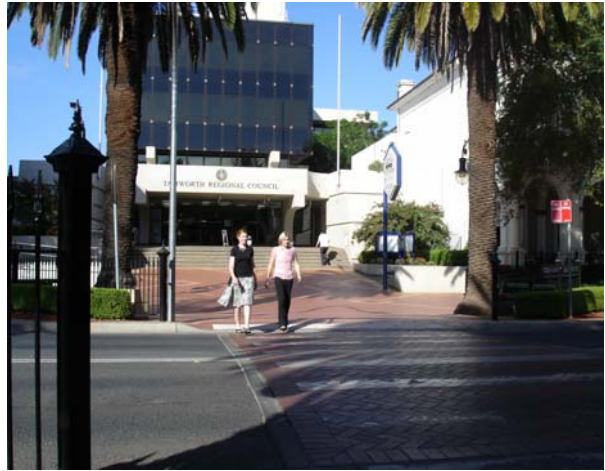


Planning for Road Safety

2007 – 2010



A Road Safety Strategic Plan for Tamworth Regional Council

Planning for Road Safety: A Road Safety Strategic Plan for Tamworth Regional Council, 2007 – 2010.

The Plan was prepared by Karina Errington, Road Safety Officer, Tamworth Regional Council.

Tamworth Regional Council funded the development of the Plan with support from the Roads and Traffic Authority.

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MESSAGE FROM THE MAYOR

In the Tamworth Regional Council area, we combine the convenience of a city with the peace and beauty of the country life. However, there is a price to pay through our dependence on motor vehicles and sometimes that price is too high. Throughout 2000 – 2004, there were 987 casualties within the Tamworth Region, resulting in the deaths of 24 people and 963 injured. This represents a burden to the entire community, which is all the more distressing when we know that a majority of road crashes are avoidable.

Tamworth Regional Council has been actively involved in the NSW Local Government Road Safety Program since 1996. We became a part of the program because of a number of serious crashes on our roads involving our residents.

This Plan represents the means by which Council will take coordinated action to improve road safety for our residents. It takes on board the views of our community and the organisational stakeholders that work with Council. Our Council welcomes this plan as a key strategic initiative to reduce the emotional trauma, personal loss and the financial costs associated with road crashes. The Plan will build on the achievements already made in improving road safety within the region.

It also provides an opportunity to link road safety to strategies Council already has in place for the future of the region. A 'whole of Council' approach to road safety, both from within each Council's directorate and with stakeholder partnerships, will ensure we make the best use of resources already committed to improving the quality of life for our residents.

We are constantly looking to improve road safety through the management and planning of our local roads. While there is a lot that can be achieved through more forgiving road environments, it is only through social and behavioural change that significant reductions in road crashes will be achieved. There needs to be a balance between behavioural and engineering solutions to road safety.

Our challenge for the next four years will be to reduce the fatality and injury rate in our region. This Plan will be the major impetus for local road safety action, offering a variety of planning strategies to guide road safety practice until 2010.



Councillor James Treloar
Mayor, Tamworth Regional Council

PLANNING FOR ROAD SAFETY

The Plan is designed to coordinate a Council wide approach to improving road safety in our community. It will provide road safety direction for the Council working in cooperation with the community and other stakeholders. The Plan has been developed in consultation with key stakeholders including the RTA, Hunter New England Area Health and the NSW Police. Through the implementation of the Plan, Council will endeavour to:

- ❖ Establish clear road safety goals for Council and the community;
- ❖ Reduce trauma and associated costs for the council and the local community;
- ❖ Improve community relations for the council through closer contact, increased publicity and better understanding of community concerns;
- ❖ Promote community involvement and ownership of road safety issues;
- ❖ Be in a position to take greater advantage of Federal and State road safety funding programs;
- ❖ Promote consideration of road safety when priorities are determined for local roads;
- ❖ Prioritise road safety when new building and streetscape developments are proposed; and
- ❖ Establish an information base for cohesive, long term planning for the development of the local road network and services.

A LOOK AT THE TAMWORTH REGION

Tamworth is in north west NSW, at the junction of the New England and Oxley highways, an easy five hour drive from Sydney and six hours from Brisbane. Tamworth is ideally situated on the main inland route from Victoria to Queensland.

The Tamworth Regional Council was proclaimed in March 2004 and serves a region of some 55,000 people in an area of 9,653 square kilometres. It includes the main centres of Barraba, Manilla, Nundle and Tamworth.

Tamworth is one of the most progressive and exciting places in inland Australia, combining country living with city style. Tamworth supports a variety of land uses including: residential, commercial, retail and agriculture.

Our Council area has 3,285 kilometres of dedicated roads of which 1353km of sealed road and 1932km of gravel road. Approximately 7,500 vehicles travel through Tamworth based on annual average daily traffic counts.

There is a higher proportion of Aboriginal and Torres Strait Islander people in the Tamworth Region (5.3%) compared with NSW (1.9%).

Unemployment in the Tamworth region in the period 2001 to 2004 ranged between 5.3% and 7.8% which was similar to the NSW range of 5.5% to 6.3%. Manilla (7% to 9%) and to a lesser extent Barraba had noticeably higher unemployment rates when compared to both the Tamworth Regional and NSW averages.

The average income for the Tamworth Region is comparable to NSW income levels, though the Tamworth Region levels are skewed with a higher proportion of incomes at the lower end of the scale. Income levels for the Tamworth Region compare favourably with those of other Inner and Outer Regional areas.

For Tamworth residents, the most common method of transport to work was by car (87.3%), while 5.8% of resident indicate they walk to work.

CRASH DATA ANALYSIS

Tamworth Regional Council was formed after an amalgamation in March 2004. In order to collate an accurate crash data analysis, data from the former Council areas of Barraba, Manilla, Nundle, Parry and Tamworth City have been combined to give the overall Tamworth Regional Council crash analysis. The data was provided by the Roads and Traffic Authority (2000- 2004).

The major focus is an analysis of casualty crashes, as these crash types impose the greatest emotional and economic costs on the local community.

CRASH FACT ONE – CASUALTIES

From 2000 – 2004 there were 987 casualties (people killed or injured) in the Tamworth Regional Council area in 731 casualty crashes. The estimated cost of these crashes was over 415 million dollars and does not include the cost for tow away crashes.

Of this number 24 were killed (around 2.5% of all casualties).

LGA	Killed	Injured	Total
Tamworth Regional Council	24	963	987

CRASH FACT TWO – BEHAVIOURAL CRASH FACTORS IN CASUALTY CRASHES

In the Tamworth Regional Council area speeding, alcohol and fatigue are all significant factors that contribute to casualty crashes.

LGA	Speeding Casualty Crashes	Alcohol Casualty Crashes	Fatigue Casualty Crashes
Tamworth Regional Council	171	63	95

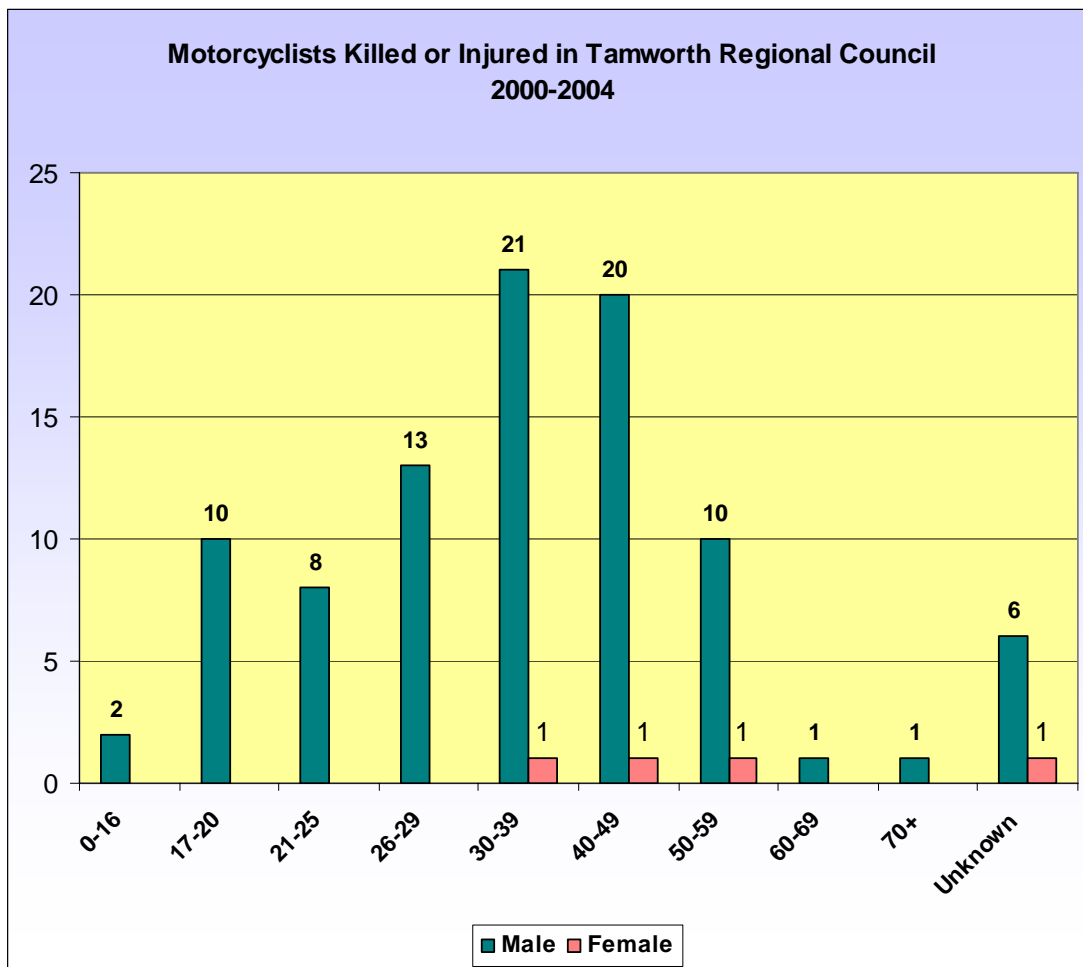
Speed, alcohol and fatigue are more likely to be a crash factor than for NSW. Speeding, alcohol and fatigue are all significant factors contributing to casualty crashes in the Tamworth Regional Council area.

	Tamworth Regional Council	NSW
Speed	23.4%	16.5%
Alcohol	8.6%	5.7%
Fatigue	13%	6.9%

CRASH FACT THREE - CLASS OF ROAD USER

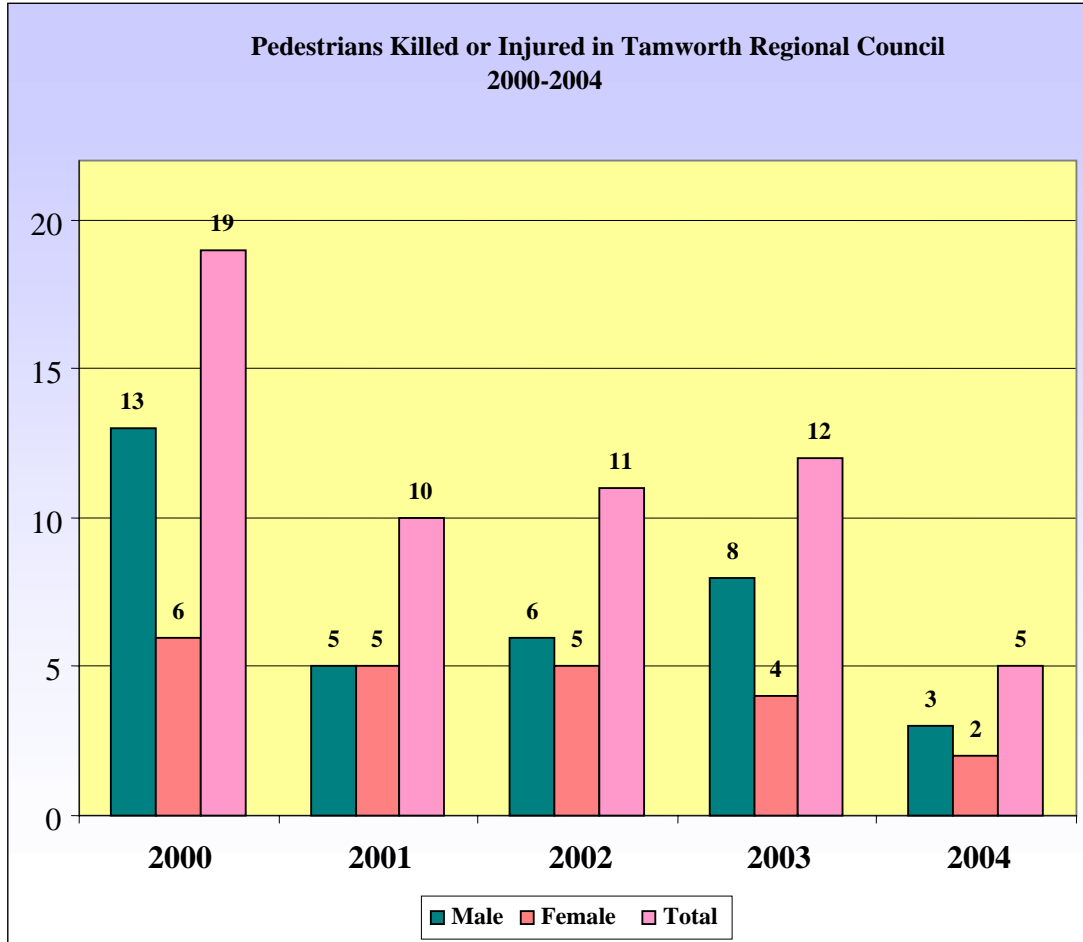
Drivers and passengers represent over 80% of road users killed or injured in the Tamworth Regional Council area.

Motorcyclist casualties are higher than NSW averages at around 10.4% of those killed or injured. In NSW, motorcyclists represent around 7% of injuries. There were 3 motorcyclist fatalities occurring in the Tamworth Regional Council area from 2000-2004. Although the numbers are low, motorcyclists represent 12.5% of all those killed. Nearly all motorcyclists injured are male (96%). Motorcycle controllers most involved in casualty crashes are aged 30-49 (45%).



Pedestrians represent 5.9% of all casualties in the Tamworth Regional Council area. This is more than NSW, where 3.5% of road casualties are pedestrian related. Young people are over-represented as 36% are aged 16 years and under, and another 15% are aged between 17-25 years. There was one fatal accident involving a pedestrian from 2000-2004.

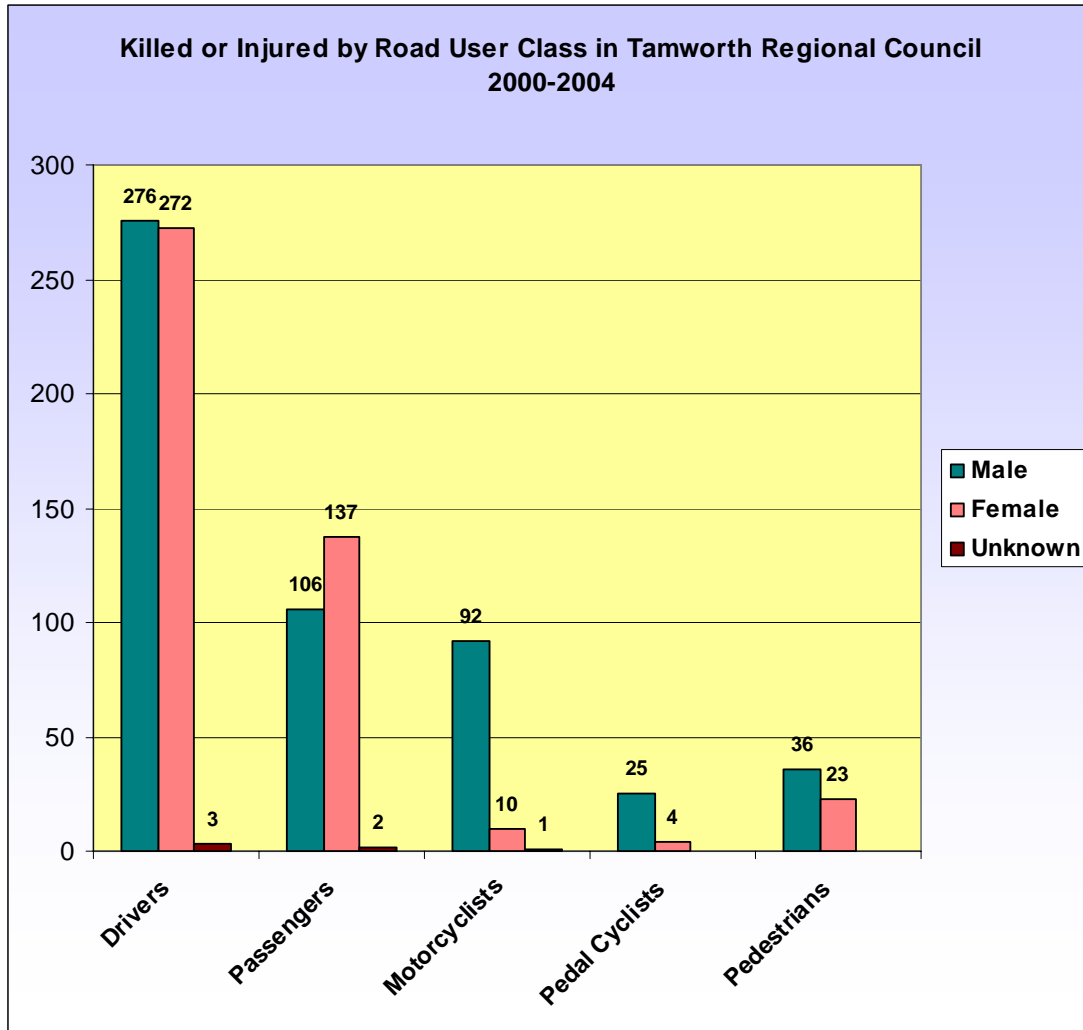
Pedestrian casualties have fallen significantly since 2000 when 19 pedestrian casualties recorded. In 2004, only 5 pedestrian casualties were recorded (see chart below).



Pedal cyclist crashes contribute to 3% of all casualties in the Tamworth Regional area. Nearly 28% are aged 16 years and under. Another 17% are aged 17 - 20 years. There were no fatalities recorded between 2000 - 2004.

Comparison of all Classes of Road User

A comparison of all classes of road users involved in a casualty crash follows below:

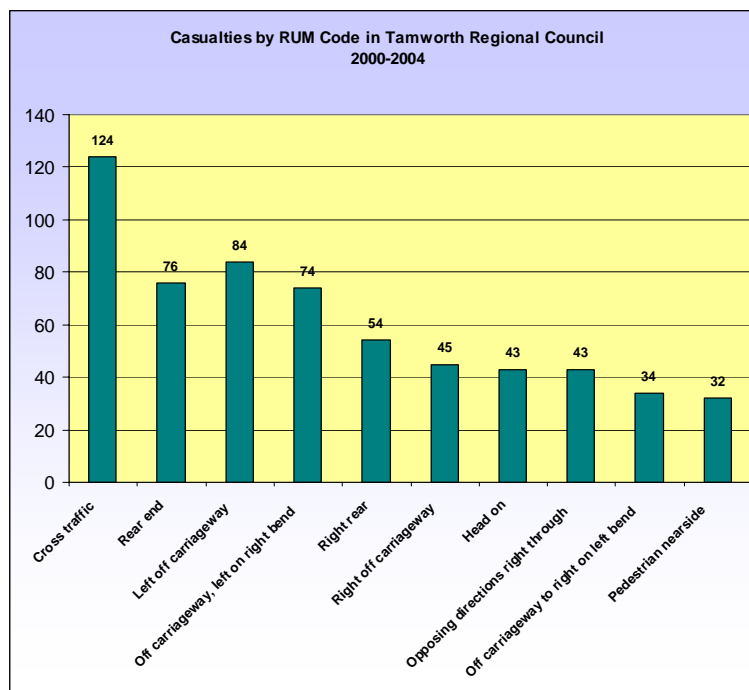


CRASH FACT FOUR – CASUALTY CRASHES BY ROAD USER MOVEMENT (RUM)

The highest percentage (17%) of casualty crashes occurs when vehicles traveling from adjacent directions cross traffic at intersections.

The top 10 RUMs causing casualties in ranked order are*:

Rank	RUM Code	Code Explanation
1	10	Vehicles traveling from adjacent directions collide cross traffic at intersections
2	30	Rear end crash
3	71	Left off carriageway into a parked vehicle or object
4	81	Off carriageway left on right hand bend into parked vehicle or object
5	32	Right rear crash
6	73	Right off carriageway into a parked vehicle or object
7	20	Vehicles from opposing directions head on (not overtaking)
8	21	Vehicles from opposing directions right through
9	85	Off carriageway to right on a left hand bend into parked vehicle or object
10	0	Pedestrian hit near-side



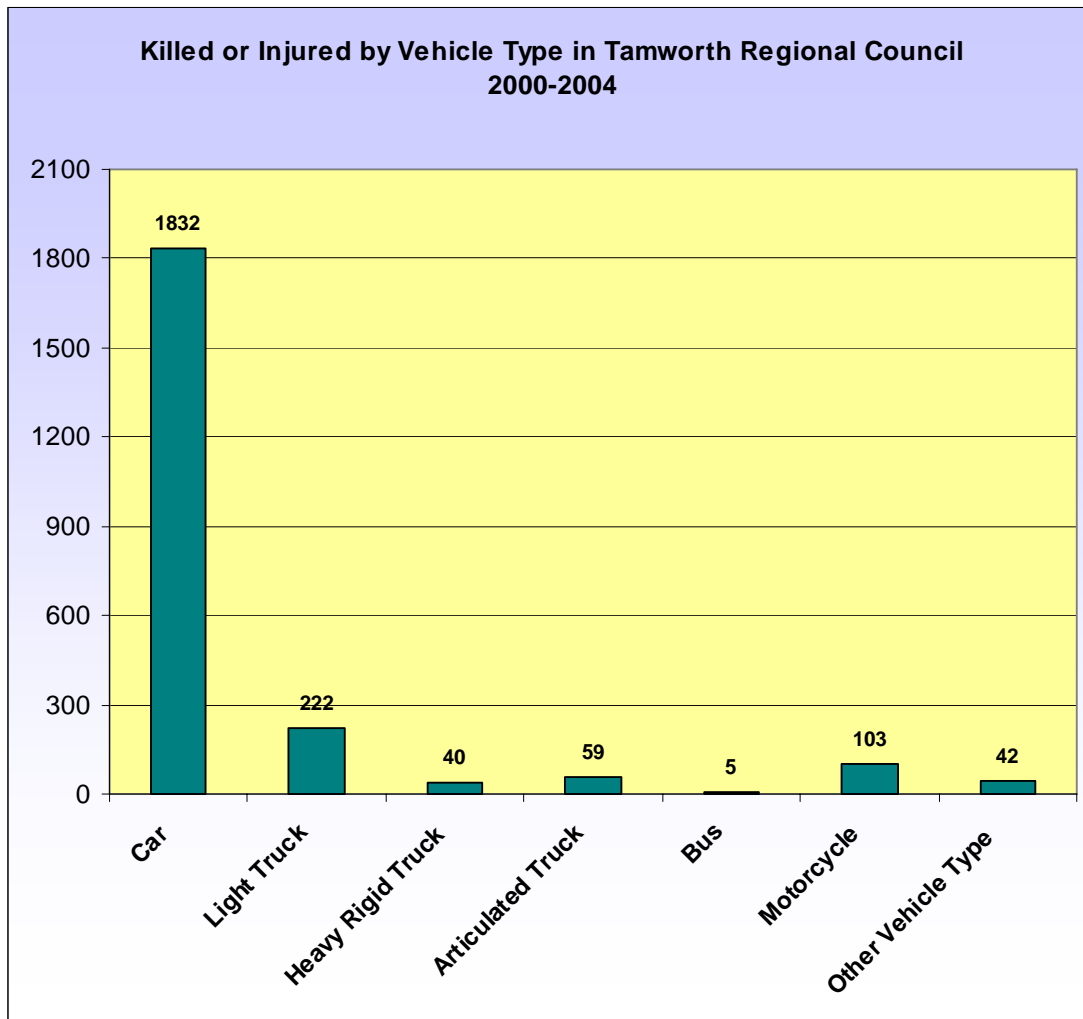
* See RTA Statistical Statement for explanatory diagrams

CRASH FACT FIVE - TYPE OF VEHICLE

Cars are the primary vehicle type involved in crashes where people are killed or injured, involved in 79.5% of casualty crashes.

Trucks are involved in over 14% of casualty crashes. Nearly 70% of these crashes involve light trucks*.

Motorcycles are involved in 4.5% of casualty crashes.

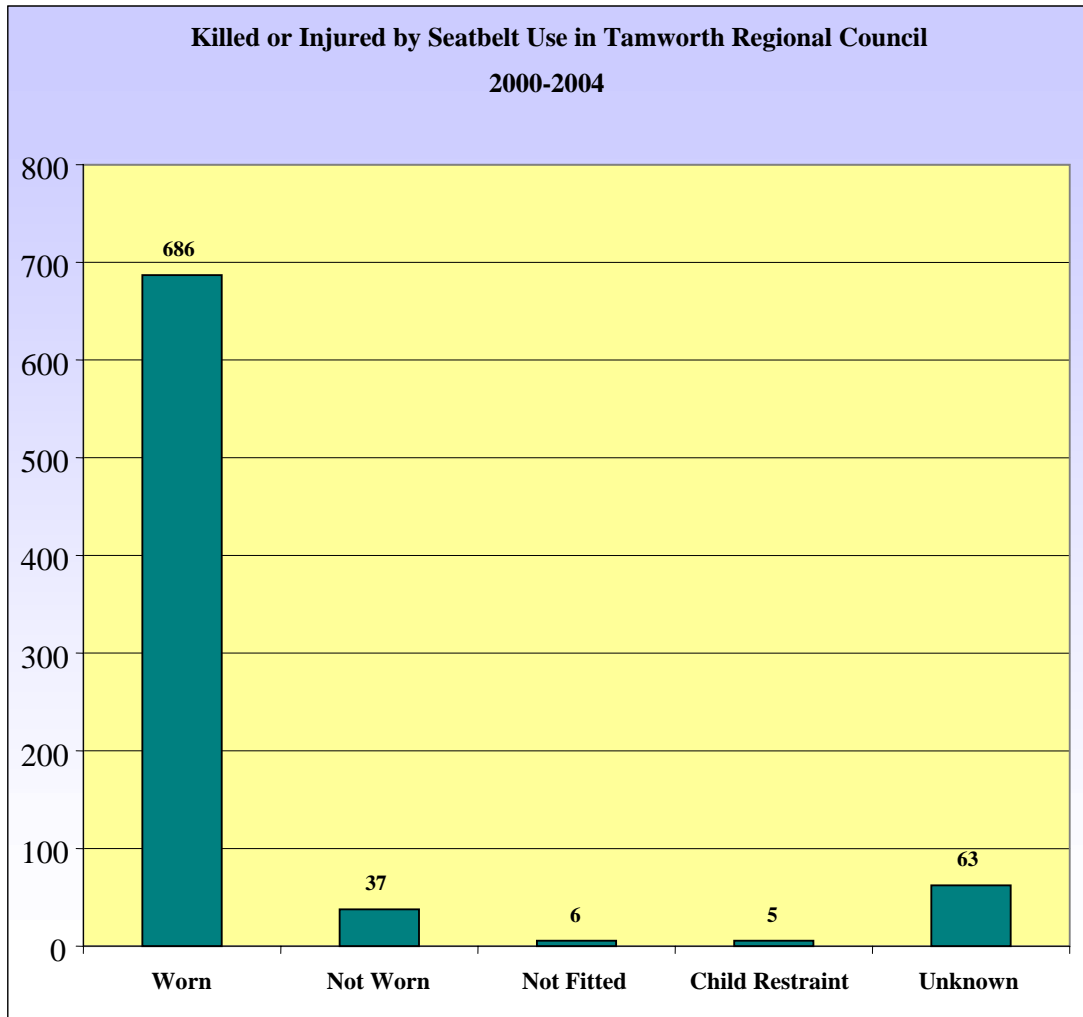


* Includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle

CRASH FACT SIX – SEAT BELT USE

While most drivers and passengers choose to wear a seat belt, 6.1% killed or injured were either not wearing a seatbelt or did not have one fitted.

This is a higher rate than across NSW where on average 4% of people fail to wear a seat belt whilst traveling by car.¹



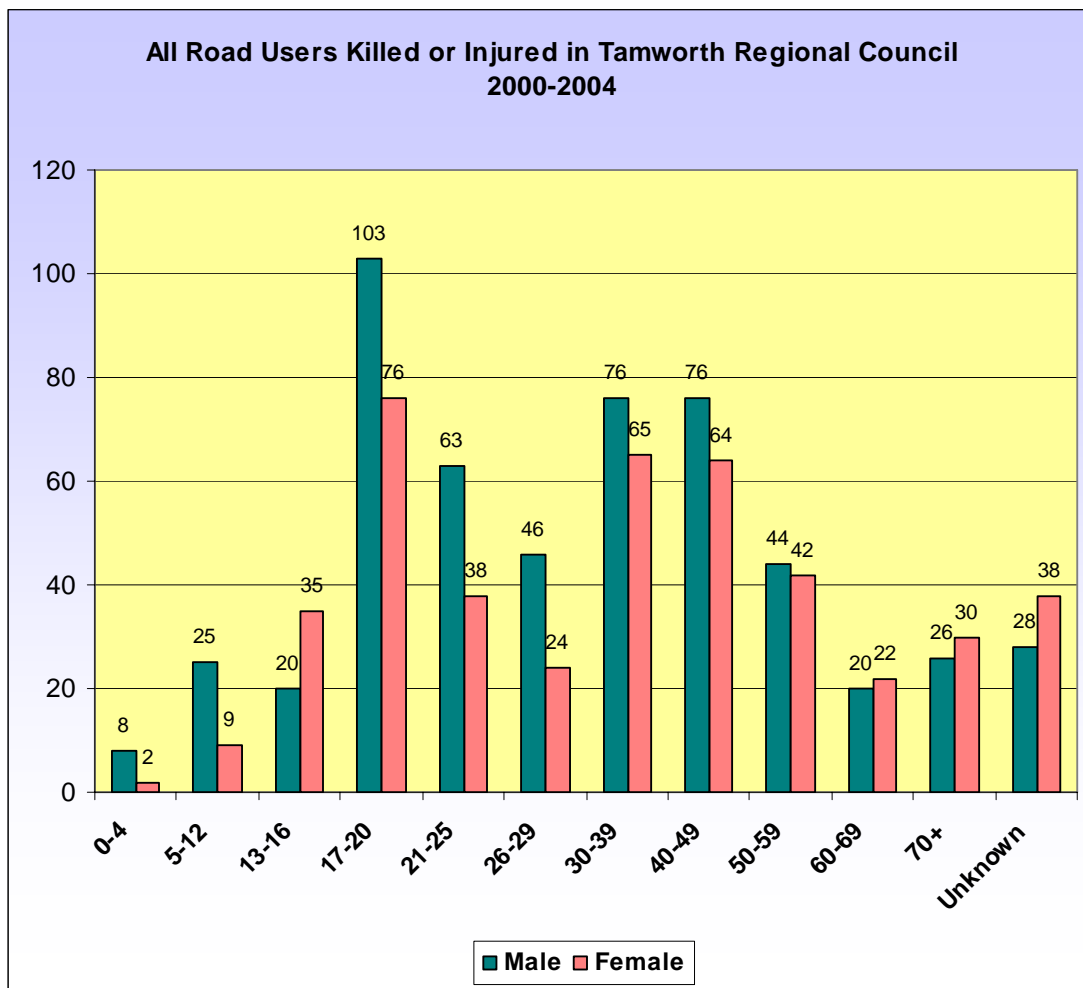
¹ RTA Website - www.rta.nsw.gov.au/roadsafety/restraintschildrestraints/index.html

CRASH FACT SEVEN – GENDER AND AGE OF ROAD USER

Young people represent a significant number of casualties. Around 28.5% of all casualties are young people aged between 17 – 25 years. Of this group 60% of casualties are male.

Other significant groups are those aged 30-39 years and those aged 40-49 years. Each of these groups represents 14.3% of all casualties.

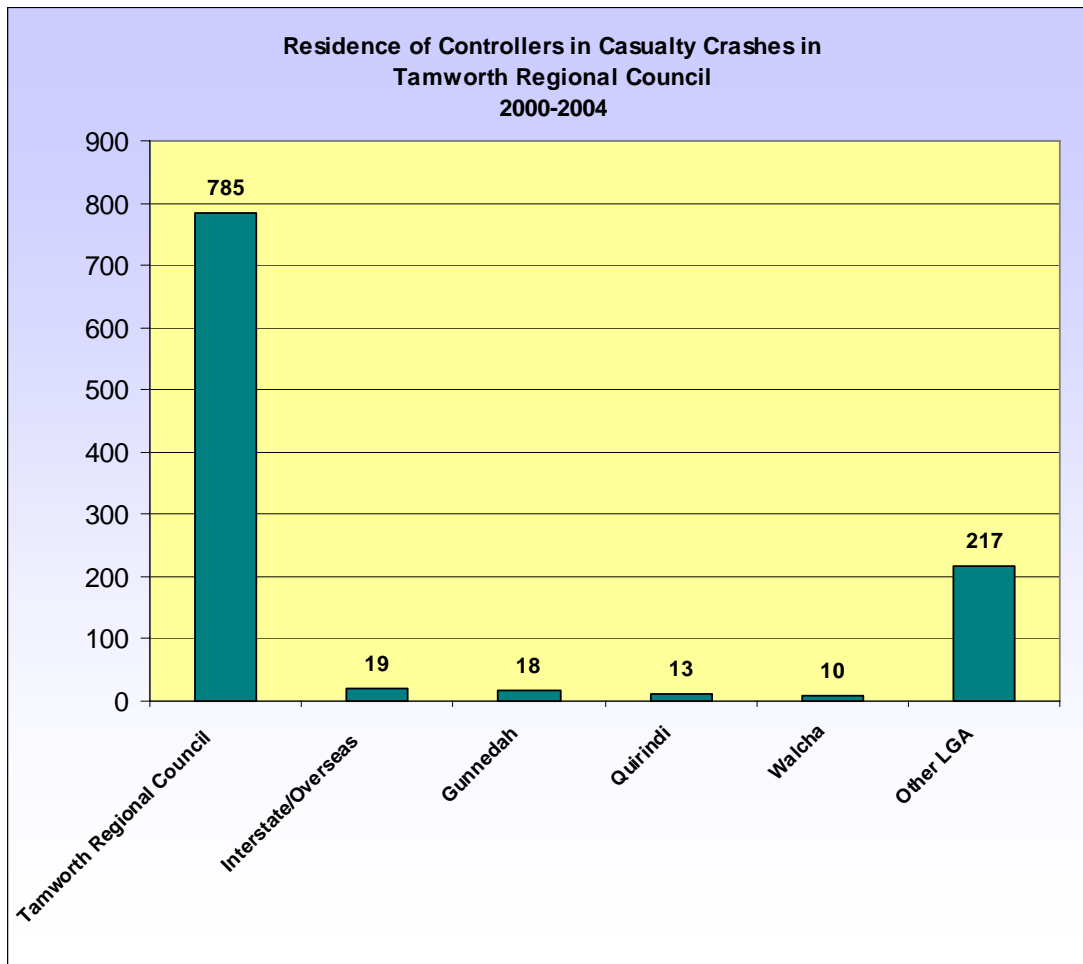
There is a slight over-representation by males killed and injured in crashes (55% male vs 45% female).



CRASH FACT EIGHT– RESIDENCE OF CONTROLLER INVOLVED IN CASUALTY CRASHES

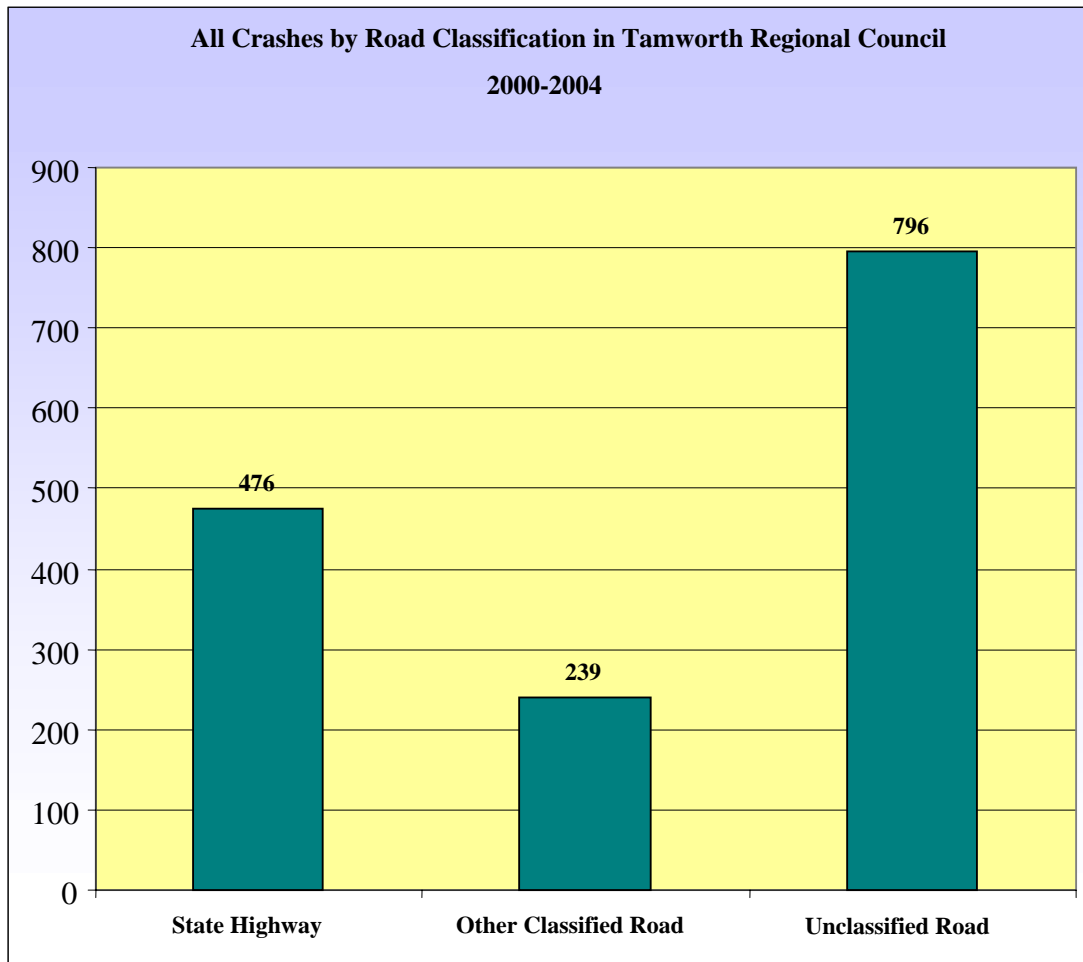
74% of motor vehicle controllers involved in casualty crashes reside in the Tamworth Regional Council area. Residents from other LGAs are generally not over-represented in crashes, although residents of Gunnedah Shire make up 1.75% of all casualty crashes.

Travellers from interstate or overseas are also involved in 1.75% of all casualty crashes.



CRASH FACT NINE – CRASHES BY ROAD CLASSIFICATION

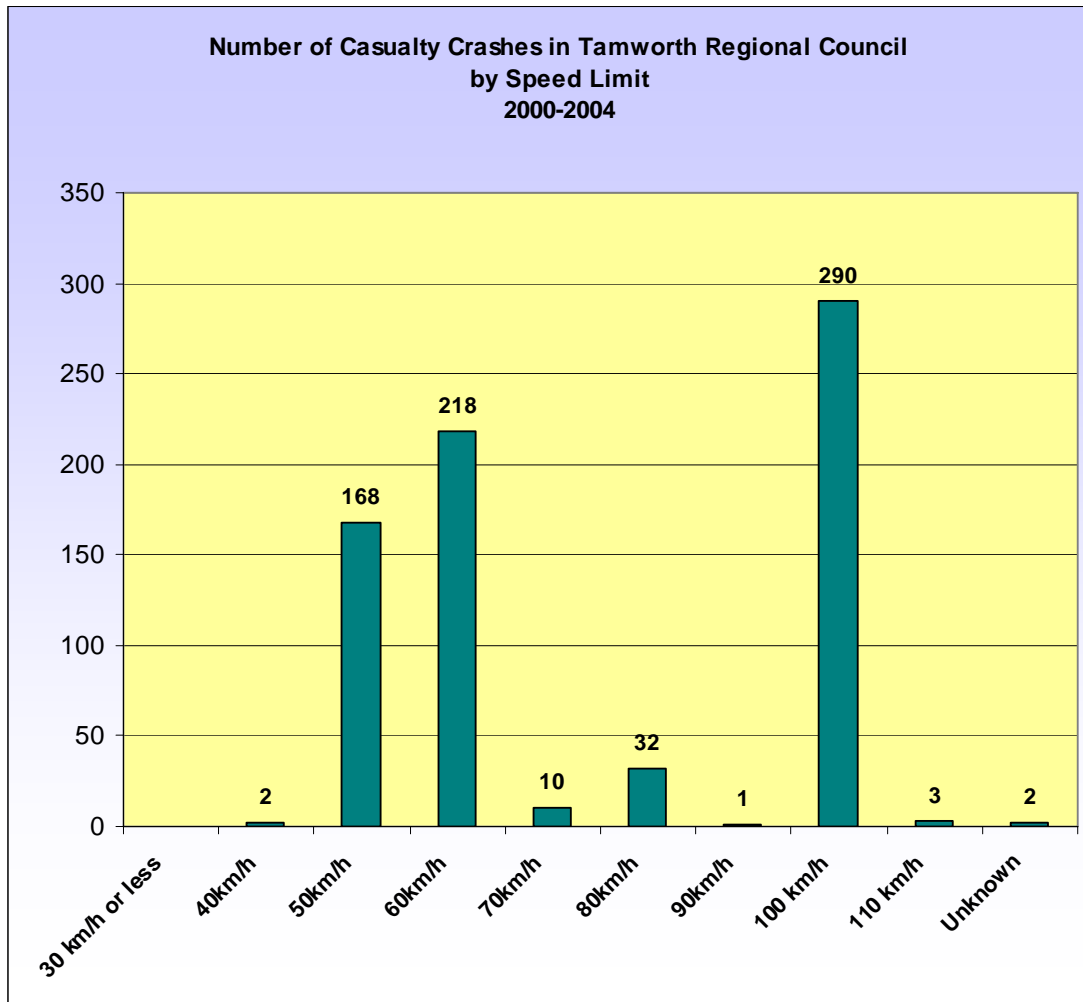
31.5 % of all crashes occur on State Highways in the Tamworth Regional Council area. Another 15.8% of all crashes occur on other classified roads* in the Tamworth Regional Council area. A significant number of crashes (52.7%) occur on unclassified local roads.



* Other classified roads are roads under the jurisdiction of the Roads and Traffic Authority. They include main roads, secondary roads and tourist roads.

CRASH FACT TEN – CRASHES BY SPEED LIMITS

Most crashes (40%) where people are killed or injured occur on roads where a 100 km/h speed limit applies. Another 30% of crashes occur on roads where a 60km/h speed limit applies. 23% of crashes also occur where 50 km/h is the posted limit.



CRASH FACT ELEVEN – TIME OF DAY AND DAY OF WEEK

The risk of having a crash is greatest from Monday to Friday between the hours of 9 am to 3 pm (24% of casualty crashes).

There is also significant risk from Monday to Wednesday between the hours of 3 pm to 9pm (16% of casualty crashes) and from Thursday to Friday between the hours of 3 pm to 9pm (13% of casualty crashes).

The risk on weekends is greatest on Saturdays and Sundays from 3pm to 9 pm (10% of casualty crashes).

CRASH FACT TWELVE – CLASS OF LICENSE

People holding standard licenses are the most likely controllers to be involved in a fatal or injury crash within the Tamworth Regional Council area (70%).

Motor vehicle controllers on a provisional license are at some risk, represented in 8.7% of all fatal and injury crashes.

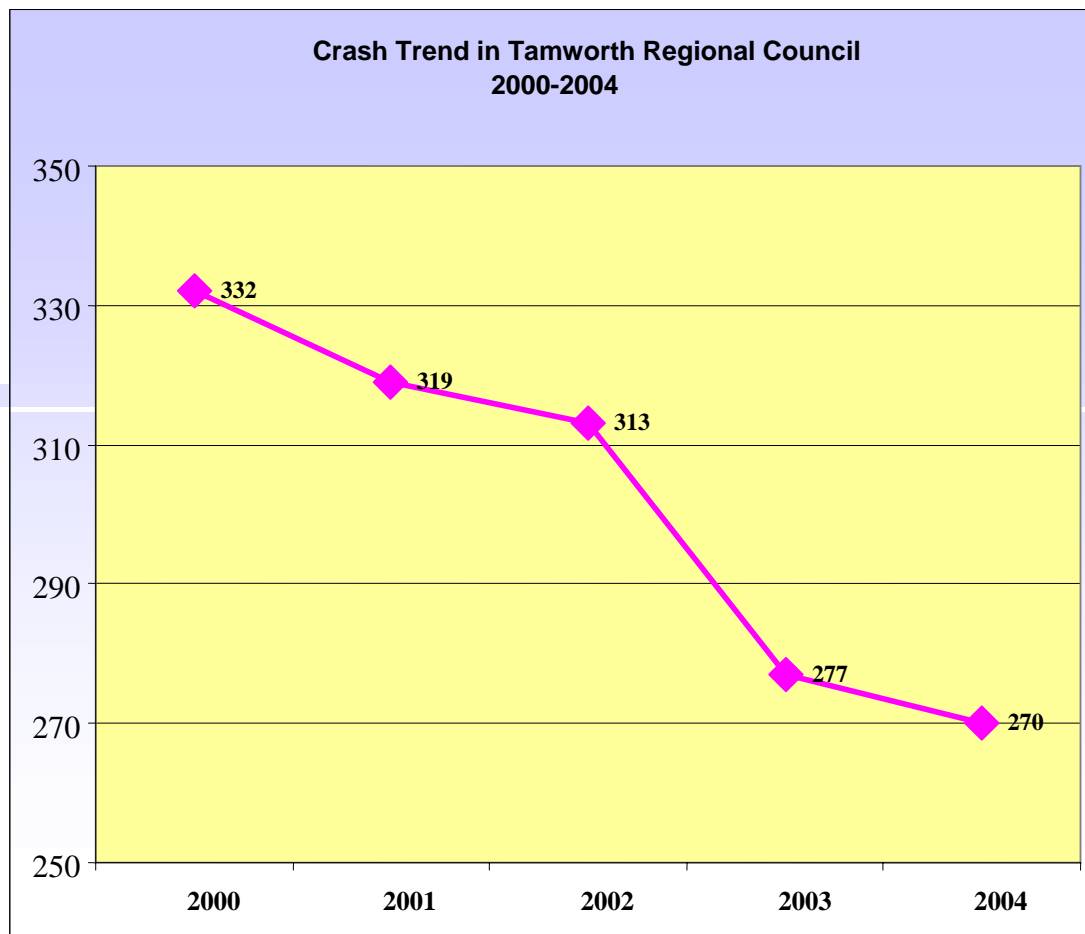
Unlicensed drivers were involved in 2.8% of all fatal and injury crashes.

Another 1.5% of casualty crashes involved a learner driver.

CURRENT CRASH TREND

Crash numbers within the Tamworth Regional Council area have been declining since 2000.

Degree of Crash	2000	2001	2002	2003	2004	Total
Fatal	4	2	7	8	2	23
Injury	169	156	128	136	119	708
Non-casualty	159	161	178	133	149	780
ALL TYPES OF CRASHES	332	319	313	277	270	1,511



CRASH DATA SUMMARY

The key road safety issues are speed, drink driving and fatigue and the road users most at risk are young people as drivers, 30-49 year old drivers, motorcyclists, cyclists and pedestrians.

Crashes are likely to occur between vehicles at intersections or in traffic, at relatively low speeds (50km/h and 60kmh), where as they are more likely to involve only one vehicle leaving the road way in higher speed zones.

The majority of the drivers in crashes within the Tamworth Regional Council boundaries were local residents (74%). Residents from other LGAs were generally not over-represented in crashes, although residents from Gunnedah Shire made up 1.75% of all casualty crashes.

The majority of crashes involved cars (79.5%). Trucks were involved in 14% of casualty crashes with 70% of these involving light trucks. Motorcycles were involved in 4.5% of casualty crashes.

Young people (17 – 25 year olds) made up 30% of controllers in crashes although they only form approximately 20% of the driving population. They comprise 53% of the drivers involved in single vehicle crashes in Tamworth.

Most crashes 40% where people were killed or injured occurred on roads where a 100km/h speed limit applied. Another 30% of crashes occurred on roads zoned 60km/h and 23% on roads zoned 50km/h. Casualties were most likely (52.7%) to occur on unclassified local roads and these roads form 87% of the road network. State highways accounted for 31.5% of crashes and 15.8% occurred on other classified roads. A significant number of crashes occurred on sealed roads (91%).

In the Tamworth Regional Council area speeding, alcohol and fatigue were the significant factors that contributed to casualty crashes. Speed accounted for 23.4% of casualties compared to 16.5% for the state. Fatigue accounted for 13% as compared with 6.9% for the state and alcohol 8.6% as compared with 5.7% for the state.

Intersection crashes accounted for 14.3% of crashes. Of these, vehicles colliding while moving from adjacent directions were the most common forms of impact (9%). Crashes involving vehicles running off the path either on a curve accounted for (22.5%) and on straight sections of road (22%). Rear end crashes involving vehicles travelling in the same direction accounted for (7.3%).

A high proportion of crashes are single vehicle crashes (45.5%). Cars, motorcycles and light trucks including utilities, 4WD and panel vans have a higher proportion of single vehicle crashes.

PRIORITIES FOR 2007 - 2010

The priorities outlined in this Plan have been determined on the basis of crash and casualty statistics and in consultation with the key stakeholders in the community.

The priorities for the next four years focus on the key road user behaviours and groups most likely to be involved in casualty crashes. Road infrastructure factors that need to be improved to create a safer road environment have also been identified.

A. Road User Behaviours

- Speeding
- Drinking and driving
- Driver fatigue

B. Road User Groups

- Young drivers/riders
- 30 – 49 year old drivers
- Older drivers
- Light truck drivers
- Motorcyclists
- Cyclists
- Pedestrians

C. Road Infrastructure

- Road design
- Road maintenance

OBJECTIVES

The following objectives provide the focus for road safety initiatives by Tamworth Regional Council over the next four years.

1. Safer People

1.1 To improve road user behaviour through targeted programs.

2. Community Involvement

2.1 To develop community partnerships to achieve ownership of and effective participation in road safety.

3. Safer Roads

3.1 To improve the safety of the road and roadside environment.

3.2 To make road safety a priority in the planning and management of land use.

4. Safer Vehicles & Equipment

4.1 To establish Council as a model safe fleet owner.

4.2 To reduce the incidence and severity of casualties by promoting the use of safer equipment and practices.

5. Strategy Coordination & Communication

5.1 To support the co-ordination of road safety planning and action within Council and with external partners organisations.

5.2 To ensure personnel working in road safety have the necessary knowledge, skills and resources.

5.3 To raise the road safety awareness of Council staff and elected representatives.

IMPLEMENTATION AND MONITORING

Council's Road Safety Officer will liaise with the relevant Managers identified within the Plan on a regular basis to monitor the implementation of the Plan.

The Strategic Coordination Group which consists of representatives from all Council Divisions will also be utilised as a forum for discussion and planning for the Plan.

Each Council Section that can make a contribution of road safety in the time span of the Plan has been identified and will be expected to incorporate the relevant actions in their annual work programs.

A Road Safety Committee, consisting of representatives from key road safety agencies, including NSW Police, Hunter New England Area Health, NRMA, Transport Service Providers and the Media will be responsible for implementing a number of the strategies contained in the Plan, but is not responsible for the implementation of the overall Plan. The strategies to be implemented by the Road Safety Officer will be addressed in the Annual Road Safety Action Plan program.

STRATEGIES AND RESPONSIBILITIES

The following strategies have been assigned a priority.

'High' priority indicates that the strategy should be addressed within the first two years of the Plan.

'Medium' priority indicates that the strategy should be addressed within the first three years of the Plan.

'Low' priority indicates that the strategy should be addressed within the first four years of the Plan.

'Ongoing' refers to strategies that Council undertakes on a continuously basis.

Each Council Section will need to determine timeframes for each action that reflects the designated priorities. The timeframes are to be detailed in the work program of each Section and incorporated in the Council's Management Plan. The Strategic Coordination Group will monitor work programs and Management Plans to ensure this is done.

ROAD SAFETY STRATEGIES

1. Safer people

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
Ensure a long-term Council commitment and a sustainable approach to road safety	1.1 Council ratifies the Road Safety strategic direction. The Road Safety Strategic Plan is ratified in Council's Management Plan.	High	General Manager Director Regional Services	N/A
	1.2 Enhance Council's road safety program by forming and maintaining a viable and cohesive road safety steering committee, comprising Council and external stakeholder representatives.	High	RSO Strategic Coordination Group	Police RTA
Reduce alcohol related crashes	1.3 Expand the Country Music program addressing drink driving and the provision of alternative transport.	Medium	RSO	Transport Service Providers
	1.4 Continue the provision of drink driving awareness programs through licensed premises.	Medium	RSO	Liquor Accord Police
	1.5 Work with Police to determine the relative contribution of drink walking with pedestrian casualties.	Medium	RSO	Police

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
Reduce alcohol related crashes	1.6 Promote the consequences of drink driving.	Medium	RSO	Media
Reduce crashes involving seniors	1.7 Work with seniors in the provision of programs to encourage older drivers to evaluate their own fitness to drive.	Medium	RSO	Seniors Groups RTA
	1.8 Support and guide the appropriate focus in the provision of defensive driving programs.	Medium	RSO	Lions Club
Reduce fatigue related crashes	1.9 Identify fatigue related crash risk areas and assess the times of day and week for targeting fatigue awareness programs.	Medium	RSO	N/A
Improve road safety around schools	1.10 Continue the provision of the Back to School programs.	Medium	RSO	Schools
	1.11 Continue the program of Safety Around Schools combining education and enforcement.	High	Council Rangers RSO	Schools
Increase occupant restraint compliance	1.12 Continue the provision of seatbelt and child restraint programs.	Medium	RSO	Health NRMA
Reduce speed related crashes	1.13 Develop a program targeting speeding to raise driver awareness of the risks of speeding.	High	RSO	Police

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
Reduce speed related crashes	1.14 Promote the consequences of speeding.	High	RSO	Media
Reduce crashes involving young drivers	1.15 Continue the provision of Graduated Licence Scheme parents training workshops whilst RTA funding is available.	High	RSO	RTA
	1.16 Establish “Youth on the Move” as an ongoing sustainable program.	Low	RSO	TAFE PCYC Employment Agencies
	1.17 Implement the Young Driver Expo targeting Year 11 students on an annual basis.	Ongoing	RSO	NRMA ANZ Bank Toyota Police Health Schools
	1.18 Work through the Youth Space and One Stop Shop to contact young road users.	Low	RSO	N/A
Increase brain injuries awareness	1.19 Work with Brain Injury Unit on road safety programs at schools and work places.	Low	RSO	Health Schools

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
Reduce crashes involving motorcyclists	1.20 Work with local motorcycle clubs to promote motorcycle awareness and rider behaviour in the local community, and address key issues including road environments.	Medium	RSO	Motorcycle Clubs
Increase general road safety knowledge	1.21 Support the RTA targeted road safety campaigns with media releases and other activities	Ongoing	RSO	RTA
	1.22 Implement a program to update Council staff on road safety facts.	Medium	RSO	N/A
	1.23 Provide community education on the use of roundabouts.	Medium	RSO	N/A
	1.24 Review the Customer Request Management System for the logging of road safety concerns. Promote the service to the community.	Medium	RSO IT Business Analyst	N/A
	1.25 Develop a road safety section within Councils website for road safety information.	Medium	RSO Web Services Officer	N/A
	1.26 Investigate using Councils rates notices to promote road safety messages.	Medium	RSO	N/A
	1.27 Produce road safety decals to be displayed on Councils work trucks.	Medium	RSO	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
Increase general road safety knowledge	1.28 Develop a driver education program raising awareness of the need to drive to conditions.	Medium	RSO	N/A
	1.29 Develop a list of road safety messages to be displayed on Council vehicles Variable Message Boards as they drive around.	Low	RSO Work Supervisors	N/A
	1.30 Produce regular road safety bulletins for distribution to the community via Section 355 Committees, Libraries and Councils website.	Medium	RSO	N/A
Reduce crashes involving heavy vehicles	1.31 Support State-wide campaigns to identify and address heavy vehicle needs, such as parking and routes.	Medium	RSO	RTA
Increase road safety knowledge for Aboriginal communities	1.32 Work with local Aboriginal communities to promote vehicle roadworthiness and safety checks.	Medium	RSO	Aboriginal Groups
Reduce crashes involving cyclists	1.33 Develop a community education program to encourage the safe use of cycles and to promote the off-road cycle path network.	Medium	RSO	Cycle Clubs

2. Community involvement

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
Ensure a long-term Council commitment and a sustainable approach to road safety	2.1 Continue to support the community based Road Safety Committee.	High	RSO	NRMA Police Health Chamber of Commerce Buslines
To develop community partnerships to achieve ownership of and effective participation in road safety	2.2 Establish contact with relevant road user groups for reference groups and traffic forums including seniors, youth, local pedal cyclist and motorcyclists clubs, other organisations and ethnic groups.	Medium	RSO	Community Groups
	2.3 Support local community involvement in events such as Walk to Work Day, Bike Week and Motorcycle Awareness Week.	Low	RSO	Schools
	2.4 Develop and publicise data analysis of crash incidence in the local region to encourage community awareness and ownership of road safety issues.	Medium	RSO	Media

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To develop community partnerships to achieve ownership of and effective participation in road safety	2.5 Investigate links with 'Youthie' and the Youth Interagency to discuss youth road safety.	Low	RSO Youth Services Co-ordinator	Youth Interagency
	2.6 Work with licensed premises to manage drink driving and drink walking during major events.	Medium	RSO Events Management Officer	Police Liquor Accord
	2.7 Establish a promotional campaign to raise awareness about the local community's involvement and responsibility for crashes.	Medium	RSO	Media
	2.8 Establish a protocol for involving the community in the identification and implementation of local road safety remedies (e.g. use of Councils Speed Trailer for neighbourhood speeding problems).	Low	RSO	N/A
	2.9 Develop programs with key stakeholders (e.g. licensed premises) on pedestrian issues in commercial areas.	Medium	RSO	Liquor Accord

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To develop community partnerships to achieve ownership of and effective participation in road safety	2.10 Identify and obtain alternative sources of funding for road safety programs.	Ongoing	RSO	Road Safety Committee
	2.11 Continue to work with the Tamworth Liquor Accord on alcohol related issues linked to road safety.	Ongoing	RSO	Liquor Accord
	2.12 Investigate upgrading and maintenance of the Road Safety Park.	Medium	Horticulture & Recreation Services Manager	Community Groups
	2.13 Provide support for an Aboriginal driver education program.	High	RSO	Aboriginal Agencies Ministry of Transport

3. Safer roads

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	<p>3.1 Develop an annual process to incorporate road crash data into the Graphical Information System including:</p> <p>3.1.1 Criteria for data management; and</p> <p>3.1.2 A framework and process for Council and Police to analyse and share crash information.</p>	Medium	RSO GIS Supervisor	Police
	<p>3.2 Develop a Regional Bike Plan to review overall network and usage hierarchy. Include a strategy about increasing the linkages between existing paths to create safe routes to schools and other destinations throughout the region.</p>	High	Civil Construction & Asset Services Manager	N/A
	<p>3.3 Incorporate road crash data as a factor in setting priorities for the Roads Rehabilitation Program.</p>	High	Works & Operations Manager Civil Construction & Asset Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.4 Develop a Maintenance Management System to determine budget priorities for the remediation of roads and pavements.	High	Works & Operations Manager	N/A
	3.5 Investigate accessing crash reports from the Police to determine if the road condition is a contributing factor in crashes.	Ongoing	Civil Construction & Asset Services Manager Insurance Officer RSO	Police Northern Inland Risk Group
	3.6 Develop a pedestrian access and safety program to include special provisions for people with disabilities and the elderly. Process to include: 3.6.1 Updating, maintaining and publicising the Tamworth Access and Mobility Map. 3.6.2 Lobbying State and Federal government authorities to review standards of footpaths and cycle ways to recognise used “pathways” areas.	Medium	Civil Construction & Asset Services Manager Cultural & Community Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.7 Develop a campaign to encourage staff to report road hazards and maintenance issues. (e.g. Provide maintenance action request forms in every Council vehicle.)	Medium	RSO Human Resources Manager	N/A
	3.8 Local Traffic Committee to include opportunities to discuss serious crashes in order to assess the contribution of road features for remediation. The Committee to identify any remediation to prevent future crashes.	High	Civil Construction & Asset Services Manager	Traffic Committee
	3.9 Establish a program of conducting annual school precinct audits to identify maintenance and signage issues.	Ongoing	Civil Construction & Asset Services Manager	Schools Bus & Coach Service Providers
	3.10 Review the footpath guidelines for developments. Include in the Footpath Plan.	High	Development & Approvals Manager Civil Construction & Asset Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.11 Develop a process to ensure internal and external consultations in determining the timing of major road works to avoid conflicts with other stakeholders' requirements.	High	Civil Construction & Asset Services Manager Works & Operations Manager	Police RTA
	3.12 Review entry and exit points to rural land fills with possible road safety enhancements.	Low	Waste & Cleaning Services Manager	N/A
	3.13 Develop a systematic approach for conducting audits to review road signage.	Low	Civil Construction & Asset Services Manager	N/A
	3.14 Develop a criteria list for assessing road works to determine priorities for works to be undertaken.	High	Civil Construction & Asset Services Manager Works & Operations Manager	N/A
	3.15 Investigate areas of high pedestrian activity and implement where applicable 40km speed zones.	High	Civil Construction & Asset Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.16 Develop an Integrated Transport Management Plan.	Medium	Civil Construction & Asset Services Manager	N/A
	3.17 Conduct road safety audits on existing road network prioritised according to crash records.	High	Civil Construction & Asset Services Manager Works & Operations Manager	N/A
	3.18 Ensure all road works design, construction and maintenance staffs are familiar with the recommendations of the <i>Austroads Guide to Traffic Engineering Practices Parts 13, 14 and 15.</i>	High	Civil Construction & Asset Services Manager RSO	N/A
	3.19 Continue to work with the RTA and other stakeholders to identify and treat black spots and other potential hazards.	High	Civil Construction & Asset Services Manager	RTA
	3.20 Investigate the acquisition of the ARRB Road Safety Risk Management software.	High	Civil Construction & Asset Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.21 Work with the local motorcycle community to identify hazards in the design and maintenance of key motorcycle routes. Use crash records to prioritise remedial works programs. Schedule to be included into the Integrated Transport Management Plan.	Medium	RSO	Motorcycle Clubs
	3.22 Review the local road hierarchy taking account of freight routes, changing land use and traffic volumes to determine the traffic routes for the future.	Medium	Civil Construction & Asset Services Manager	RTA NSW Department of Planning
	3.23 Investigate and lobby the RTA on the regulations of mobility scooters to provide for increased usage in the future. This should include provision for driver training, footpath management and the design of appropriate footpaths.	Medium	Civil Construction & Asset Services Manager	RTA
	3.24 Establish a database linked with Graphical Information System of all traffic facilities and their maintenance history.	Low	Civil Construction & Asset Services Manager GIS Supervisor	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.25 All road opening permits to include a requirement for the submission of a traffic control plan with an application for Council, contractors and developers. The traffic control plan to make specific provision for the safe passage of all road users as appropriate to the site. (e.g. pedal cyclists, motorcyclists, pedestrians or heavy vehicles).	Ongoing	Works & Operations Manager	N/A
	3.26 Develop a Tree Management Plan that incorporates road safety issues such as sight distance for all road users and selection of street trees and plants within the road environment. Include a strategy for the development and promotion of a program where residents can notify Council of tree problems.	Medium	Horticulture & Recreation Services Manager Works & Operations Manager Development & Approvals Manager	N/A
	3.27 Develop a Standard Works Practice for sweeping cycleways and shared zones after moving.	Medium	Horticulture & Recreation Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.28 Develop a Footpath Plan. Include a strategy on developing a program to address the alienation of footpaths by residents extending their private land through landscaping.	High	Civil Construction & Asset Services Manager	N/A
	3.29 Conduct road safety audits at waste depots.	Low	Waste & Cleaning Services Manager Civil Construction & Asset Services Manager	N/A
	3.30 Establish a program of undertaking targeted road inspections.	Medium	Civil Construction & Asset Services Manager	N/A
	3.31 Maintain line marking, sign placement and pavement condition program (subject to RTA funding).	Ongoing	Civil Construction & Asset Services Manager	N/A
	3.32 Develop a protocol for Police to notify Council's emergency number about crashes and road hazards.	High	Civil Construction & Asset Services Manager	Police

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To improve the safety of the road and roadside environment	3.33 Conduct a review of domestic waste collection points along major roads.	Medium	Waste & Cleaning Services Manager	Waste Collection Contractors
	3.34 Introduce a maintenance program of conducting road safety audits / checklists on worksites before, during and at the completion of work (eg ensure no gravel, tar spills etc).	High	Works & Operations Manager	N/A
To make road safety a priority in the planning and management of land use	3.35 Incorporate road safety criteria into all appropriate Development Control Plans as a standard for developments. Develop information kit for planners about road safety principles as they relate to land planning including sample paragraphs and illustrations/ examples.	Medium	Development & Approvals Manager Strategic Planning Manager	N/A
	3.36 Review engineering guidelines for developments to incorporate road safety criteria.	High	Development & Approvals Manager Civil Construction & Asset Services Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To make road safety a priority in the planning and management of land use	3.37 Review guidelines and establish criteria for the referral of development applications for road safety advice and compliance by Regional Services where appropriate.	High	Development & Approvals Manager	N/A
	3.38 Utilise Council's Development Unit (DU) as a forum to discuss Development Applications (DAs) which have road safety considerations and implications. Proclaim Training to be provided to relevant staff to enable access to new DAs.	Ongoing	Development & Approvals Manager Civil Construction & Asset Services Manager	N/A
	3.39 Review the lease agreements for Council sporting grounds and implement restricted areas for the supply and consumption of alcohol.	Medium	Horticulture & Recreation Services Manager	N/A
	3.40 Conduct external scanning to determine current road safety planning issues and corresponding implications.	High	Development & Approvals Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To make road safety a priority in the planning and management of land use	3.41 Develop a procedure to ensure newly issued road engineering guidelines and standards are incorporated into design and maintenance procedures.	High	Development & Approvals Manager Civil Construction & Asset Services Manager Works & Operations Manager	N/A
	3.42 Review Tamworth City Council Development Control Plans and No1 – Traffic & Parking Guidelines to place higher emphasis on road safety considerations such as marked safe pedestrian routes through the car park.	High	Development & Approvals Manager	N/A
	3.43 Incorporate opportunities for developers to contribute to improving road safety through the development contributions process.	Ongoing	Strategic Planning Manager Development & Approvals Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To make road safety a priority in the planning and management of land use	3.44 Where possible, incorporate road safety considerations in annual Section 94 budget planning.	Medium	Strategic Planning Manager Development & Approvals Manager	N/A
Reduce speed related crashes	3.45 Develop community education programs to raise appreciation of the road safety values of residential road designs to discourage speeding.	Medium	RSO	Police

4. Safer vehicles and equipment

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To establish council as a model safe fleet owner	4.1 Council to commit to become a model safe fleet manager and to set a standard for other fleet owners in the LGA.	Medium	Plant & Fleet Manager	N/A
	4.2 Review fleet management policies to establish a comprehensive safe fleet policy encompassing fleet vehicle management and driver behaviour.	Medium	Plant & Fleet Manager Human Resources Manager	N/A
	4.3 Continue to develop a risk management system to investigate crashes involving Council vehicles and follow up with action / preventative measures.	Ongoing	Human Resources Manager Insurance Officer Integrated Management Systems Officer	N/A
	4.4 Develop guidelines with road safety criteria for the selection of vehicles and equipment.	Medium	Plant & Fleet Manager	N/A
	4.5 Ensure regular servicing and inspections for all plant and Council vehicles.	Ongoing	Plant & Fleet Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
<p>To reduce the incidence and severity of casualties by promoting the use of safer equipment and practices</p>	<p>4.6 Ensure road safety is incorporated into all OH&S training and human resource management programs. Including:</p> <p>4.6.1 Road safety issues to be addressed in Council's Corporate Induction Program.</p> <p>4.6.2 OH&S policy to be reviewed in relation to fatigue (shift worker etc), alcohol and drugs and mobile phone use.</p> <p>4.6.3 Road Safety factors to be incorporated into work methods statements for all light and heavy vehicle driving and plant operations.</p> <p>4.6.4 The implementation of the alcohol and drugs in the workplace policy to include training for supervisors on the management of staff infringements.</p> <p>4.6.5 The establishment of a policy on alcohol service and the provision of the breath testing machine at Council sponsored functions.</p>	<p>High</p>	<p>Human Resources Manager</p> <p>Integrated Management Systems Manager</p>	<p>N/A</p>

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To reduce the incidence and severity of casualties by promoting the use of safer equipment and practices	4.7 All new drivers / operators to undergo an orientation / evaluation by an accredited person before being allowed to operate council vehicles and/ or permanent employment.	Ongoing	Human Resources Manager	N/A
	4.8 Ensure all drivers of Council vehicles have regular licence inspections on a 6 monthly basis.	Ongoing	Human Resources Manager	N/A
	4.9 Continue to monitor crash records of Council staff and take remedial action where necessary.	Ongoing	Human Resources Manager Insurance Officer Integrated Management Systems Officer	N/A

5. Strategy co-ordination

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To raise the road safety awareness of Council staff and elected representatives	5.1 Develop and implement a road safety media and education strategy for the community and Council staff. Utilise Council events to promote road safety information.	High	RSO Events Management Officer	Media
	5.2 Prepare regular reports on the state of road safety in the LGA for Directors and/or the Traffic Committee.	Ongoing	RSO	Police
To support the co-ordination of road safety planning and action within Council and with external partners organisations	5.3 Continue to enforce parking compliance.	Ongoing	Council Rangers	N/A
	5.4 Continue to liaise with Police in the development of joint enforcement / road user behaviour enhanced enforcement programs.	High	RSO	Police

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To support the co-ordination of road safety planning and action within Council and with external partners organisations	5.5 Develop a checklist to include road safety measures and identifying road safety responsibilities of lessors to be attached to the conditions of hire for Council premises.	Medium	Administration & Governance Manager	N/A
	5.6 Link other Council plans with the Road Safety Strategic Plan where appropriate.	Ongoing	All Managers	N/A
To ensure personnel working in road safety have the necessary knowledge, skills and resources	5.7 Ensure relevant Council staff are trained and accredited in traffic control at worksites.	Ongoing	Works & Operations Manager Human Resources Manager	N/A
	5.8 Develop a policy for Council vehicle where applicable to have a first aid kits. Investigate preservation and maintenance of kits by devising a checking system.	Medium	Human Resources Manager	N/A
	5.9 Encourage all staff to be familiar with the Staff Policy Register.	High	Human Resources Manager	N/A

Objective	Strategy	Priority/Time Frame	Responsibility	External Partners
To ensure personnel working in road safety have the necessary knowledge, skills and resources	5.10 Establish a professional development program by hiring accredited auditors to lead road safety audits to enable relevant staff to complete the practical experience components for their accreditation as auditors.	High	Human Resources Manager Civil Construction & Asset Services Manager	Consultant
	5.11 Review position descriptions to determine whether a driver's license is necessary to undertake the position.	Medium	Human Resources Manager	N/A
	5.12 Outdoor staff to complete daily running sheets for works. Supervisors to complete Work Verification Reports. IMS team to audit reports on an annual basis. Managers to inspect worksites and check reports.	High	Integrated Management Systems Officers All Team Leaders	N/A

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