



Road Safety Action Plan 2014 - 2017

For Lockhart Shire, Greater Hume Shire
& Urana Shire Councils

Front Cover Photographs:

Top row left to right: Bike Week events at Holbrook, Urana, Boree Creek & Rand

Middle row left to right: Widening a culvert – Urana Road Burrumbuttock; Road pavement widening & resealing – Urana Road Burrumbuttock; Road reconstruction – Albury-Lockhart Road Urangeline.

Bottom row: Safety With Mobility Scooters workshop – Henty; Road Rules Refresher workshop – Henty; Courtesy breath testing – Holbrook Races; Bling Your Bike entrants – Culcairn.

Contents

Introduction	3
Executive Summary.....	4
Key Road Safety Issues.....	5
NSW Road Safety Strategy.....	5
Safe Systems	6
Understanding crashes & risk:	6
Legislation & enforcement of road rules:	6
Education & information supporting road users:	7
Admittance to the system:.....	7
Safer speeds.....	7
Safer roads	7
Safer vehicles	7
Demographics	8
Greater Hume Shire	8
Lockhart Shire	9
Urana.....	10
Crash data analysis.....	11
Vehicle Involved & Outcome	11
Contributing Factor & Degree Of Crash	12
Alcohol	13
Speeding.....	13
Fatigue.....	14
Time & Day Of The Week.....	14
Greater Hume Shire:	14
Lockhart Shire	15
Urana Shire.....	16
Road Classification, Speed Limit & Degree of Crash	16
Greater Hume Shire	16
Lockhart Shire	17
Urana Shire.....	17
Single Vehicle Crashes.....	19

Age Group Of Controller & Contributing Factor	19
Age & Sex Of Motor Vehicle Controller	20
LGA Of Residence	21
Licence Class & Degree Of Crash.....	23
Casualties By Degree Of Casualty & Contributing Factor	23
Restraint use by age group of casualty.....	24
Motorcycle crashes	25
Pedal Cyclists.....	26
Road Safety concerns identified from crash data include:	26
Road Safety Information From Local Stakeholders	27
Police.....	27
Council Strategic Plans.....	27
Schools	27
Community & Service Groups.....	28
References	38

Introduction

This document is the three year plan for delivering road safety outcomes in Greater Hume, Lockhart and Urana Shires over the years 2014 – 2017.

As partners in the NSW Government's Local Government Road Safety Program the three councils will continue to employ a Road Safety Officer to assist in developing, planning, implementing and evaluating local road safety projects.

In line with the NSW Road Safety Strategy 2012-2021 the Safe System approach to road safety will continue to be used to address road safety issues in Greater Hume, Lockhart and Urana Shires.

Executive Summary

This document builds on the Greater Hume, Lockhart and Urana Shire Council Road Safety Strategy 2007 – 2012 to continue to address road safety issues in these three local government areas.

Key issues include aging populations, long distances travelled, the presence of agricultural machinery on local roads, heavy vehicles and tourists passing through the region.

Key road safety concerns for Greater Hume, Lockhart and Urana Shires include a high number of fatigue and speeding related crashes in comparison with the rest of NSW, drink driving, an increasing number of young women involved in crashes, poor compliance in use of restraints among both drivers and passengers, and an increasing number of motorcycle crashes on local roads.

Addressing these issues is ongoing and involves cooperation and active participation by the Road Safety Officer, Councillors, Council management and Council staff, Roads & Maritime Services, NSW Police Highway Patrol officers, community health, service organisations and the wider community.

Strategies to address road safety issues using the Safe Systems Model are detailed in this plan and will be reviewed and revised in annual action plans in collaboration with the Road Safety Steering Committee.

Key Road Safety Issues

Key road safety issues facing Greater Hume, Lockhart and Urana Shires are broken into two broad groups – issues facing residents of the three local government areas (LGAs), and issues affecting motorists travelling through the area.

For local residents, key issues include:

- the long distances residents need to travel to access work, shopping centres, medical services, schools and other facilities;
- aging communities and a lack of public transport;
- agriculture is a key industry in all three shires and farm machinery is often driven on rural roads leading to potential conflict with other road users;
- school zones in some towns are located very close to 100 km/h zones and drivers do not always slow to the required 40 km/h.

With three main highways (the Hume, the Riverina and the Olympic) and a number of regional roads in the area, Greater Hume, Lockhart and Urana Shires all have a large number of motorists travelling through their LGA's.

Heavy vehicles make up a large percentage of the vehicles on roads in the area and issues affecting their drivers include:

- driver fatigue and a shortage of rest areas for long haul truck drivers;
- conflict with other road users on rural roads with narrow sealed pavement;

Tourists also feature significantly in the mix of road users in Greater Hume, Lockhart and Urana Shires. Issues facing this group include:

- driver fatigue;
- awareness of NSW road rules and meeting the culturally and linguistically diverse needs of overseas and interstate travellers passing through the region;
- a lack of understanding of local road and weather conditions that might impact on driving in our shires at different times of the year.

NSW Road Safety Strategy

Key road safety challenges identified in the NSW Road Safety Strategy 2012-2021 are very much the same as those faced in Greater Hume, Lockhart and Urana Shires, and include:

- Highlight speed as socially unacceptable.
- Address driver and pedestrian distraction such as mobile phone usage.
- Address heavy vehicle safety.
- Address high-risk groups including the over representation of young drivers in crashes.
- Reduce death and serious injury arising from the four key crash types – run-off-road, head-on, intersection and pedestrian.
- Protect vulnerable road users – pedestrians, cyclists, older road users, children, young people and motorcyclists.
- Encourage the availability and take up of safer vehicles, especially by those most at risk.
- Form closer partnerships with local government to further progress road safety outcomes.
- Address a growing disparity in the size and mass of freight vehicles introduced on the network.

Many of the programs proposed as part of this Local Road Safety Three Year Action Plan are aligned with key focuses identified in the NSW Road Safety Strategy and include:

- Ensure road safety is considered throughout the design, construction, maintenance, operation and audit of the road network for all road users including targeting treatments to address head-on, intersection and run-off road crashes;
- Continue to support the ANCAP crash testing program and the assessment of Used Car Safety Ratings;
- Support education on safe cycling and walking practices in the road traffic environment;
- Continue to develop and refine the road safety education program in schools for Kindergarten to Year 12 and early childhood programs to highlight key road safety issues;
- Develop communications and awareness campaigns to promote safety with pedestrians and other road users;
- Review the application of shared paths and safer interaction between pedestrians and bicycle riders;
- Develop programs and communications to support bicycle riders to increase usage of helmets, riding skills and confidence, bicycle maintenance and visibility;
- Improve mobility scooter safety for older road users;
- Develop a strategy to address mobile phone use in vehicles, including strengthening enforcement and communication about its danger;
- Develop improved information and communications around the speed problem;

Safe Systems

The Safe System approach to road safety recognises the need for responsible and compliant road user behaviour, but also accepts that human error is inevitable. It therefore aims to create a road transport system that makes allowance for errors and minimises the consequences, in particular, the risk of death or serious injury.

The safe system aims to have alert and compliant road users (Safe People) and has three additional components:

- Safe roads and roadsides - a transport system designed to make a collision survivable through a combination of design and maintenance of roads and roadsides.
- Safe vehicles - the design of vehicles and their safety equipment to include protective systems including electronic stability control, air cushions, etc.
- Safe speeds – the speed limit should reflect the road safety risk to the road users.

Greater Hume, Lockhart and Urana Shire Councils have embraced the Safe System approach to road safety and are actively working to integrate it into the way they do business both with regard to internal policies and procedures, and with regard to their interactions with the wider community.

Understanding crashes & risk:

- Council staff visit and assess the scenes of all crashes notified to them as soon as possible after the crash in order to identify and address any problems with the road environment.
- The Road Safety Officer analyses crash statistics for each LGA twice annually both to identify possible problem areas within the road network and also to identify emerging behavioural problems that may need to be addressed.

Legislation & enforcement of road rules:

- The Road Safety Officer liaises with local highway patrol police and provides traffic counter data to assist with enforcement when alerted to road user behavioural problems on local roads.

- The Road Safety Officer uses workshops, media articles and literature from Roads & Maritime Services (RMS) to inform the community about the changes to the Road Rules.
- Safe Driving policies and procedures are incorporated into Workplace Health & Safety policies and council employees are reminded to abide by these guidelines at toolbox meetings.

Education & information supporting road users:

- The Road Safety Officer educates and informs road users about the road rules and safe driving practices through media articles, RMS brochures, workshops and presentations.

Admittance to the system:

- Parents & supervisors of learner drivers are informed about the Graduated Licensing System and about supervising the learner drivers in their care through workshops conducted in each shire.
- Workshops for older drivers provide information about how to continue driving as they age and about modified licences and other options available to them.

Safer speeds

- Speed zones are monitored by all three councils and assessed by RMS from time to time to ensure existing speed limits are appropriate.
- Road works speed limits are implemented and enforced to ensure the safety of workers and the travelling public.
- Council employees are reminded to abide by posted speed limits and drive to the conditions as part of Safe Driving policies and through reminders in the lead up to key holiday periods.
- The Road Safety Officer uses print advertising, radio interviews and media articles to remind the driving public to abide by posted speed limits and drive to the conditions.

Safer roads

- Local and regional roads are regularly assessed to identify and address road safety problems.
- The Road Safety Officer analyses crash statistics to identify black spots and seek State and Federal Government funding for road safety improvements.
- Through Local Traffic Committee each Council addresses road safety concerns raised by the local community.

Safer vehicles

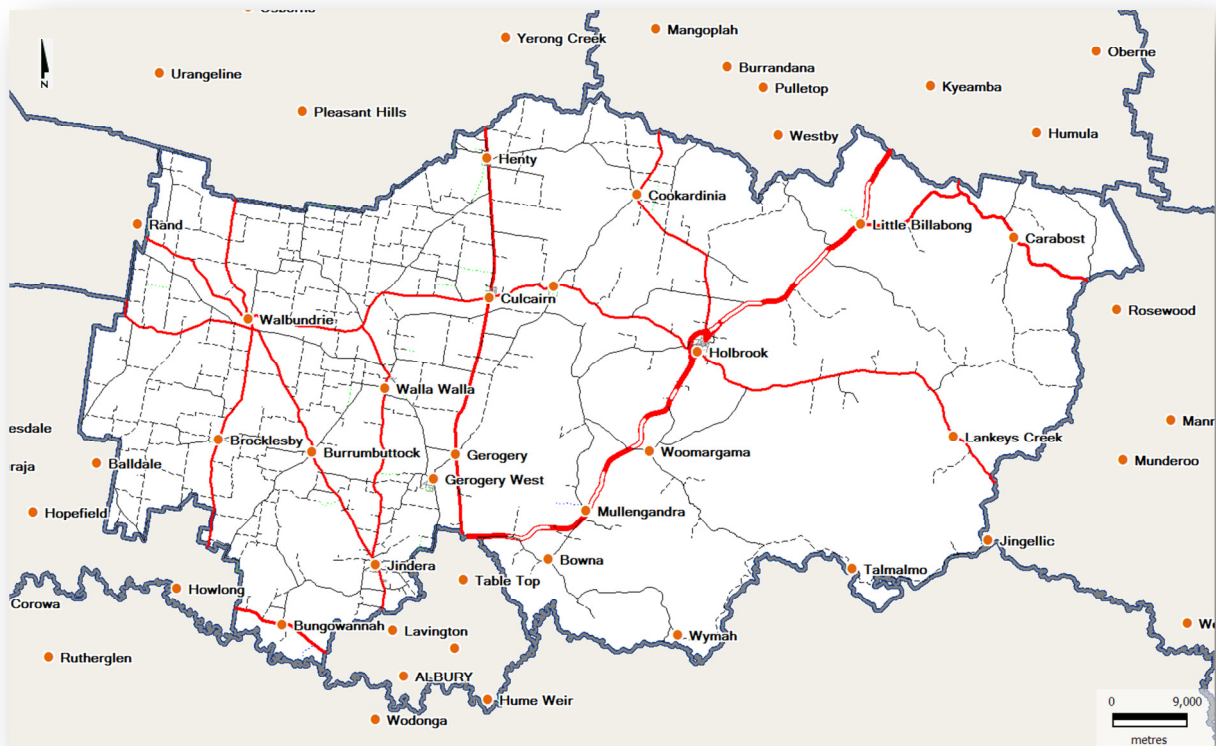
- The Road Safety Officer uses workshops, presentations, brochures and media articles to promote the purchase of cars with an ANCAP 5 star safety rating.
- Councils are encouraged to purchase fleet vehicles that have an ANCAP 5 star safety rating.
- Councils implement maintenance programs to ensure the roadworthiness of vehicles within their fleet.

Demographics

Greater Hume, Lockhart & Urana Shires are located in the Murray Murrumbidgee region of south western NSW and are identified as outer regional local government areas in the NSW Road Safety Strategy 2012-2021. Key demographic features of these three shires are closely aligned with those for the whole of the Murray Murrumbidgee region including the aging population, social disadvantage, limited public transport and heavy reliance on private vehicles.¹

Greater Hume Shire

Greater Hume Shire covers an area of 5,929 square kilometres and is roughly rectangular in shape, approximately 110 kilometres from east to west and 60 kilometres from north to south.



The topography ranges from rugged hills in the east through to open plains and undulating hills in the western parts of the shire.

Greater Hume Shire's main towns are Culcairn, Henty, Holbrook, Jindera and Walla Walla, and there are also several smaller settlements across the Shire (Brookesby, Burrumbuttock, Gerogery, Gerogery West, Morven, Walbundrie and Woomargama).

Rural industries, health, social care, manufacturing, retail trade and construction are the main employers in Greater Hume Shire and the fastest growing employer groups are the construction, public administration, and health and social care industries.²

The population of Greater Hume Shire is aging – the median age according to the 2006 Census was 41, rising to 43 in 2011. In 2006 15.6% of the population was aged 65 or older compared to 17.4% in 2011.

¹ Murray Murrumbidgee Regional Transport Plan December 2013 Page 4

² Australian Census figures 2006 & 2011

Greater Hume Shire has a sealed local road network of 734 kilometres supported by a gravel road network of 1036 kilometres and a regional road network of 284 kilometres. Approximately 30% of Council's annual expenditure is directed towards the road network.³

There are three major highways in Greater Hume Shire. The Hume and Olympic Highways run broadly north south through the centre of the Shire while the Riverina Highway runs east west along the southern boundary.

Most roads in the shire are non-urban and carry a posted speed limit of 100 km/h.

Lockhart Shire

Lockhart Shire nestles in the heart of the Riverina and is one of the region's most productive agricultural and pastoral areas.



Lockhart Shire's main towns and villages include Lockhart, The Rock, Yerong Creek, Pleasant Hills and Milbrulong. Each community has its own unique character and history.

Lockhart is situated 62kms south-west of Wagga Wagga, 62 kms east of Narrandera and 105 kms north of Albury. The Rock is on the Olympic Highway 25 kms south of Wagga Wagga with Yerong Creek another 15 kms down the Highway.⁴

The Lockhart Shire has been facing a decline in population over the last decade, with the population decreasing from 3,397 in 2001 people to 2,998 people in 2011 – a decline of 11.7%.

The population is also ageing and has been over the last 10 years, with the median age increasing from 42 in 2006 to 44 in 2011.⁵

³ Greater Hume Shire Roads Strategy 2012-2016

⁴ Lockhart Shire Council 2013 Annual Report

⁵ Australian Census figures 2006 & 2011

Council maintains a road network of over 1600kms. This comprises 120kms of regional road, 29kms of state road, 307kms of local sealed road, 753kms of gravel road and 380kms of earth and unformed road.

Urana

The Shire of Urana was constituted on 7 March, 1906. Urana Shire is situated on the plains between the Murrumbidgee and Murray Rivers. The Shire is centrally located in the heart of the beautiful Riverina and is some 3,361 sq. kms in area.

Supporting a population of 1500 people, the Shire consists of five townships – Urana, Oaklands, Rand, Boree Creek and Morundah.

Urana Shire is well positioned about 110 kms from both the major NSW regional centres of Albury and Wagga Wagga. It includes a major freight route (the Newell Highway) which passes through the north of the shire.

Sheep, beef cattle and grain farming are the main employers in Urana Shire followed by road freight, local government, education and hospitality.⁶

Urana Council maintains a road network of 1081kms. This comprises 186kms of sealed main road, 31kms of main road unsealed, 227kms of local sealed road and 637kms of local gravel road.



⁶ Urana Shire Council 2012-13 Annual Report

Crash data analysis

Crash data analysis contained in this section is based on information provided by the NSW Centre For Road Safety for the five years 2008 – 2012.

Based on this information, crashes in Greater Hume, Lockhart and Urana Shires are more likely to have a serious outcome (fatality or injury) than those in either SW NSW or NSW as a whole, and the more remote the local government area the higher the likelihood of a serious outcome as can be seen in the table below:

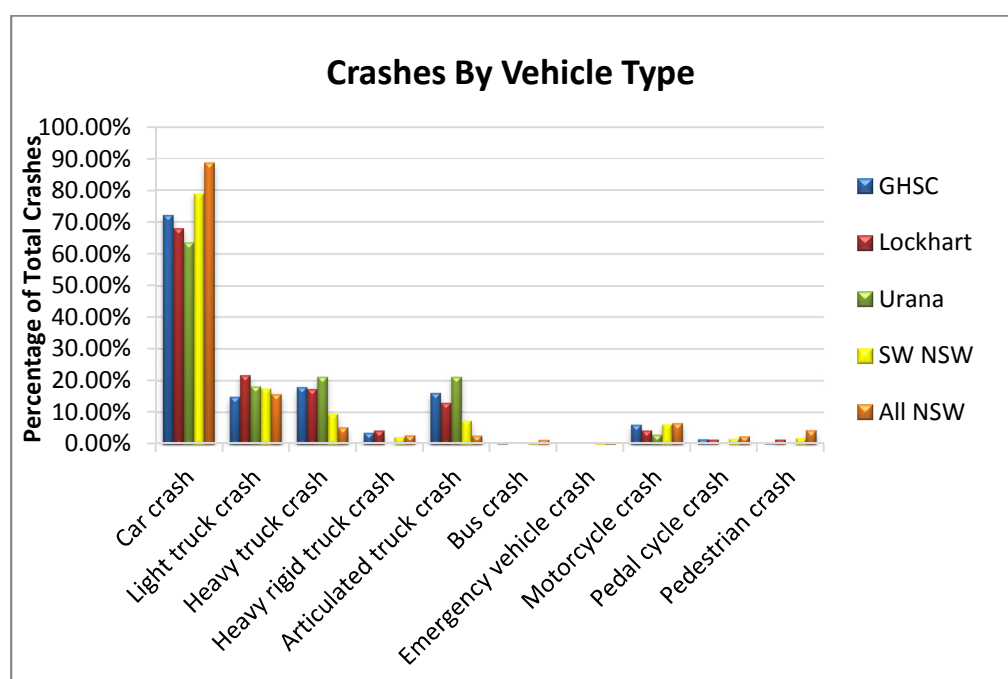
LOCATION	TOTAL CRASHES	% FATAL	% INJURY	% TOW-AWAY
Greater Hume Shire	389	2.83%	49.36%	47.81%
Lockhart Shire	69	2.90%	56.52%	40.58%
Urana Shire	33	9.09%	57.58%	39.39%
Combined*	491	3.26%	50.92%	46.23%
SW NSW	8178	2.23%	48.23%	49.55%
All NSW	212557	0.85%	44.48%	54.67%

* Combined refers to the figures for Greater Hume, Lockhart & Urana Shires combined

Vehicle Involved & Outcome

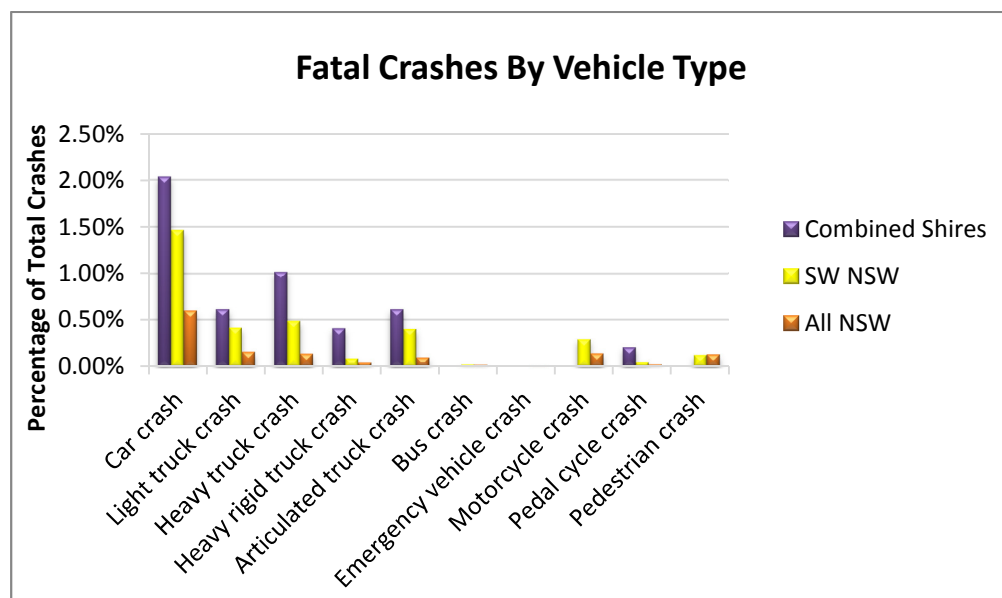
Cars are the vehicle type most likely to be involved in crashes across the whole of NSW, followed by light and heavy trucks.

The likelihood of being involved in a car crash in Greater, Hume, Lockhart or Urana while high is lower than for SW NSW and all NSW. By comparison, articulated trucks are much more likely to crash in Greater Hume, Lockhart and Urana than in the rest of NSW.



While car drivers are slightly less likely to crash in Greater Hume, Lockhart & Urana than in the rest of NSW, the outcome is much more likely to be severe. The chart below shows a comparison of fatal crashes.

Light and heavy truck (heavy rigid and articulated) crashes in Greater Hume, Lockhart and Urana, while low in number are also more likely to be fatal.



* Combined Shires = Greater Hume, Lockhart & Urana combined

Contributing Factor & Degree Of Crash

Contributing factors were identified in significantly more reported crashes in Greater Hume, Lockhart and Urana Shires (56.01%) than in SW NSW (43.8%) or the whole of NSW (28.85%).

Where factors were identified, alcohol, speeding and fatigue were noted as contributors to a higher percentage of crashes in Greater Hume, Lockhart and Urana than in SW NSW or the whole of NSW, and the outcomes of those crashes were more severe.

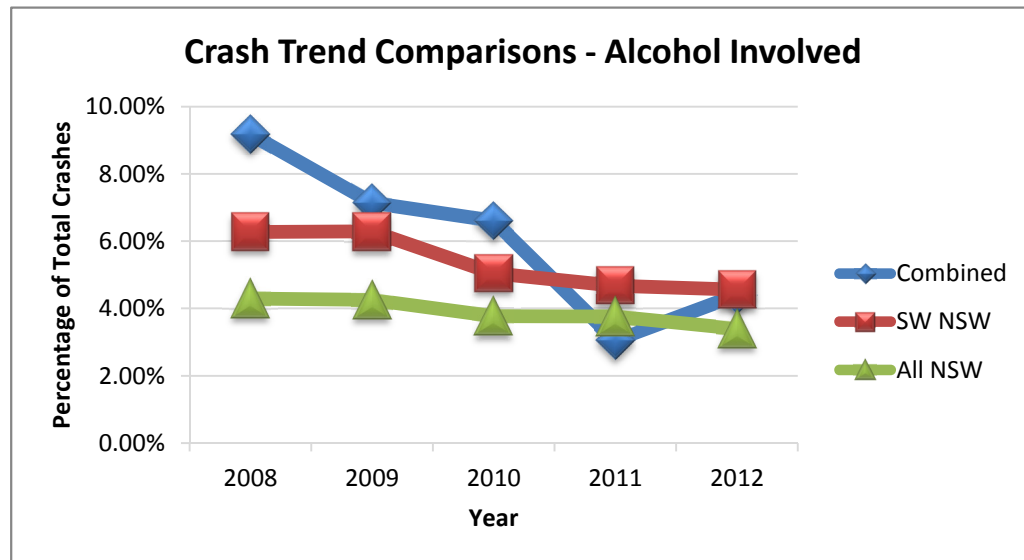
The table below shows the comparisons:

CRASHES BY CONTRIBUTING FACTOR & OUTCOME 2008 - 2012					
LOCATION	CONTRIBUTING FACTOR	FATAL	INJURY	TOW-AWAY	TOTAL
GHSC, Lockhart & Urana Combined	Alcohol Involved	0.61%	5.09%	0.41%	6.11%
	Speeding Involved	1.02%	16.90%	11.61%	29.53%
	Fatigue Involved	1.02%	13.24%	6.11%	20.37%
	No Contributing Factor Noted	0.61%	15.68%	28.11%	43.99%
SW NSW	Alcohol Involved	0.64%	3.25%	1.47%	5.36%
	Speeding Involved	0.90%	12.64%	11.41%	24.96%
	Fatigue Involved	0.67%	7.09%	5.72%	13.49%
	No Contributing Factor Noted	0.01%	25.24%	30.95%	56.20%
All NSW	Alcohol Involved	0.15%	2.12%	1.63%	3.90%
	Speeding Involved	0.35%	7.23%	9.15%	16.73%
	Fatigue Involved	0.14%	3.55%	39.37%	8.22%
	No Contributing Factor Noted	0.20%	31.58%	39.37%	71.15%

An analysis of behavioural factors shows that alcohol is contributing to fewer crashes in Greater Hume, Lockhart and Urana, as is speeding, although the number of crashes in which driver fatigue is a contributor has been rising rapidly since 2010 as can be seen on the crash trend comparisons graph on page 14 of this document.

Alcohol

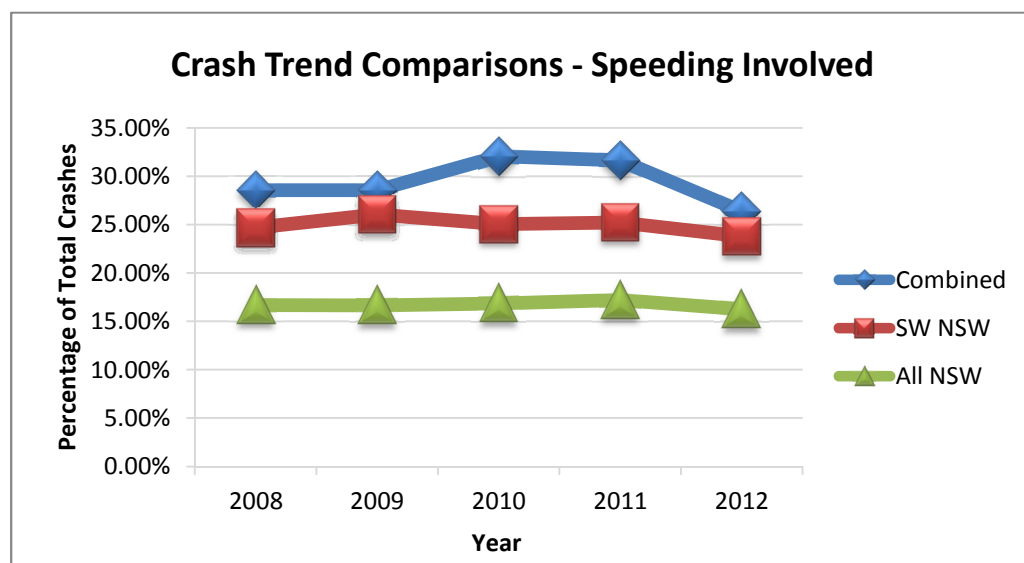
In 2012, alcohol contributed to 4.40% of reported crashes in Greater Hume, Lockhart and Urana Shires combined compared with 4.56% in SW NSW and 3.40% in all NSW. Despite a 1.5% rise in from 2011 to 2012, the overall percentage of alcohol related crashes in the three shires combined has halved since 2008:



* Combined = Greater Hume, Lockhart & Urana combined

Speeding

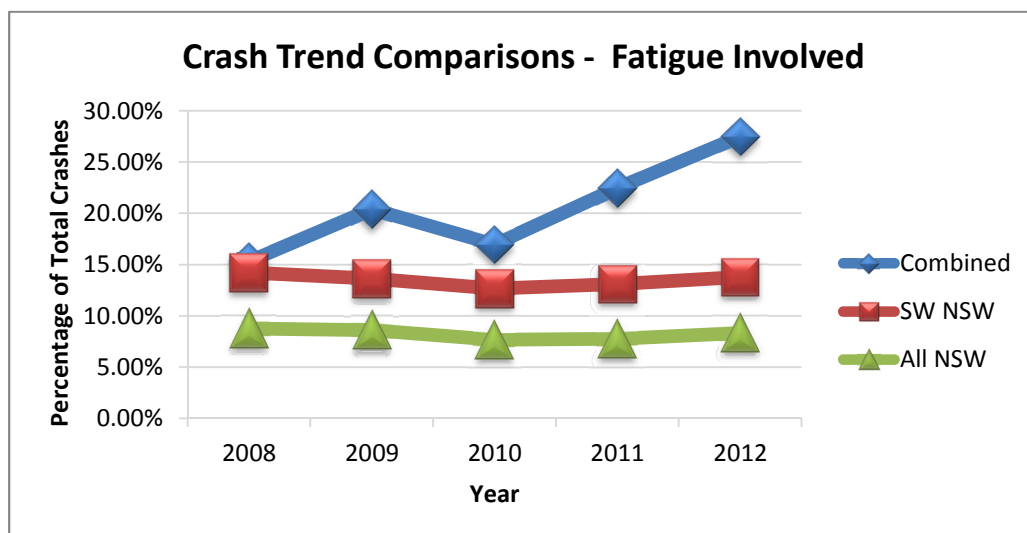
The percentage of speeding related crashes in Greater Hume, Lockhart and Urana combined (26.37%) is higher than in SW NSW (23.80%) and more than 1.5 times as high as all NSW (16.26%). Despite a rise in speeding crashes from 2009 to 2010, the overall combined shires figure has been trending downwards in the five years 2008-2012.



* Combined Shires = Greater Hume, Lockhart & Urana combined

Fatigue

In 2012 the percentage of fatigue related crashes in Greater Hume, Lockhart and Urana combined (27.47%) was more than double the percentage of fatigue related crashes in SW NSW (13.80%) and more than three times the percentage in all NSW (8.31%). While the percentage of fatigue related crashes has remained relatively flat in SW NSW and all NSW, the percentage has been rising sharply in Greater Hume, Lockhart and Urana (Combined below).



* Combined Shires = Greater Hume, Lockhart & Urana combined

Time & Day Of The Week

This analysis uses the McLean time periods as defined by AJ McLean, OT Holubowycz and BL Sandow in their report Alcohol and Crashes: Identification of Relevant Factors in this Association, Department of Transport, Australia, 1980.

A copy of the Maclean Table is included here for reference:

MACLEAN TABLE							
DAY OF WEEK							
TIME	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Midnight - 3.00am	I				J		
3.00am - 9.00am	A					B	
9.00am - 3.00pm	C					D	E
3.00pm - 9.00pm	F			G		H	
9.00pm - Midnight	I			J			I

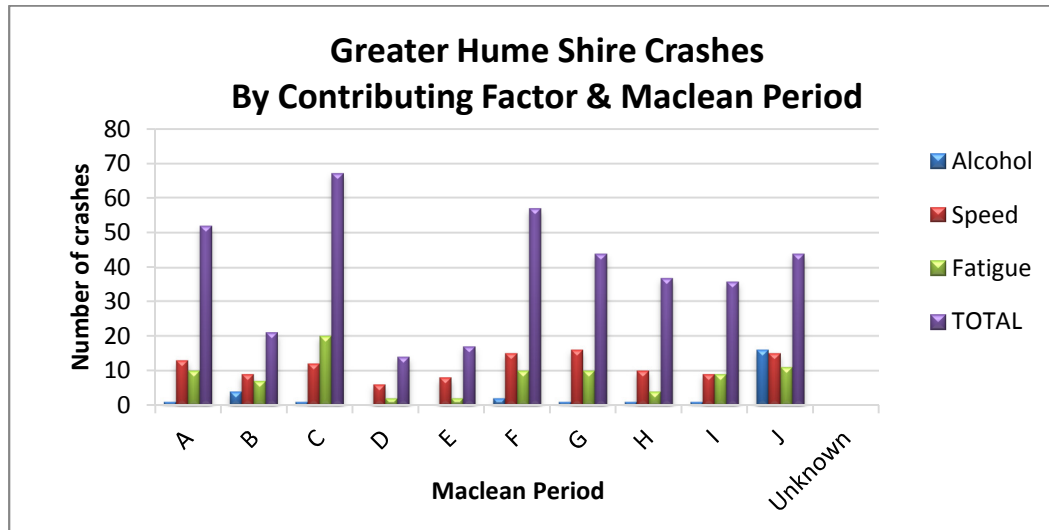
The figures shown below have been broken down by local government area but have not been compared with either SW NSW or All NSW figures in this plan. Further analysis will be conducted in 2014-15 as part of specific behavioural programs to be undertaken.

Greater Hume Shire:

Analysis of Greater Hume Shire crashes by contributing factor and time period shows:

- The most common time for crashes to occur in Greater Hume Shire was between 9.00am and 3.00pm Monday to Friday, followed by Monday to Wednesday between 3.00pm and 9.00pm and Monday to Friday 3.00am to 9.00am.

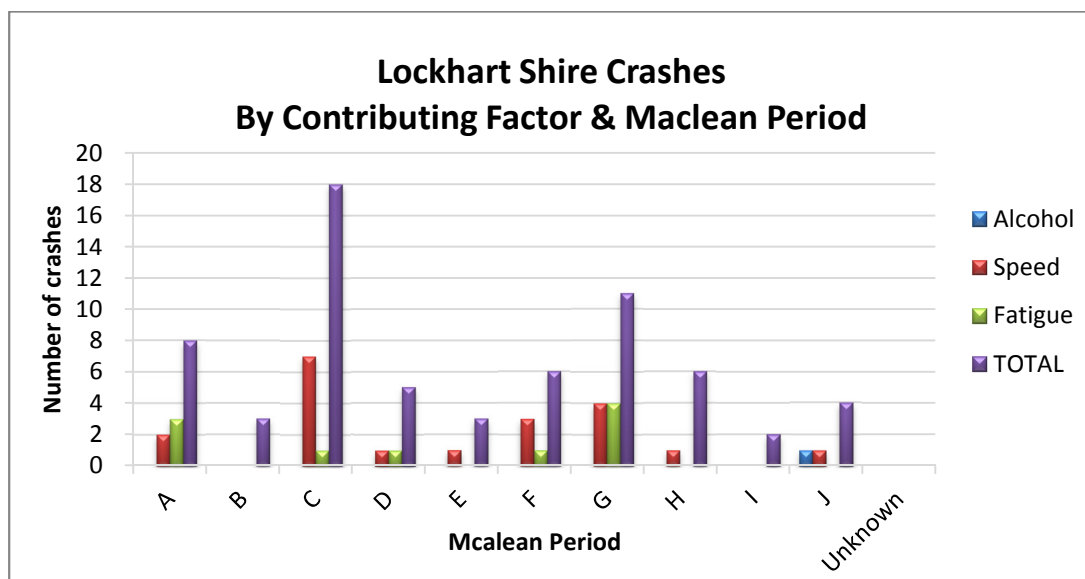
- Alcohol related crashes were most likely to occur from Thursday to Saturday between 9.00pm and midnight.
- Speeding crashes occurred across most days of the week in both daylight hours and at night.
- Most fatigue related crashes occurred between 9.00am and 3.00pm Monday to Friday.



Lockhart Shire

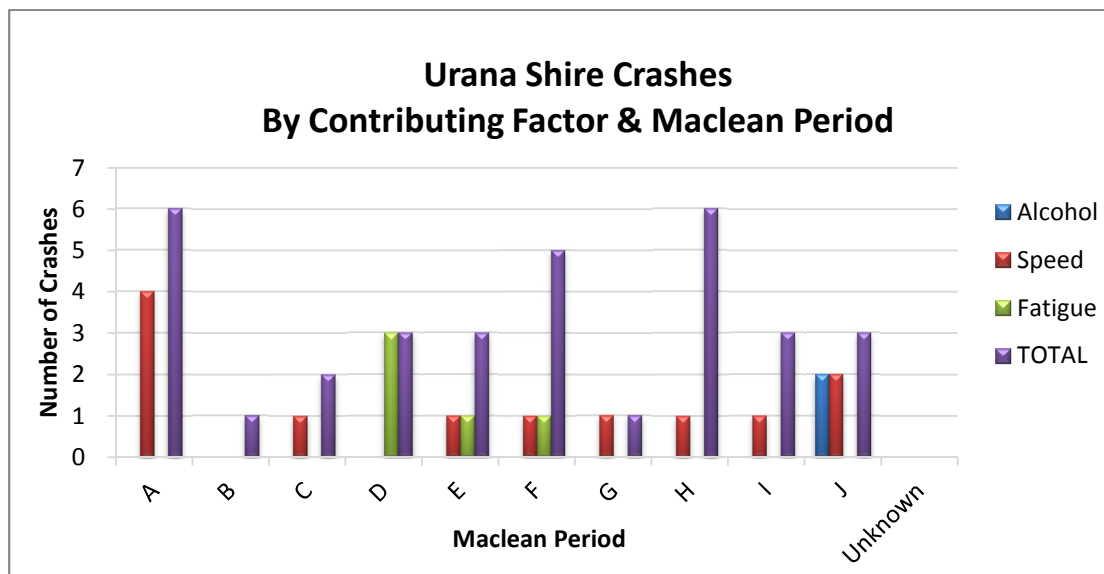
Analysis of Lockhart Shire crashes by contributing factor and time period shows:

- The most likely time for a crash to occur in Lockhart Shire is 9.00am – 3.00pm Monday to Friday followed by 3.00pm – 9.00pm Thursday and Friday and 3.00am – 9.00am Monday to Friday.
- Speeding crashes were most likely to occur between 9.00am and 3.00pm Monday to Friday.
- Fatigue related crashes were most likely to occur between 3.00pm and 9.00pm Thursday and Friday followed by 3.00am to 9.00am Monday to Friday.
- There were very few alcohol related crashes recorded in Lockhart Shire in 2008 – 2012. Those that were recorded occurred 9.00pm – Midnight Wednesday to Saturday and Midnight – 3.00am Thursday – Sunday.



Urana Shire

- The most likely time for a crash to occur in Urana Shire is Monday to Friday between 3.00am and 9.00am and Saturday and Sunday between 3.00pm and 9.00pm.
- Alcohol related crashes were only recorded between 9.00pm and midnight Thursday to Saturday.
- Speeding related crashes were most likely to occur between 3.00am and 9.00am Monday to Friday.
- Most fatigue related crashes were recorded 9.00am – 3.00pm on a Saturday followed by the same time period on a Sunday and 3.00pm – 9.00pm Monday to Wednesday.



It should be noted that the number of recorded crashes in Urana Shire is very low so the following figures while accurate may not be particularly helpful in planning behavioural programs to address problems.

Road Classification, Speed Limit & Degree of Crash

Crashes in Greater Hume, Lockhart and Urana Shires mostly occurred on one of the three state highways that pass through the area (the Hume, the Newell and the Riverina) or on one of the many classified roads.

This is a breakdown of the main roads on which crashes have occurred in each shire:

Greater Hume Shire

There were 389 crashes 2008 – 2012 of which 262 crashes (67.35%) occurred on the following four roads:

Route	Name	Crashes	% of Crashes
2	Hume Hwy	167	42.93%
78	Olympic Hwy	45	11.57%
331	Jingellic Rd/Culcairn Holbrook Rd/Walbundrie Rd	32	8.23%
125	Urana Rd	18	4.63%

Lockhart Shire

There were 69 crashes 2008 – 2012 of which 42 crashes (60.87%) occurred on the following three roads:

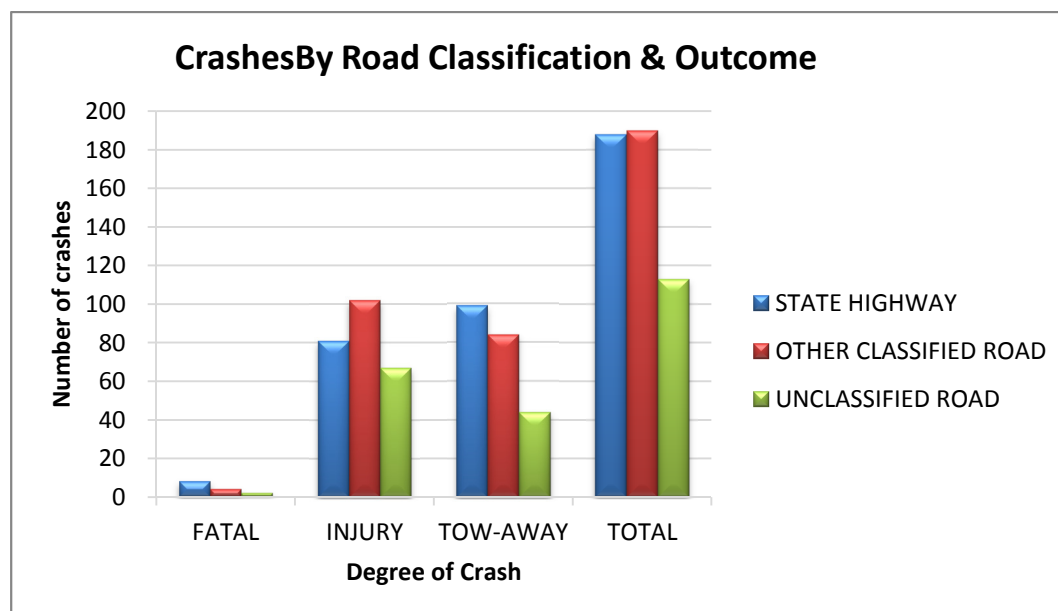
Route	Name	Crashes	% of Crashes
78	Olympic Hwy	24	34.78%
59	Collingullie Rd/Lockhart Rd/Urana Rd	11	15.94%
370	Albury Rd/Lockhart Rd/East St	7	10.14%

Urana Shire

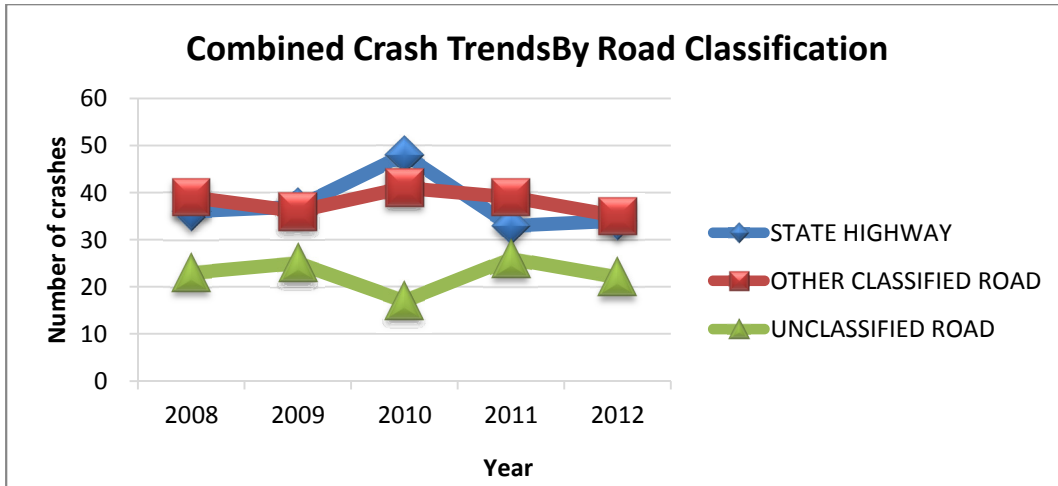
There were 33 crashes 2008 – 2012 of which 20 crashes (60.61%) occurred on the following four roads:

Route	Name	Crashes	% of Crashes
17	Newell Hwy	10	30.30%
323	Oaklands Rd/Milthorpe St/Palmers Forest Rd/Saffron Rd	4	12.12%
385	Urana Rd/Morundah Rd	3	9.09%
59	Jerilderie Rd/Urana Rd	3	9.09%

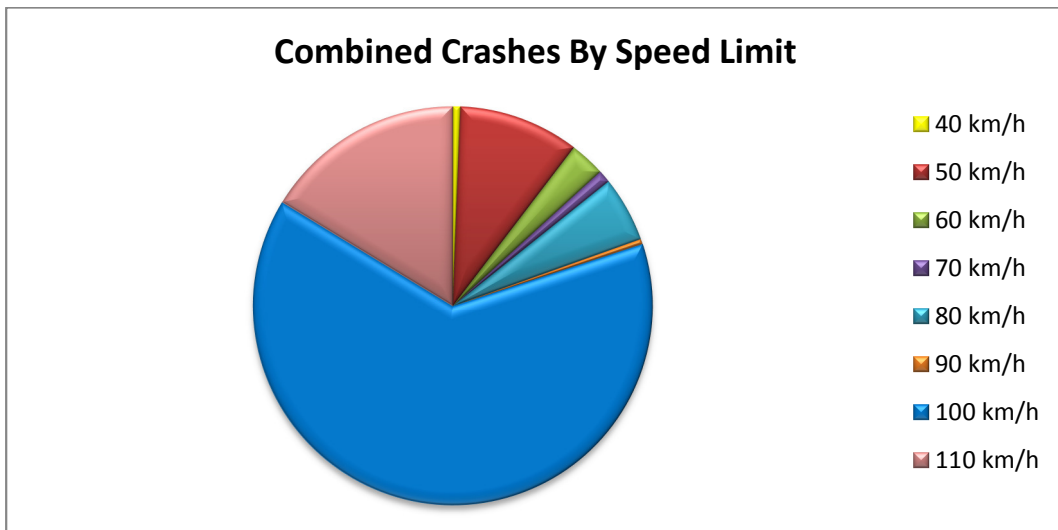
The chart below shows the overall breakdown by road classification and crash severity:



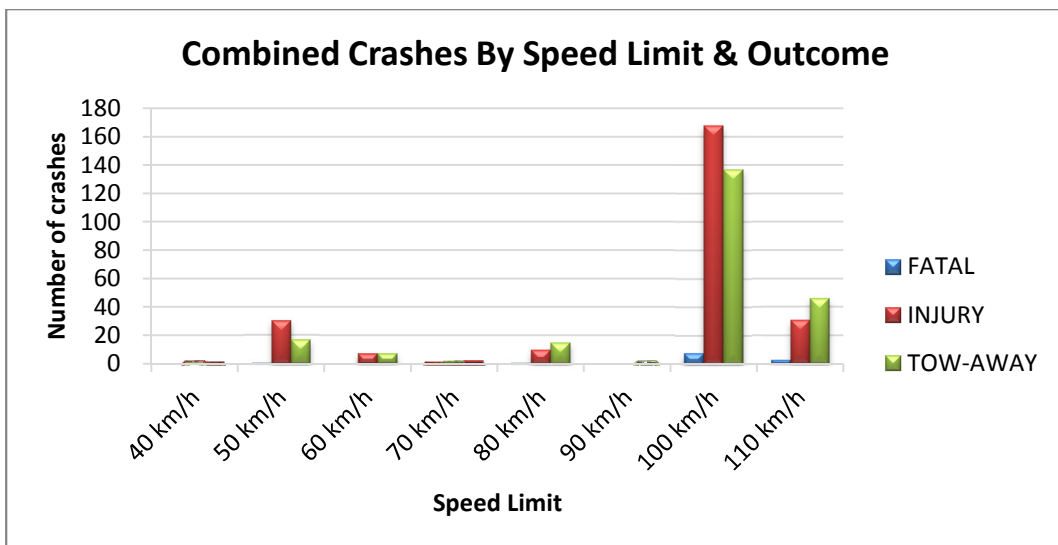
Crashes on state highways peaked sharply in 2010 then fell sharply the following year and remained relatively flat in 2012. The number of crashes on classified roads has remained relatively high but has trended downwards slightly over the five year period while the number of crashes on unclassified roads has remained at virtually unchanged over the same period apart from a dip in 2010.



Crashes in Greater Hume, Lockhart and Urana Shires are more likely to occur on roads with high posted speed limits and 80% occurred on roads with speed limits of 100km/h or 110km/h as can be seen in the chart below:



The outcome of crashes in Greater Hume, Lockhart and Urana Shires is much more likely to be severe on roads with posted speed limits of 100km/h or 110 km/h as this chart shows:



Single Vehicle Crashes

There were 491 reported crashes in Greater Hume, Lockhart and Urana Shires in 2008 - 2012 of which 367 (74.75%) were single vehicle crashes. The type of crashes will be analysed in 2014-17 as part of local road safety project development.

The breakdown of vehicles involved and crash severity is shown below:

GREATER HUME, LOCKHART & URANA SHIRE SINGLE VEHICLE CRASHES				
VEHICLE TYPE	FATAL	INJURY	TOW-AWAY	TOTAL
Car or car derivative	6	112	136	254
Light truck	2	29	18	49
Heavy rigid truck	0	1	3	4
Articulated truck	0	23	17	40
Bus	0	0	0	0
Motorcycle	0	18	1	19
Other motor vehicle	0	0	1	1
Single Motor Vehicle Crashes	8	183	176	367

Of these single vehicle crashes:

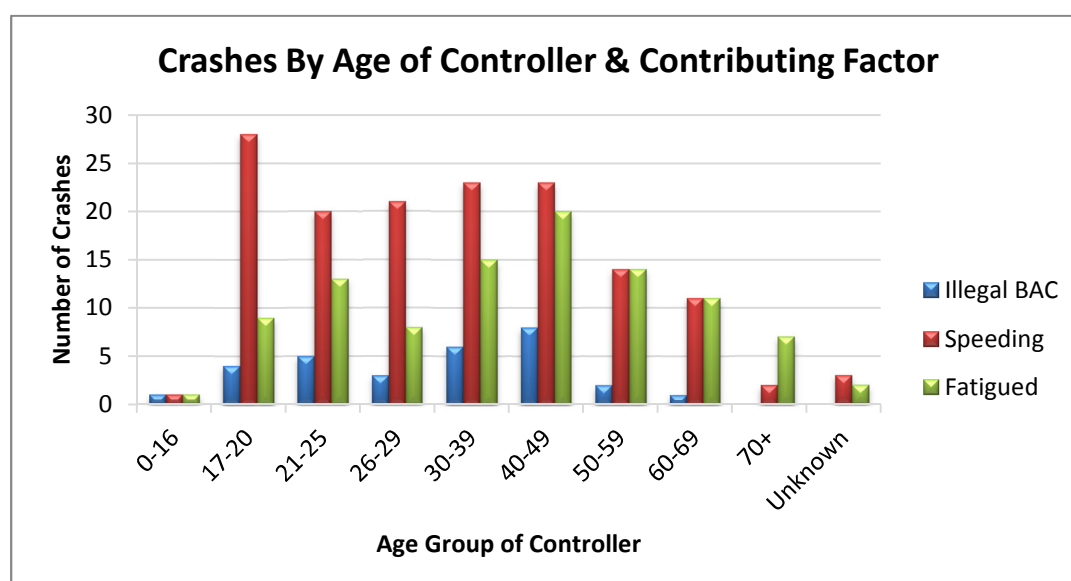
- * 69.21% involved cars
- * 13.35% involved light trucks
- * 10.9% involved articulated trucks
- * 5.18% involved motorcycles

Age Group Of Controller & Contributing Factor

All age groups were involved in speeding related crashes in Greater Hume, Lockhart and Urana Shires, however motor vehicle controllers aged 17 – 49 were most likely to be involved.

Driver fatigue also contributed to crashes involving drivers of all ages though it was most apparent in the 40-49 age group.

Motor vehicle controllers aged 40-49 were also those most likely to be involved in an alcohol related crash.

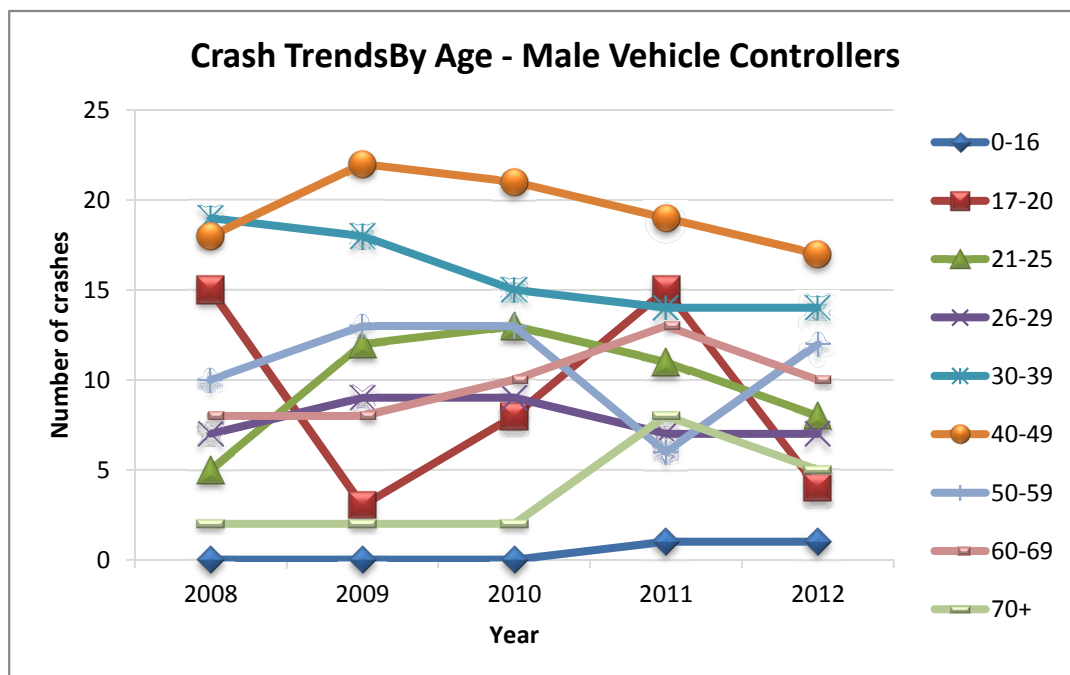
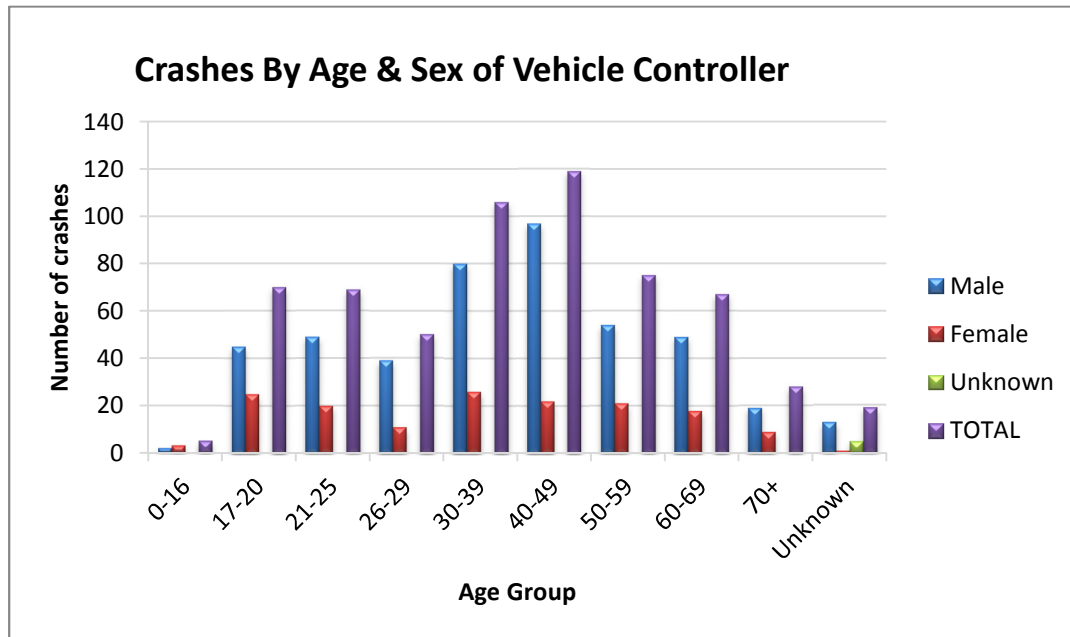


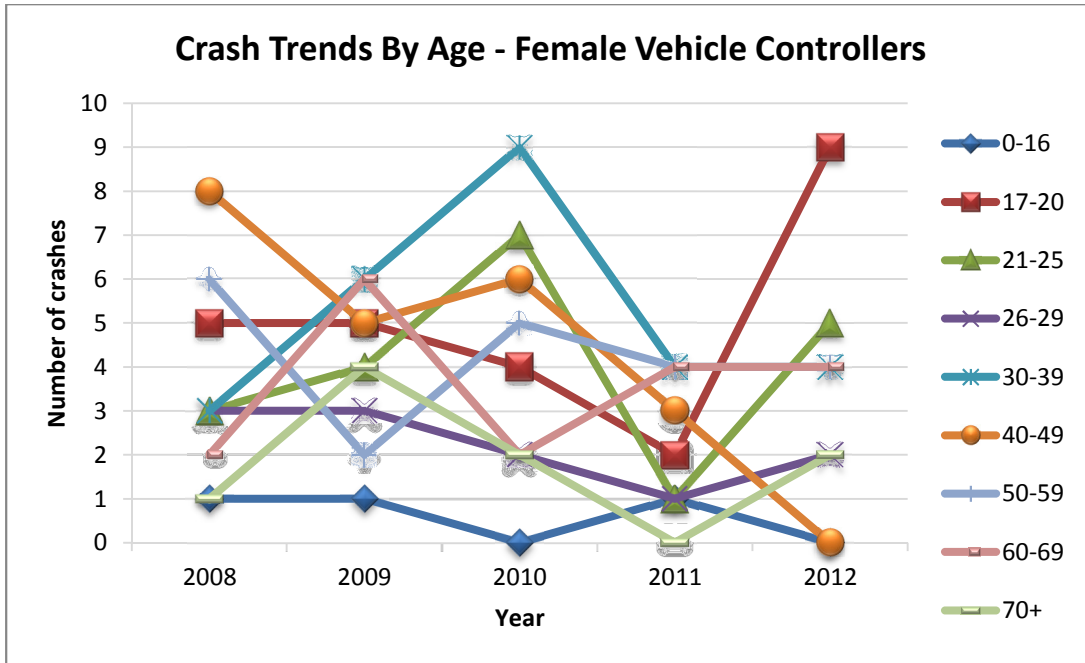
Age & Sex Of Motor Vehicle Controller

Men were involved in three times as many crashes as women in Greater Hume, Lockhart & Urana Shires in 2008 – 2012 and those aged 40-49 were the most at risk of crashing.

While high, the number of crashes involving men in the 40-49 age group has been falling since 2009. Crash numbers for men aged 30-39 and 21-25 has also been trending downwards over the five year period.

For women the picture is less clear, although there has been an alarming spike in the number of crashes involving women aged 17-25. This will be further investigated in 2014-17 as part of local road safety project development.



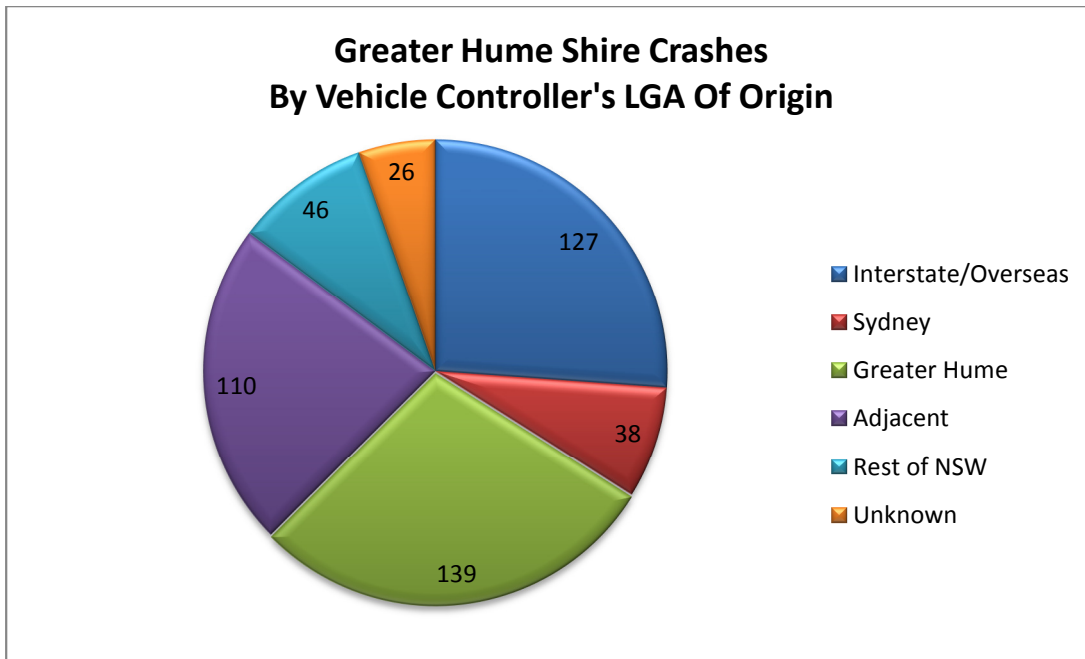


LGA of Residence

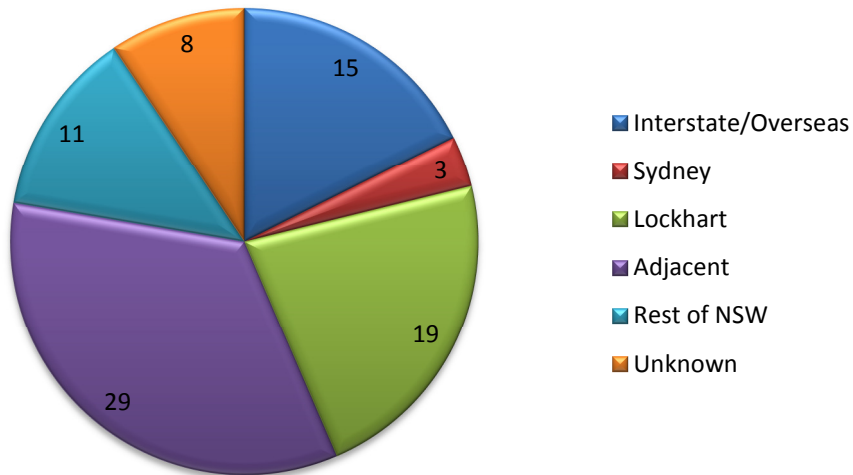
Just over half the motor vehicle controllers (52%) involved in crashes in Greater Hume Shire are locals (residents of Greater Hume Shire or adjacent shires), while a quarter are interstate or overseas drivers.

In Lockhart Shire the percentage of local drivers involved in crashes is even higher at 56%, while the picture is quite different in Urana Shire where only 21% of the vehicle controllers involved in crashes were from Urana or adjoining shires.

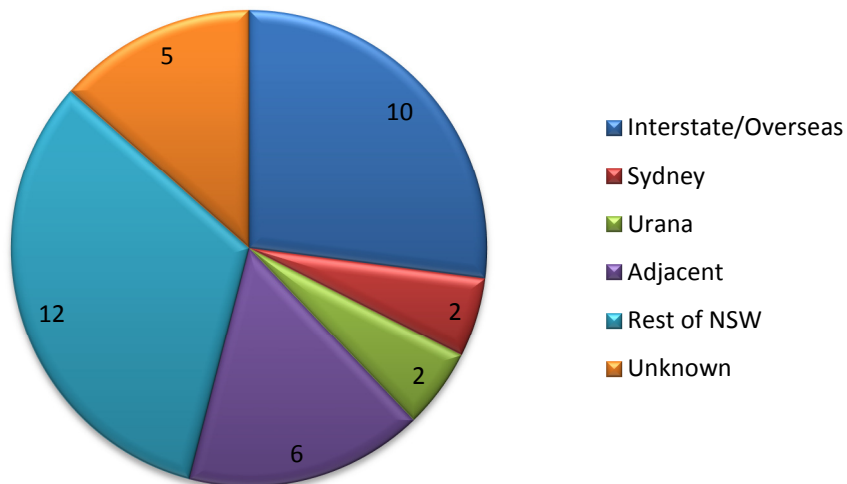
The three charts below show the breakdown:



Lockhart Shire Crashes By Vehicle Controller's LGA Of Origin



Urana Shire Crashes By Vehicle Controller's LGA Of Origin



Fatal crashes in Greater Hume Shire were more likely to involve interstate or overseas vehicle controllers, while in both Lockhart and Urana it was local residents or residents of adjacent shires that were involved. Therefore public education strategies for each group will be developed and implemented.

Crash Severity By Vehicle Controller's LGA of Origin

Greater Hume Crashes	FATAL	INJURY	TOW-AWAY
Interstate/Overseas	9	66	52
Sydney	1	14	23
Greater Hume	2	76	61
Adjacent	3	58	49
Rest of NSW	2	17	27
Unknown	2	9	15

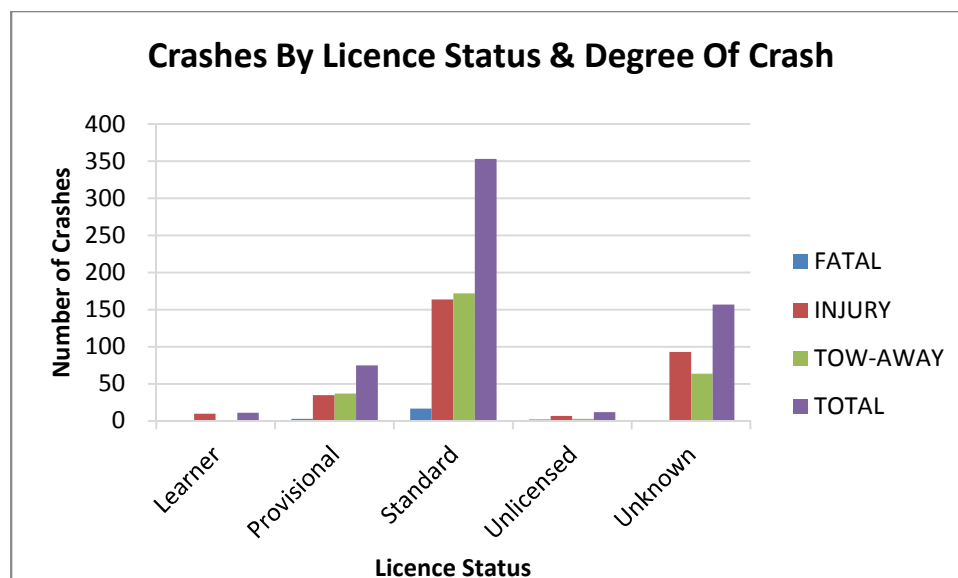
Lockhart Crashes	FATAL	INJURY	TOW-AWAY
Interstate/Overseas	0	7	8
Sydney	0	2	1
Lockhart	1	9	9
Adjacent	1	22	6
Rest of NSW	0	2	9
Unknown	0	5	3

Urana Crashes	FATAL	INJURY	TOW-AWAY
Interstate/Overseas	0	5	5
Sydney	0	2	0
Urana	0	0	2
Adjacent	1	3	2
Rest of NSW	0	7	5
Unknown	0	5	0

Licence Class & Degree of Crash

Most crashes in Greater Hume, Lockhart & Urana Shires involved vehicle controllers who held standard licences as can be seen in the chart below.

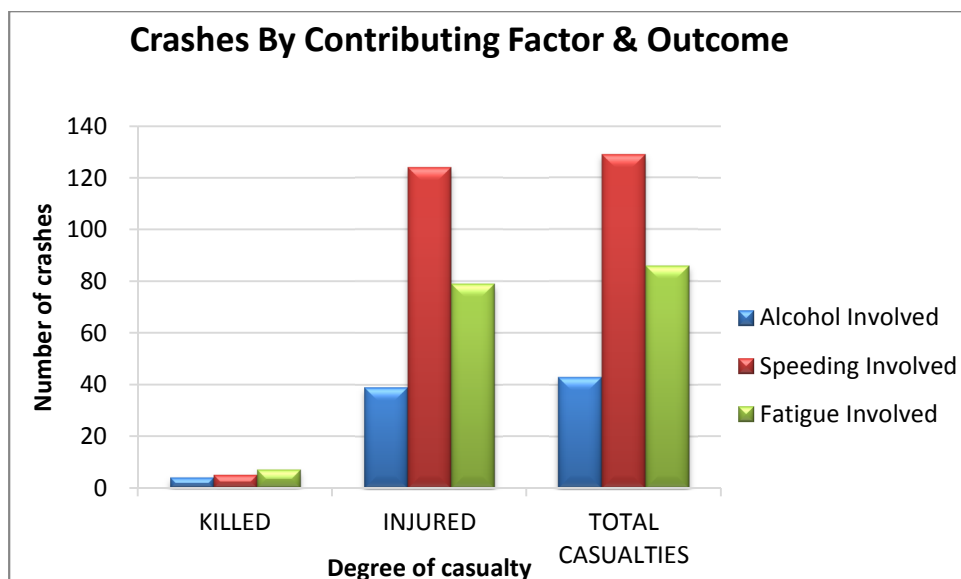
Standard licence holders also featured more than any other licence class in fatal and injury crashes:



Casualties By Degree Of Casualty & Contributing Factor

Speeding was the main contributing factor to casualty crashes in Greater Hume, Lockhart and Urana Shires in the five years 2008 – 2012, and was identified as a factor in nearly three times as many casualty crashes as alcohol.

Driver fatigue featured in two thirds as many crashes as speeding but was identified as a contributor in more fatal crashes than either speeding or alcohol as can be seen below:



Restraint use by age group of casualty

Analysis of crash statistics relating to restraint use shows lower motor vehicle driver compliance rates in Greater Hume and Urana than in SW NSW and the whole of NSW.

Greater Hume and Lockhart Shire motor vehicle passengers were more likely to wear a restraint than those in SW and All NSW although compliance in Urana was significantly worse.

The table below shows the breakdown for restraint use in 2008-2012:

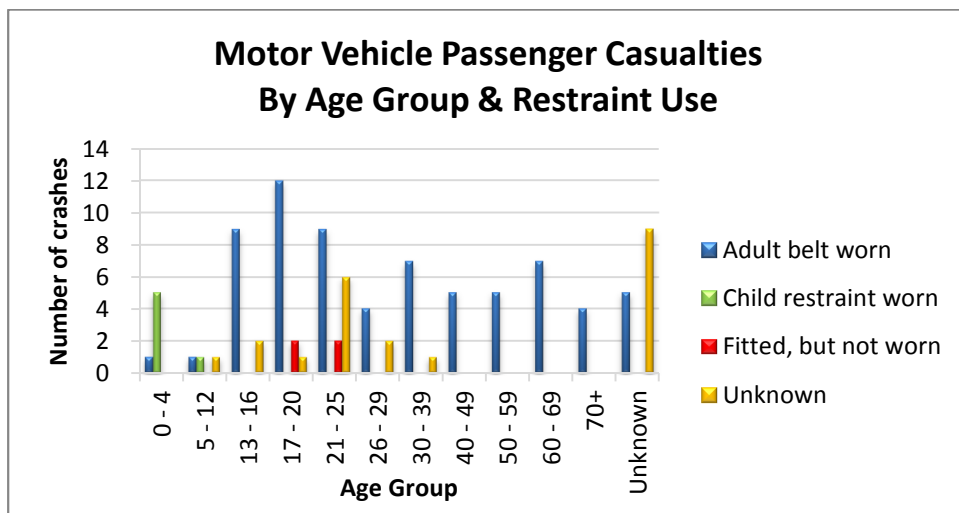
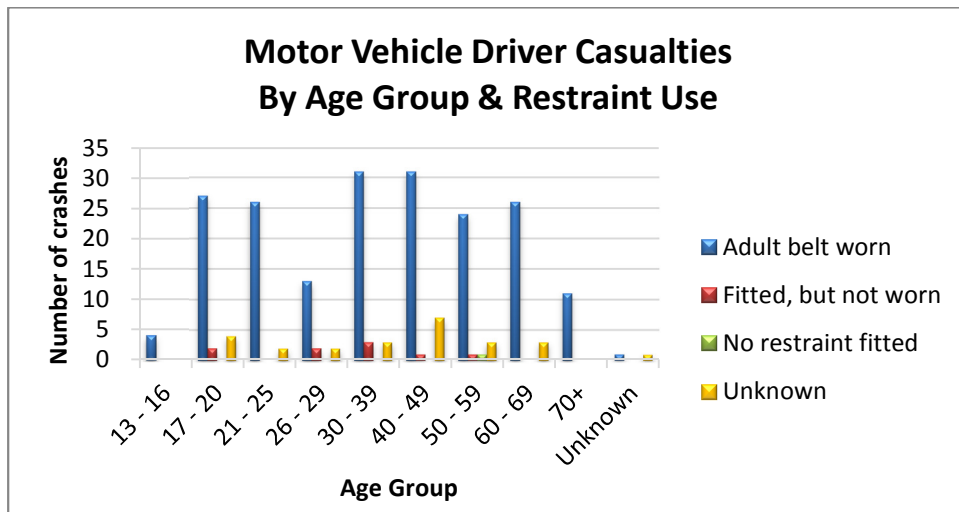
RESTRAINT USE: GREATER HUME, LOCKHART & URANA SHIRES				
MOTOR VEHICLE DRIVER RESTRAINT USE				
LGA	Adult Restraint Worn	Restraint Fitted But Not Worn	No Restraint Fitted	Unknown
GHSC	84.27%	3.93%	0.56%	11.24%
Lockhart	90.91%	0.00%	0.00%	9.09%
Urana	77.78%	11.11%	0.00%	11.11%
Combined	84.72%	3.93%	0.44%	10.92%
SW NSW	88.44%	3.12%	0.39%	8.04%
All NSW	92.57%	1.73%	0.25%	5.45%
MOTOR VEHICLE PASSENGER RESTRAINT USE				
LGA	Adult Restraint Worn	Child Restraint Worn	Restraint Fitted But Not Worn	Unknown
GHSC	76.54%	6.17%	1.23%	16.05%
Lockhart	50.00%	12.50%	0.00%	37.50%
Urana	25.00%	0.00%	25.00%	50.00%
Combined	68.32%	5.94%	3.96%	21.78%
SW NSW	70.34%	3.87%	3.54%	19.31%
All NSW	72.84%	3.25%	2.32%	19.80%

* **Child Restraint Worn** column deleted from Motor Vehicle Driver table as there were no figures in this column in the database

No Restraint Fitted column deleted from Motor Vehicle Passenger table as there were no figures for Greater Hume, Lockhart or Urana in this column in the database

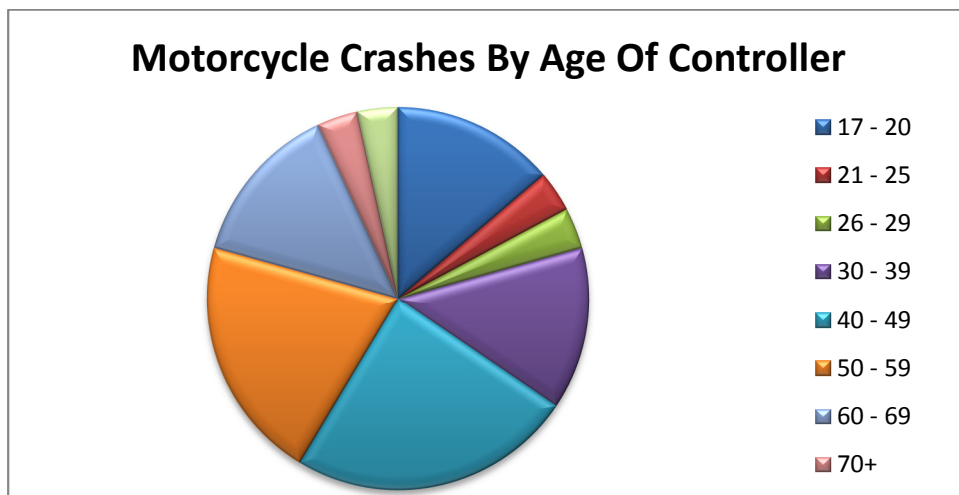
** Urana and Lockhart crash numbers are very low therefore these figures are not particularly helpful in program planning

Motor vehicle drivers aged 30-39 followed by those aged 17-25 and 26-29 were least likely to wear a restraint, while passengers aged 17-25 were least likely to be compliant.



Motorcycle crashes

Motorcycle casualty crashes are an emerging problem in Greater Hume Shire but not in either Lockhart or Urana. Motorcyclists aged 40-59 were most likely to be involved in a crash followed by those aged 30-39 and 60-69. These will be further investigated in 2014-15 as part of project development work.



Helmet use does not appear to be a problem – helmets were worn in 27 of the 29 reported crashes and it was unknown whether they were worn in the other two crashes.

Pedal Cyclists

Pedal cycle crashes are not a major road safety issue in Greater Hume, Lockhart and Urana Shires. In the years 2008-2012 there were six pedal cycle casualty crashes in Greater Hume, one in Lockhart and none in Urana.

Of these there was one fatal crash and only one cyclist involved in a crash was not wearing a bicycle helmet.

PEDAL CYCLE CASUALTY CRASHES 2008 - 2012					
YEAR	LGA	FATAL	INJURY	AGE	HELMET WORN?
2009	GHSC	No	Yes	70+	Yes
2010	GHSC	No	Yes	30-39	Yes
2010	Lockhart	Yes	No	60-69	Yes
2011	GHSC	No	Yes	40-49	Yes
2011	GHSC	No	Yes	50-59	Yes
2011	GHSC	No	Yes	70+	Yes
2011	GHSC	No	Yes	70+	No

Road Safety concerns identified from crash data include:

- High number of crashes occurring on highways and 100 and 110 km/h speed zones;
- High percentage of single vehicle crashes;
- Cars are the predominant vehicle involved in crashes;
- Cars and heavy trucks (articulated and heavy rigid) are significant in fatal crashes;
- High number of interstate/overseas residents involved in crashes particularly in Greater Hume Shire;
- Males are three times as likely as women to be involved in a casualty crash;
- The 40-49 age group is most at risk of crashing;
- Crashes involving young women aged 17-25 are rising rapidly
- Speeding, driver fatigue and alcohol are behavioural issues of concern
- Motorcycle crashes are becoming increasingly more common particularly in Greater Hume Shire
- Lower compliance rates with restraint use among both drivers and passengers than in SW NSW and All NSW particularly among drivers in the 30-39 age group and passengers aged 17 – 25.

Road Safety Information From Local Stakeholders

Police

Local Highway Patrol Police provide feedback about specific issues and incidents as they arise and when requested for each shire but do not provide an overall picture of infringement trends as data for these three shires is split between three highway patrol areas (Albury, Wagga Wagga and Griffith) and it is difficult to separate rural data from the overall data for each command.

Police are very supportive of road safety initiatives in each shire and always provide resources when asked to do so.

Council Strategic Plans

Greater Hume Shire Council's community strategic plan, Greater Hume 2030 identifies safer roads as a priority⁷, while its delivery program refers to continuation of the Road Safety Officer program in conjunction with Lockhart and Urana Shire Councils⁸.

Lockhart Shire Council is more specific in its support for road safety and the road safety officer role in its community strategic plan 2012-22, referring to:

- the promotion of community safety initiatives as part of its safe and accessible communities strategic objective⁹,
- the continued implementation of its Pedestrian and Mobility Plan as part of its objective to maintain the community's ability to move around the shire¹⁰,
- development and implementation of a Road Strategic Plan that contributes to making travel throughout the Shire easier and safer, and continuing to address road trauma on shire roads by participating in road safety education and efficient use of planning of the road network as part of its strategic objective to improve the safety of people on shire roads¹¹.

Urana Shire Council's strategic plan also specifically talks about supporting road safety with a reference to encouraging responsible driving practices throughout the shire as part of its objective to improve transport safety and accessibility¹²

Schools

Schools within Greater Hume, Lockhart and Urana Shires actively work with the road safety officer to promote:

- safe school zones
- safe behaviour by parents and students travelling to and from school
- safe road use behaviours by students outside school hours

Schools liaise regularly with the road safety officer to advise road safety problems, to seek assistance in conjunction with support from the NSW Department of Education Road Safety Educator with road safety programs they are delivering, and also to promote road safety through their newsletters.

⁷ Greater Hume 2030 Page 46 Priority S7

⁸ Greater Hume Shire 2013/2017 Delivery Program Strategy 2.4.2

⁹ Lockhart Community Strategic Plan 2012-22 Page 17 Strategic Objective A2.3

¹⁰ Lockhart Community Strategic Plan 2012-22 Page 33 Strategic Objective D1.1

¹¹ Lockhart Community Strategic Plan 2012-22 Page 34 Strategic Objective D2.1

¹² Urana Community Strategic Plan 2013-2033 Page 19 Outcome D2 Strategy D2.2

Community & Service Groups

Community groups liaise regularly with the road safety officer to develop and promote road safety within each shire including:

- Delivery of mobility scooter and road rules refresher workshops in each shire in conjunction with service providers such as the United Protestants Association, Meals On Wheels and Murrumbidgee Local Health District community nurses.
- Attendance at community events such as the Henty Field Days, Oaklands Truck Show, Hume League Football & Netball Grand Finals, Holbrook Races and Lockhart Picnic Races to provide courtesy breath testing and road safety information;
- Support for the Holbrook B&S Ball Committee to provide courtesy breath testing for patrons and minimise the risk of alcohol related crashes in relation to that event;
- Providing current information about correct use of child restraints to family day care and preschools within each shire;
- Meeting annually with bus operators in Greater Hume Shire to identify and address their road safety issues, and liaising with bus operators in Lockhart and Urana Shires as needed to address issues of concern to them.

Key Objectives

- To improve the way in which we use our roads making them a safer place for our families, our friends and ourselves
- To improve and maintain the safety of our road network for all users
- To ensure that road safety is a priority in regards to land use and transport planning
- To develop and nurture widespread community and stakeholder support for, and ownership of, road safety programs
- To monitor the implementation and effective use of the Road Safety Action Plan

Information collected from different sources has been analysed and grouped under the following headings.

Safer People

Safer Roads

Land Use & Transport Planning

Community & Stakeholder Based Action

Co-Ordination & Monitoring

Under each of these headings strategies to achieve the key objectives have been identified as outlined in the following table.

Timeframe

The Action Plan encompasses the period 2014 - 2017. With an evolving approach to Road Safety it is critical that the strategies and their priority remain flexible. While a large number of the strategies detailed are ongoing, many have quite specific timeframes. These are detailed in annual updates to the Road Safety Action Plan.

1. Key Objectives - Safer People

Objective To improve the way in which we use our roads making them a safer place for our families, our friends and ourselves

STRATEGIES	STAKEHOLDERS
Speeding	
<ul style="list-style-type: none"> Support and supplement state and regional speeding campaigns with the development and use of local resources including local media, signage, banners and the speed observation board 	RSO RMS Police
<ul style="list-style-type: none"> Work in partnership with local highway patrol police and the community to target identified locations where drivers speed, integrating education and enforcement 	RSO RMS Police
Drink driving	
<ul style="list-style-type: none"> Support and enhance state and local drink driving education campaigns 	RSO RMS Police
<ul style="list-style-type: none"> Work in partnership with local police, licensed venues, sporting groups, emergency services and community groups to target locations and times that drivers are known to drink and drive, integrating education, responsible service of alcohol and enforcement 	RSO Police Licensed Venues Liquor Accord Sporting Clubs Community Groups
Young drivers	
<ul style="list-style-type: none"> Integrate road safety into local youth programs 	RSO Youth Officer Youth Action Team
<ul style="list-style-type: none"> Identify and review current young driver training programs that may be suitable for implementation into the local area 	RSO RMS Schools PCYC NRMA
<ul style="list-style-type: none"> Involve young people wherever possible in the development of youth road safety programs 	RSO Youth Officer Schools Youth Groups Councils
<ul style="list-style-type: none"> Work in partnership with local police, schools, sporting groups, P&C Groups, NSW Health and youth agencies targeting young driver issues integrating education and enforcement 	RSO Police Sporting Groups Youth Agencies Schools P & C NSW Community Health

STRATEGIES	STAKEHOLDERS
Seatbelts/Child Restraints	
<ul style="list-style-type: none"> Support and supplement state/regional wide campaigns with the use of local resources 	RSO RMS Police
<ul style="list-style-type: none"> Work with local stakeholder groups to promote correct seatbelt usage and child restraint usage 	RSO RMS Authorised Restraint Fitters Hospitals Early Childhood Centres Family Day Care Baby Health Clinics New Mothers Groups
Fatigue, Driver distraction & Inattention	
<ul style="list-style-type: none"> Support and supplement state/regional wide campaigns with the use of local resources including local information packages and rest stop identification 	RSO RMS Police
<ul style="list-style-type: none"> Investigate alternatives for the development of a fatigue and inattention awareness program aimed at farmers, shift workers, heavy vehicle drivers and residents who drive long distances 	RSO Agribusinesses Heavy Vehicle Companies Local businesses
<ul style="list-style-type: none"> Investigate the development and implementation of campaigns that educate motorists to improve the visibility of their vehicles under certain conditions (i.e. Fog = headlights on) 	RSO RMS Police Local Businesses Motor dealerships
<ul style="list-style-type: none"> Investigate the development and implementation of campaigns that educate motorists about the dangers of livestock and native animals on local roads 	RSO RMS Police Agribusinesses & agencies Wildlife Groups (WIRES)
Pedal Cyclists	
<ul style="list-style-type: none"> Continue to promote Bike Week in the community and to conduct bicycle safety activities during this week 	RSO Council Police Schools
<ul style="list-style-type: none"> Review and implement localised Bike Plans 	RSO Council Engineering Department

STRATEGIES	STAKEHOLDERS
Pedestrians	
<ul style="list-style-type: none"> Review and implement localised Pedestrian Access and Mobility Plans 	RSO Council Engineering Department
<ul style="list-style-type: none"> Work with local aged care providers, community groups and health care providers to provide education and information for mobility scooter operators 	RSO Community groups Aged care providers NSW Community health
School Road Safety	
<ul style="list-style-type: none"> Work in partnership with local police, schools, RMS and community groups to target school road safety, integrating education, engineering solutions and enforcement 	RSO RMS Council Engineering Department Local Traffic Committee Police Schools
<ul style="list-style-type: none"> Continue to deliver a public education campaign to promote community awareness of 40km zones around schools 	RSO RMS Schools
Motorcyclists	
<ul style="list-style-type: none"> Conduct an education program targeting high risk age groups for motorcyclists. Focus on the use of the correct safety attire and responsible road use. 	RSO RMS
<ul style="list-style-type: none"> Work directly with motorcyclist groups to implement safety and education strategies for motorcyclists 	RSO RMS Motorcycle Groups Motorcycle Suppliers
Drug driving	
<ul style="list-style-type: none"> Support State and regional programs targeting drug driving through media releases, brochures and presentations 	RSO RMS NSW Community Health Youth Action Team Police
<ul style="list-style-type: none"> Work with heavy vehicle companies on developing safe driving policies and ongoing implementation of them. 	RSO RMS

STRATEGIES	STAKEHOLDERS
Heavy vehicles	
<ul style="list-style-type: none"> Continue to develop and implement a seasonal program addressing harvest vehicle road safety issues 	RSO RMS Agribusinesses
<ul style="list-style-type: none"> Audit and identify heavy vehicle movements throughout the Shires Research fatigue issues and rest stop provision 	RSO RMS Police Council Engineering Department Heavy Vehicle operators
Older drivers	
<ul style="list-style-type: none"> Develop practical training and education programs for older drivers 	RSO RMS Driving Schools Community groups NSW Community Health
<ul style="list-style-type: none"> Consult directly with older road users in the local community about road safety issues that concern them 	RSO Council
<ul style="list-style-type: none"> Investigate the opportunity to provide a free or subsidised refresher driving course 	RSO Local Organisations
Safer Vehicles	
<ul style="list-style-type: none"> Encourage the purchase of ANCAP 5 Star safety rated vehicles for Council's fleet 	RSO Council Management
<ul style="list-style-type: none"> Use community workshops and presentations (e.g. GLS Workshops, older driver workshops) to promote the purchase of ANCAP 5 Star safety rated vehicles 	RSO
Community Consultation	
<ul style="list-style-type: none"> Investigate providing a regular road safety article to the local newspaper 	RSO
<ul style="list-style-type: none"> Work closely with local organisations to promote road safety 	RSO
<ul style="list-style-type: none"> Set up a community consultation network of key stakeholders. Conduct an open forum to discuss road safety issues (such as a Road Safety Group) 	RSO

2. Key Objectives - Safer roads

Objective To improve and maintain the safety of our road network for all users

STRATEGIES	STAKEHOLDERS
<ul style="list-style-type: none"> Audit crashes and monitor crash sites to identify Black Spot locations and source Black Spot funding 	RSO Council Engineering Department RMS
<ul style="list-style-type: none"> Map crash sites using GIS spatial maps to determine exactly where crashes are occurring 	RSO Council Engineering Department
<ul style="list-style-type: none"> Incorporate road safety into long term strategic planning for road construction and maintenance 	RSO Council Engineering Department
<ul style="list-style-type: none"> Utilise stakeholder groups including Local Traffic Committees to identify potential safety issues and solutions with local roads 	RSO Council Engineering Department Local Traffic Committee
<ul style="list-style-type: none"> Continue to promote road safety as a major consideration in the prioritisation of Council's Works Improvement Programs 	RSO Council Engineering Department
<ul style="list-style-type: none"> Investigate any possible alternative strategies to reduce the general crash rate 	RSO Council RMS

3. Key Objectives - Land Use & Transport Planning

Objective To ensure that road safety is a priority in regards to land use and transport planning

xxx

STRATEGIES	STAKEHOLDERS
<ul style="list-style-type: none"> Continue to consider road safety when evaluating local developments 	RSO Council Engineering and Environmental & Planning Departments
<ul style="list-style-type: none"> Liaise with State and Federal Governments to improve local transport infrastructure to cope with the expected increase in freight movements 	Council Management
<ul style="list-style-type: none"> Ensure the integration of road safety issues in Council traffic and transport strategies and Council Management Plans. 	RSO Road Safety Steering Committee Council Management

4. Key Objectives - Community/Stakeholder based action

Objective To develop and nurture widespread community and stakeholder support for, and ownership of, road safety programs

STRATEGIES	STAKEHOLDERS
<ul style="list-style-type: none"> Develop and review Council road safety policies that are implemented and targeted to all Council staff 	RSO Council Workplace Health & Safety Committee
<ul style="list-style-type: none"> Utilise existing Council newsletters to educate staff and residents about local road safety issues. 	RSO Council
<ul style="list-style-type: none"> Implement regular monthly articles into local newspapers highlighting road safety issues and increasing community awareness of road safety programs 	RSO Eastern Riverina Chronicle Community Newsletters
<ul style="list-style-type: none"> Work with organisers of local events, fairs and festivals to include road safety programs and initiatives within their planning 	RSO Stakeholder Groups, Council Community Development Officer and Director of Engineering
<ul style="list-style-type: none"> Develop links with local organisations to improve the implementation and efficiency of road safety programs. Organisations may include but are not be limited to sporting groups, clubs, emergency services, general community groups, youth groups, senior citizens groups and schools 	RSO Stakeholder Groups Road Safety Steering Committee
<ul style="list-style-type: none"> Provide opportunities for community input into Road Safety issues within the local area 	RSO Local Traffic Committee
<ul style="list-style-type: none"> Investigate and implement positive reinforcement and rewards systems for safe driving practices 	RSO RMS

5. Co-ordination and monitoring

Objective To monitor the implementation and effective use of the Three Year Local Government Road Safety Action Plan

STRATEGIES	STAKEHOLDERS
<ul style="list-style-type: none"> Conduct an annual review of the Action Plan with the Road Safety Steering Committee 	RSO Road Safety Steering Committee
<ul style="list-style-type: none"> Councils to adopt the Road Safety Action Plan as a part of their annual Management Plans 	RSO Road Safety Steering Committee Council management
<ul style="list-style-type: none"> Seek opportunities to coordinate activities of road safety stakeholders at a regional level 	RSO RMS

References

1. NSW Road Safety Strategy 2012 – 2021, Transport for NSW, December 2012
2. NSW Motorcycle Safety Strategy 2012 – 2021, Transport for NSW, 2012
3. Murray-Murrumbidgee Regional Transport Plan, Transport for NSW, December 2013
4. Riverina Regional Action Plan – NSW 2021, NSW Department of Premier & Cabinet, December 2012
5. Greater Hume 2030 Community Strategic Plan
6. Greater Hume Shire Council Delivery Plan 2013 – 2017
7. Greater Hume Shire Council Budget 2013 – 2017
8. Greater Hume Shire Council Roads Strategy 2012 – 2016
9. Greater Hume Shire Council Economic Development & Social Plan 2008
10. Lockhart Community Strategic Plan 2012 – 2022
11. Lockhart Shire Council Annual Report 2013
12. Urana Community Strategic Plan 2013 – 2033
13. Urana Shire Council Annual Report 2012 - 13
14. Greater Hume, Lockhart & Urana Shire Councils Road Safety Strategic Plan 2007 – 2012
15. Local Government And The Safe System Approach To Road Safety, David McTiernan, Blair Turner, Ruth Wernham & Ross Gregory, ARRB Group Ltd, September 2010
16. Road Safety Progress Report for NSW Parliament on 2012 Activities, Transport for NSW, November 2013
17. Centre For Road Safety crash statistics 2008 – 2012 for Greater Hume, Lockhart, & Urana Shires, SW NSW and All NSW