

Our Reference: DM#9695399


23 March 2021

Office of Road Safety
GPO Box 594
CANBERRA ACT 2601

By Email: roadsafetystrategy@infrastructure.gov.au

Dear Sir/Madam

National Road Safety Strategy 2021 - 2030

Thank you for the opportunity to provide feedback on the draft National Road Safety Strategy 2021-30.

Since amalgamation in 2008, Toowoomba Regional Council has recognised the need for embracing a more strategic approach towards road safety across our region. This approach resulted in Council developing, resourcing and implementing its first *Road Safety Strategic Plan 2011—2015* in October 2011.

Council's increased focus on road safety through that strategy contributed to an overall reduction of 13% in all injury crashes across Council's regional road network.

Council has reaffirmed this commitment by endorsing its *Road Safety Strategy 2019-2023* for the Toowoomba Region (refer attached), underpinned by the fundamental principles of the 'Safe System' approach, and recognising that road deaths and serious injuries are unacceptable and avoidable. This strategy targets a continuing reduction of 12.5% in all injury crashes across our road network, including reducing the numbers of fatalities and serious injuries/hospitalisations by 30%.

During and beyond the period of Council's first road safety strategy, Council was fortunate to gain the services of an experienced and highly qualified Regional Road Safety Officer to deliver the many road safety actions and initiatives under this strategy. This officer was also the driving force in developing Council's current road safety strategy.

However, since the resignation of that officer some three years ago, Council has been unable to attract a candidate with a comparable level of skills and expertise, and the position presently lies vacant despite five rounds of recruitment (including head-hunting) over that time. In recent years, internal design capacity limitations have also lead to Council generally outsourcing the development of candidate projects for road safety funding opportunities such as the federal Black Spot and Heavy Vehicle Productivity and Safety programs.

While Council fully agrees with and supports the principles and direction of the draft National Road Safety Strategy 2021-30, we respectfully request that the resourcing and implementation challenges faced by local government across the board, are taken in account in supporting the implementation of the final Strategy. Without significant increased funding for resourcing and in particular capability development (from university through to experienced road safety professionals), a Council even of Toowoomba Region's size, will be challenged to deliver the outcomes being sought under the draft National Road Safety Strategy.

Should you wish to discuss this feedback in more detail or have any further enquiries regarding this matter, please contact [REDACTED]

Yours sincerely



Mike Brady
General Manager, Infrastructure Services Group

Attached: Toowoomba Regional Council Road Safety Strategy 2019-2023



**TOOWOOMBA
REGION**



ROAD SAFETY

STRATEGY 2019 - 2023

Toowoomba Regional Council

CLEARANCE
5.0 m





ACKNOWLEDGEMENT

Toowoomba Regional Council would like to acknowledge the Traditional Owners of the region and recognise that this land is part of their traditional homelands.

Thank you to everyone who contributed to the development of this strategy.

This document has been prepared for the benefit of Toowoomba Regional Council. No liability is accepted by Council or any employee or consultant with respect to its use by any other person.

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MESSAGE FROM THE MAYOR

It gives me great pleasure to present Toowoomba Regional Council's new *Road Safety Strategy 2019-2023* for the Toowoomba region.

The Strategy replaces Council's *Road Safety Strategic Plan 2011-2015*, and strengthens Council's continuing commitment to reducing death and serious injury on our region's roads.

In the past, the State and Federal Governments bore primary responsibility for road safety, with local councils playing a secondary role through the planning and management of road corridors and improvements to road infrastructure.

Since amalgamation in 2008, Toowoomba Regional Council has recognised the need for embracing a more strategic approach towards road safety across the region. This approach resulted in Council developing, resourcing and implementing its first *Road Safety Strategic Plan 2011-2015* in October 2011.

This Strategy's strong emphasis on crash-reduction, raising road safety awareness, and the development of collaborative partnerships between Council and road safety stakeholders within the region, has delivered first-rate results.

The Toowoomba region is continuing to experience strong growth, with new developments and housing estates, an expansion of new businesses and significant new infrastructure projects. With this growth comes a greater demand on our road network to provide for safe and sustainable movement of people and goods across the region.

Council's *Road Safety Strategy 2019-2023* is underpinned by the fundamental principles of the 'Safe System' approach, and recognises that road deaths and serious injuries are unacceptable and avoidable.

Council acknowledges that the keys to managing road safety within the growing Toowoomba region lie in the adoption of international best-practice principles in road safety, creating and maintaining collaborative partnerships with key road safety stakeholders and raising community awareness of road safety.

It incorporates elements of national and international road safety best-practice through the Australian Government's *National Road Safety Strategy 2011-2020* and the *Queensland Government's Safer Roads, Safer Queensland: Road Safety Strategy 2015-21*, and will integrate the *ISO 39001: 2012 - Road Safety Management Systems* principles, to inform goals, objectives and targets, and guide the planning of activities to realise these goals.

Unless we work together to reduce the tragic loss of life resulting from road trauma, the quality lifestyle that makes this region so special will be compromised.

We are committed to a vision of zero road deaths and serious injuries within our Region and we urge the Toowoomba regional community to embrace the strategies outlined in this plan.

'Road safety is a shared responsibility'

Paul Antonio
Mayor

EXECUTIVE SUMMARY

The Toowoomba Region, situated in the heart of the Darling Downs, is a family-friendly environment with a temperate climate, rich heritage and abundant natural assets.

The region encompasses almost 13,000 square kilometres and is the economic and commercial hub of the Darling Downs and Southwest Queensland.

Residents and visitors enjoy the convenience of 7,700 kilometres of sealed and unsealed roads in the Toowoomba Regional Council area. These comprise 1,100 kilometres of State-owned and operated roads, and 6,600 kilometres of Council-owned and operated roads.

Since 2011, Council's increased focus on road safety has seen an overall reduction of 13% in all injury crashes¹ across Council's road network. However the region's transport system has still recorded an average of 10 fatal crashes, 161 hospitalisation (serious injury) crashes and 181 medical treatment crashes each year between 2013 and 2017. These crash statistics remain at an unacceptable level and more can be done to improve the safety of our road network, and those using it.

Toowoomba Regional Council's *Road Safety Strategy 2019-2023* provides a local framework to enable Council,

key road safety stakeholders and the community to actively participate in improving road safety within the region.

Targets over the life of this strategy include:

1. An overall reduction of 12.5% in all injury crashes across our network
2. To reduce the number of fatalities across our road network by 30%²
3. To reduce the number of serious injuries / hospitalisations across our road network by 30%².

The Strategy is underpinned by the 'Safe System' approach to road safety, whereby all elements of a transport system (user, mode and infrastructure) interact appropriately to create a safe and forgiving environment.

The Strategy addresses our key challenges and guides the implementation of a range of actions with proven crash-reduction benefits, developed consultatively with key regional road safety stakeholders, to realise our vision of reducing deaths and serious injuries on our roads.

1. *Any crash that results in an injury to one or more road users. Those injuries are classes as either fatality, hospitalised, medically treated, or minor injury.*
2. *Targets 2 and 3 form part of the current National and State Road Safety Strategies.*



OUR STATISTICS (2013-2017)

49 fatal crashes resulting in **58** fatalities
804 hospitalisation crashes resulting in
954 hospitalised casualties
907 medical treatment crashes resulting
in **1180** medically treated casualties.



OUR TARGETS

Reduce fatalities by **30%**
Reduce hospitalisations by **30%**
Reduce all injury crashes by **12.5%**

1 INTRODUCTION

Around the world road traffic crashes claim more than 1.3 million lives each year and have extensive and lasting impacts on the lives of those affected, their families, friends, workplaces and communities.

An average of four people die and 90 people are seriously injured on Australian roads every day. Most Australians have been affected by the trauma of a road crash personally, and the cost of personal suffering and economic loss to the community is high.

2 A PLAN FOR THE FUTURE - PURPOSE

This *Road Safety Strategy 2019-2023* delivers on Council's vision of increasing the safety of road users across our region through our *Corporate Plan - Infrastructure and Asset Management Strategic Action: 5.1.4 – Plan and deliver a safe, sustainable and efficient road network*.

3 OUR REGION

The Toowoomba Region is situated in the heart of the Darling Downs. Established in 2008, the region encompasses almost 13,000 square kilometres and is the economic and commercial hub of the Darling Downs and Southwest Queensland.



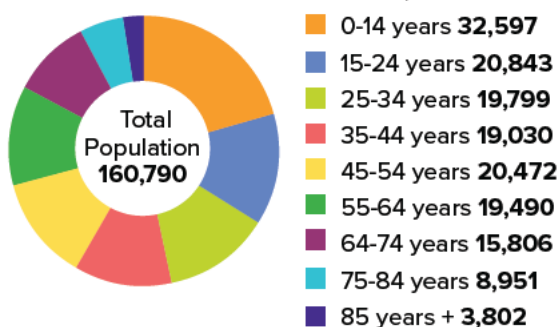


3.1 OUR COMMUNITY

Toowoomba Regional Council is the seventh largest council in Queensland and incorporates the former local government areas of Cambooya, Clifton, Crows Nest, Jondaryan, Millmerran, Pittsworth and Rosalie Shires and Toowoomba City.

As a vibrant growing community, the Toowoomba region has an estimated population of 160,000 (2016 Census), with a projected growth of 1.2% per annum, and population expected to reach 205,000 by 2036, and to potentially reach a million by 2100.

Estimated Population - Age Profile (as at 30 June 2016)



3.2 OUR ECONOMY

The Toowoomba Region plays a significant regional role as a major economic and services provision hub for of the Darling Downs. The Toowoomba Region sustains a \$9.3 billion economy (2014/15), hosting 74,072 jobs and 14,473 registered businesses.

The region draws activity from a wider catchment, benefiting the local business and retail services, and education and health industries. It also provides administrative, government and community services which support the wider regional economy and community. This is substantiated through the significant representation of key service sector industries such as education, health, retail, finance and defence.

With fertile agricultural land, plentiful resources, diverse farm and livestock production and substantial value adding capability, this region is experiencing significant growth and development.

3.3 OUR VISION

The Toowoomba Regional Council area is a vibrant, culturally diverse, environmentally rich and economically dynamic region that embraces the future while respecting the past.

3.4 OUR CULTURE

A responsive Council with a focus on innovation and safety through collaboration and opportunity.

4 COUNCIL'S ROAD SAFETY VISION

Safety on the Region's roads is a shared responsibility and Council acknowledges the continuing efforts and assistance of our road safety partners, stakeholders and every member of our community.

The *National Road Safety Strategy 2011-2020* aims to elevate Australia's road safety ambitions through this decade and beyond. It is firmly based on 'Safe System' principles and is framed by the guiding vision that 'no person should be killed or seriously injured on Australia's roads'.

The National Strategy provides the framework for all agencies in the delivery of road safety, and acknowledges the role of state government, local government and the community in addressing road safety.

The Queensland Government's *Road Safety Strategy: Safer Roads, Safer Queensland 2015–2021* reinforces the State's commitment to eliminating serious trauma on Queensland roads over the long term.

Toowoomba Regional Council shares the vision of both the State and Federal Governments. As the representative of our community, we advocate partnerships of agencies and the community to achieve safer roads for all.

In support of the National and State strategies, Council embraces as its vision:

Vision Zero - Zero deaths and serious injuries on the region's roads.

With this Strategy, Council continues its commitment towards providing a road network increasingly free of fatal and serious injury crashes for all road users.

Council recognises that its vision is a long term objective, and can only be achieved through incremental gains with the support of key road safety stakeholders, partners and the community.

Council's *Road Safety Strategic Plan 2011-2015* was developed to target high fatal crash numbers on Council roads across the region over the five-year period 2004 through 2008 (24 fatal crashes). The implementation of the Action Plan over the five-year period 2011 through 2015 saw a reduction to 17 fatal crashes over the corresponding period.

Council's *Road Safety Strategy 2019-2023* capitalises on previous successes and increases the scope to include all injury crashes upon our road network.

In recognition of the 'Safe System' approach to road safety, the Strategy is underpinned by the following fundamental principles:

- **Principle 1:** no death or serious injury occurring on our road network is acceptable
- **Principle 2:** the health and wellbeing of our society should not be traded off against other societal benefits
- **Principle 3:** as human beings, we are fallible and prone to make mistakes
- **Principle 4:** human beings have tolerance thresholds to energy exchange, above which the absorption of energy is likely to lead to death or serious injury

- **Principle 5:** road users should not be subject to energy exchanges that will lead to the likelihood of either death or disabling injury occurring.

The 'Safe System' incorporates elements of national and international road safety best-practice and aims to set a path for action on reducing all injury crashes on Toowoomba's roads.

In delivering the objectives of this Strategy, the planning and activities will be guided by the *ISO 39001: Road Safety Management Systems* principles.

5 ROAD ENVIRONMENT

Toowoomba Region's residents and visitors enjoy the convenience of around 7,700 kilometres of sealed and unsealed roads. These comprise 1100 kilometres of State-owned and operated roads, and 6,600 kilometres of Council-owned and operated roads.

Three major national highways traverse the Toowoomba Region – the Warrego, New England and Gore Highways, which represent 3% of the total road network in the region.

Council also maintains a network of bicycle paths, pedestrian footpaths, recreation trails and facilities across the region.

6 ROAD SAFETY STRATEGY

6.1 PAST

Local Governments play a key role in managing road safety in their capacity as both the owner and designer of the local road network and road safety advocate for the community.

Since amalgamation in 2008, Toowoomba Regional Council has recognised the need for embracing a more strategic approach towards road safety across the region.

This approach resulted in Council developing and adopting its first *Road Safety Strategic Plan 2011-2015* in October 2011, and appointing a Regional Road Safety Officer to coordinate the Strategy's implementation.

Development of the *Road Safety Strategic Plan 2011-2015*

The *Road Safety Strategic Plan 2011-15* had at its core, seven Strategic Priorities and 58 Key Actions, to be achieved in conjunction with federal and state road safety initiatives, to promote road safety within the Region.

Strategic priorities included:

- road safety leadership
- better land use and transport planning
- safer roads and roadsides
- an improvement in road user behaviour
- safer vehicles
- safer speed awareness
- community ownership of road safety.

All of these priorities were aimed at bringing about a reduction of 35% in fatalities throughout the region (a saving of nine lives) over the life of the strategy.



Our Results (2011-2015)

Reduction in fatalities from **24 to 17**

90% of Key Actions were successfully completed

Overall reduction of **13%** in all injury crashes across Council's road network

12 Black Spot Projects were completed with Federal Funding assistance

Consultative Approach – Toowoomba Road Safety Forum 2014

To engage with our Region's community and road safety stakeholders, Toowoomba Regional Council planned and hosted the region's first Road Safety Forum during 2014.

The forum provided a platform for the open exchange of road safety information and ideas, comments and suggestions from both agency and community stakeholder perspectives. It also provided a vital opportunity to increase public understanding of the various agencies efforts to reduce road trauma affecting our community.

Working group discussions provided valuable input and feedback on the three core deliverable areas within road safety. A total of 77 recommendations were delivered, which comprised engineering related ideas/comments (43%), education related ideas/comments (37%) and enforcement related ideas/comments (20%).

These recommendations formed the basis for collaborative undertakings between the various agencies and stakeholders across the region and developed more targeted approaches to addressing and reducing road trauma.

The Road Safety Forum has heralded a more collaborative approach to regional road safety issues through enhanced community involvement and the positive promotion of partnerships between state, local authorities and community groups.

Review – Road Safety Strategic Plan 2011-2015

Following the conclusion of the Strategic Plan (2015), Council commissioned 'Engineering Your Life', an external Transportation and Road Safety Consultant, to undertake an evaluation and review of the Strategic Plan, to gauge its success, identify areas for improvement, and determine the way forward.

The review identified the following successes:

- a successful completion rate of 90% was achieved for all Key Actions
- the reduction of crashes at 12 of the Region's top crash

black spots, through engineering measures part-funded by Council and the Federal Black Spot funding program to a value of \$5.6M

- the fatalities per 100,000 population had decreased from 3.18 at the commencement of the Strategic Plan, to 2.2 fatalities per 100,000 population (a saving of seven lives on our roads)
- an overall reduction of 13% in all injury crashes across Council's road network.

The review recommended the following considerations:

- develop a Road Safety Strategy that aligns with current international best-practice, and address institutional accountability and acceptance
- update strategic targets to include all injury crashes, as opposed to fatal crashes only
- develop and implement a road safety auditing regime, by which all projects over a determined dollar value are exposed to the audit process
- further develop Council's Network Risk Assessments (AusRap)
- develop road safety criteria for the review of Development Applications and include appropriate officers as part of the review process
- define and categorise future key actions as:
 - **Category 1: Primary Focus Areas (Core)**
Actions in which Local Government is the lead agency in the provision of road safety services
 - **Category 2: Secondary Focus Areas (non-core)**
Actions in which Local Government provides a support-agency function to achieve state or federal road safety objectives
- further develop Council's strategic approach towards mass action programs for local roads
- review the dedication of additional resources to the implementation of the strategy to enable greater success within each of the diverse facets of the Strategy (engineering and education / behavioural / awareness initiatives).



6.2 FUTURE

With this *Road Safety Strategy 2019-2023*, Council will seek to prioritise road safety investment to local road safety issues, be more responsive to existing and emerging road safety risks and proactively identify at-risk areas for action before risks or incidents arise.

It outlines the following:

- Council's continuing commitment to reducing deaths and injuries on our roads
- Primary Focus Areas for which Toowoomba Regional Council is directly responsible
- Secondary Focus Areas in which Council provides a support-agency function to achieve state or federal road safety objectives.

The Strategy guides decision-making to ensure that safety is considered in all road network management activities, through the implementation of consistent strategies, policies, best practice standards and procedures.

7 COMMITMENT

7.1 OUR AIM

Council aims to manage our roads and infrastructure in a way that contributes to an integrated, safe, responsive and sustainable land transport system.

'Minimise Risk and Harm to all road users'

Council's *Road Safety Strategy 2019-2023* builds on previous successes and collaborative partnerships to deliver a road network increasingly free of death and injury, through the provision of a safer and more forgiving road environment and encouraging safer road user behaviour.

7.2 OUR ROLE

Toowoomba Regional Council has a proud history of collaborative partnerships with the State and Federal

Governments, the private sector and the community in providing a safe and functional transport system for all users.

Council is responsible for planning and delivering local infrastructure, facilities and services to residents and visitors.

A safe and efficient transport system provides connectivity and accessibility to the region's living, working, recreational amenities and service facilities.

Our road network, and transport system as a whole, is operated and managed in partnership with the Department of Transport and Main Roads.

In providing a safe road network, Council recognises the following accountability:

- as a Road Manager, Council assumes primary responsibility for the safety of the roads it owns and manages
- as a Planning Authority, Council considers and mitigates road safety risks associated with land use and the nature of developments on roads it controls
- as an advocate for the community, lobbying higher levels of government for funding transport infrastructure and services which will benefit the community
- as representatives within the community, engaging and empowering its community in relation to road safety issues, encouraging safer road user behaviour, and coordinating local resources for better road safety outcomes.

7.3 OUR CHALLENGE

Various forms of statistical data are used to establish a road safety profile for the Toowoomba Region. All accident data contained in this document has been provided to Council by the Department of Transport and Main Roads Safer Roads Infrastructure Engineering and Technology Branch.

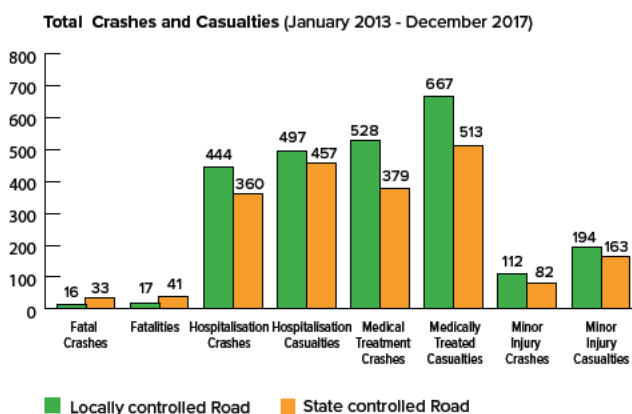
Analysis of the 2011-2015 crash statistics for our region shows a 13% reduction of all injury crashes across Council's road network however, road trauma still places a significant burden on our community.



Total Region

Analysis of the total crash statistics for the Toowoomba Region over the latest five year period (January 2013 - December 2017) identified the occurrence of 1954 injury crashes consisting of 2,549 casualties (Data: March 2019). This includes all injury crash incidents upon both Council and State roads, and equates to an average of 510 casualties per annum.

Please note: For the purposes of assessing the region's Crash Profile, only injury crash data has been utilised post 2010. This is due to the cessation of crash reporting on property damage only crashes by the Department of Transport and Main Roads. Injury crash data includes all fatal, hospitalisation, medical treatment, and minor injury crashes.



The Cost to the Community – Human Capital

Road crashes impose significant human and financial costs on society. The cost of road crashes in the Toowoomba Region during the period January 2013 to December 2017 was \$636 million¹ in lost productivity, hospital and health care costs, emergency services costs, insurance costs and property damage. This is in addition to the burden of personal suffering resulting from road crashes.

¹Average casualty costs per person, June 2013 – Queensland - <https://atap.gov.au/parameter-values/road-transport/4-crash-costs.aspx>

	Human costs <ul style="list-style-type: none"> workplace & household losses disability-related costs hospital, medical and related costs legal costs correctional services recruitment & re-training premature funeral cost coronial costs loss of quality of life pain, grief and suffering
	 Vehicle costs <ul style="list-style-type: none"> repair costs vehicle unavailability costs
	Other costs <ul style="list-style-type: none"> travel delay and vehicle operating costs health costs of crash-induced pollution insurance administration repairing road infrastructure ambulance, police and other emergency services response.

Road Fatalities

(January 2013 - December 2017)

49

total crashes



58

persons killed

TYPES OF ROAD USERS

14



passengers

1



cyclist

35



drivers

4



motorcyclists

4



pedestrians

GENDER

69%



males

31%



females

AGE



0-16 (3)



17-24 (4)



25-59 (32)



60 and over (19)

CONTRIBUTING FACTORS

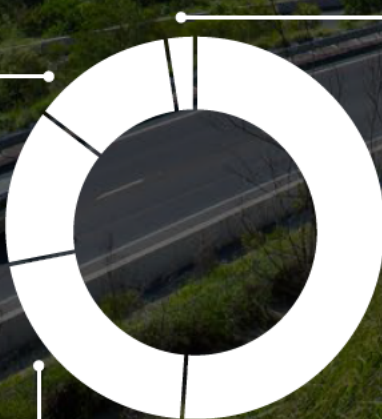
Speed

Fatigue

Alcohol/drugs

Distraction / Inattention

Illegal Manoeuvres -
disobeyed road rules

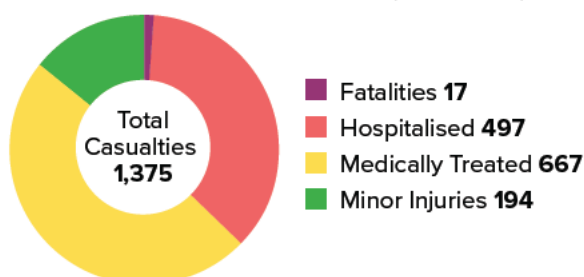




Council Roads

Over the period 2013-2017, a total of 1,100 injury crashes resulting in 1,375 casualties occurred on roads in the Toowoomba Region. These consist of the following:

Number of Casualties by Severity (2013 - 2017)



Noting that Council's portion of the total sealed road network constitutes approximately 80% of the total sealed network across the region, crashes on Council roads represent \$303 million (47.6%) of the community costs over that period.

These economic losses could be better spent on other community needs, including infrastructure improvements, education and enforcement initiatives to save more lives.

7.4 OUR TARGETS

1. An overall reduction of 12.5% in all injury crashes across our network over the life of the strategy.

In conjunction with Target 1 (above), Council also aims to achieve the crash-reduction targets outlined in the current national and state road safety strategies, which are:

2. to reduce the number of fatalities across our road network by 30%
3. to reduce the number of serious injuries resulting in hospitalisations across our road network by 30%

To ensure consistency, Council will measure crash reduction in accordance with National and State methodologies based upon three-year rolling averages.

7.5 OUR APPROACH: 'SAFE SYSTEM'

Council's decision to adopt a 'Safe System' approach to road safety within the region is an ethical decision. A 'Safe System' recognises that human beings are fallible and will make mistakes. These mistakes may result in road crashes, but the road environment should be forgiving as we find it unacceptable that people are seriously injured or killed on our road network.

The *Road Safety Strategy 2019-2023* provides a set of operating principles to guide our actions on the journey to the long term goal of eliminating all injury crashes on our roads.

Key Elements for Success:

- having a long-term goal of eliminating road deaths and serious injuries
- developing a road traffic system better able to accommodate human error by reducing exposure to crash energy which could result in death or serious injury
- implementing multiple network infrastructure improvement strategies for better management of crash forces (clear zones, safety barriers etc.), in conjunction with safer speed limits set in response to the level of protection offered by the road infrastructure
- undertaking comprehensive economic analyses to understand the scale of the trauma problem, and invest directly into those programmes and locations where the greatest potential benefit to society exists
- recognising a 'shared responsibility' so as to promote a shared vision amongst local and state government agencies, the public, private and not-for-profit organisations regarding the ultimate safety ambition of zero deaths and serious injuries, and how to achieve it.



8 SAFER PEOPLE - ROAD USERS

Road safety is a shared responsibility. Everyone can play an important role in helping reduce road trauma. Death shouldn't be seen as an inevitable consequence of making a mistake on our roads.

As a road controlling authority, maximising safe road user behaviour by minimising road user confusion and human error is paramount to Council. The provision of easily recognisable and 'fit-for-purpose' infrastructure serves to reduce road user confusion and promotes appropriate safe interaction between road users and road infrastructure.

'Safer people' is complemented through the implementation of effective road safety legislation, increased road safety awareness and educational programs, appropriate data capture and analysis systems for road users, vehicles, licensing and offences.

To promote safe road use behaviour, Council is committed to actively collaborating with state and private road safety stakeholders to raise awareness and educate road users on road safety practises. Council's support currently extends to the following road safety programs:

- **RYDA** – Rotary Youth Driver Awareness program – Road Safety Educational series of practical and powerful workshops for high school students that challenge students to change the way they think about road safety and lay the foundation for safe road use throughout their lives.
- **Fatality Free-Friday** – The annual hosting of the Australian Road Safety Foundation's events, to raise public awareness of road trauma on the most dangerous day of the week – Fridays.
- **Driver-Reviver** program - Department of Transport and Main Roads initiative aimed at reducing the incidence of driver-fatigue related serious and fatal crashes over holiday periods.
- **Queensland Road Safety Week** – A program of events hosted by Toowoomba Regional Council, Queensland Police, Queensland Fire and Emergency Services and Queensland's Department of Transport and Main Roads, across the region, to increase grassroots community engagement on road safety, and encourage discussions on complex road safety issues and eliminating road trauma.
- **Fatal Five** Campaigns - Queensland Police Service's ongoing campaigns aimed at raising community awareness on the 'Fatal Five'
- **Braking the Cycle** – PCYC's program which aims to provide disadvantaged young people with increased driver education opportunities and licencing, so as to promote employment opportunities and community connection through increased mobility.

✓ ACTIONS - 8 SAFER PEOPLE - ROAD USERS Timeframe: 1-2yrs 3-5yrs 1-5yrs

8.1	Key Action	Timeframe	Partners
Action 1:	Collaborate with and promote State and private stakeholder Road Safety Awareness / Educational programs aimed at reinforcing the importance of safe road user behaviour and reducing the incidence of fatal and serious crashes attributed to human error.	1-2yrs	TMR, RYDA, PCYC, TRC

TMR - Department of Transport and Main Roads, RYDA - Rotary Youth Driver Awareness, PCYC - Police Citizens Youth Club, TRC - Toowoomba Regional Council





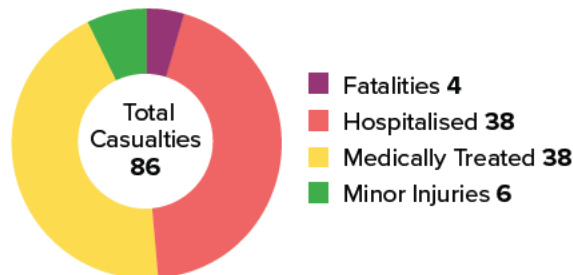
8.1 PEDESTRIANS

Walking is a part of everyday life. It is the most basic and utilised form of transport. Even the most dedicated motorist is a pedestrian, if only to cross the road to reach a parked vehicle. Pedestrians, along with cyclists and motorcyclists, are classed as vulnerable road users because they are unprotected in the event of a crash.

Road Trauma

A total of 84 injury crashes involving 86 pedestrian casualties have occurred on Toowoomba's roads between 2013 and 2017. This constitutes 3.4% of all recorded casualties.

Pedestrian Casualties by Severity (2013 - 2017)

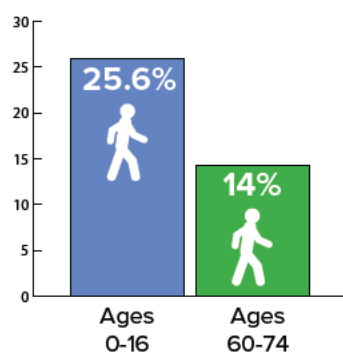


Age-related Factors

Young pedestrians, aged between 0 and 16, constitute approximately 21% of the region's population however, this age group is over represented at 25.6% of all pedestrian casualties across the region.

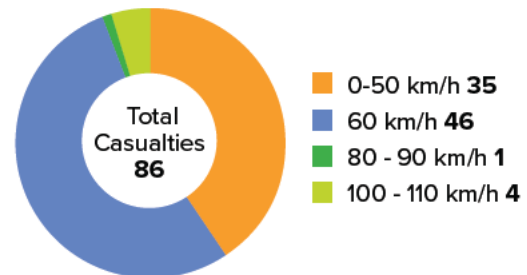
Senior pedestrians aged 60-74 years, constitute 10% of the region's population, yet account for 14% of all pedestrian casualties. Given the projected ageing population, this represents a developing risk.

Pedestrian Casualty by Age Group (2013 - 2017)



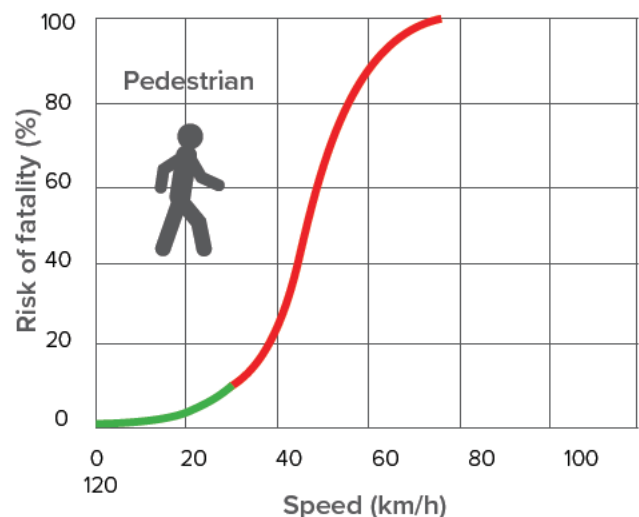
Road Environment Factors

Pedestrian Casualties by Speed Limit (2013 - 2017)



As 'vulnerable road users', pedestrians are more likely to be severely injured or killed in the event of a crash with a motor vehicle. 94.2% of all pedestrian casualties within the Toowoomba Region occurred within lower speed environments (0-50km/h and 50-60km/h zones).

Small increases in travel speed can result in large increases in braking distances and impact speed, substantially increasing the risk of a pedestrian being killed or seriously injured.

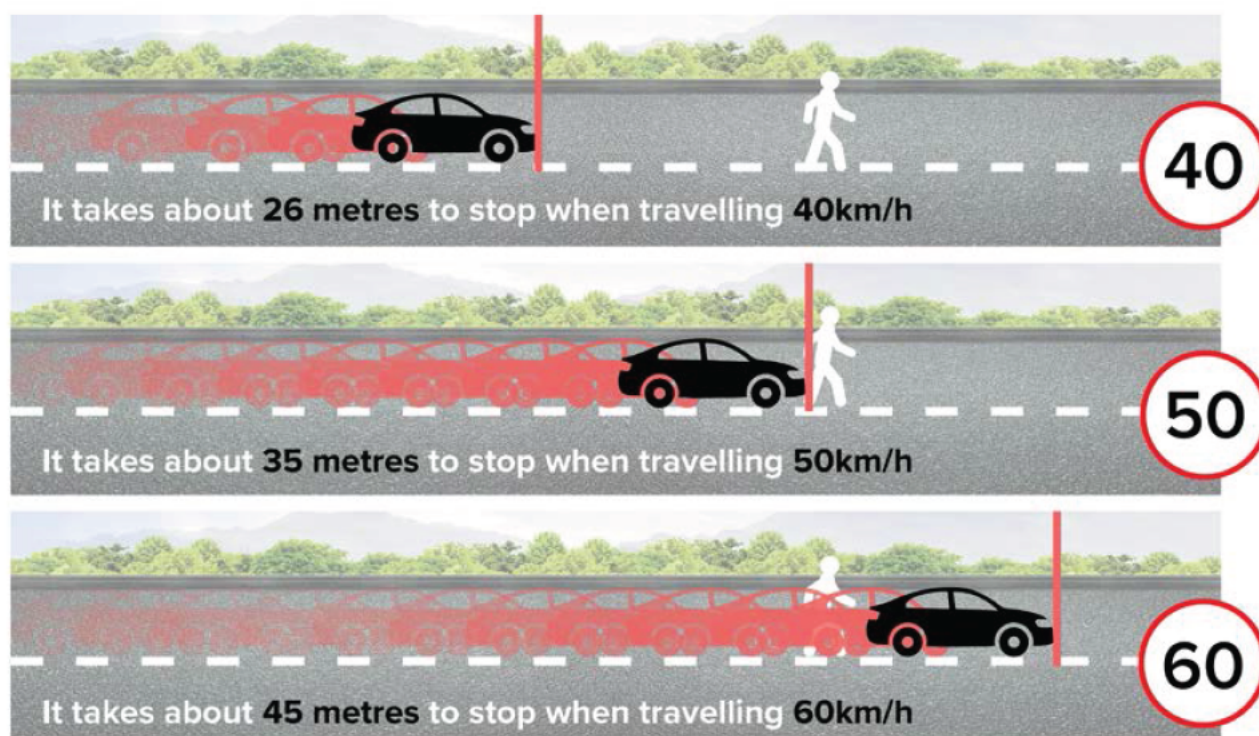


Moderation of vehicle speeds within high pedestrian activity zones significantly reduces the risk of death and/or serious injury to pedestrians.

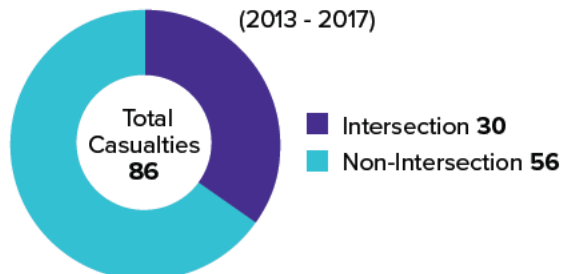
Lower speed limits, the use of Intelligent Transport Systems - ITS (e.g. active speed warning signs and variable message signs) and traffic calming measures serve to discourage high-speed through traffic.



THE FASTER YOU GO, THE LONGER IT TAKES TO STOP



Pedestrian Casualties by Traffic Control Feature
(2013 - 2017)



In the Toowoomba Region, 60% of pedestrian casualties at intersections were controlled with operating traffic lights.

Alcohol / Drug Involvement

Alcohol and/or Drugs are identified as a contributory factor in 14% of the pedestrian casualties across the

region. Two thirds of these casualties were the pedestrian under the influence of alcohol and/or drugs.

Regional Access and Disability Advisory Committee (RADAC) – Council's Advisory Committee provides the community with a voice on access and disability considerations within the region.



























The partnership guides Council on short, medium and long-term decisions about disability services and infrastructure. It represents the interests of people with access issues (including physical, social and cultural) and provides input to Council's development deliberations, infrastructure projects and social initiatives.

Council's *Access and Equity Plan 2016 – 2021* aims to develop an accessible and inclusive community that meets the needs of people who live, work in, and visit the Toowoomba Region.



ACTIONS - 8.1 PEDESTRIANS

Timeframe:  1-2yrs    3-5yrs     1-5yrs

8.1	Key Action	Timeframe	Partners
Action 2:	Through the Regional School Working Group, advocate and encourage all schools to include the Queensland Prep to Year 9 'Road Safety Matters' education program to raise road safety awareness and increase skills for younger road users.		TRC, TMR, DoE, Cath Ed, Independent Schools
Action 3:	Advocate and support road safety stakeholders in the development of awareness programs aimed at educating older road users about road safety issues, road rules refreshers, transport options and driver licensing requirements.		TMR, TRC, Bus-QLD, Translink
Action 4:	Undertake a Pedestrian Prioritisation Assessment to identify pedestrian priority zones (areas of high pedestrian activity) across the region.		TRC
Action 5:	Review existing speed limits and investigate the feasibility of implementing lower speed limits (shared zones / appropriate speed limits) at identified pedestrian zones (areas of high pedestrian activity).	  	TRC
Action 6:	Review pedestrian priority zones and investigate feasibility of introducing Intelligent Transport System (ITS) applications and traffic calming measures to promote safe interaction between pedestrians at high-risk priority zones.	   	TRC
Action 7:	Assess all signalised intersections to ensure safe pedestrian movements are catered for, and corrected if not appropriate.	   	TRC
Action 8:	Assess all existing and proposed crossing facilities (pedestrian refuges, zebra crossings, etc.) to ensure appropriate facilities are provided.	   	TRC
Action 9:	Assist, advocate and support programs aimed at raising community awareness of the risks posed by intoxicated pedestrian activities, and reducing the incidence of 'walking under the influence' within the Toowoomba Region.	   	QPS, TMR, TRC,
Action 10:	Through the RADAC initiative, continue to promote the provision of safe, convenient and accessible infrastructure by undertaking a comprehensive assessment of existing pedestrian paths and kerb ramps, and developing a programme to upgrade all pedestrian and crossing infrastructure to meet Commonwealth Disability Standards.	   	TRC, RADAC Committee

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, DoE - Department of Education, Cath Ed - Catholic Education, QPS - Queensland Police Service, RADAC - Regional Access & Disability Advisory Committee



8.2 SCHOOLS

As a major education centre, the Toowoomba Region hosts 89 schools, 58 state-owned and 31 private schools, and approximately 55km of school zones, ranging from 200m to 800m in length. The region's primary schools have 64 managed school crossings, manned by 110 school crossing supervisors.

Each school day, around 29,500 students (18% of the Region's population) make the trip to school and home, via a range of transport options. Around 6000 of these use public transport and the rest travel by foot, bicycle or private motor vehicle. These 59,000 daily school travel trips expose children to serious risks five days a week, around 40 weeks a year.

Regarding modes of school transport, a study conducted by the Institute of Transport Studies at the Sydney University shows that travel to and from school in a bus is seven times safer than in the family car, 31 times safer than walking and 228 times safer than riding a bicycle.

Younger children are naturally more vulnerable within complex traffic environments as they are often not well prepared to handle the busy road environments, are easily

distracted and harder to see by approaching traffic.

Three school-aged pedestrian casualties (aged 5 to 17) have occurred within active 40km/h school zones over the analysis period 2013 through 2017. All of these incidents resulted in medical treatment injuries, and are categorised 'Pedestrian: Far Side - Vehicle Hit from Left', involved pedestrians crossing carriageways and being collided with by opposing traffic flows.





Education and awareness programs aimed at younger children often achieve better results, as younger children are more inclined to obey the road rules they are taught and are less likely to engage in deliberate risk taking.

Inadequate crossing facilities, high traffic volumes and high speeds are some of the key road-related factors which contribute to crashes within school zones (Austroads: 2009).

Pedestrian segregation (off-street paths) and well-planned accesses to schools can minimise the exposure of children to traffic. Potentially hazardous situations near schools can also be addressed through a range of traffic management solutions such as traffic calming and/or safer pedestrian crossing facilities.

ACTIONS - 8.2 SCHOOLS

Timeframe:  1-2yrs  3-5yrs  1-5yrs

8.2	Key Action	Timeframe	Partners
Action 11:	Programs aimed at raising community awareness of the benefits of using public transport as an option for school travel within the Toowoomba Region.		TMR , Translink, Bus-QLD, TRC
Action 12:	State road safety education programs aimed at raising student and parent awareness of adult supervision for primary aged school children ('hold my hands' and 'safe crossing of roads' programs) at schools within the Toowoomba Region.		TMR , DoE, TRC
Action 13:	In collaboration with the Queensland Police Services, Education Queensland, Independent Schools and Catholic Education, continue to roll out the 'School - Speed Awareness' Project across the Toowoomba Region, to raise road user awareness of appropriate speeds during school zone operating times.		TRC , QPS, DoE, Independent Schools, Cath Ed
Action 14:	In consultation with the Department of Transport and Main Roads, identify and prioritise at risk school zones on evidence based research for remedial treatments.		TRC , QPS, TMR

TMR - Department of Transport and Main Roads, TRC - Toowoomba Regional Council, QPS - Queensland Police Service, Cath Ed - Catholic Education, DoE - Department of Education



8.3 CYCLISTS

Toowoomba Regional Council shares the 'Vision' of the *Queensland Cycling Strategy 2017–2027*. Through the provision of accessible, connected and integrated cycle networks we are promoting the benefits of cycling and encouraging more people to ride

Councils bi-annual commitment to the hosting of the Toowoomba Cycling Forum serves to promote collaboration and provides a platform for the open exchange of cycling information and ideas, comments and suggestions from both agency and community stakeholder perspectives

As a mode of transport and recreational pastime, cycling is an essential element for consideration within a transportation system. Widely accessible by all, cycling has low capital and ongoing costs, has significant health and environmental benefits and promotes human interaction and contact within the community.

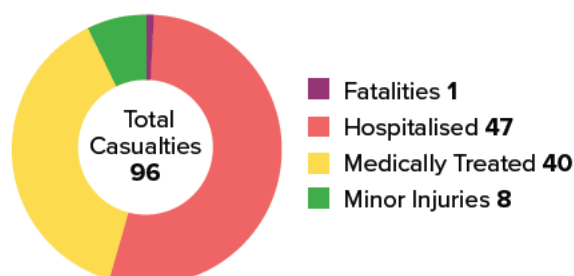
It is important to recognise that cyclists come in a variety of ages and varying skill levels. These may include pre-school, primary and secondary school children, and recreational, commuter and sporting cyclists. In planning facilities for all, cognitive skills, knowledge and understanding of traffic laws and traffic behaviour need to be considered. This will ensure improved safety and encourage cycling within the broader Toowoomba community.

Road Trauma

Cyclist crashes are often more severe due to cyclists' lack of physical protection. Even minimal protection and visibility improvements, such as wearing of bicycle helmets and bright/reflective clothing, substantially reduces the risk of a crash, as well as the risk of death or permanent injury to cyclists.

A total of 96 injury crashes involving 96 cyclist casualties occurred on Toowoomba's roads between 2013 and 2017. This constitutes 3.8% of all recorded casualties in that period.

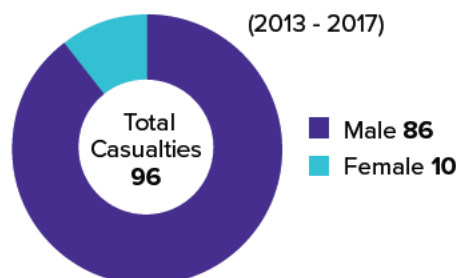
Cyclist Casualties by Severity (2013 - 2017)



Age-related Factors

Teenager and young adult cyclists, aged between 12 and 20, constitute approximately 28.1% of all cyclist casualties across the region, followed closely by the rider age group of 40-49 constituting 18.8% of the total cyclist casualties within the region.

Cyclist Casualties by Rider's Gender (2013 - 2017)

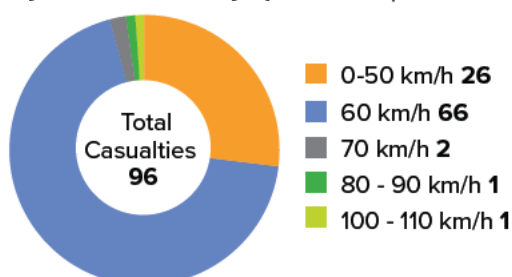


In reviewing the region's cyclist casualties by 'rider's gender' over the period 2013-2017, it is evident that male cyclists are significantly over represented, accounting for 89.6% of the casualties, whilst female cyclists are represented in 10.4% of the recorded casualties.

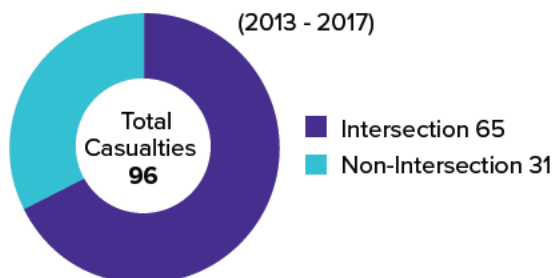
Deliberate risk taking among riders, especially among teenage and young adult males, has been linked to higher crash rates.

Road Environment Factors

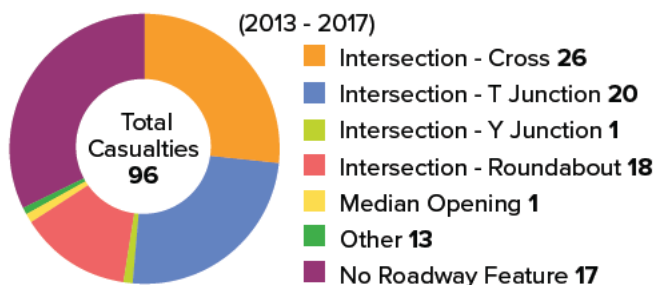
Cyclist Casualties by Speed Limit (2013 - 2017)



Cyclist Casualties by Traffic Control Feature (2013 - 2017)



Cyclist Casualties by Traffic Roadway Feature (2013 - 2017)



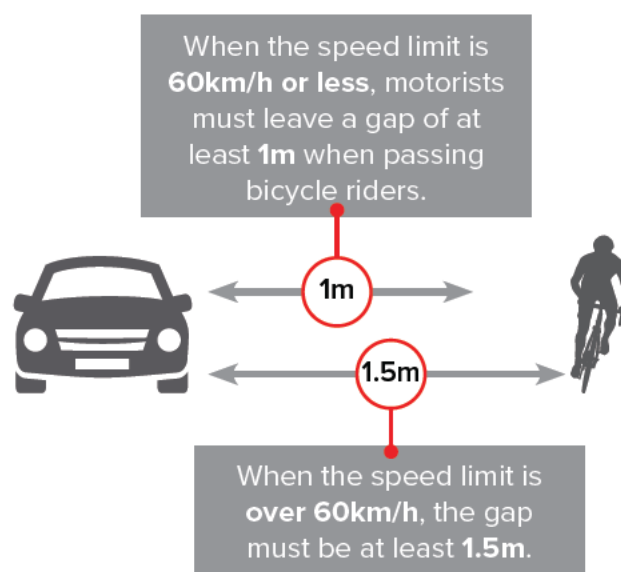
To assess the safety of cyclists within the cycle network, the following factors will be considered:

- traffic volume and composition
- the number, type and age group of cyclists along the route
- high pedestrian numbers (if on shared paths)
- speed environment - both for cyclists and other vehicles
- and public transport / bus movements and their interaction with cyclists within limited/shared space.

'Stay wider of the rider'

The minimum passing distance road rule

Keeps cyclists safe



✓ ACTIONS - 8.3 CYCLISTS

Timeframe: 1-2yrs 3-5yrs 1-5yrs

8.3	Key Action	Timeframe	Partners
Action 15:	In collaboration with Cycle Safety and Education stakeholders, advocate, encourage and support Cycle Safety Training and Awareness programs aimed at enhancing the skills of young cycling road users, and refreshing the skills of older cyclists.	1-2yrs	TMR, PCYC, TRC, Bike-QLD, Bicycle Qld
Action 16:	Promote the use of existing purpose-built cycle facilities such as Councils Criterium Cycle Track, which provides a range of circuits of varying distances for all ages and all skill levels.	1-2yrs	TRC
Action 17:	In partnership with Regional and State cycling stakeholders, promote cycling as part of a daily commute and/or recreational pastime for all ages across the region.	1-2yrs	TMR, TRC, Bike-QLD, Bicycle Qld
Action 18:	In collaboration with Regional and State cycling stakeholders prioritise the implementation of the Principal Cycle Network Plan (PCNP) across the region.	3-5yrs	TMR, TRC, Bike-QLD, Bicycle Qld
Action 19:	Undertake a comprehensive Cycle Network Safety Assessment of existing cycle routes to identify at-risk locations and develop mitigating treatments, for inclusion in future works programs.	1-2yrs	TRC
Action 20:	In collaboration with State cycle stakeholders, undertake annual data collection of users on the PCNP network to monitor performance against Queensland Cycle Strategy targets.	1-5yrs	TMR, TRC

TMR - Department of Transport and Main Roads, PCYC - Police Citizens Youth Club, TRC - Toowoomba Regional Council.



8.4 MOTORCYCLES

As a form of transport, motorcycle and scooter ownership is on the increase in Australia. It offers an economical and rapid means of commuting on congested urban road networks, and provides recreational biking and touring benefits in rural areas.

The Toowoomba Region has enjoyed an increase in motorcycle ownership with a 20% growth in registered motorcycles since 2011. Our scenic roads attract riders of all ages and levels of experience, with numerous motorcycle events hosted in the region each year.

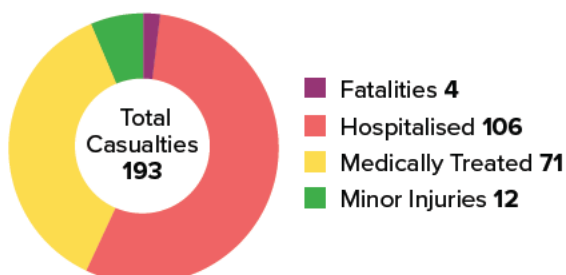
With increased use, comes increased exposure to risk. Research shows that a motorcycle rider is 23 times more likely to die in a crash than a car occupant.

With some of Queensland's most scenic motorcycle rides, including the 'Esk - Gatton - Toowoomba - Crows Nest Run' and the 'Redcliffe - Toowoomba' (two day ride), Toowoomba Regional Council is committed to raising awareness on motorcycle safety and providing a safer road environment for motorcyclists across the region.

Road Trauma

A total of 185 injury crashes involving 193 motorcyclist casualties occurred on Toowoomba's roads between 2013 and 2017 which is 7.6% of all recorded casualties.

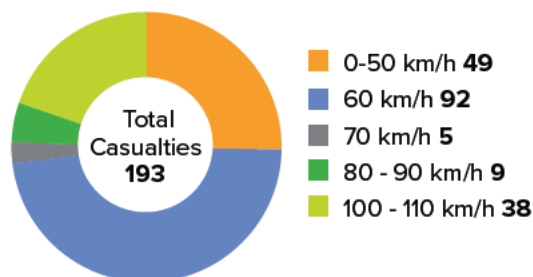
Motorcyclist Casualties by Severity (2013 - 2017)



Unlike other forms of motorised transport, motorcycling offers very limited protection to both riders and pillion passengers. There are only limited personal protectors which have been proven to reduce harm, such as motorcycle helmets, and to a lesser extent padded leather clothing, boots and gloves.

In reviewing the motorcycle crash statistics by 'crash type' across the region, the following is evident:

Motorcyclist Casualties by Speed Limit (2013 - 2017)



In lower speed environments (0-60km/h), motorcyclists are more likely to be involved in:

- 'intersection, from adjacent approaches' and 'opposing vehicles, turning' type crashes - 34.1%
- 'rear-end' crashes - 10.9%
- 'vehicle leaving driveway' crashes - 10.1%

In higher speed environments (70-110km/h), motorcyclists are more likely to be involved in:

- 'loss-of-control' type crashes - 40.4%, on curves and straights
- 'head-on' crashes - 10.6%
- 'rear-end' crashes - 10.6%
- 'hit animal' crashes - 10.6%

Age / Experience-related Factors

Teenage and young adult motorcyclists, aged between 17 to 24 years, constitute approximately 19.7% of all motorcyclist casualties across the region. Many novice riders have limited riding skills due to inexperience or infrequent riding exposure. A lack of confidence may lead to over-cautious behaviour, whereas over-confidence may lead to risk-taking behaviour.

This is followed closely by the rider age group 60+ years, constituting 11.9% of the total motorcyclist casualties within the region.

'Motorcycle Fatal Five'

The five behaviours that contribute most significantly to motorcycle deaths and serious injuries on Queensland roads make up the 'Motorcycle Fatal Five'. These include:

- **Distractions** – At 80km/h you travel 44m in just two seconds, so stay focused and leave time and space to react. Distracted / inattentive drivers / riders are identified as a contributory factor in 21.2% of the motorcyclist casualties across the Toowoomba Region.
- **Alcohol and drugs** – Even small amounts of alcohol and drugs affect your riding ability. Whatever anyone tells you, there's no such thing as a safe level. Alcohol and/or Drugs are identified as a contributory factor in 10.9% of the motorcyclist casualties across the Toowoomba Region.
- **Fatigue** – Riding tired affects reaction times and impairs judgement. Take a break or don't get on the bike if you're tired. Fatigue is identified as a contributory factor in 4.1% of the motorcyclist casualties across the Toowoomba Region.
- **Speed** – The faster you go, the harder you hit. On a bike, you'll always come off second-best. The only thing speeding gets you closer to is a crash. Speed is identified as a contributory factor in 3.6% of motorcyclist casualties across the Toowoomba region.

- **Gear and maintenance** – Look after yourself and look after your bike. The right gear and regular maintenance can save your life.

'Remember the Fatal Five and know your limits' (QPS: 2016)

Road Environment Factors

Motorcycles have very different road performance characteristics to four wheeled vehicles, e.g. high power-to-weight ratios. Rapid acceleration and increased manoeuvrability means drivers are often less likely to see or correctly predict rider movements, hence increasing the risk of conflict.

The road environment also has a significant impact on the risk and severity of motorcycle crashes. Road conditions are identified as a contributory factor in 18.1% of motorcyclist casualties across the region.

Road-related risk contributing factors may include the following:

- on curves: concealed hazards; Lack of superelevation; inadequate delineation; and drainage
- on-street parking increasing side- friction and conflicts
- pavement conditions: unsealed roads; loose gravel / debris, ponding water
- roadside hazards: drainage, poles, piers, trees etc.
- intersections: signalised filtering movements and unclear priority at unsignalised intersections.






The chance of a motorcycle rider or passenger surviving a collision with a car is greatly reduced at higher speeds.

The review (action 25 below) will consider the following factors:

- the number of motorcyclists using the route
- traffic volume and composition
- geometric design elements
- road / pavement conditions
- the speed environment.

ACTIONS - 8.4 MOTORCYCLES

Timeframe:  1-2yrs  3-5yrs  1-5yrs

8.4	Key Action	Timeframe	Partners
Action 21:	Promote partnerships between Council, the Queensland Government and select Regional and State motorcycling advocacy groups to disseminate motorcycle road safety messages, and promote external commercial rider training programs.		TRC, TMR
Action 22:	Partner with Queensland Police Services and State motorcycle safety stakeholders and support the delivery of education/training programs aimed at younger motorcyclists. Programs may include motorcycle safety, road rules and licensing requirements.		TMR, QPS, TRC
Action 23:	Partner with Queensland Police Services, Transport and Main Roads and State motorcycle safety stakeholders and support the delivery of education/training programs aimed at more mature / returning motorcyclists.		TMR, QPS, TRC
Action 24:	Partner with and support the Queensland Police Service, Transport and Main Roads and State motorcycle safety stakeholders in raising awareness of the 'Motorcycle Fatal Five' within our region.		TMR, QPS, TRC
Action 25:	Undertake a comprehensive road safety review of known motorcycle routes across the region to identify high-risk locations, and develop a treatment strategy and works program to improve the safety of motorcyclists incrementally.		TRC, TMR

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, QPS - Queensland Police Service



8.5 YOUNGER DRIVERS

Research shows that the crash risk for drivers is highest in the first 12 months of unaccompanied driving.

Teenager and young adults, aged between 16 to 24 years, constitute approximately 13% of the region's population. However this age group is accountable for 38.5% of all casualties across the region. These include five fatalities and 348 hospitalised casualties.

Age/Experience Related Factors

Young or novice drivers often lack the skills and experience to read and react to complex traffic scenarios, tending to overestimate their driving skills and abilities, whilst underestimating risks and hazards associated with the road environment and their driving behaviour.

In lower speed environments (0-60km/h) younger drivers are more likely to be involved in the following crash types:

- 'rear-end' crashes - 29.8%
- 'intersection from adjacent approach' crashes - 21.6%
- 'opposing vehicles turning' type crashes - 20.0%

In higher speed environments (70-110km/h) younger drivers are more likely to be involved in the following crash types:

- 'off carriageway, hit object' type crashes - 39.2%
- 'rear-end' type crashes - 7.4%
- 'head-on' type crashes - 7.4%.

In higher speed environments loss-of-control (hit object) and head-on type crashes often result in death or serious injury.

Leading contributory factors to these crashes include 'drivers who disobeyed road rules' (78.0%) and 'distracted/inattentive drivers' (28.7%)

✓ ACTIONS - 8.5 YOUNG DRIVERS

Timeframe: ■ 1-2yrs ■ ■ ■ 3-5yrs ■ ■ ■ ■ 1-5yrs

8.5	Key Action	Timeframe	Partners
Action 26:	Partner with Road Safety stakeholders in the delivery of road safety awareness programs aimed at senior high school students (PCYC - Brake the Cycle, RYDA).	■ ■ ■ ■	TMR, TRC, RYDA, PCYC
Action 27:	Partner with driver education stakeholders and support programs aimed at delivering driver education to learner drivers across the region	■ ■ ■ ■	TMR, PCYC, TRC

TMR - Department of Transport and Main Roads, TRC - Toowoomba Regional Council, RYDA - Rotary Youth Driver Awareness, PCYC - Police Citizens Youth Club



8.6 SENIOR DRIVERS

Senior drivers, aged 60 years and over, constitute 10% of the region's population, yet are accountable for 20.6% of all casualties. These include 14 fatalities and 217 hospitalised casualties. With age, natural declines in functionality and increased fragility, older road users are at risk of serious harm or death in the event of a crash.

In lower speed environments (0-60km/h) older drivers are more likely to be involved in the following crash types:

- 'Intersection, from adjacent approach' type crashes - 32.1%
- 'rear-end' type crashes - 21.8%
- 'opposing vehicles, turning' crashes - 21.2%.

In higher speed environments (70-110km/h) senior drivers are more likely to be involved in the following crash types:

- 'loss-of-control' type crashes - 30%
- 'rear-end' type crashes - 18.6%
- 'intersection from adjacent approaches' type crashes - 21.4%.

Leading contributory circumstances to these crashes include 'drivers who disobeyed road rules' (77.4%) and 'distracted / inattentive drivers' (18.1%).

Regional Active and Public Transport Advisory Committee (RAPTAC) – Councils Advisory Committee is a partnership between Local Government, State Government and the community, which serves to provide the community with a voice on Regional Active and Public Transport considerations.

✓ ACTIONS - 8.6 SENIOR DRIVERS

Timeframe: ■ 1-2yrs ■ ■ ■ 3-5yrs ■ ■ ■ ■ 1-5yrs

8.6	Key Action	Timeframe	Partners
Action 28:	In partnership with the Department of Transport and Main Roads, Queensland Police and 'Older Driver' advocacy stakeholders, promote and deliver programmes aimed at raising awareness and educating older road users on age-related driving behaviour, medical conditions and licensing, road rules and safe caravanning.	■ ■ ■ ■	TMR, QPS, TRC, RACQ, Advocacy Groups
Action 29:	Through the consultative platform of the Regional Active and Public Transport Advisory Committee (RAPTAC), partner with Active and Public Transport advocacy groups to promote alternative transport options and mobility, including the use of active and public transport to the elderly within the region.	■ ■ ■ ■	TRC, RAPTAC, TMR, RACQ, Translink, Bus-QLD

TMR - Department of Transport and Main Roads, QPS - Queensland Police Service, TRC - Toowoomba Regional Council, RACQ - Royal Automobile Club of Queensland, RAPTAC - Regional Active and Public Transport Advisory Committee



9 SAFER ROADS AND ROADSIDES – TRANSPORT INFRASTRUCTURE

Road and roadside infrastructure plays a vital role in determining the likelihood and severity of a crash. Road conditions are identified as a causal factor in 11.5% of all casualties across the Toowoomba Region between 2013 and 2017.

Appropriate road safety engineering treatments provide certain and immediate reductions in crash likelihood and severity, and have the ability to eliminate nearly all fatal and serious crash outcomes.

9.1 PLANNING

In planning and designing new transport infrastructure, or upgrading existing road infrastructure within a highly diverse traffic environment, the individual and collective needs of all road users need to be considered.

Road safety outcomes are promoted when transport corridor planning and land use considers, the needs of more vulnerable road users, such as pedestrians, cyclists and motorcycles, before the needs of less vulnerable users such as cars, trucks and buses.

This ensures that appropriate transport function, road space allocation, road safety design features and speeds are combined to deliver the best road safety outcomes.

✓ ACTIONS - 9.1 PLANNING

Timeframe: ■ 1-2yrs ■ ■ ■ 3-5yrs ■ ■ ■ ■ 1-5yrs

9.1	Key Action	Timeframe	Partners
Action 30:	Develop road safety and traffic engineering review criteria and incorporate into the Development Assessment process (Development Applications) and include appropriate officers as part of the review process.	■	TRC
Action 31:	Develop and incorporate road safety engineering criteria into Council's internal 'Safety in Design' process to ensure projects consider the needs of all road users.	■	TRC

TRC - Toowoomba Regional Council



9.2 CRASH REDUCTION

AusRAP Assessments - The Australian Road Assessment Program (AusRAP) is run by the Australian Automobile Association (AAA) and the state and territory motoring organisations. The program is aimed at identifying at-risk locations within road networks, and is dedicated to saving lives through advocating for safer road infrastructure.

Road Safety Auditing - A road safety audit is a formal examination of a future road or traffic project, or an existing road, in which an independent, qualified team reports on the project's crash potential and safety performance' (Austroads Guide to Road Safety Part 6: Road Safety Audit).

The benefits of implementing a Road Safety Audit process range from the more immediate safety improvements in the design and construction of road infrastructure projects, to the long-term development of a road safety culture within infrastructure safety policies.

Some benefits include:

- safer road networks increasingly free of death and serious injury

- more explicit consideration of the safety needs of more vulnerable users
- more uniform road environments providing road users with consistent, easily understood environments
- reduced 'whole of life costs' of road infrastructure initiatives as the need to modify and improve safety on new projects is reduced once built
- fostering a better understanding road safety engineering principles.

The guidelines are to include procedures for commissioning, conducting and completing road safety audits for Toowoomba Regional Council.

'Black Spot' Program - Road crashes are a major cost to the region each year. Black Spot projects target those road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at high risk intersection, and route / mid-block safety improvements, the program reduces the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

✓ ACTIONS - 9.2 CRASH REDUCTION

Timeframe: ■ ■ ■ ■ 1-2yrs ■ ■ ■ ■ 3-5yrs ■ ■ ■ ■ 1-5yrs

9.2	Key Action	Timeframe	Partners
Action 32:	Through the roads and transport alliance partnership (LGAQ, TMR, TRC) progress the risk-based AusRAP assessment of the regions Local Roads of Regional Significance (LRRS) to prioritise joint-investment and optimise safety on the regions higher order roads.	■ ■ ■ ■	TRC, TMR, LGAQ, ARRB
Action 33:	Develop Road Safety Audit Guidelines, Policies and Processes to ensure that road safety engineering elements are considered in the planning, design and construction stages of projects, and deliver maximum safety benefits for road users. The Guidelines are to include procedures for commissioning, conducting and completing road safety audits for Toowoomba Regional Council.	■ ■	TRC
Action 34:	In collaboration with state road safety stakeholders continue to monitor annual traffic crash data to remain abreast of existing crash patterns and identify emerging crash trends across Toowoomba Region.	■ ■ ■ ■	TRC, TMR, QPS, Qld Health
Action 35:	Continue to identify 'Black Spot' and 'Black Link' infrastructure locations on local roads, through road safety assessments and crash data reviews, with a view to developing feasible crash reduction treatments and seeking funding under the Federal Government's Black Spot program.	■ ■ ■ ■	TRC, TMR, Fed Govt, QPS

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, LGAQ - Local Government Association of Queensland, ARRB- Australian Road Research Board, QPS - Queensland Police Service, Qld Health - Queensland Health



9.3 MASS ACTIONS

'Mass action', or the mass application of road safety engineering treatments, involves the application of similar remedial treatments to address common hazardous features or crash types at various locations.

Common features might include road and roadside environment (e.g. inadequate sealed shoulders on curves, non-frangible trees within clear zones etc.), common road users (vulnerable road users, heavy vehicles), common crash types (e.g. run-off-road, rear-ends etc.) or common contributory factors (e.g. speeding, driver fatigue etc.).

Program development and treatment prioritisation may be prioritised based on risk-ranking of 'Crash Risk' x 'Likelihood' x 'Exposure', and the feasibility of the proposed mass action scheme.

- Crash Risk = Crash type x Relative Severity x Speed Environment
- Likelihood = Length x Crash Risk x Relative Risk (E.g. Power poles @ 60m – 5km's)
- Exposure = Traffic Volume x Volume Adjustment Factor (0.1-1.0)

The 'golden hour' is the time-critical component (first hour) in delivering appropriate medical care during the initial emergency service response to traffic crashes. This first response is vital in ensuring appropriate medical care is provided in a timely manner, to sustain the injured and minimise long-term trauma.

In recognition of the critical need for the 'golden hour' response time, Toowoomba Regional Council is committed to working with the Department of Transport and Main Roads, Queensland Fire and Emergency Services and Queensland Ambulance Service in continuing to roll out the 'Emergency Vehicle Priority' program within our region.

The Emergency Vehicle Priority (EVP) program is technology that enables emergency vehicles to communicate with traffic signal systems, to trigger 'green light' signal sequences along the most direct route when responding to traffic crashes and emergency calls. By clearing the path ahead, emergency vehicles can respond quicker to emergencies. Once the emergency vehicle has passed, the traffic lights will return to normal sequence, minimising traffic disruptions.

9.4 EMERGENCY VEHICLE PRIORITY



ACTIONS - 9.3 MASS ACTIONS

Timeframe: ■ 1-2yrs ■ ■ ■ 3-5yrs ■ ■ ■ ■ 1-5yrs

9.3	Key Action	Timeframe	Partners
Action 36:	Develop 'mass action' treatment programs to address common crash risks by 'crash type' across the network.	■ ■ ■ ■	TRC
Action 37:	Develop 'mass action' treatment programs to address common crash risks by 'road user type' across the network (vulnerable road users - such as pedestrians, cyclists and motorcyclists, elderly road users, heavy vehicles).	■ ■ ■ ■	TRC



ACTIONS 9.4 EMERGENCY VEHICLE PRIORITY

9.4	Key Action	Timeframe	Partners
Action 38:	Collaborate with the Department of Transport and Main Roads and Emergency Services to facilitate the continued roll-out of the EVP program.	■ ■ ■ ■	TMR, QFRS, QAS, TRC

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, QFRS - Queensland Fire & Rescue Service, QAS - Queensland Ambulance Service



10 SAFER SPEEDS - SPEED MANAGEMENT

Speeding is one of the major causes of fatalities on Queensland roads. Speeding is defined not only as driving over the posted speed limit, but also driving at a speed that is inappropriate for the conditions (e.g. adverse weather conditions such as rain and fog, high traffic volumes etc.).

Speed is identified as a contributory factor in 15.5% of all fatalities across the Toowoomba Region between 2013 and 2017.

Speeds just over 5km/h above the speed limit in urban areas, and 10km/h above the speed limit in rural areas, are sufficient to double the risk of a casualty crash (*CARRS-Q - Centre for Accident Research & Road Safety – Queensland*).

As Council, we recognise that good speed management practices contribute to road safety, mobility and amenity on

public roads, by providing a credible system of speed limits that are compatible with the speed environment, consistent and largely self-enforcing.

Key speed management benefits include:







- credible and consistent speed limits
- crash reduction
- improved safety for vulnerable road users such as pedestrians and cyclists.

Council is committed to reducing speed-related crashes through the implementation of best-practice speed management principles across the region.

This commitment is evident in Council's implementation of 40km/h speed zones and associated traffic calming across the Toowoomba central business district areas in accordance with Council's City Centre Master Plan (TCCMP). Toowoomba Central Business District generates significant pedestrian activity and vehicle speeds are typically lower than 49km/h.

ACTIONS - 10 SAFER SPEEDS

Timeframe:  1-2yrs  3-5yrs  1-5yrs

10	Key Action	Timeframe	Partners
Action 39:	In collaboration with the Queensland Police Service and the Department of Transport and Main Roads, continue to be an active participant on the local Speed Management Committee.		TRC, QPS, TMR
Action 40:	Collaborate with the Department of Transport and Main Roads and Local Governments across Queensland in the 'MUTCD Part 4 (Speed Controls) Review Project', as part of the working group, to ensure that speed management across the state provides road users with a safe and consistent speed environment that considers all road users.		TMR, TRC
Action 41:	Collaborate with the Queensland Police Service to facilitate 'Targeted Enforcement' of speed limits, by providing speed data, captured as part of Council annual Asset Management Process, identifying at-risk locations where higher proportions of average vehicle speeds exceed the applicable speed limit.		TRC, QPS
Action 42:	Assess all urban-residential and rural-residential speed environments for the purposes of develop a 'traffic calming' program to promote travel at safe speeds within residential precincts.		TRC
Action 43:	To promote and achieve 'safer speed' awareness, assess the feasibility of introducing permanent speed management solutions within all school zones (Electronic Speed Observation and Driver-Feedback signage).		TRC, TMR
Action 44:	Collaborate with road safety stakeholders and promote State Road Safety Awareness programs aimed at reinforcing the dangers of speeding.		TMR, TRC, QPS, RYDA

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, QPS - Queensland Police Service, RYDA - Rotary Youth Driver Awareness



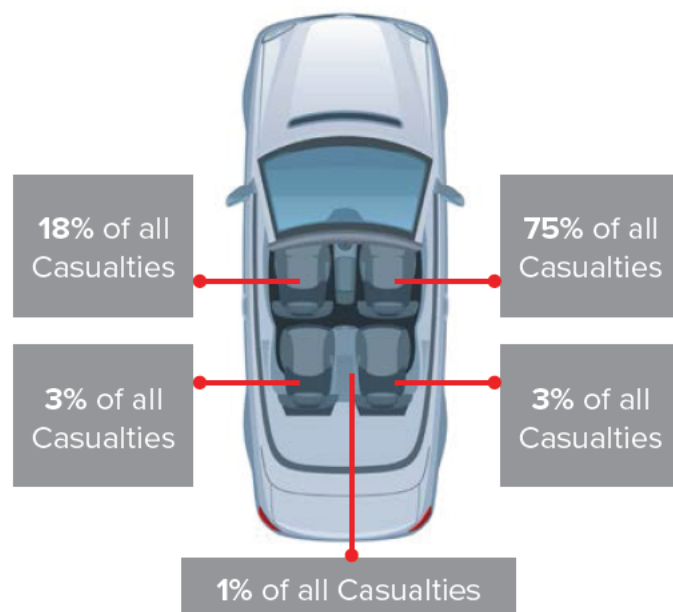
11 SAFER VEHICLES

As a large fleet owner, Council is conscious of two considerations:

- the safety of our teams when out on the roads
- the environmental impact of our large fleet.

Amongst other considerations, ANCAP Safety Ratings guide our fleet selection as crashes may happen anywhere at any time, and we recognise the need to provide our teams with vehicles that provide the maximum safety to occupants under all circumstances.

'The Australasian New Car Assessment Program (ANCAP) is Australasia's leading independent vehicle safety advocate. Through its safety rating program, ANCAP provides consumers with transparent information on the level of occupant and pedestrian protection and collision avoidance capabilities provided by different vehicle models in the most common types of serious crashes.'



✓ ACTIONS - 11 SAFER VEHICLES

Timeframe: ■ 1-2yrs ■ 3-5yrs ■ 1-5yrs

11	Key Action	Timeframe	Partners
Action 45:	Leading by example in the provision of safer fleet vehicles within the region by acquiring 5-star ANCAP safety-rated vehicles for all new Local Government fleet procurement.	■ ■ ■ ■ ■	TRC
Action 46:	Collaborate with Queensland Police Service and Department of Transport and Main Roads in advocating and promoting safer vehicle choices to large private fleet owners/managers within the Toowoomba Region, including the provision of Forward Collision Avoidance Technology, Rear-View cameras and 5-Star ANCAP Ratings as a benchmark for purchasing new vehicles.	■ ■ ■ ■ ■	TMR, QPS, TRC
Action 47:	Collaborate with Queensland Police Service and Department of Transport and Main Roads in advocating and promoting safer vehicle choices to young/novice drivers and the use of safety-enhancing gear for motorcyclists, including brightly coloured clothing, fluorescent vests, and/or reflective strips.	■ ■ ■ ■ ■	TMR, TRC, QPS
Action 48:	Collaborate with Department of Transport and Main Roads in advocating and promoting the use of smart technology to guide decision making on safer vehicle procurement, including the 'SafeCars application' (the App) created and developed by the Department of Transport and Main Roads and 'Redbook.Com.Au'.	■ ■ ■ ■ ■	TMR, TRC
Action 49:	Collaborate with Kidsafe QLD in advocating and promoting child safety within vehicles, including the use of appropriate and safe restraint systems for varying ages, and safer positions in vehicles.	■ ■ ■ ■ ■	Kidsafe QLD, TRC, TMR

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, QPS - Queensland Police Service



12 SAFER TRANSPORT NETWORKS

The Toowoomba Region boasts a large and diverse transport network, supporting a range of modes. As the Region's population and economy grows, so does our reliance on road and rail freight transport. Council is committed to delivering a heavy vehicle network that is safe, efficient and relevant for the function it performs.

Vision: A heavy vehicle and rail network that caters for the current and future needs of our region.

12.1 HEAVY MOTOR VEHICLES

It is estimated that heavy vehicles deliver up to 72% of the total freight task across Australia. The Darling Downs economy benefits significantly from the large commercial and agricultural industry within the Downs/South West region, and road freight by heavy vehicles is a critical part of the transport network, delivering essential goods, services and jobs for our communities.

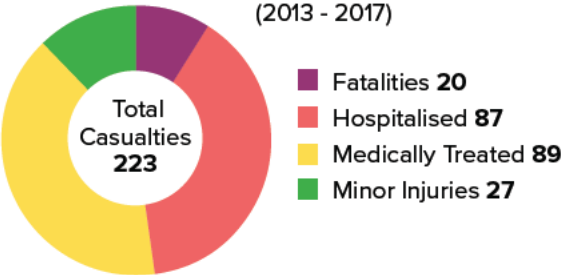
Agriculture forms one of the top three employment sectors within the Darling Downs/Maranoa region, and in 2015/16 the total value of agricultural output from the region was estimated at \$3.48 billion. The largest commodity produced was livestock products and disposal, valued at around \$1.8 billion, which accounted for 51% of the total agricultural output (Australian Bureau of Statistics (ABS) - Value of Agricultural Commodities Produce 2015-2016).

The sustainability and growth of the industry within the region relies heavily upon road freight across the region's local and state road network. Councils are under increased pressure to manage access to the network for longer and more efficient vehicles.

Road Trauma

A total of 178 injury crashes involving heavy vehicles have occurred on Toowoomba's roads over the period 2013 through 2017. These crashes resulted in 223 casualties, constituting roughly 9% of all casualties in the Toowoomba Region over the aforementioned period.

Heavy Vehicle Related Casualties by Severity
(2013 - 2017)





By sheer dimensions and mass, negative interaction between vulnerable road users / light motor vehicles and heavy motor vehicles may result in serious injury or fatal crash outcomes. This is evident in our region's fatality statistics as heavy vehicles were involved in 20 (34.5%) of the 58 fatalities within the region between 2013-2017.

Road Environment Factors

Heavy motor vehicles have very different road performance characteristics to lighter motor vehicles, requiring longer acceleration and deceleration distances, and more area to manoeuvre.

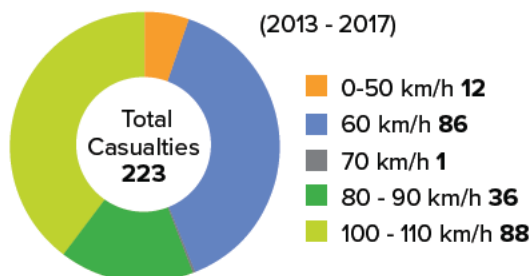
Heavy Vehicle Speed

Stopping distance (metres)	60 km/h	70 km/h	80 km/h	90 km/h	100 km/h
	73	91	111	133	157
	83	105	130	156	185

The chances of a vulnerable road user or light motor vehicle driver or passenger surviving a crash with a heavy vehicle are greatly reduced at higher speeds.

Heavy Vehicle Related Casualties by Speed Limit

(2013 - 2017)



In lower speed environments (0-60km/h) heavy motor vehicles are more likely to be involved in the following crash types:

- 'rear-end' crashes constituting - 34.5%
- 'intersection from adjacent approaches' crashes constituting - 14.3%
- 'lane change' crashes constituting - 11.9%
- 'opposing vehicles turning' crashes constituting - 11.9%.

In higher speed environments, heavy motor vehicles are more likely to be involved in the following crash types:

- 'loss-of-control' type crashes constituting - 37.2%
- 'head-on' crashes constituting - 20.2%
- 'rear-end' crashes constituting - 18.1%.

Some common road environment risks may include:

- pavement and bridge/culvert widths - too narrow
- lack of sealed road shoulders
- curve – concealed hazards, lack of advance warning and superelevation

- traffic and turning lanes – inadequate widths and inadequate provision for turning.

The planning of routes is to consider road safety and geometric requirements, structures (bridges/culverts), pavements and amenities (land use, emissions, noise and dust).

In an effort to maximise the economic benefit of freight movement across the South-East Queensland region, Toowoomba Regional Council and the Western Downs Regional Council have formed a joint 'Agricultural Transport and Logistics Working Group', to better understand and prioritise network access for the movement of road freight.

The group, comprising of Council, heavy vehicle industry representatives, Local, State and Federal Government representatives from various departments, are looking to develop processes that enable the network evaluation of the benefits of various regional freight strategies to ensure that regional freight is moved across bordering regions in a safe and efficient manner. The information generated will assist in the development of operational improvement programs to support the freight industry.

Behavioural Factors

Leading contributory factors to these crashes include:

- 'distraction / inattention' contributing to 22.9% of the casualties
- 'young adult drivers' (aged 16 to 24 years)' contributing to 15.7% of the casualties
- 'involving road conditions' contributing to 14.3% of the casualties
- 'alcohol/drug related' contributing to 12.6% of the casualties.



ACTIONS - 12.1 HEAVY MOTOR VEHICLES

Timeframe: ■ 1-2yrs ■ ■ ■ 3-5yrs ■ ■ ■ 1-5yrs

12.1	Key Action	Timeframe	Partners
Action 50:	Assess preferred Heavy Vehicle routes (percentage of annual daily traffic) within Councils urban and rural road network, and develop and prioritise infrastructure upgrades where at-risk sites are identified.	■	TRC, TMR, NHVR, Heavy Vehicle Industry Associations
Action 51:	Continue to collaborate closely with the National Heavy Vehicle Regulator in the planning and approval of heavy vehicle routes within Councils area of jurisdiction, to ensure approved routes provide a safe environment for interaction with heavy motor vehicles. The planning of routes is to consider road safety and geometric requirements, structures (bridges/culverts), pavements and amenities (land use, emissions, noise and dust).	■ ■ ■ ■	TRC, TMR, NHVR, Heavy Vehicle Industry Associations
Action 52:	Collaborate closely with the Agricultural Transport and Logistics Working Group in the planning and assessment of heavy vehicle routes across the region to ensure safe and efficient movement of goods across the greater region.	■ ■ ■ ■	TRC, WDRC, TMR, NHVR, Heavy Vehicle Industry Associations
Action 53:	In collaboration with State Government and the heavy vehicle industry, promote education and awareness programs aimed at raising road user awareness of the risks posed by heavy vehicles, and reducing the incidence of heavy vehicle crashes within the Toowoomba Region.	■ ■ ■ ■	TMR, NHVR, TRC, Heavy Vehicle Industry Associations

TRC - Toowoomba Regional Council, TMR - Department of Transport and Main Roads, NHVR - National Heavy Vehicle Regulator, WDRC - Western Downs Regional Council



12.2 RAIL SAFETY

An at-grade railway crossing (or level crossing) is the most common type of rail/road intersection. These crossings pose significant risk to road users as the outcome of road/rail crashes are most often significant in severity.

Since 2001 there have been seven road / rail crashes, including a single hospitalisation crash over the crash analysis period 2013-2017, within the Toowoomba Region. These include two fatal crashes, one hospitalisation crash, one medical treatment crash and three property damage only crashes.

Many level crossing incidents that occur are potentially dangerous but do not result in an actual collision. It is









reported that 'near-misses' occur at a rate of 1.3 incidents per day across the state.

The Queensland Level Crossing Safety Group, consisting of representatives from local and state government and industry, provides advice on level crossing strategy, and oversees the Memorandum of Understanding which defines management and funding responsibilities of railway managers and road authorities at level crossings.

Council shares the strategic rail safety aims of the Department of Transport and Main Roads as outlined within the Queensland Level Crossing Safety Strategy 2012-2021, to eliminate level crossing crashes, reduce the number of near miss incidents at level crossings and minimise the impact of any incidents that occur.

ACTIONS - 12.2 RAIL SAFETY

Timeframe:  1-2yrs   3-5yrs  1-5yrs

12.2	Key Action	Timeframe	Partners
Action 54:	Collaborate and advocate on behalf of the Queensland Level Crossing Safety Group, for the upgrade of at-risk level crossings, as per the <i>Queensland Level Crossing Safety Strategy 2012-2021</i> .	   	QR; LGAQ; TMR; TRC
Action 55:	Advocate and support education and awareness programs aimed at raising community awareness of rail crossing safety, such as 'Railsmart' Community Education Program from Queensland Rail, which aims to positively influence the attitudes and behaviours of communities to act safely at railway stations and level crossings.	   	QR; LGAQ; TMR; TRC

QR - Queensland Rail, LGAQ - Local Government Association of Queensland, TMR - Department of Transport and Main Roads, TRC - Toowoomba Regional Council



13 CONCLUSION

The *Road Safety Strategy 2019-2023* provides a framework to guide Council's and key stakeholders' road safety initiatives across the region for the next five years.

The Strategy's actions have been developed in consultation with key public and private road safety stakeholders, and reflect a shared responsibility to evidence-based initiatives for implementation over the life of the Strategy.

Through established and developing partnerships and collaboration with key road safety stakeholders, community and advocacy groups, we're aiming to save lives and reduce serious harm on our roads.

ACKNOWLEDGEMENTS

The Toowoomba Road Safety Strategy 2019-2023 is a collaborative initiative, and Council acknowledges and thanks our key partners for their contributions.

The Department of Transport and Main Roads, Queensland Police Service, Royal Automobile Club of Queensland, Centre for Accident Research and Road Safety – Queensland, and all private stakeholders.

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