



City of Nedlands

Road Safety Management Plan 2026-2030

Driving Change

Foreword

The City of Nedlands in developing this Road Safety Management Plan is committed to reducing road trauma on the local road network throughout the City. Reducing road trauma 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 human body has a limited physical ability to tolerate crash forces. The Human body is not built to withstand a greater than 30 km/h impact. According to the New South Wales Centre for Road Safety, in a crash between a car and a pedestrian, there is a 10 per cent risk that a pedestrian will be killed at 30 km/h, 40 per cent risk at 40 km/h, and a 90 per cent risk at 50 km/h. Therefore, the City of Nedlands 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 of Nedlands and set out both reactive and proactive actions to address the risks. The City with support from our partners aims 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 of Nedlands Council on 10 December 2025.

The delivery of the actions set out in the Plan are to be achieved as the result of the City of Nedlands 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



Department of
Transport

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State Road Safety Strategy 2020 - 2030

The Road Safety Strategy for Western Australia '*Driving Change*' sets out the journey over 10 years to 2030 towards a shared vision and the steps to take to improve road safety infrastructure, vehicles and the cultural change needed to achieve the shared vision.

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 safely with the places where they live, work, learn and play. 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.

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.

Since 2008, the greatest improvements have been in:				
		Killed or Seriously Injured Baseline ^a	2019	% change
Young road users		17-19	350	108
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 ^a	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%

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

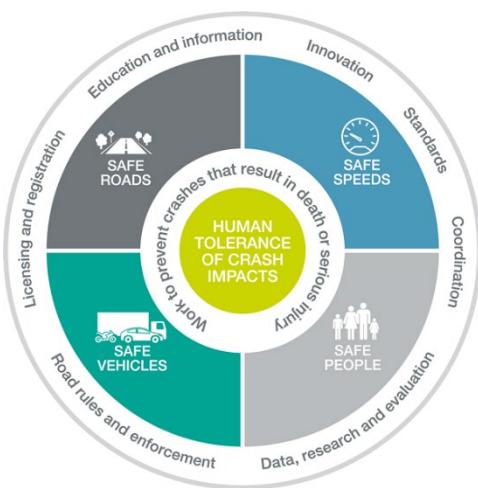
The Safe System approach underpins our '*Driving Change*' state strategy. It was pioneered in Sweden and acknowledges the physiological and psychological limitations of humans and puts ultimate responsibility on the designers and operators of the road system to accommodate these human limitations.

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 of Nedlands 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 of Nedlands 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 a summary of crashes involving vulnerable road users.

The City of Nedlands acknowledges that this Plan is based on a reactive road safety approach. In future years a proactive road safety approach will be considered by the City such as: utilising the [Austroads Infrastructure Risk Rating Tool \(IRR\)](#) in combination with the Route and Intersection Risk Assessment Tools in [Crash Map](#); 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.

Definitions

Property Damage Only (PDO) is a crash where there is damage to property, but no injury.

A medical crash is where a person receives medical attention but are not admitted to hospital.

A hospital crash is where a person is injured and admitted to hospital. This is also known as a “serious injury” crash.

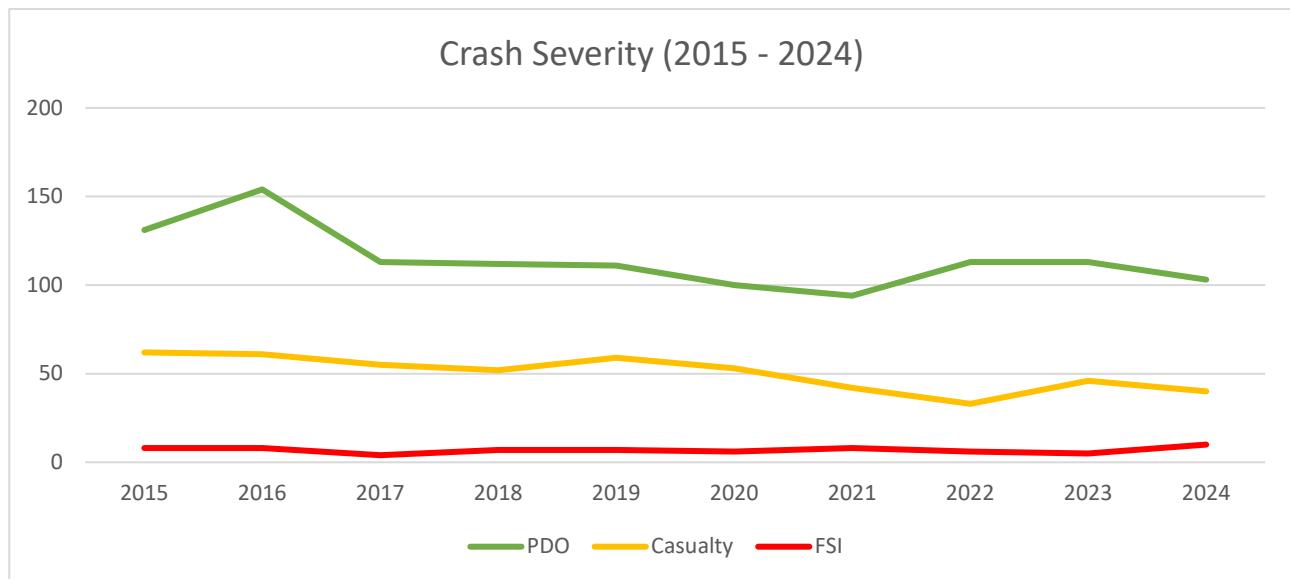
A fatality is defined as a person killed immediately (or within 30 days) of the crash, as a result of injuries sustained from the crash.

Fatal and Serious Injury (FSI) Crash means a crash where at least one person involved in the crash was either killed or seriously injured as the result of the crash. A serious injury is defined as a person who is admitted to hospital as a result of the reported crash.

Casualty Crash means any crash where at least one person involved in the crash is injured and includes the following crash severities: Medical, Hospital or Fatal.

Crash Severity per Year

It is useful to review the crashes from the last 10 years to monitor trends and to understand the effectiveness of road safety measures that the City has implemented.



Year	PDO Crashes	Casualty Crashes	FSI Crashes
2015	131	62	8
2016	154	61	8
2017	113	55	4
2018	112	52	7
2019	111	59	7
2020	100	53	6
2021	94	42	8
2022	113	33	6
2023	113	46	5
2024	103	40	10
Total	650	140	30

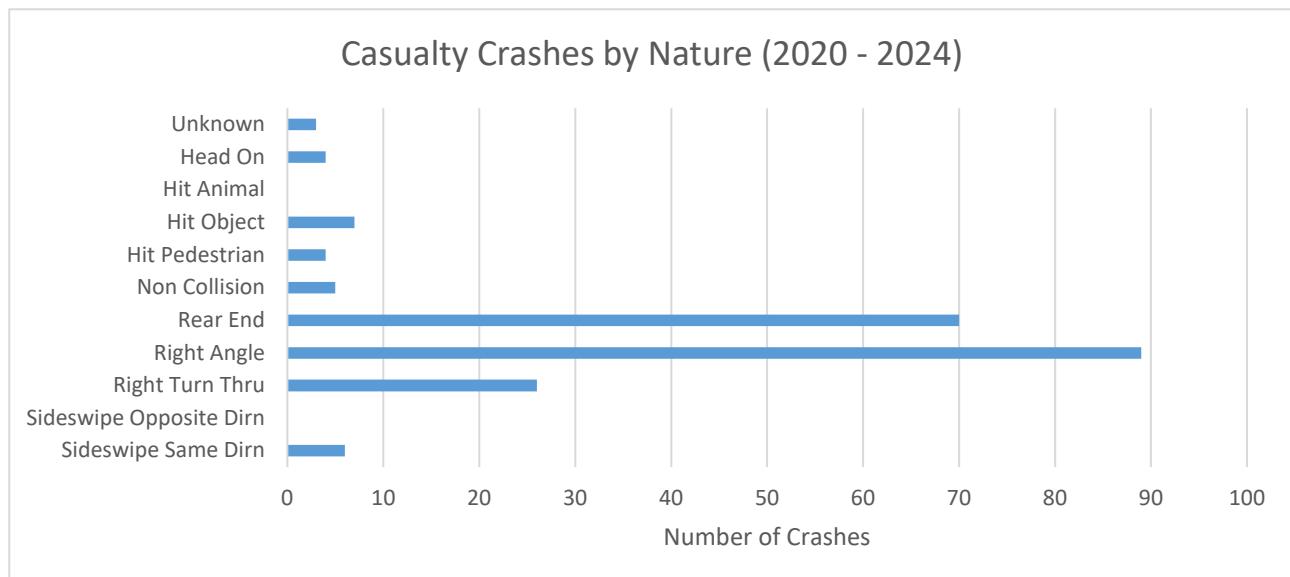
The crash statistics show that there has been a steady decline in the number of crashes that resulted in property damage, and casualty severity on the local road network in the City of Nedlands.

Of concern is that 2024 has the highest number of FSI crashes across the 10 years.

The local road network excludes Stirling Highway and West Coast Highway as these are under the control of Main Roads WA.

Casualty Crashes by Crash Nature

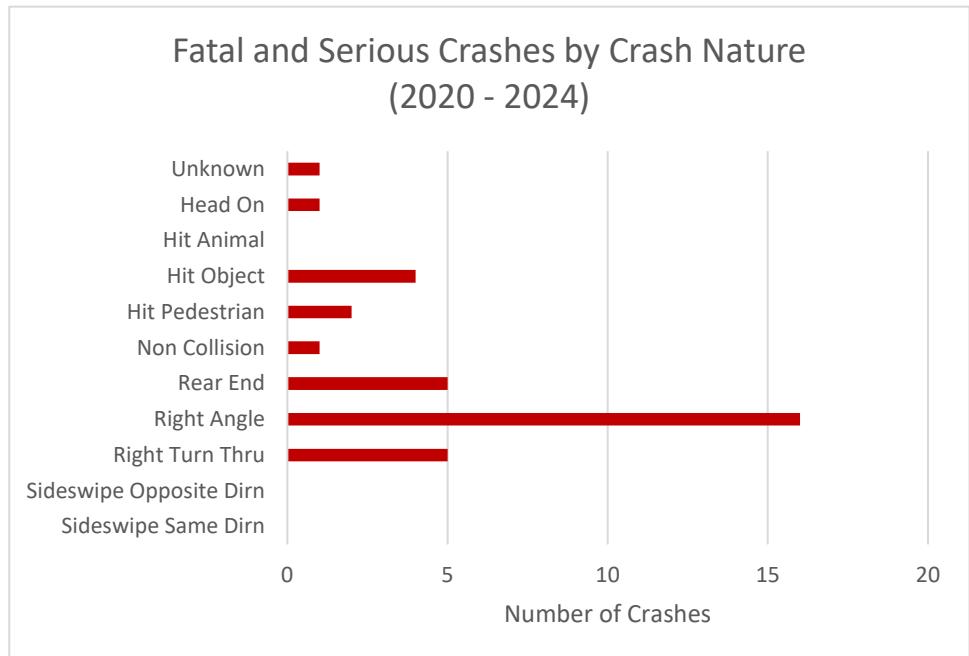
Casualty crashes include fatal, hospital and medical severity crashes.



Casualty Crash Nature (2020 – 2024)	No. of Crashes	%
Unknown	3	1.4
Head On	4	1.3
Hit Animal	0	0.0
Hit Object	7	3.3
Hit Pedestrian	4	1.9
Non Collision	5	2.3
Rear End	70	32.7
Right Angle	89	41.6
Right Turn Thru	26	12.1
Sideswipe Opposite Dirn	0	0.0
Sideswipe Same Dirn	6	2.8
Total	214	100

The data shows that the predominant casualty crash nature, in the period from 2020 - 2024 on the local road network in the City of Nedlands, is right angle crashes. Rear end and right turn through crash types are also common crash natures.

Fatal and Serious Injury Crashes by Nature

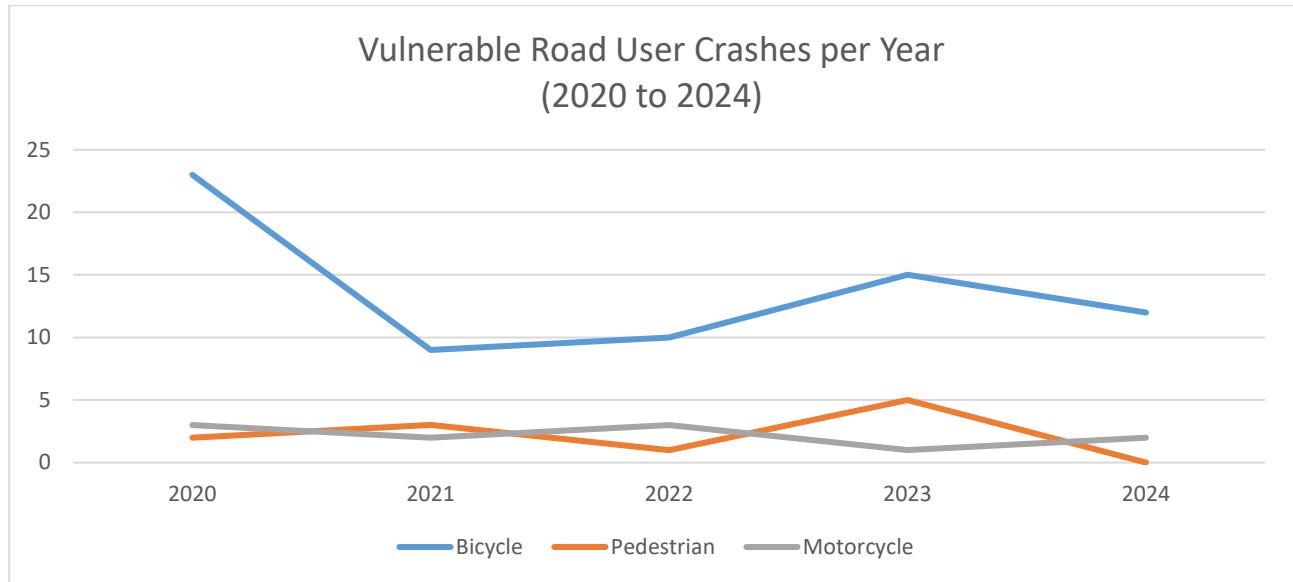


Fatal or Serious Injury Crash Nature (2020 – 2024)	No. of Crashes	%
Unknown	1	2.9
Head On	1	2.9
Hit Animal	0	0.0
Hit Object	4	11.4
Hit Pedestrian	2	5.7
Non Collision	1	2.9
Rear End	5	14.3
Right Angle	16	45.7
Right Turn Thru	5	14.3
Sideswipe Opposite Dirn	0	0.0
Sideswipe Same Dirn	0	0.0
Total	35	100.0

It is important to understand any differences in the predominant crash natures when comparing fatal and serious injury (FSI) crash outcomes with casualty crashes. The data shows that the predominant FSI crash nature in the period from 2020 to 2024 on the local road network in the City of Nedlands is right angle crashes. This is followed by right turn through and rear end crash types. This shows that the casualty and FSI crashes have the same predominant crash types.

Vulnerable Road Users per Year

Vulnerable road users do not have a protective 'shell' like a car or truck, so are more vulnerable to injury or fatality if involved in a crash. The number of crashes across all severities are shown below.



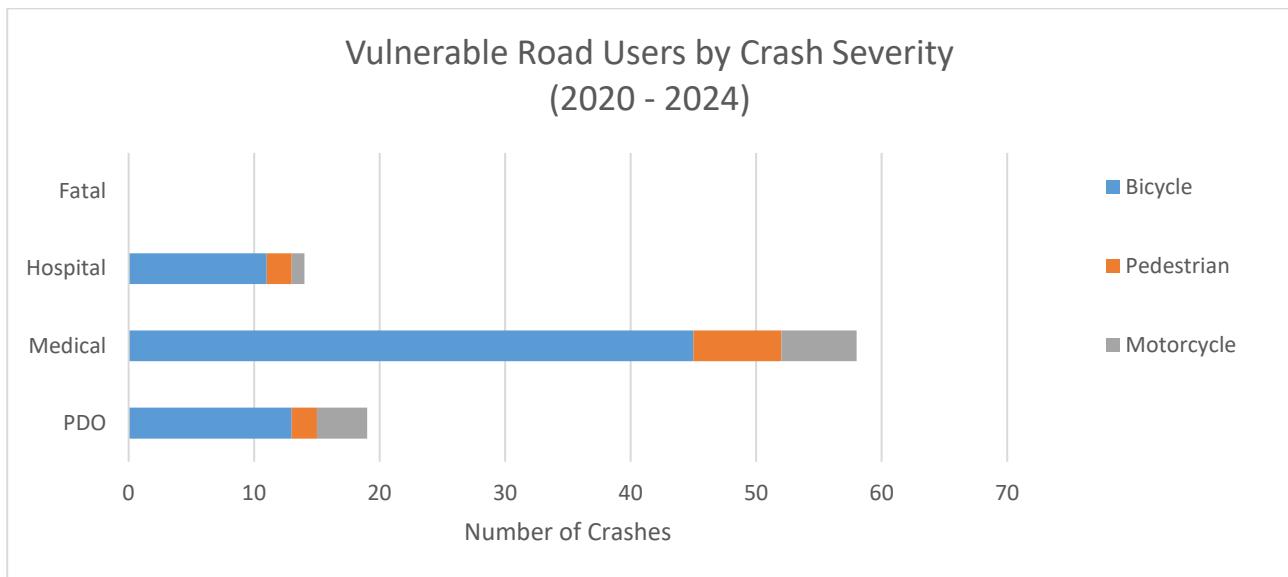
Year	Bicycle	Pedestrian	Motorcycle
2020	23	2	3
2021	9	3	2
2022	10	1	3
2023	15	5	1
2024	12	0	2
TOTAL	69	11	11

The data shows that there are consistently low numbers of pedestrian and motorcycle crashes, 91 crashes out of the 737 crashes (2020 -2024)

Vulnerable Road Users by Crash Severity

As the vulnerable road users have limited or no protection the crash severity is expected to be higher than when two vehicles crash.

Whilst vulnerable road user crashes made up only 12.3% of crashes on the City's local roads in 2020 – 2024, they make up 40% of FSI crashes.



Crash Severity	Bicycle	Pedestrian	Motorcycle
Fatal	0	0	0
Hospital	11	2	1
Medical	45	7	6
PDO	13	2	4
Total	69	11	11

The predominant vulnerable road user crashes, for all severities, are bicycle crashes.

Key Areas of Focus

Predominant Crash Types

The review of the recorded crash history on the local road network in the City of Nedlands has found that right angle crashes are over-represented when compared to all other casualty crash types. Right angle crashes are also over-represented for fatal and serious injury (FSI) crashes, followed by hit pedestrian, right turn through and rear end crash types.

The City of Nedlands plans to focus its efforts on the above predominant crash types when prioritising improvements and conducting maintenance activities on the local road network.

The City of Nedlands 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](#); 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 of Nedlands 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 of Nedlands 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.

Action Plan

An indicative operational budget is given for each Action. The budget is shown as:

- Budget: \$ - can be accommodated in the current operating budget
- Budget: \$\$ - will require budget from more than one area or a consultant
- Budget: \$\$\$ - will require additional resources and/or a consultant

Safe Roads and Roadsides – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target and indicative Budget
1.1	Conduct road safety assessments 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 Nedlands	State Road Safety Strategy Target Once in a year – Ongoing Budget: \$
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 Nedlands / Main Roads	State Road Safety Strategy Target Ongoing Budget: \$
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 Nedlands	Ongoing Budget: \$\$
1.4	Adopt the Road Safety Audit for Road Projects and New Development Policy	Road Safety Audit for Road Projects and New Development Policy	Nedlands Council	December 2025 Budget: \$
1.5	Conduct Road Safety Audits on permanent changes to the road network and conduct Road Safety Inspections at locations of concern	Road Safety Audit participation to build knowledge and resources in the City	City of Nedlands	June 2026 Budget: \$\$

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target and indicative Budget
1.6	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 Nedlands	June 2026 Budget: \$\$
1.7	Commitment to allocate internal budget funding for road safety delivery	Austroads Local Government Road Safety Management Guidance	City of Nedlands	Ongoing Budget: \$
1.8	Enhance the current Street Trees Council Policy to 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 Street Trees Council Policy (nedlands.wa.gov.au)	City of Nedlands	Street Tree Policy and Approved Species List December 2025 Budget: \$\$
1.9	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 Road Safety Engineering – Treatment of Crash Locations training Austroads Infrastructure Risk Rating Tool Integrated Transport Strategy	City of Nedlands / Main Roads	Commencing from January 2026 Budget: \$\$\$
1.10	Develop a Local Area Traffic Management (LATM) priority list for primary and high schools 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 Nedlands	Commencing from January 2026 Ongoing Budget: \$\$

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target and indicative Budget
1.11	Conduct monitoring to evaluate the road safety performance of all permanent changes to the local road network	Crash Map Monitoring Tool	City of Nedlands	All Projects Budget: \$

Safe Speeds – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
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 Nedlands / WA Police	Ongoing Budget: \$\$
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 Nedlands / Main Roads	Ongoing Budget: \$\$
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 Nedlands / Road Safety Commission	Biannually Budget: \$\$
2.4	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 Nedlands	Ongoing Budget: \$

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
2.5	Identify potential locations for speed activated warning signs	Austroads Speed Reduction Treatments for High-speed Environments Crash Map	City of Nedlands	Monthly Budget: \$

Safe Vehicles – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
3.1	Commitment to purchase five star ANCAP rated vehicles for the City fleet	ANCAP	City of Nedlands	FY2026/2027 Budget: \$
3.2	Introduce contractual arrangements to the works tender process to ensure contractors employed by the City have vehicles with a minimum ANCAP Star rating	ANCAP	City of Nedlands / Contractors	FY2026/2027 Budget: \$\$
3.3	Introduce daytime running headlights to the City vehicle fleet	Australian Transport Safety Bureau – Daytime Running Lights (DRL)	City of Nedlands	FY2026/2027 Budget: \$
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 Nedlands / Road Safety Commission	Biannually Budget: \$
3.5	Assist to promote, support and cascade vehicle child car restraint information from WALGA RoadWise	WALGA RoadWise – Child car restraints	City of Nedlands / WALGA RoadWise	Biannually Budget: \$\$
3.6	Adopt RoadWise Fleet Safety Policies	WALGA RoadWise – Fleet Safety Resource Kit	City of Nedlands / WALGA RoadWise	Adopted by June 2026 Budget: \$
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 Nedlands / Road Safety Commission	Biannually Budget: \$\$

Safe People (Road Use) – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
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 Nedlands / WALGA RoadWise / Road Safety Commission	Biannually Budget: \$\$
4.2	Promote and support road safety initiatives at schools	WALGA RoadWise – Safety Around Schools	City of Nedlands / WALGA RoadWise	Annually bike week Budget: \$\$\$
4.3	Identify suitable urban locations that could be converted to Safe Active Streets	Safe Active Streets – Department of Transport Crash Map Long Term Cycle Network	City of Nedlands / Department of Transport	July 2026 Budget: \$\$
4.4	Deploy WALGA RoadWise Targeted Enforcement Signs where applicable	WALGA RoadWise – Targeted Enforcement Signs WA Police Force	City of Nedlands / WALGA RoadWise / WA Police	March 2026 Budget: \$
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 Nedlands / WA Police	Ongoing Budget: \$

State Strategy Target Tracking

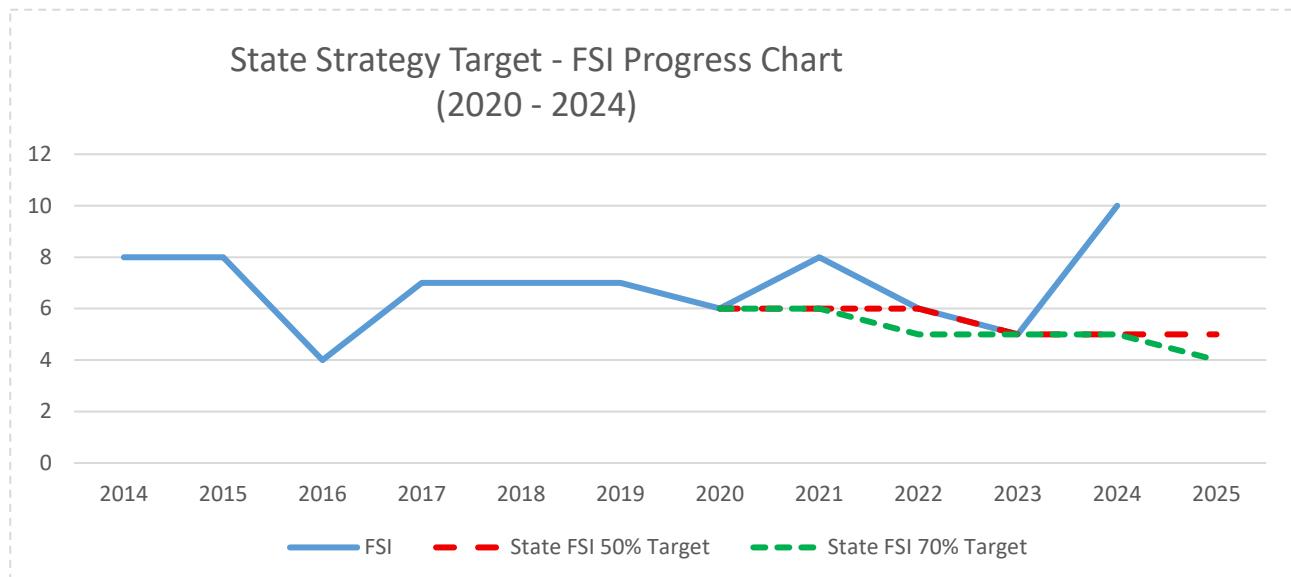
Progress Report 2020 – 2024

The following tables and chart outline the progress of the City of Nedlands towards the State's Road Safety Strategy target. The target is a **50 - 70 %** reduction in fatal and serious crashes by 2030, the reduction is evaluated on the baseline average crash data from 2015 to 2019.

The table and graph below show the progress and targets over the period from 2020 to 2024.

Crashes per Year by Severity

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2015	131	62	8	-	-
2016	154	61	8	-	-
2017	113	55	4	-	-
2018	112	52	6	-	-
2019	111	59	7	-	-
2020	100	53	6	6	6
2021	94	42	8	6	6
2022	113	33	6	6	5
2023	113	46	5	5	5
2024	103	40	10	5	5
2025				5	4



Casualty Crashes by Nature

Casualty Crash by Nature	2015-2019	2020-2024	Percentage Change (%)
Unknown	2	3	50%
Head On	2	4	100%
Hit Animal	1	0	-100%
Hit Object	6	7	17%
Hit Pedestrian	13	4	-69%
Non Collision	6	5	-17%
Rear End	62	70	13%
Right Angle	77	89	16%
Right Turn Thru	15	26	73%
Sideswipe Opposite Dirn	0	0	0%
Sideswipe Same Dirn	8	6	-25%
Total	192	214	11%

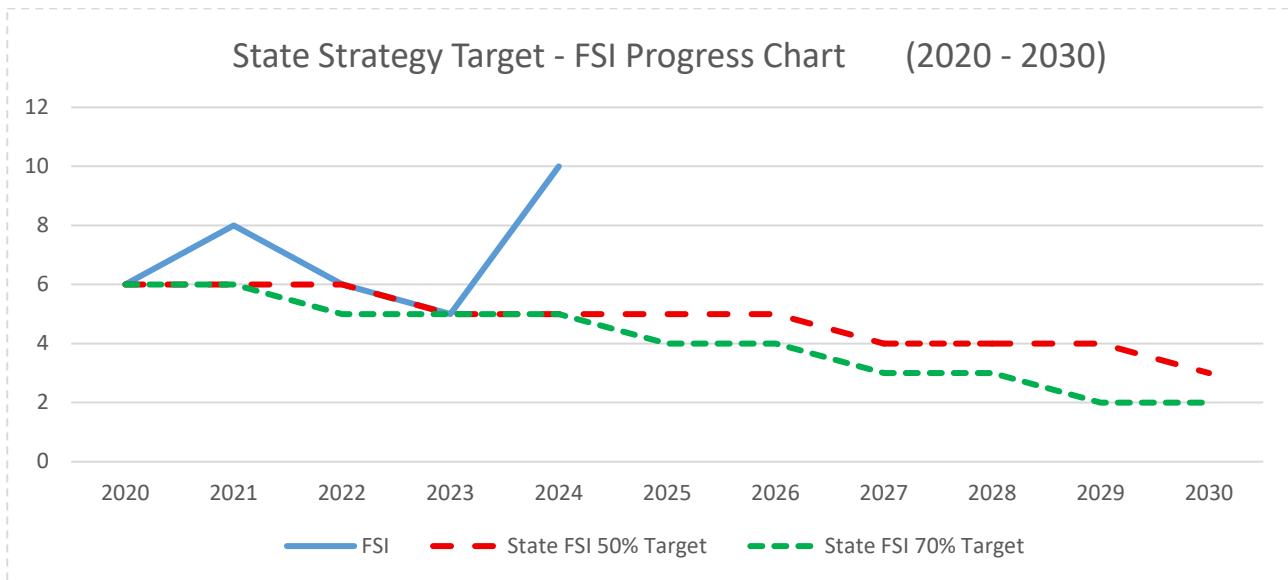
The crash nature that has increased a notable amount is the Right Turn Thru, with an increase from 15 casualty crashes to 26 casualty crashes. The crash nature that has decreased a notable amount on the local roads is hit pedestrian.

Progress Report 2020 – 2030

The following tables and chart outline the progress of the City of Nedlands towards the State's Road Safety Strategy target of **50 - 70 %** reduction in fatal and serious crashes by 2030 over the period from 2020 to 2030.

Crashes per Year by Severity

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2020	100	53	6	6	6
2021	94	42	8	6	6
2022	113	33	6	6	5
2023	113	46	5	5	5
2024	103	40	10	5	5
2025				5	4
2026				5	4
2027				4	3
2028				4	3
2029				4	2
2030				3	2



Casualty Crashes by Nature

Casualty Crash Nature	2020 - 2024	2025 - 2029	Percentage Change (%)
Unknown	3		+/- 0 %
Head On	4		+/- 0 %
Hit Animal	0		+/- 0 %
Hit Object	7		+/- 0 %
Hit Pedestrian	4		+/- 0 %
Non Collision	5		+/- 0 %
Rear End	70		+/- 0 %
Right Angle	89		+/- 0 %
Right Turn Thru	26		+/- 0 %
Sideswipe Opposite Dirn	0		+/- 0 %
Sideswipe Same Dirn	6		+/- 0 %
Total	214		+/- 0 %

Future Action Plan Update

The Road Safety Management Plan will be updated every year as the latest crash statistics become available.

An example of the update is:

The following items in the action plan have been updated based on results from the monitoring of the progress report from 2020 to 2024.

Item	Action Update	Available Tools and Resources	City / Partner Commitment	Updated Target
1.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target
2.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target
3.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target
4.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target

Provide further background to any action plan updates

Results and Concluding Statement

At the end of the term of the Plan present an outline of the overall results of the Plan and provide a concluding statement, also provide details of any learnings from the Plan to be carried forward to the next Road Safety Management Plan.



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