



Warrumbungle Shire Council Road Safety Strategic Plan 2008 - 2010



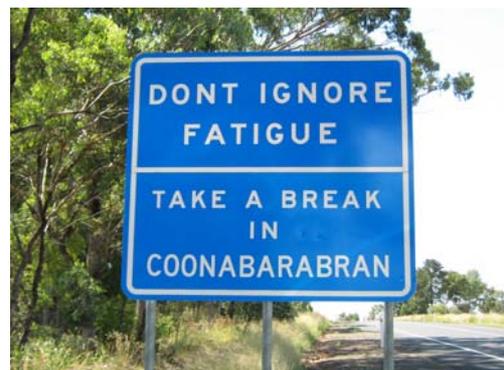
Message from the Mayor

This road safety strategic plan for the Warrumbungle Shire demonstrates a strong long-term partnership and commitment to improving road safety outcomes for our people. Too many lose their lives or are hurt as a result of road accidents occurring within our Shire boundaries.

Our challenge over the next couple of years will be to reduce the fatality and injury rate in our Shire. 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.

The plan takes on board the views of our community and the organisational stakeholders that work with Council to improve road safety. Our Council welcomes this plan as a key strategic initiative not only to reduce emotional trauma and personal loss, but the financial costs associated with road accidents. The plan will build on the achievements already made in improving road safety in the Warrumbungle Shire. It also provides an opportunity to link road safety to strategies Council already has in place for the future of our Shire.

As the Mayor I support this plan and am confident that by 2010 we will make gains to improve road safety for not only the 10,500 residents that live in our Shire but the many thousands of visitors and transport operators that move through and within our boundaries every day.



Executive Summary

Warrumbungle Shire Council has a strong road safety focus which aims to address road trauma and reduce the number of crashes occurring within the boundaries of our Shire. Every year around 42 people are killed and/or injured on roads in the Warrumbungle Shire, which means that the economic and social costs of road crashes to the area are high.

Council and the community are working together to achieve clear road safety goals. Road safety is considered in most of Council decisions – particularly road works and maintenance and development proposals.

It is therefore important that an effective long-term strategy is in place to improve the safety of our roads for people that live in and visit the Shire.

There are several ways that improvements to road safety can be achieved. A safer road environment, high profile road safety education programs, effective transport management, strong organisational partnerships, police enforcement and community ownership are some of the strategies that can work to reduce the risk of being hurt on our roads.

In 2007 the development of a road safety strategic plan was commissioned for the Warrumbungle Shire Council.

The plan was developed using a strong consultative process with the project steering committee and organisational partners and road safety workshops.



Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

The Warrumbungle Shire Council Road Safety Strategic Plan 2008-2010 will:

- Integrate road safety into the different divisions of Council planning
- Increase road safety awareness, direction and ownership throughout Council staff and shire residents
- Improve road safety through engineering and transport planning measures
- Continue to encourage effective communication and assistance between community stakeholders, NSW Police, Council and the RTA
- Contribute to safer roads and safer people
- Implement projects and access funding to target the reduction in road crashes with community support

The social and environmental issues considered when looking at the factors that influence Road Safety in our shire include:

- A large proportion of Indigenous population compared to the rest of the region
- An aging population
- A higher percentage of people aged under 20 years and aged between 40 – 59 years.
- A major network of State Highways
- A high incidence of speeding and driver fatigue crashes
- A rural agricultural based population
- A high occurrence of Heavy vehicles



Photo: David Kirkland

An analysis of crash data shows that the priority road safety issues for the Warrumbungle Shire are:

- Addressing speed, alcohol and fatigue for all driver classes
- Passenger safety
- Pedestrian safety (particularly school zones)
- Motorcyclist safety
- Enforcement and deterrence
- Truck Safety
- Awareness of animals on the side of roads

The key road user groups living and working in the Shires that this plan will target are:

- Drivers aged 30-59 years
- Young people aged 17 – 25 years of age.
- Motorcyclists
- Drivers and operators of trucks
- Warrumbungle Shire Council staff
- Older drivers and pedestrians (including motorised wheelchairs, commonly known as gophers and scooters)
- Indigenous drivers and pedestrians
- Tourists

The major challenge for the Warrumbungle Shire Council over the next three years will be to implement road safety strategies and outcomes that work to reduce road casualties. Road safety strategies are outlined from Page 24 of this plan.

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Introduction

The Warrumbungle Shire Road Safety Strategic 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, Greater Western Area Health Service and the NSW Police.



Through the implementation of the Plan, Council will endeavour to:

- 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
- Establish an information base for cohesive, long term planning for the development of the local road network and services
- Be a leader in road safety initiatives in our region

Outcomes of the Plan

The aim of the Warrumbungle Shire Road Safety Strategic Plan is for road safety to become an integral component in Council management plans. Additionally the aim is to increase the priority of road safety to the residents and visitors of the shire, thereby reducing the number of crashes recorded in the shire.



Objective 1

Integrate road safety into the different divisions of Council planning

Objective 2

Increase road safety awareness, direction and ownership through Council staff and shire residents

Objective 3

Improve road safety through engineering and transport planning measures

Objective 4

Continue to encourage effective communication and assistance between community stakeholders, NSW Police, Council and the Roads and Traffic Authority

Objective 5

Contribute to safer roads and safer people

Objective 6

To implement projects to target the reduction in road crashes with community support

An Overview of the Warrumbungle Shire

The Warrumbungle Shire covers an area of 12 380 km² with a population of approximately 9,808. It is located in the Central West of New South Wales (approximately 5 hours drive north west of Sydney) with the major towns of the area being Coonabarabran and Coolah. Other villages and towns include Dunedoo, Binnaway, Baradine, Mendooran, Goolhi, Bugaldie, Rocky Glen, Ulamambri, Leadville, Weetalibah, Neilrex, Merrygoen and Purlewaugh.

The temperature range in Summer is 14°C - 31°C, while the Winter range is 1°C - 16°C. The average annual rainfall is 740mm per annum.



Photo: Lynley Nietschke



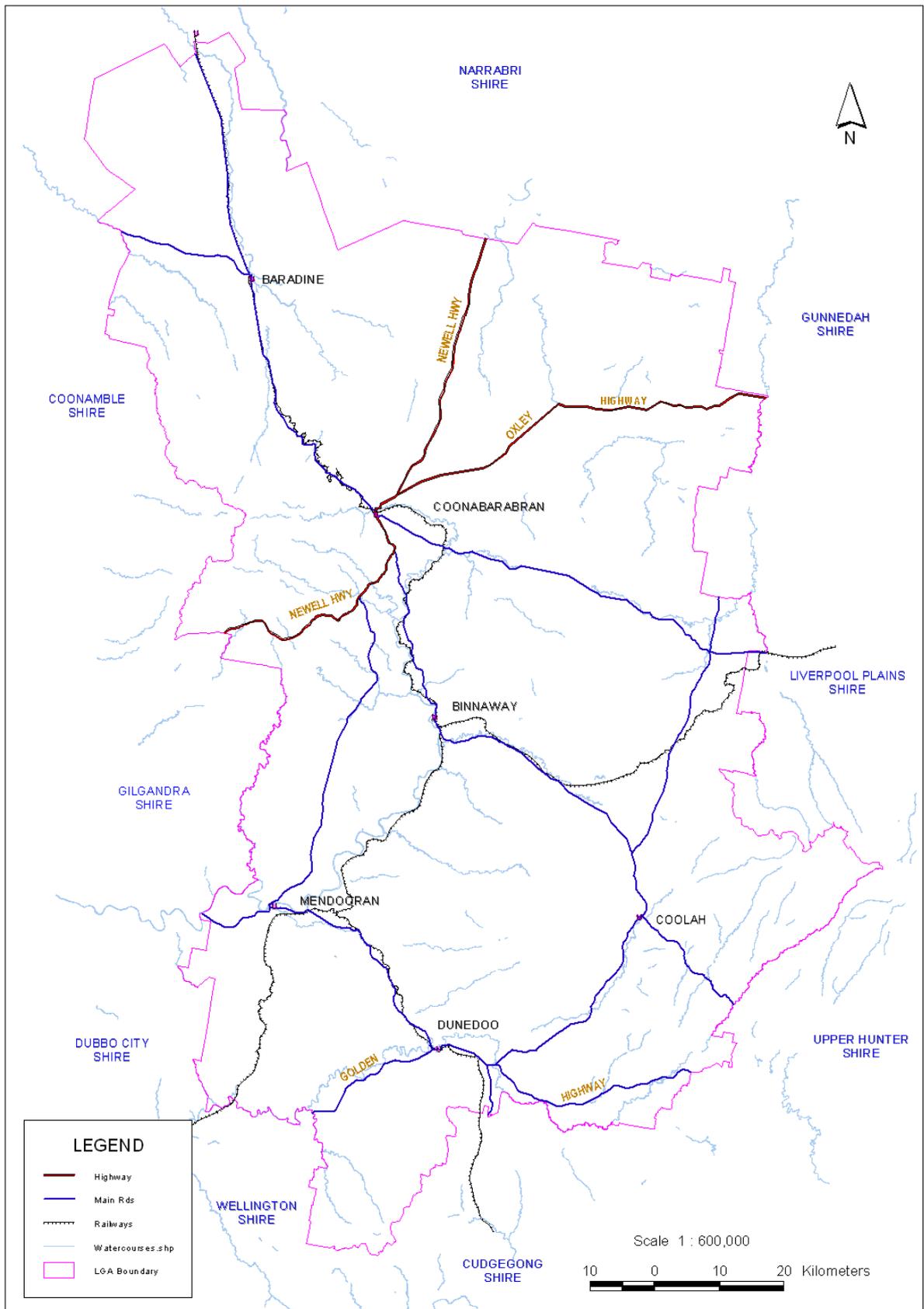
Photo: David Kirkland

The area is well known for its' striking geological features – Warrumbungle National Park and Coolah Tops. Coonabarabran is known as the "Gateway to the Warrumbungles" and the "Astronomy Capita of Australia". Siding Springs Observatory is located in Coonabarabran with 11 radio telescopes. Tourism is a major component of the local economy with Coonabarabran situated on the Newell and Oxley Highways and Dunedoo on the Golden Highway.

It is a rural shire with wheat, grain and fodder cropping, wool and cattle production being the primary agricultural activities.

Traditionally forestry has been a major industry in the area; with forestry reserves covering more than 100 000 hectares. Many of these reserves have been transformed into National Parks and there has been a rapid decline in the number of timber mills and forestry workers.

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010



Population

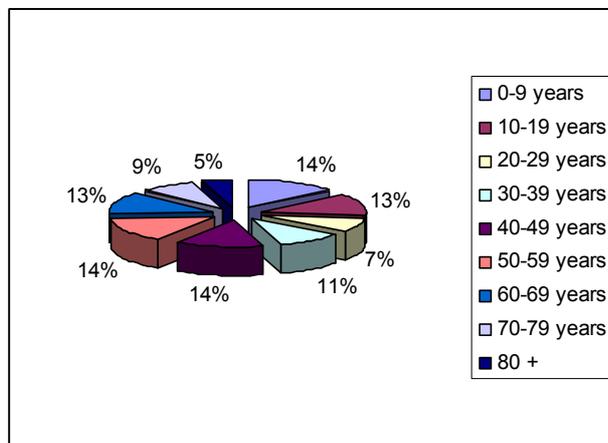
Population statistics are critical factors that influence road safety planning. The Warrumbungle Shire Council key statistics from the 2006 census are as follows:

- Coonabarabran and district had the largest population (3,422) followed by Dunedoo and district (1653) and Coolah and district (921)
- Two thirds of the shires population live in urban areas
- The indigenous population of the shire is 7.6% compared to 2.3% Australia wide. Coonabarabran has the largest number of indigenous persons (415), which is equivalent to 15.9% of the population
- Over 47% of occupied private dwellings were fully owned
- The 50-59 year age grouping was the largest in the shire (15% of population), followed by the 0-9 year group with 10-19 year and 40-49 year groupings the next largest
- English was the only language spoken at home in 94.6% of the population
- The earning capacity is reduced in the Warrumbungle Shire Council area when compared with the Australian average.
- The population of the shire has been decreasing over a number of decades (decrease of 5.7% between 1991 to 2001)¹
- 71% of the population own either one car (37%) or 2 cars (34%) per household

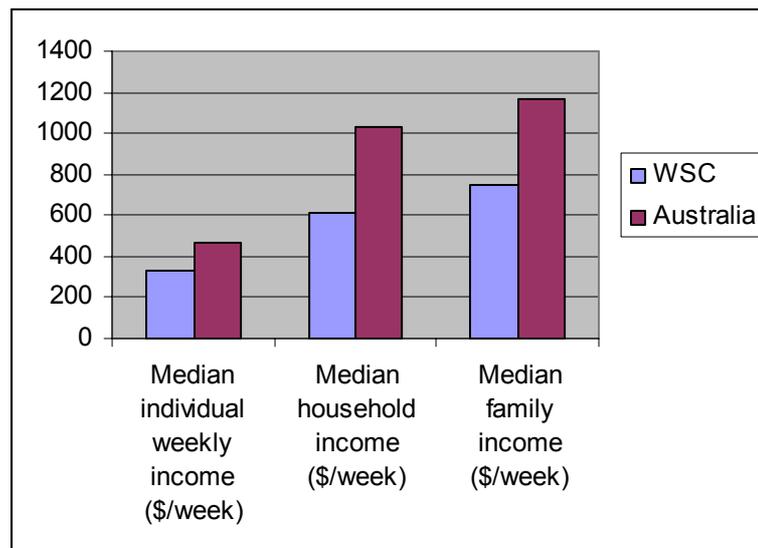
**Table 1 - Persons Characteristics in Warrumbungle Shire Council Area
(Place of usual residence)**

| Characteristics | Number in WSC | % of persons in WSC | Australia figure | % of persons in Australia |
|----------------------------------|---------------|---------------------|------------------|---------------------------|
| Total persons (excl. OSV) | 9 808 | - | 19 855 288 | - |
| Males | 4 977 | 50.7% | 9 799 252 | 49.4% |
| Females | 4 831 | 49.3% | 10 056 036 | 50.6% |
| Indigenous persons | 746 | 7.6% | 455 031 | 2.3% |

Graph A - Age Groupings for Warrumbungle Shire Council



Graph B - Income (Population aged 15 years and over)



Roads

Warrumbungle Shire Council has 2972 kilometres of roads. This includes 1270 kilometres of sealed roads and 1702 kilometres of unsealed roads.

The shire has an extensive network of roads which requires a large funding demand for maintenance and construction. As can be seen from Table 2 (below) a large proportion of the roads in the shire are financially controlled by Warrumbungle Shire Council.

The Shire has 59 bridges and major culverts on local roads and 36 bridges on regional roads to maintain.



The Shire has 4 major highways traversing it – Newell Highway, Oxley Highway, Golden Highway and Castlereagh Highway. Consequently a large majority of traffic passing through the shire are heavy vehicles. Many major roads throughout the Warrumbungle Shire are classed as B-Double routes.

Table 2 - Number of Kilometres of Sealed and Unsealed Roads in the Warrumbungle Shire Council

| | Financial Control | Sealed Road (km) | Unsealed Road (km) |
|----------------------|--------------------------|-------------------------|---------------------------|
| Local Road | Council | 584 | 1700 |
| Regional Road | Council | 396 | 2.6 |
| Highway | RTA | 290 | 0 |
| TOTAL | | 1270 | 1702 |

Road Safety Target Areas

Social issues and environmental issues in the Warrumbungle Shire Council area are a major consideration when looking at the factors that influence the Road Safety Strategic Plan.

Important road safety target areas to be included in the Road Safety Strategic Plan include:

- Large proportion of Indigenous population
- Aging population
- Higher percentage of people aged under 20 years and aged between 40 – 59 years
- High occurrence of Heavy vehicles
- Major network of State Highways
- High incidence of speeding and driver fatigue crashes
- Rural population – agricultural base



Photo: Jenny Lloyd



Crash Profile

Crash analysis is a critical factor when determining the road safety direction for the Warrumbungle Shire Council. Crashes analysed occurred in the shire within the period of 2002 – 2006.

It is worth noting that anecdotally many non-towaway crashes occur that are unreported to the Police. The most prevalent example of this would be animals running into the path of an oncoming vehicle from the side of the road. This is a very difficult statistic to capture.

Warrumbungle Shire Council road fatalities and injury crashes have decreased from a high of 50 crashes in 2002 to 41 crashes in 2003, 2004 and 2006. (see Graph C) The total fatal and injury crashes in the Warrumbungle region account for approximately 4% of the Western Region of NSW statistics. (see Table 3)

Graph C - 2002-2006 Summary of Year of Crash by Degree of Injury in WSC

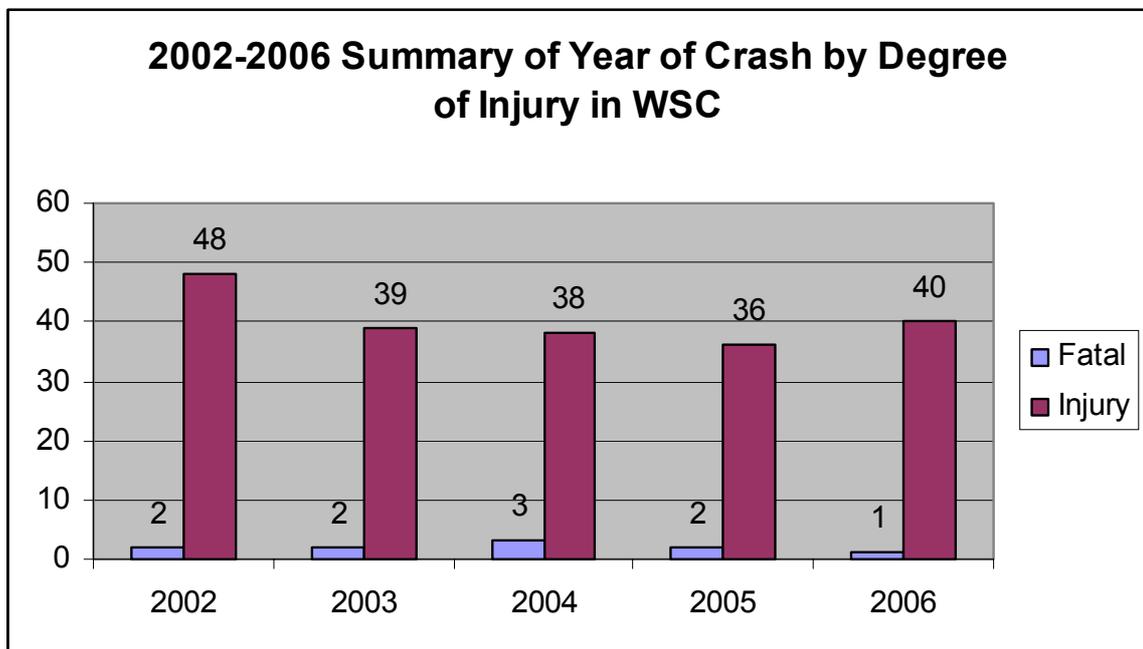


Table 3 - WSC comparison to Western Region of NSW

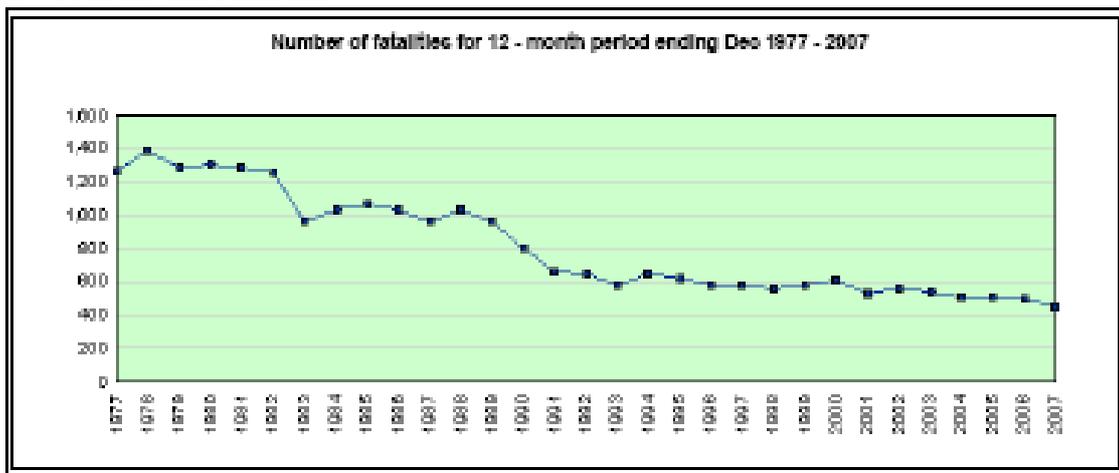
| Summary | Grand Total | Western Region | WSC/WR % |
|--------------------|-------------|----------------|----------|
| Fatal | 10 | 249 | 4% |
| Injury | 201 | 4687 | 4.3% |
| Grand Total | 211 | 4936 | 4.3% |

Since 1997 there has been a downward trend in the number of fatalities in NSW. The large decrease in 1982 indicates the introduction of Random Breath Testing. (see Graph D)

The focus on road safety clearly indicates a decrease in the number of fatalities despite the large increase in population and number of vehicles.

Graph D - NSW Overall Fatalities Trend 1977 - 2007

3.1 FATALITIES - OVERALL TREND



35% of the fatal and injury crashes in the shire have females in control of the vehicle; while in 64% of the case males are in control of the vehicle.

This is a representative figure for the Western Region also. Men are 2/3 more likely to be in control of a vehicle involved in a fatal or injury crash.

(see Table 4)

Table 4 - Degree of Crash by Sex of the Controller

| Sex of Controller | Fatal | Injury | Grand Total | % of Total | WR Total | WR Total % |
|--------------------|-------|--------|-------------|------------|----------|------------|
| Female | 3 | 71 | 74 | 35% | 1605 | 33% |
| Male | 7 | 128 | 135 | 64% | 3218 | 65% |
| Unknown | | 2 | 2 | 1% | 112 | 2% |
| Grand Total | 10 | 201 | 211 | 100% | 4936 | 100% |

The age group over represented in the statistics in the Warrumbungle Shire area is the 17-25 year age group. This represents the age group that is progressing through Learner and Provisional licencing stages of their driving career.

It is a relatively even spread between males and females in this age bracket. This is compared with the 2/3:1/3 male:female ratio previously noticed.

However the highest number of fatalities is in the 40-49 year age bracket. The next largest age group for both fatal and injury crashes is the 30-39 year bracket, followed by 50-59 year. (see Table 5)

Table 5 - Degree of Crash and Sex of Controller by Age of Controller

| | FATAL | FATAL | INJURY | INJURY | |
|--------------------------------|---------------|--------------|---------------|---------------|--------------|
| Age Group of Controller | Female | Male | Female | Male | Total |
| 5-16 | | | 1 (25%) | 3 (75%) | 4 |
| 17-20 | | 1 (100%) | 15 (45%) | 18 (55%) | 34 |
| 21-25 | | | 8 (44%) | 10 (56%) | 18 |
| 26-29 | | | 5 (36%) | 9 (64%) | 14 |
| 30-39 | | 2 (100%) | 13 (36%) | 23 (64%) | 38 |
| 40-49 | 2 (50%) | 2 (50%) | 9 (39%) | 14 (61%) | 27 |
| 50-59 | | 1 (100%) | 9 (29%) | 22 (71%) | 32 |
| 60-69 | 1 (100%) | | 7 (29%) | 17 (71%) | 25 |
| 70-79 | | | 2 (18%) | 9 (82%) | 11 |
| 80+ | | 1 (100%) | | 2 (100%) | 3 |
| Unknown | | | 2 | 1 | 5 |
| Grand Total | 3 | 7 | 71 | 128 | 211 |

Warrumbungle Shire has a higher percentage on each of the 3 major behavioural factors when compared with the Western Region. Of particular concern is the higher driver fatigue statistic when compared with the Western Region. In comparison to NSW figures the Warrumbungle Shire Council area average is higher for driver fatigue related crashes only. (see Table 6)

It is interesting to note that during 2007 driver fatigue and alcohol related crashes increased in NSW when compared with the 2004-2006 average.

Table 6 - Behavioural Factors by Degree of Crash compared with Western Region and NSW

| Behav Factor | Fatal | Inj | Total | Total % | WR Fatal | WR Inj | WR Total | WR % | NSW 2004-2006 av & (2007 fig) |
|---------------------|--------------|------------|--------------|----------------|-----------------|---------------|-----------------|-------------|--|
| Speed | 4 | 64 | 68 | 30% | 99 | 1209 | 1308 | 27% | 37.8%(30.8%) |
| Fatigue | 3 | 43 | 46 | 22% | 63 | 656 | 719 | 15% | 17.7%(19.3%) |
| Alcohol | 3 | 22 | 25 | 12% | 60 | 370 | 430 | 9% | 18.1%(20.9%) |
| Unk | | | 72 | | | | 2479 | | |
| Grand Total | | | 211 | | | | 4936 | | |

Coonabarabran had the larger number of both fatal and injury crashes

Table 7 - Region where Crashes Occur by Degree of Crash

| Accident Region | Fatal | Injury | Grand Total |
|--------------------|-------|--------|-------------|
| Coolah | | 71 | 71 |
| Coonabarabran | 10 | 130 | 140 |
| Grand Total | 10 | 201 | 211 |

There has been an increase in crashes over Public Holidays that are held on weekdays between 2002 and 2006. However there is a decrease in fatal and injury crashes over all Public Holiday events over the same period. (see Table 8, Graph E and Table 9)

Table 8 - Holiday Periods by Degree of Crash

| Public Holiday | Fatal | Injury | Grand Total |
|--------------------|-------|--------|-------------|
| Anzac Day | | 1 | 2 |
| Australia Day | | 2 | 2 |
| Christmas | 1 | 5 | 6 |
| Easter | | 4 | 4 |
| Labour Day | | 4 | 4 |
| Other weekday | 2 | 129 | 131 |
| Other weekend | 6 | 55 | 61 |
| Queens Birthday | | 1 | 1 |
| Grand Total | 10 | 201 | 211 |

Graph E - Holiday Periods by Degree of Crash

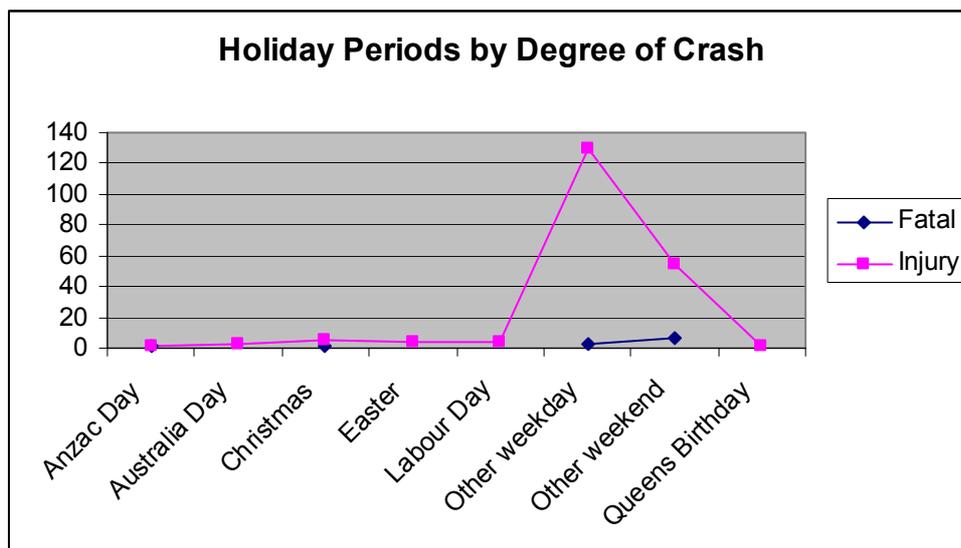
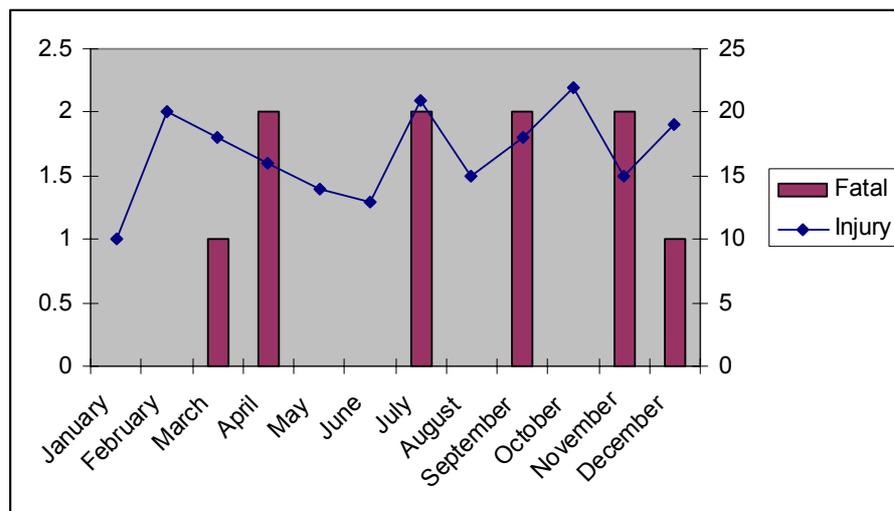


Table 9 - Holiday Period by Year of Crash

| Public Holiday | 2002 | 2003 | 2004 | 2005 | 2006 | Grand Total |
|--------------------|-----------|-----------|-----------|-----------|-----------|-------------|
| Anzac Day | 1 | 1 | | | | 2 |
| Australia Day | | | 2 | | | 2 |
| Christmas | | 3 | 1 | 1 | 1 | 6 |
| Easter | 2 | 1 | | | 1 | 4 |
| Labour Day | 1 | 1 | | | 2 | 4 |
| Other weekday | 29 | 19 | 27 | 25 | 31 | 131 |
| Other weekend | 16 | 16 | 11 | 12 | 6 | 61 |
| Queens Birthday | 1 | | | | | 1 |
| Grand Total | 50 | 41 | 41 | 38 | 41 | 211 |

The greatest number of crashes occur on average in July. April, July, September and November all share the greatest number of fatal crashes. (see Graph F)

Graph F - Month Crashes Occur by Degree of Crash

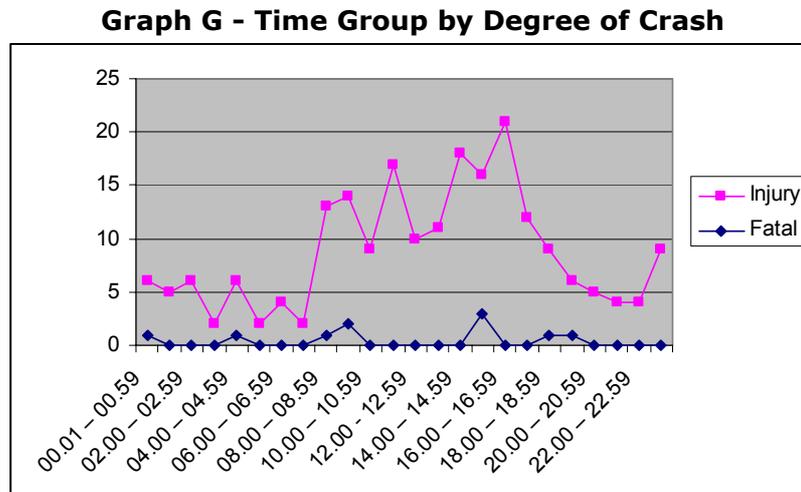


Friday, Saturday and Sunday are the peak days of the week for fatal and injury crashes. (see Table 10)

Table 10 - Days of the Week by Degree of Crash

| Day of the Week | Fatal | Injury | Grand Total |
|--------------------|-----------|------------|-------------|
| Monday | 1 | 25 | 26 |
| Tuesday | | 32 | 32 |
| Wednesday | | 20 | 20 |
| Thursday | 1 | 26 | 27 |
| Friday | 1 | 38 | 39 |
| Saturday | 4 | 30 | 34 |
| Sunday | 3 | 30 | 33 |
| Grand Total | 10 | 201 | 211 |

The greatest number of fatal and injury crashes is at 4pm. The largest number of fatal crashes is at 3pm. (see Graph G)

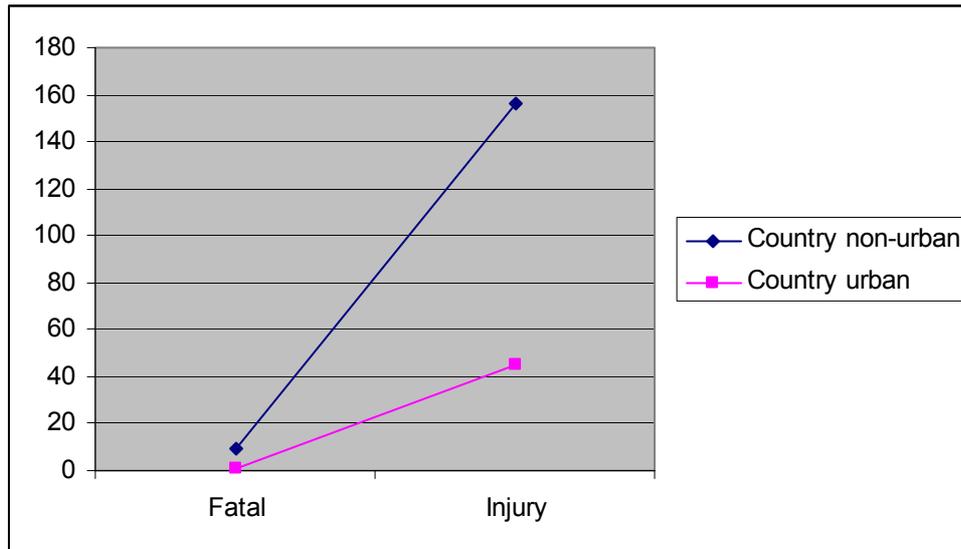


State Highway 17 (Newell Highway) has the largest number of fatal and injury crashes. 2002 statistics indicate a high number of crashes for this route with a slight decrease shown for 2003 – 2005 inclusive. However 2006 shows an increase in fatal and injury crashes. The Newell Highway traverses the Warrumbungle Shire Council area for 90.07 kilometres. The number of fatal and injury crashes is also high for local roads. (see Table 11 and Graph H)

Table 11 - Road Route by Year of Crash

| Accident Route | 2002 | 2003 | 2004 | 2005 | 2006 | Grand Total |
|--------------------|------|------|------|------|------|-------------|
| 11 | 4 | 5 | 5 | 2 | 3 | 19 |
| 129 | 3 | 2 | | 6 | 5 | 16 |
| 17 | 16 | 9 | 9 | 7 | 10 | 51 |
| 18 | 1 | 4 | 2 | 1 | 1 | 9 |
| 27 | 3 | 5 | 3 | 2 | 3 | 16 |
| 329 | | | | 1 | 1 | 2 |
| 334 | 4 | 3 | 1 | 3 | | 11 |
| 396 | | | 1 | 2 | 1 | 4 |
| 4053 | 1 | | 1 | | | 2 |
| 55 | 5 | 3 | 7 | 7 | 6 | 28 |
| 618 | 1 | | | 1 | 1 | 3 |
| Local | 12 | 10 | 12 | 6 | 10 | 50 |
| Grand Total | 50 | 41 | 41 | 38 | 41 | 211 |

Graph H - Urbanisation by Degree of Crash



The majority of crashes occur on sealed roads out of town as can be seen from Table 12.

Table 12 - Road surface by degree of crash

| Road Surface | Fatal | Injury | Grand Total |
|--------------------|-------|--------|-------------|
| Sealed | 8 | 176 | 184 |
| Unsealed | 2 | 25 | 27 |
| Grand Total | 10 | 201 | 211 |

Cars, followed by trucks are the type of vehicle involved in crashes in the Warrumbungle Shire Council area. (see table 13)

Table 13 - Type of Vehicle involved in crash by degree of crash

| Type of Vehicle Involved | Fatal | Injury | Grand Total |
|----------------------------|-------|--------|-------------|
| 4 wheel drive | | 17 | 17 |
| Artic tanker | | 1 | 1 |
| B-Double | 2 | 9 | 11 |
| Car (sedan/hatch) | 6 | 93 | 99 |
| Large rigid | | 2 | 2 |
| Light truck | 1 | 26 | 27 |
| Motorcycle | | 17 | 17 |
| Other motor vehicle | | 1 | 1 |
| Passenger van | | 3 | 3 |
| Pedal cycle | | 1 | 1 |
| Semi trailer | 1 | 8 | 9 |
| Station wagon | | 17 | 17 |
| Utility | | 6 | 6 |
| Grand Total | 10 | 201 | 211 |

In 79% of crashes the seatbelt was worn. If a seatbelt was not worn there was a larger chance of having a fatal crash. (see Table 14)

Table 14 - Safety Restraint Used/Not Used by Degree of Crash

| Type of Safety Restraint Used/Not Used | Fatal | Injury | Grand Total |
|---|--------------|---------------|--------------------|
| Belt not fitted | | 1 | 1 |
| Belt NOT worn | 3 | 9 | 12 |
| Belt worn | 5 | 162 | 167 |
| Full face helmet | | 7 | 7 |
| NO helmet worn | | 5 | 5 |
| Open face helmet | | 6 | 6 |
| Unknown | 2 | 11 | 13 |
| Grand Total | 10 | 201 | 211 |

The majority of fatal and injury crashes occur in the 100 kilometre zones. This indicates that the majority of crashes occur out of town.

The rate of crashes in the 50 km zone is quite high, however no fatalities are recorded. All the fatalities were recorded at posted speed limits of 80 km/hr or higher. (see Table 15)

Table 15 - Maximum Posted Speed Limit by Degree of Crash

| Speed limit (max posted speed limit) | Fatal | Injury | Grand Total |
|---|--------------|---------------|--------------------|
| 40 | | 4 | 4 |
| 50 | | 34 | 34 |
| 60 | | 3 | 3 |
| 70 | | 3 | 3 |
| 80 | 1 | 1 | 2 |
| 100 | 6 | 142 | 148 |
| 110 | 3 | 14 | 17 |
| Grand Total | 10 | 201 | 211 |

Crash Data Target Areas

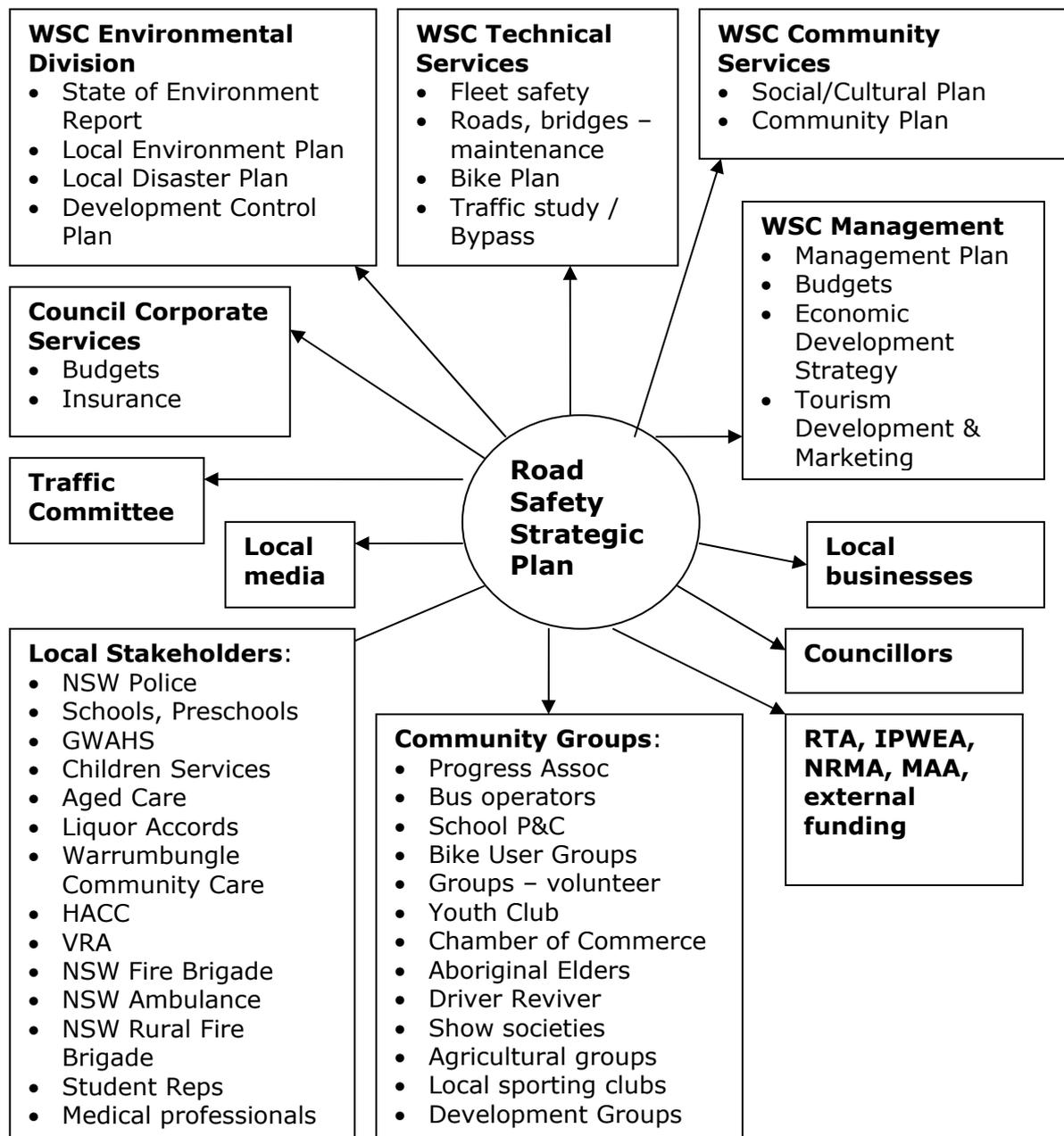
The target areas are:

- Males aged 30-59 years
- Males and females aged 17 – 25 years of age.
- Speeding and driver fatigue
- Police double demerit long weekends
- School hours and school zones
- Newell Highway and sealed local roads
- Other Police operations – Operation Backline (target Newell Highway particularly Friday, Saturday and Sunday)



Warrumbungle Shire Council Road Safety Commitment

This indicates how all sections of the Warrumbungle Shire community are involved in road safety.



Road Safety Priorities

Road User Groups

The key road user groups to address include:

- Drivers from the Warrumbungle Shire Council area
- Warrumbungle Shire Council staff
- Young drivers
- Older drivers
- Heavy vehicle drivers and operators
- Tourists
- All drivers

Road User Behaviour

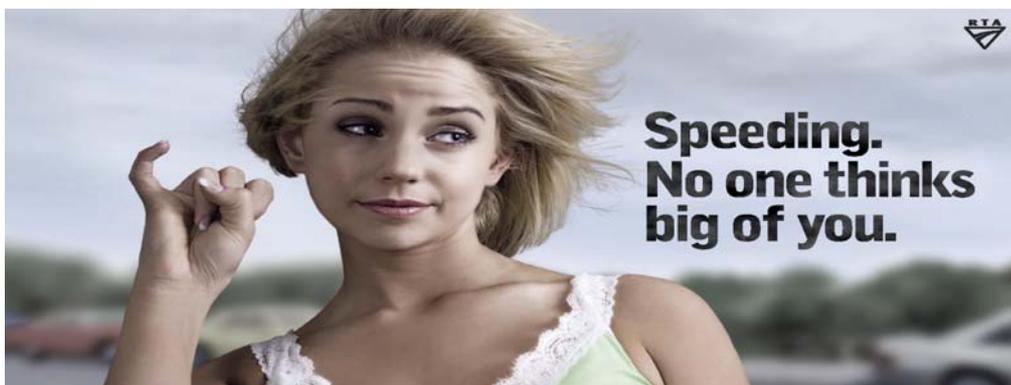
The key road user behavioural issues include:

- Speed
- Driver fatigue
- Drink and drug driving
- Awareness of animals on the side of the road
- Deliberate risk taking
- Mobile phone use

Road Infrastructure

The key road infrastructure issues include:

- Upgrade of rural roads
- Upgrade of highways throughout the shire
- Road conditions
- Signage
- Rest areas



Road Safety Strategic Action Plan

The Warrumbungle Shire Council Road Safety Strategic Action Plan is made up of six major subjects of road safety.

The road safety subjects are:

S1 - Safer People

S2 - Safer Roads

S3 - Transport and Land Use Planning and Management

S4 - Strategic Coordination and Communication

S5 - Community Involvement

S6 - Safer Vehicles and Equipment

Each of these areas have their own distinct objectives, strategies and responsibilities.

This in turn provides Council and the community with an overall framework of how the road safety area will be applied and evaluated.

A review of the former Coonabarabran Shire Council Road Safety Strategic Plan 2004 to 2009 has been conducted. The actions undertaken as part of this plan have been summarised in Appendix B. The unresolved strategies have been considered as part of this plan. A Road Safety Strategic Plan could not be located for the former Coolah Shire.



S1 - Safer People

Objective 1

Council to show long-term commitment to road safety

Strategies

- 1.1 Road Safety Strategic Plan endorsed by Council
- 1.2 Road safety included in all Council plans and strategies
- 1.3 Quarterly reporting of implementation of road safety plans
- 1.4 Continued budgeting for Council Road Safety plans

Responsibility

General Manager, Councillors, WSC Directors, RSO



Objective 2

Community to show long term commitment to road safety

Strategies

- 2.1 Community based projects designed to educate and be sustainable by groups taking over projects
- 2.2 Enhanced community involvement in projects

Responsibility

RSO, community groups, local businesses, Liquor accords, local stakeholders



Objective 3

Reduction in speed related crashes

Strategies

- 3.1 Involvement in Newell Highway speeding project (Don't be a Fool on the Newell – Slow Down) and use similar themes in the Southern end of the shire
- 3.2 Encourage speeding DVD from Newell project to be incorporated into local businesses induction programs – particularly male dominated workplaces
- 3.3 Support and publicity for NSW Police Enhanced Enforcement Programs – Operation Backline, Slow Down, Safe Arrival, Safe Return etc
- 3.4 Develop programs to enhance awareness of urban speed limits
- 3.5 Increase education programs regarding animals on the road
- 3.6 Promote school zone speed limits throughout shire
- 3.7 Use speed trailers and flashing light technologies throughout the shire to increase public awareness of speed limits
- 3.8 Conduct speeding education projects targeting young drivers
- 3.9 Conduct Learner Driver Parent Workshops

Responsibility

RSO, NSW Police, local media, Youth Clubs, local sporting clubs, local businesses



Objective 4

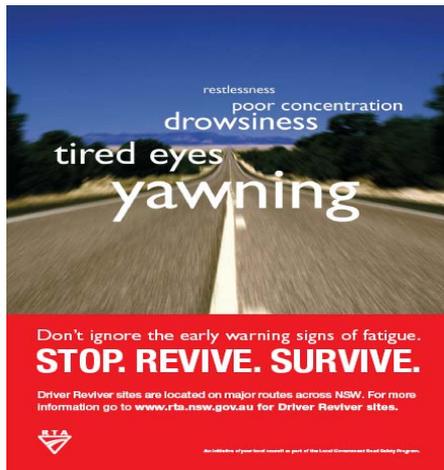
Reduce fatigue related crashes

Strategies

- 4.1 Conduct driver fatigue education projects at peak holiday/fatigue times
- 4.2 Encourage fatigue management component in Councils OH&S Policy
- 4.3 Encourage local trucking companies to adopt fatigue management plans and provide up to date RTA information
- 4.4 Continued support of regional and statewide RTA driver fatigue education
- 4.5 Support and promote local Driver Reviver groups
- 4.6 Encourage participation in “World’s Largest Virtual Solar System Drive” to combat driver fatigue

Responsibility

RSO, Community groups, RTA, local businesses, Driver Reviver sites, WSC Human Resources Department, Shire Visitor Information Centres



Objective 5

Target high risk road users – males 30-59 and young drivers (under 25)

Strategies

- 5.1 Support NSW Police road safety initiatives aimed at this target group
- 5.2 Support local school education aimed at this target group
- 5.3 Support TAFE road safety initiatives aimed at this target group
- 5.4 Conduct 'Learner Driver Workshops' throughout the shire
- 5.6 Target high risk road users in each Action Plan (Don't be a Fool on the Newell – Slow Down!, Southern Speeding Project)
- 5.7 Support Youth Week activities
- 5.8 Support local Youth groups
- 5.9 Encourage school student representative council (SRC) members to become involved in various projects aimed at this group.

Responsibility

RSO, NSW Police, youth groups, TAFE, schools, SRC members

Objective 6

Promote road safety issues to Aboriginal community members

Strategies

- 6.1 Encourage local TAFE language group to conduct road safety projects for the community
- 6.2 Support Aboriginal Elders in road safety initiatives
- 6.3 Support local school Aboriginal Liaison Officers (ALOs)
- 6.4 Initiate occupant restraint education to this target group
- 6.5 Encourage attendance to 'Learner Driver Workshops' for this target group
- 6.6 Develop road safety projects and source alternate funding through local Aboriginal men's groups

Responsibility

RSO, local TAFE language group, Aboriginal Elders, school ALOs, Preschool Aboriginal childcare worker, Aboriginal community, local Lands Council, NSW Police, 'Black on Track' men's group

Objective 7

Improve road safety for 0-9 year group

Strategies

- 7.1 Educate community on restraint usage
- 7.2 Support local, regional and statewide RTA initiatives for this vulnerable age group
- 7.3 Educate parents and carers through regular road safety talks
- 7.4 Source grant funding for the promotion of correct restraint usage and “hold my hand” promotion

Responsibility

RSO, Family Day Care, Connect 5, School P&Cs, Preschools, Long Day Care Centres, Play groups, local sporting clubs



Objective 8

Develop programs to increase community awareness of many road safety issues – including bicycle education, pedestrian safety, drug driving, animals/stock on road, on-road and off-road motorcycle activities.

Strategies

- 8.1 Support school based education of these road safety principals
- 8.2 Support Police education of these road safety principals
- 8.3 Regularly liaise with the local media to highlight these issues
- 8.4 Source alternate funding to highlight these issues
- 8.5 Encourage local businesses to participate in road safety initiatives linked with these road safety issues.

Responsibility

RSO, NSW Police, community groups, schools, local media, local businesses, sporting clubs

Objective 9

Continue to deliver road safety campaigns for the older road users

Strategies

- 9.1 Promote older driver workshops throughout shire
- 9.2 Promote gopher awareness programs
- 9.3 Involvement in Seniors Week

Responsibility

RSO, seniors groups, Warrumbungle Community Care



Objective 10

Reduction in Drink Driving related crashes and offences

Strategies

- 10.1 Conduct community education campaigns on the dangers of drink driving
- 10.2 Liaise with local media regarding this road safety issue
- 10.3 Support NSW Police initiatives
- 10.4 Support local Liquor Accord
- 10.5 Promote use of "Breathometers" in licenced premises

Responsibility

NSW Police, local Liquor Accords, local media, RSO, licenced premises throughout the shire



Objective 11

Develop programs to improve heavy vehicle safety and heavy vehicle driver safety

Strategies

- 11.1 Develop programs with the North West Weight of Loads Group (NWWOLG) to address heavy vehicle road safety issues
- 11.2 Support NWWOLG initiatives
- 11.3 Support NSW Police heavy vehicle initiatives
- 11.4 Continued support of regional and statewide RTA heavy vehicle education

Responsibility

Truck drivers and operators, NWWOLG, RTA heavy vehicle personnel, NSW Police, RSO



S2 - Safer Roads

Objective 1

Continue to manage Council's road safety assets

Strategies

- 1.1 Conduct regular audits of road infrastructure
- 1.2 Continue regular maintenance programs on Council infrastructure
- 1.3 Maintain and continue to participate in RTA Single Invitation Contracts (SIC) on shires road infrastructure
- 1.4 Maintain and continue to participate in RTA Single Invitation Maintenance Contracts (SIMC) on shires road infrastructure
- 1.5 Continue to complete recommendations from the current Bike Plan
- 1.6 Source funding to improve road infrastructure
- 1.7 Support road safety initiatives endorsed by Council committees (Traffic Committee, Beautification Committee, Council meetings etc)
- 1.8 Continue participation in annual Roads to Recovery Program
- 1.9 Encourage staff (particularly outdoor staff) to inform supervisors of road safety issues throughout the shire

Responsibility

General Manager, Councillors, Technical Services, Council Committee members, RSO, RTA, Council staff



Objective 2

Improve road safety for identified vulnerable road users (pedestrians, young children, older residents)

Strategies

- 2.1 Conduct regular road safety reviews of road infrastructure – focussing on vulnerable road users

Responsibility

Technical Services, General Manager, Councillors, RSO

S3 - Transport and Land Use Planning and Management

Objective 1

Review Coonabarabran High School and Primary School access in relation to the proximity of the Newell Highway

Strategies

- 1.1 Conduct traffic study for Coonabarabran High School and Primary School in relation to the proximity of the Newell Highway
- 1.2 Implement recommendations from the endorsed traffic study

Responsibility

Traffic committee, Technical Services, RSO



Objective 2

Improve Warrumbungle Shire road safety through effective and sustainable transport and land use planning and management

Strategies

- 2.1 Continue to support heavy vehicle bypass of Coonabarabran to reduce road safety issues with heavy vehicles in the town CBD
- 2.2 Review rest area usage and encourage participation in "World's Largest Virtual Solar System Drive" rest area initiative
- 2.3 Consider road safety issues in all new Development Applications
- 2.4 Contribute road safety advice with Council Management Plans and in each facet of Council
- 2.5 Continue to use recommended RTA standards and "Best Management Practices" for road building and maintenance, signage and infrastructure building and maintenance

Responsibility

Councillors, General Manager, Technical Services, Environmental Services, Corporate Services, Community Services, Tourism Department

Objective 3

Promote public transport systems and free private transport systems in the shire

Strategies

- 3.1 Assist in promotion of Warrumbungle Community Care services (Neighbour Aid, Meals on Wheels, Community Transport) to promote reduced driving for older drivers
- 3.2 Encourage usage of public transport services throughout the shire to ensure services available in the future
- 3.3 Liaise with various government agencies on alternative transport schemes linked with road safety projects

Responsibility

Warrumbungle Community Care, seniors groups, government agencies, RSO



S4 - Strategic Coordination and Communication

Objective 1

Increase road safety responsibility and awareness throughout Council

Strategies

- 1.1 Adopt Road Safety Strategic Plan
- 1.2 Use Road Safety Strategic Plan when sourcing external funding and completing annual Road Safety Action Plans
- 1.3 Link the Road Safety Strategic Plan to all Council departments and thereby linking to departmental plans and positions
- 1.4 Encourage promotion of road safety through Council publications and media releases to incorporate Council employees families and Warrumbungle Shire residents

Responsibility

Councillors, Council Staff



Objective 2

Ensure dedicated staff member for implementation of identified road safety initiatives

Strategies

- 2.1 Provide funding for RSO position in yearly Council budgets
- 2.2 Source alternate funding to continue RSO position
- 2.3 Promote effectiveness and sustainability of RSO for the residents of the shire
- 2.4 Regularly report of the RSO role and responsibilities
- 2.5 Monitor and publish evaluation of yearly action plans

Responsibility

Community Service Director, General Manager, Councillors, RSO

S5 - Community Involvement

Objective 1

Increase community road safety responsibility

Strategies

- 1.1 Conduct local public education programs to increase community awareness of local road safety issues
- 1.2 Regularly update Council website with road safety initiatives and programs
- 1.3 Assist local groups (volunteer, sporting, schools, community) and local businesses to unite to promote road safety issues
- 1.4 Work with the local media to promote, educate and inform the community of road safety issues, initiatives, programs and promote the work of other agencies involved in road safety
- 1.5 Provide road safety workshops, talks and presentations to community groups, local agencies and local businesses

Responsibility

Community groups, sporting groups, local businesses, local media, RSO



Objective 2

Improve relationship and communication between Council and Warrumbungle Shire community on road safety issues and initiatives

Strategies

- 2.1 Inform the community of road safety initiatives and follow up evaluation reports
- 2.2 Attend regular community group meetings to listen to road safety concerns
- 2.3 Promote initiatives that foster Council/community relationships
- 2.4 Regularly update Council website with road safety initiatives and programs
- 2.5 Regularly inform community of current crash data, Council meeting/committee road safety initiatives, road maintenance register and similar plans

Responsibility

Councillors, General Manager, Council Directors, RSO, community groups, local media



Objective 3

Increase community contribution to safer people and safer roads through participation in sustainable road safety programs

Strategies

- 3.1 Promotion of yearly action plan and projects
- 3.2 Promotion of outcomes of yearly projects and how the community assisted in the outcomes and evaluation
- 3.3 Encourage community contribution to safer people through knowledge of local crash data
- 3.4 Inform community on Council role in contributing to safer roads

Responsibility

RSO, local media, community groups

S6 - Safer Vehicles and Equipment

Objective 1

Maintain Council as a model fleet operator

Strategies

- 1.1 Link Fleet Safety Policy to Council Occupational Health and Safety Policy
- 1.2 Ensure staff are aware of Council road safety stance during induction process and regular updates through weekly supervisors meetings
- 1.3 Incorporate Council Road Safety Policy into Contractors agreements
- 1.4 Include current RTA ANCAP advice on vehicle safety in tender documentation
- 1.5 Encourage staff to report plant safety problems

Responsibility

General Manager, Technical Services, RSO



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 Traffic Management Committee 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.

The strategies to be implemented by the Road Safety Officer will be addressed in the Annual Road Safety Action Plan program.

Acknowledgements

- Warrumbungle Shire Councillors
- Warrumbungle Shire Council Traffic Advisory Committee
- NSW Police
- NSW Ambulance
- VRA
- Warrumbungle Shire Schools
- Castlereagh Family Day Care
- Warrumbungle Shire Early Childhood Service Providers
- Seniors Groups
- Bicycle User Groups
- David Kirkland (Black Stump Rest Area Photos- p1 and p4)
- David Kirkland (Boy looking through telescope – p9)
- Lynley Nietschke (Breadknife image – p9)
- Jenny Lloyd (Mendooran Rodeo – p14)
- David Johnston (Hippo Image – p42)



Photo: David Johnston

References

Warrumbungle Shire Economic Development Strategy

Warrumbungle Shire Council Community Social/Cultural Plan

2006 Census of Population and Housing – source ABS

RTA website

RTA 2006 Road Traffic Crash Data (2002-2006)

RTA – Traffic Volume Data 2002 (Western Region)

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APPENDIX A

Summary of Road Safety Strategic Action Plan

| Summary of Road Safety Strategic Action Plan with Timeframe | | |
|--|---|------------------|
| S1 - Safer People | | |
| Objective 1 - Council to show long-term commitment to road safety | | |
| Strategies | Responsibility | Timeframe |
| 1.1 Road Safety Strategic Plan endorsed by Council | General Manager, Councillors, WSC Directors, RSO | 2008 |
| 1.2 Road safety included in all Council plans and strategies | | 2008 |
| 1.3 Quarterly reporting of implementation of road safety plans | | Ongoing |
| 1.4 Continued budgeting for Council Road Safety plans | | Ongoing |
| Objective 2 - Community to show long term commitment to road safety | | |
| Strategies | Responsibility | Timeframe |
| 2.1 Community based projects designed to educate and be sustainable by groups taking over projects | RSO, community groups, local businesses, Liquor accords, local stakeholders | Ongoing |
| 2.2 Enhanced community involvement in projects | | Ongoing |
| Objective 3 - Reduction in speed related crashes | | |
| Strategies | Responsibility | Timeframe |
| 3.1 Involvement in Newell Highway speeding project (Don't be a Fool on the Newell – Slow Down) and use similar themes in the Southern end of the shire | RSO, NSW Police, local media, Youth Clubs, local sporting clubs, local businesses | Ongoing |
| 3.2 Encourage the DVD on speeding from Newell project to be incorporated into local businesses induction programs – particularly male dominated workplaces | | Ongoing |
| 3.3 Support and publicity for NSW Police Enhanced Enforcement Programs – Operation Backline, Slow Down, Safe Arrival, Safe Return etc | | Ongoing |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| | | | |
|---|--|---|------------------|
| 3.4 | Develop programs to enhance awareness of urban speed limits | RSO, NSW Police, local media, Youth Clubs, local sporting clubs, local businesses | Ongoing |
| 3.5 | Increase education programs regarding animals on the road | | Ongoing |
| 3.6 | Promote school zone speed limits throughout shire | | Ongoing |
| 3.7 | Use speed trailers and flashing light technologies throughout the shire to increase public awareness of speed limits | | Ongoing |
| 3.8 | Conduct speeding education projects targeting young drivers | | Ongoing |
| 3.9 | Conduct Learner Driver Parent Workshops | | Annually |
| Objective 4 - Reduce fatigue related crashes | | | |
| Strategies | | Responsibility | Timeframe |
| 4.1 | Conduct driver fatigue education projects at peak holiday/fatigue times | RSO, Community groups, RTA, local businesses, Driver Reviver sites, WSC Human Resources Department, Shire Visitor Information Centres | Annually |
| 4.2 | Encourage fatigue management component in Councils OH&S Policy | | 2009 |
| 4.3 | Encourage local trucking companies to adopt fatigue management plans and provide up to date RTA information | | Ongoing |
| 4.4 | Continued support of regional and statewide RTA driver fatigue education | | Ongoing |
| 4.5 | Support and promote local Driver Reviver groups | | Ongoing |
| 4.6 | Encourage participation in "World's Largest Virtual Solar System Drive" to combat driver fatigue | | Ongoing |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| Objective 5 - Target high risk road users – males 30-59 and young drivers (under 25) | | |
|---|--|------------------|
| Strategies | Responsibility | Timeframe |
| 5.1 Support NSW Police road safety initiatives aimed at this target group | RSO, NSW Police, youth groups, TAFE, schools, SRC members | Ongoing |
| 5.2 Support local school education aimed at this target group | | Ongoing |
| 5.3 Support TAFE road safety initiatives aimed at this target group | | Ongoing |
| 5.4 Conduct 'Learner Driver Workshops' throughout the shire | | Annually |
| 5.5 Target high risk road users in each Action Plan (Don't be a Fool on the Newell – Slow Down!, Southern Speeding Project) | | Annually |
| 5.6 Support Youth Week activities | | Annually |
| 5.7 Support local Youth groups | | Annually |
| 5.8 Encourage school student representative council (SRC) members to become involved in various projects aimed at this group. | | Ongoing |
| Objective 6 - Promote road safety issues to Aboriginal community members | | |
| Strategies | Responsibility | Timeframe |
| 6.1 Encourage local TAFE language group to conduct road safety projects for the community | RSO, local TAFE language group, Aboriginal Elders, school ALOs, Preschool Aboriginal childcare worker, Aboriginal community, local Lands Council, NSW Police, 'Black on Track' men's group | Ongoing |
| 6.2 Support Aboriginal Elders in road safety initiatives | | Ongoing |
| 6.3 Support local school Aboriginal Liaison Officers | | Ongoing |
| 6.4 Initiate occupant restraint education to this target group | | 2009 |
| 6.5 Encourage attendance to 'Learner Driver Workshops' for this target group | | Annually |
| 6.6 Develop road safety projects and source funding through local Aboriginal men's groups | | Annually |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| | | |
|---|--|------------------|
| Objective 7 - Improve road safety for 0-9 year group | | |
| Strategies | Responsibility | Timeframe |
| 7.1 Educate community on restraint usage | RSO, Family Day Care, Connect 5, School P&Cs, Preschools, Long Day Care Centres, Play groups, local sporting clubs | Ongoing |
| 7.2 Support local, regional and statewide RTA initiatives for this vulnerable age group | | Ongoing |
| 7.3 Educate parents and carers through regular road safety talks | | Ongoing |
| 7.4 Source grant funding for the promotion of correct restraint usage and "hold my hand" promotion | | 2009 |
| Objective 8 - Develop programs to increase community awareness of many road safety issues – including bicycle education, pedestrian safety, drug driving, animals/stock on road, on-road and off-road motorcycle activities. | | |
| Strategies | Responsibility | Timeframe |
| 8.1 Support school based education of these road safety principals | RSO, NSW Police, community groups, schools, local media, local businesses, sporting clubs | Ongoing |
| 8.2 Support Police education of these road safety principals | | Ongoing |
| 8.3 Regularly liaise with the local media to highlight these issues | | Ongoing |
| 8.4 Source alternate funding to highlight these issues | | Annually |
| 8.5 Encourage local businesses to participate in road safety initiatives linked with these road safety issues. | | Annually |
| Objective 9 - Continue to deliver road safety campaigns for the older road users | | |
| Strategies | Responsibility | Timeframe |
| 9.1 Promote older driver workshops throughout shire | RSO, seniors groups, Warrumbungle Community Care | Annually |
| 9.2 Promote gopher awareness programs | | Ongoing |
| 9.3 Involvement in Seniors Week | | Annually |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| Objective 10 - Reduction in Drink Driving related crashes and offences | | |
|--|--|------------------|
| Strategies | Responsibility | Timeframe |
| 10.1 Conduct community education campaigns on the dangers of drink driving | NSW Police, local Liquor Accords, local media, RSO, licenced premises throughout the shire | Annually |
| 10.2 Liaise with local media regarding this road safety issue | | Ongoing |
| 10.3 Support NSW Police initiatives | | Ongoing |
| 10.4 Support local Liquor Accord | | Ongoing |
| 10.5 Promote use of "Breathometers" in licenced premises | | Ongoing |
| Objective 11 - Develop programs to improve heavy vehicle safety and heavy vehicle driver safety | | |
| Strategies | Responsibility | Timeframe |
| 11.1 Develop programs with the North West Weight of Loads Group (NWWOLG) to address heavy vehicle road safety issues | Truck drivers and operators, NWWOLG, RTA heavy vehicle personnel, NSW Police, RSO | 2009 |
| 11.2 Support NWWOLG initiatives | | Ongoing |
| 11.3 Support NSW Police heavy vehicle initiatives | | Ongoing |
| 11.4 Continued support of regional and statewide RTA heavy vehicle education | | Ongoing |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| S2 - Safer Roads | | |
|--|--|------------------|
| Objective 1 - Continue to manage Council's road safety assets | | |
| Strategies | Responsibility | Timeframe |
| 1.1 Conduct regular audits of road infrastructure | General Manager, Councillors, Technical Services, Council Committee members, RSO, RTA, Council staff | Ongoing |
| 1.2 Continue regular maintenance programs on Council infrastructure | | Ongoing |
| 1.3 Maintain and continue to participate in RTA Single Invitation Contracts (SIC) on shires road infrastructure | | Ongoing |
| 1.4 Maintain and continue to participate in RTA Single Invitation Maintenance Contracts (SIMC) on shires road infrastructure | | Ongoing |
| 1.5 Continue to complete recommendations from the current Bike Plan | | Ongoing |
| 1.6 Source funding to improve road infrastructure | | Ongoing |
| 1.7 Support road safety initiatives endorsed by Council committees (Traffic Committee, Beautification Committee, Council meetings etc) | | Ongoing |
| 1.8 Continue participation in annual Roads to Recovery Program | | Ongoing |
| 1.9 Encourage staff (particularly outdoor staff) to inform supervisors of road safety issues throughout the shire | | Ongoing |
| Objective 2 - Improve road safety for identified vulnerable road users (pedestrians, young children, older residents) | | |
| Strategies | Responsibility | Timeframe |
| 2.1 Conduct regular road safety reviews of road infrastructure – focussing on vulnerable road users | Technical Services, General Manager, Councillors, RSO | Ongoing |

| S3 - Transport and Land Use Planning and Management | | |
|--|--|------------------|
| Objective 1 - Review Coonabarabran High School and Primary School access in relation to the proximity of the Newell Highway | | |
| Strategies | Responsibility | Timeframe |
| 1.1 Conduct traffic study for Coonabarabran High School and Primary School in relation to the proximity of the Newell Highway | Traffic committee, Technical Services, RSO | Ongoing |
| 1.2 Implement recommendations from the endorsed traffic study | | 2010 |
| Objective 2 - Improve Warrumbungle Shire road safety through effective and sustainable transport and land use planning and management | | |
| Strategies | Responsibility | Timeframe |
| 2.1 Continue to support heavy vehicle bypass of Coonabarabran to reduce road safety issues with heavy vehicles in the town CBD | Councillors, General Manager, Technical Services, Environmental Services, Corporate Services, Community Services, Tourism Department | Ongoing |
| 2.2 Review rest area usage and encourage participation in "World's Largest Virtual Solar System Drive" rest area initiative | | 2010 |
| 2.3 Consider road safety issues in all new Development Applications | | Ongoing |
| 2.4 Contribute road safety advice with Council Management Plans and in each facet of Council | | Annually |
| 2.5 Continue to use recommended RTA standards and "Best Management Practices" for road building and maintenance, signage and infrastructure building and maintenance | | Ongoing |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| Objective 3 - Promote public transport systems and free private transport systems in the shire | | |
|--|---|------------------|
| Strategies | Responsibility | Timeframe |
| 3.1 Assist in promotion of Warrumbungle Community Care services (Neighbour Aid, Meals on Wheels, Community Transport) to promote reduced driving for older drivers | Warrumbungle Community Care, seniors groups, government agencies, RSO | Ongoing |
| 3.2 Encourage usage of public transport services throughout the shire to ensure services available in the future | | Ongoing |
| 3.3 Liaise with various government agencies on alternative transport schemes linked with road safety projects | | Ongoing |

| S4 - Strategic Coordination and Communication | | |
|---|---|------------------|
| Objective 1 - Increase road safety responsibility and awareness throughout Council | | |
| Strategies | Responsibility | Timeframe |
| 1.1 Adopt Road Safety Strategic Plan | Councillors, Council Staff | 2008 |
| 1.2 Use Road Safety Strategic Plan when sourcing external funding and completing annual Road Safety Action Plans | | Annually |
| 1.3 Link the Road Safety Strategic Plan to all Council departments and thereby linking to departmental plans and positions | | 2010 |
| 1.4 Encourage promotion of road safety through Council publications and media releases to incorporate Council employees families and Warrumbungle Shire residents | | Ongoing |
| Objective 2 - Ensure dedicated staff member for implementation of identified road safety initiatives | | |
| Strategies | Responsibility | Timeframe |
| 2.1 Provide funding for RSO position in yearly Council budgets | Community Service Director, General Manager, Councillors, RSO | Annually |
| 2.2 Source alternate funding to continue RSO position | | 2009 |
| 2.3 Promote effectiveness and sustainability of RSO for the residents of the shire | | Ongoing |
| 2.4 Regularly report of the RSO role and responsibilities | | Ongoing |
| 2.5 Monitor and publish evaluation of yearly action plans | | Annually |

| S5 - Community Involvement | | |
|--|---|------------------|
| Objective 1 - Increase community road safety responsibility | | |
| Strategies | Responsibility | Timeframe |
| 1.1 Conduct local public education programs to increase community awareness of local road safety issues | Community groups, sporting groups, local businesses, local media, RSO | Annually |
| 1.2 Regularly update Council website with road safety initiatives and programs | | Annually |
| 1.3 Assist local groups (volunteer, sporting, schools, community) and local businesses to unite to promote road safety issues | | Ongoing |
| 1.4 Work with the local media to promote, educate and inform the community of road safety issues, initiatives, programs and promote the work of other agencies involved in road safety | | Ongoing |
| 1.5 Provide road safety workshops, talks and presentations to community groups, local agencies and local businesses | | Annually |
| Objective 2 - Improve relationship and communication between Council and Warrumbungle Shire community on road safety issues and initiatives | | |
| Strategies | Responsibility | Timeframe |
| 2.1 Inform the community of road safety initiatives and follow up evaluation reports | Councillors, General Manager, Council Directors, RSO, community groups, local media | Annually |
| 2.2 Attend regular community group meetings to listen to road safety concerns | | Ongoing |
| 2.3 Promote initiatives that foster Council/community relationships | | Ongoing |
| 2.4 Regularly update Council website with road safety initiatives and programs | | Annually |
| 2.5 Regularly inform community of current crash data, Council committee road safety initiatives, road maintenance register & similar plans | | Ongoing |

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| | | |
|---|------------------------------------|------------------|
| Objective 3 -Increase community contribution to safer people and safer roads through participation in sustainable road safety programs | | |
| Strategies | Responsibility | Timeframe |
| 3.1 Promotion of yearly action plan and projects | RSO, local media, community groups | Annually |
| 3.2 Promotion of outcomes of yearly projects and how the community assisted in the outcomes and evaluation | | Annually |
| 3.3 Encourage community contribution to safer people through knowledge of local crash data | | Ongoing |
| 3.4 Inform community on Council role in contributing to safer roads | | Ongoing |

| S6 - Safer Vehicles and Equipment | | |
|---|--|------------------|
| Objective 1 - Maintain Council as a model fleet operator | | |
| Strategies | Responsibility | Timeframe |
| 1.1 Link Fleet Safety Policy to Council Occupational Health and Safety Policy | General Manager, Technical Services, RSO | Annually |
| 1.2 Ensure staff are aware of Council road safety stance during induction process and regular updates through weekly supervisors meetings | | Ongoing |
| 1.3 Incorporate Council Road Safety Policy into Contractors agreements | | 2009 |
| 1.4 Include current RTA ANCAP advice on vehicle safety in tender documentation | | Ongoing |
| 1.5 Encourage staff to report plant safety problems | | Ongoing |

APPENDIX B

Review of Coonabarabran Shire Council Road Safety Strategic Plan 2004 to 2009

Warrumbungle Shire Council Road Safety Strategic Plan 2008 – 2010

| Strategies | Outcomes and Indicators | Comment |
|---|---|--|
| Safer People | | |
| Initiate local campaigns to encourage pedestrian safety | Campaigns conducted and evaluated Reduce community concerns about potential pedestrian accidents | Road Safety Officer project School Traffic study carried out |
| Support initiatives to deliver bicycle education to children in local schools | Education conducted in schools Community initiatives by Police and other groups Educe the number and severity of bicycle accidents | Bike week and BUGs were supported by Council |
| Initiate local campaigns to address the frequency of road and off-road motorcycle accidents | Campaigns conducted Reduce incidence and severity of motorcycle accidents | Not carried out |
| Conduct community education campaign addressing the issue of speeding | Campaign conducted and evaluated State and national campaigns supported Police enforcement supported | Road Safety Officer projects |
| Conduct community education campaign addressing the issue of driver fatigue | Campaign conducted and evaluated State and national campaigns supported | Road Safety Officer projects |
| Conduct community awareness on other safety issues including occupant restraint, safe causeway crossing, safe driving near schools and drink/drug driving | Maximise correct use of occupant restraints Maximise safe driver practices for pick up and delivery of children at schools State and national campaigns supported | IPWEA road safety project at causeways School Traffic study carried out Road Safety Officer projects |
| Support initiatives to target high risk road user groups | Initiatives implemented or supported | Road Safety Officer projects |
| Support police enforcement of laws relating to speeding, occupant restraint, drink driving and road rules | Community support for law enforcement initiatives | Road Safety Officer projects |

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| Conduct community awareness campaigns to promote road safety in vicinity of schools | Local campaign conducted and evaluated Law enforcement of breaches of road safety rules | Road Safety Officer projects Purchase of speed trailer Installation of flashing lights |
| Safer Roads, Footpaths and Cycleways | | |
| Investigate options for improving the safety of pedestrians crossing John St/Newell Highway | Road design improvements Reduce community concerns about pedestrian safety in John St | Crossing at Cassilis and John Street removed Two pedestrian refuges created Holding rails in place at roundabout Implemented as part of town beautification |
| Continue annual audit of road pavement conditions | Priorities road re sheeting work to address safety risk and concerns | Completed for budgeting |
| Prioritise road works to address high accident 'black spot' section of road and community concerns | Identify high accident risk sections of road, seek and secure funding and schedule work | Has been carried out |
| Improve access to footpaths and across roads for drivers of motorised wheelchair | Reduced risk of 'tip over' type accident | As development takes place is taken into consideration |
| Continue annual audit of footpaths and bike routes and recommend priority works | Work undertaken to build or repair footpaths to address priority safety risk and concerns | Done as needed Bike route has been extended into industrial area |
| Lobby RTA to improve roadside rest areas | Reduced number and severity of accidents attributable to driver fatigue | RTA completed audit Traffic committee consider and act as lobby group Solar system models located at rest areas |
| Land Use and Transport Planning and Management | | |
| Work with the Coonabarabran High School to address bus safety | Relocate High School transport pick up and delivery area to avoid congestion on Newell Highway | Planned and developed with money set aside No commitment from stakeholder |
| Lobby State and Federal Governments to proceed with the Coonabarabran Bypass | Reduce number of accident within 5kms of Coonabarabran | No lobbying for bypass not resolved |

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| Develop a strategy for traffic control and parking in John St and surrounding streets of Coonabarabran in which road safety us a core component | Incorporate road safety into John St and adjacent streets development | Parking centre and parallel in Cassilis and Dalgarno St Car parks located behind Newsagency, Library and Town Hall |
| Review access to all community land and facilities and recommend improvement | A well developed access plan for Coonabarabran Shire | Not carried out |
| Develop and implement guidelines for appropriate plant choices for roadside landscaping | Safe clear zones alongside roads | Not carried out |
| Community Involvement | | |
| Establish and promote a register to record community comments and suggestions for addressing road safety issues | A current register of community comment and concern Incorporation of community concerns in annual Council plans | Blue point and Budget process |
| Improve communication between Council and the community on road safety issues and initiatives | Community well informed about road safety campaigns, crash data, Council initiatives to improve roads, footpaths, bike routes and road side environments | Road Safety Officer projects |
| Safer Vehicles and Equipment | | |
| Develop safe fleet policy and procedures for Council | Safe fleet policy that guides vehicle purchases and maintenance Staff well trained in road safety issues | Plant items comply with safety standards No training plan in place |
| Include compliance to the safe fleet policy as a condition of contracts for all employees and contractors | Staff practice safe use of roads | OH&S Policy |
| Introduce a safe driver policy for Council | Staff practice safe use of roads | Not carried out |
| Strategy Co-ordination and Communications | | |
| Maintain road safety as a priority of the Local Traffic Committee | Road safety issues are a regular item on the agenda of the Local Traffic Committee | Road Safety Officer projects Traffic Committee Meetings review |
| Liaise with key community organisations on specific road safety initiatives | Active participation and support by community organisations for Council road safety initiatives | Road Safety Officer projects supported by budget |

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| Develop annual Action Plans from the Strategic Plan which detail Council and stakeholder responsibilities | Annual Action Plans developed, implemented and documented | Road Safety Officer Projects |
| Evaluate the Road Safety Strategic Plan as part of the Council's annual Management Plan review and report to key stakeholders and community | Annual report on the implementation of the Road Safety Plan recommendations | Annual report for RTA and Road Safety Officer report for Council Report |
| Conduct annual review of the implementation of the Coonabarabran Bike Plan and report to the community | Annual review and recommendation on the Coonabarabran Bike Plan | No resources available |
| Coordinate planning and integration of road safety initiatives with neighbouring Councils, RTA and other government agencies | Well integrated and documented road safety initiatives | Road Safety Officer Projects |
| Ensure Council staff have expert road safety knowledge , skills and appropriate resources | Local expertise on road safety issues | Induction and OH&S training Road crew training Implementation of road work traffic management plans |