A STRATEGY FOR ROAD SAFETY IN THE CITY OF LOGAN

2017–2021

A continuing partnership between
Logan City Council, Department of Transport and Main Roads,
Queensland Police Service, Royal Automobile Club of Queensland,
Queensland Health (Metro South), Transurban.
Disclaimer

Logan City Council has provided information based on available data (a majority provided by third parties) at the time of writing. All crash data used to provide statistics has been obtained from the Department of Transport and Main Roads WebCrash2 database. Fatal, injury and total crash data that relates to the City Of Logan has been obtained from the Queensland Police Service’s Road Policing Unit (Springwood). While Council has exercised reasonable caution in the preparation of this document, please note all figures, diagrams and data are indicative only.
Acknowledgements

The Logan Road Safety Strategy is a partnership initiative between Logan City Council and our valued partners: Department of Transport and Main Roads, Queensland Police Service, Royal Automobile Club of Queensland, Queensland Health Metro South Health and Transurban. The partners acknowledge the contributions of Kidsafe Queensland, BRAKES and RYDA.

Logan City Council

Queensland Government:

- Department of Transport and Main Roads -
  - Road Safety Unit (Customer Service Unit)
  - Transport Compliance
  - Program Delivery and Operations

Queensland Health (Metro South Health)

- Metro South Health is the major provider of public health in Brisbane south, Logan, Redlands and Scenic Rim

Queensland Police Service

- Logan District and Road Policing Command
- Forensic Crash Unit

Royal Automobile Club of Queensland

- The Royal Automobile Club of Queensland Limited (RACQ) is a motoring club and mutual organisation, providing roadside assistance, insurance, travel, finance and other services to its Queensland members.

Transurban

- Transurban manages and develops urban toll road networks in Australia and North America. It is a Top 20 company Australian Securities Exchange (ASX) and has been in business since 1996. In Australia, Transurban is the full owner of CityLink in Melbourne, which connects three of the city’s major freeways; and has stakes in six tolled motorways in Sydney, and, all six ‘go via’ network tolled motorways in Brisbane.
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This is the third road safety strategy for the City of Logan. The first strategy was an ambitious project started in 2010, however we’ve come a long way since then and we are pleased to say the strategy, with the support of our partners, has produced outstanding results by reducing the number of injury crashes and fatalities on our roads. We have also challenged the safety of motorcycle riders in an effort to reduce the incidence of motorcycle-related crashes.

The City of Logan has an outstanding lifestyle and a reputation for being a great place to live and work, as well as a place where we value quality of life.

The road safety strategy for the City of Logan is a true partnership between the Department of Transport and Main Roads, Queensland Police Service, Royal Automobile Club of Queensland and Metro South Health. Additional stakeholders include Kidsafe Queensland, BRAKES Organisation and RYDA.

Our road safety strategy is a dedicated resource that synchronises activities, initiates innovation and delivers outcomes through the road safety action plan.

This strategy provides an evidence-based framework to provide many innovations and road safety initiatives such as Patrick Pace Car for school zones, RU1m, Shoe your PLates, Designated Driver program and child restraints as well as the Multicultural Learner Driver Licencing Program and Distracted Driver 2n2 program.

The strategy also influences traffic engineering programs such as the Blackspot Program, intersection upgrades and congestion reduction. Our efforts are paying dividends as the number of injury crashes has fallen, despite an increase in the number of licenced drivers and vehicles on our roads.

Road safety is an issue that affects the entire community and it is deserving of our attention as we move towards becoming a safer city.

We urge everyone to support this road safety strategy and help make the City of Logan a better place. After all, road safety is everybody’s responsibility.
EXECUTIVE SUMMARY

The Logan City Council is committed to improving the safety of all road users. It was determined by that an update of the 2014—2016 Community Road Safety Strategy was due and this latest strategy has been developed as part of the SafeRoads initiative. The plan is consistent with the Queensland Road Safety Strategy and the Department of Transport and Main Roads Safe System approach.

This Road Safety Strategy identifies, addresses and prioritises key issues that arose from a review of the statistical data as well as stakeholder consultations with agencies such as Queensland Police Service (QPS), Department of Transport and Main Roads (DTMR), Royal Automobile Club of Queensland (RACQ), Queensland Health (Metro South Health) and Transurban.

Our action plan draws data from an extensive range of sources, including the municipal demographics, DTMR Webcrash2 Data for the six year period from 1 January 2010 to 31 December 2015 and relevant road safety strategies and guidance materials.

What are our challenges?

As outlined in Queensland’s Road Safety Strategy 2015—2021, road trauma costs the Queensland community more than $5 billion each year. Previous road safety strategies in Logan have successfully reduced the road toll however, the crash history demonstrates that there are still problems.

• On average one person was killed every five weeks on a road in Logan, over the period of six years from January 2010 to December 2016;

• On average every five days someone was seriously injured, and almost every day someone was injured and required medical treatment;

• In total, 10,334 people were involved in crashes in Logan between 2011 and 2015 inclusive. This resulted in 76 deaths and 4,125 serious injuries.

Responsibility for the road network is assigned by the Transport Operations (Road Use Management) Act 1995. This states arterial roads are the Queensland Government’s (DTMR) jurisdiction while the local road network responsibility rests with local government.

Over the period from 2010 to 2015 more than half of the reported crashes (55%) occurred on local roads. Therefore it is imperative that road safety on local roads be addressed and that Logan City Council continues to submit Black Spot Program application to target at frequent crash locations as well as candidates for inclusion in Council’s Intersection Upgrade Program.
ANALYSIS OF THE CRASH HISTORY

During the five year period from January 2010 to December 2014 there were 1213 casualty crashes reported in the City of Logan. As outlined below, approximately a quarter of the crashes resulted in either a fatal (1.5%) or serious injury (26.7%). The data also indicates that:

- approximately 70% occurred in daylight hours
- approximately 75% occurred in dry conditions
- at least 73% of the crashes occurred in a 60km/h (or less) speed zone within urban boundaries.

With regard to vehicles or residents, it was found statistically the largest group killed or injured in crashes in Logan were aged less than 35, followed by the 40 - 65 year age group. These groups are the people most dependent on other drivers for transport options and the younger age groups potentially have the longest period to live with acquired injuries from motor vehicle trauma. A recognised and adopted description used to record crash characteristics is Definition of Coding Accidents (DCA).

Analysis characteristics for Logan using DCA confirmed that the most frequent crash types involved cross traffic vehicle impacts from adjacent directions (DCA Code 101-199). The second most frequent crash type involved vehicle impacts from the same direction (DCA Code 201-207). This was closely followed by off-path type crashes (DCA 701-808).

KEY ROAD SAFETY ISSUES

The Priority Road Safety Issues remain consistent with the Logan Road Safety Strategy (2010-2012) and the Logan Road Safety Strategy (2014-2016).

The identified key action areas for the 2017 to 2021 period are indicated opposite:
2017 - 2021 KEY ACTION AREAS

• Road safety leadership and co-ordination
• Safe road and path network
  (Fatal 5, road rules and random impaired driving sites)
• Road safety in school precincts
• Pedestrians – including motorised mobility devices
• Safer cycling, safer driving and motorcycling.

For each of the key action areas a number of improvement projects and proposed driver behaviour programs have been identified. There will be continued for implementation across Logan and adjoining regions, supported by our partners. They include:

• Leadership on road safety
• Black Spot and Black Length projects
• Safety improvements for pedestrians and cyclists
• Safety improvements around schools
• Road User Programs (i.e. novice drivers; driver distraction dangers such as mobile phone use whilst driving or walking; dangers of being under the influence of drugs and alcohol while driving; fatigue awareness; and driver awareness for older drivers).
ABOUT LOGAN

Logan is home to more than 308,000 people from more than 215 different cultures. We celebrate our diversity and the rich and varied lifestyle it offers. Logan is also a very young city with around 50% of residents aged 30 or less. This adds energy and enthusiasm to our community and gives us a real vibrancy.

As a young city, Logan’s residential neighborhoods are predominantly fresh and contemporary. New estates continue to flourish, giving residents a wide range of lifestyle options, from leafy suburbs to bushland acreage. Many older suburbs, predating the City’s short history, have been revitalised through urban and community renewal partnership projects between Logan City Council and the Queensland Government.

Given its central geographic location in SEQ and large workforce, Logan has thriving commercial, retail and manufacturing precincts, as well as healthy service and wholesale industries.

Logan is ideally located between Brisbane, Ipswich and the Gold Coast, and has easy access to the national highway and rail networks. It has thriving light industrial precincts at Marsden, Crestmead, Slacks Creek and Loganholme, which are continuing to expand to meet the demand for a responsible, high-quality industry.
SETTING LOGAN ROAD SAFETY SCENE

Logan City Council has a long history in road safety and is considered a leader among local authorities in its provision of community road safety programs. This has been achieved through a strong partnership approach with stakeholders, each contributing with significant effort, resources and a commitment to reduce road trauma. Our strategy has proven particularly powerful as QPS have aligned their efforts to assist with priorities identified in the city. While DTMR has a state-wide road safety approach, local aspects such as ‘Join the Drive’, motorcycle safety, road safety expos and community road safety grants for projects around Logan have been beneficial.

INTERNATIONAL

Every year worldwide, there are about 1.5 million deaths on roads, 4,100 fatalities per day. In addition 20-50 million are involved in injury collisions, with severe disabilities and trauma. Worldwide, road trauma is the leading cause of death for young people aged 15-29 and the eighth most common cause of death globally.

Road traffic injuries can be prevented. International frameworks recommend an adequately funded lead agency and a national plan or strategy with measureable targets there are crucial components for a sustainable response to road safety. A United Nations resolution co-sponsored by Australia invited members to set their own national casualty reduction targets and road safety activities throughout the Decade of Action for Road Safety 2011-2020.

International efforts aim to stabilise and then reduce the forecast level of road traffic fatalities around the world by 2020. The TOWARDS ZERO: ambitious road safety targets and the Safe System approach report provide an economic case for road safety investment while encouraging governments to raise the performance threshold by developing more systematic approaches to road safety. Collective efforts will reap greater road safety outcomes.

AUSTRALIA

In terms of annual deaths per 100,000 population in 2014: Australia’s rate of 4.92 was the 14th lowest rate out of the 32 nations with available data. The nations with the two lowest rates were Iceland (1.23) and Sweden (2.80)¹.

LOGAN

Logan is seen as a proactive leader in road safety for its leadership and stewardship among local governments. This strategy is the third since 2010. The road safety priorities are built upon an evidence based approach that identifies specific issues unique to Logan. The past success in this strategy is evident in a 7.8% reduction in serious injury crashes over two years. This has been achieved through a successful working partnership between Logan City Council, QPS (Road Police Command and Forensic Crash Unit), DTMR (Road Safety Unit) and (Program, Delivery and Operations), and Queensland Health (Metro South).

OUR VISION

Creating a city, where everyone can travel in safety, respect the rights of others, and behave responsibly is Council’s vision for road safety.

SAFEROADS4LOGAN was launched in August 2010 as Logan’s new road safety strategy. The intention was to collaborate with the Logan City community to prevent road trauma through safe and responsible road use, safe roads and safe vehicles.

The values of the safe system framework were supported by the previous Queensland Government’s State Road Safety Action Plan 2015 - 2017 and the National Road Safety Strategy 2011 - 2020.
OUR OBJECTIVES

The aim of the Logan Road Safety Strategy is to reduce road trauma by 10% in Logan. Road trauma is defined as road crashes with serious injury or fatal outcomes.

The key objectives of the strategy are to:

- continue to improve the road environment and vehicle safety
- continue to influence responsible driver and other road users’ behaviour
- continue to enhance safety and accessibility for pedestrians, cyclists and public transport users
- continue to focus on the road safety needs of school children, and older members of the Logan community
- continue to foster communication with respect to road safety matters between key agencies (including government and industry) and the Logan community.

The strategy also includes objectives such as:

- investigating, identifying, analysing and reporting road safety issues and their causes that affect Logan, including external influences
- reviewing and contributing to existing Council, its partners and other stakeholders’ initiatives and propose improvements
- reviewing and commenting on existing Council and government policies to provide recommendations for adoption
- developing individual strategies to address identified issues and causes
- developing or adopting other preventive programs linked to state-wide programs
- clarifying different roles of members of the road safety partnership and road safety agencies.
CITY OF LOGAN REDUCTION TARGETS

The Logan Road Safety Strategy 2017-2021 continues to aim for a 10% reduction in the number of serious crashes per 100,000 people for the period 2017-2021 compared to 2003-2007 statistics.

The road safety strategy target for Queensland was set to reduce the number of deaths to less than 200 deaths per year in Queensland, modelled on the national target contained in the National Road Safety Strategy 2001-2010. In aiming to achieve this reduction, SafeRoads4Logan is supported by bi-annual action plans. These identify priority areas, appropriate countermeasures and interventions which ensure that the objectives of the strategy are achieved. The second action plan commenced in mid-2013 and is reviewed annually.

Graph showing total crashes (2011 - 2016) and trending slightly below previous years.

Graph showing injury crashes (2011 - 2016) and trending slightly on a trend line.
KEY OUTCOME AREAS

This strategy will align with the Queensland Road Safety Strategy by encapsulating the four key outcome areas:

1. Safety – focused attitudes and behaviours, and optimal health outcomes in the event of a crash in the City of Logan.

The Logan Road Safety Strategy Working Group will use tools such as education and intelligence-based enforcement to promote safety-focused attitudes and behaviours by road users, industry and government. Through associated partners’ programs, we will ensure appropriate support for crash victims.

2. Safe roads, safe road environments and safe management of traffic.

The Logan Road Safety Strategy Working Group will promote the construction and maintenance of safe road environments through more forgiving roadides, effective management of traffic and treatment of high risk sections of road.

3. Safe vehicles that reduce injury severity and maximise the chance of avoiding a crash.

Safer vehicles help to avoid crashes and reduce the severity of injuries when a crash occurs. The Logan Road Safety Strategy Working Group will seek to ensure vehicles operating in Logan comply with vehicle safety standards. This will be achieved through associated partners’ enforcement programs.

4. A community that values road safety as a priority.

Making road safety a priority across the Logan community will maximise the benefits to be gained from the first three outcomes. The Logan Road Safety Strategy Working Group will seek to increase the awareness and understanding of road safety interventions and countermeasures throughout the community.
SAFE SYSTEM FRAMEWORK

The strategy and supporting action plans have adopted the national and state Safe System Framework emphasising that road safety is a shared responsibility between all parties associated with the roads – the owners of the road system, transport regulators, vehicle designers and road users. The approach is to formulate and action comprehensive programs that support achievements against each of the four outcomes of this strategy encompassing the following elements.

‘Safe roads and roadsides’ aims to improve the infrastructure of roads and the surrounding road environment to minimise both the likelihood of a crash happening and the severity of the crashes that do occur.

Roads and roadsides designed and maintained to reduce the risk of crashes occurring and to lessen the severity of injury if a crash does occur. Safe roads prevent unintended use through design and encourage safe behaviour by users.

‘Safe vehicles’ aims to increase the number of vehicles driven in Logan by residents that have safety features that reduce the number of crashes, and minimise the danger to vehicle occupants and other road users in the event of a crash.

Vehicles which not only lessen the likelihood of a crash and protect occupants, but also simplify the driving task and protect vulnerable users. Increasingly this will involve vehicles that communicate with roads and other vehicles, while automating protective systems when crash risk is elevated.

‘Safe road users’ aims to influence road user behaviour through public education, enforcement and licensing. It will target risky behaviours and user groups: e.g. speeding, distracted driving, alcohol and drugs, unrestrained occupants, fatigue, unlicensed driving, anti-social driving behaviour, young road users, motorcyclists, seniors and heavy vehicles.

Encourage safe, consistent and compliant behaviour through well-informed and educated road users, licensing, education, road rules and enforcement.

‘Safe speeds’ aims to encourage travel at speeds that are appropriate to the conditions and limit the physical impact forces of crashes to survivable levels.

Speed limits complementing the road environment to manage crash impact forces to within human tolerance; and all road users complying with the speed limits.
The **Decade of Action for Road Safety 2011-2020** was officially proclaimed by the United Nations General Assembly in March 2010. Its goal is to stabilise and reduce the forecast level of road traffic deaths around the world. It is estimated that five million lives could be saved on the world’s roads during the decade.

The guiding principles underlying the Global Plan for the Decade of Action are those included in the “safe system” approach. This approach aims to develop a road transport system that is better able to accommodate human error and take into consideration the vulnerability of the human body. It means shifting a major share of the responsibility from road users to those who design the road transport system: road managers, the automotive industry, police, politicians and legislative bodies. However, the individual road users have the responsibility to abide by laws and regulations.

According to the global status report on road safety, road traffic crashes take the lives of nearly 1.3 million people every year, and injure 20 – 50 million more. More than 90% of road traffic deaths and injuries occur in low-income and middle-income countries, which have only 48% of the world’s registered vehicles. If no action is taken, road traffic crashes are predicted to result in the deaths of around 1.9 million people annually by 2020.

Global activities related to the Decade of Action are coordinated by the United Nations Road Safety Collaboration.
The **SAFEROADS4LOGAN** strategy embraces the principles for this global project and the “4 Pillars of the Global Plan”:

**Pillar 1** focuses on the need to strengthen institutional capacity to further national road safety efforts.

**Pillar 2** highlights the need to improve the safety of road networks for the benefit of all road users, especially the most vulnerable: pedestrians, bicyclists and motorcyclists.

**Pillar 3** addresses the need for improved vehicle safety by encouraging harmonisation of relevant global standards and mechanisms to accelerate the uptake of new technologies which impact on safety.

**Pillar 4** focuses on developing comprehensive programs to improve road user behavior.
STRATEGIC PRIORITIES

To achieve a community that values road safety as a priority, the Logan Road Safety Strategy Working Group will:

**Promote a culture of collaboration and coordination on road safety throughout all levels of government.**

We will continue to maintain and increase collaboration to coordinate matters between government agencies through management and sharing of data.

This will make sure road safety supports outcomes that increase the level of cycling, walking and use of public transport.

**Promote, link and support road safety priorities throughout transport related industries.**

We will continue to work closely with transport industry related organisations (transport companies, freight and logistics organisations, vehicle fleets and motoring advocacy groups) to maximise road safety outcomes by supporting the cooperative efforts through sharing information to achieve a safer road transport system.

**Actively engage the community in identifying, understanding and resolving road safety issues.**

We will continue to engage the community to form a strong and effective alliance between government and community.

We will also engage via media, annual workshops, regional forums, shopping centre exhibitions, schools and through other organisations.

We will identify road safety issues and their possible solutions. Local issues and high risk areas will be identified using road crash data and other road safety research.

A quarterly road safety newsletter will be part of the community engagement information sharing.
PRINCIPLES OF THE STRATEGY

Logan Road Safety Strategy Working Group will formulate actions, interventions and activities based on the principles that champion the following:

- **Evidence** - based approach in identifying and formulating solutions to road safety issues based on analysis of crash data, transport trends, road safety research, agency and community input.

- **Equitable** road safety practice in Logan to cater for all users of the road transport system regardless of transport mode, age, socioeconomic situation or geography in reducing (or removing) disadvantages to any party.

- **Responsive** approach to the needs and perceptions of Logan City residents by consulting and effectively educating Logan communities in the identification, understanding, ownership and resolution of road safety issues.

- **Accountability** with individual initiatives by regularly monitoring and evaluating outcome-based performance indicators including reduction in travelling speeds, crash numbers and severity.

- **Innovative** approaches in the development of new road safety initiatives including emerging technologies and techniques that have the potential to reduce road trauma.

- **Collaboration** to continue to establish, grow and maintain alliances with a wide range of agencies, community and interest groups in delivering integrated solutions.

- **Proactive values** recognising future road safety challenges and opportunities through research and understanding to implement timely and appropriate initiatives.

- **Broadly-based** approach seeking to influence and be influenced by transport, public health, education, security and other relevant whole-of-government community agendas.

- **Cost effectiveness** in the selection and management of road safety initiatives being based on value for money and demonstrated ability to reduce road trauma.
LOGAN’S GOVERNANCE MODEL

Central to the development of the strategy is the continuing recognition of the effective coordination of local partnerships and sound governance to affect road safety delivery. To do this, the group responsible for the Traffic 3E Committee provides a coordinated approach to a regional response for road safety operation, campaigns and activities.

All road safety activity in the region is guided by the legal and policy requirements pertaining to land use, as well as network, vehicle and road user management. It is also the role of the Traffic 3E Committee to suggest improvements to legislation as required, primarily to ensure logistical feasibility in a rural context.

A primary role of the Traffic 3E Committee is road safety promotion. This involves encouraging a shared recognition and advocating in the community “road safety is everyone’s responsibility”.

The governance model, operational in Logan, has been formally adopted in the Rockhampton Regional Council area following a presentation at the Australian Road Safety Research Conference in 2013 (C Edmonston DTMR 2013).
**Patrick Pace Car**

Patrick Pace Car is a one-of-a-kind car helping to reward drivers stick to the 40 km/h speed limit in school zones. It has been part of Council’s SafeRoads4Logan initiative since 2011 and spends time pacing up and down outside Logan schools to keep everyone safe. QPS also provide enforcement with Patrick as well other schools on a daily basis. A Patrick Pace Car activity sheet ‘Stop, Drop and Go’ is also available to schools.

Patrick Pace Car has been the inaugural and iconic campaign since 2011 and has received state and national accolades and awards. It won the Queensland CARRSQ-RACQ Local Government Award in 2013 and was a finalist in Australian Road Safety Foundation awards. It has also received a special mention in Council’s internal Innovation Awards.

**RU1m**

The RU1m campaign is a SafeRoads4Logan initiative aimed at both cyclists and motorists. It seeks to raise awareness of the new minimum passing distance law to increase road user safety.

Phase 1 was to wear a RU1m hi-vis vest to help us spread the message. As part of the campaign, Council’s marketing budget provided RU1m hi-vis vests, bumper stickers and other merchandise through Council’s online store at cost price (including postage).

By wearing a vest or displaying a sticker, supporters can help spread this important message and increase safety on the roads.

Under new Queensland laws, motorists must now adhere to a minimum passing distance of:

- a minimum of 1 metre when passing cyclists in a 60km/h or less speed zone
- at least 1.5 metres where the speed limit is over 60km/h.

The law aims to make drivers more aware of cyclists and is an integral safety measure, especially for vulnerable road users such as cyclists.

To learn more about the new laws:

- a RU1m fact sheet has been available in hard copy and online
- a bicycle safety activity and fact sheet for kids is also available.

In 2014 the RU1m was a finalist in the CARRSQ-RACQ Road Safety Awards as well as 2013 Australian Road Safety Foundation Awards.

Council also created an online sales portal for those residents wishing to purchase RU1M merchandise.
Show your PLates

As part of ongoing innovative ideas, Council and DTMR officers have created a new awareness campaign targeting learner and red provisional plate licence holders. From field observations at impaired driving interception sites (RBTs), it was noted a high proportion of red P-platers failed to display their plates.

Also, a significant number of L-platers did not comply with supervisory requirements, failed to display their plates or committed offences. This campaign will raise the awareness of such drivers by distributing fact sheets.

Fatality Free Friday

Logan City Council and SafeRoads4Logan joined forces with the Fatality Free Friday national program, held annually on the last Friday in May. It is about promoting ‘Zero deaths on Australian roads for just one day’.

Fatality Free Friday continues to resonate with the Australian community and the efforts of this year’s campaign have reflected this. As we know road safety is a complex issue and it is impossible to find one single key to reduce road trauma. Since its inception in 2007 the Fatality Free Friday campaign has continued to expand its operation and is now recognised as Australia’s only national community-based road safety program.

Extensive media exposure is contributing to growing public awareness as the campaign gains momentum.
Join the Drive

Join The Drive is a Queensland Government road safety initiative arising from the Road Safety Summit. It is the first step in a campaign to empower the community to make our roads safer. Through a series of social media campaigns, motorists and the community can contribute their thoughts and ideas on road safety and join in the conversation, sharing messages with their friends. Council currently plays a pivotal role in Logan by providing critical information, advice and information.

Rider Survivor

Logan District Police, in conjunction with the Road Policing Command and DTMR by targeting rider safety in the Rathdowney, Beaudesert and Gold Coast hinterland areas on a regular basis through a Rider Survivor event at strategic locations.

There have been a significant number of serious and fatal crashes involving motorcycles in these areas compared to the rest of the state.

The Rider Survivor events are a key initiative aimed at drawing attention to motorcycle safety in Queensland. These events, held in South East Queensland, aim to engage the motorcycle riding community. Rider Survivor Days are a great opportunity for motorcyclists to combine their Sunday ride with the chance to talk to police about the safety issues faced when riding in and around hinterland roads. The event informs riders about safe riding techniques by utilising displays, demonstrations, and discussions. Motorcycle riders also have the opportunity to see speed detection equipment, police motorcycles and marked vehicles first hand and have any questions answered in relation to traffic legislation and crash investigations.

Riders are able to take a break, enjoy a free coffee and sausage sizzle while receiving information on hazard perception, braking distances and scanning techniques. The event usually commences early in the morning and concludes mid-afternoon.
Multicultural Learner Driver licencing program

This initiative arose from a need identified by QPS. Police had observed a high noncompliance rate with appropriate driver licencing or driving without a licence in Logan. Several communities were identified and a successful trial on Brisbane’s north side was implemented in Logan. Initially, the Samoan and Tongan communities were identified as leaders mainly because their organisations were willing to embrace this program.

As a result, close to 2332 people have been through the program with a high rate of driver licence (learner) uptakes. This program now includes refugees and new migrants from other cultures. The program is being delivered by Road Safety and Customer Service Officers from the DTMR.

Obtaining a driver’s licence will give our residents independence, a means to being gainfully employed, enabling them to provide for themselves and their families. This often reduces the reliance on the social welfare system. A high proportion of people in Logan supported by this program.

The program delivers road rules in a workshop environment, outside of a customer service centre. This allows a more supportive environment for people addressing literacy issues (ie. English as a second language or lower literacy).

Traffic Customer Service Centre also supports people struggling with other issues such as language interpretation and confidence, which can make it difficult for them to pass driving tests.

2n2 - driver distractions

By reminding teens to think 2n2™, we’ll save lives. In a police-led initiative, this successful American campaign is about “2 eyes on the road and 2 hands on the wheel”, the anti-texting while driving campaign aims to make a dramatic difference in keeping young drivers safe on the road. “2N2” is part of the already renowned “Celebrate My Drive” campaign.

BRAKE

The BRAKE program aims to increase the understanding of the attitudes and behaviours needed to be a safe driver. It teaches risk assessment and cognitive development and also introduces a range of concepts to build knowledge since learning to drive takes time — three to five years in fact!

BRAKE training courses are designed to share skills and tools that can be used to teach young people to drive and keep them safe on our roads utilising a combination of slides used in the program, backed up with supporting information from the course. It also contains tips on how to become a safe driver.
RYDA

Rotary Australia’s Road Safety Education Limited (RSE) is a not-for-profit organisation committed to reducing trauma on our roads by educating young people in senior high school. RYDA is a series of practical and powerful workshops that aim to change the way young people think about road safety. As part of an interactive one-day workshop, students experience braking at different speeds, devise travel strategies that will work for them in the real world and gain tips from road safety experts on how to protect themselves, their friends and family. Perhaps the most impactful moments come from the personal stories of loss and survival.

In one session, students watch a powerful and emotional video on the life and tragic death of an 18-year old provisional driver and her best friend. In another session they sit with a crash survivor and hear first-hand how one poor choice can change a life forever.

RYDA is designed for 16-18 year-old students (Year 10 to Year 12) who are approaching that crucial time in their lives when they start to drive independently or are travelling as passengers of novice drivers.

This program also encompasses and raises awareness of many of the SafeRoads4Logan priorities in its one-day program.

KIDSAFE

This workshop aims to engage the emotional conscience of the driving community to take personal responsibility in reducing road carnage and honour our commitment to youth.

The objectives are:

1. contribute to a reduction in road trauma to the target audience
2. raise the profile of the relationship between driver attitudes and road trauma within local communities
3. establish and foster community partnerships at a local level to address road trauma causes
4. contribute to a positive attitudinal change in the participants towards their personal driving behaviour.
PARTY

PARTY is a trauma prevention initiative aimed at senior school students and young offenders. Trauma is defined as an injury that has been caused by physical force such as a motor vehicle crash, falls and assaults. PARTY seeks to give participants a snapshot of the possible traumatic and often preventable consequences of risk-related behaviour that can lead to these injuries occurring.

PARTY participants spend time with staff in the emergency department/trauma centre, the Intensive Care Unit, trauma wards, and rehab units of a hospital getting an upfront, real-life experience of how trauma impacts young lives.

PARTY was developed in 1986 at the Sunnybrook Health Services Centre in Toronto, Canada as a result of Emergency Room staff seeing a large number of trauma cases involving youth, and staff receiving requests by young people to see the impact of trauma.

The PARTY program is now operated by staff at established trauma hospitals at more than 100 sites around the world. In Australia, these hospitals are: The Royal Perth Hospital (WA), Royal Brisbane and Women’s Hospital (QLD), The Alfred (VIC) and The Royal Melbourne Hospital (VIC). Funding for the PARTY program in Queensland is via revenue from the speed camera detections.

Supporting existing speed limit reviews

Logan City Council and DTMR (Planning Delivery and Operations) are privileged to have highly skilled, experienced and independent in-house team members who have undertaken numerous speed limit reviews. This affords the community speed reviews on an ongoing basis within a reasonable timeframe. This service is of benefit to the engineering component of road safety and our team will continue to provide recommendations following review outcomes.

Fatal crash investigations

Council and the DTMR have a proactive fatal and serious injury crash investigation program. It includes mobilising experienced traffic engineers and officers to examine engineering aspects of a crash as well as recommending any remedial actions or linking outcomes to a major road project. At Logan City Council, outcomes are reported to management and other internal road related stakeholders, sharing technical facts about a crash and road safety trends.

The relationship with QPS and DTMR is important to maintain consistent information and to inform any future recommendations for engineering improvements. Human factors are addressed in the strategy.
Intersection upgrade program

Both Council and DTMR have a proactive and prioritised road building program that identifies upgrades to road corridors and intersections. This is based on growth, safety, crash history, capacity, level of service and congestion. This program is reviewed annually and funding is allocated for upgrades, safety improvements and reduction of congestion for future road users.

In conjunction with the Black Spot Program, Council and the DTMR over the years have successfully reduced the number of right turn crashes (DCA 201 - 207) as well as numerous traffic signal improvements to control turning movements.
Black Spot Program

The Black Spot Program is part of the Australian Government’s 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 type 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 to reducing the national road toll under the National Road Safety Strategy and Action Plan. As such, the success of this strategy will have a strong link to the Black Spot Program.

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.

Logan Road Safety Poster

This initiative arose when submitting an abstract for the Australasian Road Safety Conference.

Council was successful in a poster submission (as opposed to a full presentation on Logan’s Road Safety Strategy — a Partnership approach). That would be displayed at various locations in the city, DTMR Customer Service centres, Logan libraries, schools and other places.

Council’s Marketing branch assisted with the development of this poster. A second poster is being developed as well as an event banner incorporating logos of our partners.
MEDIA, MARKETING AND COMMUNICATION

All marketing and communication arrangements will continue with the host agency. The strategy will highlight a current awareness campaign so it is marketed by the partnership.

The present approach with QPS and Council managing media statements and road safety messages is expected to continue. A collaborative relationship will continue to develop with the broader media, Council’s Media Branch and QPS.

The Logan Road Safety Advisory Committee will engage the Logan community as a whole to make campaigns more effective. It is anticipated that evaluation during the review process would highlight any impact.

STAKEHOLDERS

Logan City Council

Council provides a coordination role to the Road Safety Strategy with resources from the Traffic Section. In addition, identification, prioritising and implementation of remedial treatments to address road safety issues is undertaken objectively. The development of a preventative action plan that incorporates other sections of Council provides desired counter measures to improve road safety in the community.

Queensland Police Service

The Road Policing Command (Logan) and Logan District branches provide a pivotal role in delivering much of the enforcement for the strategy. In addition the Forensic Crash Unit provides valuable data to enable the coordination team to follow current traffic trends and behaviours.

Department of Transport and Main Roads

DTMR’s vision for the future is ‘Connecting Queensland’ by connecting people, places, goods and services safely, efficiently and effectively across Queensland.

It plans, manages and delivers Queensland’s integrated transport environment to achieve sustainable transport solutions for road, rail, air and sea. Three divisions within DTMR provide critical roles in delivering road safety.
**Road Safety Division**

The Road Safety Division provides road safety community services to reduce road trauma, support safe travel for students to and from school, raise awareness of road safety in our communities and improve road and asset planning with a focus on safety. A senior road safety advisor is currently attached to Council to co-coordinate with road safety initiatives and activities.

**Transport Compliance**

Officers provide a vital service to the road safety strategy. The role of transport inspectors is to assist QPS providing additional enforcement with targeted impaired driving interceptions and non-compliant vehicles as well as reducing anti-social driving behaviours in Logan.

**Program Delivery and Operations**

The former Department of Main Roads unit (now part of DTMR) manages state-controlled roads including safe road corridor planning and controlled operations, serious and fatal crash investigations, traffic management, and traffic signal operations. Similarly, it also provides planning and legislative requirements for non-vulnerable road users.

**Queensland Health (Metro South Health)**

Queensland Health (Metro South Health) is the public hospital and health service for Brisbane south, Logan and Redland Scenic Rim. It serves an estimated population of 1 million people, (23% of Queensland’s population) and is responsible for delivering the Designated Driver program and education on how to drink sensibly. Hospital admission data from Logan Hospital formed an integral component during the road safety draft phase.

**Royal Automobile Club of Queensland (RACQ)**

RACQ has been the voice of Queensland motorists and their families since it was formed in 1905. RACQ advocates for safe, efficient and affordable mobility for its members and plays a role as the motorist’s advocate on all road safety matters.

**Transurban**

Transurban is a key industry provider in South-East Queensland’s urban toll road network. Franchises the rights to tolling operations and road maintenance on the Gateway and Logan motorways. The Gateway, Gateway Extension and Logan motorways carry more than 81 million motorists a year on 62km of roads and are designed to take heavy traffic of vehicles off suburban roads.
Associated Programs

**BRAKE Program**

The BRAKE program aims to accelerate the understanding of attitudes and behaviours needed to be a safe driver. We also teach risk assessment, cognitive development and the introduction of a range of concepts to build knowledge. Learning to drive takes time and parents play a vital role in this learning journey.

The BRAKE training courses are designed to share skills and tools that can be used to teach a young person to be safe on our roads utilising a combination of slides used in the program backed up with supporting information from the course to see what has been experienced. It also contains tips on how to help young people to be safe driver.

**RYDA**

The RYDA Program is a one-day, out-of-school program, delivering practical road safety information targeting attitude and awareness of young drivers and their passengers.

RYDA targets 16-18 year old students and includes six interactive sessions delivered to small student groups covering topics such as hazard perception, distraction management, vehicle safety, stopping distance, fatigue and experiences of a crash survivor.

**PARTY**

PARTY is a trauma prevention initiative aimed at senior school students and young offenders. Trauma is defined as an injury that has been caused by physical force such as motor vehicle crash, falls and assaults. PARTY seeks to give participants a snapshot of the possible traumatic and often preventable consequences of risk-related behaviour that can lead to these injuries occurring.
EVIDENCE

GRAPH 1. CONTRIBUTING FACTORS TO INJURY CRASHES.

Graph showing a traffic offence involved in injury related crashes. Disobeying road rules, as a primary contributing factor, is obviously the single most concerning issue in Logan. Data supplied by DTMR is current as at 31/12/2014.

Graph showing a traffic offence involved in injury related crashes. Disobeying road rules, as a primary contributing factor, is obviously the single most concerning issue in Logan. Data supplied by DTMR is current as at 31/12/2014.

- 1344 Alcohol/drug related (driving/walking)
- 404 Speeding
- 180 Fatigue related crashes
- 1083 Medical conditions
- 2685 Involving young adult drivers/riders (aged 16)
- 930 Involving senior drivers (aged 60)
- 1015 Involving unlicensed/unregistered drivers
- 418 Involving heavy freight vehicles
- 984 Involving motorcycles/mopeds
- 89 Involving buses
- 1308 Involving atmospheric conditions

Disobeyed road rules

GRAPH 2. SHOWING INJURY CRASHES BY MONTH PER YEAR AS AT 31 DECEMBER 2016.


By comparison weekends remain high with fatal crashes.
GRAPH 5. CRASH TYPES.

‘Rear end’, and ‘angle’ have been common at intersections whereas ‘hit object’ has been common for single vehicle crashes.

GRAPH 6. TREND FOR AGE GROUPS INVOLVED IN CRASHES.
**GRAPH 7. SEVERITY OF CRASHES.**

**GRAPH 8. GENDER OF THOSE INVOLVED IN INJURY CRASHES.**
GRAPH 9. TYPE OF INCIDENTS OF CRASHES.

- Hit parked vehicle
- Angle
- Rear-end
- Head-on
- Sideswipe
- Hit object
- Overturned
- Fall from moving vehicle
- Motor or pedal cycle fall or drop
- Hit pedestrian
- Hit animal
- Struck by external load
- Collision - Miscellaneous

2010: Red
2011: Gray
2012: Orange
2013: Blue
2014: Yellow
2015: Green
2016: Pink
LOGAN FACTS

82 PEOPLE IN LOGAN HAVE DIED IN ROAD ACCIDENTS

36 Driving
16 Passenger
21 Motorcycle
3 Cyclist
6 Pedestrian

FATAL CHOICES

Contributing factors to road deaths in Logan

Speeding Fatigue Not wearing seatbelt Mobile phone Illegal manoeuvres Drink/drug driving

WHO WERE THEY?

Male 64%
Female 36%
ROAD SAFETY ISSUES IDENTIFIED IN LOGAN FOR 2017 - 2021 STRATEGY

The process to identify current road safety issues in Logan has been researched using the following concerns that are unique to Logan. DTMR’s WebCrash2 database was utilised.

Our priorities for 2017 - 2021

1. Speeding
2. Impaired driving
   • Drink driving/walking
   • Drug driving
3. Driver distractions
4. Restraints
   • Child, passenger and driver restraints
   • Load restraints
5. Obeying traffic signs and line marking
6. Pedestrian safety
   • Footpath sharing with mobility scooters
   • Driveway incidents
7. School environment safety
8. Motorcycle safety
   • Rider survivor campaign
   • Rural/hinterland enforcement
   • Urban education and engagement
9. Cycling safety
   • Recreational
   • Urban areas
10. Coordination of road safety activities
ACTION PLAN 2017 - 2021

1. Road safety coordination

The need to continue effective and efficient coordination between agencies to deal with road safety is crucial for initiatives to assert safe roads, safe vehicle and safe users. This role is shared between Council and DTMR (Road Safety Unit) and is paramount to facilitate a central coordination point. The Traffic Services Coordinator now provides an effective and efficient liaison between the different road agencies in the delivery of various road safety initiatives. The coordinator will continue to assist in delivery of the Logan Road Safety Strategy, SAFEROADS4LOGAN, and associated safety initiatives. Liaison with the media to raise the profile of road safety programs as well as evaluation of existing programs is an ongoing activity.

2. Disobeying road rules

Disobeying road rules, official traffic signs and signals is the most significant cause of crashes in Logan. Included in this is the inability of many motorists to select appropriate gaps in traffic when turning as well as giving ‘right of way’. Disobeying road rules, line markings and signs is attributed to inattention and distraction. QPS has recently made additional efforts to curb this behavioural issue with some success. Failure to display Learner/Provisional plates and appropriate child restraints are also a focus of enforcement.

3. Speeding

Speeding around schools will continue to be a focus for Council through its Patrick Pace Car Program. QPS is also committed to enforcing speed restrictions at as many schools as practical on a daily basis. Speed management strategies will continue for other roads as identified, together with regular speed limit reviews. In shopping centre car parks speeding is an major cause of crashes.

4. Load restraint and seatbelts

DTMR transport inspectors and the QPS continue to enforce load restraints, particularly in commercial precincts and around Council’s waste and recycling facilities. Restraining loads in utes, trailers and vehicles will be targeted and enforced as well as seatbelts and other restraints compliance targeting humans.

The failure to wear seatbelts is a significant causal factor of fatalities and serious crashes in Logan. Child restraint compliance continues to be an issue, resulting in numerous injuries. The previous strategy addressed the child restraint issue by offering training through Kidsafe to key public service personnel. This resulted in improved awareness amongst migrant residents, however lower socio economic areas remain vulnerable to improper use of child restraints.

5. Distracted driving

Using a mobile phone for texting and making calls while driving is referred to in the FATAL 5. It is a serious contributor to many injury crashes. Other distractions while driving include not keeping eyes on the road, drinking beverages and changing CDs or radio stations. QPS provides the 2n2 program for high school students in an effort to alter new drivers’ driving behaviour.
6. Impaired driving

Three issues have been identified as contributing to crash incidents in Logan — alcohol/drug use, the inexperience of young drivers aged 16-24 years old and intoxicated pedestrians. Drug driving detection in Logan is on the increase. QPS now has an improved capability for roadside testing and is providing more resources to ensure enforcement. Young, impaired, inexperienced drivers are over represented in injury crashes, however the recent trend has a slight decrease as this age group moves on to the next vulnerable group, 25-45 year olds.

While the number of crashes involving pedestrians is low, the severity is often extreme with the very young and elderly identified as high-risk groups.

7. Senior drivers (60 years and over)

There have been several injury incidents involving seniors including those riding mopeds and mobility scooters. Often the condition of footpaths, evenness and hazards were to blame. The widths of footpaths has been identified as a causal factor. As part of an upgrade program Council is endeavouring to widen pathways to an adequate width where issues have been identified. Council also encourages developers to widen new footpaths to meet these new challenging demands. Education also helps to raise awareness amongst seniors in order to reduce incidents.

8. Motorcycle and moped riders

There have been several fatal incidents and serious injury crashes involving motorcycles and mopeds. Many of these crashes have occurred close to schools, aged care facilities, residential locations and shopping areas. RACQ, through its seniors program, will continue to roll out education and awareness programs with Council’s support. Council, with its partners, will continue to have a strong presence in the provision of hinterland road safety programs such as Rider Survivor campaigns.

9. Fatigue

Driver fatigue is a significant safety hazard for the road transport industry. The main causes of ‘drowsy driving’ are too little sleep, driving at times when you would normally be asleep, and working or being awake for very long hours. This emerging issue has been identified in Logan aligning with the growth of light commercial vehicles in the region. In addition, several other serious crashes have been identified as being linked to driver fatigue.

10. Cyclists

Young cyclists aged between 5 and 14 years have been reported to be involved in residential, driveways, and on-footpath incidents. Road sense and awareness seems to be a key element. Recreation riders (mountain bikers) are also a challenge on forested areas (as are some motorcyclists). While Logan hasn’t had a high take up of commuter cyclists, with the expansion of on-road cycle ways there is potential for safe separation conflicts to occur at busy intersections and interphase areas.
## 1. CONTINUE ROAD SAFETY COORDINATION

The goal is to provide a strong direction, leadership and service for Safe Roads4Logan and associated safety initiatives to benefit the Logan Community.

<table>
<thead>
<tr>
<th>Actions</th>
<th>Strategies</th>
<th>Lead agencies</th>
<th>Support agencies</th>
<th>Time frame</th>
<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Maintain networks with partners and other agencies.</td>
<td>Maintain weekly Traffic meeting with QPS and TMR-RS.</td>
<td>LCC</td>
<td>QPS</td>
<td>ongoing</td>
<td>To achieve strong cooperation within the partnership.</td>
</tr>
<tr>
<td></td>
<td>Maintain meeting every eight weeks for working groups.</td>
<td>LCC</td>
<td>PTMR-RS</td>
<td>ongoing</td>
<td>Maintain information sharing.</td>
</tr>
<tr>
<td>1.2 Provide and maintain essential contacts within Council, Councillors and the community.</td>
<td>Host six monthly road safety expo, workshop.</td>
<td>LCC</td>
<td>DTMR-RS, QPS, QH</td>
<td>ongoing</td>
<td>To achieve strong cooperation within the partnership.</td>
</tr>
<tr>
<td>1.3 Liaise with community.</td>
<td>Liaise with neighbourhood watch committees, schools and chambers of commerce.</td>
<td>LCC, QPS, DTMR, QML, RACQ, QH</td>
<td>DTMR-RS, QPS, QH</td>
<td>ongoing</td>
<td>To achieve strong cooperation within the partnership and the community.</td>
</tr>
<tr>
<td>1.4 Road safety education advocacy.</td>
<td>Encourage and promote road safety education via our partners.</td>
<td>LCC, RYDA, DTMR-RS</td>
<td>QPS</td>
<td>ongoing</td>
<td>To actively promote 2n2 Program, RYDA and BRAKE at high schools in Logan.</td>
</tr>
<tr>
<td>1.a Media</td>
<td>Provide information to the media via CEM Branch and QPS Media Unit on current trends, issues and up-coming events.</td>
<td>LCC, QPS</td>
<td>DTMR</td>
<td>ongoing</td>
<td>Maintain a visual presence with accurate and timely information.</td>
</tr>
<tr>
<td>1.5 Media and social marketing.</td>
<td>Maintain information via social media, Council Facebook and QPS Facebook pages.</td>
<td>LCC, QPS, DTMR, QML, RACQ, QH</td>
<td>DTMR</td>
<td>ongoing</td>
<td>Maintain a visual presence with accurate and timely information.</td>
</tr>
<tr>
<td>Actions</td>
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<tr>
<td>1.6</td>
<td>Road Safety presentations.</td>
<td>Collaborate with PCYC, MATES, BRAKES and RYDA.</td>
<td>LCC</td>
<td>QPS, DTMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.7</td>
<td>Analysis and evaluation.</td>
<td>Provide quarterly analysis and evaluation of current crash trends, remedial action programs.</td>
<td>LCC</td>
<td>QPS, DTMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.8</td>
<td>Engineering, education, empowerment, engagement and enforcement (5E’s).</td>
<td>Maintain the 5E’s message in all road safety programs and activities when evaluating present projects and researching other work.</td>
<td>LCC, QPS, DTMR, QML, RACQ, QH</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td>1.9</td>
<td>Mentoring and coaching.</td>
<td>Provide incentives and knowledge to adjoining Councils, road safety focused community groups and schools in road safety.</td>
<td>LCC, QPS, DTMR, QML, RACQ, QH</td>
<td>-</td>
<td>ongoing</td>
</tr>
</tbody>
</table>
2. ILLEGAL MANOEUVRES AND DISOBEYING TRAFFIC AND ROAD RULES SIGNS

This is a significant contributor to serious injuries and fatalities in the City. It also includes failure to stop, give way, crossing barrier lines and performing U Turns at traffic signals.

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Media–newsprint</td>
<td>Provide information to the media Branch and QPS Media Unit on current trends, issues and upcoming events.</td>
<td>LCC, QPS</td>
<td>DTMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>2.2</td>
<td>Media–social media</td>
<td>Provide media via Council’s Facebook and QPS MyLogan blog.</td>
<td>LCC, QPS</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td>2.3</td>
<td>Increase police presence at known locations, subject to availability of QPS resources, intelligence provided by LCC and DTMR- MR.</td>
<td>To maintain QPS enforcement subject to availability of resources at known locations.</td>
<td>QPS</td>
<td>LCC, DTMR - MR</td>
<td>ongoing</td>
</tr>
</tbody>
</table>
3. SPEEDING

Speeding is a major contributor to serious injuries and fatalities.

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<tr>
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</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Analysis of crash data.</td>
<td>Continue to collect and analyse data and evidence provided by DTMR (Webcrash2, Crash Audit data, etc), QPS (crash investigations and offences) and LCC (crash investigations).</td>
<td>QPS</td>
<td>monthly</td>
<td>To provide outcomes for remedial treatments and input for engineering, enforcement and education.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LCC</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>DTMR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2</td>
<td>Identify and investigate locations with red light running and liaise with DTMR - Traffic Engineering and Road Safety Division for future consideration.</td>
<td>Investigate the upgrade of several existing red light camera locations to include speed detection capability, to reduce speeding through intersections and the severity of crashes.</td>
<td>LCC</td>
<td>QPS</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>DTMR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3</td>
<td>Vigilance in roadwork signage and approval process.</td>
<td>Trial innovative practices at roadwork sites, including traffic control devices and signage, to reduce the speed of vehicles entering roadwork sites.</td>
<td>DTMR</td>
<td>-</td>
<td>ongoing</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>LCC</td>
<td></td>
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<td></td>
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<td></td>
<td>QPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.4</td>
<td>Monitoring and analysis of traffic count (automated tube) data.</td>
<td>Identify speeding and to advise action for education or enforcement. DTMR.</td>
<td>LCC</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>TMR</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Further analysis of crash data to consider future mobile speed camera sites.</td>
<td></td>
<td>QPS</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td>3.5</td>
<td>Identify appropriate Local Area traffic management counter measures on local streets.</td>
<td>Undertake traffic investigation for local area traffic management with appropriate treatment.</td>
<td>LCC</td>
<td>QPS</td>
<td>ongoing</td>
</tr>
</tbody>
</table>
4. LOAD RESTRAINT AND SEATBELTS

The wearing of seatbelts has been identified as a contributing cause of serious injuries and fatalities. Fatal 5.

<table>
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<tr>
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<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Increase wearing of seatbelts in vehicles.</td>
<td>Continued QPS enforcement as part of the FATAL 5 Road Safety Campaign.</td>
<td>QPS</td>
<td>DTMR</td>
<td>ongoing</td>
</tr>
<tr>
<td>4.2</td>
<td>Educate adults to check seatbelts or child restraints for younger passengers.</td>
<td>Kid Safe Program throughout Logan via PCYC/Police.</td>
<td>LCC / PCYC</td>
<td>DTMR</td>
<td>End of 2018</td>
</tr>
</tbody>
</table>
5. DISTRACTED DRIVING

Emerging trends suggest that driver distraction contributes significantly to serious road crashes. Walking while distracted and listening to music, and reading has also contributed to serious injury and fatal crashes.

<table>
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<th>Support Agencies</th>
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<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Texting while driving.</td>
<td>Link with any state media campaign.</td>
<td>DTMR</td>
<td>LCC</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td>Enforcement</td>
<td>Police</td>
<td>-</td>
<td>Ongoing</td>
<td>To enforce offenders and educate on dangers.</td>
</tr>
<tr>
<td>5.2</td>
<td>In car distractions (changing radio / CD etc).</td>
<td>Through media articles, educate the public of the dangers associated with Radio/CD activity.</td>
<td>LCC</td>
<td>DTMR</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td>Pets in cars. Education and enforcement of unrestraint pets in moving vehicles.</td>
<td>Police</td>
<td>DTMR / LCC</td>
<td>ongoing</td>
<td>LCC to work with Council Animal Management Centre to educate owners of laws having restrained or secured pets in vehicles.</td>
</tr>
<tr>
<td></td>
<td>Focus on Driving. Multi-tasking behind the wheel is dangerous as well as other distractions when driving a vehicle.</td>
<td>Police</td>
<td>BRAKE</td>
<td>ongoing</td>
<td>To have drivers refrain from eating, drinking, reading while driving.</td>
</tr>
<tr>
<td></td>
<td>Kids in cars. Educate drivers when dealing with a situation in a car when travelling with children.</td>
<td>DTMR</td>
<td>BRAKE, KIDSAFE</td>
<td>ongoing</td>
<td>To have motorists pull over in a safe area to address situations involving children in a car.</td>
</tr>
<tr>
<td>5.3</td>
<td>GPS / in car navigation.</td>
<td>Educate the driving public to be aware of the dangers when entering directions onto a GPS device whilst driving.</td>
<td>Police</td>
<td>LCC/DTMR</td>
<td>ongoing</td>
</tr>
</tbody>
</table>
6. IMPAIRED DRIVING / WALKING (ALCOHOL / DRUG)

Impaired driving, affected by alcohol or drugs has been identified as a significant contributor to serious crashes and fatalities. There has also been an increase in drink walking crashes. Fatal5

<table>
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<tr>
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<th>Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1 Reduce levels of intoxicated drivers and pedestrians from hotels,</td>
<td>Encourage all licensed premises in Logan to commit themselves to a Designated Driver Program to the responsible alcohol serving policy and practice in accordance with the Logan Liquor Licence Agreement Group.</td>
<td>Metro South Health (QH)</td>
<td>-</td>
<td>ongoing</td>
<td>Reduce the number of intoxicated drivers and pedestrians on Logan’s roads.</td>
</tr>
<tr>
<td>taverns, sporting clubs and drinking establishments.</td>
<td>Continue to promote the Designated Driver program at all Logan’s venues.</td>
<td>Metro South Health (QH)</td>
<td>DTMR</td>
<td>-</td>
<td>Reduce the extent of alcohol influenced road users on Logan.</td>
</tr>
<tr>
<td></td>
<td>Encourage major venues to provide an expanded service for bus shuttle transport especially in rural areas of Logan.</td>
<td>Metro South Health (QH)</td>
<td>LCC</td>
<td>ongoing</td>
<td>Reduce the extent of alcohol influenced road users on Logan.</td>
</tr>
<tr>
<td></td>
<td>Expand coverage of ‘Impaired Drivers’ by Queensland Police at high offending locations. Intelligence is based on allocations of QPS resources.</td>
<td>-</td>
<td>-</td>
<td>ongoing</td>
<td>Reduce the extent of alcohol influenced road users on Logan.</td>
</tr>
<tr>
<td>6.2 Link with any State media campaign focusing on impaired driving and walking.</td>
<td>Promote and assist QPS / DTMR in traffic management expertise for inception sites.</td>
<td>LCC / DTMR / QPS</td>
<td>RACQ / QH / QML</td>
<td>ongoing</td>
<td>To achieve strong cooperation within the partnership.</td>
</tr>
<tr>
<td>6.3 Consider entertainment precincts.</td>
<td>Identify hot spots and develop strategies.</td>
<td>LCC / QH</td>
<td>-</td>
<td>Review annually</td>
<td></td>
</tr>
<tr>
<td>6.4 Delivery of Pedestrian Access and Mobility Plan (PAMP) for Logan.</td>
<td>To influence and implement easier pedestrian access on roads sides.</td>
<td>LCC</td>
<td>DTMR</td>
<td>ongoing</td>
<td>To facilitate and influence objectives of the PAMP.</td>
</tr>
<tr>
<td>Actions</td>
<td>Strategies</td>
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<td>Time Frame</td>
<td>Outcomes</td>
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<tr>
<td>6.5</td>
<td>Older road users are vulnerable road users. With an ageing population there should be more education, publicity and training to improve older pedestrian safety. Currently this information is scant.</td>
<td>Guidelines for adequate crossing times for older pedestrians.</td>
<td>DTMR / LCC</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td>Develop safer access for older people at bus and train stops.</td>
<td>DTMR / LCC</td>
<td>-</td>
<td>ongoing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improved public transport access for older people.</td>
<td>DTMR / LCC</td>
<td>-</td>
<td>ongoing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Development of alternative mobility options for older pedestrians.</td>
<td>DTMR LCC</td>
<td>-</td>
<td>ongoing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Greater effort to provide a safe traffic environment for older pedestrians.</td>
<td>DTMR / LCC</td>
<td>-</td>
<td>ongoing</td>
<td></td>
</tr>
<tr>
<td>6.6</td>
<td>Educate older people on safe pedestrian behaviour and road crossing practices.</td>
<td>Identify and promote existing initiatives.</td>
<td>DTMR / LCC</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td>Promotion of information on mobility scooters.</td>
<td>DTMR / LCC / RACQ</td>
<td>-</td>
<td>ongoing</td>
<td></td>
</tr>
<tr>
<td>6.7</td>
<td>Improved road crossing practice.</td>
<td>Identify initiatives that would contribute to an increased understanding when crossing roads.</td>
<td>LCC DTMR</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td>6.8</td>
<td>Road side infrastructure.</td>
<td>Better maintenance of footpaths, surrounds and street lighting.</td>
<td>LCC</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td>Actions</td>
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<tr>
<td>6.9</td>
<td>Protect vulnerable road users (utilising data) in high density pedestrian areas.</td>
<td>Continue to liaise with Qld Health (Logan Hospital) and DTMR for hospital crash data.</td>
<td>DTMR / LCC</td>
<td>ongoing</td>
<td>Ongoing education.</td>
</tr>
<tr>
<td>6.10</td>
<td>Children as pedestrians.</td>
<td>Safety around schools.</td>
<td>DTMR / LCC</td>
<td>Education Qld</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td>Safety at drop off and pick up areas around public transport and bus routes.</td>
<td>DTMR/LCC / Translink</td>
<td>Education Qld</td>
<td>ongoing</td>
<td>Continue to raise awareness with the Pace Car program.</td>
</tr>
<tr>
<td>6.11</td>
<td>Reduced traffic speeds in high density pedestrian areas.</td>
<td>Identify shopping precincts with through roads and plan with a view to reduce traffic.</td>
<td>LCC</td>
<td>-</td>
<td>ongoing</td>
</tr>
<tr>
<td></td>
<td>Reduced travel speed in high density pedestrian areas.</td>
<td>LCC</td>
<td>-</td>
<td>ongoing</td>
<td>Continue to raise awareness.</td>
</tr>
</tbody>
</table>
7. SENIOR DRIVERS

Older drivers and riders are involved in different types of crashes, (pedestrian, vehicular or on recreational devices) than younger drivers. They are more likely to crash at lower speeds especially during the day, at intersections or when crossing a road. Physical limitations may also contribute to crashes. RACQ's Years Ahead Program assists older road users to drive safely, longer, by being aware of their own capabilities.

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>7.1</td>
<td>Support State agencies in educating older road users about road safety issues, including the use of motorised mobility devices.</td>
<td>To make older drivers aware of road safety issues when walking, driving, crossing roads and using mobility devices. Also to consider and raise awareness of ageing factors that limit the ability to use the road safely.</td>
<td>RACQ, DTMR and LCC</td>
<td>ongoing</td>
<td>To develop posters and circulate at common facilities frequented by the elderly.</td>
</tr>
<tr>
<td>7.2</td>
<td>Work with external stakeholders such as RACQ in the delivery of programs designed to keep older drivers safe.</td>
<td>To promote RACQ research and programs using social and print media.</td>
<td>RACQ, LCC</td>
<td>ongoing</td>
<td>To raise awareness of RACQ program to senior drivers.</td>
</tr>
<tr>
<td>7.3</td>
<td>Work with public transport providers in informing seniors on the availability of public transport services.</td>
<td>To promote and have information to seniors regarding the availability of public transport services.</td>
<td>LCC</td>
<td>ongoing</td>
<td>Raised awareness of the availability of public transport facilities.</td>
</tr>
</tbody>
</table>
### 8. MOTORCYCLE CRASHES

The motorcycle has been overrepresented in recent crashes. Being a vulnerable road user the emphasis is on visibility and other motorists being aware. Motorcycle usage is growing in popularity and motorcyclists are more vulnerable to injury than other road users.

<table>
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<tbody>
<tr>
<td>8.1 Ongoing education of motorcyclists and other road uses is a key aspect of the department’s multi-pronged approach to improving safety for riders, along with legislative and policy strategies and engineering improvements to the road environment.</td>
<td>The motorcycle safety campaign “Be aware. Take care. Survive.” encourage motorcyclists to understand their own heightened vulnerability and realise their actions and choices can greatly influence their level of risk. Ongoing campaigns with neighbouring Councils, stakeholders and Queensland Government efforts locally and statewide.</td>
<td>DTMR</td>
<td>-</td>
<td>ongoing</td>
<td>The campaign aimed to reduce motorcyclist serious injuries and fatalities by encouraging riders to anticipate and avoid risks. Highlighted to other road users, the importance of watching out for motorcyclists as they have less protection in the event of a crash. Ongoing - The campaigns aimed to reduce motorcyclist serious injuries and fatalities by encouraging riders to anticipate and avoid risks. They also highlight to other road users the importance of watching out for motorcyclists as they have less protection in the event of a crash.</td>
</tr>
<tr>
<td>8.2 Mountain riding.</td>
<td>Timely education and awareness session with regular Rider Survivor Events.</td>
<td>QPS, DTMR</td>
<td>LCC</td>
<td>ongoing</td>
<td>Regular, high profile media events aiming to foster a culture towards safer riding.</td>
</tr>
<tr>
<td>8.3 Urban riding.</td>
<td>Timely education and awareness session with regular Rider Survivor Events.</td>
<td>QPS, DTMR</td>
<td>LCC</td>
<td>ongoing</td>
<td>Regular, high profile media events aiming to change a culture towards safer riding.</td>
</tr>
</tbody>
</table>
9. FATIGUE

There is a growing number of crashes that can be attributed to fatigue. Evidence is pointing towards commercial and industrial operators, with alcohol and loss of control of a vehicle.

<table>
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</thead>
<tbody>
<tr>
<td>9.1 Education</td>
<td>To raise awareness of fatigue for commercial drivers, tradies and taxi drivers via flyers. “Not Drunk, not speeding, Just tired” type campaign.</td>
<td>LCC</td>
<td>QPS and DTMR</td>
<td>Ongoing</td>
<td>To raise awareness of driving with fatigue and how to overcome it. Fact sheet or flyer to be widely circulated.</td>
</tr>
<tr>
<td>9.2 Media</td>
<td>To promote social media, digital media and assist with flyers.</td>
<td>LCC</td>
<td>QPS and DTMR</td>
<td>Ongoing</td>
<td>To raise awareness of driving with fatigue and how to overcome it. Fact sheet or flyer to be widely circulated.</td>
</tr>
<tr>
<td>9.3 Promote Driver Reviver campaigns prior to peak travel seasons.</td>
<td>To work closely with DTMR to promote Driver Reviver Campaigns prior to holidays.</td>
<td>DTMR</td>
<td>LCC</td>
<td>Ongoing</td>
<td>Raise awareness and reduce on road incidents attributed to fatigue driving.</td>
</tr>
<tr>
<td>9.4 Research and collection of data.</td>
<td>To encourage QPS to collect crash data relating to fatigue for future statistical analysis.</td>
<td>OPS</td>
<td>DTMR and LCC</td>
<td>Ongoing</td>
<td>To understand the extent of fatigue related crashes in Logan</td>
</tr>
<tr>
<td>9.5 Awareness/Engagement.</td>
<td>To promote existing campaign by DTMR.</td>
<td>DTMR</td>
<td>LCC</td>
<td>Ongoing</td>
<td>To raise awareness of driving with fatigue and how to overcome it. Fact sheet or flyer to be widely circulated.</td>
</tr>
</tbody>
</table>
10. CYCLING SAFETY

There has been an increase in injury and serious injury for cyclists. Emphasis is for younger cyclists and busy low speed traffic environments.

<table>
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</thead>
<tbody>
<tr>
<td>10.1 Education</td>
<td>Use of existing information from DTMR.</td>
<td>DTMR</td>
<td>LCC / RACQ</td>
<td>ongoing</td>
<td>To raise awareness of cycle safety.</td>
</tr>
<tr>
<td>10.2 Helmet wearing. Statistics indicate that non-usage of helmets amongst pedal cycle casualties was nearly a quarter of all casualties. It is important to note that not all pedal cycle/rider/passenger casualties are reported to the Police or recorded in hospital databases. As a result, the number of injuries could be greater.</td>
<td>RU1M campaign</td>
<td>DTMR / LCC</td>
<td>South Metro Health</td>
<td>ongoing</td>
<td>To raise the awareness of mandatory helmet wearing usage.</td>
</tr>
<tr>
<td>10.3 Sharing the road with a cyclist.</td>
<td>Safety separation issues. Contine with RU1M campaign aRe yoU over 1 Metre.</td>
<td>LCC</td>
<td>-</td>
<td>ongoing</td>
<td>To educate and promote awareness among motorists of safe separation distance between vehicle and cyclists.</td>
</tr>
</tbody>
</table>
REFERENCES


Haworth, N & Kowaldo, N (1999) Road safety programs undertaken by local governments, Monash University Accident Research Centre, Report #163


Ranaweera, K & Naiker, D & et al, Logan City Council, Road Safety Strategy for Logan 2010-2012, August 2010


Moreton Bay Regional Council Road Safety Strategic Plan 2010 - 2014


C Edmonstone, Road Safety Strategy, Australian Road Safety Conference, Department of Transport and Main Roads, 2013.
# TERMINOLOGY

<table>
<thead>
<tr>
<th>Abbreviation</th>
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<tbody>
<tr>
<td>RUC</td>
<td>Road User Culture</td>
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<tr>
<td>SR4L</td>
<td>Safe Roads 4 Logan</td>
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<tr>
<td>LCC</td>
<td>Logan City Council</td>
</tr>
<tr>
<td>QPS</td>
<td>Queensland Police Service</td>
</tr>
<tr>
<td>QH</td>
<td>Queensland Health, Metro South Health</td>
</tr>
<tr>
<td>RACQ</td>
<td>Royal Automobile Club of Queensland</td>
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<tr>
<td>TMR</td>
<td>Department of Transport and Main Roads</td>
</tr>
<tr>
<td>FCU</td>
<td>Forensic Crash Investigation Unit (Queensland Police)</td>
</tr>
<tr>
<td>IPWEAQL</td>
<td>Institute of Public Work Engineers, Queensland Branch</td>
</tr>
<tr>
<td>LCC</td>
<td>Logan City Council</td>
</tr>
<tr>
<td>DTMR-RS</td>
<td>Department of Transport and Main Roads - Road Safety Unit</td>
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<tr>
<td>DTMR - PDO</td>
<td>Department of Transport and Main Roads - Program Delivery and Operations</td>
</tr>
<tr>
<td>QPS</td>
<td>Queensland Police Service</td>
</tr>
<tr>
<td>RPU</td>
<td>Springwood (Logan) Road Policing Command</td>
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<tr>
<td>FCU</td>
<td>QPS Forensic Crash Unit</td>
</tr>
<tr>
<td>RACQ</td>
<td>Royal Automobile Club of Queensland</td>
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<tr>
<td>BRAKES</td>
<td>Queensland Schools Road Safety curriculum for Year 11 and 12</td>
</tr>
<tr>
<td>RYDA</td>
<td>Rotary Youth Driver Awareness program</td>
</tr>
<tr>
<td>DCA</td>
<td>Definition of Coding Accidents</td>
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<tr>
<td>QML</td>
<td>Pedestrian Access and Mobility Plan</td>
</tr>
</tbody>
</table>
SAFEROADS4LOGAN

a partnership between

- Logan City Council
- Department of Transport and Main Roads
- Queensland Police Service
- Royal Automobile Club of Queensland
- Metro South Health
- Transurban