



City of Rockingham

Road Safety Management Plan

2023 -2030

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Department: Technical Services
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i. Definitions

1. **ANCAP:** Refers to Australian New Car Assessment Program. ANCAP safety ratings are determined based on a series of internationally recognised, independent crash tests and safety assessments shared by ANCAP and our European counterpart, Euro NCAP. Each star rating is determined following a series of destructive physical crash tests, an assessment of on-board safety features and equipment, and performance tests of active collision avoidance technologies. Vehicles are evaluated against four key assessment areas, or 'pillars'.
2. **ANRAM:** Refers to the Australian National Risk Assessment Model (ANRAM), which provides a system to implement a nationally-consistent risk-based road assessment program, to identify road sections with the highest risk of severe crashes.
3. **AusRAP:** Refers to the Australian Road Assessment Program (AusRAP). This program has examined national highways and awarded Star Ratings based on their level of safety. Sections of road are rated on a scale of 1 to 5-stars, with 1-star being the least safe and 5-star being the safest. Safe roads with design elements such as dual lane divided carriageways, good line marking and wide lanes have a higher star rating. Lower-rated roads are likely to have single-lanes and be undivided with poor line marking and hazards such as trees, poles and steep embankments close to the edge of the road.
4. **BEV:** Refers to Battery Electric Vehicle.
5. **Casualty Crash:** A casualty crash refers to a road traffic incident in which one or more individuals are injured or killed. This includes Fatal, Hospital and Medical severity crashes.
6. **City:** Refers to the City of Rockingham.
7. **FSI (Fatality and Serious Injury):** FSI refers to incidents that result in fatalities or severe injuries. These include accidents where individuals are fatally injured or sustain injuries that required Hospital admission. Fatal or Hospital severity crashes.
8. **HVS: Heavy Vehicle Services** is a department under Main Roads WA and responsible for providing safe, efficient and sustainable heavy vehicle access to WA's road network.
9. **IPWEA:** The Institute of Public Works Engineering Australasia
10. **MRWA:** Refers to Main Roads, Western Australia
11. **PDO (Property Damage Only) Crashes:** Refers to Non-injury type, property damage only crashes
12. **Road Safety Audit (RSA):** A road safety audit involves a comprehensive evaluation of road infrastructure and design to identify potential safety issues and recommend improvements to enhance road safety for all users.
13. **Road Safety Performance Indicators:** These indicators are quantifiable measures used to assess the effectiveness of road safety interventions. They help track progress towards the reduction of road traffic injuries and fatalities.
14. **RUM Code (Road User Movement Code):** The RUM code is a classification system used to categorize road users' movement in the event of a road crash to determine patterns in crashes.
15. **Safe Vehicles:** Safe vehicles refer to vehicles equipped with advanced safety features and designed to minimize the risk of injury during collisions. These features may include airbags, anti-lock braking systems (ABS), electronic stability control (ESC), and crash-optimized structures.
16. **Traffic Calming Measures:** Traffic calming measures include physical alterations to roadways designed to reduce vehicle speeds and enhance road safety. Examples include speed humps, chicanes, and raised pedestrian crossings.
17. **Vulnerable Road Users:** Vulnerable road users include pedestrians, cyclists, motorcyclists, and other individuals who are more exposed to potential hazards on the road due to their lack of physical protection.
18. **WALGA:** The Western Australia Local Government Association (WALGA) is an independent, member based, not for profit organisation representing and supporting the WA Local Government sector.
19. **WALGA RoadWise Council:** The Council is registered in program managed by WALGA, dedicated to implementing road safety programs and initiatives within WA.

20. **Safe System:** means a road safety approach adopted by National and State Government 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.

1. Executive Summary

Road safety is an issue and shared responsibility for all members of our community.

The City and its RoadWise Advisory Committee (RoadWise) work with key stakeholders to develop a safe and efficient transport network within the City of Rockingham. The City and RoadWise work within the State Government's 'Driving Change', Road Safety Strategy for WA 2020-2030. The Driving Change Strategy provides a number of actions and objectives across the following cornerstones of the safe system approach:

- **Safe Roads Users:** Road users that are skilled, competent, alert and unimpaired.
- **Safe Roads:** 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 Vehicles:** Vehicles that lessen the likelihood of a crash and protect occupants and other road users.
- **Safe Speeds:** Speeds are managed to complement the road environment and ensure crash impact forces are within human tolerances.
- **Post-Crash Response:** The chances of surviving a crash decreases rapidly above certain impact speeds, dependant on the nature of the collision.

Driving Change is also underpinned by four guiding principles:

- **The limits of human performance** – We all make mistakes and need to acknowledge the limits of our capabilities.
- **The physical limits of human tolerance to violent forces** – In a crash there are certain limits to the amount of force our bodies can take before we are injured.
- **Shared Responsibility** – Everyone has an individual and shared role to play in road safety.
- **A forgiving road system** – We need to design a road system that is safe, so when crashes do happen, death can be avoided and injuries minimised. Our road system must be forgiving when mistakes happen.

By adhering to these principles and implementing the actions outlined in the Driving Change Strategy, the City aims to create a safer road environment, reduce the number of fatal and serious injury crashes, and minimize the impact of collisions on individuals and the community as a whole.

The City's Road Safety Management Plan 2023-2030 (RSMP) considers the achievements of the Road Safety Action Plan 2019-2022 and proposes new actions to achieve the target of the State's strategy. The RSMP has analysed the recorded crashes between 2018 and 2022, identified the predominant crash patterns and identified the gap in proactive road safety analysis in developing the action plan. Driving Change aims to reduce the numbers of people killed, severely or seriously injured by 50-70% by 2030.

2. Strategic Objectives

The purpose of the RSMP is to work towards 'Driving Change' within the City by implementing educational initiatives and engineering solutions to combat road safety issues on our road network.

The City's goal is to eliminate all fatal and serious injury road traffic accidents by promoting the RSMP within the community.

The RSMP aligns to the City's Strategic Community Plan 2023 to 2033 specifically:

Aspiration 1 - (Social) – A family-friendly, safe and connected community.

- Community health and wellbeing: The RSMP reinforces a strong sense of safety, which directly supports the aspiration of creating a safe and family-friendly community.

Aspiration 3 - (Built Environment) - A built environment carefully planned for today and tomorrow.

- Built infrastructure meets current and future community needs: The plan emphasizes planning, building, and maintaining current and future road safety assets, aligning with the goal of ensuring the built environment meets community needs.
- Plan for sustainable growth: By focusing on road safety, the plan contributes to creating safe community places to live, recreate, and work, which is essential for sustainable growth.
- Accessible and connected: The plan's emphasis on road safety aligns with the goal of planning and advocating for transport solutions, which contribute to creating an accessible and connected community.

The City has also made the following declaration as part of becoming WALGA RoadWise Council:

Signed Declaration:

The City of Rockingham accepts the invitation from WALGA to register as a RoadWise Council.

Vision statement:

To eliminate all fatal and serious injury crashes by developing, delivering and promoting the City of Rockingham Road Safety management Plan, in accordance with the State's Road Safety Strategy.

Statements of intention:

- The City of Rockingham acknowledges that it invests significant resources in managing an extensive network of local roads and is well placed to influence road safety performance.
- The City of Rockingham will demonstrate leadership in road safety by striving to work within the framework of the Road Safety Governing Principles for Local Government.
- The City of Rockingham will demonstrate action in road safety by working towards identifying and implementing measures to improve road safety outcomes on the local road network.
- The City of Rockingham will demonstrate action in road safety by identifying opportunities and implementing measures, within its capacity and resourcing, to improve road safety outcomes on the local road network.
- The City of Rockingham will demonstrate action in road safety by working towards implementing a systems approach to improve road safety on our local network for our community and visitors.

Signed on behalf of the City of Rockingham



Michael Parker
Chief Executive Officer

Date: 7/9/2023



Deb Hamblin
Mayor

Date: 8/9/2023



3. Background

The City developed and delivered a Road Safety Action Plan between 2019 and 2022 in line with the State’s road safety strategy of ‘Towards Zero 2020’. The target of the ‘Towards Zero’ Strategy was to have 11,000 fewer people killed or seriously injured on WA roads by 2020. The overarching goal of both strategies is to achieve zero fatalities and serious injuries on local roads.

Our efforts in improving road safety have been recognized on a national level. The City's strategic approach through the Road Safety Action Plan was acknowledged with the receipt of a number of awards. These awards highlight the achievements of community stakeholders in promoting and implementing enhanced road safety measures.

- 2020/2021 and 2022/2023 IPWEA excellence in road safety projects
- 2021/2022 Australian road safety Foundation local government initiative award
- 2021/2022 Australasian College of Road Safety's Diamond Road Safety Award in the Highly Commended Project category.
- 2021/2022 WALGA's the Safe System Approach - Local Road Safety Partnerships Award (Metropolitan).

These awards further validate our commitment to road safety and the effectiveness of our initiatives.

With the expiration of the 'Towards Zero' strategy, a new State Road Safety Strategy called 'Driving Change' for WA 2020-2030 was published. The new strategy aims to reduce the number of deaths, severe injuries, and serious injuries by 50-70% by 2030. Achieving the higher end of this target will result in 723 fewer deaths and 8,000 fewer injuries in WA over the next decade. This RSMP 2023-2030 is being developed to support the State’s strategy. By continuing to prioritize road safety, we aim to create safer road environments and protect the well-being of our community members. The achievements against the City’s Road Safety Action Plan 2019-2022 is outlined below.

4. Evaluation of the Road Safety Action Plan 2019-2022

Table 1: The outcome of the Road Safety Action Plan 2019-2022.

S/N	Objective	Actions	Outcome
1.0 Safe Roads and Roadsides			
1.1	Improve the City’s road safety policies, procedures and guidelines	<ul style="list-style-type: none"> • Develop a road safety Audit policy • Develop a pathway Procedure/ Guidelines • Develop a Local Area Traffic Management (LATM) Procedure/ Guideline • Number of Road Safety Audits completed 	<ul style="list-style-type: none"> • A draft policy is developed and will be endorsed during the current RSMP. • A pathway Procedure/ Guidelines is developed. • LATM Procedure/ Guideline is developed. • A total of 61 RSAs are completed.
1.2	Develop and implement	<ul style="list-style-type: none"> • Reduce the number and severity through the 	<ul style="list-style-type: none"> • Over 25 of successful blackspot projects delivered, 2

	<i>engineering treatments to reduce the number and severity of crashes within the City's transport network</i>	<i>provision of treatments that change the angle of impact or reduce the speed at intersections to within the human tolerances to physical forces</i> <ul style="list-style-type: none"> <i>Reduce the number and severity of run off road and head on crashes through the provision of treatments such as sealed shoulders, audible edge lining, medians, crash barriers and appropriate clear zones.</i> 	<i>Low Cost Urban Road Safety Program (LCURSP) projects and a number of traffic treatments installed</i> <i>Four road improvement (major upgrade) projects delivered.</i>
1.3	<i>Develop and implement a pathway/cycleway network improvement program to reduce the number and severity of pedestrian and cyclist crashes within the City's transport network</i>	<ul style="list-style-type: none"> <i>Provide separation from vehicles for pedestrians/ cyclists through the provision of a footpath and shared path network.</i> <i>Provide safe crossing points for vulnerable road users</i> 	<ul style="list-style-type: none"> <i>A number of shared path constructed such as Ennis Ave, Dixon Rd and Rae Road</i> <i>Over 150 kms of footpath constructed</i> <i>Four Children's crossings installed</i> <i>Seven new pedestrian refuges installed along Safety Bay Rd</i> <i>Two pedestrian zebra crossings installed</i>
2.0 Safe Speeds			
2.1	<i>Align the speed of vehicles on the road network to within the human tolerances to physical forces</i>	<i>Deploy Courtesy speed display signs/ speed display trailers to high risk areas</i>	<ul style="list-style-type: none"> <i>Over 65 Signs deployed each year</i>
2.2	<i>Support targeted enforcement by WA Police</i>	<i>Provide local traffic count data to WA Police intelligence service</i> <i>Review the operating speed of vehicles in school zones and provide data to WA Police to support targeted enforcement</i>	<i>25 roads referred to WA Police</i>
2.3	<i>Align the speed of vehicles on the road network to within the human tolerances to physical forces</i>	<i>Review all speed infrastructure around school including electronic school zone signage and 40km/h pavement markings</i> <i>Undertake speed limit reviews to align speeds to survivable limits</i>	<i>Review completed</i> <i>Speed limit changed in Rockingham and Baldivis Activity Centres. Additionally a number of other speed limit changes had been implemented in the semi-rural road network such as Sixty Eight Road and Stakehill Road.</i>
3.0 Safe Vehicles			

3.1	Maintain and improve the City's safe vehicles policy	City Light Vehicle Fleet Policy to be reviewed to purchase 5 star ANCAP rated passenger vehicles and 4 to 5 star Commercial vehicles	All passenger vehicles purchased by the City are of 5 star ANCAP rating.
3.2	Increase community awareness of safe vehicles	Implement a Safe vehicles campaign	Safe vehicles campaign on social media was completed on 2021 (Arrive Home Safe / Let's Change the Ending)
		Promote community take up of safer vehicles specifically at schools for novice drivers	A number of local schools were approached by the Department of Education's Road Safety and Drug Education branch that works as part of the City's RoadWise advisory Committee.
4.0 Safe Road Use - Develop and implement integrated campaigns to influence road user behaviour			
4.1	Increase awareness of key road user behaviour issues	Run a Blessing of the Roads Event	Two Blessing of the Roads Event Held
		Rockingham Community Fair – RoadWise stall	Completed
		Implement a Road Ribbons for Road Safety Campaign	Completed
		Implement media and social media messages in line with State Government road safety media campaigns	<ul style="list-style-type: none"> Sept 2019 – June 2020 Campaign :Drive So Others Survive #DriveSOS campaign which included speeding and distracted drivers: Featured car stickers, bus backs, social media messaging, advertisements at outdoor cinemas, magnetic frames
		Develop and implement a driver inattention road safety campaign	National Road Safety Week campaign: .Driver Distraction Bus and VMS Board Campaign May – July 2023
4.2	Deliver Road Safety and active transport messages to primary and high schools	Implement the Safe Travel to School Program	Delivered in four schools.
4.3	Increase community awareness of the role that speed plays in crashes	Develop a community safe speed promise project for the City and incorporate the 'I slow down in Rockingham' bumper stickers into the project	Completed
		Placement of RoadWise crash trailer	Completed till 2021. However, discontinued the use due to vandalism in 2022.
		Continue to promote the use of 'Slow Down, Consider Our Kids' bin stickers to residents in suitable locations within the City	Ongoing action
4.4	Deliver Road Safety and active transport	Support schools in participating in the Your Move schools program	Ongoing action

	<i>messages to primary and high schools</i>	<i>School Drug Education and Road Aware (SDERA)</i>	<i>A number of local schools were approached by the Department of Education's Road Safety and Drug Education branch that works as part of the City's RoadWise advisory Committee.</i>
4.5	<i>Improve the knowledge and skills of City employees and RoadWise Advisory Committee</i>	<i>Employees and RoadWise Advisory Committee attend regular road safety training and development opportunities</i>	<i>Seven Traffic and Design officers have completed the Road Safety Engineering training course, with four of them now accredited as Road Safety auditors.</i>

In addition to the above actions the City has also delivered the below mentioned community education activities.

Safety Heroes: A targeted curriculum-aligned safety program for year one students focusing on car safety, pedestrian safety, and bike and scooter safety.

Constable Care: Safety School: Road Safety WA Education, Getting to School Safely Performance Education and Safety School: On the Road.

5. Crash Analysis

The purpose of the provided charts and tables is to analyse the crash risk in the City by examining the recorded crash history on local roads of the last five years between 2018 and 2022. These visuals present data on crash severity, crash nature, and specific details regarding crashes involving vulnerable road users.

The City acknowledges that management plan based on crash history alone is reactive. However, the shortcomings is currently somewhat overcome by undertaking road safety audits. It is considered that proactive approaches are required to maximise the road safety outcome. These approaches include using the [Austroads Infrastructure Risk Rating Tool \(IRR\)](#) or WALGA developed [LG Star tool](#) in conjunction with the Route and Intersection Risk Assessment Tools in [Crash Map](#), developing a '[Network Safety Plan](#)' to identify appropriate road designs for consistent and enhanced safety outcomes, conducting [Road Safety Audits](#) and Inspections for proposed road changes, and adopting a risk-based approach to crash analysis.

The City's long-term objective is to collaborate with key stakeholders to adopt a more proactive approach to address crash risk in the future.

5.1 Crash Severity per Year

This graph and table represents the statistics of crash severity per year over a span of five years on the local road network in the City, from 2018 to 2022. Overall, the crash statistics remained relatively stable despite the increase in population and traffic volume.

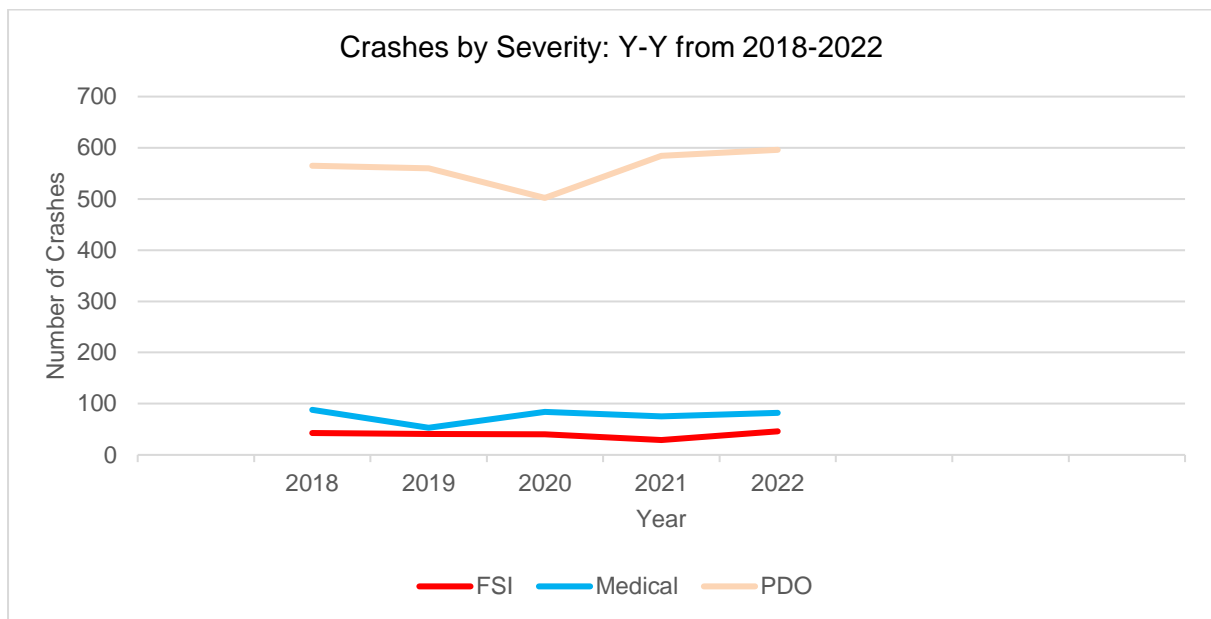


Figure 1: Crashes by severity for last five years from 2018-2022.

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

Table 2: Summary of crash severities for the last five years from 2018-2022.

Year	FSI Crashes	Medical severity Crashes	PDO Crashes	Total Crashes*
2018	43	88	565	696
2019	41	53	560	654
2020	40	84	502	626
2021	29	75	584	688
2022	46	82	596	724
Total	199	382	2807	3388

* Total Crashes=Casualty + PDO

5.2 Fatal and Serious Injury Crashes by Nature

All crashes are categorised over nine categories based on Road Use Movement (RUM) codes. It includes pedestrian, intersection, vehicle from opposing and same direction, manoeuvring, overtaking, on path, off path and miscellaneous crashes. It is important to understand the differences in the predominant crash natures when comparing fatal and serious injury (FSI) crash outcomes with medical severity crashes. Figure 2 below shows that the predominant fatal and serious injury (FSI) crash nature in the period from 2018 to 2022 on the local road network in the City are right angle crashes, followed by off path hit object crashes, hit pedestrian, rear end crashes, and right turn through crashes.

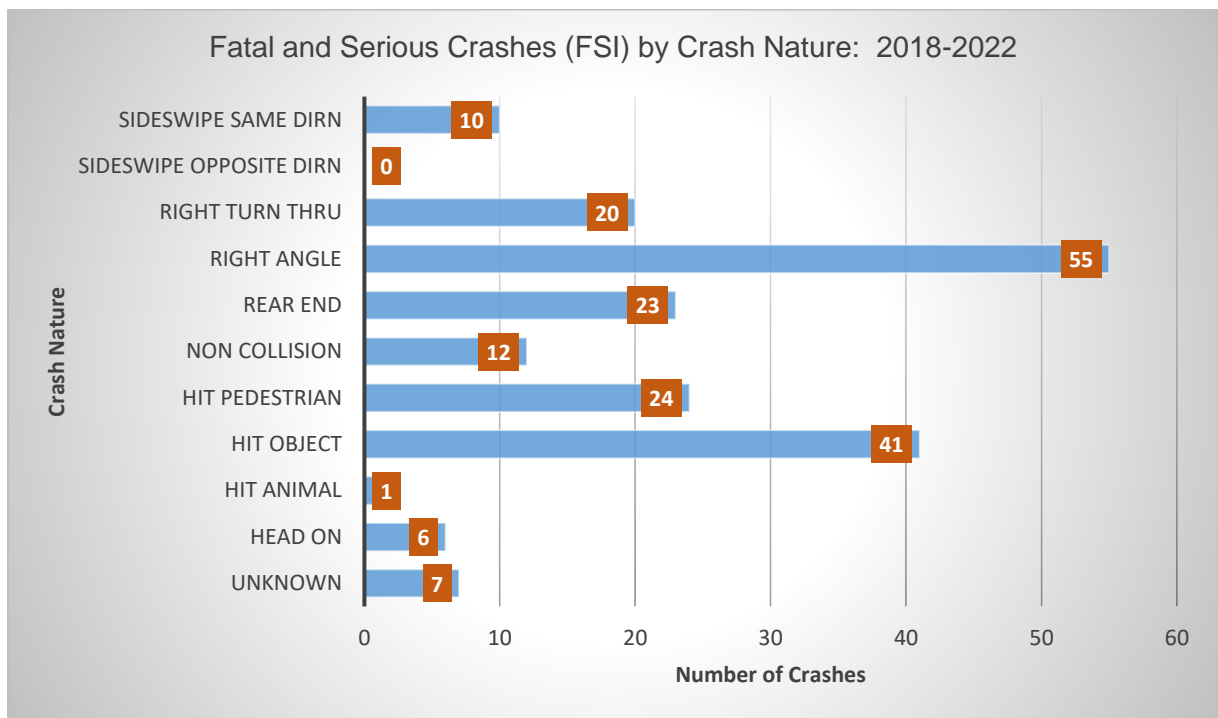


Figure 2: Fatal and serious injury crashes by crash nature for the last five years from 2018-2022.

5.3 Medical Crashes by Crash Nature

Figure 3 below shows that the predominant Medical severity crash nature in the period from 2018 to 2022 on the local road network in the City are rear end crashes, followed by right angle and right turn through crash types.

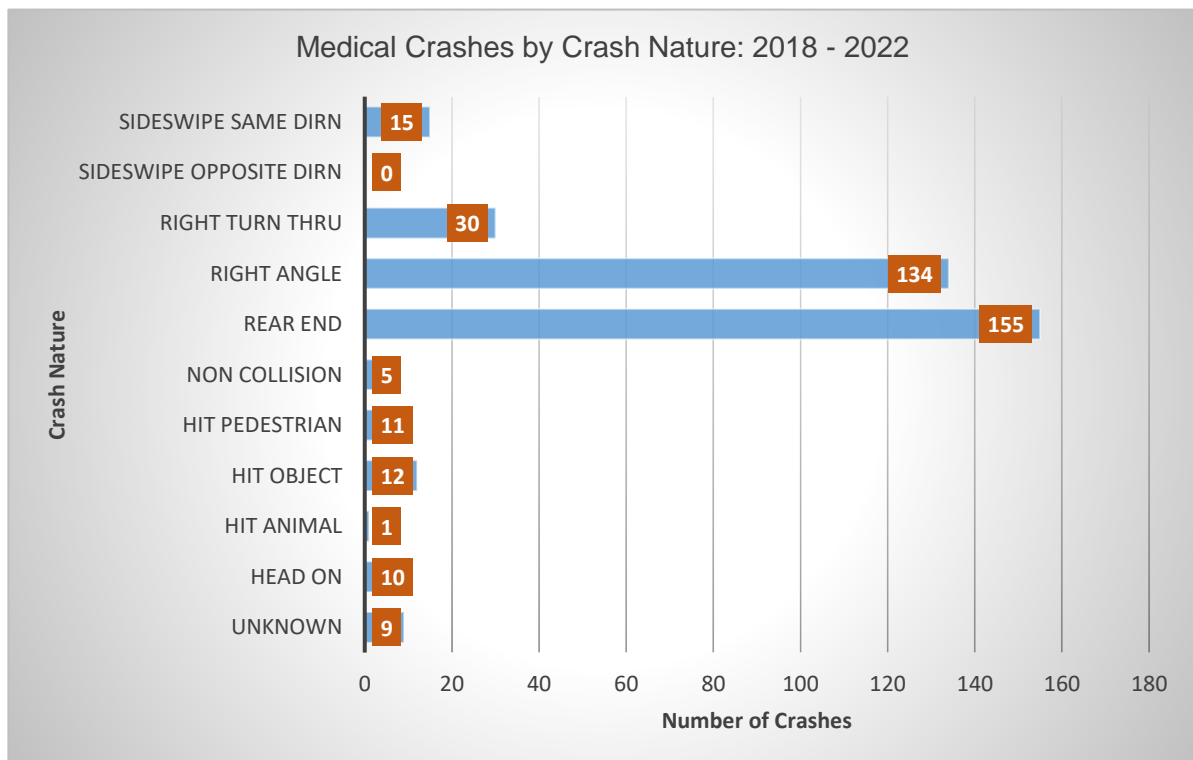


Figure 3: Medical severity crashes by crash nature for the last five years from 2018-2022.

5.4 Vulnerable Road Users

The crash statistics (2018 – 2022) 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 City are motorcycle crashes followed by Bicycle crashes. It can be due to the fact that e-scooters are considered as part of this crash cluster. It is noted that overall motorcycle crashes are trending downwards except in 2022.

The number of crashes involving bicycle has shown to be reducing, however this is not the case for other vulnerable user groups over the five-year period.

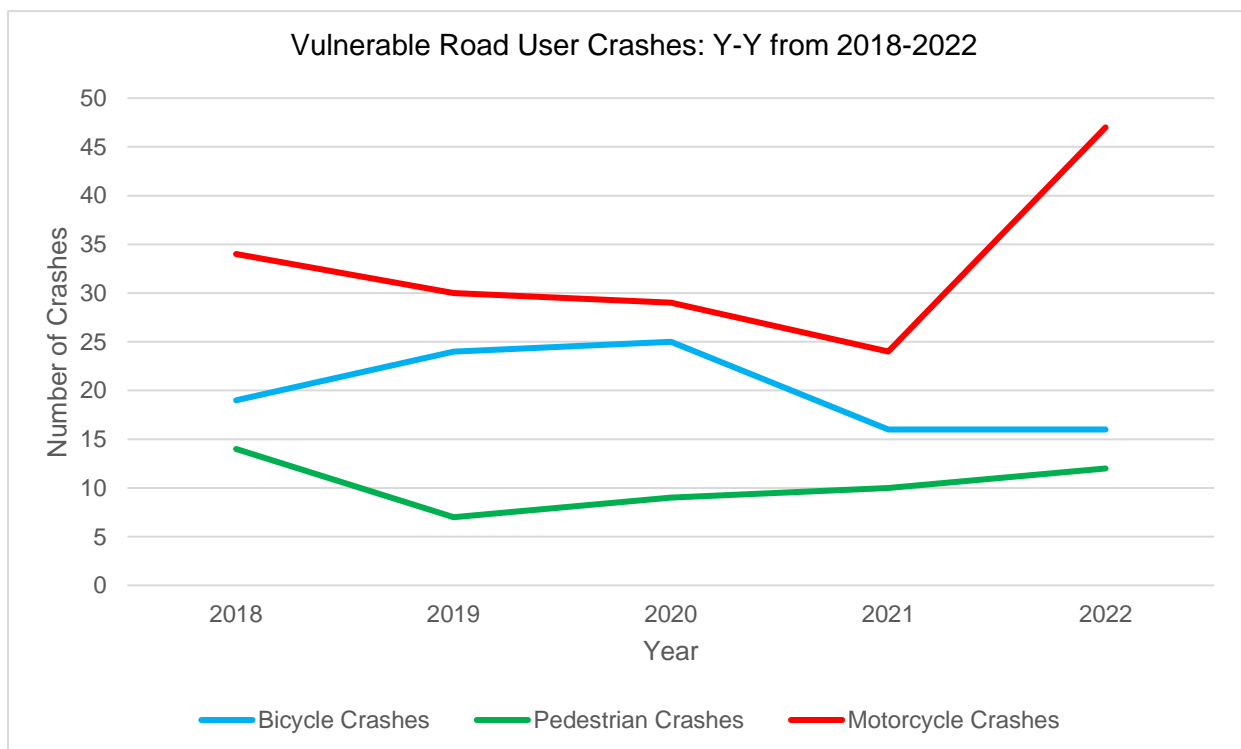


Figure 4: Vulnerable road user crashes for the last five years from 2018-2022.

5.4.1 Bicycle Crashes by Severity

There were no cyclists involved fatal crashes reported within last five year period. However, there were 16 hospital and 13 medical crashes occurred. There had been total 100 bicycle involved crashes reported over the five years as shown in the Figure 5.

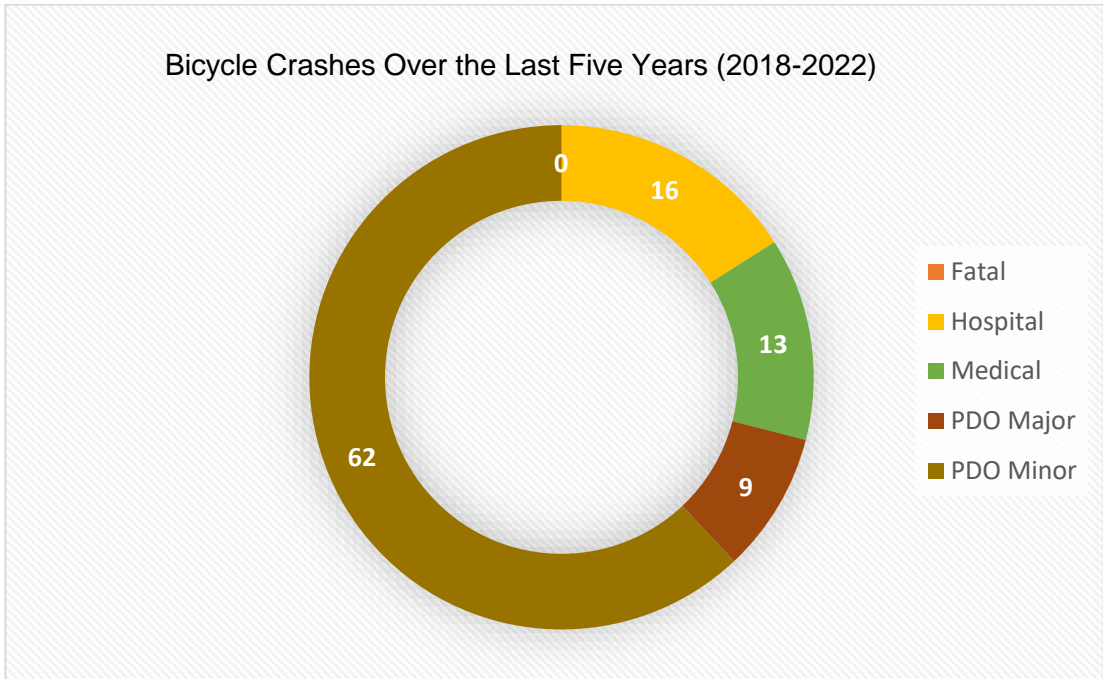


Figure 5: Bicycle crashes over the last five years from 2018-2022.

5.4.2 Motorcycle Crashes by Severity

There were 164 motorcycle involved crashes reported over the last five years from 2018-2022. Out of which 5 crashes were fatal and 51 crashes were hospital and 22 medical crashes as depicted in the Figure 6.

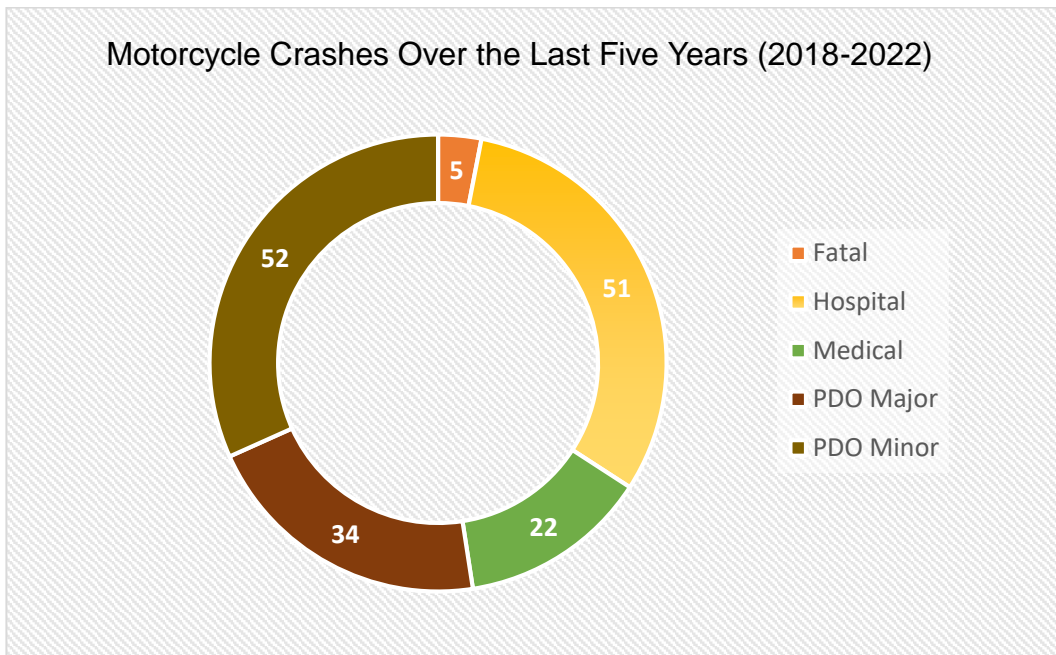


Figure 6: Motorcycle crashes over the last five years from 2018-2022.

5.4.3 Pedestrian Crashes by Severity

As shown in the Figure 7 below, there were 52 pedestrian involved crashes in total reported within the last five years from 2018-2022. Two crashes ended up as fatal, 21 hospital and 10 medical crashes.

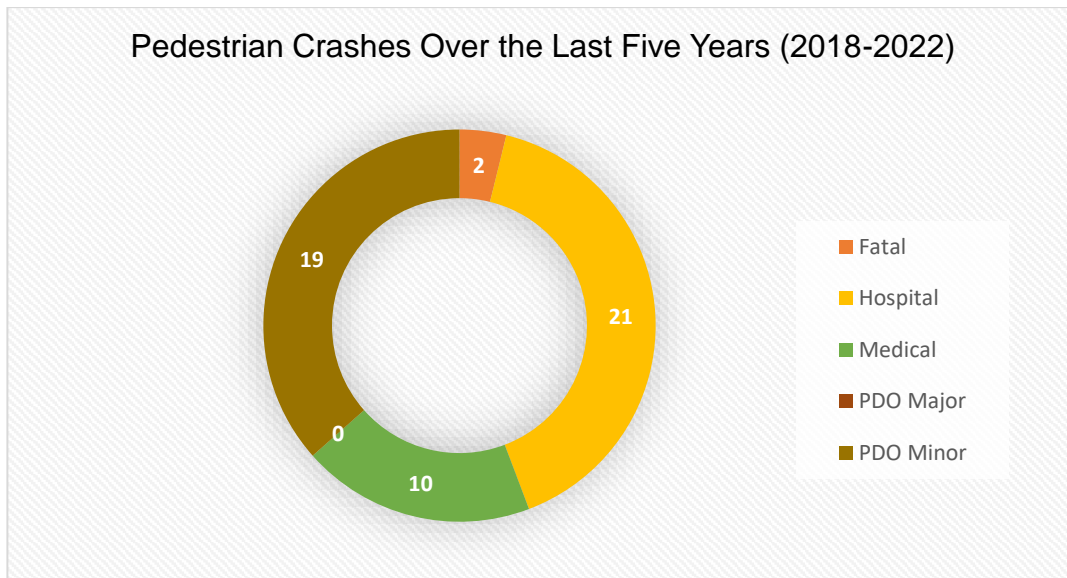


Figure 7: Pedestrian crashes over the last five years from 2018-2022.

6. Key Areas of Focus

6.1 Predominant Crash Types

The review of crash history in the City’s local road network has identified that the predominant crash types (five most represented) are right angle crashes, followed by off-path hit object crashes, right turn through crashes, rear-end crashes, and hit pedestrian crashes. The City intends to allocate resources to address, these crash types.

By focusing on these specific crash types, the City aims to improve road safety and reduce the occurrence of severe accidents on the local road network. The intention is to implement targeted education/awareness, improvements and maintenance activities that address the identified risks associated with these crash types.

To achieve this, the City plans to leverage available training, tools, and resources to develop a deeper understanding of the road safety risks present in the local road network. This comprehensive understanding will enable the City to make informed decisions and implement effective measures to mitigate these risks and enhance overall road safety in the area.

6.2 Proactive Initiatives and Activities

The City, in collaboration with its key stakeholders, is committed to promoting and actively participating in road safety educational initiatives and supporting road safety enforcement activities as outlined in their action plan. To achieve this, the City has identified several key strategies:

Utilizing Risk Assessment Tools: The city will use the [Austroads Infrastructure Risk Rating Tool \(IRR\)](#) in conjunction with the Route and Intersection Risk Assessment Tools available in Crash Map. These tools will help assess and identify potential risks and hazards within the road network, allowing for targeted interventions and improved safety outcomes. IRR is recognised by MRWA for Blackspot grant funding applications.

Developing a Network Safety Plan: The city aims to develop a [Network Safety Plan](#) that will focus on identifying appropriate road designs, including cross-sections and intersection layouts. This plan will aim to provide consistent and enhanced safety outcomes throughout the road networks and corridors in the city.

Conducting Safety Audits and Inspections: The city plans to proactively conduct Road Safety Audits on proposed changes to local roads. Additionally, Road Safety Inspections will be carried out on specific locations and routes of concern within the local road network. These audits and inspections will help identify potential risks and hazards, allowing for necessary improvements and interventions to be implemented.

Local Area Traffic Assessments: The city plans to conduct assessments within its suburbs to improve road safety within the communities. These assessments will identify specific areas where safety enhancements and measures can be implemented to create safer road environments for residents.

By implementing these strategies, the city aims to actively address road safety concerns, promote proactive risk assessment, and enhance road safety within its jurisdiction.

Knowledge and Skills Development: The City recognizes the importance of knowledge and skills development in improving road safety outcomes. The city commits to actively seeking opportunities to expand and enhance its road safety knowledge base. By doing so, the city aims to build capacity and contribute to the overall improvement of road safety within its jurisdiction.

6.3 Action Plan Delivery

To ensure effective implementation of road safety measures, the City, with the support of the key stakeholders, intends to deliver the cornerstone actions outlined in its action plan. These actions align with the Safe System approach, which focuses on multiple aspects of road safety to achieve comprehensive and sustainable results.

6.4 Progress Tracking and Monitoring

To track and monitor progress, The City is dedicated to the continuous assessment of the effectiveness of its RSMP.

To maintain transparency and accountability, the City will provide yearly assessment reports to RoadWise. Additionally, in 2026/2027, a review of the entire RSMP will be conducted to ensure its alignment with evolving safety priorities and best practices.

<i>When will the actions plan be measured?</i>	<i>Actions will be measured yearly</i>
<i>How it will be reported?</i>	<i>Evaluation outcome will be presented to the RoadWise Advisory Committee and through Council information bulletin</i>

7. The Way Forward

The City is committed to significantly reducing crashes resulting in fatal or serious injury by focusing on and promoting the five priority areas from the 'Driving Change Strategy 2020-2030', and working towards the achievement of the state strategy's ambitious target of 50-70% reduction in road trauma.

The City will follow the Safe System approach in reaching the target. The Safe System approach, adopted by National and State Governments, serves as the cornerstone guiding our road safety initiatives. Underpinned by three fundamental principles, it strives to drive improvements in road safety. These guiding principles emphasize that while people will inevitably make mistakes on our roads, they should not face fatalities or severe injuries as a consequence. Furthermore, acknowledging the human body's limitations to withstand crash forces without enduring serious injuries, the approach stresses the need for road transport systems designed within these limits. Our commitment to the Safe System principles aims to ensure road users are not exposed to crash forces surpassing their physical tolerance. These principles form the foundation for our strategy, which aligns with specific objectives identified within each cornerstone: safe roads, safe speeds, safe vehicles, safe road users and post-crash response - corresponding with state strategies. This comprehensive approach endeavours to foster a safer, more resilient road infrastructure for our community.

Within each cornerstone, the City and RoadWise have identified specific objectives that corresponds with the state strategies, as follows:



7.1 Safe Roads

The objective is to enhance road safety by investigating and improving both the road infrastructure and the road environment. The plan includes specific measures to address three key areas:

Intersection Crashes: The aim is to decrease the number and severity of intersection crashes. This will be achieved through the implementation of treatments that alter the angle of impact or reduce speeds at intersections, ensuring they remain within safe limits for human tolerance to physical forces.

Run off Road Crashes: Efforts will be made to minimize the occurrence and severity of run off road crashes. This will involve the installation of roadside treatments such as sealed shoulders, audible edge lines, crash barriers, and appropriate clear zones.

Vulnerable Road Users:

For vulnerable road users, where feasible, measures will be taken to provide separation from vehicles. This will be achieved through the provision of shared paths, ensuring a safe distance between vulnerable road users and vehicles. In situations where complete separation is not possible, traffic calming measures will be implemented to reduce vehicle speeds. This reduction in speed aims to minimize the potential impact forces during collisions, aligning with human tolerance thresholds for physical forces.

By implementing these strategies, the goal is to create safer road conditions and reduce the risk of crashes, particularly at intersections, run off roads, and for vulnerable road users.



7.2 Safe Speeds

The objective is to effectively manage speeds on the road network, ensuring they are appropriate for the road conditions and the vehicles being used. This includes keeping crash energies within safe limits for human tolerance to physical forces. The plan involves the following actions:

Manage Speed Limits: A comprehensive review of speed limits throughout the City's road network will be conducted. The aim is to establish speed limits that align with the concept of a forgiving road system, taking into account the limitations of human performance and the human tolerance for physical forces. This review will work towards setting speeds that promote safer driving conditions and reduce the risk of crashes.

By managing speed limits in this manner, the goal is to create a road environment where drivers can safely navigate and respond to unexpected situations. The approach recognizes the importance of adjusting speeds to match the capabilities of both the road infrastructure and the vehicles on the road, while also considering the limits of human capabilities to withstand the physical forces involved in crashes.



7.3 Safe Vehicles

The objective is to encourage the community to prioritize safer vehicles and specific safety features when making vehicle purchase decisions. The plan includes the following actions:

Promote Awareness: The aim is to raise awareness among the community about the importance of vehicle safety features and ANCAP (Australian New Car Assessment Program) and used car safety ratings. This awareness campaign will educate individuals about the benefits of safer vehicles and the significance of ANCAP ratings in assessing vehicle safety.

By promoting community uptake of safer vehicles and specific safety features, the plan seeks to enhance road safety by ensuring that individuals choose vehicles that offer better protection in the event of a crash. This approach emphasizes the importance of informed vehicle purchasing decisions and encourages the adoption of vehicles with higher safety standards.

Consideration of Electric Vehicles (EVs) in the Safe Vehicles Plan: Recognizing the growing significance of EVs, it's crucial to acknowledge their role. However, our core commitment within the Safe Vehicles Plan remains unchanged – giving top priority to safety ratings. Regardless of the vehicles power source, what truly matters is the safety it ensures on the road. The plan will reflect this balanced approach, promoting vehicles with strong safety ratings, including EVs.

Continue to Purchase 5-Star ANCAP Rated Vehicles: The goal is to continue purchasing 5 star rating passenger and commercial vehicles for City fleet which will eventually go to the community as part of regular renewal process.



7.4 Safe Road Users

The objective is to promote a culture that encourages road users to be attentive and compliant while improving overall road user behaviour. The plan includes a focus on enforcement measures. The actions to support this objective are:

Intelligence-led Policing: The plan aims to support intelligence-led policing activities by providing relevant data and sharing knowledge with other agencies. This collaboration and information exchange will enable law enforcement agencies to make informed decisions and prioritize their efforts based on data-driven insights.

By adopting an intelligence-led approach to policing, the goal is to enhance the effectiveness of enforcement activities and optimize resource allocation. This approach will contribute to improving road user behaviour and compliance with traffic regulations, ultimately leading to safer road conditions for all users.

Promote community awareness: The City will run a number of community education campaigns to increase road safety awareness in the community. There are six community representatives in the City's RoadWise Advisory Committee who will act as community champions in increasing awareness. The selection process of these members will take into consideration of their ability to influence the community.

The City's Community Education Awareness campaigns will be based on the guide for road safety interventions, evidence of what works and does not work and based on research undertaken by external expertise

Community Safety and Support Services Strategy has the aim of increasing community understanding and awareness by delivering education on key issues at both the neighbourhood and whole community level through activities, events, training and workshops and effective methods for improving road user behaviour include training, education, driver licensing, and enforcement aligning with road safety campaigns.



7.5 Post – Crash Response

The focus is on reducing the consequences of crashes when they occur. Despite limited involvement in this cornerstone the City will make efforts to enhance the response and support provided to those involved in road crashes. This includes collaborating with the different government departments to improve support services, ensuring that individuals receive the necessary assistance and resources to cope with the aftermath of a crash.

Education: The plan aims to increase awareness regarding crash reporting and provide free First Aid courses to volunteers, sporting clubs, and other community groups. By promoting crash reporting, individuals will be encouraged to report accidents promptly, facilitating a faster response from emergency services. Additionally, offering 'First Aid training' to various community groups will enhance their capacity to provide immediate assistance to crash victims before professional help arrives.

These actions seek to improve the overall response to road crashes and provide better support for those affected. By increasing awareness, knowledge, and

preparedness, the plan aims to minimize the impact of crashes and provide timely assistance to those in need.

8. Key Stakeholders

Table 3: List of key stakeholders and their engagement

<i>Key Stakeholders invited to participate</i>	<i>Abbreviation</i>	<i>Contributed? (Yes/No)</i>	<i>Engagement method used</i>
<i>Community Safety and Support Services(Internally)</i>	<i>CSSS</i>	<i>Yes</i>	<i>Provide support as required, participation in RoadWise Advisory Committee Meetings</i>
<i>Community Capacity Building (Internally)</i>	<i>CCB</i>	<i>Yes</i>	<i>Provide support as required, participation in Your Move program</i>
<i>Technical Services (Internally)</i>	<i>TS</i>	<i>Yes</i>	<i>Provide support as required, participation in RoadWise Advisory Committee Meetings</i>
<i>Strategy Marketing and Communication (Internally)</i>	<i>SMC</i>	<i>Yes</i>	<i>Provide support as required in community education</i>
<i>Asset Services (Internally)</i>	<i>AS</i>	<i>Yes</i>	<i>Provide support as required</i>
<i>Operations and Fleet Services (Internally)</i>	<i>OFS</i>	<i>Yes</i>	<i>Provide support as required in Safe Vehicles</i>
<i>Main Roads WA</i>	<i>MRWA</i>	<i>Yes</i>	<i>Provide support as requested</i>
<i>Western Australian Local Government Association RoadWise Program</i>	<i>WALGA</i>	<i>Yes</i>	<i>Provide support as requested, participation in RoadWise Advisory Committee Meetings</i>
<i>Road Safety and Drug Education Branch</i>	<i>RSDEB</i>	<i>Yes</i>	<i>Provide support as requested, participation in RoadWise Advisory Committee Meetings</i>
<i>Western Australia Police</i>	<i>WA Police</i>	<i>Yes</i>	<i>Provide support as requested, participation in RoadWise Advisory Committee Meetings</i>
<i>RoadWise Advisory Committee</i>	<i>RWAC</i>	<i>Yes</i>	<i>Attend meetings to provide strategic guidance to the City of Rockingham</i>
<i>WA Road Safety Commission</i>	<i>RSC</i>	<i>Yes</i>	<i>Provide assistance with timing of state government road safety campaigns</i>
<i>Road Trauma Support WA</i>	<i>RTSWA</i>	<i>No</i>	<i>City to contact RTSWA to determine the best way to engage with the service. This could be through the facilitation of information provision to the community via our communications plans</i>

9. Actions

Table 4: List of planned actions.

<i>Actions</i>	<i>Cost Estimate</i>	<i>Team/Key Stakeholder</i>	<i>Commence</i>	<i>Complete</i>
1.0 Safe Roads				

	<i>Actions</i>	<i>Cost Estimate</i>	<i>Team/Key Stakeholder</i>	<i>Commence</i>	<i>Complete</i>
1.1	<i>Undertake a proactive risk assessment of the road network based on Infrastructure Risk Rating (IRR) tool and develop a priority order for improvements</i>	<i>N/A – Will be prepared by internal team and be delivered by combination of grant funding and City funding.</i>	TS	2023/24	2024/25
1.2	<i>Develop a run off road crash program incorporating treatments such as making clear zone, sealed shoulder, audible and non-audible edge lines, safety barrier treatments based on the infrastructure risk rating and crash history.</i>	<i>N/A – Will be prepared by internal team and be delivered by combination of grant funding and City funding.</i>	TS	2025/26	2026/27
1.3	<i>Develop and implement low cost urban infrastructure program in line with Main Roads WA program</i>	Grant funds	TS	Ongoing	
1.4	<i>Undertake a proactive review of potential low cost urban road safety program locations</i>	<i>N/A – Will be prepared by internal team and be delivered by City funds</i>	TS	2025/26	2025/26
1.5	<i>Identify and deliver priority road improvement and Blackspot projects as per the Metropolitan Regional Road Group and Blackspot program guideline</i>	Grant funds City funding	TS	Ongoing	
1.6	<i>Develop an Integrated Transport Plan</i>	\$150,000	SP	2023/24	2024/25
1.7	<i>Undertake six monthly inspection of rural and semirural areas to ensure vegetation is not impacting sight distance. Develop a list of roads where the risk of regrowth is high.</i>	Operating budget	TS	Ongoing	
1.8	<i>Identify night crashes in the City's road network and develop a program for street lighting improvement to Australian Standard.</i>	<i>N/A – Will be prepared by internal team and be delivered by combination of grant funding and City funding.</i>	TS	2027/28	2027/28
1.9	<i>Advocate to MRWA for improving road safety at key state road/state road and state road/local road intersections in the City such as grade separation of Baldivis Road/Kulija Road intersection, upgrading of Mandurah Rd/Anstey Rd intersection and Ennis Avenue/Elanora Dr/Grange Dr intersection.</i>	N/A	Council	Ongoing	
1.10	<i>Development of a RAV network plan</i>	\$50,000	TS	2024/25	2024/25
1.11	<i>Development of a Walking and Cycling Plan</i>	\$100,000	TS	2025/26	2025/26

	<i>Actions</i>	<i>Cost Estimate</i>	<i>Team/Key Stakeholder</i>	<i>Commence</i>	<i>Complete</i>
1.12	<i>Undertake a review of pedestrian crossing and connectivity of footpaths adjacent to schools and activity centres which will consider implication of street parking.</i>	<i>N/A – Will be prepared by internal team and be delivered by combination of grant funding and City funding.</i>	TS	2023/24	2024/25
1.13	<i>Collect traffic count data of District Distributor network every two years and Local Distributor network every three years</i>	\$50,000	TS	Ongoing	
1.14	<i>Undertake a review of all Local Distributor Roads according to the City's Local Area Traffic Management Guideline</i>	<i>N/A – Will be prepared by internal team and be delivered by combination of grant funding and City funding.</i>	TS	2026/27 2030/31	2026/27 2030/31
1.15	<i>Undertake a review of all missing footpaths and prioritise according to the City's Pathway Assessment Guideline</i>	<i>N/A – Will be prepared by internal team and be delivered by combination of grant funding and City funding.</i>	TS	2023/24	2024/25
1.16	<i>Deliver the City's Long Term Cycle Network (LTCN) Plan.</i>	<i>grant funding and City funding.</i>	TS	Ongoing	
1.17	<i>Inspect and maintain the road, footpath and drainage network to optimise the use by regular road and footpath renewal program and proactive maintenance of drainage network.</i>	<i>Grant funding and City funding.</i>	CM	Ongoing	
1.18	<i>Undertake regular audit of Traffic Management Plan (TMP) implementation on site for long term TMPs with special attention given to the need of vulnerable road users.</i>	<i>Operating budget</i>	TS	Ongoing	
2.0 Safe Road Users					
2.1	<i>Implement media and social media messages in line with State Government road safety media campaigns</i>	\$10,000	CSSS SMC	One campaign per financial year	

	<i>Actions</i>	<i>Cost Estimate</i>	<i>Team/Key Stakeholder</i>	<i>Commence</i>	<i>Complete</i>
2.2	<i>Deliver a Ribbons for Road Safety initiative/event with specific focus on a particular user group each year such as Motorcyclists, e-scooters etc.</i>	<i>\$10,000</i>	<i>CSSS / RWAC</i>	<i>Annual</i>	
2.3	<i>Focus awareness on National Road Safety week to invite local young people to attend the Youth Summit</i>	<i>\$3,000</i>	<i>CSSS CCB</i>	<i>Annual</i>	
2.4	<i>Deliver the Constable Care program</i>	<i>\$40,000</i>	<i>CSSS</i>	<i>Ongoing</i>	
2.5	<i>Delivering Safety Heroes program to Year 1 students across local primary schools</i>	<i>\$40,000</i>	<i>CSSS</i>	<i>Ongoing</i>	
2.6	<i>Support young people to access driver education</i>	<i>Officer time</i>	<i>CCB</i>	<i>Annual</i>	
2.7	<i>Research appropriate and measurable community education and awareness activities</i>	<i>Officer time</i>	<i>CSSS</i>	<i>2025/26</i>	<i>2027/28</i>
2.8	<i>Create a Road Safety page on the City website</i>	<i>Officer Time</i>	<i>CSSS - SMC TS</i>	<i>2024/25</i>	<i>2024/25</i>
2.9	<i>E-ridables, e-scooters education and awareness for the community</i>	<i>\$2000</i>	<i>CSSS & CCB</i>	<i>Ongoing</i>	
2.10	<i>Implementation of Safe Travel to School Program to a minimum of one school each year</i>	<i>RoadWise Budget - \$3,000</i>	<i>RWAC</i>	<i>Annual</i>	
2.11	<i>Support the national Walk Safely to School Day by supporting local schools to celebrate the day, promote active transport and provide healthy breakfast on the day.</i>	<i>Operating Budget</i>	<i>CCB</i>	<i>Annual</i>	

	<i>Actions</i>	<i>Cost Estimate</i>	<i>Team/Key Stakeholder</i>	<i>Commence</i>	<i>Complete</i>
2.12	<i>Support schools in participating in the Your Move schools program</i>	<i>Officer Time</i>	<i>CCB</i>	<i>Ongoing</i>	
2.13	<i>Support schools for road safety education including driving lessons and the use of e-mobility devices</i>	<i>N/A</i>	<i>RWAC (DoE)</i>	<i>Ongoing</i>	
2.14	<i>Continue to promote the use of 'Slow Down, Consider Our Kids' bin stickers to residents in suitable locations within the City</i>	<i>RoadWise budget - \$3,000</i>	<i>TS</i>	<i>Ongoing</i>	
2.15	<i>Employees and RoadWise Advisory Committee attend regular road safety training and development opportunities</i>	<i>Operating Budget</i>	<i>RWAC; TS</i>	<i>Ongoing</i>	<i>Ongoing</i>
2.16	<i>Run education campaign about newly delivered walking and cycling paths to encourage increased use</i>	<i>Operating Budget</i>	<i>SMC and CCB</i>	<i>Ongoing</i>	
2.17	<i>Provide Safe Driving Skill training to youth employees</i>	<i>Operating Budget</i>	<i>AS</i>	<i>Ongoing</i>	
2.18	<i>Use roadside memorial to increase awareness of road safety in the community in accordance with the City's 'Roadside memorials; policy</i>	<i>Operating Budget</i>	<i>AS</i>	<i>Ongoing</i>	
3.0 Safe Speeds					
3.1	<i>Conduct speed zoning reviews, on rural, semi-rural areas, arterial and on local roads.</i>	<i>Operating Budget</i>	<i>TS</i>	<i>Ongoing</i>	<i>Ongoing</i>
3.2	<i>Share traffic count data with WA Police for speed enforcement.</i>	<i>Operating Budget</i>	<i>TS/ MRWA</i>	<i>Ongoing</i>	<i>Ongoing</i>
3.3	<i>Review all speed infrastructure around school including electronic school zone signage and 40km/h pavement markings</i>	<i>Operating Budget</i>	<i>TS</i>	<i>Ongoing</i>	<i>Ongoing</i>
3.4	<i>Identify potential locations for speed activated warning signs.</i>	<i>Operating Budget</i>	<i>TS</i>	<i>Ongoing</i>	<i>Ongoing</i>
4.0 Safe Vehicles					
4.1	<i>Continue to purchase 5 star safety rating passenger and commercial vehicle for City Fleet</i>	<i>Operating Budget</i>	<i>OFS</i>	<i>2024/25</i>	<i>Ongoing</i>
4.2	<i>Encourage use of headlights during daytime in City's Fleet</i>	<i>N/A</i>	<i>OFS</i>	<i>Ongoing</i>	

	<i>Actions</i>	<i>Cost Estimate</i>	<i>Team/Key Stakeholder</i>	<i>Commence</i>	<i>Complete</i>
4.3	<i>Implement Safer vehicles awareness initiative specifically targeting Novice drivers. Implement Safer vehicles awareness initiative specifically targeting Novice drivers.</i>	<i>Operating Budget</i>	<i>RWAC (DoE)</i>	<i>Annual</i>	<i>Implement Safer vehicles awareness initiative specifically targeting Novice drivers.</i>
5.0 Post-Crash Response					
5.1	<i>Provide First Aid course to volunteers, sporting clubs and other community groups</i>	<i>\$10,000</i>	<i>CCB and Health and Safety Team</i>	<i>Ongoing</i>	
5.2	<i>Educate the community about the available trauma Support services.</i>	<i>Officer time</i>	<i>CSSS</i>	<i>2026/27</i>	

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