Welcome to 2011

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Perth, January 2011

Overview

➢ WA Road Safety
➢ Opportunities
➢ Wheatbelt Grain Rail - Road Safety Issues
  - Jane Fuchsbichler, WA Grain Rail Alliance
➢ Discussion
WA Road Safety

- **WA Road Toll**
  - 10 year road toll average 192 deaths
  - 2010 WA road toll 193 deaths
  - Number of injuries?
  - 2012 ???

- **BITRE Review**
  - Major policies: seat belts, RBT, speed cameras

Sources: BITRE January 2011, Road Deaths Australia

BITRE – WA Policy Outcomes

- Chart showing trends in fatalities per billion vehicle-km, including fatal rates, temporary, CAMpred, RBT, and BELTpred.
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WA Forecast

External Observations

- **SUN achievements**
  - UK 40% – 50% reduction in fatalities
  - Nearly zero child pedestrian deaths in London

- **Initiatives**
  - 20mph (30km/h) targetted London speed zones
  - Self Explaining Roads
  - UK £1000 max. fine for mobile phone use

- **Many remaining hazards**
Glasgow Region Speed Cameras

Note that funding structure for speed cameras has changed, which changes deployment.

10km radius from CBD

95km from CBD
C-MARC

Road Safety Scotland

- Information & awareness
- Education
- Design
- Implementation
- Evaluation

Other Examples

- Lighted ‘Keep Left’ bollards
Other Examples

- Lighted Zebra Crossing poles

Wheatbelt Railway Retention Alliance

Wheatbelt Grain Rail - Road Safety

Jane Fuchsbichler
Wheatbelt Railway Retention Alliance
Ph: 9046 9050
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Strategic Grain Network Committee and Business Case

Inaccurate – anomalies and contradictions.

e.g. capital on rail last 15 years, but road 35 years.

736 kilometres of rail is due to be put into care and maintenance, 38 wheat bins are on these lines:

- Average deliveries over 5 years: 1,429,141 tonnes = 57,166 truck movements
- Peak year 2003/04: 2,134,038 tonnes = 85,362 truck movements

The Brookton Strategy is designed to stop trucks at Brookton to keep them out of the city whilst putting extra truck/road train movements on to an inadequate rural road network.

Rural roads in the area known as the “Black hole”, where the lines are to be closed, were designed approximately 50 years ago for 6 or 8 tonne trucks.
Wheatbelt Railway Retention Alliance

- There will without doubt be trucks which carry on through to Kwinana and Metro Grains Centre.
- Funding required for repair and upgrade of Tier 3 lines is $93.5m.
- Local Government are finding without exception the funding for road upgrades is seriously inadequate.
- Important main road arteries have been omitted from the road funding package (e.g. York - Quairading - Bruce Rock - Merredin)
- Tier 3 rail closures are planned for 30th June 2011; it is not possible for roads to be upgraded in time for 2011 harvest.

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Wheatbelt Railway Retention Alliance

- CBH with Watco are planning to invest $175m into new train sets. These will be far more efficient than those previously used by ARG which were mostly over 40 years old.
- We need government to look at the true figures for the cost of safe road train engineered roads, whilst at the same time considering the efficiencies that can be brought about by the investment by CBH and expertise of Watco.
- The safety of all road users must also be considered and included in the equation. Danger for all road users, school bus runs, tourist buses, caravans and every road user.

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Note
• School Bus turning area and intersection over crest
• Full size Coke bottle in shoulder rut
National Road Safety Strategy
Submissions close - 11 February
See www.infrastructure.gov.au/

C-MARC Seminar - 3 March
State of the Art for Self – Explaining Roads (SER’S)

Dr Maura Houtenbos
SWOV – Netherlands Institute for Road Safety Research

SER’s have been developed to increase road safety by taking into account the nature of human perception and information processing. This seminar will present background on SER’s and the most recent information on SER development and application.