



Road Safety Performance Local Government Roads 2014-2018

Supporting Notes

February
2021

Regions (Including Metropolitan)

Road Network

This section classifies the REGION'S road network (unless stated otherwise) according to whether Main Roads WA or Local Government is responsible for managing the road infrastructure.

Included in this table is:

- the length (in kilometres) and percentage of road length, in the REGION, managed by Local Government and Main Roads WA;
- an estimate of travel in the REGION (unless stated otherwise), based on Million Vehicle Kilometres Travelled (MVKT), (that includes trucks and light vehicles); and
- the share of road travel on roads in the REGION (unless stated otherwise), managed by Local Government and Main Roads WA.

The **state** road network includes all roads in the REGION managed by Main Roads WA on behalf of the State and Commonwealth (where applicable) Governments. Information is sourced from *Main Roads WA Annual Report 2019*¹.

The **local** road network includes all roads in the REGION managed by Local Governments. Information is sourced from *WALGA's Report on Local Government Road Assets and Expenditure 2018/19*².

Killed and Seriously Injured (KSI)

For every death, on the REGION'S roads in the period 2014-2018, there were many more people seriously injured. Many of these serious injuries result in permanent disability and change lives forever, placing a huge burden on public health resources and the community.

The definition of a road fatality in WA is: A person who was killed immediately or died within 30 days of the date of a road crash, as a result of the crash. The definition of a serious injury in WA is: Admitted to hospital as an inpatient for treatment of injuries sustained in a crash, but did not die within 30 days of the crash.

This pie graph provides a breakdown, for the REGION, of:

- the proportion of those Killed and Seriously Injured (KSI) by road manager,
- the number of people Killed and Seriously Injured by road manager, and
- the Average Annual KSI rate per 100,000 population, by road manager.

¹ Main Roads WA, *Annual Report 2018*; <https://annualreports.mainroads.wa.gov.au/AR-2018/about-us/our-minister-legislation-role-and-operations.html>.

² WA Local Government Association, *Report on Local Government Road Assets & Expenditure 2017/18*; <https://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Roads/Report-on-Local-Government-Road-Assets-and-Expendi.aspx>

Population data was sourced from the Bureau of Statistics 2019³.

Average Annual KSI Rate

The Average Annual KSI rate is the average number of people killed and seriously injured per 100,000 population per year. The five year 2014 – 2018 Average Annual KSI rate data was calculated using March 2019 population data and 2014-2018 crash data.

The bar chart included in the report allows for a comparison of road safety performance across the different regions in WA, as well as all of WA, as measured by Average Annual KSI Rate. This adjusts for the size of the population in each region, so they can be compared on a common basis.

Priority Treatment Areas

The most common crash types provides information that can assist Local Governments to prioritise their time, resources and effort towards implementing road safety interventions which target treatment of the crashes that are causing the most harm to people in their area.

Run off road crashes include: Off Carriageway, Hit Object crashes and Off Carriageway, Non-collision crashes.

Intersection crashes include: Right angle and right turn thru crashes.

Crash Type Definitions

“**Off Carriageway. Non-Collision**” are defined by the RUM code 71, 73, 81, 83, which are loss of control **off** carriageway.

“**Non-Collision**” are defined by the RUM Code 75, 85 which are also loss of control but **on** carriageway.

The RUM Code 76 and 77 **may** refer to the crash type “Non-Collision” which are also loss of control but **at intersection**, depending whether an object was hit or not.

RUM Code details are available on the [Main Roads WA](#) website.

Killed and Seriously Injured by Local Government

The table on page two provides a breakdown of the number of people killed and seriously injured on local roads, by Local Government area, for the five years from 2014-2018 in that REGION.

This information can be useful to Local Governments as a means to assess the extent of road trauma, monitor changes over time and to set reduction targets.

³ Australian Bureau of Statistics, 2019; <https://www.abs.gov.au>.



Crash Type

Information on crash types gives road managers the opportunity to pin-point the types of crashes occurring on their network and helps to identify priorities and develop strategies that relate specifically to the unique needs of the REGION (unless stated otherwise).

This data can provide a rationale that may be used to support the allocation of funds in road program budgets for the installation of safe system treatments that will counteract the road crash types that result in the greatest number of people killed and seriously injured. For example, the installation of roadside barriers or sealing shoulders can be used to alleviate run-off road crashes.

The table included in the report shows the types of crashes that result in people being killed or seriously injured in descending order, the number and percentage of KSIs, in that REGION (unless stated otherwise).

This information may assist Local Governments to identify and prioritise their works program to treat the crash types leading to the most harm when maintaining, upgrading or renewing their roads as well as preventing crash types when expanding the road network.

Examples of Treatments by Crash Type and RUM Code

Please refer to the table on the next page for examples of treatments by crash type and RUM code.

Examples of Treatments by Crash Type and RUM Code

Crash Type	Treatments	RUM Codes
Run-off Road	<p>Examples: Reduce travel speed, clear zones, widen shoulders, wire rope barriers, audible edge lining, consistent road design and delineation, reflective guide posts.</p> <p><u>Links:</u></p> <p>Austroads Guide (AP-R509-16) – Safe System Assessment Framework</p> <p>Austroads Guide to Road Safety: Part 8 Treatment of Crash Locations (AGRS08-15)</p> <p>Austroads Guide (AP-518-16) - Safe System Roads for Local Government</p>	<p>71. Left off carriageway</p> <p>72. Left off carriageway into object/ vehicle</p> <p>73. Right off carriageway</p> <p>74. Right off carriageway into object/vehicle</p> <p>81. Off carriageway right bend</p> <p>82. Off carriageway right bend into object</p> <p>83. Off carriageway left bend</p> <p>84. Off carriageway left bend into object</p> <p>RUM Codes</p>
Non-Collision	<p>Examples: Reduce travel speed, widen shoulders, consistent road design and delineation, audible edge lining, reflective guide posts.</p> <p><u>Links:</u></p> <p>Austroads Guide (AP-R509-16) – Safe System Assessment Framework</p> <p>Austroads Guide to Road Safety: Part 8 Treatment of Crash Locations (AGRS08-15)</p> <p>Austroads Guide (AP-518-16) - Safe System Roads for Local Government</p>	<p>75. Lost control on carriageway</p> <p>85. Out of control on carriageway</p> <p>76. Left turn (intersection)</p> <p>77. Right turn (intersection)</p> <p>RUM Codes</p>
Intersection	<p>Examples: Reduce travel speed, roundabouts, intersection platforms, grade separation, ban selected movements.</p> <p><u>Links:</u></p> <p>Austroads Guide (AP-R509-16) – Safe System Assessment Framework</p> <p>Austroads Guide to Road Safety: Part 8 Treatment of Crash Locations (AGRS08-15)</p> <p>Austroads Guide (AP-518-16) - Safe System Roads for Local Government</p>	<p>11. Thru - thru</p> <p>12. Right - thru</p> <p>13. Left - thru</p> <p>14. Thru - right</p> <p>15. Right - right</p> <p>16. Left - right</p> <p>17. Thru - left</p> <p>18. Right - left</p> <p>19. Left – left</p> <p>RUM Codes</p>
Hit Pedestrian	<p>Examples: Reduce travel speed, grade separation, footpaths, raised crossings, pedestrian refuge islands, improved lighting.</p> <p><u>Links:</u></p> <p>Austroads Guide (AP-R509-16) – Safe System Assessment Framework</p> <p>Austroads Guide to Road Safety: Part 8 Treatment of Crash Locations (AGRS08-15)</p> <p>Austroads Guide (AP-518-16) - Safe System Roads for Local Government</p>	<p>1. Near side</p> <p>2. Emerging</p> <p>3. Far side</p> <p>4. Play/work/stand on carriageway</p> <p>5. Walking with traffic</p> <p>6. Walking against traffic</p> <p>7. Driveway</p> <p>8. On footway</p> <p>9. Struck while boarding or alighting</p> <p>RUM Codes</p>