



Hinchinbrook Shire Council

Road Safety Implementation Plan
2016-2018

'Road Safety Partners Working Together'

A Message from our Mayor

I am proud to present the Hinchinbrook Shire Road Safety Implementation Plan 2016-2018.

Road trauma has a devastating and long lasting impact on individuals, families and communities. Hinchinbrook Shire Council recognises that road safety is a major factor in the health and wellbeing of our community and is in an excellent position to build on its previous 2012-2014 Road Safety Implementation Plan. Our plan will link to the National and Queensland Road Safety Strategy documents for 2012-2020, and to the North Queensland Road Safety Action Plan to achieve positive road safety outcomes for the Hinchinbrook Shire community.

The implementation plan documents the major causes of road trauma in the Hinchinbrook Shire area and priority road safety actions for Council for the calendar years 2016-2018. Each action identifies the key goal, desired outcome and the timeframe for delivery, our partners and the responsible agency.

It has been recognised that even with the best preventative measures in place, road related crashes will still occur. Unfortunately, it is an inevitable consequence of mobility. However, it is a goal of Council over the next 10 years to reduce the annual numbers of both deaths and serious injuries on our roads by at least 30%. These targets will be challenging however it is believed through implementing a safe systems approach to road safety we can achieve our goals.

Road safety is a shared responsibility in which everyone has an important role to play. Inline with the worldwide Decade of Road Safety 2011-2020 we all need to work collaboratively, as a community to improve road safety in our Shire.

Ramon Jayo
Mayor, Hinchinbrook Shire Council

Hinchinbrook Shire Council Profile



Location: 25 Lannercost Street, Ingham QLD 4850
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Website: www.hinchinbrook.qld.gov.au

Size: 2,810.1 square kilometres
Population: 12,258 (as at 30 June 2011)

Townships/Suburbs/Localities:

Abergowrie, Bambaroo, Bemerside, Blackrock, Braemeadows, Coolbie, Cordelia, Dalrymple Creek, Foresthome, Forrest Beach, Gairloch, Garrawalt, Halifax, Hawkins Creek, Helens Hill, Ingham, Lannercost, Long Pocket, Lucinda, Macknade, Mount Fox, Orient, Palm Island, Peacock Siding, Taylors Beach, Toobanna, Trebonne, Upper Stone, Victoria Plantation, Wharps and Yuruga

Linkages to our Council Plan

The Hinchinbrook Shire Council Corporate Plan 2014 – 2019 is a vital document that sets our Council's goals and objectives in line with Local Government legislation. The Hinchinbrook Shire's Road Safety Implementation Plan is linked to the Shire's Corporate Plan via the following:-

Strategic Direction One

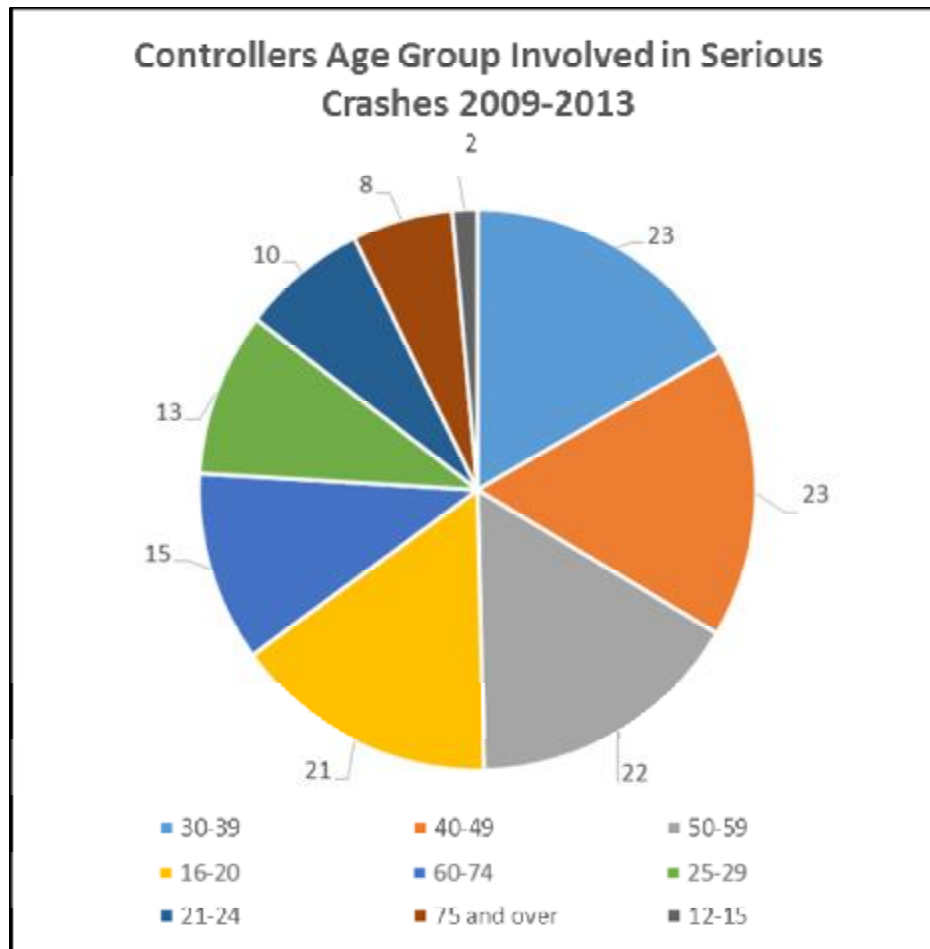
Fiscally Responsive and Responsible Management of Public Infrastructure and Assets

- 1.1 Plan and execute timely preventative maintenance regimes that extend the useful life of roads, water and sewerage network infrastructure in a cost effective manner.
- 1.3 Ensure that proposed extensions to road, water or sewerage networks have a demonstrated social and economic imperative.
- 1.4 Be open to innovative and alternate solutions for the provision of ongoing public infrastructure needs.

Leadership and Coordination

REF	GOALS	ACTIONS	PERFORMANCE MEASURE	TIMEFRAME FOR DELIVERY	PARTNERS	RESPONSIBILITY
L.1	To provide civic leadership and governance in relation to safety for all road users within the municipality	Hinchinbrook Shire Council (HSC) to take a leadership role in implementing the actions contained in this plan and provide logistic support for its implementation	Actions are implemented with support of Council	Ongoing	HSC, TMR.	The Mayor, Council and executive officers of HSC
L.2	To form partnerships with key road safety partner agencies	Continue to strengthen partnerships with TMR, QPS, QPS, to align actions with regional and state-wide goals and the needs of the community Provide strategic and practical leverage for programs initiated by partner agencies, through Council's resources and community networks	Number of Hinchinbrook Shire Road Safety Advisory Committee meetings held each year	6 times a year – February, April, June, August, October and December Twice per year as determined by TMR	HSC, TMR, QPS, QAS, DCS, Canegrowers, Wilmar and local school communities	The Mayor, Council and executive officers of HSC
L.3	To ensure road safety input to major planning processes	At appropriate times in the various strategic planning cycles of Council, seek opportunities to ensure road safety is appropriately referenced and incorporated into relevant strategic plans and policies, such as: Community Plan, Corporate Plan, Operational Plan, 10 Year Forward Works Program, Transport Infrastructure Development Scheme [TIDS] and Road to Recovery (Federal Funding Program) and Priority Infrastructure Plans [PIPS]	Road safety included in Council strategic Plans	Community Plan is reviewed on a 10 year cycle. The Corporate Plan is reviewed every 4 years and adopted in July. All other plans and programs are reviewed annually and adopted as part of the budget process	HSC	The Community. Corporate, Operational and Priority Infrastructure Plans are facilitated and developed by the Manager Corporate & Economic Development. The Manager Engineering Services and Works Engineer are responsible for the Forward Works Program, TIDS and Roads to Recovery Planning

Overview of Serious Crashes in Hinchinbrook Shire Council – 1 Jan 2009 – 31 Dec 2013



There were 93 reported serious crashes. 8 people died and 85 people were hospitalised because of road crashes. This is an increase of 12 serious crashes.

8.6% of serious crashes in the shire were fatal. Statewide 4.5% of these crashes were fatal.

54 or 58.1% of serious crashes involved a single vehicle. In Queensland 40.3% of serious crashes involved single vehicle.

45 or 48.4% of serious crashes involved drivers/riders who disobeyed road rules. In Queensland 60.7% of crashes involved not obeying road rules.

Motorcycle riders were involved in 19 or 20.4% of serious casualty crashes in Hinchinbrook compared to 15.2% statewide.

21 or 22.6% of serious crashes in the shire were alcohol or drug related, compared with 14.9% state wide.

8 or 8.6% of serious crashes in the shire involved excess speed. In Queensland 5.3% of crashes involve speed.

11 or 14.2% of serious crashes involved heavy vehicles compared to 6.4% for state.

Fatigue was involved in 16 or 11.7% serious casualty crashes.

11.7% of casualties involved in serious crashes were travelling unrestrained.

30 or 32.3% of serious crashes involved hitting an object, 19 or 20.4% relate to overturning, 17 or 18.3% were angle crashes, and 6 or 8.5% were rear-end crashes.

Interventions for alcohol and drug related crashes

LINK TO RSAP	ACTIONS	DESIRED OUTCOMES	WHO	TIMEFRAME FOR DELIVERY	HOW MEASURED	RESPONSIBILITY
A1	Target alcohol and drug testing activities at special events, high risk locations and times and high risk road users, to improve safety for all road users	High level police presence at all major events	QPS	As determined by intelligence data	Number of activities and level of exposure	
A2	Maintain random testing rate of 1 test per licensed driver in Hinchinbrook Shire area	Maintain community awareness of random breath testing	QPS	Ongoing	Number of tests compared to licensed drivers	
A3	All drivers/riders involved in crashes that are attended by QPS officers will be tested for drink driving All drivers/riders issued with a traffic infringement notice will be tested for drink driving	Community awareness of police compliance with not driving under the influence of alcohol	QPS	Ongoing	Number of tests	

Interventions for fatigue related crashes

ACTIONS	DESIRED OUTCOMES	WHO	TIMEFRAME FOR DELIVERY	HOW MEASURED	RESPONSIBILITY
Contribute to State strategies of State-wide Fatigue Policy and approved actions from Queensland Road Safety Action Plan	Support State approved strategies to reduce fatigue related crashes	TMR & QPS	As determined	Determined by State policy advisors Level of support provided	
Improve awareness of new heavy vehicle fatigue management legislation	Monitor fatigue management in North Queensland	TMR-C	Ongoing	Number of compliance checks and education sessions performed	

Interventions for Unrestrained Vehicle Occupants

LINK TO RSAP	ACTIONS	DESIRED OUTCOME	WHO	TIMEFRAME FOR DELIVERY	HOW MEASURED	RESPONSIBILITY
U.1	Continue a targeted approach to promote seat belt public education at environments where road users travel unrestrained Tailor communications to directly engage those audiences	Increase wearing rate of seatbelts in Hinchinbrook Shire areas	QPS, DCS & TMR	Ongoing	Reduction in serious injury crashes where seat belts were not worn	
U.2	Continue to target and detect seatbelt offences in Ingham Police district	Increase wearing rate of seatbelts	QPS	During specific operation	Number of Traffic Infringements Notices and police records	
U.3	Continue to work with the media on the dangers and consequences of unrestrained occupants in a vehicle Remind road users to wear seatbelts by "Fasten Seatbelts" signs at exits of rest areas and on variable message screens [VMS]	Increase awareness of the dangers and consequences of travelling unbuckled	QPS & TMR TMR	Ongoing	Level of media coverage Signage installed and VMS contain seatbelt messages	

Interventions for speed related crashes

ACTIONS	DESIRED OUTCOMES	WHO	TIMEFRAME FOR DELIVERY	HOW MEASURED	RESPONSIBILITY
Continue speed camera, radar, lidar and mobile radar testing in Hinchinbrook Shire	High level of police presence on road network	QPS	Ongoing	Level of exposure/police presence	
Contribute to safety of school students by enforcing school zone speed limits	Increase awareness of school zone speed signage	QPS	Beginning of school year and as opportunities present	Level of exposure/police presence	
Contribute to safety of road workers at major road construction sites	Increase awareness of road workers safety	QPS & TMR	As arranged	Level of police presence	
Undertake speed limit reviews at high risk sites	Ensure appropriate speed limits exist at reviewed sites	HSC & TMR	2013-2014	Number of audits	

Interventions for young and inexperienced drivers/riders

ACTIONS	DESIRED OUTCOMES	WHO	TIMEFRAME FOR DELIVERY	HOW MEASURED	RESPONSIBILITY
Promote "Road Safety Matters" curriculum based road safety education program for Years 10-12 students in Hinchinbrook high schools	Improve road safety knowledge for Years 10 - 12 students	TMR	Ongoing.	Take up rate by schools	
Continue Graduated Licensing Program for drivers/riders who have obtained learners license Report to Council on evaluation of the program's effectiveness	Help reduce fatalities on the roads – particularly among young drivers and to encourage safer, more proficient drivers and riders	TMR	Ongoing	State-wide evaluation	

Interventions for Safer Roads in Hinchinbrook Shire

The following interventions are planned to assist road users, but do not specifically fit into other priority headings of this plan, but are designed to raise awareness and improve road safety of road users:-

ACTIONS	DESIRED OUTCOMES	WHO	TIMEFRAME FOR DELIVERY	PARTNERS	RESPONSIBILITY
Conduct on road checks of heavy vehicles for breaches of mass, load restraint, over dimension, dangerous goods and safety requirements in heavy vehicles	Improved heavy vehicle safety	TMR-C	Ongoing	Number of checks conducted and breaches detected	
Conduct on road checks of light vehicles	Reduction in unsafe vehicles on North Queensland roads	QPS & TMR-C	Ongoing	Number of programs undertaken	
Conduct cycle safety sessions and/or provide road safety information to school students in Ingham area	Improve knowledge of road rules and safe cycling practices	QPS, TMR	Ongoing	Number of sessions conducted	
Remind drivers/riders of the commencement of the cane season and safe practises around cane trains and vehicles Use Variable Message Screen (VMS) to reinforce message during cane season	Drivers/riders aware of cane season and to look for canes crossing roads	CSR TMR	Before cane season each year	Media campaign occurs	
Engage with residents regarding use and rules regarding mobility scooters.	Run sessions with residents to provide current data relating to use of mobility scooters, rules and requirements. Possible funding source from TMR's Community Road Safety Grants	TMR & QPS	Ongoing	Number of sessions conducted and feedback from attendees	

Acronyms

Abbreviation

Full Name

C.....	Compliance
DCS.....	Department of Community Safety
HSC	Hinchinbrook Shire Council
QPS.....	Queensland Police Service
RSAG.....	Road Safety Alliance Group
TMR.....	Transport and Main Roads