



ROADWISE STEERING COMMITTEE

MINUTES

SECTION 5.9(2)(c) LGA 1995

The functions of the RoadWise Steering 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.*

Ordinary Meeting of the RoadWise Steering Committee held in the Council Committee Room, Lowood Road, Mount Barker WA 6324, 2.00pm Thursday 6 May 2010.

Rob Stewart
CHIEF EXECUTIVE OFFICER

Committee Members

Cr Len Handasyde, Cr Sue Etherington - Local Government Elected members, Mr Dominic Le Cerf - Manager Works and Services, Ms Kendra Green - RoadWise Officer, Mr Andrew Duffield - Main Roads WA, Sergeant Allan Spicer - Mount Barker Police, Mr Wesley Beck - Mount Barker Community College, Vacant - Community Representative, Norm Bario - Mount Barker Community College Parents and Citizens Association (Resolution No. 307/09)

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Chairperson: Cr L Handasyde

Deputy Chairperson: Mr D Le Cerf

Membership: Quorum (5)

Cr L Handasyde	Council Representative
Cr S Etherington	Council Representative
Mr D Le Cerf	Manager Works and Services
Ms K Green	RoadWise Officer
Mr A Duffield	Main Roads WA
Sgt A Spicer	Mount Barker Police
Mr W Beck	Mount Barker Community College
Vacant	Community Representative
Mr N Bario	Mount Barker Community College P&C Association

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

2.04pm, Cr Handasyde declared the meeting open.

2 RECORD OF ATTENDANCE / APOLOGIES

Present

Cr Len Handasyde	Chairperson
Ms Kendra Green	RoadWise Officer
Mr Norm Bario	Mount Barker Community College P&C
Mr Andrew Duffield	Main Roads WA
Mr Dominic Le Cerf	Manager Works and Services
Mr Wesley Beck (from 2.07pm)	Mount Barker Community College

Staff

Ms Sharon Lynch	Administration Officer Works & Services
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Apologies

Cr Sue Etherington	Council Representative
Sgt Allan Spicer	Mount Barker Police

3 CONFIRMATION OF MINUTES

Moved: Ms Green, seconded: Mr Bario

That the minutes of the Ordinary Meeting of the RoadWise Steering Committee held on 4 March 2010 be confirmed.

CARRIED

4 REPORTS OF COMMITTEE MEMBERS AND OFFICERS

4.1 SAFE SPEEDS

4.1.1 SAM TRAILER

Ms Lynch tabled a 12 month calendar of proposed usage for the SAM trailer. It was suggested that speedway events and race days be included on the calendar.

Ms Lynch advised that staff are trying to resolve an ongoing problem with water within the SAM trailer screen which has been affecting the display message.

Wesley Beck arrived at 2.07pm

Discussion continued about grant opportunities to purchase a second SAM trailer. Members discussed that it may be unlikely that the Community Road Safety Grant program would fund a second trailer. Mr Duffield advised that Main Roads WA have a Variable Message Sign which can be accessed for events subject to availability.

Action: Mr Le Cerf to contact Main Roads WA regarding use of the Variable Message Sign for the opening of the Narrikup Bypass.

4.2 SAFE ROAD USE

4.2.1 BLESSING OF THE ROADS

The event was well supported by the local community, local emergency services and students from the Mount Barker Community College. Ms Lynch advised she will be working with the College's Chaplain regarding student involvement in next year's ceremony.

Mr Beck advised the Mount Barker Community College will be hosting the crash simulation 'Leavers Live' on 1 September 2010.

4.2.2 WORK WITH LOCAL WINERIES TO PROMOTE THE 'SIGN OF SAFETY'

Ms Green has provided Sgt Spicer with contact details to order the Sign of Safety signs.

Action: Ms Green to contact Sgt Spicer to determine if he has ordered the Sign of Safety signs and organised delivery of the signs to the wineries.

4.2.3 ALBANY HIGHWAY PROJECT – PROMOTING DAYTIME RUNNING LIGHTS

The Committee discussed the most effective way to progress the 'Albany Highway Project' as it is a large project covering three RoadWise regions. The Committee decided the project should be implemented between Albany and the first set of traffic lights in Armadale.

Ms Green advised that statistics are required to support the funding application.

Mr Duffield informed the Committee that Main Roads WA can provide statistics for Albany Highway. **Action: Ms Green to liaise with Mr Duffield regarding statistics for the 'Albany Highway Project.'**

Mr Beck offered to undertake a survey with Mount Barker Community College students to determine how many vehicles use their lights during daylight on Albany Highway.

Action: Mr Beck to undertake a survey with Mount Barker Community College students to determine how many vehicles

use their lights during daylight on Albany Highway. Students to also survey the number of different colour cars.

Mr Le Cerf confirmed that the Shire does not have a policy regarding day running lights. It is only a procedure at present.

4.3 SAFE VEHICLES

4.3.1 LOBBY VEHICLE MANUFACTURERS / FEDERAL GOVERNMENT FOR MANDATORY DAYTIME RUNNING LIGHTS

Ms Green received communication on the fitting of daytime running lights from Iain Cameron, Executive Director from the Office of Road Safety. Ms Green advised that daytime running lights are scheduled for 2010 in the Australasian New Car Assessment Program (ANCAP) current draft forward plan as a requirement. The inclusion of daytime running lights in the ANCAP program will help in the progressive uptake in Australia. The Committee agreed this is very encouraging news.

Action: Ms Lynch to prepare a letter to Hon Anthony Albanese MP supporting the ANCAP initiative for daytime running lights.

Ms Green circulated a draft letter which has been prepared to send to motor vehicle manufacturers to gain support for mandatory daytime running lights. A list of current motor vehicle manufacturers in Australia was also presented.

Ms Green referred to information provided by RAC regarding daytime running lights. According to a study by Monash University Accident Research Centre silver has now exceeded white as the most common colour choice for cars. The least safe colours are black, grey, silver, blue, red and green while the safer colours are white, cream, yellow, beige, gold and orange. RAC has not undertaken any research on car colours and the implication on safety but the general consensus amongst research is that by using headlights a person's visibility is increased, no matter what colour the car is.

4.3.2 WORKSHOP IDEAS FOR STRATEGIC DIRECTION FOR 2010 FOR SAFE VEHICLES

Ms Green provided a copy of the Road Safety Strategy – Towards Zero document to all Committee members.

Ms Green defined the strategy of Safe Vehicles as the 'purchase of safe vehicles and specific safety features in vehicles.' The Road Safety Strategy – Towards Zero approach states 'The Safe Vehicles initiatives have the potential to save 2,900 people from being killed or seriously injured over the life of the strategy. That level of injury would cost around \$1,740 million.'

Four key areas identified in the Road Safety Strategy – Towards Zero approach to safe vehicles are:

- Strongly encouraging making safe vehicles and specific safety features such as Electronic Stability Control (ESC), and side and curtain (head protecting) airbags compulsory for government vehicles;
- Educating and encouraging corporations, employees and community member to purchase safe vehicles;
- Lobbying manufacturers to fit safety features as standard; and
- Continuing to investigate emerging vehicle safety technology.

Ms Green identified some suggestions of activities for the Committee to assist in achieving the safe vehicles cornerstone. The committee supported and came up with the following to add into the strategic plan under the safe vehicles cornerstone

- Support and publicise ANCAP;
- Workplace road safety policies;
- Advocate mandatory fitting of safety features;
- Write to local car dealers and promote 4&5 star cars;
- Newsletters/media/advertising;
- Safe vehicles display in foyer; and
- Mount Barker Community College student assignment and posters.

Mr Le Cerf noted the Council Policy I/FM/2 Vehicles Specifications requires that all light fleet vehicles shall have a four star ANCAP rating or better and questioned writing to local car dealers to promote 4&5 star cars. The Committee felt this promotion was wider than just the Shire and the Committee should be seen to be advocating the fitting of safety features for the wider community.

4.4 SAFE ROADS & ROADSIDES

Nil.

5 OTHER BUSINESS

5.1 MINORBA SAWMILL – CONCEALED DRIVEWAY SIGNAGE

The Committee discussed the response from Main Roads WA who has investigated the concealed driveway signage request. Main Roads WA has recommended the installation of advance 'sawmill' 300m signage on both approaches to the driveway with a 'sawmill' fingerboard opposite the driveway. The Committee agreed this was a good outcome.

Action: Ms Lynch to prepare a response to Main Roads WA in support of the installation of the advance 'sawmill' signage and 'sawmill' fingerboard on Albany Highway.

5.2 SETTLEMENT ROAD

Ms Lynch advised Fletcher International WA has contacted the Shire regarding the number of near miss incidents of employees overtaking on Settlement Road. Concern was raised regarding the broken white lines between Albany Highway and Fletcher International WA driveway. The Committee discussed the most effective ways to address this issue.

Action: Ms Lynch to prepare a letter of response to Fletcher International WA highlighting the following points:

- **The RoadWise Committee does not support a double white line starting from the first hill on Settlement Road to Fletcher International's driveway. Any changes to line marking on Settlement Road would need Main Roads WA approval. If approval was given by Main Roads WA, Fletcher International WA would be responsible for the associated linemarking costs.**
- **The speed limit for Settlement Road is 110 km/h however motorists need to drive to suit the conditions of the road and weather.**
- **Regional Road Safety Officer Ms Green will liaise with Fletcher International WA about assisting with presentations and resources to address driver behaviour.**

Action: Ms Lynch to organise traffic counters to be put out on Settlement Road.

5.3 STUDENT PEDESTRIAN CROSSINGS – WOOGENELLUP ROAD AND ALBANY HIGHWAY

Mr Bario advised the Children's Crossings & Road Safety Committee (CC&RSC) has approved a Type 'A' crossing on Woogenellup Road. An onsite meeting was held on 22 April 2010 between the CC&RSC members and their representatives, the Shire of Plantagenet and Mount Barker Community College to determine a suitable location for the crossing. Mr Bario provided an overview of the onsite discussion points. Mr Le Cerf noted the Shire has ordered a bollard to be installed next to the drainage area near the crossing. It is hoped that a crossing guard will be in place by week eight of the school term.

Mr Bario noted the CC&RSC members and representatives were initially only going to review the crossing on Woogenellup Road but did also look at possible crossing points on Albany Highway. Discussion points:

- Paul Bond, WA Police and Janelle Child, Student Pedestrian Policy Unit undertook a traffic analysis on 23 April 2010. The analysis did not have enough student / vehicle interaction to warrant a type 'A' crossing.
- Janelle Child advised the Mount Barker Community College can specify the day the traffic analysis is undertaken to allow for

carnival days etc. It is proposed to undertake another count in September.

- The CC&RSC has advised only a 'B' type crossing would be granted on Albany Highway. The College would be responsible for paying a crossing guard's wages or ensuring a volunteer maned the crossing. If the College was unable to meet these requirements then the crossing would be removed.
- Mount Barker Community College favours a crossing opposite Hicks Well as this location will give the crossing the best chance to meet the criteria.
- Mr Le Cerf advised it is the Shire's preference to work with existing footpath infrastructure. It will cost approximately \$4,500.00 to modify the footpath infrastructure next to the railway line compared to \$35,000.00 to build new infrastructure opposite Hicks Well. The Shire wants to see this issue resolved.

Action: Mr Bario to discuss with Mr Hoskin the possibility of a walk way through the school property to join up with the crossing on Woogenellup Road.

5.4 ACTION PLAN

Ms Green advised through the RoadWise Program she would like to give \$500.00 to the Committee to spend towards implementing activities within the Action Plan. Mr Le Cerf advised that the Shire would be able to hold the money for the committee.

Action: Ms Green and Ms Lynch to organise the transfer of funds.

5.5 MILLINUP ROAD / CHESTER PASS ROAD INTERSECTION

Mr Le Cerf explained Millinup Road intersects with Chester Pass Road near a crest. A request has been received to construct a passing bulge on Chester Pass Road to protect right turning vehicles onto Chester Pass Road from Millinup Road. Mr Le Cerf acknowledged the funding required to construct a passing bulge and suggested that roadside verge pruning be undertaken on Chester Pass Road approximately 200m north and 60m south of the Millinup Road intersection to improve visibility.

Action: Ms Lynch to prepare a letter to Main Roads WA regarding funding availability for roadside verge pruning at the Chester Pass Road / Millinup Road intersection to improve visibility.

5.6 SPENCER ROAD / DENMARK-MOUNT BARKER ROAD INTERSECTION

Mr Le Cerf advised the intersection of Spencer Road and Denmark-Mount Barker Road intersection requires pruning to improve visibility.

5.7 MOUNT BARKER COMMUNITY COLLEGE – TIDY ALBANY HIGHWAY ROAD VERGE

Mr Le Cerf advised Mount Barker Community College has contacted the Shire seeking support for a community service project during the last week of this term. The project would see students of the College removing rubbish from the shoulders of Albany Highway entering Mount Barker from the north and south. Main Roads WA provided support for the project with the following conditions:

- Students to wear high visibility vests;
- Students to stay approximately five metres away from the road and not work on Albany Highway; and
- The speed environment is reduced where the students are working.

It was also suggested that the SAM trailer be used to alert motorists.

5.8 ALBANY HIGHWAY / O'NEILL ROAD INTERSECTION

Mr Beck raised concern about traffic movements in the vicinity of the Albany Highway / O'Neill Road intersection and enquired if advance warning signage could be improved in this area. Current signage includes an advanced intersection sign and fingerboard sign at the Albany Highway / O'Neill Road intersection. The Committee felt the signage was adequate and noted motorists are also travelling slower with the trial of the extension of the 90km/h speed zone in this area. Mr Duffield advised any modifications to this intersection would be undertaken when the new subdivision on the corner of O'Neill Road and Albany Highway is developed.

5.9 SPEED ZONE – MOUNT BARKER ROAD

Mr Duffield asked about the recent traffic counts undertaken on Mount Barker Road where speed limits have now been formalised. The Committee noted the Mount Barker Police have been actively enforcing the reduced speed zone.

5.10 SPEED ZONE REDUCTION – LANGTON ROAD

Ms Lynch advised traffic counters will be put out on Langton Road in the 60km/h and 80km/h speed zones. The Committee noted the Shire only owns four traffic counters which limits the number of traffic counts that can be undertaken.

5.11 LINEMARKING

Mr Duffield was asked to provide clarification regarding vehicles turning across a single white line. Mr Duffield explained that Main Roads WA is embarking on a two year program to modify linemarking which will see Western Australia fall into line with Australian Road rules. Mr Duffield described the linemarking:

- Double barrier lines – you are not able to overtake but can turn across if there is a gap in the double barrier line i.e. turning into a farm gate.
- Single white lines are used in low speed / urban areas, you are not able to overtake but can turn over the single white line.

It was suggested that an article is placed in the Plantagenet News to explain the difference between double barrier lines and single white lines.

Action: Mr Duffield to provide a fact sheet explaining double barrier lines and single white lines.

6 NEXT MEETING

2.00pm, Thursday 1 July 2010

7 MEETING CLOSURE

3.38pm, The Chairperson declared the meeting closed.

CONFIRMED: CHAIRPERSON _____ DATE __/__/__