



ROADWISE COMMITTEE

MINUTES

SECTION 5.9(2)(c) LGA 1995

The functions of the RoadWise Committee are:

- (1) To provide a structured forum for stakeholders to consider and discuss road safety issues; and*
- (2) To discuss and make recommendation regarding the identification and appropriate counter measures to negative attitudinal, behavioural and environmental factors linked to enforcement, engineering, education, encouragement and evaluation of road safety initiatives.*

Meeting of the RoadWise Committee held in the
Council Committee Room, Lowood Road, Mount Barker WA 6324
2.00pm Thursday 8 February 2024

Julian Murphy
CHIEF EXECUTIVE OFFICER

Committee Members

Cr B Bell, Cr W Sheard, Cr R Brown - Local Government Elected members (Resolution No. 168/23), Mr K Hemmings – Executive Manager Works and Services, Ms V Gardiner - RoadWise Officer (Resolution No 245/21), Mr A Duffield - Main Roads WA, Mrs E Drage - Community Representative, Mr L Pitt, Mount Barker Community College Parents and Citizens Association, Mr W Beck, Mount Barker Community College (Resolution No 043/23)

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Presiding Member: Cr B Bell

Deputy Presiding Member: Mr L Pitt

Membership: Quorum (5)

Cr B Bell	Council Representative
Cr W Sheard	Council Representative
Cr R Brown	Council Representative
Mr K Hemmings	Executive Manager Works and Services
Ms V Gardiner	RoadWise Officer
Mr B Lenton	Deputy for Mr A Duffield
Mr W Beck	Mount Barker Community College
Mrs E Drage	Community Representative
Mr L Pitt	Mount Barker Community College P&C Association
Mr A Fraser	Deputy for the Mount Barker Community College P&C Association

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

2.00pm Cr Bell declared the meeting open

2 RECORD OF ATTENDANCE / APOLOGIESAttendance

Cr B Bell	Council Representative
Cr R Brown	Council Representative
Mr K Hemmings	Executive Manager Works and Services
Ms V Gardiner	RoadWise Officer
Mrs E Drage	Community Representative
Mr W Beck	Mount Barker Community College

Staff

Mrs H Buffham	Executive Assistant - Works and Services
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Apologies

Cr W Sheard	Council Representative
Mr A Duffield	Main Roads WA
Mr B Lenton	Deputy for Mr A Duffield
Mr L Pitt	Mount Barker Community College P&C Association
Sgt D Swain	Mount Barker Police

3 DISCLOSURE OF MEMBERS' INTERESTS

Part 5, Division 6, Local Government Act 1995

Nil

4 CONFIRMATION OF MINUTES

Moved Mrs E Drage, Seconded Cr R Brown;

That the minutes of the Meeting of the RoadWise Committee, held on Thursday 14 December 2023 be taken as read and adopted as a correct record.

CARRIED

5 REPORTS OF COMMITTEE MEMBERS AND OFFICERS**6.1 SAFE SPEEDS****6.1.1 SPEED INDICATION DEVICE (SID)**

Mr Hemmings advised that a sleeve has been installed for a SID west of the 50km zone on Beverley Road, Kendenup. The device is to be relocated from Ormond Road.

6.1.2 REGULATORY SPEED SIGNS – KENDENUP

Mr Hemmings advised of a query received from a resident about speed limits within the Kendenup townsite. It was agreed this item would be discussed at a meeting when a Main Roads representative will be present.

6.2 SAFE ROAD USE

6.2.1 DRIVER REVIVER

The Committee was advised that site inductions will be provided by Ms Kate Ryan-Taylor, the Shire's Workplace Health and Safety Officer. Mrs Drage and Cr Bell will meet Ms Ryan-Taylor on site prior to the event. This training will then be passed on to the volunteers on the day.

Mr Hemmings advised that arrangements for the event are well underway. The light tower, VMB and portable ablution have been sourced. The TMP has been sent to Main Roads WA for endorsement.

Mrs Drage will provide a roster of volunteers.

Cr Bell advised that he will deliver and return the portable ablution .

Cr Bell requested confirmation that a thank you was provided to Mr Brett Waters for the use of his property. Mr Hemmings confirmed that Mr Waters is formally thanked following each event. Mr Beck suggested a certificate of appreciation be given to display at the Tenterden Store.

Cr Bell thanked Mrs Drage and Shire staff for their continued efforts in organising the Driver Reviver.

6.3 SAFE VEHICLES

6.4 SAFE ROADS AND ROADSIDES

6.4.1 SEPARATION AND EDGE LINE MARKING

See Attachment One for the letter received from Ian Duncan, Executive Manager Infrastructure, WALGA. The letter proposed that local government consider funding the installation of separation and edge line marking where Main Roads criteria is not met.

Ms Gardiner suggested support be expressed by the Shire for the proposal at the next WALGA Great Southern Zone Meeting to be held 23 February 2024. Mr Hemmings suggested that if required, the proposal may be presented at a future Council Forum.

6.4.2 LOCAL GOVERNMENT VANGUARDS ROAD SAFETY PROGRAM

Ms Gardiner advised of a workshop run by Main Roads and WALGA to be held in Bunbury in late April. The workshop is designed to provide the tools to local government to improve road safety.

6 AGENCY REPORTS

7.1 ROADWISE

Ms Gardiner presented to the Committee about the Shire's recent successful registration as a Roadwise Council. See Attachment Three.

Ms Gardiner highlighted how the Shire is meeting the governing principles, road safety management systems and framework targets. As part of the registration, a report is required to be presented quarterly with Mr Hemmings nominated as the Road Safety contact.

7.2 MAIN ROADS WA

Mr Duffield and Mr Lenton were unable to attend the meeting.

7.3 MOUNT BARKER POLICE

A representative from the Mount Barker Police was unable to attend the meeting.

7.4 SHIRE OF PLANTAGENET

Mr Hemmings reported on progress of the Shire's construction programme for 2024. Quangellup, Ferry and Nindiup Roads, Seventh Avenue and Newman Street have all been prepared for a primer seal. This work should be completed by mid-March. Red Gum Pass, Martagallup and Chauvel Roads are all to receive a reseal.

An upgrade is intended for Memorial Road and preparation is underway. Cr Bell suggested that the installation of an electrical conduit be considered for the future possibility of underground power.

Mr Hemmings provided details regarding the Newman Road upgrade in Narrikup.

Cr Bell enquired if Shire staff are trained to identify Sydney Wattle. Mr Hemming advised of a presentation in upcoming weeks that staff will be attending. Cr Bell requested Arc be reminded of the overgrown weeds within the railway reserve. Ms Gardiner advised that renegotiations are presently underway with Arc for the management of railway crossings on roads.

7.5 MOUNT BARKER COMMUNITY COLLEGE

Mr Beck had nothing to report.

7.6 COMMUNITY MEMBER

Mrs Drage asked if attention could be given to the street trees on Lowood Road to rectify raised pavers. Mr Hemmings advised that the tree roots could be cut back and pavers re-laid.

7 NEXT MEETING

2.00pm Thursday 11 April 2024

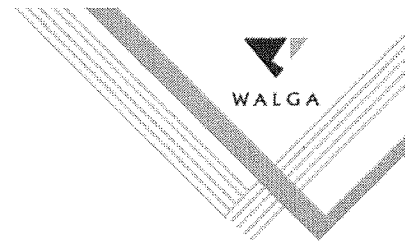
8 MEETING CLOSURE

3.05pm Cr Bell declared the meeting closed.

Presiding Member

Date

ATTACHMENT ONE



15 January 2024

Good afternoon

As road managers, Local Governments place a high importance on road safety when planning, constructing, and maintaining the road network under their control. Low-cost road safety improvements are one of the most effective and financially feasible methods of increasing the safety of the road network for Local Governments.

The installation of **separation (centre) and edge line markings** on sealed roads is one such low-cost method, which can result in reductions of between 10% and 25% in casualty (killed and serious injury) crashes¹, depending on the type of implementation and context. However, the current Main Roads warrant for installing line markings includes thresholds for traffic volumes that must be achieved before line marking will be installed. In many cases, these vehicle volume thresholds are not met, precluding the installation of line markings on roads that would otherwise meet the criteria for the provision of line markings.

Based on submissions from the Central Country Zone, WALGA State Council delegates will be asked at the March meeting to consider a proposed process whereby Local Governments can install and maintain line marking, with Main Roads's approval, at their own cost on roads that carry low traffic volumes, but otherwise meet the warrant for line marking installation.

Participation in the proposed process would be completely voluntary. All costs would be borne by the Local Government in question and there would be no requirement for any Local Government to participate. As no lines would otherwise have been marked on roads that do not meet the Main Roads criteria, allowing Local Governments to undertake the line marking work does not represent a cost shift from the State to Local Government.

A Council resolution would be required to undertake the line marking works, committing the Local Government to funding the installation and maintenance costs. It would also be incumbent on Local Government to pay any maintenance costs or costs to remove the line markings, should maintenance not be undertaken to an acceptable standard.

The cost to install line markings varies between regions, but an approximate cost breakdown is as follows:

- Line marking (centre and edge lines) - \$1,580/km; Lifespan – 1-5 years
- Audio tactile line markings (centre and edge line)- \$7,000/km; Lifespan – 5 years²

The WALGA Infrastructure Policy Team has requested that Councils consider this matter prior to the upcoming February/March Zone meetings so that your Zone representative is able to represent the collective view of Council.

For enquiries please contact Max Bushell, Senior Policy Advisor Road Safety and Infrastructure at mbushell@walga.asn.au or on telephone (08) 9213 2068.

Yours sincerely

Ian Duncan
Executive Manager Infrastructure

¹ Main Roads Western Australia. (2021). Treatment Resource Guide. Retrieved from <https://www.mainroads.wa.gov.au/globalassets/technical-commercial/road-safety/treatment-resource-guide.pdf?v=492d8e>.

² Mak, M. and Tang, E. (2023). Practitioner's Guideline: Low-Cost Safety Improvements for Rural Local Government Roads in WA. Retrieved from https://warrup.com.au/wp-content/uploads/2023/07/LG-TRRIP-01-Practitioners-Guideline_Low-Cost-Safety-Rural-Final.pdf

ATTACHMENT TWO



Local Government Road Safety Vanguard

Local government authorities have responsibility for 87 per cent of the state's roads. A higher proportion of all road deaths occur on regional roads, with a higher proportion of serious injuries on metropolitan roads. The numbers are stark and warrant our attention.

The Local Government Road Safety Vanguard program has been designed for local government to provide the tools to improve road safety.

Main Roads WA has partnered with the WA Local Government Association (WALGA) to deliver this new innovative program in conjunction with the Western Australian Centre for Road Safety Research, University of Western Australia and the University of Adelaide's Centre for Automotive Safety Research.



About

If you are a leader in your community with a passion for road safety, then become a Local Government Road Safety Vanguard.

The program entails a three-day workshop that looks at best practice on a range of topics including applying safe system and innovations and advancements in vehicle and infrastructure safety.

Who can become a Vanguard?

The program invites local government officers and elected members to gain knowledge of contemporary approaches to champion and influence positives in road safety.

The participants will then form an alumni of "vanguards" for ongoing collaboration to enhance the road safety leadership network for local governments across the State.



How to get involved ?

Scan this code to learn more

To register to attend or to receive more information, please email:
vanguards@mainroads.wa.gov.au

ATTACHMENT THREE

Registering as a RoadWise Council

- The Shire has accepted the invitation to register as 1 of 10 RoadWise Councils in the region.
- Made a demonstrated commitment to road safety.
- Nominate at least one road safety contact/champion.
- Establishing a plan for embedding safe system.

Slide 1

LRW0

Maybe explain the process - eg either a Council resolution or a Declaration signed by both the Shire President and the CEO

Louise Russell-Weisz, 2023-08-23T04:27:08.560

What's different

OLD

NEW

RoadWise Committees

RoadWise Councils

Responsive - community needs

Proactive - support for LGs

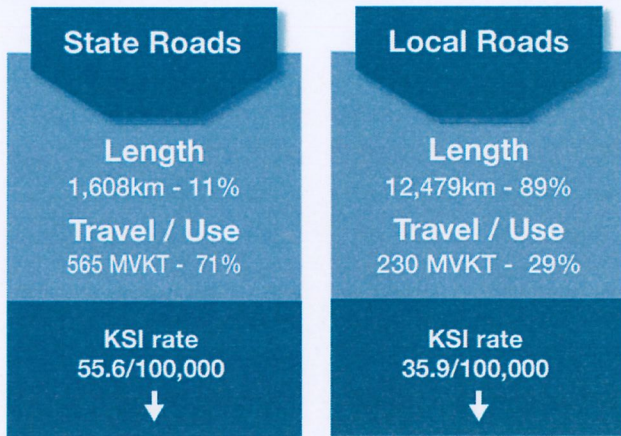
Behaviour change – road users

Systems approach - LG context

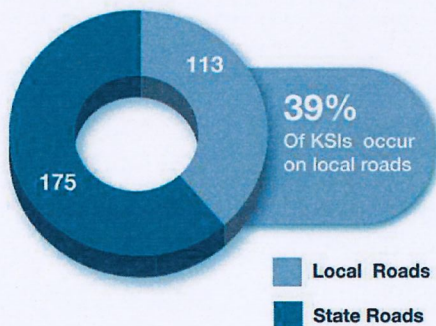
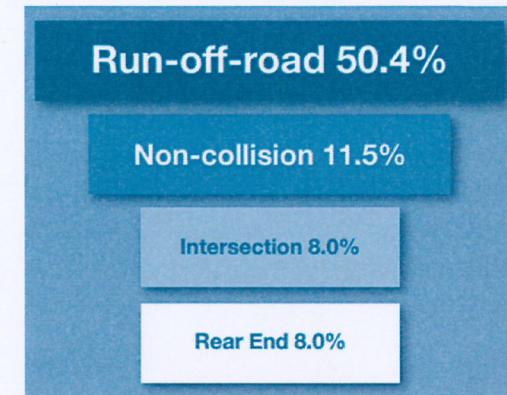
Community development & capacity building

Building the capacity & capability of LGs

Road Safety Performance Reports

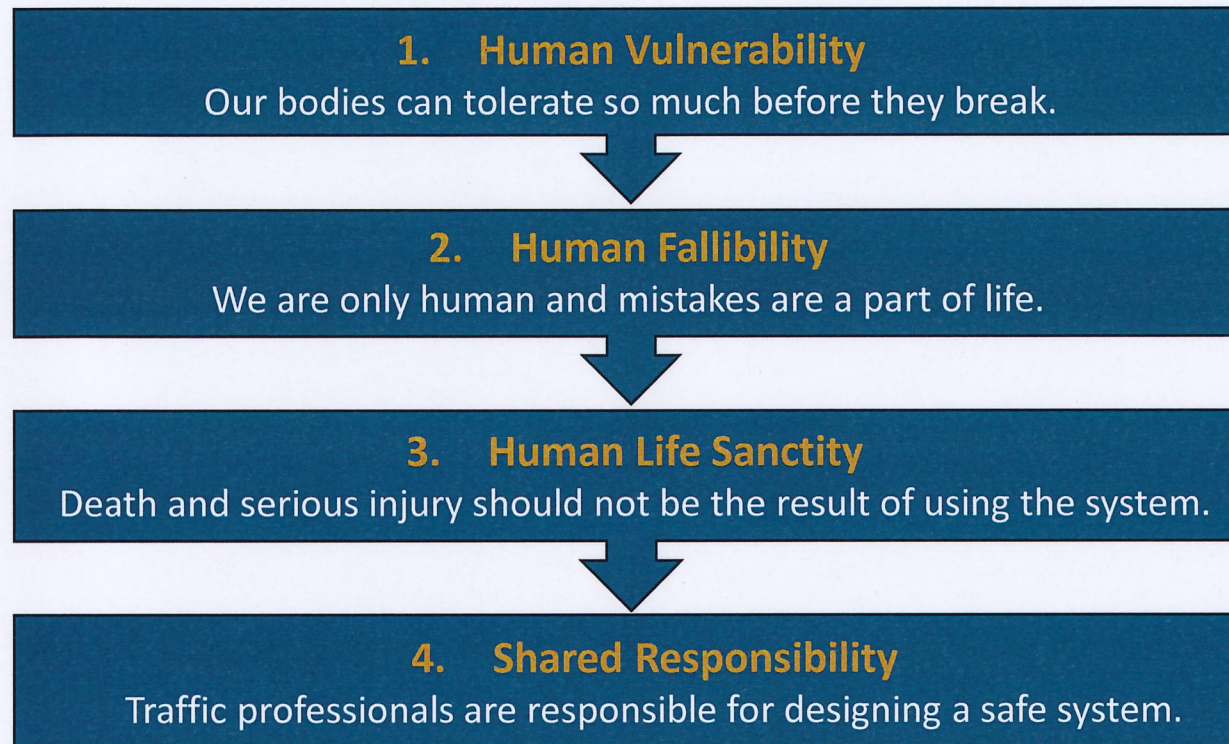


Crash Type	KSI	% KSI Crashes	Change from 2015 - 19
Off Carriageway Hit object	47	41.6%	↑
Non-collision	13	11.5%	↑
Off Carriageway Non-collision	10	8.8%	↓
Rear End	9	8.0%	↑
Other	8	7.1%	↑
Right Angle	7	6.2%	↓
Head On	6	5.3%	↓
Hit Object	6	5.3%	↑
Hit Pedestrian	4	3.5%	↑
Right Turn Thru	2	1.8%	↓
Hit Animal	1	0.9%	↑
Total	113	100%	

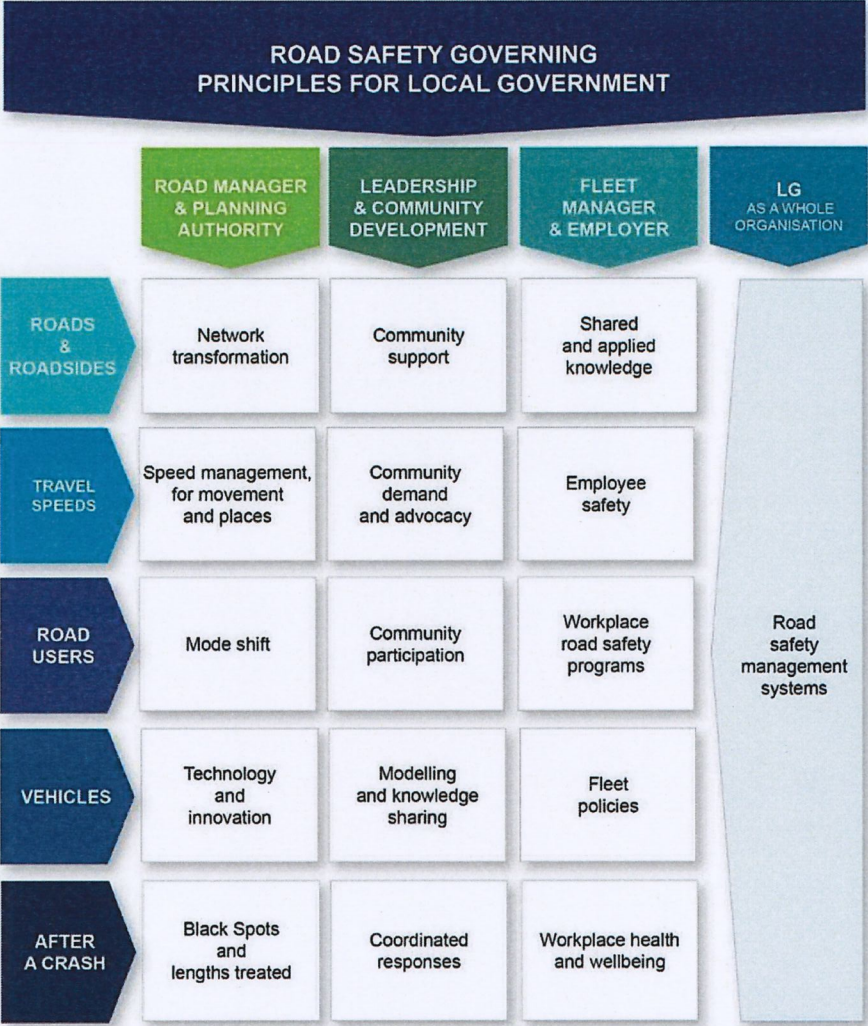




A Systems Approach to Road Safety



ROADWISE COUNCILS FRAMEWORK



Slide 5

LRWO

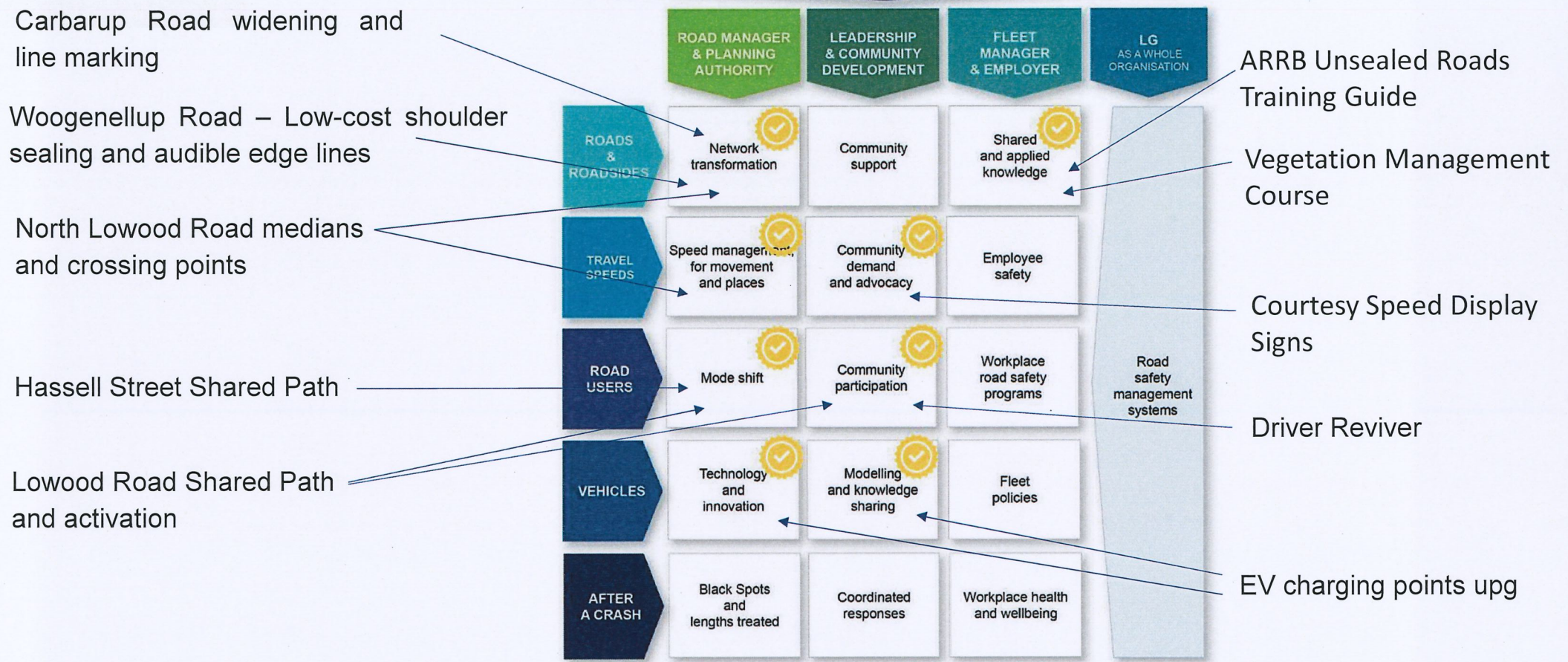
Slide 9: Perhaps explain a bit more about what the Road Safety Governing Principles are and Road Safety Management systems.

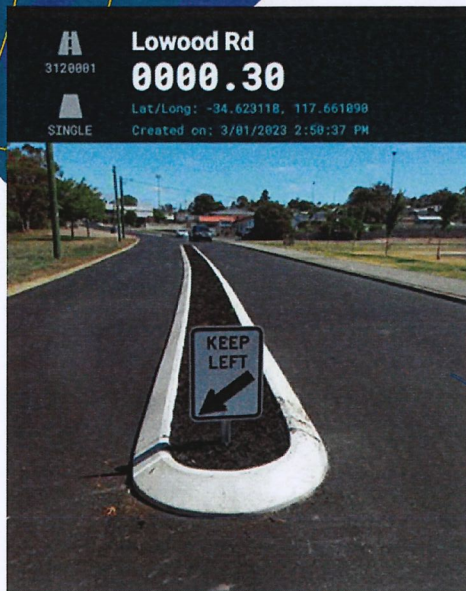
For example: "The principles are specific to Local Government and were developed to assist Local Governments in the adoption of the safe system approach and to govern for improved road safety outcomes"

Louise Russell-Weisz, 2023-08-23T04:13:32.042

ROADWISE COUNCILS FRAMEWORK

ROAD SAFETY GOVERNING PRINCIPLES FOR LOCAL GOVERNMENT





Lowood Road North medians and crossing points

The change in the road environment through engineering has the benefit of changing a driver's perception of risk and can influence behaviour to slow down. This area of Lowood Road also has a high place value with recreational facilities directly adjacent to the road.



Courtesy speed display signs

The signs in isolation are not sufficient to address speed management, they are best used with other strategies such as enforcement, appropriate speed zoning, changes to the road environment.

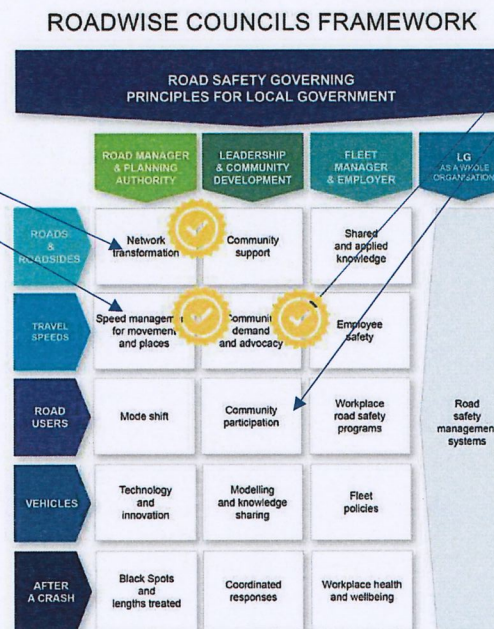
Courtesy Speed Display Signs (CSDS) aim to improve safety by warning drivers to exercise caution and/or reduce their travel speeds at particular locations.

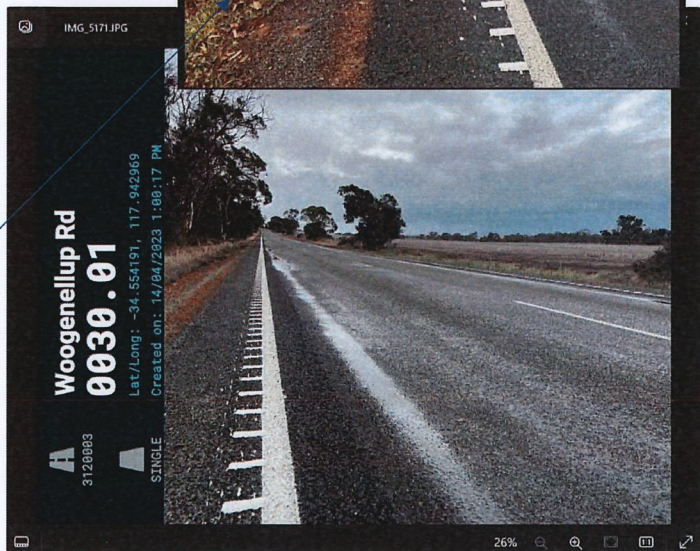
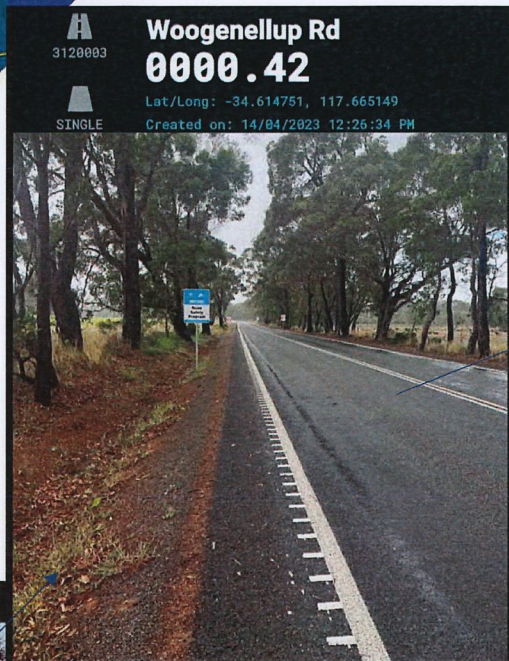
Movement and Place for Speed Management

The Movement and Place approach recognises roads and streets serve dual functions as essential corridors for moving people and goods, and important public spaces where life unfolds. Albany Highway has a high movement value whereas Lowood Road has a high place value.

A 'self-explaining' road encourages safe behaviour by its design:

- narrowed lanes
- threshold treatments (change in pavement texture or colour)
- landscaping
- roundabouts for intersections
- calming devices at entry points.





ROADWISE COUNCILS FRAMEWORK

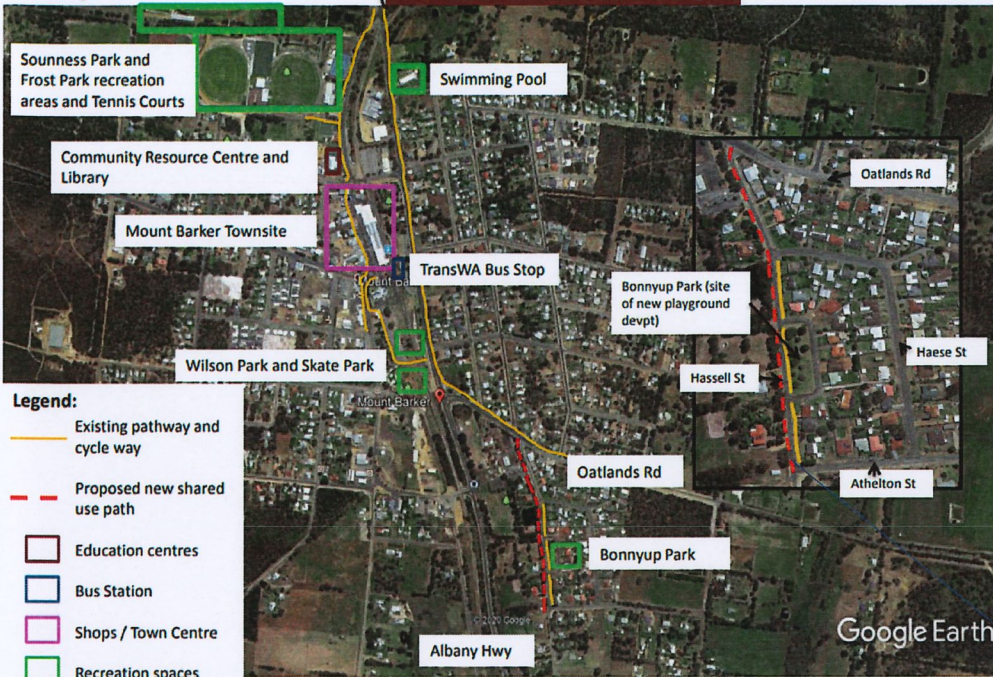


Source: WALGA Road Safety Performance Local Government Roads 2015-2019 Great Southern, July 2022

Research found that sealing road shoulder and installing audible edge and centre lines on a number of WA's rural roads has reduced severe and casualty crash rates by 58% and 80% respectively'.

Meuleners, L.B., D. Hendrie, and A.H. Lee, Effectiveness of sealed shoulders and audible edge lines in Western Australia. *Traffic Inj Prev*, 2011. 12(2): p. 201-5.

North ↑



Mode Shift

The aim of **mode shift** is to reduce the use of personal motor vehicles by increasing safe active transport use by incorporating active transport in to urban and transport planning, and road management.

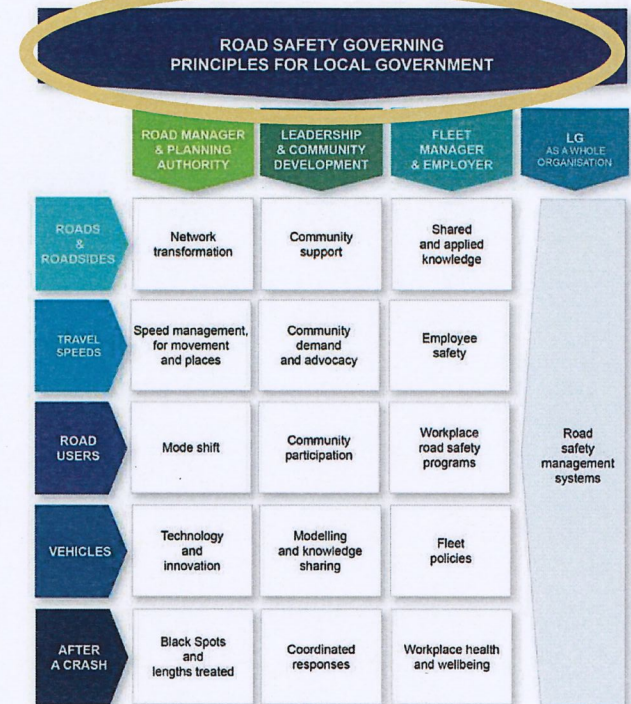
ROADWISE COUNCILS FRAMEWORK



ROAD SAFETY GOVERNING PRINCIPLES FOR LOCAL GOVERNMENT

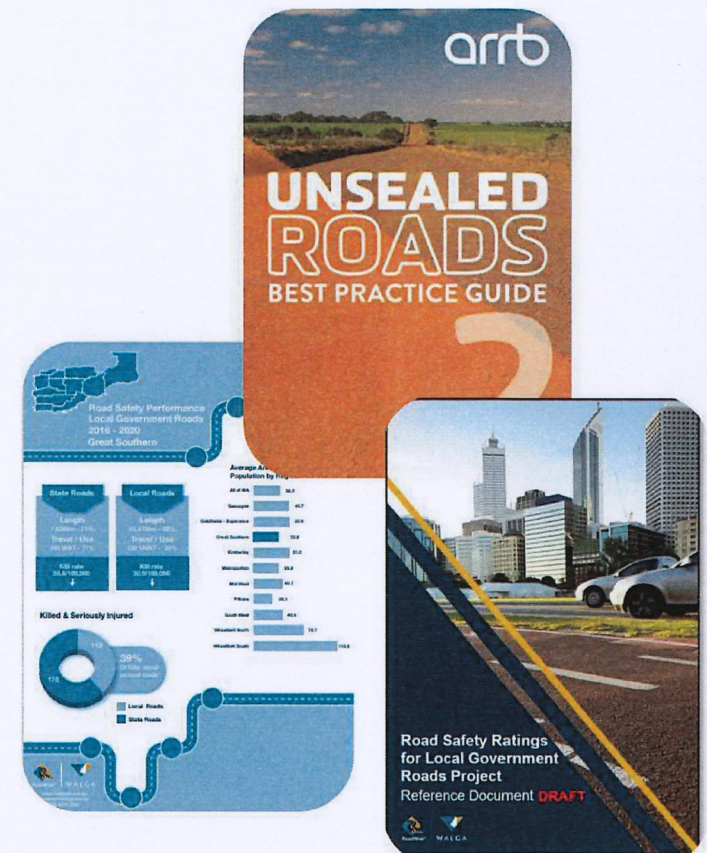


ROADWISE COUNCILS FRAMEWORK



Regional Road Safety - What Local Government can do

- Establishing strategic road safety targets that align to priority treatments. e.g. RoadWise Target Setting Process
- Integrate the safe system approach into corporate, strategic and operational plans. e.g. Integrated Transport Plan
- Adopting a road safety ratings process.
- Assessing the road network to prioritise network safety upgrades.
- Staff training and capacity building. e.g. ARRB Unsealed Roads Guide, RoadWise Governing Principles
- Integrating best practice (evidence-based) road safety policy and practice. e.g. Fleet Safety



Slide 11

LRWO

Slide 11: Where do these actions fit under the new framework? Perhaps see how you can link them back to the RoadWise Councils Framework and the Road Safety Governing Principles .

Should the title be something like: Regional Road Safety - what can Local Government do?

Louise Russell-Weisz, 2023-08-23T04:14:09.788