Greater Hume Council

Local Government Road Safety Action Plan 2018 – 2021

Contents

Introduction

This Road Safety Action Plan details preventative road safety projects to be enacted throughout Greater Hume Local Government Area from July 2018 to June 2021.

As partners in the NSW Government's Local Government Road Safety Program Greater Hume Council will continue to employ a Road Safety Officer to assist in developing, planning, implementing and evaluating local road safety projects.

In line with the NSW Road Safety Strategy 2012-2021 the Safe System Model approach to road safety will continue to be used to address key road safety issues identified within the LGA.

Executive Summary

This document builds on the National Road Safety Strategy 2011 – 2020 and the NSW Road Safety Strategy 2012 – 2021 at a local level.

Key issues within these two strategies aims to do the following:

- Reduce the national annual number of fatalities and serious injuries by at least 30 percent by 2020
- To improve NSW road safety by identifying and upgrading black spots (Safer Roads Program)
- Promoting safety features in vehicles
- Enforcing speed limits
- Educate and encourage road users to take less risks on NSW roads

The vision of the NSW Road Safety Strategy 2012 – 2021 is: **"Working Towards Vision Zero"**

"Our vision is a road system with zero deaths and serious injuries. We're investing in road safety infrastructure to make our roads and roadside more forgiving if the worst happens – but everyone needs to play a part. The choices we all make behind the wheel need to be smarter and safer to move Towards Zero".

Research compiled in this action plan includes data from:

- TfNSW crash data 2012 to 2016
- 2016 census results from the Australian Bureau of Statistics
- Greater Hume Councils Roads Strategy
- Greater Hume Community Strategic Plan 2030

Safe System Model

The Local Government Road Safety Action Plan (LGRSAP) aim is to promote, deliver and implement preventative road safety projects to reduce road trauma within the LGA's road network using the safe system model.

The safe system model is a holistic approach which comprises of the following:

- Safer People
- Safer Vehicles
- Safer Roads
- Safer Speeds

Local road safety projects planned for Greater Hume are detailed on the next page and demonstrate which Safe System is involved.

Safe System Model Continued

Project Name	Objective	Safe System
65 Plus	Workshops designed to maintain independence & increase driver awareness/safety for aged drivers. Discussion about selecting safer vehicles.	Safer People Safer Vehicles Safer Speed
Helping Learner Drivers Become Safer Drivers	Workshops aimed at parents/supervisors of Learner drivers to assist in effective & safe driving techniques. Discussion about selecting safer vehicles.	Safer People Safer Vehicles Safer Speed
Keeping it safe at local events	Providing courtesy breath testing at local events where alcohol is served such as the Holbrook Races where people may be tempted to drive after a few drinks.	Safer People
Slow down and share the road	Aimed at alerting drivers to their speed driving through towns & school zones. Targeting drivers driving at inappropriate speeds on unsealed and county roads. Heavy vehicle due to their size and weight.	Safer Speed Safer People
Take a break and stay awake	Aimed at educating local drivers to the risks associated with driving tired especially during harvest and sowing. Interstate drivers are encouraged to take break during Christmas/Easter periods	Safer People
Federal Black Spot Program	The Australian Government's Black Spot Program targets road locations where crashes are occurring by funding measures such as traffic signals and roundabouts at dangerous locations to reduce the risk of crashes occurring	Safer Roads
Active Transport Grant	The NSW Government is committed to working with councils to make walking and cycling a more convenient, safer and enjoyable transport option that benefits everyone. By better targeting investment to improve walking and cycling in areas where most short trips occur, the NSW Government aims to support more accessible, liveable and productive town, cities and centres by: • Reducing congestion • Freeing up capacity on the public transport system for those customers that need to travel further • Encouraging walking and cycling to be the mode of choice for short local trips	Safer People
CPTIGS	The Country Passenger Transport Infrastructure Grants Scheme provides subsidies to support the construction or upgrade of bus stop infrastructure generally owned and maintained by local councils across country NSW	Safer People
Speed Limit Reviews	The Safe System approach is adopted by the RMS as the model to develop and implement road safety programs. Safer speeds and speed limits are an essential component of the Safe System approach. The setting of speed limits is based on this approach so that avoiding death and serious injuries becomes a priority.	Safer Speed

Safe System Model Continued

Project Name	Objective	Safe System
Road Safety Audits	A road safety audit assesses a roads safety performance and crash potential at various stages of a road/project's life cycle. A road safety audit is defined by Austroads as "...a formal examination of a future road or traffic project or an existing road, in which an independent, qualified team reports on the project's crash potential and safety performance..." Road safety audits take the principles of the safe systems approach and apply them proactively. The outcome of a road safety audit is a Road Safety Audit Report that identifies any road safety deficiencies.	Safer Roads
Council's Safe Driving Policy	Ensuring all workers operating or travelling in any road vehicle, while at work or on their way to or from work, are suitably fit and capable, and demonstrate low risk driving behaviours. Including the purchase of 5 star ANCAP rated vehicles where appropriate	Safer People Safer Vehicles
Community Road User Awareness	To increase road user awareness and encourage safer thinking through the following initiatives: • Motorcycle Awareness Month • Yellow Ribbon National Road Safety Week • Walk Safely to School Day • Fatality Free Friday • Double Demerits Operations • Road Rules Awareness Week • Child Car Seat releases • Community Road Safety Grants • Bike Week • Walk to Work Day • Bus Safety Week	Safer People Safer Vehicles Safer Speed
Route Safety Reviews	Route safety reviews are an effective way to evaluate long stretches of major roads and develop cost-effective upgrades to target the safety issues identified. The reviews include fatality and injury analysis, as well as community consultation to develop road safety improvements and behavioural strategies	Safer Roads Safer People

LGA Key Road Safety Issues

Analysed crash data from 2012 to 2016 and 2016 Census results documented in this plan illustrate the following concerns.

The results have been divided into the following two categories to capture and measure local road safety project results and allow for an annual review of planned projects going forward.

1) **Local residents** – Traffic user crash data postcodes 2640 to 2660

2) **Interstate/Overseas drivers**

Local resident crash data detailed in this document and discussions with community stakeholder's highlights that the key road safety issues listed below require continued attention:

- **Speed**: Travelling above the speed limit or failing to drive at an appropriate speed for the conditions, such as weather and environment.

- **Fatigue:** Driving distances to access shopping, health etc. and driving home after long hot days working in agriculture.

- **Alcohol:** Difficulty accessing alternative transport at social events and/or the distance to the local pub.

- **Animal strikes**: Crashes involving wildlife and livestock.

- **Distraction/Inattention:** Mobile phone use and in-vehicle devices is highlighting a potential trend in run off road crashes occurring.

- **Vulnerable road users**: Ageing population, pedestrians, school children, pushbike riders and motorcycle riders.

Interstate drivers account for over 50 percent of crashes due to the extensive Highway networks running throughout Greater Hume.

Interstate driver crashes occurring in Greater Hume during 2016 demonstrate that over 88 percent were involved in run off road crashes. The most probable contributing factors that may or may not have been formally recorded (see note) at the time of the crash include:

- **Fatigue**

- **Speed**

- **Distraction/Inattention**

Note: Identifying fatigue and distraction are both difficult to prove as having a contributing influence at the time of a crash. Driving tired and distracted are two behaviours drivers readily admit to during presentations and workshops delivered within the LGA.

Local Stakeholders

NSW Police

Local Area Command Albury provides valuable information on road safety issues such as crashes, infringements and operations occurring throughout the LGA.

Identified issues are discussed and addressed at regular annual Council Local Traffic Committee meetings, Roads and Maritime Services Road User Network and Local Steering Committee meetings and provide information to the Road Safety Officer when requested.

Greater Hume Council (GHC)

Greater Hume Councils Community Strategic Plan 2030 identifies road safety as a priority to provide the following to the community:

- Safer Roads.
- Safer Pedestrian/Cycling Facilities.
- Access to free Road Safety Information and Education.
- Employment of a Road Safety Officer.
- Liaising with Council's Youth Officer.

Schools

Schools within the LGA actively employ the services of the Road Safety Officer to do the following:

- Promote safer speeds through school zones to the community.
- Promote the use of road safety education to teachers, such as Safety Town.
- Provide resources to promote road safety within and around the school.
- Provide access for schools to receive assessments of school crossings and bus stops.

School newsletters are used to also provide community to address identified road safety issues.

Community and Service Groups

Community groups liaise regularly with the Road Safety Officer to develop, implement and promote identified road safety issues such as the following:

- Delivering the safe pedestrian module of the NSW Government falls prevention program "Stepping On" for community members with limited physical abilities
- Promote key road safety issues at local events such as the Holbrook Picnic Races, Henty Machinery Field Days, Hume League Finals and BnS Balls
- Delivering presentations for Probus, Day Care Centres, Aged Care facilities and Agriculture
- Meeting annually with bus operators to identify and address their road safety concerns
- Assisting Road Safety Auditors conduct road safety audits on regional and local roads

Roads and Maritime Services (RMS)

Road and Maritime Services supplement Council's contribution for the employment of a Road Safety Officer and provide resources, information and advice to perform all duties required of the position.

Demographics

Population

Greater Humes population has increased by 4.4% since 2011

2011	2012	2013	2014	2015	2016
10,072	10,162	10,219	10,319	10,440	10,509

Median Age

Greater Hume	42.9 * Increase of 1.9 years over 10 years.

Age Percentages

LGA	0-24 years	25-64 years	65 years and over
Greater Hume	33%	48%	19.1%
	From 2006 to 2016 there has been a 3.5% increase in people aged 65 years and over and a decline of 3.3% in people aged 25 to 64 years. Census data		

Road Network

LGA	National/State	Regional	Local sealed	Local unsealed
Greater Hume	222km	286km	749km	1036km

Topography

LGA	Area	North	East	South	West
Greater Hume	5,929 sq km	Undulating Pastoral	Undulating Mountainous	Undulating Pastoral	Pastoral Open plain

Registered Vehicles 2016

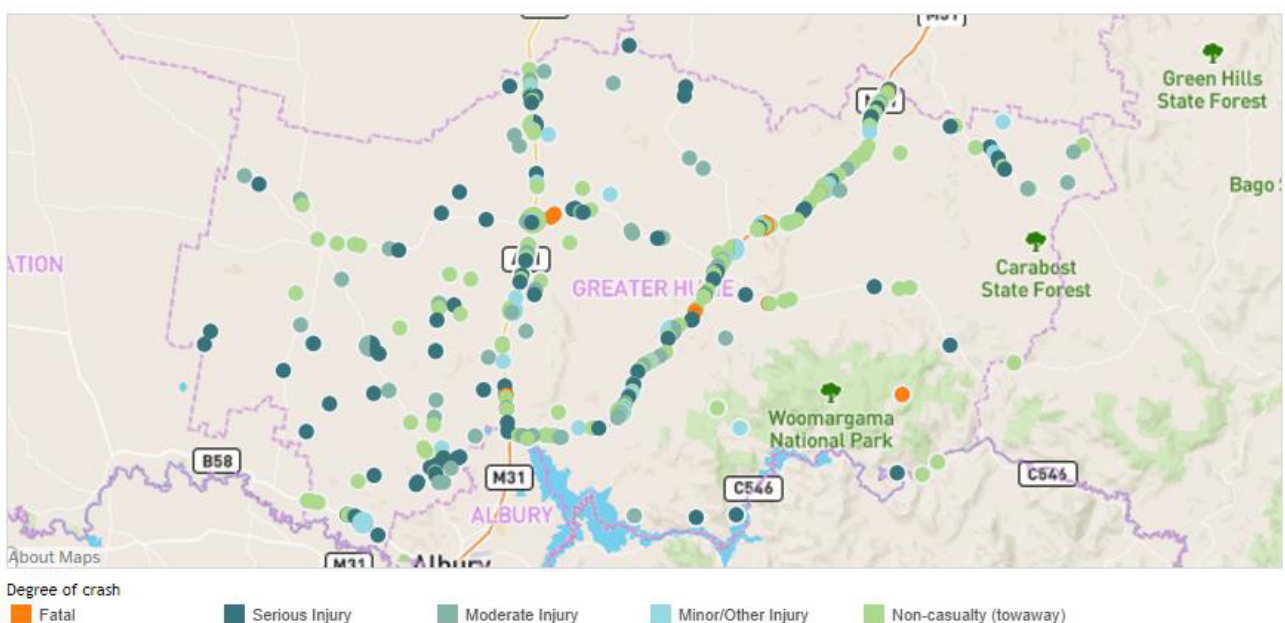| LGA	Passenger	Camper Vans	Light Commercial	Light Rigid	Heavy Rigid	Articulated	Buses	Motorcycles
GHC	5224	29	2797	69	435	187	83	392
% since 2011	2.17% Increase	11.5% Increase	13.4% Increase	38% Increase	1.8% Decrease	1.8% Decrease	25.7% Increase	24.4% Increase

Summary: Greater Hume demonstrates a significant increase in the number of registered light rigid, buses and motorcycles since 2011 Census statistics.

Crash Data Analysis

LGA Crash data summary 2012 to 2016

Crashes		2012	2013	2014	2015	2016	Total
Fatal		3	4	2	0	3	11
Injury	Serious	18	23	17	21	19	98
	Moderate	12	7	17	13	16	65
	Minor/Other	12	6	6	3	7	34
		42	36	40	37	42	197
Non-casualty tow-away		25	38	43	18	17	141
Total		70	78	85	55	61	349

Casualties		2012	2013	2014	2015	2016	Total
Killed		4	4	2	0	2	12
Injured	Serious	22	25	19	24	21	111
	Moderate	23	21	29	20	19	112
	Minor/Other	16	12	9	8	9	54
		61	58	57	52	49	277
Total		65	62	59	52	51	289

Degree of crash
Fatal Serious Injury Moderate Injury Minor/Other Injury Non-casualty (towaway)

Crash Type – Road User Movement Codes

The road user movement code table is attached as an appendix to this plan.

2012

RUM CODE	13	20	21	30	32	47	51	53	67	71	72	73	74	75	80	81	83	84	85	86	87	91
# Crashes 70	1	3	1	3	2	1	1	1	7	17	2	6	1	1	3	5	3	3	5	1	2	1

2013

RUM CODE	3	20	30	31	32	42	45	49	53	61	66	67	69	70	71	72	73	80	81	83	84	85	86	87	92
# Crashes 78	1	3	4	1	2	1	1	1	2	1	2	9	1	4	12	6	5	3	7	2	1	3	1	5	1

2014

RUM CODE	3	10	11	20	21	30	41	49	52	62	66	67	70	71	72	73	74	75	80	81	82	83	85	87
# Crashes 85	1	2	1	1	2	2	1	1	1	1	2	10	2	17	3	11	2	1	5	7	1	2	5	3

2015

RUM CODE	10	20	30	31	33	47	53	67	70	71	72	73	80	81	83	84	85	86	87	88
# Crashes 55	2	1	3	1	1	1	2	10	2	8	1	7	1	4	3	1	2	1	2	2

2016

RUM CODE	10	20	30	32	39	47	49	66	67	70	71	72	73	74	79	80	81	85	86	87	88
# Crashes 61	1	3	2	1	1	1	1	1	4	1	12	2	7	3	1	3	6	4	1	4	2

Summary: Run off carriageway crashes account for the majority of crashes occurring in both LGA's. Run off Road RUM codes include numbers 70 through to 89.

Table 1: Annual percentage Run-off road crashes

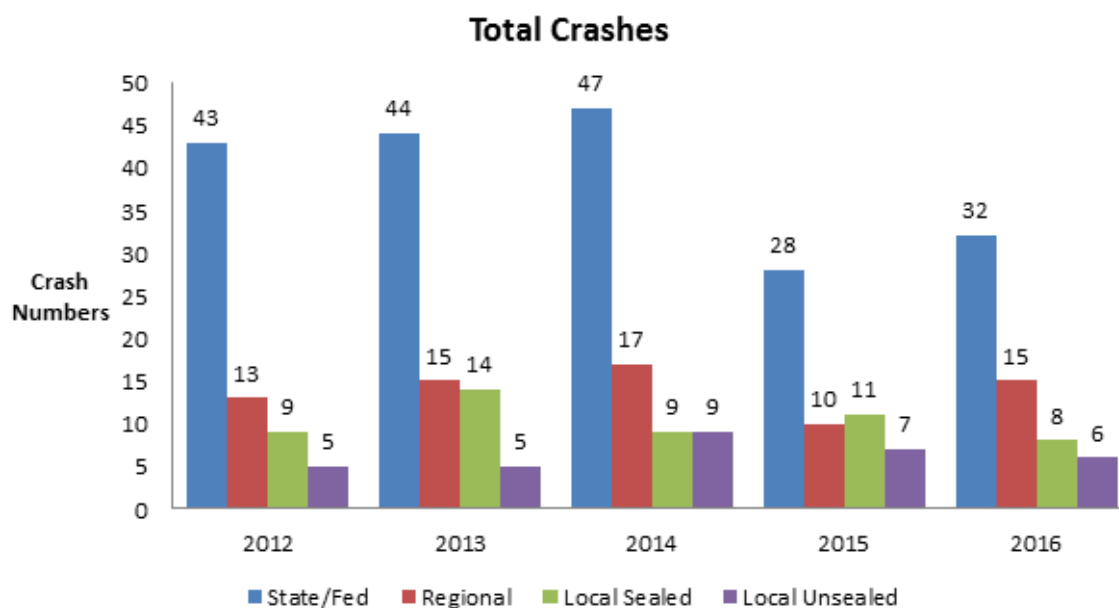| Annual Percentage of Run-off Road Crashes					
LGA	2012	2013	2014	2015	2016
Greater Hume	70%	62%	65%	58.2%	75.4%

11.5% of total crashes occurring in the Greater Hume result from RUM code 67 – Animal Strike.

Crash Data Analysis Continued

Crashes Road Network and Local Drivers

Greater Hume

Graph 2.0: Greater Hume Total Crashes

Summary: On average over 55% of total crashes in the Greater Hume occur on State roads.

Table 2.0: below illustrates the average 5 year period percentages of total crashes that involved local drivers within the Greater Hume road network.

Table 2.0: Percentage of local driver crashes Greater Hume

2012-2016 Percentage of Local Driver Crashes			
National - Hume	**State – Olympic/Riverina**	**Regional**	**Local Roads**
10.5%	15.7%	74.5%	85.9%

Table 2.1 below demonstrates the number of serious injury crashes which occurred within the 2012 -2016 period and provides the percentages of local drivers involved on the road network.

Table 2.1: Serious Injury Crashes : Road Network : Local Drivers

2012-2016 Serious Crashes involving Local Drivers		
Road Network	**Serious Injury Crashes**	**Local Drivers**
State/National	47	39.1%
Regional	23	73.4%
Local	28	86.6%

Note: During 2016 there was a significant decrease in local drivers involved in serious injury crashes on all road networks within the Greater Hume but particularly on local roads.

# Crash Data Analysis Continued

Table 2.2 shows the percentage of annual crashes according to the residence of the driver.

Table 2.2: Annual percentage : All Crashes : Local & Interstate Drivers

Annual Fatal Crashes on Road Network						
Driver Post Code	Local 2640 - 2660	NSW	VIC	QLD	SA	UNK
2012	47.1%	18.6%	25.7%	4.9%		4.9%
2013	44.8%	21.8%	22.2%	1.3%	1.3%	2.7%
2014	49.4%	23.5%	21.2%	3.5%	1.8%	
2015	58.2%	14.5%	25.4%	1.8%		
2016	50.8%	14.7%	24.5%	1.6%	1.6%	6.5%

Summary: On average 50% of total crashes throughout the Greater Hume road network were local drivers followed by 23.8% of crashes were drivers from Victoria.

Crashes Contributing factors: 2012 to 2016
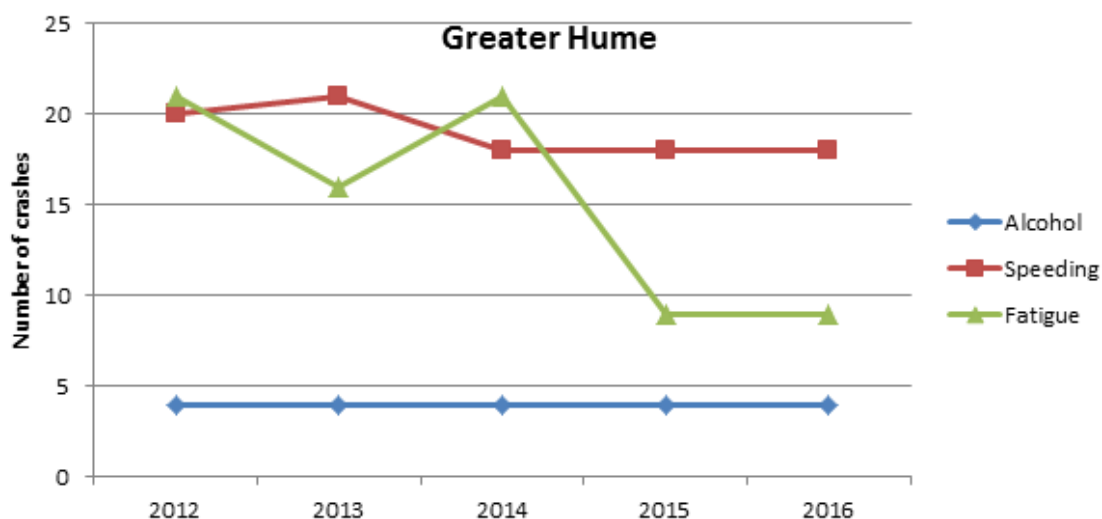
Summary: Although alcohol contributed crashes have remained the same during the 2012 -2016 period, drink driving offences communicated by NSW Police highlight that drivers within the LGA are still driving with illegal blood alcohol concentrations.
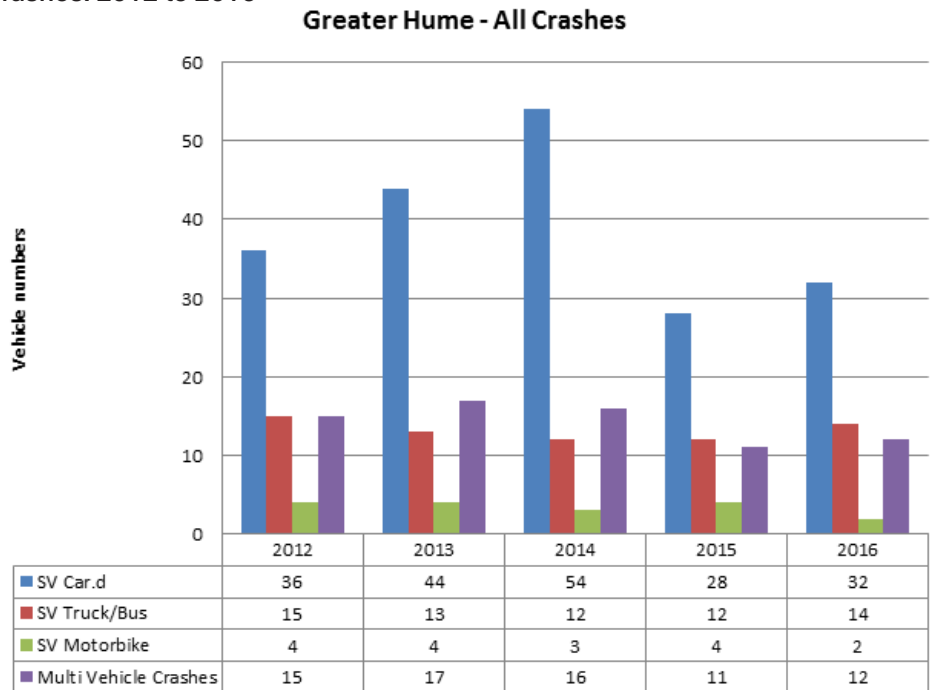
Crash Data Analysis Continued

Local Drivers: Traffic Controller Crashes: Age and gender 2012 to 2016
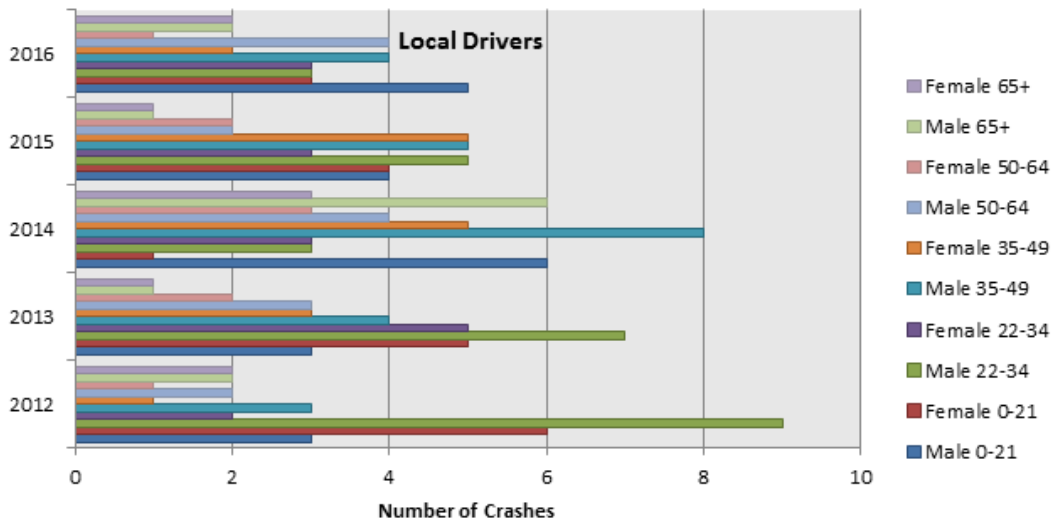
Summary: Local male drivers aged 22-34 years demonstrated a 66.6% decrease in crashes from 2012 to 2016.
Local female drivers aged 0-21 years illustrate a 50% reduction from 2012 to 2016.
Local female drivers aged 35-49 years show a 60% decrease from 2014 and 2015 also.

Vehicle Type Crashes: 2012 to 2016

Greater Hume - All Crashes

	2012	2013	2014	2015	2016
SV Car.d	36	44	54	28	32
SV Truck/Bus	15	13	12	12	14
SV Motorbike	4	4	3	4	2
Multi Vehicle Crashes	15	17	16	11	12

Summary: Although the 2012-2016 Vehicle Type and Crash Type graph illustrates a consistent trend over the five years, table 2.3 below demonstrates a significant percentage increase in car derivative (car.d) and truck/bus vehicles involved in multi-vehicle crashes in 2016.

Crash Data Analysis Continued

Table 2.3: Percentage of vehicle types involved in Multi-vehicle Crashes

Percentage of vehicle types involved in Multi-vehicle Crashes			
Year	Car.d	Truck/Bus LGT/HEV/ART	VIC MC/PC/PED
2012	73.3%	53.3%	0%
2013	82.3%	41.1%	0%
2014	62.5%	75%	6.25%
2015	63.6%	54.5%	9.0%
2016	75%	83.3%	0%

Table 2.4 demonstrates although there was an increase in total crashes during 2016 the percentage of local drivers significantly decreased.

Table 2.4: Percentage of Local Drivers involved in Crash Type

Percentage of Local Drivers involved in Crash Type				
Year	(SV) Car.d	(SV) Truck/Bus	(SV) Motorcycle	Multivehicle
2012	58.3%	33.3%	50%	33.3%
2013	47.7%	23%	75%	57.1%
2014	57.4%	50%	33.3%	43.75%
2015	60.7%	50%	75%	54.5%
2016	43.75%	35.7%	0%	41.6%

Addressing LGA Key Road Safety Issues

The key road safety issues detailed in this section provides content on the strategies used to address council's, State and National road safety objectives to reduce road trauma. The strategies have been separated into local residents and interstate drivers due to the challenges of trying to influence interstate and overseas drivers to apply low risk driving behaviour while passing through the Greater Hume LGA.

Local Residents – Road Safety Issue		Objectives	
SPEED Travelling above the PSL Men aged 17 to 60 Failing to consider the environment		1) Reduce the injury severity of crashes 2) Motivate & encourage drivers to obey PSL 3) Motivate and encourage drivers to select a safer speed to suit the conditions	
Obj #	**Strategies RSO to conduct the following:**	**Stakeholders**	
1	Promote the use of Road Safety Audits and/or Reviews when designing and upgrading regional and local roads to establish road safety deficiencies and/or speed limit reductions	Community & Services Council	
1	Investigate and submit identified Blackspot area/s for funding to improve road user safety	RMS Council	
1, 2, 3	Encourage the purchase of safer vehicles and the consequences of speed when delivering workshops and via community road user awareness methods	Council Community & Services RMS	
2	Install traffic counters and/or temporary cameras to establish driver behaviour and provide reports/data to NSW Police	Council NSW Police	
1, 2, 3	Deliver 3 year Plan B – RMS speed projects	Council RMS NSW Police Community & Services	
1, 2, 3	Provide resources on speed and safer cars when attending local events and delivering presentations	RMS Community & Services	
1	Conduct regular Road Safety Reviews to determine potential crash probability and/or severity at locations to identify road safety deficiencies	Council RMS	
2	Promote State/Regional speed campaigns such as double demerits, locals are dying on local roads etc. through FB posts and local newsletters	Council RMS NSW Police Community & Services	
Interstate/Overseas Drivers			
1, 2, 3	Provide resources at key holiday times to local business such as cafés, bakeries and service stations to the risks interstate drivers face	RMS Community & Services	
1, 2, 3	Install VMS in identified areas to alert road users to PSL during key holiday times	Council RMS NSW Police	
1, 2, 3	Promote State/Regional speed campaigns such as double demerits on VMS and/or banners etc.	Council RMS	
1	Investigate and submit identified Blackspot area/s for funding to improve road user safety on Regional roads	Council RMS	

Addressing LGA Key Road Safety Issues Continued

Local Residents – Road Safety Issue		Objectives
FATIGUE Distance to shopping, health & social Driving long distances for work, holidays etc. Agriculture and shift workers		1) Motivate & encourage drivers to take a break 2) Provide awareness to drivers on the consequences of driving tired 3) Reduce the injury severity of fatigue related crashes
Obj #	**Strategies RSO to conduct the following:**	**Stakeholders**
3	Encourage the purchase of safer vehicles with fatigue monitoring technology through local media, presentations and providing safer vehicles resources at local events	Council RMS Community & Services
1, 2	Provide driver fatigue management resources and education for at risk drivers in agriculture, drivers travelling longer than 20 minutes home after work and shift workers	RMS Community & Services Council
1, 2	Discuss driver fatigue management when delivering presentations and workshops	Community & Services Council RMS
1	Promote State/Regional driver reviver/fatigue campaigns through FB posts at key holiday times	RMS Council
1	Investigate and submit identified Blackspot area/s for funding to improve road user safety	RMS Council
1, 2, 3	Deliver 3 year DON'T TRUST YOUR TIRED SELF – RMS Fatigue projects	Council RMS Community & Services
Interstate/Overseas Drivers		
1	Promote State/Regional driver reviver/fatigue campaigns through FB posts at key holiday times	RMS Council
1	Investigate and submit identified Blackspot area/s for funding to improve road user safety	RMS Council

Addressing LGA Key Road Safety Issues Continued

Local Residents – Road Safety Issue		Objectives
ALCOHOL Choosing to drive after a few Limited access to alternative transport at social functions		1) Motivate & encourage drivers to not drink then drive 2) Zero crashes related to alcohol
Obj #	**Strategies RSO to conduct the following:**	**Stakeholders**
1, 2	Provide courtesy alcohol breath testing at local events such as the Holbrook and Lockhart Picnic Races, BnS Balls and Hume League finals	RMS Community & Services NSW Police
1, 2	Promote and deliver campaigns at local events and/or liquor accords, such as "win a swag" competitions	RMS Community & Services Council
1, 2	Discuss the effects of alcohol and driving at presentations and workshops	RMS Council Community & Services
1, 2	Deliver 3 year Plan B – RMS projects	RMS Council Community & Services NSW Police
1, 2	Promote alternative arrangements if drinking through local media prior to State/Regional blitz	RMS Council Community & Services
1, 2	Promote State/Regional campaigns at key times on FB	RMS Council NSW Police
Interstate/Overseas Drivers		
1,2	Promote State/Regional campaigns via FB, VMS board and key local liquor accords	RMS Council NSW Police Community & Services

Addressing LGA Key Road Safety Issues Continued

Local Residents – Road Safety Issue		Objectives
DISTRACTION/INATTENTION Increased ownership and usage of mobile devices All road users aged 12 to 59 years Possible cause of un-reported single vehicle crashes		1) Reduce the injury severity of crashes 2) Increase road user awareness of the dangers/consequences of driving distracted
Obj #	**Strategies RSO to conduct the following:**	**Stakeholders**
1	Encourage the purchase of safer vehicles via presentations, newsletter articles and Councils Road Safety website page	Council Community & Services RMS
1	Investigate and submit identified Blackspot area/s for funding to improve road user safety	RMS Council
2	Promote mobile phone laws during "Road Rules Awareness Week" through FB post/quiz and links to CRS website	Council Community & Services RMS
2	Discuss on the dangers of mobile phone/devices while driving via young driver workshops, Council staff presentations	Council Community & Services
1	Promote State/Regional double demerits operation during key times	RMS Council
Interstate/Overseas Drivers		
1	Promote State/Regional double demerits operation during key times	RMS Council
1	Install VMS on State/Regional roads alerting drivers to stop mobile use	RMS Council

Addressing LGA Key Road Safety Issues Continued

Local Residents – Road Safety Issue		Objectives
ANIMAL STRIKES Regional and Local Roads All drivers/shift workers		1) Reduce the injury severity of crashes 2) Increase road user awareness on minimising/managing risk with large animals on the road
Obj #	**Strategies RSO to conduct the following:**	**Stakeholders**
1	Encourage the purchase of safer vehicles via presentations, newsletter articles and Council's Road Safety website page	Council Community & Services RMS
1	Investigate and submit identified Blackspot area/s for funding to improve road user safety	RMS Council
2	Provide safe driving tips on managing animals on the road through FB posts at key times such as drought, breeding times and/or known stock movement/roadside grazing	Council Community & Services
2	Discuss and provide resources on how to minimise/manage risk with large animals on roads via project workshops and presentations	Council Community & Services RMS
1, 2	Promote State/Regional campaigns through FB and/or website links	RMS Council
Interstate/Overseas Drivers		
1, 2	Provide resources at key tourist locations, such as, service stations with Council and RMS links to FB and websites	Council Community & Services RMS
1, 2	Promote State/Regional campaigns through FB and/or website link	RMS Council

Addressing LGA Key Road Safety Issues Continued

Local Residents – Road Safety Issue		Objectives
VULNERABLE ROAD USERS Pedestrians – Pushbike riders – Motorcycle riders Children – Commuters – Aged - Recreation		1) Create safer walking/cycling paths and/ or environment to access to CBD's and recreation facilities 2) Create safer environments for school children 3) Reduce the injury severity of crashes 4) Increase road user road safety awareness
Obj #	**Strategies RSO to conduct the following:**	**Stakeholders**
1, 2	Investigate local area traffic management in identified areas such as schools zones and CBD's to reduce the conflict between vehicles and pedestrians	Council Community & Services RMS Schools
1	Investigate and submit Government grants to improve/construct shared/cycle paths	RMS Council
2	Investigate parking areas to assist with the ease and safety of community members with limited physical abilities to access services	Council Community & Services RMS
3	Investigate school bus stop requests to improve safety Appendices	Council Community & Services RMS
1, 2, 3	Promote and provide access to State/Regional initiatives aimed at vulnerable road users through newsletters, FB and Councils Road Safety website page • Bus Week • Walk to Work Day • Road Rules Awareness Week • Walk Safely to School Day • Motorcycle Awareness Month • Fatality Free Friday	Council Community & Services RMS Schools
1, 2, 3	Provide access to information/resources for schools and community groups to promote and deliver identified road safety issues, such as child restraint fitting days, child car seat updates, community grants, etc.	Council Community & Services RMS
1	Encourage the purchase of safer vehicles via presentations, newsletter articles and Councils Road Safety website page	Council Community & Services RMS
2, 3	Investigate and submit identified Blackspot area/s to improve road user safety	RMS Council
3, 4	Deliver 65 plus workshops, Stepping On safe pedestrian module and other relevant community awareness projects	Council Community & Services RMS

Appendices