City of Ryde

Road Safety Plan

Safer Roads | Safer People | Safer Speeds | Safer Vehicles

City of Ryde Road Safety Plan

December 2015 © City of Ryde

ACKNOWLEDGEMENTS

The City of Ryde Road Safety Plan is a collaborative initiative. The City of Ryde would like to acknowledge the contributions of our key partners, [insert].

DISCLAIMER

While every reasonable effort has been made to ensure that this document is correct at the time of printing, the City of Ryde, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance or upon the whole or any part of this document.

COPYRIGHT NOTICE

If you wish to reproduce, alter, store or transmit material appeaing in this submission document for any purpose, requests for formal permission should be directed to the General Manager, City of Ryde, Locked Bag 2069, North Ryde, NSW 1670 or email cityofryde@ryde.nsw.gov.au

Version	Purpose	Content Change	Issue Date
1.0	Initial consultation	Nil – initial draft	23 November 2015
1.1	Design and Layout		24 November 2015
1.2	Round 2 feedback		30 November 2015
2.0	Design and layout incorporating round 2	Round 2 changes	30 November 2015

Contents

Message from the Mayor: 5

1. Introduction: **6**

2. Purpose and objective **8**

3. Background **10**

City of Ryde Road Network 10

Road users 11

Crash history 12

The cost of crashes 13

Factors contributing to road crashes 14

4. City of Ryde Integrated Transport Strategy **15**

5. Local Government Road Safety Responsibility **16**

6. Funding arrangements with State and Federal Government **17**

7. Safe System Approach to Raod Safety **18**

8. Implementing the RSP **20**

9. Behavioural Action Plan **22**

10. Conclusion **27**

Appendix 1 Excerpts from the City of Ryde Crash Analysis Report 28

Appendix 2 – Implementing a Safe System 29

References 30

Mayor's Message

I am pleased to present the first Road Safety Plan for the City of Ryde Council area.

The City of Ryde has a well-earned reputation as a great place to live, work, play and visit, but unless we work together to reduce road trauma, the quality of life we treasure and enjoy is at risk.

Over three hundred residents from the City of Ryde are involved in road crashes each year. Whilst crashes that result in trauma have been declining we cannot relax our efforts to further reduce collisions and injuries to people as they use our road network.

Any level of road trauma is unacceptable. Each incident affects many people who are personally affected by the trauma of a road crash. The cost to the community in terms of economic loss and personal suffering is very high.

Fatal crashes have reduced quite substantially over the past two decades. This is mainly due to the work of road safety professionals across the nation. Local government plays a strong part in bringing road safety involvement direct to its residents.

The key to safer roads is the community's ability to influence the behaviour of those who use them. Family members, teachers, fleet managers, transport operators, the media and government all have a role in road safety.

Our Road Safety Plan provides a framework and direction for an integrated and holistic approach by identifying the priority road safety issues and the actions required to address them.

The City of Ryde has adopted the National and State road safety best practice action known universally as the Safe System approach to road safety. We want to reduce risk and danger on our streets for our residents, workers and visitors.

We do have to accept that even with positive changes to the road network and major technological advances in vehicles people using the road network will make mistakes and therefore the whole system needs to be more forgiving of those errors.

This means there must be a focus on roads, speeds, vehicles and road user behaviour.

Our traffic engineers aim to provide safer roads and encourage safer speeds.

But it is vitally important that people are aware of how to use our road network safely and take responsibility for their actions regardless of how they travel – whether they walk, ride or drive.

By implementing the Road Safety Plan, this Council makes commitments and takes responsibility to provide ongoing road safety awareness programs designed to keep Ryde's road-users safe. It supports our Integrated Transport Strategy which will set the standards for road network and land use in years to come.

Over many years our road safety professionals, engineers and educators have worked closely with the Roads and Maritime Services, Police, Schools and the local community. A key component of the Road Safety Plan is to further encourage the support of organisations, industry, business, community groups and individuals. With your help we can move towards eliminating serious trauma on our roads.

Finally, let us think about one important factor. The term 'accident' can imply that something unfortunate just 'happened'. On our roads, accidents don't just happen, but crashes are caused through either mistakes being made or through an inconsiderate act by one or more road users.

Let's all start by using the term 'crashes' not accidents.

I urge the community to embrace the strategies outlined in this Plan. After all, road safety is everybody's business.

Sincerely,
Clr Jerome Laxale - Mayor

Introduction

The City of Ryde Road Safety Plan (RSP) sets out the intended actions and activities that are necessary to reduce the number of crashes and the level of road trauma within the Ryde Local Government Area (LGA).

The RSP complements the City of Ryde's Integrated Transport Strategy by providing the framework to ensure that the Strategy is implemented with full regard to the safety of everyone interacting with the road network of the City of Ryde.

The RSP also provides a broader context for the implementation of the Local Government Road Safety Program Action Plan, incorporating Roads and Maritime Services (RMS) and Council funded programs delivered by Council's Road Safety Officer (RSO).

An important role of the RSP is to address the behavioural issues relating to road safety. We can build a safe, integrated, practical and efficient road network but in order for it to be highly effective, it must be understood by those who use it. We must therefore provide information, training and education to ensure that everyone is aware of low-risk, safe movement and their personal responsibilities when using the road network.

As a government body, Council has a legal and community responsibility to provide the safest travel environment that is achievable for The City of Ryde. To do this we must address both education and engineering to provide a high standard of safe travel on Ryde's roads and streets.

About the City of Ryde

The City of Ryde occupies most of the divide between the Parramatta and Lane Cove rivers, and has 16 suburbs within its boundaries. The suburbs that make up the Ryde LGA include Chatswood West, Denistone, Denistone East, Denistone West, East Ryde, Eastwood, Gladesville, Macquarie Park, Marsfield, Meadowbank, Melrose Park, North Ryde, Putney, Ryde, Tennyson Point, and West Ryde.

Suburbs are linked by the road network which consists of:

- State and regional roads that are designed to take high traffic volumes through the LGA and;
- local roads that provide the links between schools and other education providers, smaller suburbs, parks and places of recreation.

Additionally, tens of thousands of drivers move through the LGA using the main arterial routes as part of their journeys.

As at the 2011 Census, the residential population for the City of Ryde was estimated at 103,038. The largest age group in the community is adults aged 20–24 years who make up 8.7% of the population.

The traditional Aboriginal owners of the land are the Wallumedegal clan of the Dharug tribe. Aboriginal sites in the City of Ryde are predominantly located around the foreshores of the Parramatta River and Lane Cove River. The area's Aboriginal and Torres Strait Islander population in 2011 was 354 persons.

In 2011, 42.2% of the population in the City of Ryde was born overseas, with 36.5% from a non-English speaking country. Compared to the Greater Sydney region (where 26.3% of the population is from a non-English speaking country) the City of Ryde has a larger percentage of residents born in China, Korea and Hong Kong and a significantly greater percentage of the population who speak Mandarin, Cantonese, Korean and Armenian.

Around half of Ryde LGA residents drive to work and approximately 20% catch a train or bus. Around 4% of residents walk to work (significantly higher than those using motorbikes or bicycles) and around the same number travel as a motor vehicle passenger.

Purpose and objective

The objective of the *Safe System* approach to road safety is that no-one should be killed or have a life-changing disabling injury because of human error on our roads.

The purpose of the City of Ryde RSP is to provide guidance and tools for all of Council to assist in the implementation of a Safe System approach to road safety.

The objective of the RSP is to reduce the number of road crashes and trauma within the City of Ryde.

The RSP will be managed by Council's Road Safety Officer and implemented throughout Council. The goal is for all business units, when in the planning stage of any project, to consider the implications for the safe movement on road, cycle or pedestrian networks within and around the local area.

The beneficiaries of safer roads are the City of Ryde's residents, workers and visitors as well as those who travel through the area either on local roads or State roads.

In order to meet our objective, the City of Ryde will align the RSP to the *State's Road Safety Strategy 2012-2021* and its associated strategies. This in turn links to the *National Road Safety Strategy 2011-2020*.

The overarching strategy for road safety is internationally considered the *Safe System* approach to road safety. Originally developed through initiatives in Sweden and the Netherlands, the Safe System approach has been adopted at Federal and State levels in Australia as best practice in managing safety on our roads. All future State and Federal funding programs for road safety initiatives will be required to address Safe System principles.

The *Safe System* approach to road safety aims to reduce road trauma by improving the safety of **roads** (engineering and environment), **people** (behaviour), and **vehicles** (engineering and speed management).

The objective of the *Safe System* approach to road safety is that **no-one should be killed or have a life-changing disabling injury** because of human error on our roads.

SPRINGFIELDS
Designer Labels on Sale
THE AVENUE
Eastwood Town Centre
THRILLER

Background

To effectively focus road safety actions and achieve sustainable outcomes, we first need to understand who is crashing and where crashes are occuring.

To determine an effective RSP we must look at the current situation on the road network and how it relates to crashes and trauma.

Crash data can identify a trend where there have been no road safety interventions, and can show the outcomes where interventions have been implemented. Excerpts from the *City of Ryde Crash Analysis Report for 2009 to 2013* are shown in Appendix 2.

Road safety interventions include, but are not limited to:

- Changes to the environment such as roundabouts, controlled crossings or priority changes at intersections.
- General and issue-specific awareness programs including safety around schools, cycle safety and pedestrian safety.
- Increased enforcement by police including operations targeting speed and alcohol and Ranger operations including the patrol of school zones and enforcement of parking restrictions.

The City of Ryde road network

The road hierarchy comprises local roads - managed by local government, and State roads - predominantly managed by the Roads and Maritime Services (RMS).

The key State, arterial and sub-arterial roads carrying high volumes of traffic through the City of Ryde include:

- Victoria Road to the south - a major route between the City of Sydney and Parramatta.
- Epping Road to the north – linking central Sydney to Epping and the suburbs to the north-west.
- The M2 motorway with access points at Macquarie Park (Lane Cove Road) and North Ryde (Delhi Road).
- Blaxland Road - travelling through Eastwood from the intersection with Balaclava Road to the north-west and linking up with Lane Cove Road at Top Ryde before terminating at Victoria Road.
- First Avenue / Rutledge Street - taking traffic from Blaxland Road at Eastwood towards Ermington.
- Lane Cove Road - crossing the LGA from the north-east at Macquarie Park to the south-west at Top Ryde, becoming Devlin Street and Church Street on the approach to Ryde Bridge.
- Balaclava Road - linking Epping Road in a north-east to south-west direction to Blaxland Road.
- Wicks Road / Goulding Road - linking Epping Road to Lane Cove Road.
- Pittwater Road - providing a north to south connection with Epping Road and Victoria Road on the eastern boundary of the LGA.

- Herring Road and Talavera Road - providing additional connections to the M2 Motorway via Macquarie View Estate.

All other roads in the City of Ryde network are designated major collector and local urban roads.

Road users

When planning road safety actions, it is important to:

- determine who is crashing - is it our residents involved in local crashes or road users passing through the City of Ryde;
- consider how we can achieve the maximum impact in a short period and ensure that the interventions are sustainable;
- achieve a balance between supporting State level programs and local programs; and
- identify any situations unique to the area that require new approaches.

Part of the process involves identifying where and how our actions should be focussed. There are a number of different road user groups, many of whom change their mode of travel multiple times during any given period:

- Pedestrians – the majority of whom will also drive a car and/or catch a bus or train, with some also riding a motorcycle or bicycle.
- Drivers – all of whom are pedestrians at some stage, some of whom may also ride a motorbike or bicycle or use public transport.
- Bike riders – all of whom are also pedestrians and many of whom will at some stage drive a vehicle and/or use public transport.

Each category of road user can then be further classified as:

- Children – babies, pre-school toddlers, school students, teenagers.
- Adults – young adults (late teenagers 18-25 years), seniors (over 60 years) and those with limited access to the road network.

In addition, we must determine what other factors either contribute to road crashes or challenge our ability to provide effective awareness campaigns or education programs such as:

- language barriers
- cultural differences
- literacy levels.

Crash history in the City of Ryde

Each year, Council's RSO prepares a Crash Analysis Report based on crash data provided by the RMS. The City of Ryde Crash Analysis Report 2009-2013 (see Appendix 2) provides a statistical overview of crash data for a five year period with regard to contributing factors, age, time of day and road user type, as well as comparisons with the Sydney region and all of NSW.

Around 30% of crashes resulting in trauma occur on local roads within the City of Ryde. This is where our behavioural road safety awareness programs can be most effective, especially when connected to engineering solutions.

The charts below show the breakdown of crashes between State and local roads.

Crashes and the road hierarchy

The location of the Ryde LGA inevitably means that high levels of traffic pass through on major roads that are not directly controlled by Council. Changes to the State and regional road network are made by the RMS, including the designation of speed limits. Any desired changes by the City of Ryde must be agreed to by the RMS.

Council has much more influence when making changes to the local road network, including the use of traffic calming, signage and parking. Council must still work with the RMS through the Ryde Traffic Committee.

Local road safety awareness programs provide the behavioural interventions that are more targeted to the needs of the local communities and are likely to be more effective in reducing crashes and trauma on local roads.

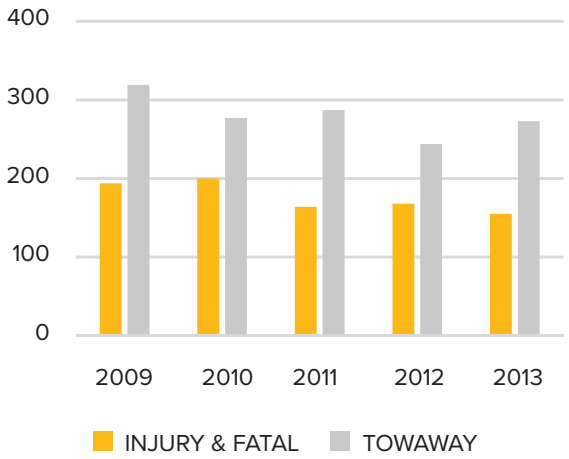
RMS programs are supported by Council to contribute to crash and trauma reductions on state and regional roads.

Crashes involving residents

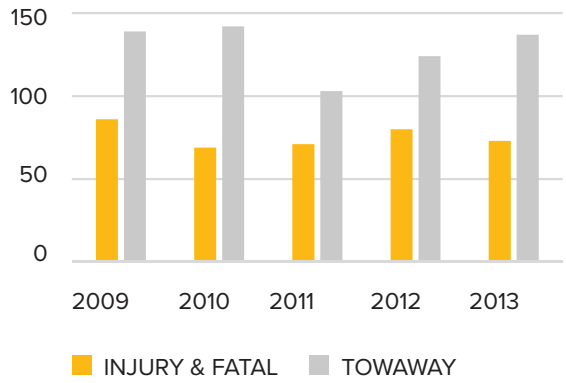
The charts below demonstrate the number of crashes that have occurred on roads across the City of Ryde and involved at least one road user who is a resident of the City.

While 70% of crashes resulting in trauma occur on State and regional roads in the Ryde LGA, 54% of these crashes involve City of Ryde residents.

Crashes on State controlled roads



Crashes on local roads



Crashes outside the City of Ryde involving residents

In 2013, 242 fatal or injury inducing crashes involving City of Ryde residents occurred outside the LGA.

105 of these were in the neighbouring council and another 137 spread over 47 other council areas in NSW.

Effective road safety awareness programs can help reduce crashes involving our residents anywhere.

The cost of crashes

There are a number of ways by which the cost of crashes to the community can be calculated. The *Principles & Guidelines for Economic Appraisal of Transport Investment and Initiative, TfNSW* defines the cost per crash based on productivity loss as:

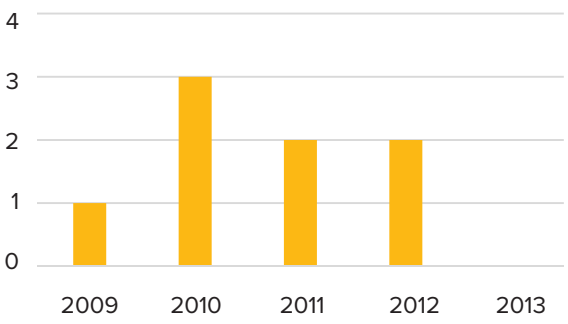
- $2,321,311 for a fatal crash;
- $227,155 for a crash involving trauma; and
- $9,536 for a crash involving property damage only.

For the City of Ryde in 2013 this equated to:

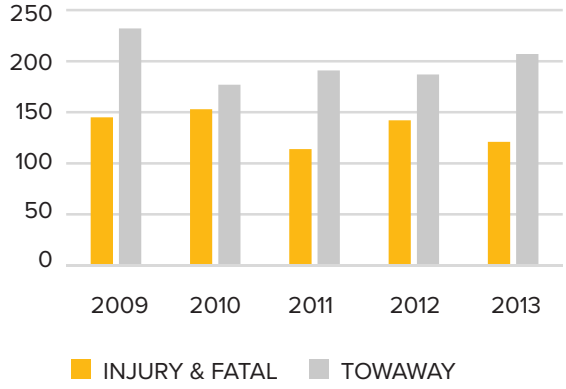
Fatal	2	$4,642,622
Injury	235	$53,381,425
Property Damage	403	$3,843,008
TOTAL		$61,867,055

The annual cost of crashes in our community is estimated at more than $61 million.

Fatal crashes involving Ryde residents



Non-fatal crashes involving Ryde residents



Factors contributing to road crashes

The three major contributors to road crashes are:

- Speed, particularly speeds that are too high for the conditions
- Alcohol
- Fatigue.

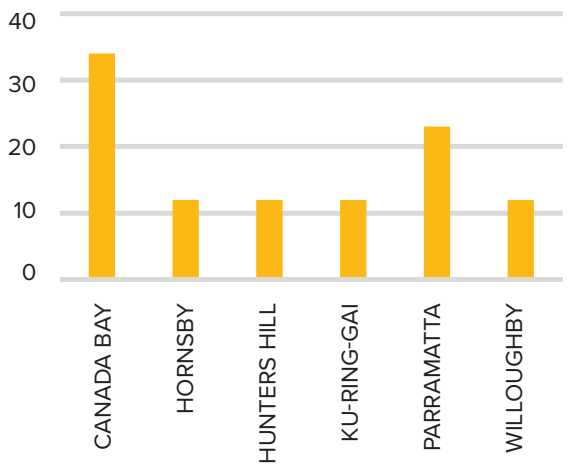
Factors that increase the traumatic effect of a crash include:

- Failure to use correctly fitted seat restraints
- Failure to wear a helmet when riding a motorcycle or bicycle.

More recently, research has led road safety practitioners to look at other areas that can result in crashes, including:

- Distractions – including use of mobile phones and other technology by drivers, riders and pedestrians
- Use of drugs and medications - both legal and illegal
- Road user attitudes – including risk awareness, impatience or ignorance.

Residents involved in injury crashes in neighbouring council areas 2013



Integrated Transport Strategy

THE VISION

The City of Ryde Road Safety Plan will address the road safety requirements of the *Integrated Transport Strategy* which has a clear vision:

The traffic and transport system within the City of Ryde is planned and operated to maximise accessibility for all users by stimulating land development in areas of high accessibility, influencing an increase in the use of sustainable transport modes and maximising efficiency, safety and equity for local access. The City of Ryde is regionally connected and locally accessible. (Working Paper 2: Vision and Policies)

Road safety implications

Key Policy 5 states:

"Roads are managed to maximise traffic efficiency and safety and freight movement efficiency considering all road users. Streets are designed and managed to maximise accessibility whilst prioritising **safety** and local amenity."

The *Active Transport Policy* states;

"Pedestrian and cyclist safety is paramount."

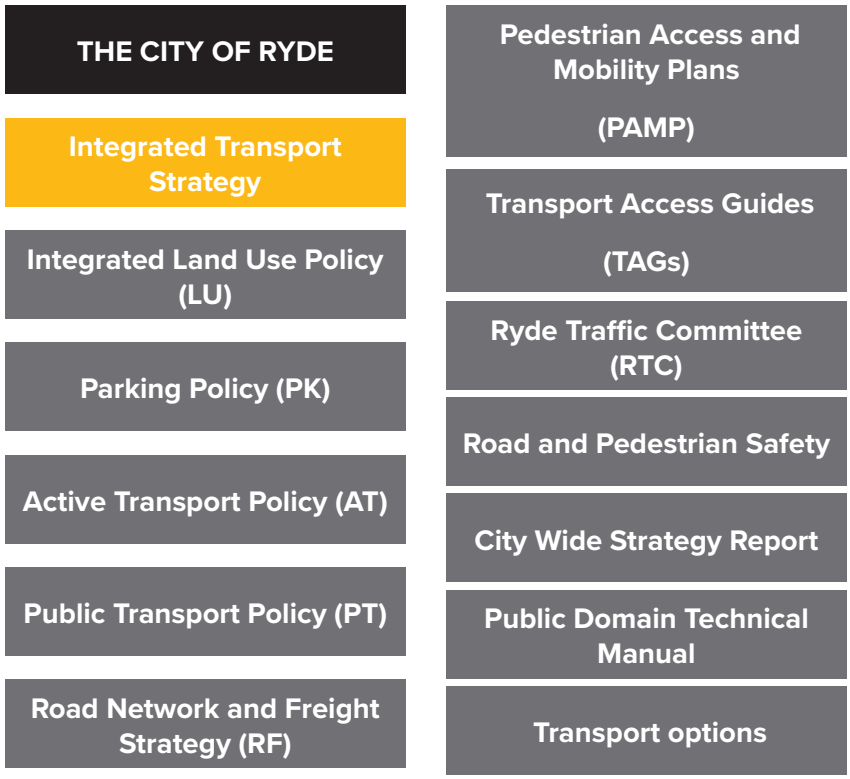
Encouraging walking and riding can only be fully realised if users feel and know that they are safe on the network.

The *Road Network and Freight Strategy* adds;

"Roads in the [Ryde LGA] are managed to maximise traffic efficiency and safety, freight movement efficiency considering all road users. Streets are designed and managed to maximise accessibility whilst prioritising safety and local amenity."

Pedestrian Access and Mobility Plans (PAMPs) for key locations will be developed and implemented as part of the Integrated Transport Strategy.

This will enhance pedestrian movement across the city and provide safe travel routes with continuous accessible paths of travel wherever possible.



Road Safety Responsibility

LOCAL GOVERNMENT ROAD SAFETY RESPONSIBILITY

A key role for Council is to engage the community on road safety with the aim of increasing safe behaviour by all road users.

Under the *Local Government Act 1993*, councils have responsibility for, and provide services to aid or improve, infrastructure, road safety and accessibility in public places.

The RMS has the key responsibility for road user safety across NSW. Council, as a local government authority, has delegations to operate and maintain roads and provide road safety resources within the LGA, thus ensuring the safety of all road users.

The two requirements relating to road safety within the City of Ryde as an organisation are:

- External – ensuring safety on the roads for all residents and visitors; and
- Internal – ensuring the safety of staff.

Council's key roles are:

- Primary responsibility for the safety of roads we manage, including:
  - o Planning and constructing new local roads;
  - o Existing road maintenance; and
  - o Identifying and rectifying damage to existing roads.
- As a planning authority we have a duty to consider the road safety implications of decisions regarding land use and the form of development in the public domain
- Engaging and empowering our community in relation to road safety issues, by encouraging safe road user behaviour
- Coordinating local resources for better road safety outcomes
- Enhancing road user safety through education, publicity and promotion
- Working closely with RMS and Transport for NSW's Centre for Road Safety to deliver the Local Government Road Safety program.

Council's responsibility for road safety is realised by integrating the Safe System approach into road network design, ongoing maintenance, road user education and other projects that involve people using the road network, such as providing services that involve travel within the LGA.

While Council has business units specifically involved in road safety such as traffic engineering and transport planning, other units across Council undertake work that directly or indirectly affects road safety. Staff involved in any planning, project or other activity that directly relates to road safety need to be familiar with the principles of the *Safe System* concept. This allows the City of Ryde to lead by example.

Funding arrangements

FUNDING ARRANGEMENTS WITH STATE AND FEDERAL GOVERNMENT

For the City of Ryde to efficiently operate the road network within its area, including ongoing maintenance and required changes and variations, there is a requirement to work with other agencies in state and occasionally, federal governments.

The main agency with regards to the road network and road safety is the Roads and Maritime Services (RMS), a government agency under Transport NSW. The Centre for Road Safety (CRS), also under Transport NSW, develops campaigns and practical solutions that reduce death and injury on NSW roads, while monitoring our changing road user community and environment.

These agencies are currently the main sources of funding for road safety programs. They also provide funding to the NSW Police Force for increased traffic enforcement. The NSW police are a major stakeholder in local road safety planning.

Local councils submit road safety action plans, which have a three-year cycle, to the RMS as part of their applications for the funding of road safety programs.

Local Government Road Safety Program

The Local Government Road Safety Program (LGRSP) was implemented by the State government in the mid-1990s as a major component of New South Wales' first road safety strategy, *Road Safety 2000.*

This saw the introduction of Road Safety Officers (RSOs), supported by the State government, into many councils. The role of RSOs is to provide a behavioural change component into the traditional road safety engineering approach to road safety interventions.

Funding is provided for RSO wages and program delivery based on submission of an annual Crash Data Analysis for the LGA. This provides information about the projects and priorities in the 3 yearly Action Plan. With input from the RMS, Ryde Local Area Command traffic, youth, licensing and multicultural liaison officers, key community stakeholders such as schools, Neighbourhood Watch, Macquarie University and local culturally and linguistically diverse (CALD) organisations, the Action Plan incorporates core ongoing programs plus targeted campaigns and programs to address specific issues within each LGA.

Ryde works regularly with neighbouring councils on key road safety programs. Road safety should have no boundaries.

Blackspot Funding Programs

The Federal Department of Infrastructure and Regional Development Black Spot Program is part of the commitment to reduce crashes on Australian roads.

Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, 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.

The Black Spot Program makes an important contribution in reducing the national road toll under the National Road Safety Strategy and Action Plan.

The Australian Government has committed $500 million to the Black Spot Program from 2014-15 to 2018-19, which includes an additional $200 million over two years from 2015-16 to improve road safety across the nation.

The RSP will enhance any projects funded by this Program.

Safe System Approach

SAFE SYSTEM APPROACH TO ROAD SAFETY

The objective of the *Safe System* approach to road safety is that no-one should be killed or have a life-changing disabling injury because of human error on our roads.

The *Safe System* approach recognises that even with a focus on prevention, road crashes will occur. Therefore, the road system must be designed to be more forgiving of human error. Where a crash does occur, the design and management of the network should serve to minimise and the risk of serious injury or death. This approach holds those who design and manage the road system accountable for the safety performance of the network. In short, the design of vehicles and road environments must account for human limitations (*NSW speed zoning guidelines RTA, 2011*).

The basic elements are:

1. Safer roads:

- Designed for safe travel and encouraging low speeds in urban areas.
- Easy to understand and use.
- Forgiving of road user error.

2. Safer people:

- Improve road user awareness and skills in using the roads through encouraging low-risk driving techniques.
- Encourage drivers and riders to travel at speeds appropriate for the conditions.

3. Safer vehicles:

- Use of safer vehicles
- Eco friendly vehicles.

4. Safer speeds:

- Appropriate speeds for the environment.
- Minimising trauma to vulnerable road users by setting safe urban speed limits.

Business unit involvement

To implement the RSP we need to understand the relationship between City of Ryde business units and road safety and the roles these units and individual staff members can play. The chart below identifies the key units that, through their role and work, can have a direct or indirect influence on the Safe System elements of the RSP.

Unit:	Role and road safety relationship:
Traffic, Transport and Development	Develops and instigates strategic transport policy and planning development across the City. Ensures road safety planning is integrated into transport planning. **Safer roads, Safer speeds.** RSO develops and implements road safety resources, education, training and publicity programs. **Safer roads, Safer people, Safer speeds and Safer Vehicle.** Investigates and resolves traffic, parking and road safety concerns that arise across the City. **Safer roads.** Drives the design, maintenance and improvements of roads, cycleways and footpaths in the public domain. **Safer roads.** Planning and delivery of pedestrian infrastructure improvements in the City of Ryde. Integrates road safety into changes made to the road environment. **Safer roads.** Provides on-the-ground information relating to damage and wear to roads and footpaths and enables Council to react and address unsafe road and footpath conditions before an incident occurs. **Safer roads.** RSO works with local police, Liquor Accords and City businesses. **Safer people.**
Communications, Media and Events	Manages the promotion and advertising of road safety awareness programs. Works with RSO to reliably deliver marketing solutions that will affect road safety behaviour change. **Safer people.**
Urban Planning	Coordinates urban renewal outcomes which will increase road user activity in areas such as Macquarie Park, North Ryde and Eastwood. **Safer roads.** Implementation of PAMPs in key city locations to provide continuous accessible paths of travel for all pedestrians. **Safer people.**
Audit and Risk Management	Administers the Council's Work Health and Safety policy. Develops safe systems of work to achieve a safe working environment. Works to reduce the number and severity of injuries in the workplace, including those relating to travel and road safety through the Work Health and Safety Committee. **Safer people.** Looks after the placement and claims management of Council's insurance portfolio and provides project management with advice and information to reduce the City's liabilities in terms of road safety. **Safer roads.**
Fleet	Manages and maintains the City's vehicle fleet for work use. Ensures Council's fleet of vehicles are safe. **Safer people and Safer vehicles.**
Enforcement Officers	Enforces some road rules and regulations including those relating to parking, School Zone offences and traffic flow. **Safer people.**
Open Space	Manages and maintains public parks, trees and sportsgrounds to ensure they are safe, functional and pleasant to use. Manages trees and foliage along Council streets. **Safer roads.**
Library	Provides an access and distribution point for road safety resources to the wider community. **Safer people.** Collaborates on educational programs for specific groups, including young children and parents, seniors and CALD communities. **Safer people.**
Community Services	Provides a network through which programs may be implemented and information distributed to people over 55, children and youth, people with disabilities, and culturally and linguistically diverse communities. **Safer people.**
Projects	Manages delivery of the capital works programs for building facilities; open space and parks; streetscapes upgrades; local village centre improvements; implementation of the Cycle Strategy; and upgrade of laneways and squares. Responsible for design of road safety in new projects and upgrades. **Safer roads.**

Implementing the RSP

Safer roads, safer people, safer speeds , safer vehicles.

The key objectives of the Safe System that relate to the City of Ryde and how they can be achieved are detailed below:

Safer roads

- Create forgiving road environments by undertaking road safety audits and identifying and treating black spots
- Examine road safety data to prioritise road works
- Work with the RMS to identify issues on State and regional roads and provide solutions.

Actions

- Design and implement road layouts that recognise and prioritise vulnerable road users (pedestrians and cyclists) from the earliest design stages
- Provide a safe physical environment including safe crossings, lighting, and signage placement and vegetation control
- Create a network that is easy to understand and negotiate by all road users.

Safer people

- Reduce the level of use of motor vehicles by increasing take up of active transport options
- Foster community support for road safety and encourage low-risk driving and riding behaviour
- Promote road rules compliance
- Increase the level of road safety awareness by all road users through road safety education, promotion and advertising
- Reduce the level of risk taking by road users.

Actions

- Improve awareness of safe travel speeds and encourage lower, safer travel speeds appropriate for the conditions
- Generate community support for lower speeds
- Encourage residents to work with Council and police on local speed issues
- Encourage staff to consider the transport hierarchy when deciding their travel mode rather than use motor vehicles
  - o Encourage use of active transport - walk or ride a bike, especially for short journeys
  - o Drive greener vehicles such as hybrid or electric vehicles
  - o Only use other vehicles, including taxis if absolutely necessary.
- Ensure that staff using fleet vehicles are aware of their responsibilities to promote low risk driving and set an example to other road users.

- RMS and Ryde specific, targeted education campaigns addressing:
  - Pedestrian safety
  - Cycling safety
  - Motorcycle safety
  - Low-risk driving
  - New drivers
  - Driver supervisor training
  - Excessive speed
  - Seat restraint use
  - Child restraint use and maintenance
  - Fatigue
  - Drink-driving
- Keep the community informed about infrastructure changes and how they affect their travel safety, including support for the delivery of the cycleway and light rail construction programs
- Liaise with Ryde LAC, Highway Patrol and Rangers to achieve effective enforcement and encourage compliance with traffic rules and regulations.

Safer speeds

- Investigate and implement appropriate speeds for the environment
- Minimise trauma to vulnerable road users.

Actions

- Audit and identify roads where lower speeds are required
- Provide safer local road and street systems designed for lower speeds
- Design and implement road layouts that encourage drivers and riders to travel at safe speeds and avoid conflicts.

Safer vehicles

- Promote safer vehicles
- Provide public education about safer vehicle features to enable residents and fleet operators to make an informed choice when purchasing vehicles
- Encourage alternatives to private vehicle ownership, e.g. car share membership.

Actions

- Select safe fleet vehicles
- Implement Council fleet safety policies
- Promote active modes of transport to reduce motor vehicle use by residents and workers within the City of Ryde
- Promote *ANCAP* and *Used Car Safety Ratings*
- Encourage fleet operators, including car-share operators, to choose safe environmentally friendly vehicles
- Support car share programs.

Behavioural Action Plan

SAFER PEOPLE - WHAT DO WE NEED TO DO?

This table outlines road safety awareness, or behavioural programs that form the working components of the RSP.

The traditional approach to road safety involves the use of Education, Engineering and Enforcement, known as the three 'Es' of road safety. These same three elements complement the later Safe System approach.

Funding for road safety awareness and behaviour change programs will be provided from the following sources:

Council base budgets - Road Safety Programs and Schools Program: $30,000 per annum

RMS Local Government Road Safety Program (LGRSP): $51,000 per annum (including wage component)

RMS - Road Safety Plan, School Safety Package - Morrison Rd & Locality (MRL): $120,000 in FY 2016/2017

Indicative application of funding across the key road safety areas is outlined below:

	Council	LGRSP*	MRL
1. Safe System			$ 5,000
2. Pedestrians	$10,000	$ 4,000	$20,000
3. Cycling		$ 3,000	$20,000
4. School Zone, children and student risk areas	$10,000		$40,000
5. Drivers and motorcyclists	$ 5,000	$ 6,000	
6. Low Risk Driving - Fleet safe driving, low risk driving	$ 5,000		$35,000
TOTAL	$30,000	$13,000	$120,000

*program funding only

Indicative timeframes noted in the Action Plan are:

Short term: within 1-3 years

Medium term: within 3-5 years

Long term: within 5-8 years

Key road safety area	Actions	Responsibility	Timeframe	Funding
1. Safe System				
1.1 Improve road safety through a coordinated approach to safe system	Implement the Safe System approach to road safety. Integrate road safety across council. Online road safety toolbox.	RSO	Short - ongoing	MRL
2. Enhance road safety knowledge across Council	Membership of National Road Safety Partnership Program (NRSPP).	RSO/Traffic/Fleet	Short term	Council
	Identify training needs and implement appropriate training programs.	RSO	Ongoing	Council
	Maintain working links with local police. Involve essential stakeholders in planning and implementation.	RSO	Ongoing	Council
	Crash Data research and analysis.	RSO	Ongoing	LGRSP
2. Pedestrians				
2.1 Improve safe movement awareness by pedestrians	Continue to deliver Walking Safely programs for seniors and people with a disability through partnerships with RMS, local community groups and Royal Rehab.	RSO/LGRSP	Current and ongoing	LGRSP
2.2. Reduce the effect of distraction on safe pedestrian movement	Continue delivery of the Joint Northern Sydney Council 'Distracted..?' campaign on pedestrian distraction targeted at office workers, young people and parents/seniors/ shopping precincts.	RSO/LGRSP	Current and ongoing	LGRSP/ Council
2.3. Improve safety on pedestrian networks	Review options for improving safety at high use pedestrian crossings, particularly in key town centres, through behavioural programs to improve awareness of all road users. Identify and review safety needs for key routes used regularly by pedestrian groups. Prioritise and plan implementation. Implement PAMPs where appropriate.	RSO/Traffic/ Environment	Short - medium	Council
2.4. Shared paths	Extend awareness campaign, "Share and be aware" promoting shared path safety. Develop processes to coordinate pre-launch awareness and safety programs in conjunction with rollout of new shared paths.	RSO/Active Recreation/Asset Management	Short - ongoing	Council
2.5 Increase awareness of risks related to motorised scooters, wheelchairs and non-registerable vehicles	Research and identify issues related to the use of toy and non-registerable vehicles. Develop appropriate programs including availability of safe off-road locations.	RSO/Active Recreation/Asset Management	Long-term	Council

Key road safety area	Actions	Responsibility	Timeframe	Funding
3. Cycling				
3.1. Improve safety for bike riders to support the ITS	Develop safety and risk awareness programs to accompany promotion of active transport, in particular around schools and existing bike paths. Develop and distribute educational material/ programs based on review and audit.	RSO/Sustainable Transport/ CONNECT	Short – medium	MRL
3.2. Shared Paths	Audit existing bike/shared paths for safety and signage, including all driveways and access points. Develop processes to coordinate pre-launch awareness and safety programs in conjunction with rollout of new shared and bike paths in business/industrial areas.	RSO	Medium – long term	Council
3.3 Low risk riding	Promote formal rider training for commuter and recreational cyclists.	RSO/Sustainable Transport	Short – medium term	LGRSP
3.4 Safer bikes	Promote use of bells and lights and regular maintenance.	RSO/Sustainable Transport	Short – medium term	MRL
4. School Zone, children and student risk areas				
4.1. Reduce risks around schools and child care services.	Develop and implement schedule of school audits to identify issues and relevant solution options for each school around school zone safety and pick-up/drop-off areas.	RSO/ Traffic / Rangers	Short – medium term	MRL
	Work with schools to develop and adapt relevant programs and resources aimed at changing parent/carer attitude and behaviour around pick-up/drop-off times.	RSO/ Schools/ Police	Short term	MRL
	Continue to support school active travel programs.	RSO/Schools	Ongoing	Council
4.2 Colleges, universities and English language schools.	Promote internal road safety programs that are adaptable to the types of students attending tertiary education. Reducing risk to overseas students.	RSO/Tertiary Education Providers	Short – medium term	Council
4.3 Child safety away from school zones.	Address risks related to child safety on streets, road related areas and walking and riding to entertainment and recreation activities.	RSO/Community Services/Schools	Short – medium term	Council/ MRL

Key road safety area	Actions	Responsibility	Timeframe	Funding
4.4 Child restraints	Provide regular child car seat checking service and programs to increase awareness of correct use of restraints.	RSO	Ongoing	LGRSP
5. Drivers and Motorcyclists				
5.1 Young drivers	Deliver 'Helping learner drivers become safer drivers' program. Review options for implementation of Learner Driver Mentoring Program for disadvantaged youth in partnership with Salvation Army and Youthsafe.	RSO / RMS	Ongoing	LGRSP/ Council
5.2 Senior drivers	Continue to implement regular low risk driving workshops for seniors.	RSO	Ongoing	Council
5.3 Alcohol impairment	Support RMS Drink/Drive awareness programs and distribute resources to local venues. Work with Eastwood Gladesville Liquor Accord (EGLA) to deliver programs targeting patrons. Deliver 'Drink Drive Awareness' program to local high schools in partnership with Ryde LAC and EGLA.	RSO/Liquor Accords/Police/ RMS	Ongoing	LGRSP/ Council
5.4 Fatigue	Develop fatigue awareness campaign and resource pack for rollout within council and businesses that employ shift workers or irregular-shift workers. Provide appropriate information to reduce the potential for workers to be involved in fatigue related crashes.	RSO/Police/ Community Services	Short term	Council / LGRSP
5.5 Drug impairment	Provide information to residents and businesses on the effects of prescribed and pharmacy drugs. Conduct research to identify where recreational (illegal) drugs are being used to determine if there is a relationship with motor vehicle use.	RSO	Ongoing	Council / LGRSP
5.6 Motorcyclists	Promote safer clothing, helmet use and support 'Ride to Live' state wide programs	RSO/RMS	As required	LGRSP
5.7. Distraction	Increase awareness of the dangers of distraction when driving - mobile phone use, eating and drinking and peer distraction.	RSO	Ongoing	LGRSP

Key road safety area	Actions	Responsibility	Timeframe	Funding
5.8 Speed	Increase awareness of the incidence of speed related crashes and injuries. Investigate options for reducing speed limits in key town centres and high pedestrian activity areas. Continue programs encouraging drivers and riders to travel at speeds appropriate to conditions.	RSO / Traffic/RMS	Ongoing	LGRSP
	Support Enhanced Enforcement Programs and other police/RMS campaigns on speed.	RSO/Police/RMS	Ongoing	LGRSP
5.9 Vehicle safety	Promote Australasian New Car Assessment Program and used car safety ratings amongst the community. Encourage new drivers to purchase safe vehicles. Encourage fleet operators to choose safe, environmentally friendly vehicles.	RSO	Ongoing	RMS
6. Low Risk Driving				
6.1 Fleet safe driving program	Develop and implement a safe driving strategy. Develop and implement low risk driving program.	RSO/Fleet	Short-term - ongoing	MRL
6.2 Low-risk driving and riding	Back to basics – encourage road user handbook refresher programs through libraries and community centres. Develop and trial low risk driving program for general community	RSO	Short-term	MRL

Conclusion

CONCLUSION

Safer Roads, Safer People, Safer Speeds, Safer Vehicles

Road safety is a responsibility of local government. The City of Ryde has, over many years, provided engineering solutions and programs aimed at influencing the behaviour of the users of the road network.

Maintaining a downward trend in road trauma presents challenges which can be met by addressing road safety with a whole of organisation approach.

With continuing growth in residential and working populations, Council must continue to plan for road safety. The City of Ryde must design and implement facilities that encourage sustainable, active transport and prioritise the safety of those using these facilities.

Essentially Council must provide initiatives that help and prepare our road users, especially those that we encourage to use active transport. We must be sure that those that try active transport adopt it and do not give up for safety reasons, real or perceived.

The RSP provides the working document by which the City of Ryde can demonstrate its commitment to improving land use, providing a connected, vibrant place to live, work and visit and maintaining high levels of road safety.

The RSP will direct Council in its path to fully adopt the Safe System to connect with and integrate its work with neighbouring councils, the RMS, police and the community to deliver a safe road network.

The RSP is flexible and the City's RSO will respond and adapt its content to meet any variations in the demands and conditions that may occur.

Appendix 1

EXCERPTS FROM THE CITY OF RYDE CRASH ANALYSIS REPORT 2013

Summary

The following issues have been identified and will guide the development of road safety programs in the City of Ryde over the 2015-2016 period.

- Almost half of all motorcycle crashes occurred when vehicles were turning across an oncoming or adjacent bus lane and impact with a motorcycle travelling in the bus lane. One location in particular had the highest recurring incidence of this type of crash, all of which occurred weekdays between 6am – 9am and involved a truck impacting with the motorcyclist. Almost half of all crashes in the 17 to 25-year age group resulted from losing control of the vehicle or rear-ending vehicles on major roads.
- Fatigue related crashes are an increasing concern, particularly in the 60+ age group who have a high incidence of crashes occurring in the late morning. There also appears to be specific locations where fatigue related crashes are recurring.
- Alcohol related crashes are down overall in 2013 but continue to be a concern in the 17 to 25-year age group and have increased in the 60+ age group. After having the highest number of alcohol related crashes in 2011, numbers in the 40 to59 age group have been steadily decreasing and were nil in 2013.
- Pedestrian casualties, consistently of greatest concern in the 60+ age group have now become a concern in the 17 to 25-year age group. While Eastwood continues to be a recurring location for pedestrian casualties, there is a shift towards the North Ryde/Macquarie Park area, particularly among incidences involving the 17 to 25 age group. There were no pedestrian fatalities in 2013.
- While pedal cyclist casualties have decreased, one of two fatalities in 2013 involved a pedal cyclist.
- The key age group of concern overall continues to be the 40 to 59-year age group and both fatalities in 2013 were in this age group. They had the highest number of casualties overall and were highest or in the higher levels for each road user class and contributing factor – except alcohol related crashes, where they were the only age group to have no recorded crashes or casualties where alcohol was a contributing factor.

Actions

- Fatigue awareness campaigns, particularly for seniors and for 26 to 39-year age group.
- Motorcycle safety programs – focused on promoting drive to conditions for riders and increasing driver awareness of motorcycles in adjacent and oncoming bus lanes. Conduct audits at the identified locations for recurring crashes.
- Target safety messages to young pedestrians – particularly through the joint Council Distracted?... campaign.
- Continue senior pedestrian and senior driver programs.
- Continue to develop pedal cycle awareness campaign and shared path safety campaign.
- Develop targeted drink drive campaigns and programs in partnership with Eastwood Gladesville Liquor Accord and Ryde LAC.

Appendix 2

IMPLEMENTING A SAFE SYSTEM

The key element in the Action Plan will be the implementation of the Safe System approach across all Council projects that affect the road safety of residents, workers and visitors in the City of Ryde.

Road safety must be considered by all units of council and all staff should be aware that their projects could have an effect on crashes and trauma.

Implementation process:

The RSO will undertake a series of presentations to all relevant business units to build an understanding of the Safe System approach.

To help staff apply the Safe System approach road safety information and further training will be made available through:

- An online Road Safety toolbox – a suite of resources available on the intranet, including a guide to the Safe System approach and links to key documents including:

  Research Report RR375, Local Government and the Safe System approach to road safety - Australian Road Research Bureau, 2010.

- Availability of Road Safety Officer to provide advice on projects and the Safe System approach; and

- Training and presentations to new staff, including in-house and access any training opportunities offered by the Centre for Road Safety, the RMS and other agencies, such as the Australian Road Research Bureau (ARRB).

Introduction to Safe System approach

Presentations to all relevant City Business Units

Training and support	References
Road Safety Officer	RMS – Guidelines, Technical Directions, Online help
Access to online information Toolbox for use by all staff.	Austroad Guides - Online
External training, for example: RMS – Road Safety Auditing Australian Road Research Bureau – Knowledge Transfer Workshops Webinars	Institute of Public Works Engineering, Australasia (IPWEA)
Ongoing updates and training for all relevant staff.	Other external assistance: National Road Safety Partnership Program Monash University Accident Research Centre (MUARC)

References

City of Ryde Integrated Transport Strategy;

Working Paper 1: Trends and Challenges

Working Paper 2: Vision and Policies

Integrated Land Use Policy (LU)

Parking Policy (PK)

Active Transport Policy (AT)

Public Transport Policy (PT)

Road Network and Freight Strategy (RF)