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Wildlife Road Roadstrike Committee, I am a resident of Phillip Island (often referred to as Roadkill Island) and because of my involvement over the past seven years in recording and documenting Roadkill, I am acknowledged as being a Citizen Scientist by Bass Coast Shire Council (BCSC), Victoria University (VU) and Phillip Island Nature Park (PINP).

As a result of a Power Point presentation I made to BCSC in 2018 in which I suggested three possible options for mitigating the appalling Island Roadkill, the Council chose to trial “Virtual Fencing” ,the other two options being reduced speed limits displayed by “Static Speed Signs” and dynamic “LED Solar Powered Signs” indicating a dawn to dusk speed and a reduced speed, dusk to dawn. (employing dynamic signs, the signs interact with motorists to indicate and warn when they are exceeding the enforceable speed limit).

The “Virtual Fence” trial was conducted by Dr Christine Connelly, environmental lecturer VU, in collaboration with Dr Duncan Sutherland senior scientist PINP with me collecting the Roadkill data on the 80km/h, 3.6km, high incidence Cowes/Rhyll Road.

It was a very comprehensive robust trial over a three- year period.

Regrettably the “Virtual Fence Trial” did not meet expectations in reducing roadkill and BCSC understandably, will not be installing “Virtual Fencing” in locations across the Bass Coast Shire.

Since Jan 1 I have again been daily, conducting a roadkill count, the results as follow :-

Current Roadkill Count Cowes/Rhyll Rd:

Jan1- 2025-----June 23-2025

224 kills 19 species, including 114 Wallabies

Sample summary of three months of data from BCSC Traffic Monitoring for this road:  
(both directions)

Nov1-2019 ----- Jan30-2020

Vehicle Count: 188,496

Speedster's speed: 80-95 km/h, 69263 = 37% vehicles exceed the specified speed limit.

Speedster's speed exceeds 95km/h, 10554 = 6% additional speedsters exceed specified limit.

Ask yourself what hope for example, does a slow-moving echidna or longneck turtle (and there are many in this area) have of safely crossing this road during daylight hours with this volume of speeding motorists, not to mention or overlook the night-time nocturnally active wildlife, blinded, confused, and often frozen in position on the road by approaching blinding headlights, particularly on blind- sided curves and bends, also the down- side of hills and crests.

Travel times on this road:-

80km/h	162 sec to cover 3.6km of road (current speed)
70km/h	185 sec, extra 23 sec travel time
60km/h	216 sec, extra 54 sec travel time
50km/h	259 sec, extra 97 sec travel time

Many, many studies have proven lower speeds>reduced wildlife impacts>increased road user safety.

The lower speeds provide more **“re-action time”** for both the driver and animal to safely avoid an impact!!!

Operation of Dynamic Signage

Being connected to the “4G Network”, the signs are programmed to simultaneously switch at predetermined light levels for a dawn to dusk speed (e.g. 70km/h) and dusk to dawn (e.g. 50km/h). They also record vehicle numbers and speeds, as well as detecting and warning speeding motorists to slow down.

Note The signs are continually monitored (24/7) for operational performance and battery capacity via the 4G Network.

**Due to wildlife presence and given that nearly half of motorists ignore the 80km/h speed limit, driving at night on this road is extremely risky for vehicle and occupants, I urge the committee to consider recommending a trial for "Dynamic Signage" on this road.**

My understanding is this method for roadkill mitigation, involving light levels for

speed determination, has not been previously installed or trialled in Australia.

The implementation of dynamic signage could set a new benchmark for innovative road safety measures in areas with high wildlife activity. By leveraging real-time data and adaptable speed limits, this trial could serve as a precedent for other regions facing similar challenges. Additionally, the ability to monitor signage performance and gather detailed vehicle data ensures accountability and facilitates continuous improvement for road safety initiatives.

I thank you for the opportunity to submit and look forward to the possibility of presenting in person, with a much more informative, comprehensive presentation to the inquiry.

Ron Day.

P.S I wish to acknowledge the co-operation of Bass Coast Shire Council after I requested that deceased wildlife not be removed from the road, and roadside verges prior to being accounted for.