ROCKHAMPTON REGIONAL COUNCIL

# ROAD SAFETY STRATEGY 2012 - 2022









ROAD SAFETY

IPWEAQ

Rockhampton Regional Council

COMMUNITY PARTNERSHIP PROGRAM
AN INITIATIVE SUPPORTED BY THE ROADS ALLIANCE

Connecting Queensland
www.tmr.qld.gov.au

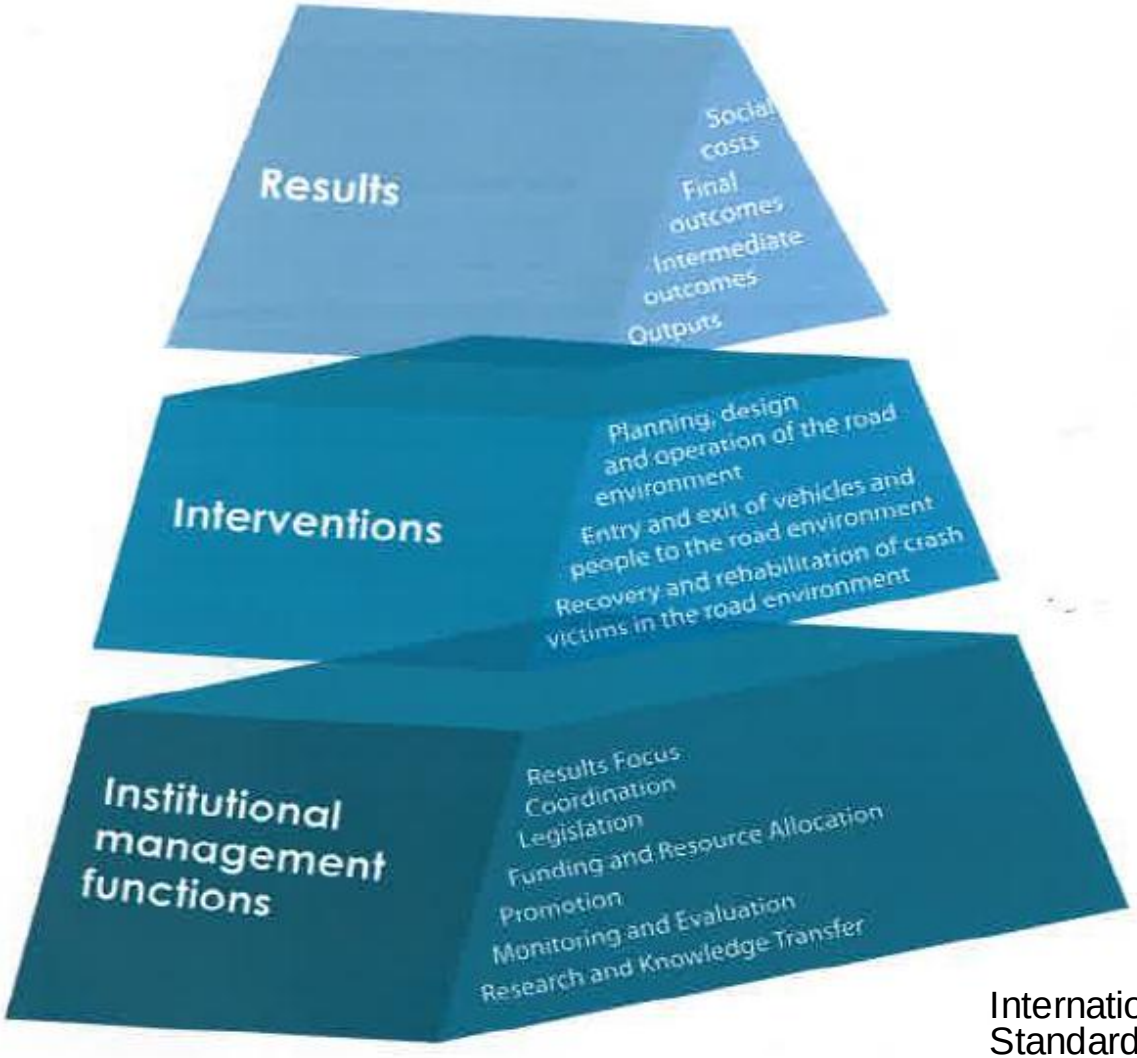
Queensland Government

# Rationale for the Road Safety Strategy

- Increased recognition of the role of LGA in road trauma reduction
- Focusing on proactive road safety (taking off our operational hats)
- Increased coordination in decision-making and delivery across agencies (smart use of resources) – *"One Network Approach"*
- Improved governance and management of stakeholder expectations (community and elected representatives)

# Development Process

1. Lessons from other jurisdictions, the RSPT and best practice in road safety delivery (International Standard)
2. Stakeholder engagement + 'Be Heard' workshops
3. In-depth analysis of crash data for the region (versus state trends) and understanding current and future transport needs




International Organization for Standardization (2011)

## Results Focus

- Committed to 30% reduction target + reduction in all crashes
- Aligns with National Strategy, but addresses local priorities
- Defines priority level, delivery timeframe and accountability

## Coordination

- Improved governance – increased emphasis on strategic focus, appropriate membership, secretariat support
- Cross-agency discussion, decision-making and delivery
- Transparent filter process for community / political issues
- Move to handle operational issues by flying minute

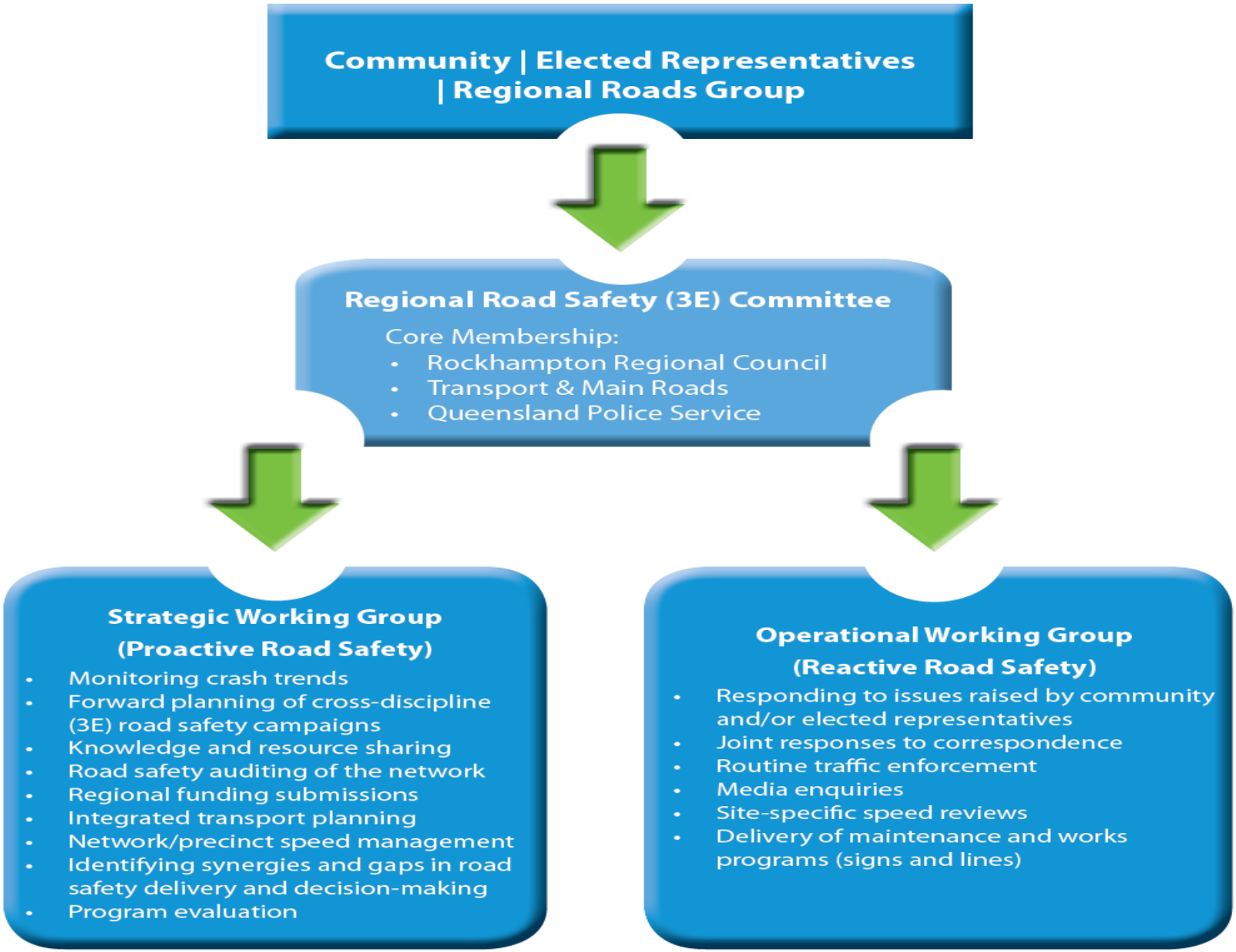


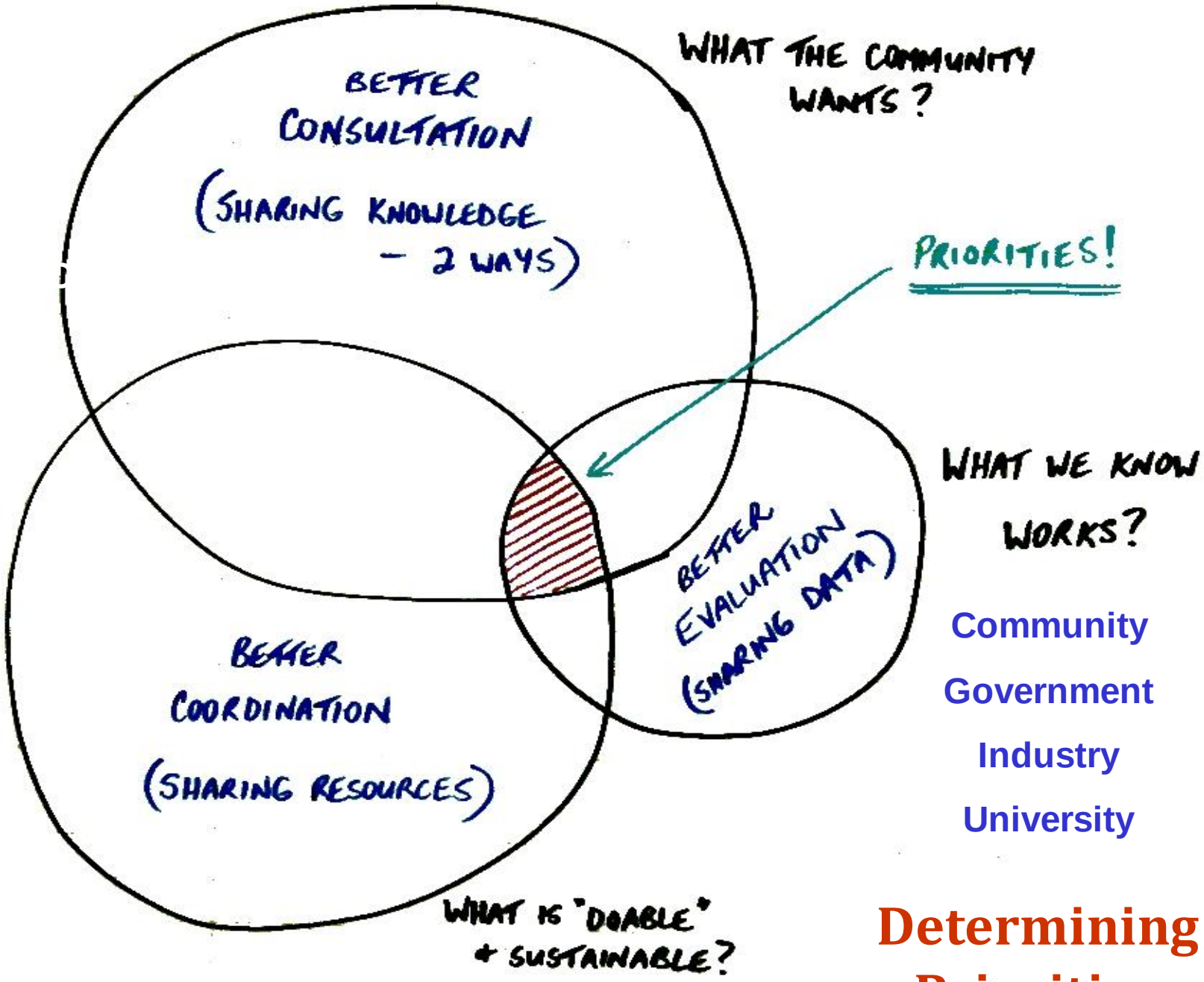

**Figure 6: Road Safety Governance Model for Rockhampton Regional Council Area**

## Legislation

- Guided by the legal and policy requirements pertaining to land, network and vehicle use, as well as road user management
- Commitment to ensuring policy = road safety outcomes

## Funding and Resource Allocation

- Allocate to road safety activity based on anticipated effectiveness, sustainability and community ownership (prioritised programming)
- Maximise use of current and innovative funding sources
- Share across state and local jurisdictions – “one network”
- Explore the role of private sector contributions




# Determining Priorities

## Promotion

- Foster a shared message that “road safety is everyone’s responsibility”, including the end users
- Members to advocate internally and across agencies to elevate the status of ‘safety’ in the transport decision-making hierarchy – ‘road safety culture’

## Monitoring and Evaluation

- Commitment to developing and maintaining a sound knowledge base to identify trends and inform decisions
- Systematic use of available data sources and analysis tools (RSIM)
- Monitoring intermediate outcomes (eg. speed reduction)
- Increase local understanding of crash investigation through the Forensic Crash Unit

# Research and Knowledge Transfer

- Monitor latest road safety research + best practice delivery (CARRS-Q)
- Professional development across agencies as a priority
- Road Safety Technical Skills Course (promoted through LGAQ)
  - Fundamentals of road safety theory and countermeasure selection
  - Effective stakeholder engagement and governance
  - Crash mapping and investigation
  - Road safety audit
  - Speed management and conducting speed limit reviews
- Governance structure acts as a succession planning tool – agency versus individual commitment

# *Listening to the community!*

- Amenity + safety for vulnerable road users
- Align speeds with road function and usage
- Better intersection design + directional signs
- Improved road construction and maintenance
- Grading and sealing of rural roads
- Flood proofing the network
- Maintaining clear zones
- More rest areas on highways with amenities
- More public transport options at peak times
- Connectivity and accessibility - pathways
- Segregating heavy vehicles and local traffic

# *Letting evidence guide action!*

## WHO? – At-risk road users

- Young drivers *(11% pop$^{n}$ – > 36% SI crashes)*
- Overrepresentation of utes/vans and heavy freight vehicles *(related to industry)*
- Seniors – over 60 years
- Unlicensed drivers
- Slightly greater proportion of females

## WHAT? – Crash nature

- 'Angle' crashes at intersections – vehicles from adjacent approaches *(fail to give way)*
- 'Rear-end' and 'hit object' crashes *(following too closely, inappropriate speed, inattention)*

## WHERE? – Crash locations

- State-controlled versus local road profile mirrored Qld trend
- Cross-intersections – wide streets with pedestrian activity, often uncontrolled or with a 'stop' / 'give way' sign only

## WHEN? – Temporal characteristics

- Weekdays during peak travel times in the afternoon
- Late night and early morning, particularly for young drivers

## WHY? – Causal factors

- Behavioural factors contributed in 88% of all crashes – higher than Qld average
- Fatal 5 – alcohol/drug related for drivers and pedestrians
- Fail to give way/stop
- Disobeying road rules
- Dangerous driving

# Regional Road Safety Priority Matrix

## SAFE ROAD USERS

- Ongoing road safety education focusing on key causal factors in road crashes. Initial priority areas include:
  - Sharing the road (pedestrians, cyclists, motorcyclists, wide loads);
  - 50km/h urban default speed limit compliance;
  - Basic give way and stop compliance; and
  - Dangers of the Fatal 5 (fatigue, alcohol, speed, seatbelts, distraction) and proven strategies to reduce risk.
- Engaging young road users in the development and marketing of road safety initiatives for their peers.
- Linking disadvantaged youth with community networks to support them through the licensing process.
- Supporting legislation and local enforcement strategies to address illegal behaviours (eg. hooning, drink/drug driving, speeding, etc.).
- Promoting alternative transport options (eg. public transport, courtesy buses, taxis) to minimise exposure at high-risk times for alcohol-related crashes.
- Linking Seniors networks with appropriate road safety information sources.
- Working in partnership with industry to increase fleet and heavy vehicle safety and compliance with Chain of Responsibility legislation.

**Actions / Opportunities**

- **Operation Spearmint** – 05/07/13 to 20/09/13
  - 1 hour per crew per day (all police) = 5,600 additional hours = significant reduction in casualty crashes
  - Mixed model – "broken windows" philosophy + general deterrence @ random locations
- Increased engagement with youth – inclusiveness, high exposure, appropriate mediums
- Community education – Seniors sessions
- Active efforts in the licensing space – PCYC sessions + LDMPs
- High profile events – Fatality Free Friday


Fatality
Free
Friday


QG·FV89

## SAFE ROADS AND ROADSIDES

- Prioritising road safety audits at locations with previous crash history and sections of the network with greatest potential risk (identified through *Netrisk*[17]) to inform 'fit-for-purpose' treatments.
- Conducting road safety audits at the design phase of projects to ensure networks adequately warn, inform, guide, control and forgive road users.[18]
- Improving intersection and streetscape design to increase compliance with the urban default speed limit and give way and stop controls.
- Continuing commitment to 'Complete Streets'[19] which aims to reduce speeds and accommodate all modes in residential areas through innovative street-scaping, road design and appropriate infrastructure.
- Encouraging sustainable transport by prioritising pedestrians and cyclists in the design process (eg. Principal Cycle Network Plan[20]) and increasing protection for vulnerable road users at high-risk locations (ie. schools, licensed premises).
- Striving for consistency in pavement marking and signage across the entire network.
- Maintaining road shoulders and providing appropriate clear zones.
- Exploring opportunities for industry to support infrastructure development.
- Maintaining rest areas and stopping places as a fatigue countermeasure.


LAYOUT PLAN
1:500


LAYOUT PLAN
1:500

| CONSTRUCTION DRAWINGS | | |
|---|---|---|
| FINAL DESIGN | DATE | ISSUE |
| | NOV '12 | A |

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|---|---|---|---|
| Surveyed: MGR | Date: NOV '11 | | |
| Ref Mark: STN 1 | R.L. 10.929 | | |
| Datum: Horiz. GDA '94 | Vert. AHD | | |
| Zone: 56 | Survey Book: MGR02 | | |
| File Ref: 2012-042-TE.dwg | | | |
| XREF: 2012-042-00.dwg | | | |
| Aux Plans: - | | | |

**AS SHOWN**

SCALES — FULL SIZE A3

| | AMENDMENTS DESCRIPTION | APPR'D | DATE |
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| A | Original Issue | M.CROW | NOV '12 |

Rockhampton Regional Council

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| Designed | MJT | 20-6-13 |
| Checked | | |
| Examined | | |
| Recomm. | | |

APPROVAL _____

RPEQ No _____ DATE _____

STRATEGIC MANAGER ENGINEERING SERVICES

# KENT STREET

ARCHER STREET TO CAMBRIDGE STREET (ROCKHAMPTON CITY)
ROADWORKS CONSTRUCTION
PRESENTATION - TRAFFIC ENGINEER

| | |
|---|---|
| Dwg No. | 2012-042-TE |
| Sheet No. | - of - |
| Job No: | C.0971788 |
| | A |

# SAFE SPEEDS

- Adopting a cross-agency approach (through the 3E governance model) to ensure coordination of enforcement, education and engineering approaches to speed management and the setting of consistent and forgiving speed limits.
- Reducing speed limits in areas with high levels of pedestrian and cyclist activity.
- Encouraging community acceptance of, and compliance with, urban and rural speed limits.
- Trialling technologies in the Region to support compliance with speed restrictions, including at road works sites.

**Actions / Opportunities**

- Lower city precinct speed limits (prioritising usage) - grid safety pattern
- Continued work on speed limit reviews and signage to reduce inconsistencies
- Initiatives targeting speed compliance in high-risk areas – roadworks, school zones


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|---|---|---|---|---|---|---|---|
| Surveyed: | Date: 08/13 | AMENDMENTS DESCRIPTION | APPRD | DATE | Designed | SJP | 28/8/13 |
| Ref Mark: | By: | | | | Checked | | |
| Zone: 56 | Survey Book: | | | | Examined | | |
| Plotted: 28/08/2013 | | | | | Passed | | |
| AHD: | | | | | | | |
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PLAN

A3

Rockhampton Regional Council

APPROVED

RPEQ No. DATE

STRATTONE ASHMORE ENGINEERING SERVICES

# CENTRAL BUSINESS DISTRICT

YEPPOON

TRAFFIC MANAGEMENT

CBD AREA SPEED ZONE

Drg No. 2013-185-01

Sheet No. 1 of 2

Job No.

A1

## SAFE VEHICLES

- Ensuring safety is a primary consideration in vehicle choice for local and state government fleets, with a view to these vehicles filtering into the mainstream fleet.
- Adopting best practice fleet management policy in local and state government.
- Supporting enforcement to increase compliance with road worthiness requirements for both light and heavy vehicles.
- Promoting the ANCAP system to the public to influence vehicle choice and purchasing.

**Actions / Opportunities**

- Improved intelligence to Compliance and QPS – crash + AADT profiling, HV survey (Operation Night Stalker)
- Toolbox talks for apprentices (Leightons, LNG)
- Industry-based education – National Heavy Vehicle Regulator
- Influencing agency fleet choice and fleet management policy/processes

# Features of the Strategy

- Evidence-based and realistic priorities (can't do everything for everybody)!
- Sound governance framework:
  - Provides transparency to customers and insurance to the stakeholders (managing expectations)
  - Reduces duplication in process
  - Keeps stakeholders focused on "what's important" long-term
  - The way we work is governed by international best practice
  - Facilitates true partnerships across and within agencies
  - Role clarity for partners to facilitate succession planning (not reliant on project champions, subject to capability)
- Intermediate and long-term deliverables and metrics an be tracked using a "live report card" process (transparency)
- Recognition that it's not a "one size fits all" option – Service Level Agreements with smaller and remote Councils


ON YOUR MARK...
GET SET...
GO!
MAIN ROADS
MAIN ROADS' PATENTED LITTLE ATHLETICS TRAINING SYSTEM...

**QUESTIONS?**