City of Cockburn

Road Safety Management Plan 2021-2030

Driving Change

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SMEC Company Details

Approved by	Dean Hislop
Address	Tower 4, Level 20, 727 Collins St, Melbourne, VIC, 3008, Australia
Phone	+61 429 844 380
Email	Dean.Hislop@smec.com
Website	www.smec.com

Foreword

The City of Cockburn in developing this Road Safety Management Plan are committed to reducing road trauma on the local road network throughout the City. 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 City 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 City and set out both reactive and proactive actions to address the risks. The City 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 City Council Executive on 11 March 2025.

The delivery of the actions set out in the plan are to be achieved as the result of the City 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.

Our Partners

RoadWise
WALGA
RoadWise is funded by the State Government and supported by Local Government
www.roadwise.asn.au

WA POLICE

mainroads WESTERN AUSTRALIA

ROAD SAFETY COMMISSION

THE GOVERNMENT OF WESTERN AUSTRALIA
Department of Transport

Contents

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.

Since 2008, the greatest improvements have been in:

	Killed or Seriously Injured		
	Baseline[9]	2019	% change
Young road users 17-19	350	108	▼ 69%
Seatbelt not worn	216	68	▼ 69%
Speed related	640	301	▼ 53%
Motor vehicle occupants	2,385	1,258	▼ 47%

But, areas where we still need more focus include:

	Killed or Seriously Injured		
	Baseline[9]	2019	% change
Metro intersections	1,054	607	▼ 42%
Regional and Remote	1,062	676	▼ 36%
Pedestrians	210	137	▼ 35%
Crashes involving errors, tiredness and inattention	2,104	1,414	▼ 33%
Cyclists	100	87	▼ 13%
Motorcyclists	364	320	▼ 12%

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* strategy aims 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 City acknowledges in the assessment of crash risk throughout the local road network in the city, 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 City 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 City 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 in the interim period such as: utilising the Austroads Infrastructure Risk Rating Tool (IRR) in combination with the Route and Intersection Risk Assessment Tools in Crash Map; working towards developing 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; conducting Road Safety Audits 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 is to work with our partners to develop personal and collective risk crash maps for the City to work towards taking a more proactive approach to addressing crash risk.

Crash Severity per Year (2014 – 2023)

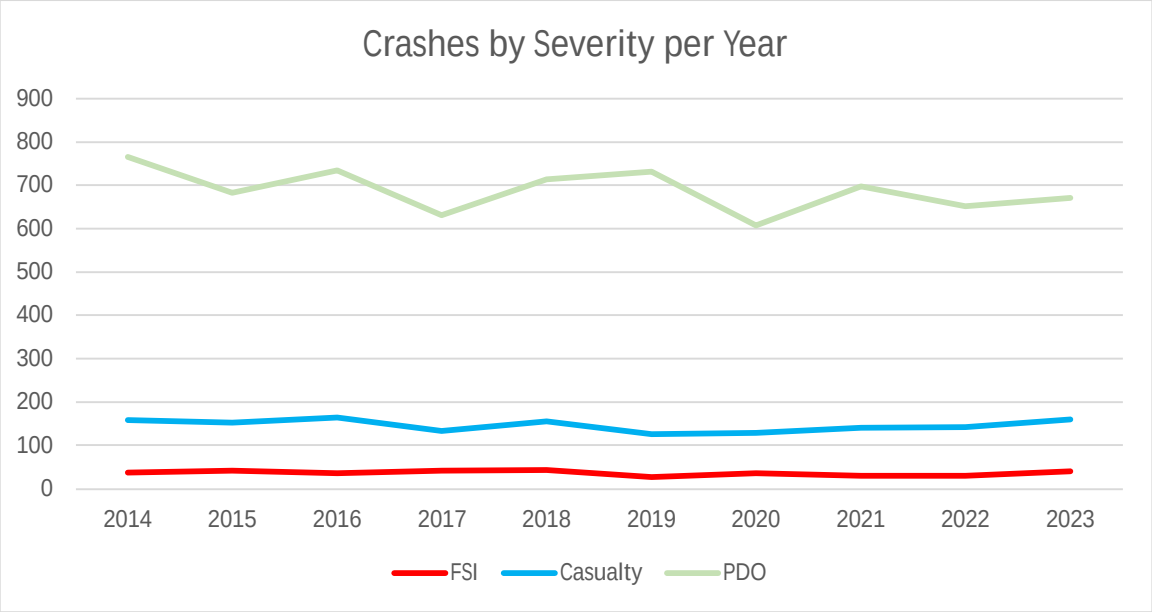

Figure 1: Crash severity trend between 2014-2023

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

All Crash Severities by Year (2014 – 2023)

Year	PDO Crashes	Casualty Crashes	FSI Crashes	Total
2014	766	158	37	924
2015	683	152	41	835
2016	735	165	36	900
2017	638	134	41	764
2018	718	156	44	869
2019	741	130	28	859
2020	608	128	36	736
2021	698	141	30	839
2022	652	142	30	794
2023	671	159	40	830

The above crash statistics show that there has been a marginal decline in the number of crashes that resulted in property damage. Casualty crashes and Fatal & Serious Injury (FSI) crashes have remained relatively steady as seen in Figure 1. However, 2023 saw an upsurge in the number of FSI crashes with 40 FSI crashes within the City's Road network.

Casualty Crashes by Crash Nature (2019 – 2023)

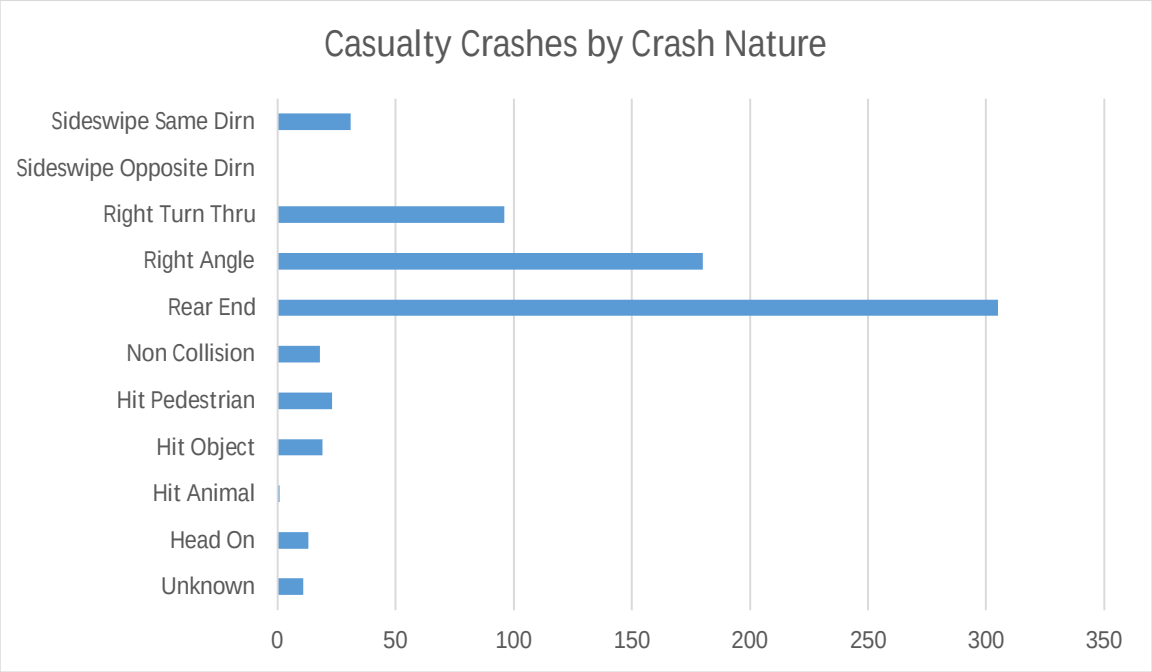

Figure 2: Casualty Crashes by crash nature between 2019 - 2023

(Casualty – fatal, hospital and medical severity crashes)

Casualty Crashes by Crash Nature (2019 – 2023)

Casualty Crash Nature	No. of Crashes	%
Unknown	11	1.58
Head On	13	1.87
Hit Animal	1	0.14
Hit Object	19	2.73
Hit Pedestrian	23	3.3
Non Collision	18	2.58
Rear End	305	43.76
Right Angle	180	25.82
Right Turn Thru	96	13.77
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	31	4.45
Total	697	100.0

The information above shows that the predominant casualty crash type in the period from 2019 to 2023 on the local road network in the City are rear end crashes, followed by right angle and right turn through crash types. The majority of these crashes occurred at intersections as per the analysis on the Main Roads Crash Map Reporting Centre.

Fatal and Serious Injury Crashes by Nature (2019 – 2023)

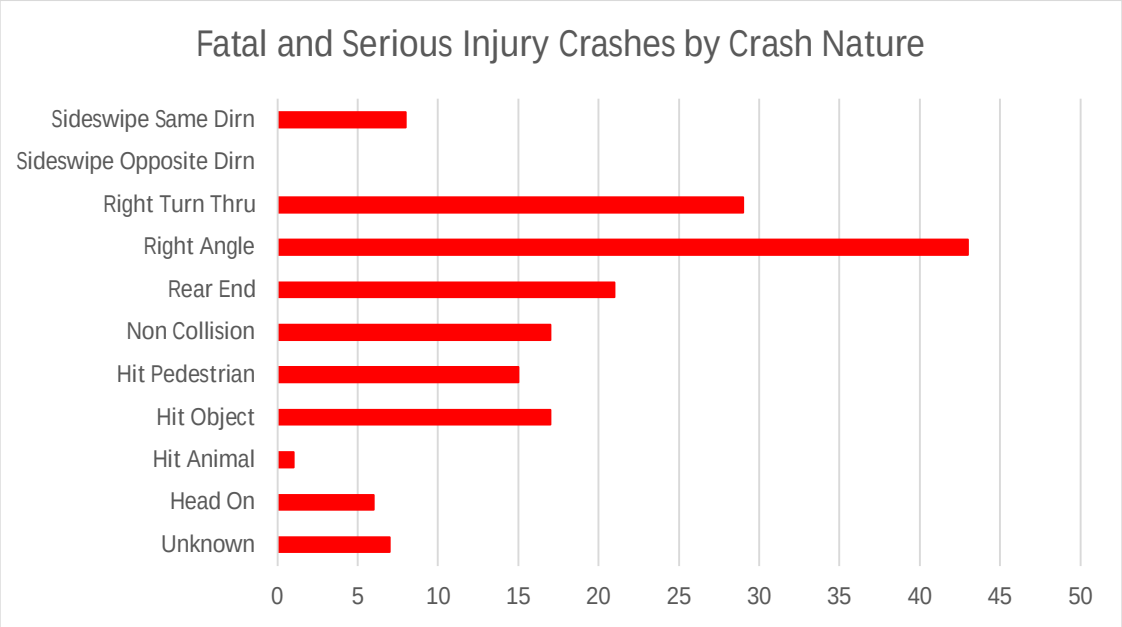

Figure 3: FSI crash nature for all FSI crashes between 2019 - 2023

Fatal and Serious Injury Crashes by Crash Nature (2019 – 2023)

Fatal or Serious Injury Crash Nature	No. of Crashes	%
Unknown	7	4.27
Head On	6	3.66
Hit Animal	1	0.61
Hit Object	17	10.37
Hit Pedestrian	15	9.15
Non Collision	17	10.37
Rear End	21	12.8
Right Angle	43	26.22
Right Turn Thru	29	17.68
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	8	4.88
Total	164	100.0

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 2019 to 2023 on the local road network in the City are right angle crashes, followed by right turn through crashes, rear end crashes, run off road hit object crashes, non-collision and hit pedestrian crash types. It should be noted that the combination of right angle, right turn through and rear ends add up to more than 55% of total FSI crashes. The majority of these occurred at intersections as per the analysis undertaken in the Main Roads Crash Map Reporting Centre.

Vulnerable Road Users Crash Severity (2019 – 2023)

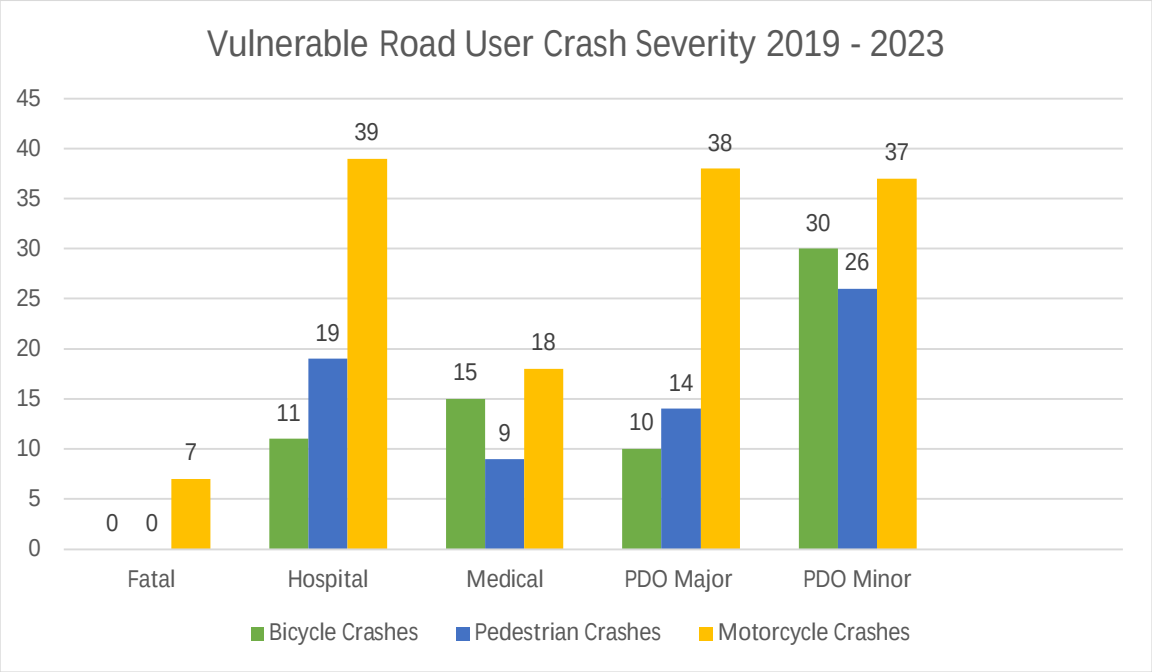

Figure 4: Crash Severity for vulnerable road users between 2019 - 2023

All Crash Severities by vulnerable road user categories (2019 – 2023)

Crash Severity	Bicycle Crashes	Pedestrian Crashes	Motorcycle Crashes
Fatal	0	0	6
Hospital	11	19	39
Medical	15	9	18
PDO Major	10	14	38
PDO Minor	30	26	37
Total	66	68	139

The crash statistics involving vulnerable road users show a total of 6 fatality motorcycle crashes which occurred on local government roads. Figure 5 below shows the location of the fatal crashes. Please note that Figure 5 shows 10 fatality crashes out of which 6 occurred on local government roads and 4 on state roads. The location of the crashes are spread out throughout the City. There was a total of 139 motorcycle crashes reported between 2019 -2023 which is significantly higher than bicycle and pedestrian crash numbers. Figure 6 also shows that the majority of casualty pedestrian and cyclist crashes are occurring in the north-west section of the City. Some targeted plans for improvement of the safety of vulnerable road users may be required in the north-west section of the City's road network.

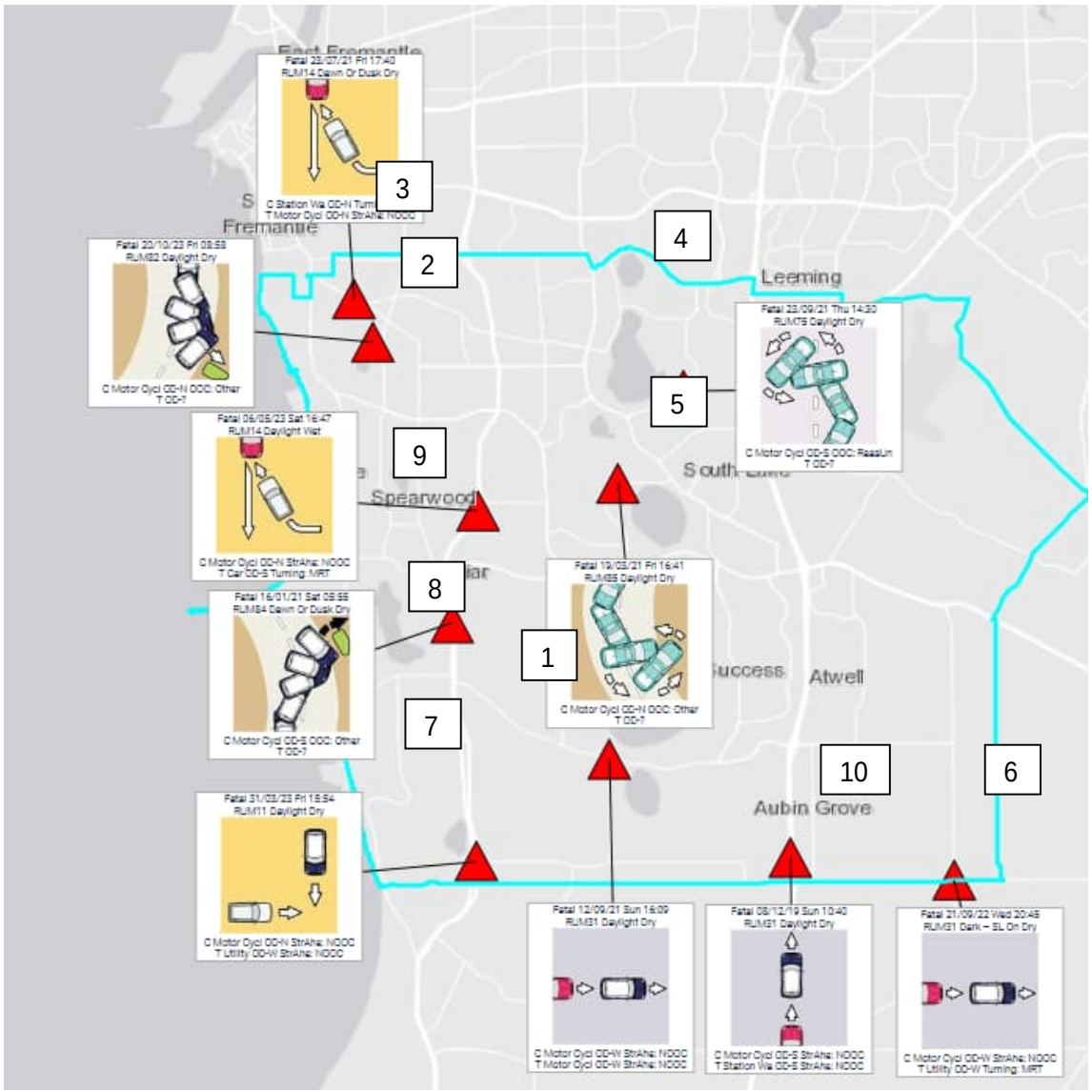

Figure 5: 2019 – 2023 Fatal motorcycle crash locations within City of Cockburn, 4 of the 10 (7, 8, 9 & 10) occurred on State Roads

Figure 5 shows the fatal motorcycle crash locations within the City boundary between 2019 – 2023. The exact location of these crashes is outlined in the table below.

Fatal Motorcycle crash locations

S.N.	Road Name	Suburb	SLK	Responsibility
1	Russell Road / Pearse Road	Wattleup	3.35	City of Cockburn
2	Glenister Road / Pilgrim Way	Hamilton Hill	0.18	City of Cockburn
3	Rockingham Road / Leda Street	Hamilton Hill	0.94	City of Cockburn
4	Bibra Drive / Walliabup Way	Bibra Lake	2.23	City of Cockburn
5	Osprey Drive / Dotterel Way	Yangebup	1.41	City of Cockburn
6	Rowley Road / Liddelow Road	Banjup	1.43	City of Cockburn
7	Stock Road / Shallcross Street	Yangebup	7.88	State / City of Cockburn
8	Stock Road / Brittania Avenue	Beeliar	10.16	State / City of Cockburn
9	Stock Road / Wattleup Road	Wattleup	14.71	State / City of Cockburn
10	Kwinana Freeway / Rowley Road (off ramp)	Aubin Grove	24.45	State / City of Cockburn

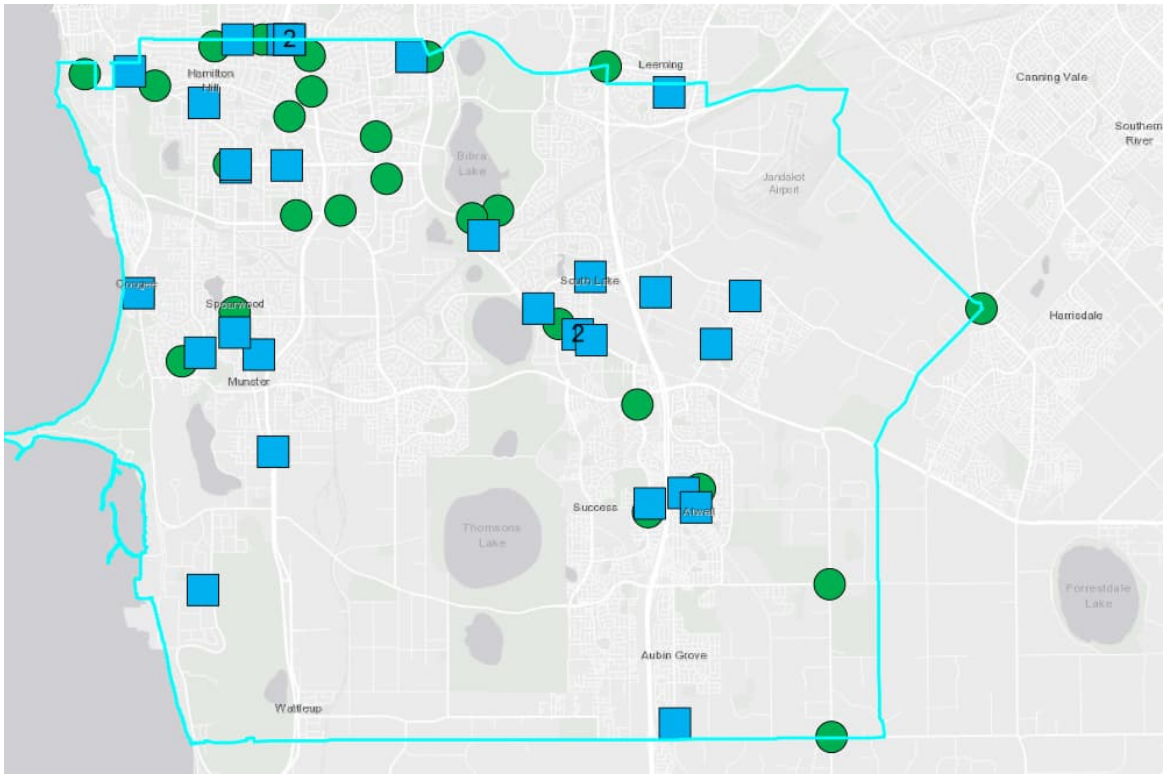

Figure 6: 2019 – 2023 Hospital and Medical Severity crashes involving cyclists and pedestrians.

Hospital *Medical*

Figure 6 shows the grouping of the cyclist and pedestrian crashes between 2019 – 2023 that were either Hospital or Medical severity. The majority of these crashes seem to be concentrated at the north-west section of the City's road network. Between 2019 and 2023, there were no fatal crashes involving cyclists and pedestrians recorded.

Crash numbers by year (2019 – 2023)

Year	Bicycle Crashes	Pedestrian Crashes	Motorcycle Crashes
2019	12	14	38
2020	16	19	26
2021	11	12	35
2022	9	12	18
2023	18	11	22
Total	66	68	139

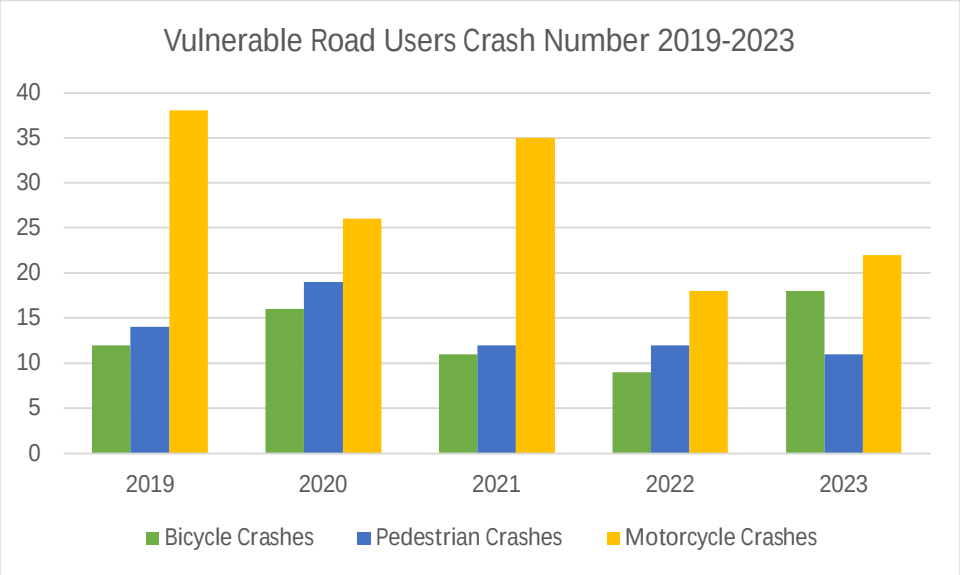

Figure 7: Number of crashes involving vulnerable road users between 2019 - 2023

There has been a steady decline in the number of motorcycle and pedestrian crashes in the last 5 years. However, given the severity even at low speeds for vulnerable road users, targeted measures should be undertaken place to ensure that the crash occurrence and severity are minimised in the future.

Key Areas of Focus

Predominant Crash Types

The review of the recorded crash history on the local road network in the City has found that rear end crashes are the most common when compared to all other casualty crash types. However, right angle crashes are most common for fatal and serious injury (FSI) crashes, followed by right turn/through crashes, rear end crashes, run off road hit object crashes, non-collision and hit pedestrian crash types. The majority of these crashes are occurring at intersections.

The City plans to focus its efforts on the above predominant crash types when prioritising improvements and conducting maintenance activities on the local road network. This will include a review of filter right turns at signalised intersections. Modifying signals to operate as a fully controlled right turns are known to reduce pedestrian casualty crashes by 30% and reduce right turn thru crashes by 80% (Main Roads Crash Reduction Factors).

The City 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 and its partners aim to promote and be actively involved in road safety educational initiatives and support road safety enforcement activities throughout the City as outlined in our action plan. The City intends to utilise the Austroads Infrastructure Risk Rating Tool (IRR) in combination with the Route and Intersection Risk Assessment Tools in Crash Map; work towards developing 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; proactively conduct Road Safety Audits 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 aims to work with our partners to create personal and collective risk maps for the routes in the City to work towards taking a more proactive risk assessment approach. The City also intends to conduct local area assessments in our suburbs to work towards improving road safety within our communities.

Knowledge and Skills Development

The City will take all opportunities to further develop and build a road safety knowledge base in the City to build capacity and to assist improvement of road safety outcomes.

Action Plan Delivery

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

Progress Tracking and Monitoring

The City 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. This update is an ongoing effort by the Council to continue to monitor and evaluate actions and target them to specific areas of concern.

Action Plan

Safe Roads and Roadsides – *Safety Performance Indicators*					
Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target	Comments
1.1	Conduct analysis of existing crash sites to identify potential locations for Black Spot funding submissions (reactive and proactive site selection)	Crash Map Road View – route assessment video tool Road Safety Engineering – Treatment of Crash Locations training Austroads Guide to Road Safety Part 2: Safe Roads Austroads Safe System Roads for Local Government	City of Cockburn	State Road Safety Strategy Target	
1.2	Conduct high risk route and intersection assessments at known sites of concern	Crash Map Road View - route assessment video tool Regional Road Safety Program – LG Roads Austroads Infrastructure Risk Rating Tool	City of Cockburn / Main Roads	State Road Safety Strategy Target	
1.3	Apply the Austroads Safe System Assessment Framework to assess infrastructure changes alignment with Safe System principles	Austroads Safe System Assessment Framework Road Safety Engineering – Treatment of Crash Locations training	City of Cockburn	Integrate into design review of capital projects	
1.4	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	City of Cockburn	Ongoing	
1.5	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	City of Cockburn	Ongoing	
1.6	Assess roadside safety and develop a roadside safety priority plan	Austroads Guide to Road Design Part 6: Roadside Design and Safety Barriers Road View - route assessment video tool Austroads Infrastructure Risk Rating Tool	City of Cockburn	Jan 2030	
1.7	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 Regional Road Safety Program – LG Roads	City of Cockburn / Main Roads	Jan 2030	
1.8	Commitment to allocate internal budget funding for road safety delivery	Austroads Local Government Road Safety Management Guidance	City of Cockburn	Ongoing	
1.9	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 Road View - route assessment video tool Austroads Infrastructure Risk Rating Tool	City of Cockburn	Jan 2030	
1.10	Work with our partners to create personal and collective risk maps for strategic routes in the City	Austroads Local Government Road Safety Management Guidance Crash Map	City of Cockburn / Main Roads	Ongoing	

		Road Safety Engineering – Treatment of Crash Locations training Austroads Infrastructure Risk Rating Tool			
1.11	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 Road Safety Engineering – Treatment of Crash Locations training Crash Map	City of Cockburn	Ongoing	
1.12	Conduct monitoring to evaluate the road safety performance of all permanent changes to the local road network	Crash Map Monitoring Tool	City of Cockburn	Conduct a before vs after assessment for all road safety improvement projects. Learnings from monitoring to be considered in future development works	
1.13	Work with Main Roads Western Australia in the delivery of projects from the Low Cost Urban Road Safety Program	Low Cost Urban Road Safety Program - Framework	City of Cockburn / Main Roads WA	Ongoing every FY	
1.14	Update the City of Cockburn Cycling and Walking Plan to improve safety for vulnerable road users	Bicycle and Walking Network Plan	City of Cockburn	Update the current plan and identify target areas	
1.15	Submit a WA Bicycle Network Grants Application to get funding assistance from DoT in improving active transport network	WA Bicycle Network Grants Program	City of Cockburn / DoT	Ongoing. Identify opportunities in the active travel network to utilise the PBN and RBN cap	
1.16	Further implementation of LATM measures to reduce speeds to reduce severity at intersections	Safe Active Streets Main Roads Safe Active Streets Policy	City of Cockburn / DoT / Main Roads	Identify areas where Safe Active Streets framework can be applied	
1.17	Speed reduction (e.g. Cockburn Central Station precinct 40 km/h, Wattleup Road 60 km/h)	Austroads Local Government Road Safety Management Guidance Crash Map Austroads Guide to Road Safety Part 3: Safe Speed Main Roads – Speed Zoning TrafficMap	City of Cockburn/Main Roads WA	Identify areas where speeds can be reduced	

Safe Speeds – *Safety Performance Indicators*					
Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target	Comments
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 Traffic Map Austroads Guide to Road Safety Part 3: Safe Speed	City of Cockburn / WA Police	Ongoing	
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 TrafficMap Austroads Infrastructure Risk Rating Tool Crash Map	City of Cockburn / Main Roads	Ongoing	
2.3	Assist to promote, support and cascade speed awareness campaigns from the Road Safety Commission	Road Safety Commission – Speeding Road Safety Commission – Event Grants Road Safety Commission – Project Grants Road Safety Commission – Information sheets	City of Cockburn / Road Safety Commission	Annually	
2.4	Introduce gateway treatments to entrances to townsites from high speed road environments	Austroads Speed Reduction Treatments for High-speed Environments	City of Cockburn	Ongoing	
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 Crash Map	City of Cockburn	Ongoing	
2.6	Identify potential locations for speed activated warning signs	Austroads Speed Reduction Treatments for High-speed Environments Crash Map	City of Cockburn	Ongoing	

Safe Vehicles – *Safety Performance Indicators*					
Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target	Comments
3.1	Commitment to purchase five-star ANCAP rated vehicles for the City fleet	ANCAP	City of Cockburn	Entire Vehicle Fleet by Jan 2030	
3.2	Introduce contractual arrangements to the works tender process to ensure contactors employed by the City have vehicles with a minimum ANCAP Star rating	ANCAP	City of Cockburn	Jan 2030	
3.3	Introduce daytime running headlights to the City vehicle fleet	Australian Transport Safety Bureau – Daytime Running Lights (DRL)	City of Cockburn	Entire Vehicle Fleet by Jan 2030	
3.4	Assist to promote, support and cascade safe vehicle information from the Road Safety Commission	Road Safety Commission – Safe Vehicles Road Safety Commission – Information sheets	City of Cockburn / Road Safety Commission	Annually	
3.5	Assist to promote, support and cascade vehicle child car restraint information from WALGA RoadWise	WALGA RoadWise – Child car restraints	City of Cockburn / WALGA RoadWise	Annually	
3.6	Adopt RoadWise Fleet Safety Policies	WALGA RoadWise – Fleet Safety Resource Kit	City of Cockburn / WALGA RoadWise	Adopted by Jan 2030	
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 Road Safety Commission – Buying a Safe Vehicle guidance	City of Cockburn / Road Safety Commission	Annually	

Safe People (Road Use) – *Safety Performance Indicators*					
Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target	Comments
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 WALGA – RoadWise Road Safety Commission – Event Grants Road Safety Commission – Project Grants	City of Cockburn / WALGA RoadWise / Road Safety Commission	Annually	
4.2	Promote and support road safety initiatives at schools	WALGA RoadWise – Safety Around Schools	City of Cockburn / WALGA RoadWise	Annually	
4.3	Identify suitable urban locations that could be converted to Safe Active Streets	Safe Active Streets – DoT Crash Map	City of Cockburn / DoT	Ongoing	
4.4	Assist to promote, support and cascade mobile phone use and driving initiatives and enforcement	WALGA RoadWise – Mobile Phone Use WA Police Force Road Safety Commission – mobile phones Road Safety Commission – Event Grants Road Safety Commission – Project Grants Worksafe WA	City of Cockburn / WALGA RoadWise / WA Police / Road Safety Commission		
4.5	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	City of Cockburn / WA Police	Ongoing	

State Strategy Target Tracking

Progress Report 2014 – 2030

The following tables and chart outline the progress of the City 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.

The State target of 50% and 70% reduction commenced from the year 2020. Between 2020-2022, the City was tracking well below the State Target. However, 2023 was an upsurge in the FSI crash numbers and the City aims to reduce the numbers to track within the State FSI 50% and 70% target.

Crashes per Year by Severity (2014 – 2023)

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2014	766	158	37		
2015	683	152	41		
2016	735	165	36		
2017	631	133	41		
2018	714	155	44		
2019	732	127	28		
2020	608	128	36	36	36
2021	698	141	30	35	33
2022	652	142	30	33	31
2023	671	159	40	31	28
2024				29	26
2025				28	23
2026				26	21
2027				24	19
2028				22	16
2029				21	14
2030				19	11

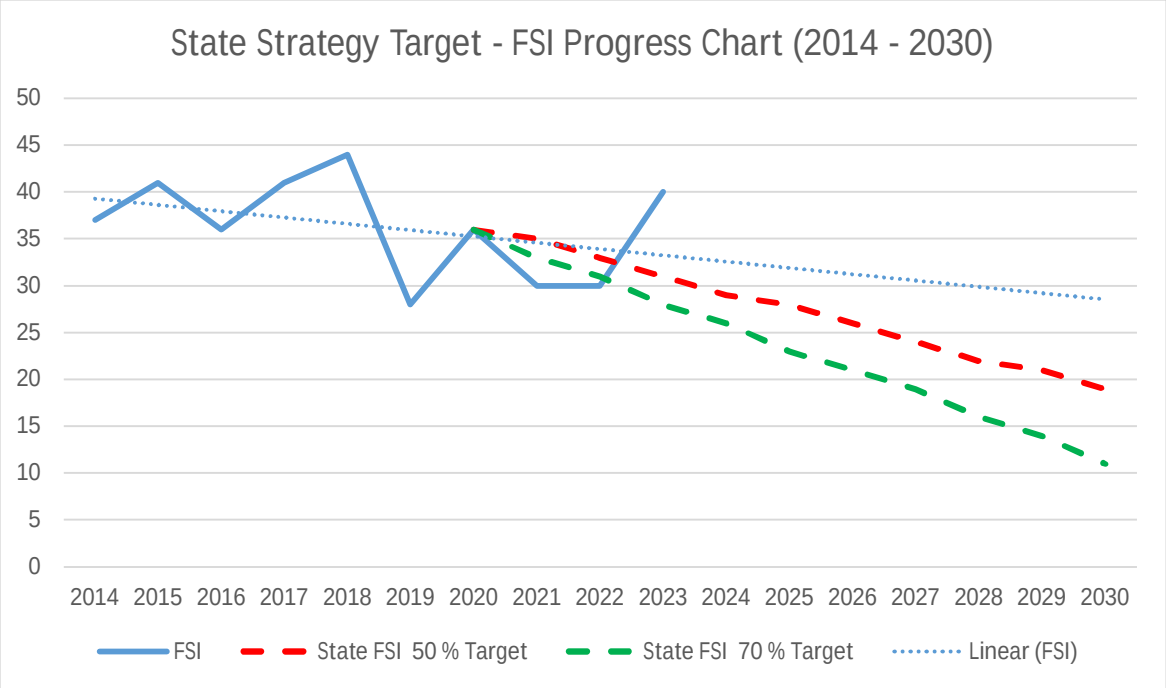

Figure 8: State Strategy FSI Target - Progress Chart (2014 – 2030)

The above chart and table show that the FSI crashes from 2014 – 2023 has had a steady number with minor ups and downs between the years. The fitted linear trendline suggests a decreasing trend, however, more emphasis may need to be provided on road safety improvement projects to meet the State Strategy target.

Casualty Crashes by Nature (2019-2023*)

Casualty Crash Nature	2019 -2023*	2024 - 2030	Percentage Change (%)
Unknown	11		+/- 0 %
Head On	13		+/- 0 %
Hit Animal	1		+/- 0 %
Hit Object	19		+/- 0 %
Hit Pedestrian	23		+/- 0 %
Non Collision	18		+/- 0 %
Rear End	305		+/- 0 %
Right Angle	180		+/- 0 %
Right Turn Thru	96		+/- 0 %
Sideswipe Opposite Dirn	0		+/- 0 %
Sideswipe Same Dirn	31		+/- 0 %
Total	697		+/- 0 %

* Current data is available for 2019 - 2023

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 2019 to 2023.

Item	Action Update	Available Tools and Resources	City / Partner Commitment	Updated Target
1.13	Work with Main Roads Western Australia in the delivery of projects from the Low Cost Urban Road Safety Program	Low Cost Urban Road Safety Program - Framework	City of Cockburn / Main Roads	Identify areas relevant to the application of the Low Cost Urban Road Safety Program
1.14	Update the City of Cockburn Cycling and Walking Plan to improve safety for vulnerable road users	Bicycle and Walking Network Plan	City of Cockburn / DoT	Update the existing plan to a more current plan
1.15	Submit a WA Bicycle Network Grants Application to get funding assistance from DoT in improving active transport network	WA Bicycle Network Grants Program	City of Cockburn / Department of Transport (DoT)	Identify opportunities in the active travel network to utilise the PBN and RBN cap
1.16	Further implementation of LATM measures to reduce speeds to reduce severity at intersections	Safe Active Streets Main Roads Safe Active Streets Policy	City of Cockburn / DoT / Main Roads	Identify areas where Safe Active Streets framework can be applied
1.17	Speed reduction (e.g. Cockburn Central Station precinct 40 km/h, Wattleup Road 60 km/h)	Austroads Local Government Road Safety Management Guidance Crash Map Austroads Guide to Road Safety Part 3: Safe Speed Main Roads – Speed Zoning TrafficMap	City of Cockburn/Main Roads WA	Identify areas where speeds can be reduced

Results and Concluding Statement

Under the current stage of the 2020 – 2030 Road Safety Management Plan, it is evident that there needs to be emphasis on improving safety at key intersections. An example target is shown below where Main Roads Crash Map tool has been utilised to identify intersections involving casualty crashes in the past 5 years with a minimum of 10 crashes. The north west section of the City's road network need to be assessed further to identify suitable road safety treatment options. An example of this maybe a review of filter right turn at signalised intersections may be a common solution to minimise majority of the casualty right angle crashes.

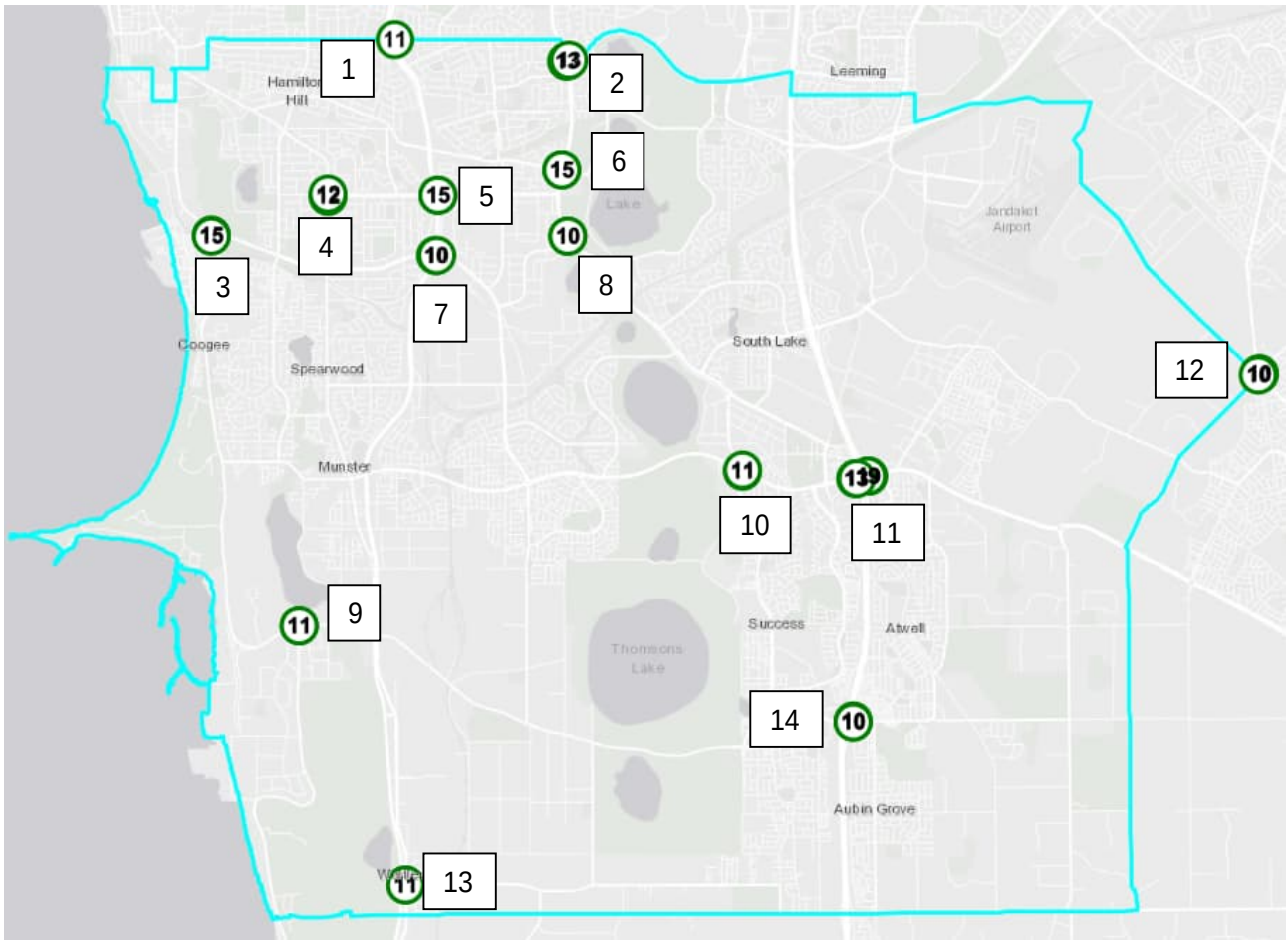

Figure 9: Intersections involving a minimum of 10 casualty crashes between 2019 -2023

Below table shows a list of intersections within the City boundary that have a minimum of 10 crashes with casualty (medical and hospital) severity between 2019 – 2023:

Site Number	Intersection Name	Suburb	No. of casualty crashes	Responsibility
1	Stock Road / Winterfold Road	Coolbellup	11	State / City of Cockburn / City of Melville
2	North Lake Road / Monaco Ave	North Lake	13	City of Cockburn
3	Cockburn Road / Spearwood Ave	Spearwood	15	State / City of Cockburn
4	Rockingham Road / Phoenix Road	Hamilton Hill	12	State / City of Cockburn
5	Stock Road / Phoenix Road	Hamilton Hill	15	State / City of Cockburn
6	North Lake Road / Forrest Road	Bibra Lake	15	State / City of Cockburn
7	Stock Road / Spearwood Avenue	Spearwood	10	State / City of Cockburn
8	North Lake Road / Discovery Drive	Bibra Lake	10	State / City of Cockburn
9	Cockburn Road / Russell Road	Henderson	11	City of Cockburn
10	Hammond Road / Beeliar Drive	Success	11	State / City of Cockburn
11	Kwinana Fwy / Beeliar Drive , Kwinana Freeway / Armadale Road (On and off ramps)	Cockburn Central	13,19	State / City of Cockburn
12	Warton Road / Nicholson Road	Treeby	10	City of Cockburn / City of Armadale
13	Rockingham Road / Wattelup Road	Wattleup	11	City of Cockburn
14	Russell Road On To Kwinana Freeway (Southbound)	Aubin Grove	10	State / City of Cockburn

Another area requiring further assessment is the casualty crashes for vulnerable road users. Figure 6 on page 11 also shows similar grouping of vulnerable road user crashes requiring hospital and medical treatment mainly in the north-west section of the network as shown in Figure 9 (above).

Lastly, the current trendline indicates that more emphasis needs to be provided on road safety improvement projects to meet the State's 50% and 75% FSI target.

City of Cockburn, Whadjuk Boodja
PO Box 1215, Bibra Lake DC WA 6965
9 Coleville Crescent, Spearwood WA 6163
T 08 9411 3444 | **E** customer@cockburn.wa.gov.au

www.cockburn.wa.gov.au

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