



ROAD SAFETY ACTION PLAN

2019-20 REVIEW



Wentworth Shire Council is located in the far southwestern corner of New South Wales



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INTRODUCTION

Road safety affects us all. The annual economic cost of road crashes in Australia is estimated at \$30 billion per annum and the social impacts are devastating. In New South Wales (NSW) alone, someone is hospitalised every 41 minutes because of a crash on NSW roads.

Wentworth Shire Council (Council) is committed to reducing fatalities and serious injuries for all road users on local roads and proactively addressing road safety issues and concerns.

To help achieve this, Council has been a participant in the NSW Government Local Government Road Safety Program (LGRSP) since August 2015. The LGRSP is a partnership between Transport for NSW (TfNSW), Roads and Maritime Services (RMS) and Council.

Through this partnership, Council is able to employ a Road Safety Officer to plan, implement and deliver road safety projects that aim to reduce the likelihood of death and injuries from road trauma within the Wentworth Shire (the Shire).

Consultation with stakeholders, such as other government agencies, local businesses and the many and varied community groups within our region is integral to delivery of effective road safety initiatives.

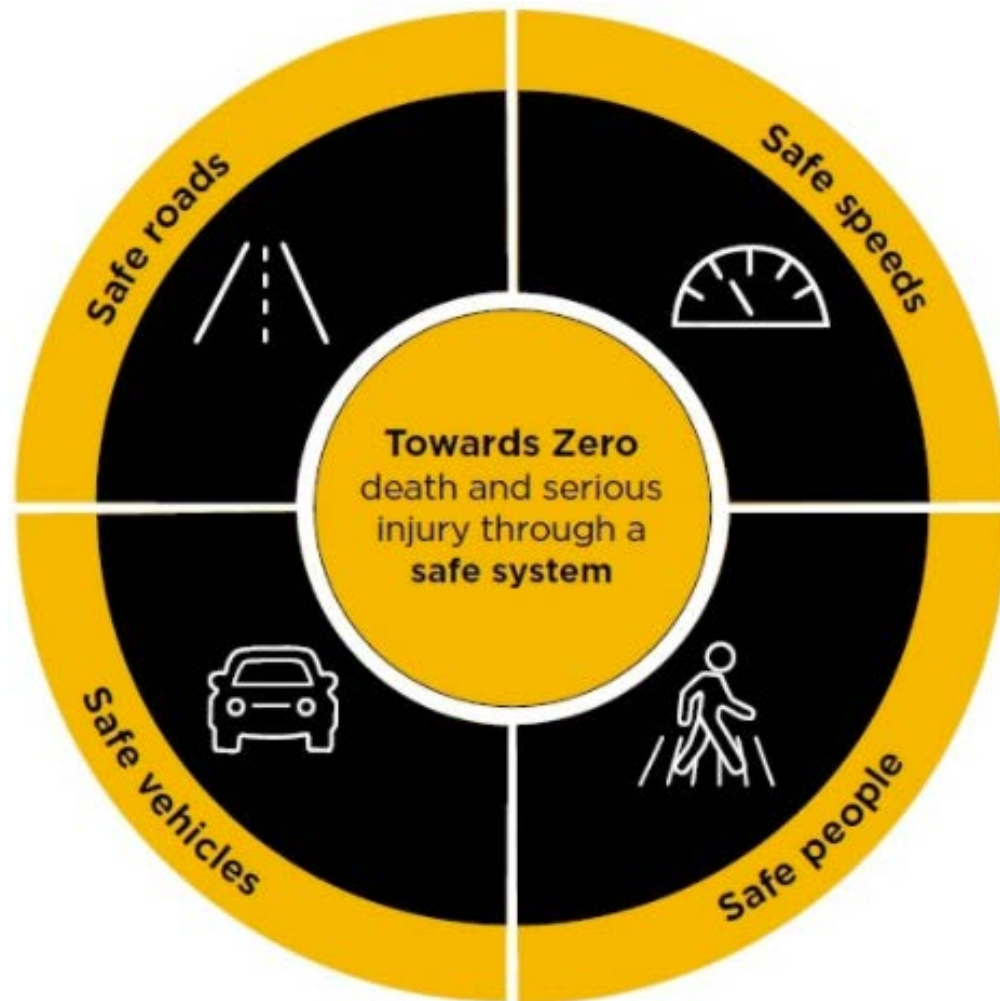
Development of the Action Plan is guided by the NSW Government *Road Safety Plan 2021*, released by TfNSW, Centre for Road Safety (CRS) in February 2018.

This *Wentworth Shire Council Road Safety Action Plan Review*

2019-20 provides a one year implementation plan for the overall three year framework 2018-2021 for the delivery of local road safety outcomes in the Wentworth Local Government Area (LGA).

Both the NSW Government *Road Safety Plan 2021* and the Action Plan utilise the Safe System approach to road safety.

The Safe System approach to improving road safety takes a holistic view of the road transport system and the interactions among the key components of that system. It recognises that the road user, the roads and roadsides, the vehicles on our roads and the travel speeds of those vehicles are part of that system and all have a role to play in helping to keep road users safe.



The concept behind the four elements of the Safe System approach, is that we need to improve all parts of the system, so that if one part fails, the other parts will protect people from being killed or seriously injured. With all of these elements working together as a whole, the system is more forgiving of human or mechanical error and the impact of a mistake made on the road does not result in a fatality or serious injury.

The underlying principles of the Safe System approach are:

- Road safety is a shared responsibility.
- The human body can only withstand limited forces in a crash resulting in a fatality or serious injury.
- Continuous improvements in vehicles, roads and behaviour will reduce fatalities and serious injuries.

A Safe System is central to moving Towards Zero fatalities and serious injuries on our roads.

Council has a key role in this system through supporting local enforcement activities, providing the local community with road safety messages and information and through the provision of local road infrastructure. Roads, roadsides, travel speeds and vehicles need to be designed to help avoid a crash or reduce the impact of a crash if it happens. This must include progressive thinking by Council that considers new and innovative technologies in vehicles, ensuring road design and road features complement these technologies to ensure safer outcomes and road usage for all road users. Of course, it is also vitally important to remember basic, lifesaving safety equipment such as helmets, child restraints and protective motorcycle rider clothing.

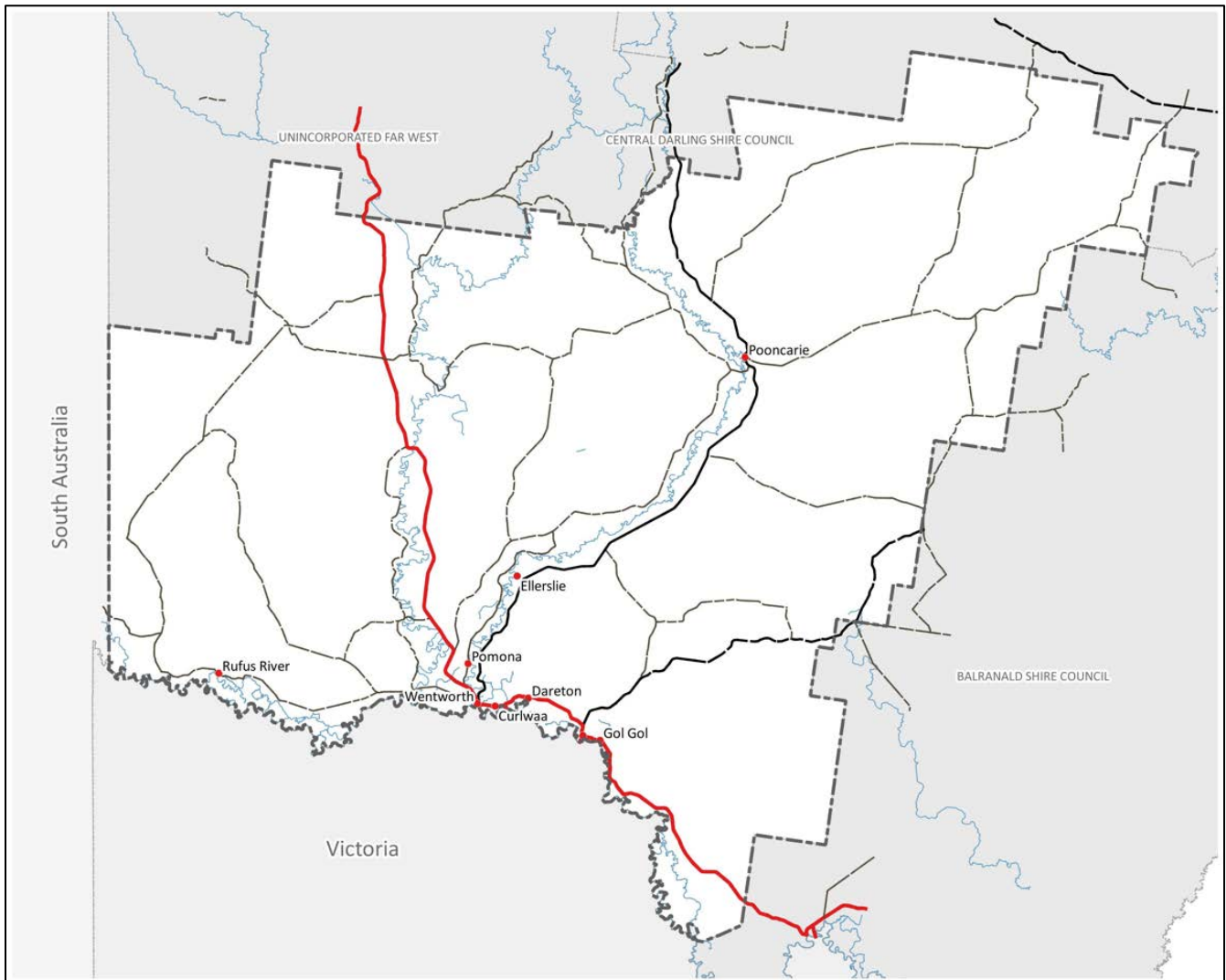
Within the Wentworth LGA, a great deal of consideration must also be given to our region's country roads, which need road design features that allow people to move about safely, including protection from running off the road and head on crashes. Last year in NSW, more than two thirds of road crash fatalities occurred on country roads. Higher speeds and road related hazards mean that country roads are less forgiving in a crash.

In the more populated areas of the Shire, road safety could be improved by designing roads to allow for the separation of vulnerable road users and setting speed limits that are safe and appropriately aligned with usage by all road users.

From the day we leave hospital in a safety capsule through to school, adulthood and older age, road users need to have the knowledge, skills, attitudes and information to make safe choices on our roads. Safer roads and roadsides, safer speeds, safer vehicles and compliant road user behaviour will all be considered in strategies to address local road safety concerns.

WENTWORTH SHIRE LOCAL GOVERNMENT AREA

Referred to as the heartland of the Murray-Darling region, the Wentworth LGA is located in the far south-west of NSW, bordering Victoria and South Australia. It is located at the cross-roads of three major national highways linking the capital cities of Sydney (1,075 kilometres (kms) to the east), Adelaide (420kms to the south-west) and Melbourne (585kms to the south). The Sturt Highway, located in the southern sector of the Shire, is a key national freight route and an important piece of transport and tourism infrastructure for the region.



The Wentworth LGA covers an area of 2,616,926 hectares (26,000 square kms) and is made up of the following towns and irrigation areas; Wentworth, Dareton, Coomealla, Pomona, Paringi, Mourquong, Monak, Trentham Cliffs, Pooncarie, Buronga, Gol Gol, Ellerslie and Curlwaa.

The majority of residents within the Wentworth LGA have a rural lifestyle with the convenience of a host of modern services and amenities located in Mildura, a regional city of Victoria with more than 32,000 people. The George Chaffey Bridge, located at the intersection of the Sturt Highway and the Silver City Highway, is the major river crossing that links the Wentworth Shire with Mildura. As with many other cross-border communities there is a high inter-dependence in terms of services, education, transport links and retail catchments, creating extensive commuting networks across the border to Mildura, particularly for employment, health, and sports. Australian Bureau of Statistics (ABS) 2016 Census figures indicate that daily vehicle movements for employment purposes alone exceed 1100 per day between Wentworth Shire Council and Mildura Rural City Council regions.

The southern boundary of the Shire (along the Murray River) has the greatest population density in the townships of Wentworth, Dareton, Buronga and Gol Gol. Wentworth, Buronga and Gol Gol combined make up 61.6% of the region's population, however the land area is only 5.3% of the LGA.

The Buronga/Gol Gol community is located at the central southern end of the Shire, on the banks of the Murray River. It is considered to be the growth area of the Wentworth Shire, with new subdivisions set to provide approximately 500 additional residential housing allotments. The rapid population growth in this area will require future strategic planning to address the issue of increasing traffic volumes creating localised pinch points.

Wentworth is the traditional historic and administrative centre for the Shire, with Council Chambers, Council's main office and works depot, library, town hall and Visitor Information Centre all located in Wentworth. The Shire's only hospital, ambulance service and community-operated residential aged care facility are also situated within the Wentworth township.

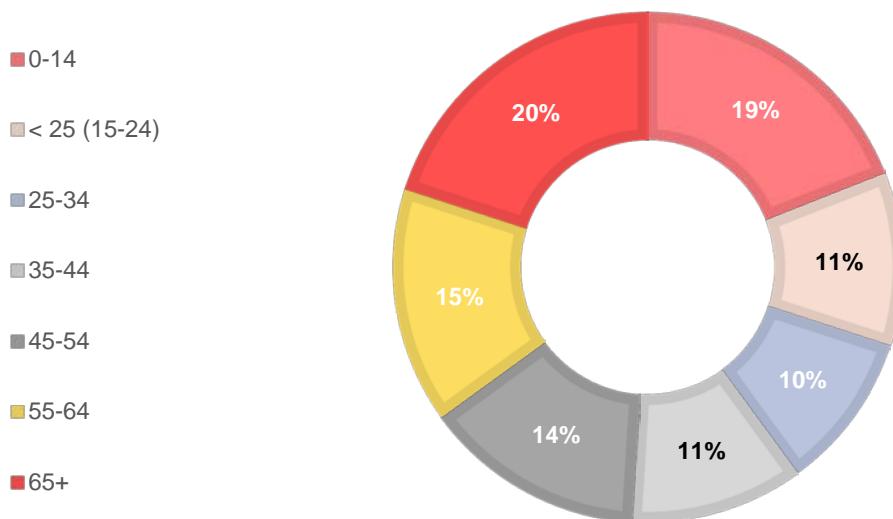
Dareton, also on the Murray River, is located 13kms from Wentworth and is the centre of the Coomealla Irrigation District. The Namatjira Aboriginal Settlement is situated 2kms from the Dareton township and is owned by the Dareton Aboriginal Land Council. Government agencies and contractors, including the region's major health service, regional headquarters for emergency services and NSW Police and specialist indigenous and family services are clustered within the township. Government and private agricultural and citrus research stations are also based in and around Dareton. This community is home to the Shire's only secondary and tertiary education facilities, together with a library branch, Community Youth Centre, Men's Shed and Aboriginal Art Gallery.

Pooncarie is a remote township on the Darling River, located in the central part of the Shire, approximately 118kms from Wentworth. The Pooncarie Public School reopened in 2019 with 7 students. The low density population is predominantly made up of dry-land farming and mining industry workers. Other smaller communities within the Shire include Curlwaa, Pomona and Ellerslie.

Population Demographics

The ABS 2016 Census shows the population of the Wentworth LGA as being 6794, with 51.6% of the population being male and 48.4% being female. The median age is 44 years and the largest age groups are those aged 65+ years (1378) and 0-14 years (1324), however both of these age groups have parameters of more than 10 years. Of those age groups with a 10 year block only, the highest population exists in the 55-64 year age group (1041).

CHART1. WENTWORTH LGA 2013-2017 - POPULATION BY AGE GROUPS



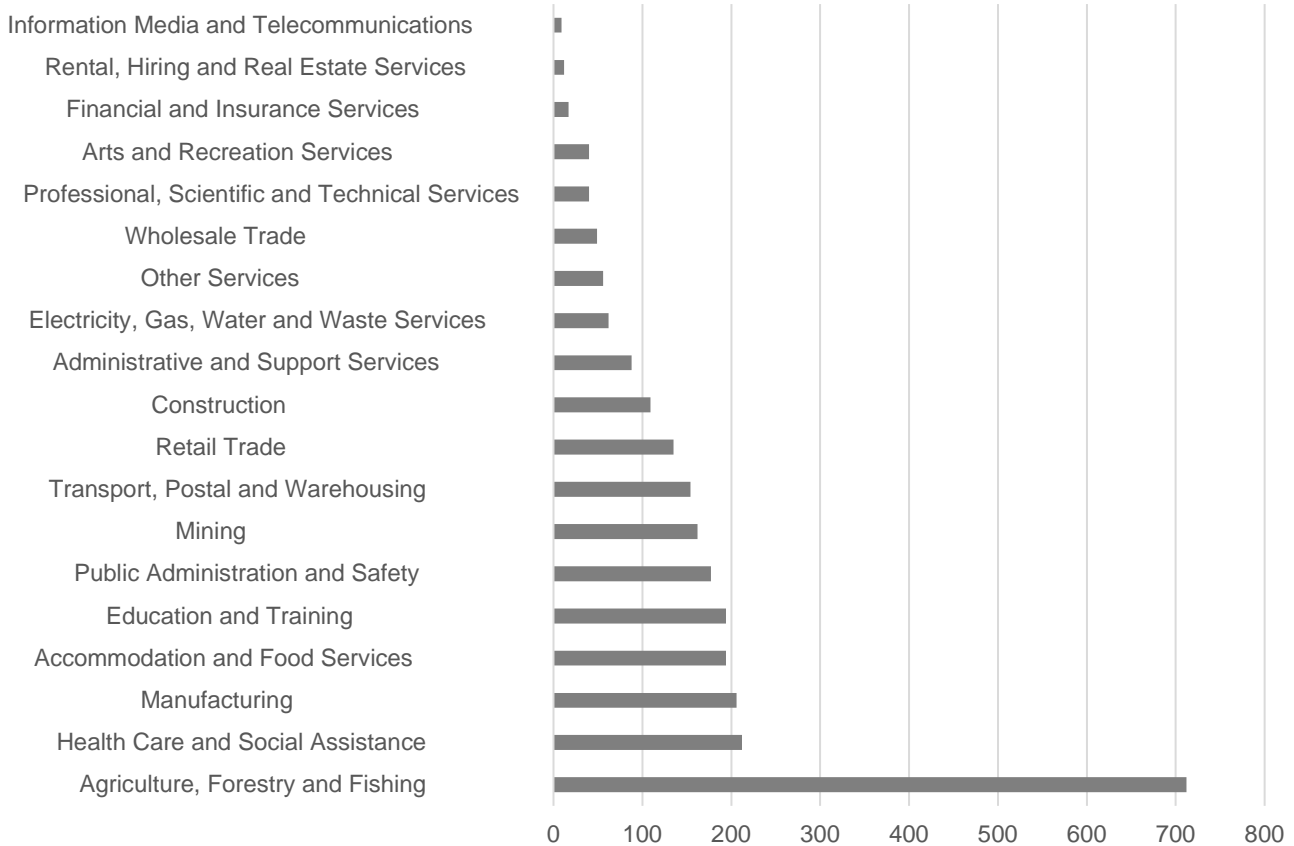
The 2016 Census confirms Wentworth LGAs prominent indigenous community with 9.6% of people being Aboriginal and/or Torres Strait Islander which is almost 3 times the state average. This is likely an underrepresentation, given that the census allows respondents not to nominate for this question.

83.2% of people were born in Australia. The most common alternate countries of birth were England (1.4%), New Zealand (1%), Italy (0.7%), Scotland and Germany (0.2%). Only 5% of households within the region speak a language other than English.

Of the persons aged 15 years and over, 93.9% reported being in employment and 65.3% of employed persons reported travelling to work as a driver, whilst 5.1% walked.

As a key part of Australia's food bowl, agriculture and associated industries renowned for its horticulture, viticulture, almond, wine and wool production and such industries attract a number of backpackers and contractors to the region during peak harvest times. Industries such as packing and manufacturing continue to be the highest employment sectors in the region, as can be seen in the following chart:

CHART 2. WENTWORTH LGA 2013-2017 - INDUSTRY OF EMPLOYMENT



The area has also seen a number of emerging new industries in recent years including olive oil production and mineral sand mining. Bentonite and quarry material mining also exist in the region.

Tourism is well established, attracting over 300,000 visitors to the Sunraysia region annually. It is particularly centred on the Murray and Darling Rivers, Lake Mungo and the World Heritage listed Willandra Lakes. Other drawcards include regular regional sporting and national motor sports events.

Topography and Climate

The Wentworth LGA lies within the Murray Darling Depression Bioregion, characterised by dune fields, sandplains and plains of brown calcareous soils with low level scrub.

The region boasts a mean maximum temperature of 32.9°C within summer, down to a mean minimum temperature of 4.8°C in winter. The mean maximum annual temperature is 24.3°C. The region has been declared in drought for several years with and has an average annual rainfall of 287mm.

The semi-arid climate with low annual rainfall of approximately 287mm per year, high evaporation rates, and wind erosion presents a number of challenges for the maintenance of unsealed roads.

Road and pedestrian network

Council manages a one of the largest road networks in NSW which consists of:

- 1691km unsealed local roads (include natural surface and gravel overlays)
- 253km sealed local roads
- 173km unsealed regional roads
- 195km sealed regional roads
- 47km footpaths and sharedways
- 16 bridges and major culverts

Council also maintain 217km of State Highway on the Sturt and Silver City Highways.

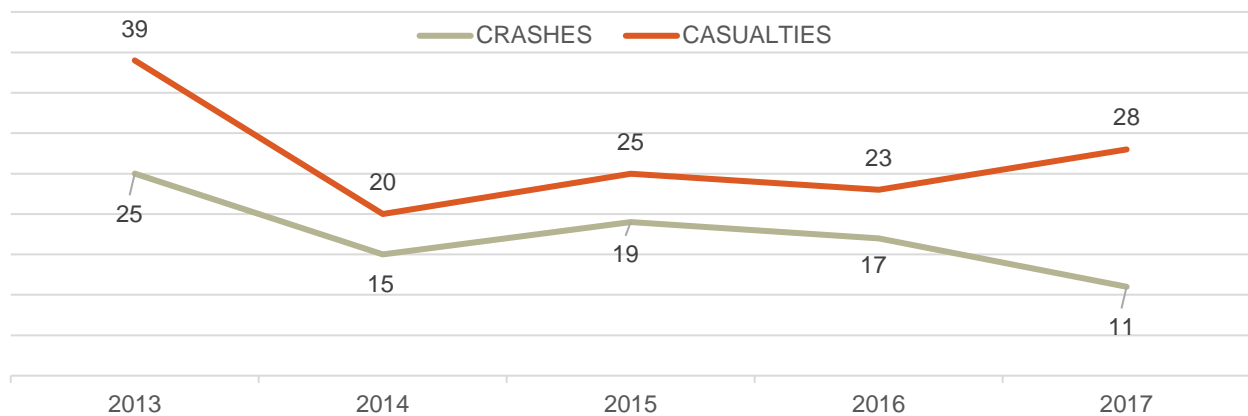
The significant pedestrian and sharedway network continues to increase each year.

Road Safety Research and Crash Data Analysis

The Action Plan has been developed utilising crash data for the five year period 2013 – 2017 (inclusive), as provided by TfNSW, CRS. Through analysis, the data provides an important insight into the factors that contribute to crashes within our region. The identification of these contributing factors and utilisation of the holistic Safe System approach, will drive Council's future works and community engagement and education strategies, aiming for a safer travelling environment for all road users.

Within the Wentworth LGA, there were 92 crashes over the five year period 2013-2017. As a result of these 92 crashes, there were 141 casualties (inclusive of those that were killed as a result of a vehicle crash). Within 2017, the number of crashes (16) were the lowest for the five year period, however the number of casualties increased by 11 from the previous year (23 in 2016 to 28 in 2017). The highest number of casualties was in 2013 (39), resulting from 25 vehicle crashes.

CHART 3. WENTWORTH LGA 2013-2017 - CRASHES & CASUALTIES



Fatalities and Injuries

In the first instance, it is important that analysis focuses on the fatal crashes in the Wentworth LGA. It is only through this analysis that we can hope to gain an understanding of the contributing factors and commit to the planning, implementation and delivery of road safety projects and road engineering design features that aim to reduce the likelihood of death and injury.

Unfortunately the death toll within our LGA has increased by two persons within this reporting period, with six fatal crashes resulting in eight deaths.

The most predominant behavioural factor which can be drawn from the analysis is that 50% of persons were not wearing a seatbelt.

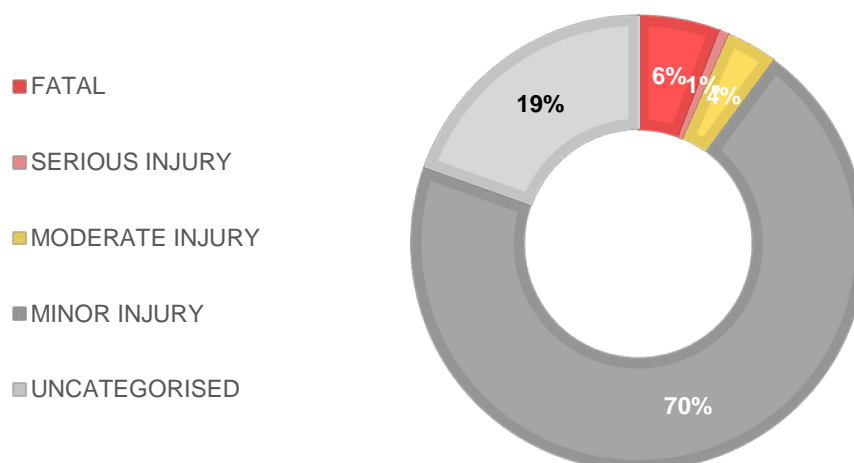
Excessive speed was identified as a contributing factor in 33% of these fatal crashes, however 67% occurred in a speed zone of 100km/h or greater.

Fatigue and alcohol were not recorded as contributing behavioral factors.

There are however, other pertinent matters when reviewing this data. When looking at road alignment for example, it was found that 83% of these fatal crashes occurred on a straight section of road and 67% occurred in fine weather during daylight hours. Therefore, with unimpeded visibility, consideration must be given to potential contributing factors such as speed, fatigue and/or driver distraction (although not a measured behavioural factor).

The eight fatalities were 6% of the 135 casualties resulting from crashes within the Wentworth LGA. The chart below also shows one person (1%) as being seriously injured and 5 people (4%) who suffered moderate injury. 89% (121 people) suffered minor injury or their injury was unclassified.

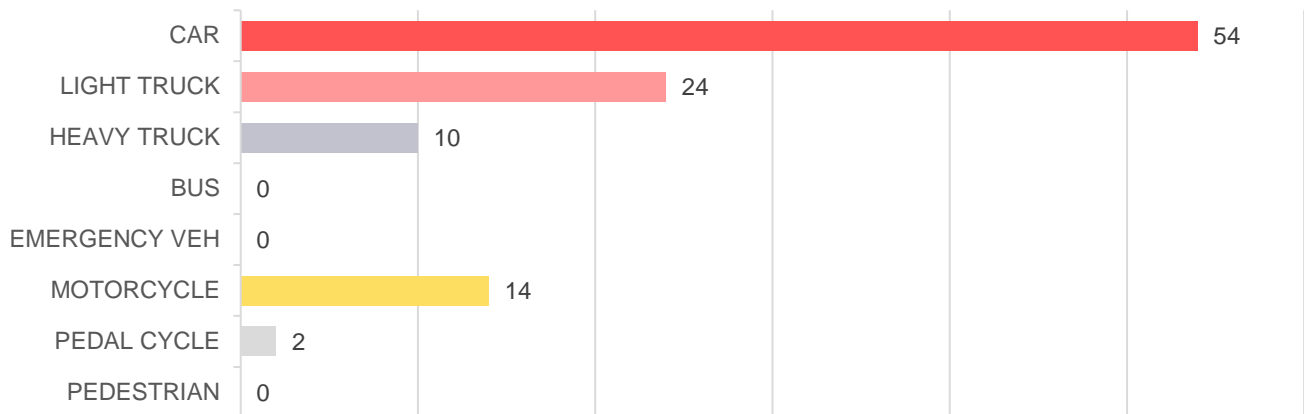
CHART 4. WENTWORTH LGA 2013-2017 - NUMBER OF CASUALTIES FROM CRASHES



Crash Type / Vehicle

Of the eight vehicles involved in the six fatal crashes, 66.7% (4) were standard cars and 33.3% (2) were light trucks. When looking more broadly at vehicle types involved in casualty crashes within the Wentworth LGA, it can be seen that 54 (58.7%) are cars. This is lower than both the RMS South West region (71.3%) and all of NSW (83.8%) and is a decrease on the previous reporting period.

CHART 5. WENTWORTH LGA 2013-2017 - CRASHES BY VEHICLE TYPE



Unfortunately, what has seen an increase, is the involvement of both light trucks (26.1%) and motorcycles (15.2%) in fatal and injury crashes. The NSW state average for the involvement of light trucks in fatal and injury crashes is 18.5%, whilst the involvement of light trucks in crashes in Wentworth LGA is 26.1%. The NSW state average for the involvement of motorcycles in fatal and injury crashes is 12.8%, whilst the involvement of motorcycles in crashes in Wentworth LGA is 15.2%.

The involvement of pedal cycles (bicycles) in fatal and injury crashes doubled to 2 (being 2.2%) and the involvement of pedestrians in vehicle crashes has dropped from 1.1% in the previous reporting period to zero in this current reporting period. Both are well below the state figures of 4.7% for bicycles and 7.7% for the involvement for pedestrians.

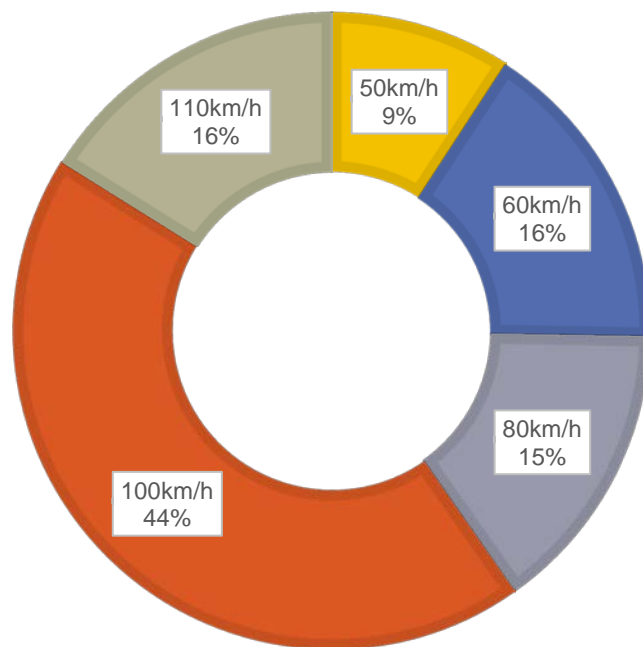
Within NSW, a comparison of fatalities from heavy vehicle truck crashes within 2016 and 2017 saw a rise of 25 between the two years, with 81 fatalities in 2017. Despite the large number of heavy vehicles travelling through and within the Wentworth LGA, it is fortunate that such a rise in their involvement in crashes has not been seen within our region. There has been no involvement of heavy trucks in fatal crashes within the current reporting period and involvement of heavy trucks in crashes has decreased from 13.6% in the 2012-2016 reporting period to 10.9% in this current reporting period. It is important to note however, that Wentworth LGA figures are still higher than state (5.5%) and regional (10.1%) statistics.

Road Classification and Speed Zone

Wentworth LGA consists of 217 kms of state highway, 1944 kms of local (unclassified) roads and 368 kms of sealed and unsealed regional roads. That doesn't seem significant until comparison is drawn with the prevalence of crashes on each of these road types. 47.8% of all crashes occurred on the state highways, which make up only 8% of the 2529 kms of roads within the region. 38% of crashes occurred on local roads, which are the more significant portion of the road network at 77% and 14% of crashes occurred on regional roads, which are 15% of Council's road network.

What is clearly highlighted by these statistics is the high proportion of crashes occurring on the smallest proportion of the road network, however these highways are the roads most frequently travelled by a great number of local, interstate and international road users. Crashes occurring in 100km/h + speed zones on these roads were a substantial 60% of casualty crashes and 67% of fatal crashes.

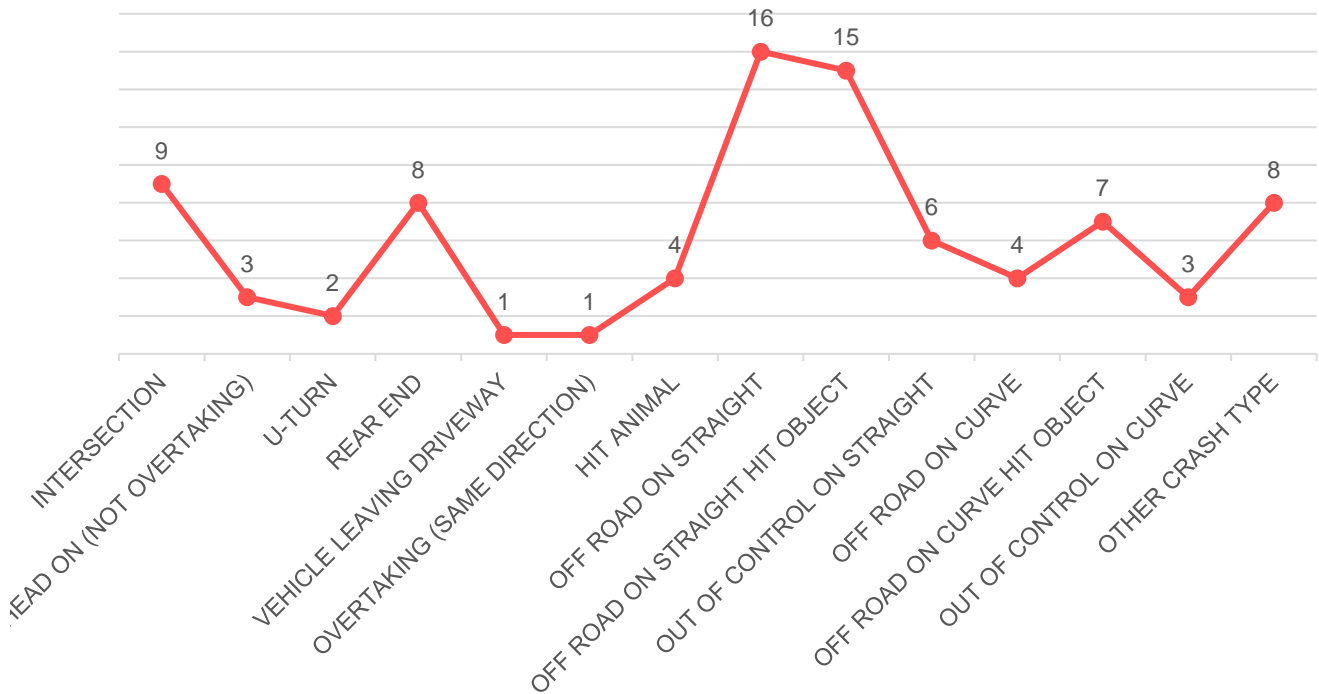
CHART 6. WENTWORTH LGA 2013-2017 - CRASHES BY SPEED ZONE



Crash Location and Crash Movement

Statistics on crash location showed 21% of crashes related to an intersection, with the other 80% attributed to non-intersection crashes. In reviewing crash movement data, the most apparent are those that occurred on a straight, being 'Off road on straight', 'Off road on straight hit object' and 'Out of control on straight'. These three alone are 42.5% of all crash movement criteria.

CHART 7. WENTWORTH LGA 2013-2017 - CRASH MOVEMENT



Road Conditions

By grouping these charts showing weather, road conditions and lighting at the time of crashes within the Wentworth region, 82% is shown consistently across all three charts. These statistics indicate that 82% of crashes occurred on a fine day, on a dry road surface and within daylight hours between dawn and dusk.

CHART 8. WENTWORTH LGA
2013-2017 - CRASHES BY
WEATHER

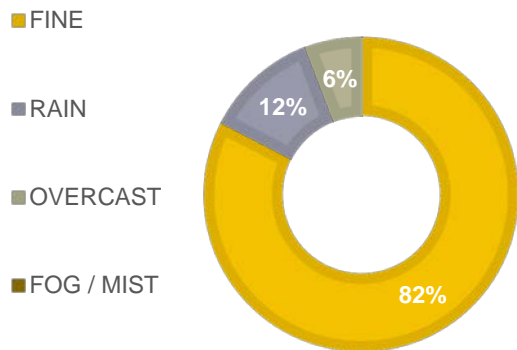


CHART 9. WENTWORTH LGA
2013-2017 - CRASHES BY
CONDITIONS

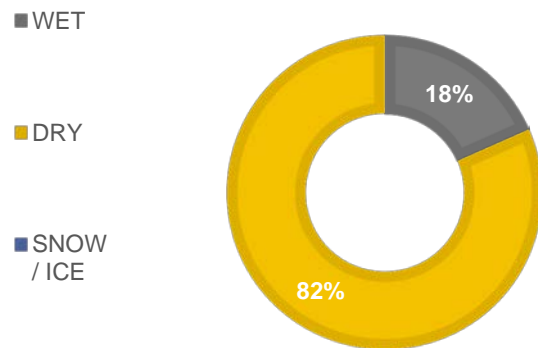
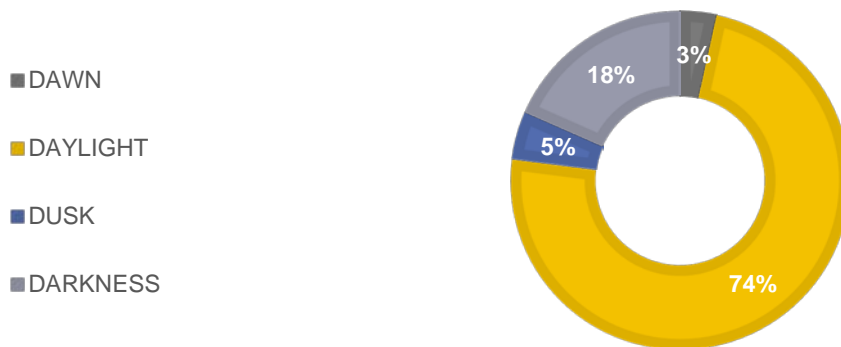


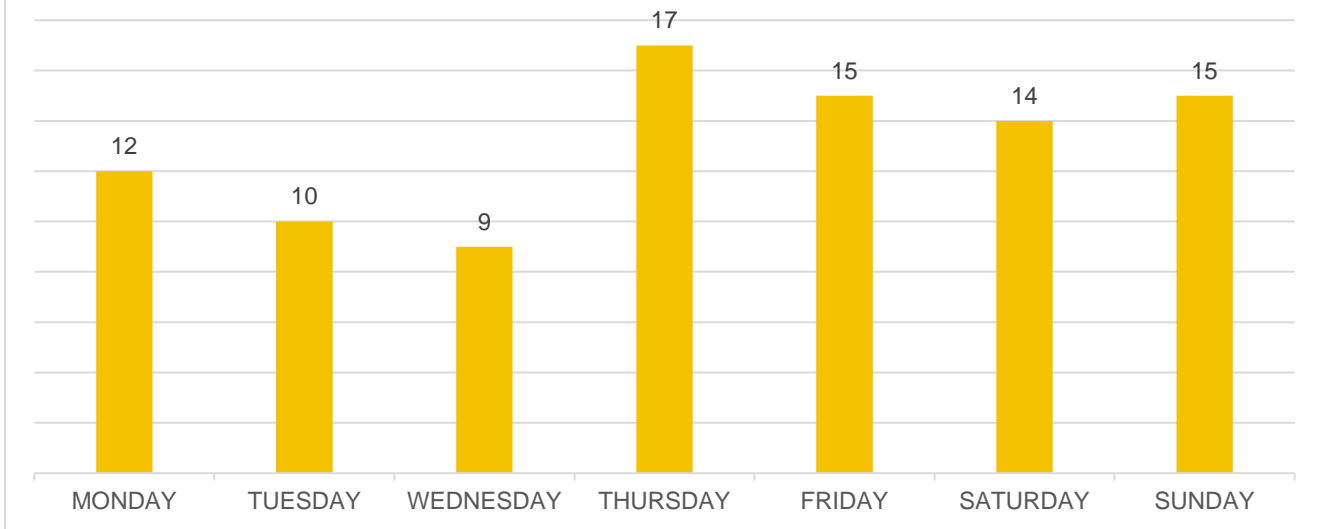
CHART 10. WENTWORTH LGA 2013-2017 - CRASHES BY LIGHTING



Crashes by Day, Time and Holiday Period

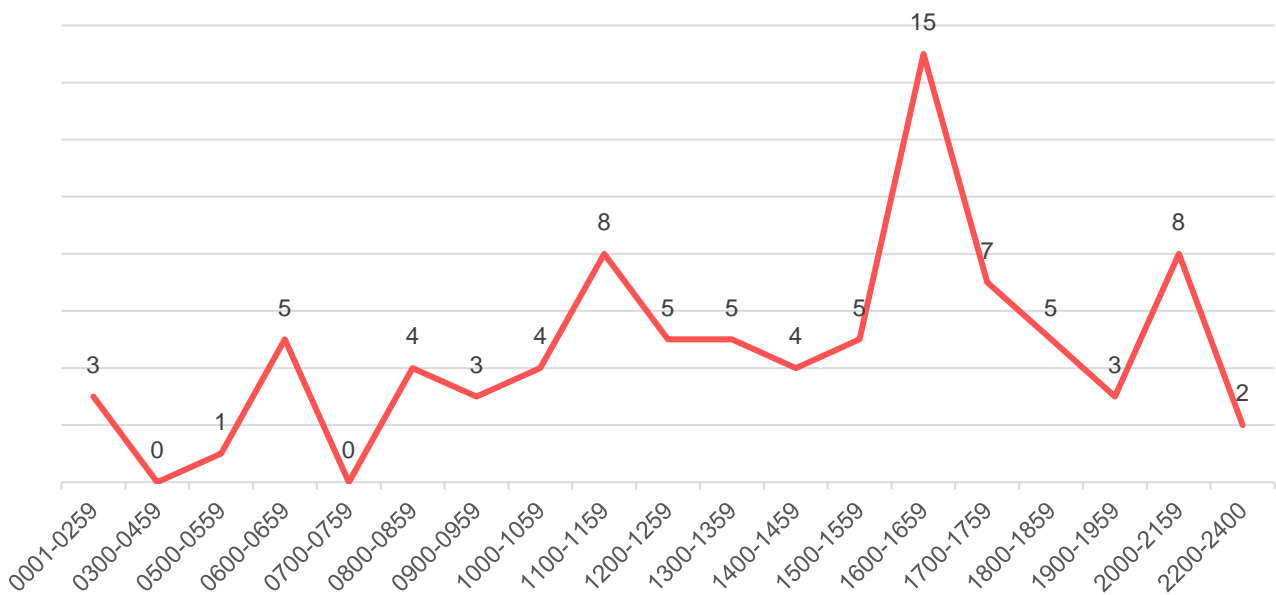
There are no peculiarities when analysing data relevant to the timing of crashes within Wentworth LGA. Chart 11 indicates that Thursday and Sunday have the highest incidence of crashes relating to the particular days of the week. The five weekdays make up 68.5% of crashes and 31.5% of crashes are attributed to the weekend.

CHART 11. WENTWORTH LGA 2013-2017 - CRASHES BY DAY OF WEEK



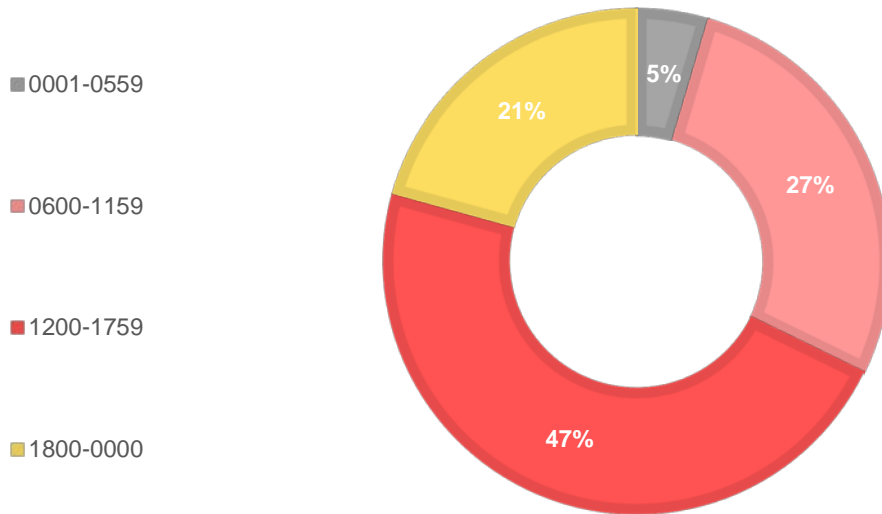
Of interest is the hour by hour analysis of data, showing a substantial peak period for crashes between 4 and 5pm. The timing of crashes within this small period accounts for 17.2% of all crashes.

CHART 12. WENTWORTH LGA 2013-2017 - CRASHES BY TIME OF DAY



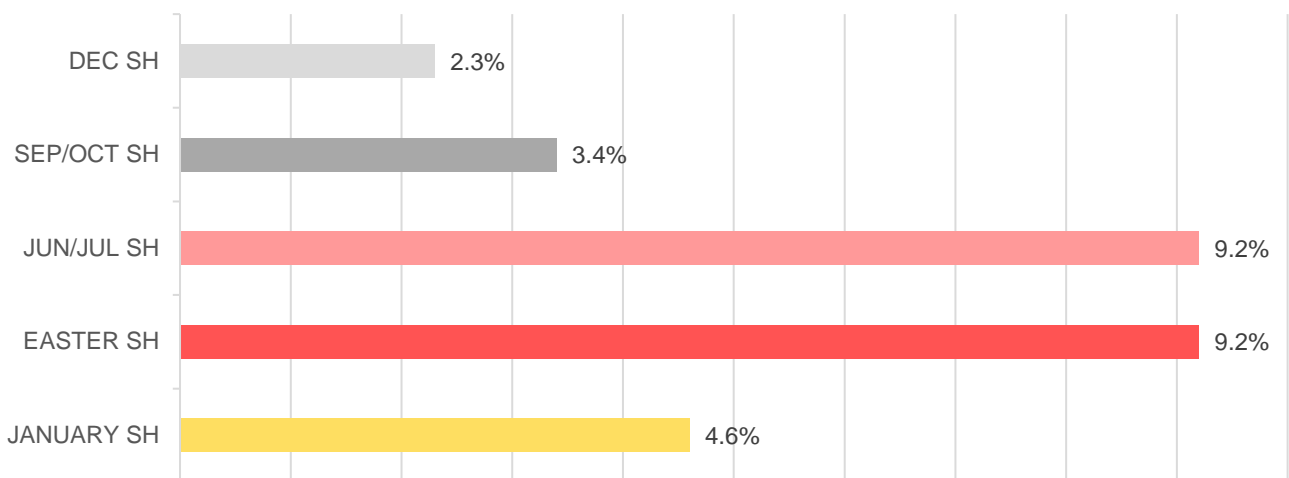
When times are consolidated into six hour groupings (as per CHART 13), it reaffirms the information provided in CHART 12 and more clearly highlights the substantial amount of crashes occurring between 12 noon and 6pm.

CHART 13. WENTWORTH LGA 2013-2017 - CRASHES BY TIME PERIOD



Given the massive influx of tourist traffic to the Wentworth region, it would be remiss not to include statistics relating to the prevalence of crashes during the school holiday periods. Easter school holiday is consistently the highest, being 11% in 2012-2016 reporting period and 9.2% in 2013-2017. The 2013-2017 reporting period also has June SH at 9.2% (a 1.5% rise from 2012-2016). Whilst the December and January school holidays are longer, this period accounts for 6.9% of crashes. The crashes occurring in school holiday periods make up 28.7% of crashes.

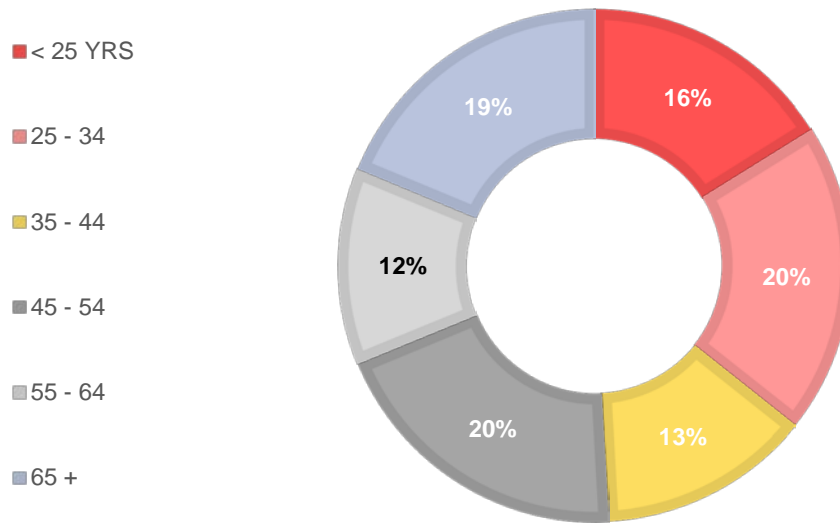
CHART 14. WENTWORTH LGA 2013-2017 - % OF CRASHES IN SCHOOL HOLIDAYS



Crashes by Age and Gender

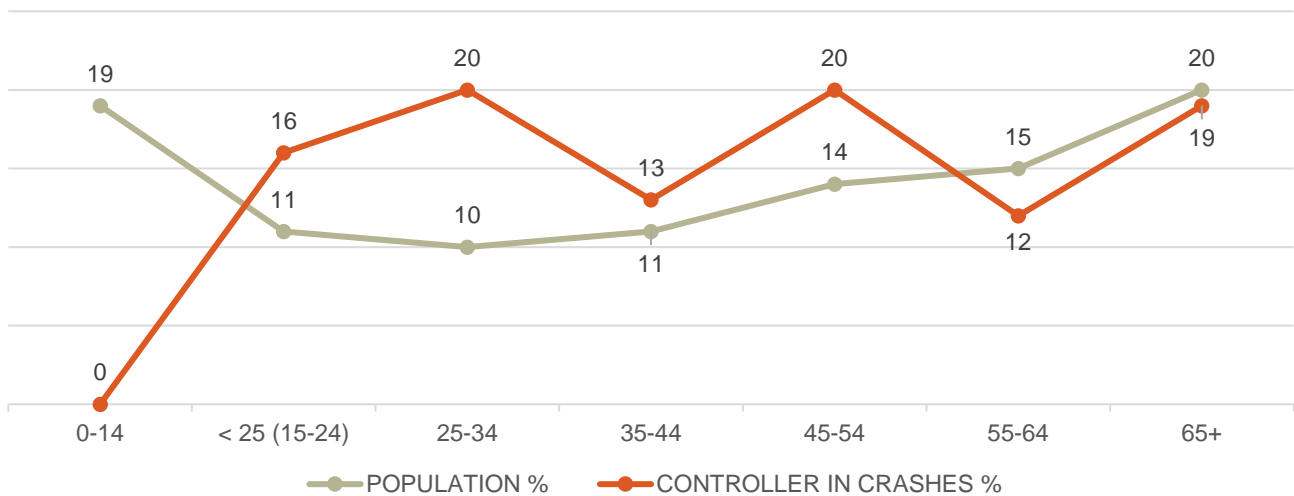
Analysis by gender alone shows males to be involved as a motor vehicle controller in 78% of crashes. CHART 15 then provides a representation of the age of vehicle controllers involved in crashes. The age groups of controllers most involved in crashes are the 25–34 and 45–54 year old age groups, each of which represent a 20% involvement. The 65+ age group represents 19% involvement in crashes.

CHART 15. WENTWORTH LGA 2013-2017 - CRASHES BY AGE GROUP OF CONTROLLER



Comparison was then made between the figures represented in 'CRASHES BY AGE GROUP OF CONTROLLER' against 'CHART 1. POPULATION BY AGE GROUPS' (Population demographics).

CHART 16. WENTWORTH LGA 2013-2017 - % OF POPULATION AND % OF CONTROLLERS IN CRASHES



This comparison chart again indicates the same two age groups as being most likely to be involved as a controller in a crash. However it highlights the fact that the 25–34 year old age group represent 20% of controllers in crashes, yet have only a 10% representation in population, a difference of 10%.

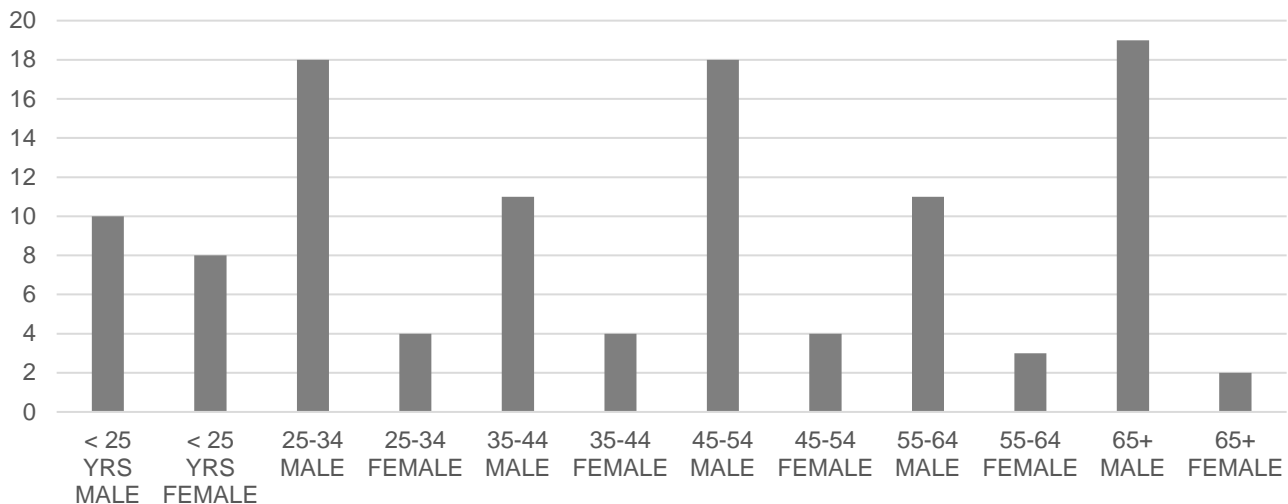
As a result, the 45 - 54 age group become secondary. Whilst this age group also represent 20% of controllers in crashes, their representation in population is 14%, being a difference of 6%.

If this same rationale is then applied to the other age groups (excluding non-drivers 0-14), the following results are obtained and ordered accordingly:

- The under 25 age group represent 11% of the population and are represented as 16% of controllers in crashes, being 5% higher than their representation in population.
- The 35-44 age group represent 11% of the population and are represented as 13% of controllers in crashes, being 2% higher than their representation in population.
- The 65+ age group represent 20% of the population and are represented as 19% of controllers in crashes, therefore a 1% differentiation in their representations exist; and
- The 55 - 64 age group represent 17% of the population and are represented as only 12% of controllers in crashes. Their representation as a controller in a crash against their representation in population, is 5% lower, thereby making them the group least at risk.

This rationale does not take into account the number of driver licence holders within each age group. It also does not allow for the fact that the 65+ age group is a cluster of more than 10 years. The same applies to the 65+ columns in the following chart. Whilst it is accurate that males aged 65+ are the most prevalent controllers in crashes within the Wentworth LGA, it is not the most accurate reflection when compared to clusters of 10 years. When this is done, males aged 25-34 and 45-54 are most prevalent.

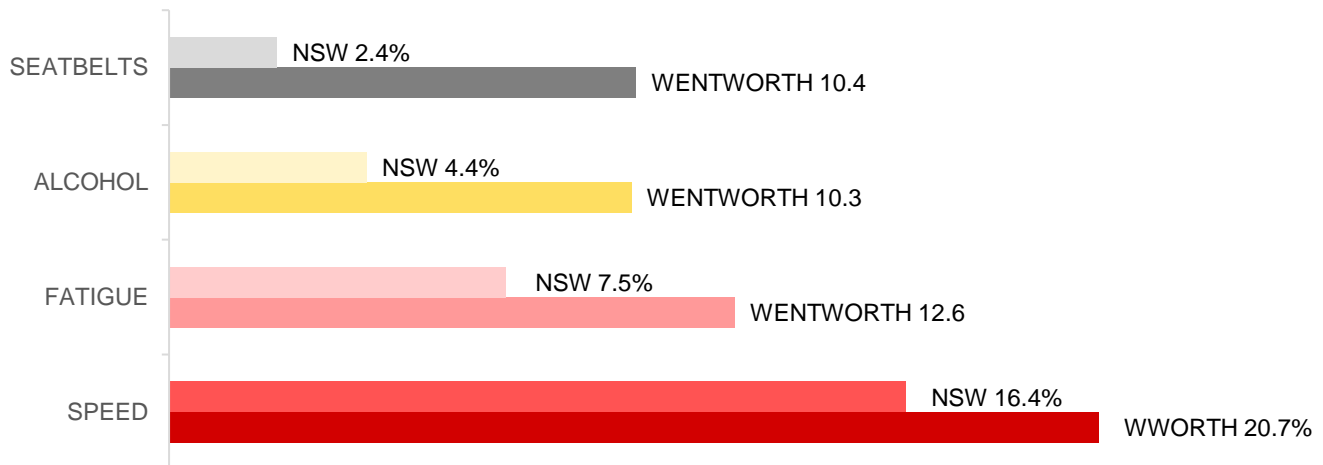
CHART17. WENTWORTH LGA 2013-2017 - CRASHES BY AGE AND GENDER OF CONTROLLER



Behavioural Factors

Behavioural factors are shown to be significant contributors to the fatalities and casualties resulting from road crashes occurring in each year. Speeding remains the biggest killer on NSW roads, contributing to about 42% of road deaths (and 47% on country roads). Other behavioural factors on which data is obtained are fatigue, alcohol and seatbelts.

CHART 18. WENTWORTH LGA 2013-2017 - BEHAVIOURAL FACTORS IN CRASHES



Speed: Speed remains the biggest cause of death and injuries on NSW roads. Any increase in a vehicle's speed changes the distance travelled during the driver's reaction time and the distance needed to stop. It also affects the amount of kinetic energy that must be absorbed by the impact in a crash. Therefore, not only is speed a causal factor in a substantial amount of fatal crashes, but it is also a contributor to the level of severity and trauma in all crashes.

Data indicates that for the five year period January 2013 to December 2017, speed was attributed as a causal factor in 33% of fatal crashes and 19.6% of all casualty crashes in the Wentworth region. Speed stands out as the most prevalent contributing behavioural factor in casualty crashes in Wentworth LGA and exceeds NSW statistics which stand at 16.4% for the same period and 28.7% in Southwest Region.

However, the identification of speeding as a contributing factor in road crashes cannot always be determined directly from police reports relating to those crashes. Speed is deemed to be a contributing factor to a crash if the vehicle's controller (driver or rider) was charged with a speeding offence or the vehicle was described by police as travelling at excessive speed and/or the vehicle was performing a maneuver characteristic of excessive speed.

Fatigue: Within Wentworth LGA, fatigue is the second most prevalent contributing factor to road crashes. The rural and remote nature of the region means that people are often required to drive long distances for work, education, medical and other needs. The region's significant horticultural and tourism industries attract a range of visitors during peak periods from overseas, interstate, and major metropolitan areas. A high number of visitors to the region are involved in casualty crashes, with 50% of vehicle controllers involved in crashes recorded as being from interstate or overseas.

The figure of 13% for casualty crashes in Wentworth where fatigue was a contributing factor significantly surpasses that of the NSW state statistic of 7.5% and 14.8% in Southwest Region.

Similar to speed, the identification of fatigue as a contributing factor in a road crash cannot always be determined by the related police reports. A driver/rider of a vehicle is assessed as having been fatigued if they were described by police as being asleep, drowsy or fatigued (which may require disclosure by the vehicle controller). Fatigue may also be recorded as a contributing factor if the vehicle performed a manoeuvre which suggested loss of concentration due to fatigue, such as travelling onto the incorrect side of a straight road when not overtaking, or running off a straight road, or off the road to the outside of a curve and the vehicle was not directly identified as travelling at excessive speed and there was no other relevant factor identified for the manoeuvre.

Alcohol: An alcohol related crash is a crash involving at least one motor vehicle controller with an illegal alcohol level at the time of the crash. The detection of alcohol following a crash is a scientific process, therefore there is a definitive conclusion as to its presence. Within the Wentworth LGA, the data for casualty crashes for the five year period January 2013 to December 2017, shows that alcohol is a contributing factor in 9.8% of casualty crashes. This is more than double the NSW state statistic of 4.4% and a 1.5% increase on the previous reporting period and 7.2 in Southwest Region.

Seat Belts: Data shows that in 9.9% of casualty crashes in the Wentworth LGA, vehicle occupants were not wearing a restraint. Whilst the percentile is not higher than that of fatigue or speed, the non-wearing of vehicle restraints is four times higher than all NSW (2.4%) and more than double that of the RMS South West Region (4%).

It is deeply concerning that seatbelts were not worn by 50% of people fatally injured in crashes within the Wentworth LGA within this same reporting period.

KEY WENTWORTH LGA ROAD SAFETY ISSUES IDENTIFIED:

- **50% of fatal crashes occurred on a straight section of road, with 67% occurring in fine weather, during daylight hours and in a speed zone of 100km/h or greater. 50% of fatalities were not wearing a seatbelt** and excessive speed was identified in 33% of fatal crashes.
- **82% of all casualty crashes occurred on a fine day, on a dry road surface and within daylight hours between dawn and dusk.**
- **60% of casualty crashes are occurring in speed zones of 100+km/h.**
- 47.8% of casualty crashes occurred on the state highways, which make up only 8% of the 2529 kilometres of roads within the region.
- 42.4% of crash movements are run off road crashes on a straight section of road.
- Crashes occurring in school holiday periods make up 22.8% of crashes.
- Whilst cars are the most prevalent vehicle type involved in crashes, there has been a 2.5% increase in the involvement of both light trucks and motorcycles, with light trucks having a 5.4% higher involvement than in all NSW and the involvement of motorcycles is 2.4% higher than the NSW statistic.
- **Males are the vehicle controllers in 78% of crashes** and males in the 25-34, 45-54 and 65+ age groups are more at risk based on data analysis.
- The **25–34 year old age group** represent 20% of controllers in crashes, yet have only a 10% representation in population, a difference of 10% making them the **most at risk** age group.
- **Speeding is the highest contributing behavioural factor** in road crashes. At 19.6%, it is 3.2% higher than the NSW state statistic.
- Driver fatigue is 5.5% higher in Wentworth LGA than all of NSW at 13%.
- **Non-use of seatbelts is a behavioural factor in 50% of fatalities and is four times more prevalent in Wentworth LGA than in all of NSW.**
- Alcohol as a behavioural factor in casualty crashes has increased by 1.2% in this reporting period and is more than double the NSW state statistic.

ROAD SAFETY INFORMATION FROM LOCAL STAKEHOLDERS

1. Wentworth Region Community Strategic Plan 2017 - 2027

The *Wentworth Shire Council 2017-2027 Community Strategic Plan* is the community's plan for the future of the Wentworth LGA and was developed after extensive community consultation. Through this consultation, the community and local businesses identified areas of concern around infrastructure, transport connectivity, and the deterioration of major infrastructure roads and footpaths. In detail, the following road and transport related actions were identified:

- Divert heavy traffic away from towns, especially through Buronga & Gol Gol
- Proceed with the bypass over the river to Thurla
- Renmark / Rufus Road sealing
- All weather access to Mungo National Park
- Improve rail connectivity to boost export capabilities
- Provide a rail link from Mildura to Broken Hill, particularly for mining and agricultural product
- Upgrade roads for better access by road-trains
- Improve road lighting in pedestrian areas
- Provide better footpaths, bike paths and paved concrete paths for scooters etc.
- Provide traffic lights and pedestrian crossings on major roads
- Provide better public transport connectivity; more pick up points; improved & safe waiting areas
- Address the issue of ageing infrastructure assets – maintain sealed and unsealed roads.

Relevant to this Action Plan are those that relate to road safety; such as heavy traffic in town areas, improved infrastructure for pedestrians, bike and scooters and the implementation of road markings and traffic lights where appropriate.

2. NSW Police

Issues raised by NSW Police Force, Barrier Local Area Command (LAC) members include:

- Increased detection of drug affected motorists.
- Non-use or incorrect use of child restraints.
- Speeding - especially in school zones, which is consistent, if not on the rise.
- Driver distraction issues, for example the use of mobile phones and other technologies.

The following table shows the number of traffic infringement notices issued within the current reporting period for mobile phone use whilst driving. It should be noted that the statistics within this table apply to the whole of Barrier LAC and are not specific to the Wentworth LGA.

Barrier LAC - Mobile phone offences					
Law Part Title	2013	2014	2015	2016	2017
Driver use mobile phone when not permitted	49	39			
Learner/P1 licence holder use mobile phone while driving			3	3	
Driver use mobile phone (in school zone)			2	4	3
Driver use mobile phone when not permitted		8	48	46	45
Learner/P1/P2 licence holder use mobile phone while driving					6
Total	49	47	53	53	54

Whilst drug driving is not currently measured as a behavioural factor in road crashes, information from NSW Police Force indicates drug driving is a growing road safety issue. Roadside drug testing is considered by many in the community as an active and appropriate response to the current 'ice issue'. Accordingly, the number of tests available to police are set to increase in 2018. Drug driving is attributed to 18% of the road toll in NSW and was found to be present in 30% of drivers tested within the Wentworth LGA in the first seven weeks of 2018.

3. Other Government Agencies

- NSW Roads and Maritime Services-Sturt & Silver City Highways Corridor Strategies still in draft
- Transport for NSW
- Health Providers

4. Representative bodies and target groups

- *Central Murray Transport Forum* - A cross-border group consisting of Local Government, RMS, VicRoads and industry representatives to improve freight movement and corridors throughout the region and cross-border.
- *Western Division Councils of NSW* – the peak body representing Local Government located in the Western Division of NSW.
- *Riverina and Murray Regional Organisation of Councils (RAMROC)* – the peak body representing 18 member councils in the Murray and Western Riverina Area with an overall aim to develop a regional approach to transport planning.
- *Community Road Safe Committee* – consisting of Mildura Rural City Council Road Safety Officer, Wentworth Shire Council Road Safety Officer, Vic Police and NSW Police, Vic Roads, Driving Instructors, and community representatives from Motorcycle, Truck and SES groups.
- *Local Community Groups* – such as Dareton Community Action Team, Buronga Gol Gol Community Action Team, Pooncarie and District Development Association, Rotary, Lions, Senior Citizens, Men's Shed, Wentworth Makers, School P&C, event committees, sporting clubs; and

two local major funding bodies Coomealla Memorial Sporting Club and Wentworth Community Bank.

ROAD SAFETY COMMUNITY EDUCATION

Crash data has identified that speed, fatigue, the non-use of seatbelts and drink driving all continue to contribute to fatal and injury crashes within the Wentworth LGA and local statistics are consistently higher than the statistics for both the South West region and all of NSW.

In addressing each of these road safety issues, Council will plan and deliver relevant projects to improve community awareness and education. This will be inclusive of engaging with the community to help change unsafe behaviour on the roads by utilising current education and awareness campaign material from TfNSW, CRS. Given the road safety issues identified in the data analysis and those raised by NSW Police, the 2019-20 campaigns may include:

- Towards Zero - highlights the human element of the road toll and encourages all road users to change the way we think about road safety.
- **Saving Lives on Country Roads - encourages country drivers to challenge the everyday excuses used to justify unsafe behaviour on the road. More than 70 per cent of fatal crashes on country roads involve country residents.**
- Stop It or Cop It - high visibility enforcement combined with the perceived certainty of enforcement and immediacy of a penalty is a strong deterrent to illegal road user behaviour.
- **Don't trust your tired self - focuses on drivers before they get behind the wheel, helping to reduce the number of fatigue-related crashes.**
- **The Plan B drink driving campaign is about making positive choices to get home safely, reinforcing the safety message that if you are having a few drinks, driving is not an option.**
- Look Out Before You Step Out - aims to improve pedestrian safety, particularly on higher risk urban roads.
- **They're counting on you - encourages the correct use of child car seats and raises awareness that many seats are not fitted correctly.**
- Slow down and give us space - aims to improve safety for those who work at the roadside responding to crashes and breakdowns.

PROPOSED 2019-18 RMS / COUNCIL ACTIVITIES (CO-FUNDED)

Heavy Vehicle Forum

The project aims to improve awareness amongst heavy vehicle, plant and machinery operators in regards to compliance and safety issues for operating on the road network. The forum will target those businesses which generate a high number of heavy vehicle movements. Topics to be covered will include load restraints, curfews and restrictions, Chain of Responsibility and fatigue management. This year's demonstration will focus on the wine industry with full loaded wine bins and a grape harvester under the inspector's microscope.



Plan B Anti Drink Driving Campaigns

This project aims to run a minimum of two Plan B promotions at various events throughout Wentworth LGA. They will be inclusive of a 'Win a Swag' competition, highlighting a swag as an excellent Plan B option, with the entry form being a call to action encouraging entrants to think about Plan B options for events they attend when they plan to drink alcohol. It will also include courtesy breath testing on adult patrons leaving the event. This will be the third consecutive year of this campaign and a review of its impacts will be conducted this year to determine its ongoing effectiveness.



Helping Leaner Drivers Become Safer Drivers Workshops

This project aims to improve the learning experience of learner and novice drivers by assisting supervisors to gain confidence and provide quality supervision for learners drivers utilising the 'Helping learner drivers become safer drivers' teaching kit. The workshops will cover topics such as novice driver licence conditions, learner driver log book, Graduated Licensing Scheme (GLS), benefits of on road driving experience, tips for supervisors, the safer drivers course and local statistics. It will also increase compliance with the log book requirements of the GLS. This year a "register your interest" approach will be used to schedule the event rather than advertising a prearranged date.



Speed Campaign

This project is to be run in conjunction with NSW Police. It aims to educate local drivers on local roads where speed is an issue. Visual Messaging Boards fitted with speed radars are used in strategic locations where speed is known to be an issue. Community engagement will include a nomination process for the selection of suitable sites in the area.



On the Road 65 Plus

This project aims to work with our aging community on safe decision making when using our roads. The workshop covers safety of pedestrians, drivers, mobility scooters and cyclists with a focus on maintaining independence and continuing to stay mobile safely. This program is very popular and is best implemented at targeted group events where seniors are gathering.



OTHER PROPOSED ACTIVITIES

Dareton Road Safety Street Scaping and Pedestrian Enhancements

The purpose of this project is to conduct a review and create a plan for submission to RMS to undertake works that will increase the safety of pedestrians in the primary business area of Dareton by using both street scaping and traffic calming measures. As the primary business area of Dareton is located on the Silver City Highway, a key national freight route, pedestrian safety has always been a concern in the community. This project aims to utilise street scaping and traffic calming measures to channel pedestrians to a specific crossing point and highlight this crossing point to oncoming traffic with appropriate crossing signs, lights and road markings. This year's focus will be on review of the speed zone in Tapio Street and what treatments would complement the future speed zone.



Adams / Sandwych Street Intersection Road Safety Review

The purpose of this project is to conduct a holistic review of the intersection of Adams Street and Sandwych Street, Wentworth is a primary intersection on the Silver City Highway and create a plan for submission to RMS to undertake works that will increase the safety and remove confusion for all road users. Given that the flow of Silver City Highway traffic already goes against the standard rules for the flow of traffic, the western, northern and southern traffic are constantly confused as to the correct flow. Additionally, the traffic island on the northern side of this intersection is problematic for users of motor scooters, being too narrow to allow ease of access through the safety railings. The parking in front of the shops on Adams Street is also non-compliant and has no disabled parking.



MONITORING, EVALUATION, REPORTING, AND IMPROVEMENT

Ongoing monitoring of the implementation of the Action Plan and associated projects will be undertaken and reported to the LGRSP Steering Committee and Council. The process of monitoring, evaluation, reporting and improvement (MERI) is essential in determining whether strategic outcomes have been achieved.

This Action Plan is flexible though. Where community, Council and/or the LGRSP Steering Committee feedback indicates a need to adapt to an emerging road safety issue or trend, relevant actions and strategies will be developed and implemented accordingly. Opportunity also exists for the removal of projects or activities which may have become redundant and for inclusion/exclusion of relevant safety campaigns from the TfNSW, CRS as appropriate.

An informal review process will be ongoing. The formal review process will be carried out annually and at the expiry of the Action Plan to ensure that all efforts remain focused on strategically important initiatives that deliver or support long-term improvements in the safety of all road users.

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Geoff Gunn
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Wentworth Shire Council

ABS	Australian Bureau of Statistics
Chain of Responsibility	Chain of Responsibility under the Heavy Vehicle Driver Fatigue reform requires all parties involved in the supply chain to manage heavy vehicle driver fatigue. Chain of Responsibility legislation also applies to mass, load restraint, dimension and speed offences
Crash Statistics	Crash statistics are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes. The guidelines include crashes that meet all of these criteria: <ul style="list-style-type: none"> • Were reported to the police • Occurred on a road open to the public • Involved at least one moving road vehicle • Involved at least one person being killed or injured or at least one motor vehicle being towed away.
CRS	Centre for Road Safety
Fatality	A person who dies within 30 days of a crash as a result of injuries received in that crash
Heavy Vehicle	A truck or bus with a tare weight in excess of 4.5 tonnes.
Casualty	A person involved in a traffic crash who as a result of the crash either is killed or is injured requiring medical attention
LAC	Local Area Command
LGA	Local Government Area
LGRSP	Local Government Road Safety Program
Light Truck	A vehicle with a tare weight of 4.5 tonnes or less that is primarily designed to carry a load
RMS	Roads and Maritime Services
Run Off Road Crash	A crash in which a road vehicle leaves the carriageway to the right or to the left without striking an object or vehicle on the carriageway. Note that an object or vehicle may be struck after leaving the carriageway.
Serious Injury Crash	A crash which results in a person being admitted to hospital.
Economic Cost + Social Impacts	Total cost of road crashes to society, including estimates of foregone future production, pain and suffering of victims, and services rendered.
TfNSW	Transport for New South Wales

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- Transport for NSW, *Road Safety Plan 2021* <http://www.towardszero.nsw.gov.au/roadsafetyplan>
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- Wentworth Shire Council, *Wentworth Shire Council 2017-2027 Community Strategic Plan*
<http://www.wentworth.nsw.gov.au/f.ashx/Publications/CSP-for-website.pdf> (June 2017)

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