who is responsible | New Target |

Provide further background to any action plan updates

## Progress Report 2021 – 2030

The following tables and chart outline the progress of the [LG name] towards the State’s Road Safety Strategy target of **50 - 70 %** reduction in fatal and serious crashes by 2030 over the period from 2021 to 2030.

Crashes per Year by Severity

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Year | PDO | Casualty | FSI | State FSI 50 % Target | State FSI 70 % Target |
| 2020 | 0 | 0 | **0** | **0** | **0** |
| 2021 | 0 | 0 | **0** | **0** | **0** |
| 2022 | 0 | 0 | **0** | **0** | **0** |
| 2023 | 0 | 0 | **0** | **0** | **0** |
| 2024 | 0 | 0 | **0** | **0** | **0** |
| 2025 | 0 | 0 | **0** | **0** | **0** |
| 2026 | 0 | 0 | **0** | **0** | **0** |
| 2027 | 0 | 0 | **0** | **0** | **0** |
| 2028 | 0 | 0 | **0** | **0** | **0** |
| 2029 | 0 | 0 | **0** | **0** | **0** |
| 2030 | 0 | 0 | **0** | **0** | **0** |

Casualty Crashes by Nature

|  |  |  |  |
| --- | --- | --- | --- |
| Casualty Crash Nature | 2021 - 2025 | 2026 - 2030 | Percentage Change (%) |
| Unknown | 0 | 0 | +/- 0 % |
| Head On | 0 | 0 | +/- 0 % |
| Hit Animal | 0 | 0 | +/- 0 % |
| Hit Object | 0 | 0 | +/- 0 % |
| Hit Pedestrian | 0 | 0 | +/- 0 % |
| Non Collision | 0 | 0 | +/- 0 % |
| Rear End | 0 | 0 | +/- 0 % |
| Right Angle | 0 | 0 | +/- 0 % |
| Right Turn Thru | 0 | 0 | +/- 0 % |
| Sideswipe Opposite Dirn | 0 | 0 | +/- 0 % |
| Sideswipe Same Dirn | 0 | 0 | +/- 0 % |
| Total | **0** | **0** | **+/- 0 %** |

# **Results and Concluding Statement**

At the end of the term of the plan present an outline of the overall results of the plan and provide a concluding statement, also provide details of any learnings from the plan to be carried forward to the next road safety management plan.