ROAD SAFETY STRATEGIC PLAN 2020-24

PLANNING FOR OUR PEOPLE
OUR PLACE OUR FUTURE

CESSNOCK
CITY COUNCIL

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Mayor

Foreward

COUNCILLOR BOB PYNSENT
CESSNOCK CITY MAYOR

The Cessnock City Council Road Safety Strategic Plan 2020-2024 represents the commitment of Council in the setting of priorities and implementing strategies to reduce road trauma across our City. Being a part of the Local Government Road Safety Program in partnership with Transport for NSW since its inception, Council remains dedicated the building of quality infrastructure and to the education of our community on road safety issues.

Road safety is a community responsibility, whether you are a driver, a passenger, a pedestrian or a rider of pedal or motor cycles, we are all road users. The ripple effect of road crashes spread through our community. Behind every casualty is a family, friends, neighbours, work colleagues, team mates and health & emergency personnel.

Council is committed to working Towards Zero casualties on our road network through a Safe Systems approach targeting safe people, safe roads, safe speeds and safe vehicles. I commend this strategic plan to you in our continued endeavour to achieve this goal.

National - State - Local

NATIONAL, STATE & LOCAL CONTEXT

National Road Safety Strategy 2011-2020

The responsibility for road safety is a shared one and road crashes continue to have a severe social and economic impact on local communities not withstanding continued improvements across our road networks, a reduction in road trauma and advances in technologies.

In April 2019 the Australian Government announced the establishment of the Office of Road Safety to ***'provide greater leadership and coordination of road safety efforts at a national level'.***

Government Responsbilities

Each level of Government has key responsibilities for road safety;

- The Australian Government is responsible for regulating safety standards for new vehicles, and for allocating infrastructure resources, including for safety, across the national highway and local road networks.
- State and territory governments are responsible for funding, planning, designing and operating the road network; managing vehicle registration and driver licensing systems; and regulating and enforcing road user behaviour.
- Local governments have responsibilities for funding, planning, designing and operating the road networks in their local areas. [1]

NSW - Planning for the Future

The future of City and Regional areas is to create liveable and safe communities. Planning for the future of Transport is aligned with this and forms part of the long term planning Future Transport 2056. What we do at a local level through considered infrastructure planning lays the key foundations to deliver improved health and wellbeing outcomes for future communities.

National Road Safety Strategy

1 Australian Government Department of Infrastructure, Transport, Regional Development and Communications. https://infrastructure.gov.au/roads/safety/index.aspx

Future Transport 2056 Statewide outcomes	Regional NSW transport customer outcomes
Customer Focused	**Convenient and responsive to customer needs** 1. Flexible services are an integral part of the transport system helping to deliver reliability 2. A transport system that adapts to and embraces new technology
Successful Places	**Sustaining and enhancing the liveability of our places** 3. The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places 4. Supporting centres with appropriate transport services and infrastructure
A Strong Economy	**Connecting people and places in the growing city** 5. Changes in land use, population and demand, including seasonal changes, are served by the transport system 6. Economic development is enabled by regional transport services and infrastructure
Safety and Performance	**Safely, efficiently and reliably moving people and goods** 7. A safe transport system for every customer with zero deaths or serious injuries on the network by 2056 8. A transport system that is resilient to significant weather events including floods, fog and bush fires
Accessible Services	**Accessible for all customers** 9. Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
Sustainability	**Makes the best use of available resources and assets** 10. Customers enjoy improved connectivity, integrated services and better use of capacity

Figure 1 Future Transport 2056—Regional NSW transport customer outcomes 2

2 Transport for NSW, Future Transport 2056, Transport for NSW , Sydney, Australia. https://roadsafety.gov.au/nrss

NSW Road Safety Plan 2021

The priorities for New South Wales are set out in the NSW Road Safety Plan 2021.

1. Saving lives on country roads.
2. Liveable and safe urban communities.
3. Using the roads safely.
4. Building a safer community culture.
5. New and proven technology.
6. Building a safe future.

Road Safety in Cessnock.

The Cessnock City Council Road Safety Strategic Plan 2020 – 2024 aligns with the both the National and State priorities.

Cessnock City Council continues to partner with Transport for NSW through the Local Government Road Safety Program that co-funds the employment of an officer to deliver road safety education and embed road safety in Council. Council has been a part of this program since it began and is proud of the projects delivered under this partnership.

The strategies for the next four years will implement actions with the view to working towards zero casualties from road crashes.

Section 2 - Safe Systems

Towards Zero

SAFE SYSTEM APPROACH

Background

'Someone is killed or hospitalised every 41 minutes because of a crash on NSW roads.'

Transport for NSW, Road Safety Plan 2021

A reduction in road fatalities by 30% is the NSW priority target for road safety in coming years, with the aspirational target of zero fatalities and serious injuries on NSW roads by 2056.

To achieve road safety targets NSW has adopted the Safe Systems approach.

This approach is underpinned by these principles:

- People are human and sometimes make mistakes – a simple mistake shouldn't cost anyone their life.
- The human body has physical limits to withstanding the impact of a crash
- Roads, roadsides and vehicles need to be designed to minimise crashes or reduce forces if a crash happens.
- Road safety is a shared responsibility – everyone needs to make safe decisions on and around the road to prioritise safety. 3

The purpose of the Road Safety Strategic Plan 2020-2024 is to support the State Vision by providing a framework for improving road safety across our City.

The plan has been formulated using the principles of the Safe Systems Approach with objectives addressing each of Safe Roads, Safe Speeds, Safe Vehicles and Safe People in a collaborative engineering, education and enforcement approach.

3 Transport for NSW, Centre for Road Safety, Road Safety Plan 2021, 2018.

Section 3 - Cessnock

Community Profile

Cessnock Local Government Area is located in the Hunter Valley, approximately 120 kilometres north of Sydney, and 40 kilometres west of Newcastle. Cessnock Council maintains 1,157 km of local roads over an area of 1,966 square kilometers.

The City is bounded by Maitland City to the north, the Cities of Newcastle and Lake Macquarie to the east, Central Coast Council to the south and Singleton to the west.

The majority of the Cessnock Local Government Area (LGA) lies upon the Traditional Custodian country of the Wonnarua Nation and also includes Darkinjung and Awabakal lands.

Cessnock has a rich history from convict built roads to open up the area for agricultural production to industry built on the discovery of coal, to being known today as Hunter Valley Wine Country.

Cessnock City includes the towns and localities of:

Aberdare
Abermain
Abernethy
Allandale (part)
Bellbird
Bellbird Heights
Big Yengo
Bishops Bridge (part)
Black Hill (part)
Branxton (part)
Brunkerville
Buchanan
Bucketty (part)
Buttai
Cedar Creek
Cessnock
Cliftleigh (part)
Congewai
Corrabare
East Branxton
Ellalong
Elrington
Four Mile Creek
Greta
Greta Main
Heddon Greta
Kearsley
Keinbah
Kitchener
Kurri Kurri
Laguna
Lochinvar (part)
Lovedale
Loxford
Millfield
Moruben
Mount View
Mount Vincent
Mulbring
Neath
North Rothbury
Nulkaba
Olney
Paxton
Paynes Crossing (part)
Pelaw Main
Pelton
Pokolbin (part)
Quorrobolong
Richmond Vale
Rothbury
Sawyers Gully
Stanford Merthyr
Stockrington
Sweetmans Creek
Weston
Wollombi

The Census resident population of Cessnock LGA in 2016 was recorded as 55,560, living in 22,734 dwellings with an average household size of 2.57. It is estimated that our population would have reached 59,101 by 2018.

From 2011 to 2016, Cessnock LGA's population increased by 4,725 people (9.3%). This represents an average annual population change of 1.79% per year over the period.

The largest changes in age structure in this area between 2011 and 2016 were in the age groups:

65 to 69 (+848 persons)

70 to 74 (+716 persons)

5 to 9 (+546 persons)

30 to 34 (+494 persons)

Consistent with other regional NSW Cities and Towns, Cessnock LGA residents rely heavily on private motor vehicle travel as their primary mode of transport to work with 50.8% of working residents travelling outside the area to work.

Only 1% of residents use public transport to their place of work. Hospitality is the largest employer in Cessnock LGA with accommodation and food services making up 16.5%.of total employment, followed by retail trade 12.4% and health care & social assistance 12.25%.

The three largest ancestries in Cessnock LGA in 2016 were Australian, English and Scottish with 6.3% of people born overseas, compared with 11.2% in Regional NSW. A total of 1.9% of people spoke a language other than English at home in 2016.

Ancestry, 2016
Cessnock City
Regional NSW
Ancestry (top 10 largest in 2016)
Australian
English
Scottish
Irish
German
Italian
Dutch
Welsh
Polish
New Zealander
0
5
10
15
20
25
30
35
40
45
50
% of the population
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.
.id the population experts

Industry sector of employment, 2016
Total employed persons
Cessnock City
Regional NSW
Industry (2013 ANZSIC)
Agriculture, Forestry and Fishing
Mining
Manufacturing
Electricity, Gas, Water and Waste Services
Construction
Wholesale trade
Retail Trade
Accommodation and Food Services
Transport, Postal and Warehousing
Information Media and Telecommunications
Financial and Insurance Services
Rental, Hiring and Real Estate Services
Professional, Scientific and Technical Services
Administrative and Support Services
Public Administration and Safety
Education and Training
Health Care and Social Assistance
Arts and Recreation Services
Other Services
0
2
4
6
8
10
12
14
16
% of employed persons aged 15+
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.
.id the population experts

Crash Data 2014 to 2018

Road Crashes in Cessnock LGA

Analysing data from crashes helps in identifying road safety issues in the Cessnock LGA. Crash data provides information about when, where, why and how crashes occur.

Information is provided to Council from Transport for NSW and is collated from data provided from NSW Health, the State Insurance Regulatory Authority (SIRA), icare (Insurance & Care NSW) and the NSW Police Force. Recorded crash data conforms to the national guidelines for reporting and classifying road vehicle crashes. The guidelines include crashes that meet all of the following criteria:

- 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 (since September 2014 non-casualty tow away crashes are no longer a mandatory police investigation criteria)

In the five year reporting period 2014 - 2018, there were 1069 crashes on Cessnock LGA roads. Of these 18 (2%) were fatal, 689 (64%) involved injury, and 362 (34%) were non casualty.

Transport for NSW, Centre for Road Safety , 2018. http://tabanalytics.transport.nsw.gov.au

The ongoing commitment to road safety from Cessnock City Council is delivering results and working towards meeting the State and National vision of reducing road trauma.

There is a clear downward trend in casualty crashes in the Cessnock LGA, from a total of 1086 crashes for the five year period 2009 to 2013 to 707 for the five year period 2014 to 2018.

Ongoing road maintenance, improved road treatments at selected locations, increased safety features of modern motor vehicles, appropriate speed limits set for roads, increased penalties and enforcement activities of the NSW Police and the behaviour of drivers collectively contribute to a reduction in road trauma—a Safe Systems approach.

There is also a clear downward trend in all crashes as recorded in the Cessnock LGA between 2014 and 2018.

It should be noted that the reporting requirements for non casualty crashes changed in 2014. This accounts for the steep decline in non-casualty crashes from 2014 to 2015. These changes relate only to the reporting of non casualty crashes and do not in any way reflect the reporting of casualty crashes.

Road crashes 2014—2018

For the period 2014—2018 the highest risk factor for crashes in the Cessnock LGA was excessive or inappropriate speed recorded as a causal factor in 253 reportable crashes.

Fatigue was recorded as the second highest causal factor in 96 recorded crashes.

Alcohol was recorded as a causal factor in 78 recorded crashes.

Drivers of cars and light trucks were involved in the majority of crashes (88%) with riders of motorcycles making up 9% of road users involved in crashes.

The predominant road user movement for casualty crashes for the reporting period 2014-2018 were:

- Off road—on curve or turning 21%
- Off road—on straight 19%
- Vehicles travelling in the same direction (rear end collisions) - 17%

The age groups of under 25, and 30 to 49 year olds were involved in the highest percentage of casualty crashes.

For the same period male drivers had the highest gender representation in crashes in the Cessnock LGA.

There is an even spread of crashes over the days of the week with most crashes occurring during daytime hours.

During the same reporting period the vast majority of controllers involved in crashes are residents of the Cessnock LGA.

Collectively neighbouring Council areas made up 30% of controllers involved in crashes in the Cessnock LGA.

Notably 6% of controllers were from suburbs of Sydney. It is likely that these figures are related to visitors to the Wine Country vineyards and other attractions for short stay and major events.

Fatal road crashes 2014—2018

Of the fatal crashes recorded during the reporting period 2014-2018

- motorcycles accounted for 38% of the type of vehicle involved
- speed was a factor in 67% of fatal crashes,
- higher speed limit roads reflected the largest number of fatal crashes.

Motorcyclists are afforded targeted priority in this plan. Cessnock LGA has a notably higher percentage of motorcycle riders involved in fatal crashes at 38% as compared to both the Hunter Region at 28% and all of NSW at 18%.

Section 5

Key Priority Areas

Safety around schools

Census data (2016) for the Cessnock LGA shows an increase of 546 persons in the age group 5 to 9 yrs. The behaviour of parents, grandparents and care givers around schools and compliance with the road rules is critical for the safety of children. The role model behaviour of those key adults also shapes a child's behaviour in the road environment. Caregivers also need to understand that infants & primary school aged children in particular have not yet developed the necessary hazard perception skills and require an adult's guidance to judge risks in the road environment.

Motorcycle safety

Motorcycle riders are involved in 9 % of all serious crashes in Cessnock LGA from 2014-2018 and disturbingly account for 38% of fatalities recorded. Cessnock has a strong history of producing motorcycle racing champions and hosting recreational riding enthusiasts through some of the most picturesque & popular rides in the Hunter. Installation of dedicated treatments addressing motorcycle crashes and continued infrastructure improvements with motorcycle safety in mind has contributed to a measured reduction in the crash statistics from the previous reporting period.

REDUCE
SPEED

Section 5

Key Priority Areas

Excessive & inappropriate speed

Speeding remains the highest recorded causal factor in road crashes in the Cessnock LGA. 'An increase in average speed is directly related to the likelihood of a crash occurring and to the severity of the consequences of the crash', World Health Organization[4]. Obeying road speed limits and driving to conditions is critical for the reduction of road trauma in NSW.

Road Safety in the work place

Census data (2016) for the Cessnock LGA shows that the use of private motor vehicle is the preferred method of transport to/from work for those living in Cessnock LGA. Not only is the travel to and from work a priority but the driving in the course of work with almost 30% of workplace fatalities are a result of road crashes[5]. This priority area will see increased collaboration with employer organisations to encourage the adoption of policies or guidelines for safe work related travel.

4 World Health Organization. https://who.int/news-room/fact-sheets/detail/road-traffic-injuries

5 Transport for NSW, Centre for Road Safety. https://roadsafety.transport.nsw.gov.au/stayingsafe/drivers/employers/index.html

Section 5

Key Priority Areas

Older road users

Census data (2016) for the Cessnock LGA shows an increase in the +65 age group. We are living longer healthier lives so this is a priority group for targeted education on making safer choices when driving, riding, walking, using a mobility scooter or catching public transport, as well as road rule knowledge updates and being better equipped in knowing when to transition from full time driving.

Visiting drivers

6% of controllers involved in road crashes In Cessnock LGA during the reporting period 2014-2018 were from the Sydney metropolitan area. Cessnock LGA is a popular destination for short stays and events. Safe traffic and transport management for special events, clear unobstructed road signage that complies with Australian Standards and Transport for NSW Technical Directions together with a well designed and maintained road network are key priorities.

Section 6

Our Objectives

Working Towards Zero casualties from road crashes within the Cessnock LGA.

Safe People

1. Develop and deliver effective road safety education programs to the community of the Cessnock LGA.
2. Establish and maintain a high profile for road safety in the community.
3. Monitor crash trends on the Cessnock LGA road network.

Safe Roads

4. Provide safe and efficient management & maintenance of Council's road assets.
5. Deliver safe, efficient and compliant road and transport infrastructure planning.

Working Towards Zero casualties from road crashes within the Cessnock LGA.

Safe Speeds

6. Support Transport for NSW in their role of ensuring speed limits and speed limit signage within the Cessnock LGA are appropriate for the type of road and road user, in accordance with NSW Speed Zoning Guidelines.

7. Promote and encourage compliance with road speed limits.

8. Support enforcement activities.

Safe Vehicles

9. Encourage the purchase of ANCAP 5 Star rated vehicles and promote consumer awareness of the improvement in the safety performance of newer vehicles.

Section 7

Safe People

Road safety is a shared responsibility that requires individuals to be well informed, make positive decisions about their own behaviour and be compliant with rules that govern their actions. There is a need to engage with our community by developing and implementing education programs highlighting the risks associated with poor decision making and non-compliant road user behaviour.

1. Develop and deliver effective road safety education programs to the community of the Cessnock LGA.		
1.1 LGRSP	1.1.1 Continue to participate in the Local Government Road Safety Program partnership with Transport for NSW. 1.1.2 Seek funding annually from Transport for NSW to support the delivery of Road Safety education projects. 1.1.3 Develop annual Road Safety Action Plan for actions delivering road safety community programs.	Director Works & Infrastructure Road Safety Officer
1.2 Partnerships	1.2.1 Work with other stakeholders such as police, health, business operators and neighbouring councils to collaborate on road safety initiatives. 1.2.2 Seek external funding opportunities to deliver road safety education projects.	Road Safety Officer
1.3 Education priorities	1.3.1 Deliver road safety education to our community addressing vulnerable road users and key risk factors for road crashes.	Road Safety Officer
i. Speeding	• Deliver an annual local roads speed education project that is aimed at reducing travel speeds on local roads. • Utilise traffic classifiers on local roads to assess compliance with speed limits. • Provide information from traffic classifiers to police for targeted enforcement activity on local roads. • Promote the 50km/h default urban speed limit. • Support Transport for NSW Speed campaigns with use of approved imaging on existing roadside fixed message boards.	Traffic & Transport Infrastructure Team Road Safety Officer
ii. Fatigue	• Work with stakeholders & neighbouring councils to implement a 24hr industry fatigue education program. • Support Transport for NSW holiday and long weekend messaging. • Work with Council staff on infrastructure planning to include audio tactile marking, roadside and centre barriers as appropriate. • Work with the Visitor Information Centre to promote driver reviver and rest areas.	Traffic & Transport Infrastructure team Road Safety Officer Communications & Media Visitor Information Centre
iii. Distractions	• Provide education to the community on risks of driver distraction through community engagement and roadside fixed message boards. • Promote road rules for use of mobile phones at community engagements. • Work with police to support enforcement activities that target driver distraction. • Support Transport for NSW mobile phone camera detection enforcement.	Road Safety Officer

iv.	Alcohol & Drugs	• Partner with Cessnock City Liquor Accord to deliver in-venue drink drive and drug driving messaging. • Work with Good Sports to deliver drink/drug driving education to sporting groups. • Encourage licensed venues to provide in-venue courtesy breath testing units. • Encourage licensed venues to provide courtesy transport for patrons. • Provide Council owned hand-held courtesy breath testing devices to community groups for use at events. • Distribute Transport for NSW campaign materials for drink/drug driving messaging. • Support police with education during drink/drug driving enforcement operations. • Work with the local wine and tourism industry to encourage the provision of transport options and information regarding drink driving/wine tasting. • Encourage the provision and use of alternative transport options for major events.	Traffic & Transport Infrastructure Team Road Safety Officer
v.	Motorcyclists	• Provide targeted treatments to address road safety on popular motorcycle routes. • Partner with Hunter Joint Organisation of Councils on combined education on road safety throughout the Region's connecting road network. • Conduct engagements with motorcyclists during Motorcycle Awareness Month in October each year. • Partner with external providers to deliver road safety education for motorcyclists such as Survive the Ride, Wheel-skills and returning riders programs. • Promote MOTOCAP for the safe wearing of protective gear.	Manager Works & Operations Traffic & Transport Infrastructure Team Principal Engineer Road Safety Officer
vi.	Young Drivers	• Deliver Transport for NSW 'Helping Learner Drivers become safe drivers' workshops. • Work with other providers to deliver road safety education programs to young people e.g. RoadWHYZ, PITSTOP and Rotary RYDA program. • Work with high schools on delivering road safety as part of curricula. • Promote road safety information available to young drivers at Youthsafe and TfNSW Geared websites.	Road Safety Officer Manager Community & Cultural Engagement
vii.	Safety around schools	• Engage with school administrators at the commencement of each school term to provide road safety information to their school community. • Work with schools and Traffic & Transport team to address road safety concerns and improve road infrastructure around schools. • Conduct road safety education at Kindergarten Orientation days and P&C meetings. • Work with schools to promote safe pedestrian and cycling behaviour by encouraging participation in Walk Safely to School day, Ride2School day and Bike Week. • Work with Council Rangers on education and enforcement around schools. • Work with Department of Education Road Safety Consultants and Asset Management Unit on safety around schools.	Traffic & Transport Infrastructure Team Road Safety Officer Principal Ranger

viii.	Older road users	• Engage with seniors groups to deliver the +65 Older Road Users presentations. • Distribute Transport for NSW information and publications to seniors groups and retirement/over 55 housing areas. • Provide education to the community regarding safe motorised scooter use. • Provide resources to retail distributors regarding safe mobility scooter use for dispersal at points of sale.	Road Safety Officer Manager Community & Cultural Engagement
ix.	Occupant Restraints	• Promote the correct use of seat belts and child restraints at all community engagements. • Work with early childhood education providers to distribute Transport for NSW messaging and publications on educating parents and carers on the selection and use of child restraints. • Work with Authorised Restraint Fitters to provide education to parents on the correct installation and use of child restraints.	Road Safety Officer
x.	Heavy vehicles	• Work in partnership with the National Heavy Vehicle Regulator on managing freight and heavy vehicle movements on our road network. • Work with the heavy vehicle industry on education programs targeting seat belt usage, fatigue management and driving behaviour.	Traffic & Transport Infrastructure Team Road Infrastructure Team Environmental Infrastructure Team Road Safety Officer
xi.	Pedestrians	• Provide education to the community on safe road use as a pedestrian, including rules around use of pedestrian crossings and pedestrian refuges. • Promote rules for 10km/h shared zones and 40km/h High Pedestrian Activity Areas. • Ensure pedestrian management plans are developed and implemented by event organisers to include safe and equitable access for major events.	Traffic & Transport Infrastructure Team Road Safety Officer
xii.	Early childhood	• Work with early childhood education providers to distribute Transport for NSW messaging and publications targeting road safety for under 5's. • Work with Kids & Traffic Early Childhood Road Safety Education Program on delivering programs in Cessnock LGA. • Promote correct selection and use of child restraints.	Road Safety Officer
xiii.	Pedal Cyclist	• Work with Council officers to deliver infrastructure for pedal cyclists. • Work with bicycle retail operators to distribute information on safe cycling. • Promote bicycle safety during Bike Week each year.	Traffic & Transport Infrastructure Team Road Safety Officer

xiv.	Workplace road safety	• Work with business operators to encourage the development of Road Safety in the Workplace policies. • Deliver education workshops on the importance of prioritising road safety in the workplace. • Work with Human Resources at Cessnock City Council to develop workplace education to staff on road safety in the workplace. • Present road safety information as part of new staff induction at Cessnock City Council.	Road Safety Officer Operations Coordinator Human Resources Economic Development Officer
xv.	Road rule education	• Provide information to the community on changes to road rules. • Distribute reminders for double demerit periods via social media platforms. • Support road safety education weeks such as; Bus Awareness Week, Road Rules Awareness Week, National Road Safety Week. • Work with Council Community Development staff on providing road safety education to culturally and linguistically diverse (CALD) communities.	Road Safety Officer Communications & Media Community & Cultural Engagement

2. Establish and maintain a high profile for road safety in the local community.		
2.1 Media	2.1.1 Conduct media releases on key road safety topics and activities to keep our community informed. 2.1.2 Utilise social media platforms to engage with the community on Local & State-wide road safety projects and campaigns. 2.1.3. Facilitate community access to road safety information by means of inclusion on the Cessnock City Council Website.	Road Safety Officer Communications & Media
2.2 Fixed message boards	2.2.1 Install key road safety messages utilising Transport for NSW campaign creatives on roadside fixed message boards.	Road Safety Officer Works & Infrastructure
2.3 Resources	2.3.1 Make available Transport for NSW printed resources at community venues, upon request and through community engagement activities.	Road Safety Officer

Section 8

Safe Roads

The Safe Systems Approach recognise that as humans we make mistakes and that the road infrastructure should be designed and constructed to minimise the consequences. The Safe Roads strategies will encompass the safe systems principles in the planning, construction and maintenance of our road network and ensure Council meets its obligation as a roads authority to meet Ausroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions.

3 Monitor crash trends on Cessnock LGA road network.		
3.1 Analysis	3.1.1 Analyse annual crash data provided from Transport for NSW, Centre for Road Safety. 3.1.2 Identify crash trends to inform road safety planning and targeted education programs.	Road Safety Officer
3.2 Data	3.2.1 Make available crash data to Council staff to support applications for State & Federal funding.	Traffic & Transport Infrastructure Team

4 Provide safe and efficient management & maintenance of Council's road assets.		
4.1 Construction & Maintenance	4.1.1 Set priorities for road construction and maintenance through Councils Delivery Program & Asset Management Plan. 4.1.2 Ensure Council's road infrastructure works comply with Ausroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions. 4.1.3 Conduct road safety audits as required.	Works & Infrastructure Principal Engineer Traffic & Transport Infrastructure Team Road Infrastructure Team Environmental Infrastructure Team

4.2 Funding	4.2.1 Make applications under State & Federal Government funding grant schemes for targeted road infrastructure works to improve roads and road safety.	Traffic & Transport Infrastructure Team Road Infrastructure Team Environmental Infrastructure Team
4.3 Worksites	4.3.1 Ensure road safety at worksites is maintained through compliance and assessment in accordance with the Manual of Uniform Traffic Control Devices & Traffic Control at Worksites technical manual and Ausroads Guide to Temporary Traffic Management Practice.	Works & Infrastructure

5 Deliver safe, efficient and compliant road and transport infrastructure planning.		
5.1 Active & public transport	5.1.1 Work with stakeholders to create liveable communities with infrastructure that supports active transport (walking and cycling) and public transport use 5.1.2 Maximise funding under Country Passenger Transport Infrastructure Grants Scheme to improve public transport sites and achieve Disability Discrimination Act requirements for accessibility. 5.1.3 Submit for funding under Walking & Cycling program to construct infrastructure supporting active transport.	Traffic & Transport Infrastructure Team Development Services Manager
5.2 Assessment	5.2.1 Ensure compliant road design that delivers safe and efficient road and transport infrastructure that meets demand. 5.2.2 Ensure design and construction of new or upgraded road and transport infrastructure associated with development is processed through Local Traffic Committee and Local Development Committee (Traffic) to facilitate mandatory compliance with Ausroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions. 5.2.3 Ensure design and construction of new or upgraded road and transport infrastructure associated with Council works are processed through Local Traffic Committee to facilitate mandatory compliance with Ausroads Design Guidelines, Australian Standards and Transport for NSW Technical Directions. 5.2.4 Ensure event planning is assessed in accordance with the NSW Guide to Traffic and Transport Management for Special Events.	Development Services Manager Principal Engineer Traffic & Transport Infrastructure Team Road Infrastructure Team Environmental Infrastructure Team
5.3 Community	5.3.1 Review, assess and respond to road safety concerns brought to Council's notice from members of the community.	Traffic & Transport Infrastructure Team Traffic Engineering Officer Road Safety Officer

Section 9

Safe Speed

Speed, both excessive and inappropriate for conditions, is the major causal factor in road crashes in Cessnock as it is for NSW as a whole. Given these factors contributed to 67% of fatal crashes in the Cessnock LGA 2014-2018, the setting of appropriate speed limits for road type, combined with enforcement activities and education of the community with regard to risks associated with speeding are key priorities for the next four years. 'Every 1% increase in mean speed produces a 4% increase in the fatal crash risk and a 3% increase in the serious crash risk.' [6]

6 World Health Organization. https://who.int/news-room/fact-sheets/detail/road-traffic-injuries

6. Support Transport for NSW in their role of ensuring speed limits and speed limit signage within Cessnock LGA are appropriate for type of road and road user, in accordance with NSW Speed Zoning Guidelines.		
6.1 Speed limits	6.1.1 Work with Transport for NSW to ensure that speed limits are set to balance road safety in line with the NSW Speed Zoning guidelines. 6.1.2 Support lower speed limits in high pedestrian areas such as 40km/h HPAA and 10km/h shared zones as appropriate. 6.1.3 Ensure curve warning with appropriate speed advisory signage is in place on local roads to provide instruction to drivers. 6.1.4 Utilise new technologies such as vehicle activated signage.	Transport for NSW Traffic & Transport Team Works & Infrastructure

7. Promote and encourage compliance with road speed limits.		
7.1 Local road speed compliance	7.1.1 Maintain existing roadside courtesy speed advisory units. 7.1.2 Seek external funding from Transport for NSW under LGRSP for additional roadside courtesy speed advisory units. 7.1.3 Utilise roadside fixed message boards with approved Transport for NSW speed campaign messaging.	Traffic & Transport Infrastructure Team Information Technology Road Safety Officer Works & Infrastructure
7.2 Worksites	7.2.1 Promote safe speeds through worksites with community education programs. 7.2.2 Utilise roadside courtesy speed advisory units to promote speed compliance at road work sites.	Road Safety Officer Works & Infrastructure

8. Support enforcement activities.		
8.1 Enforcement	8.1.1 Support police in conducting enforcement activities targeting non-compliance with road rules. 8.1.2 Support police in conducting enforcement activities targeting unsafe and defective vehicles. 8.1.3 Support Fixed and Mobile speed camera enforcement of speeding. 8.1.4 Council Rangers to continue with a program of enforcement targeting illegal and unsafe parking.	Traffic & Transport Team Principal Ranger Road Safety Officer

Section 10

Safe Vehicles

Vehicle safety has improved considerably over recent years. Air bags, electronic stability control, anti-lock braking systems, lane departure warnings and blind spot detection are only a few of the technologies in modern vehicles. Safer vehicles contribute to reducing the severity of injuries sustained in crashes and increasing the number of vehicles on our roads that are 5 star rated for safety will aid in reducing road trauma.

9. Encourage the purchase of ANCAP 5 Star rated vehicles and promote consumer awareness of improvement in the safety performance of newer vehicles.		
9.1 Council Fleet	9.1.1 Work with management to encourage the purchase of ANCAP 5 Star rated vehicles for Council's fleet.	Works & Operations Manager Plant Superintendent, Depot Services
9.2 Buying the safest car	9.2.1 Provide information to the community about the importance of buying the safest car. 9.2.2 Promote Australasian New Car Assessment Program (ANCAP) website and distribute printed documents. 9.2.3 Promote Used Car Safety Rating (UCSR) website and distribute printed documents.	Road Safety Officer
9.3 Roadworthiness	9.3.1 Support campaigns and promote the importance of maintaining motor vehicles in a safe and roadworthy condition and compliance with vehicle registration requirements.	Road Safety Officer
9.4 Emerging technology	9.4.1 Research and promote emerging technologies in vehicle safety	Road Safety Officer
9.5 Breakdown safety	9.5.1 Distribute Transport for NSW breakdown safety information for car retailers to include in glovebox of new and used cars. 9.5.2. Include education regarding breakdown safety and what to do in the event of a road crash or breakdown at all community talks & workshops.	Road Safety Officer

Section 11

Implementation Plan

- The Cessnock City Council Road Safety Strategic Plan 2020—2024 is an integral component of the Local Government Road Safety Program (LGRSP). Action Plans and applications for funding under the LGRSP will be prepared on an annual basis with monthly reporting and annual evaluation requirements.
- Annual planning for infrastructure works and maintenance programs will be set out in each years Operational Plan to meet the objectives of the Delivery Program.
- Professional partnerships with Transport for NSW and NSW Police are ongoing to deal with issues of enforcement, infrastructure planning and the Local Traffic Committee process.
- Analysis of future crash data will provide continued information on progress Towards Zero casualties from road crashes.

Related plans

- National Road Safety Strategy

TRANSPORT FOR NSW

- Road Safety Plan 2021
- Future Transport Strategy 2056
- Aboriginal Road Safety Action Plan
- Pedestrian Safety Action Plan
- Cycling Safety Action Plan
- NSW Road Safety Strategy
- NSW Motorcycle Safety Strategy
- NSW Speed Camera Strategy
- NSW Breakdown Safety Strategy

CESSNOCK CITY COUNCIL

- Annual Road Safety Action Plan 2019 -20
- Community Strategic Plan – Cessnock 2027
- Delivery Program 2017-21
- 2019-20 Operation Plan
- Cessnock LGA Traffic & Transport Strategy
- Pedestrian Access & Mobility Plan 2016
- Disability Inclusion Action Plan 2017-21
- Cessnock Cycling Strategy 2016

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