

BLAND COOLAMON JUNEE AND TEMORA SHIRES

Action Plan 2021 - 2025



TEMORA
The Friendly Shire



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Introduction

This document is the plan for delivering road safety outcomes in Temora, Bland, Coolamon and Junee shires over the financial years 2021 – 2025.

As partners in the NSW Government's Local Government Road Safety Program the four councils will continue to employ a Road Safety Officer (RSO) to assist in developing, planning, implementing, and evaluating local road safety projects.



In line with the NSW Road Safety Plan 2026, the Safe System approach to road safety will continue to be used to address road safety issues within the Bland, Coolamon, Junee, and Temora shires. Safer Roads, Safer Speeds, Safer Vehicles and Safer People will be at the centre of strategies to address local road safety concerns.

- **Section One:** This section will outline relevant local government information, crash analysis, other supporting data, and stakeholder information.
- **Section Two:** Will provide details on council's road safety projects for the period 2024 – 2025, Council Strategic Plans, and key objectives for application of the Safe System.

Other documents which relate to this plan:

- [Bland Shire Council Community Strategic Plan 2020 - 2024](#)
- [Coolamon Shire Council Community Strategic Plan](#)
- [Junee Shire Council Community Strategic Plan](#)
- [Temora Shire Council Community Strategic Plan 2030](#)
- [NSW Road Safety Plan - 2026](#)
- [Local Government Road Safety Program](#)
- [Future Transport 2056](#)
- [Murray-Murrumbidgee Regional Transport Plan](#)
- [Central West Regional Transport Plan](#)

Executive Summary

This document builds on each shires' community strategic, operational and delivery plan to continue addressing road safety issues in the Local Government Areas (LGA).

Key issues impacting on local road safety include aging populations, long distances travelled, and the presence of agricultural machinery on local roads, heavy vehicles, and tourists passing through the region.

An analysis of the four LGAs was conducted using the most recent ratified crash data for the five-year period 2018 - 2022 and identifies the trends and local road safety issues as:

- crashes predominately involve a single vehicle.
- are non-intersection crashes occurring in 100 km/h speed zones.
- crashes predominately involve the crash movements, 'off road on straight, hit object' and 'Off road on a curve, hit an object.
- key age groups involved in crashes.
- involvement of the behavioural factors of speed, fatigue, alcohol, and non-restraint use

Other road safety concerns include:

- the long distances residents need to travel to access work, shopping centres, medical services, schools, universities, sports, and other facilities.
- ageing communities and a lack of public transport.
- agriculture is a key industry in all four shires, and farm machinery is often driven on rural roads leading to potential conflict with other road users.
- school zones are in wider than normal streets, and drivers do not always slow to the required 40 km/h speed limit.
- main streets are often a thoroughfare for heavy vehicle engaged in road transportation.
- three main highways increasing traffic on the network.
- prevalence of heavy vehicles and light trucks on roads in the area
- lack of defined rest areas for long haul truck drivers
- conflict between heavy vehicles and other road users on rural roads with narrow sealed pavement
- risk of collision with animals and wildlife
- drivers with limited experience in sharing rural roads with large road transport, or when towing a vehicle.

2026 Road Safety Action Plan

The 2026 Road Safety Action Plan features new targets to halve deaths and reduce serious injuries by 30% on NSW roads by 2030.

This will be achieved by building on the success of the Road Safety Plan 2021 and will focus on stronger local government action, engagement and education programs and using technology in the fight to end road trauma.

NSW Road Safety Strategy

The NSW Government is committed to improving road safety for the community and plans to make our roads the safest in the country. The [NSW Road Safety Action Plan](#) explains how to achieve this by 2030.

The 2026 Road Safety Action Plan seeks to continue the accomplishments of the Road Safety Plan 2021 and focuses on enhancing education and local engagement, transforming the safety of the road network and accelerating safety features in vehicles. The Plan also aligns with Future Transport 2056, the NSW Government's transport planning strategy, which aims to ensure safety is designed into the transport network as NSW grows.

The Plan was developed following extensive engagement and community consultation, as well as analysis of trauma trends, best practice approaches and research evidence. The Plan adopts the Safe System approach to achieving a safe transport system, which in combination could cut NSW deaths by 90 per cent and serious injuries by 80 per cent by 2050 based on Australian-first, in-depth road trauma modelling.

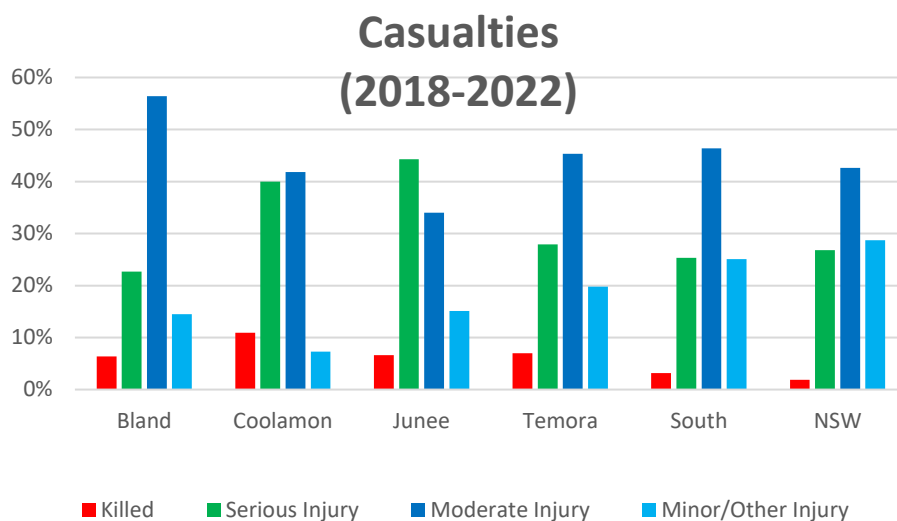
The Plan includes specific actions to move towards new road trauma reduction targets for 2030. Actions in the Plan will continue to be delivered through the Community Road Safety Fund, which directs every dollar from road safety camera detected offences back into the funding of road safety initiatives.

The Road safety's delivery framework has 5 key principles:

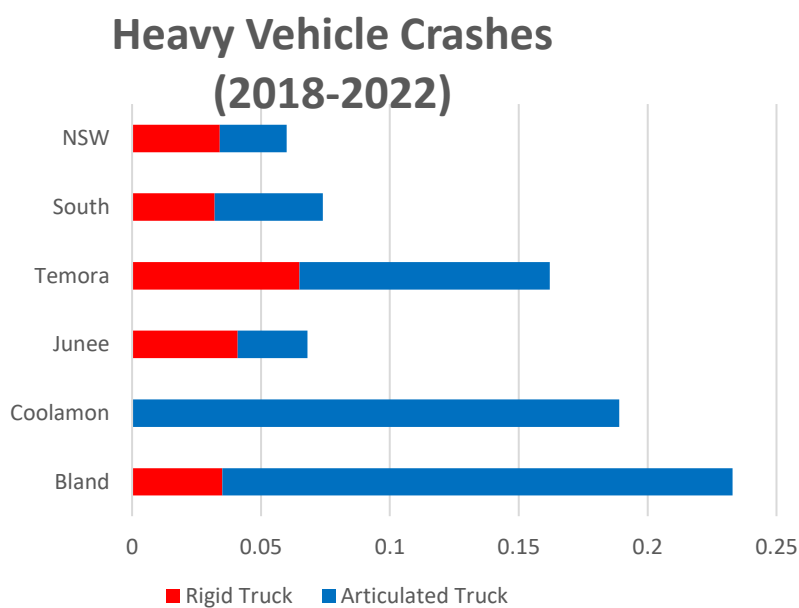
- Creating safer country roads and urban places
- Enhancing road safety in local communities
- Increasing the safety of light vehicles, heavy vehicles and protective equipment
- Making safer choices on our roads
- Ensuring the safety of vulnerable and other at-risk road users.

Combined crash data analysis

Crash data analysis for the four shires reveals serious outcomes for road crashes with serious injuries being the predominant type of injury across all four LGAs.



The rate of fatalities for road users across the four shires of Bland (6.4%), Coolamon (10.9%), Junee (6.6%) and Temora (7.0%) are higher than South precinct (3.2%) and NSW (1.9%).



Heavy vehicle crashes for Bland Shire (24.4%) are significantly higher than heavy vehicle crashes in South precinct (7.8%) and NSW (6.7%).

INSERT CONTRIBUTING BEHAVIOURAL FACTORS GRAPH

Speed is the highest contributing behavioural factor across all 3 of the 4 LGA’s, South Precinct, Riverina Murray and NSW, followed by fatigue.



The dominant crash movement across the four LGAs is ‘off road on straight, hit object’ in 100km/h speed zone.

When reviewing crashes by road classification the majority of crashes in Coolamon, Junee and Temora shires were on classified roads. Both Bland and Coolamon had a significant number of crashes on state highways

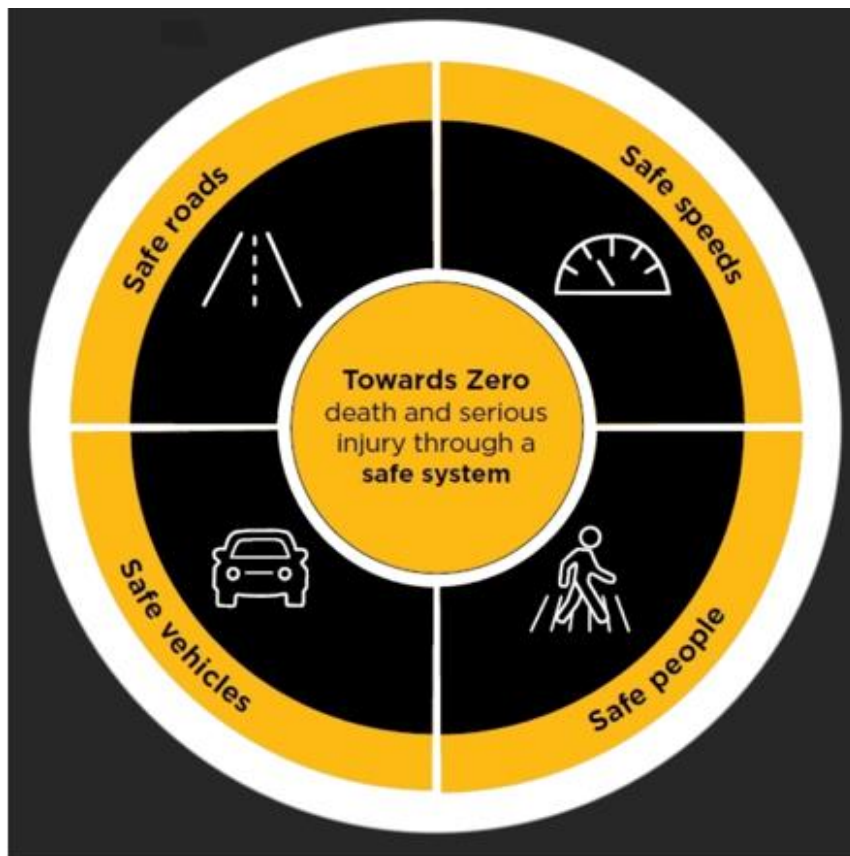
Addressing these issues is ongoing and involves the cooperation and active participation of council’s Road Safety Officer, councillors, and council management, TfNSW, NSW Police, NSW Community Health, schools, service organisations, the media, and the wider community. Strategies to address road safety issues using the Safe Systems Model are detailed in Section 2 of this plan.

Safe Systems

A Safe System is central to moving Towards Zero fatalities and serious injuries on our roads. The underlying principles of the Safe System approach are that:

- road safety is a shared responsibility.
- the human body can only withstand limited forces in a crash before this results in a fatality or serious injury.
- continuous improvements in vehicles, roads and behaviour will reduce fatalities and serious injuries.

The four elements of the Safe System approach, first used in Scandinavia, are safer people, safer roads, safer speeds and safer vehicles. We need to improve the safety of all parts of the system, so that if one part fails, the other parts will protect people from being killed or seriously injured. With all of these elements working together as a whole, the system is more forgiving of human or mechanical error and the impact of a mistake made on the road does not result in a fatality or serious injury.



SECTION ONE: LOCAL GOVERNMENT AREA

Temora Shire

Temora Shire is in southern New South Wales and is located 418km south west of Sydney, with Canberra a two-and-a-half-hour drive to the east, Griffith a one-and-a-half to two hour drive to the west and Wagga Wagga 88km to the south. Melbourne is 541km to the south. Temora is positioned on the most direct east-west route between Sydney and Adelaide. The Temora Shire includes the town of Temora and villages of Ariah Park, Springdale. The shire covers an area of 2802km² and is boarded by Bland LGA to the north, Coolamon to the west, Cootamundra and Young to the east, and Junee to the south.



Temora Shire Council maintains a road infrastructure of 92.39kms of regional roads, 74.01kms of urban roads, and 304.45kms of rural sealed roads, 763.48kms of rural unsealed roads and 130.65kms of state sealed roads. Two state roads run through the shire: Burley Griffin Way and Goldfields Way. Burley Griffin Way carries inland link traffic through to Newell Highway and Hume Highway. Goldfields Way provides an inland link to Wagga Wagga and the Olympic and Sturt highways. Two regional roads also cross the shire: Mary Gilmore Way and Milvale Road.

The Australian Bureau of Statistics (2021 census) notes the population as 6033 persons 3085 females (51.1%) and 2948 (48.9%) males. The median age is 47 years. Children aged 0-14 years are 18.1 % the population and people aged from 65 years to 85 years of age is 23.3 %. The Aboriginal and Torres Strait Islander population is 3.4 % of the population and 88.8 % were born in Australia.

The most common other countries of birth are England (1.5%), Philippines (0.6%), New Zealand (0.3%), India and Germany (0.4%). There are 2764 people in the labour force and 57.6 % are employed full-time, 33.4 % part-time and 2.9 % unemployed.

The most common methods of travel to work for employed people are car, as driver (63.7%), work from home (11.6%) and walked (6.9%). Most private dwellings have two registered motor vehicles (34.4 %) followed by one registered motor vehicle (33.3%).

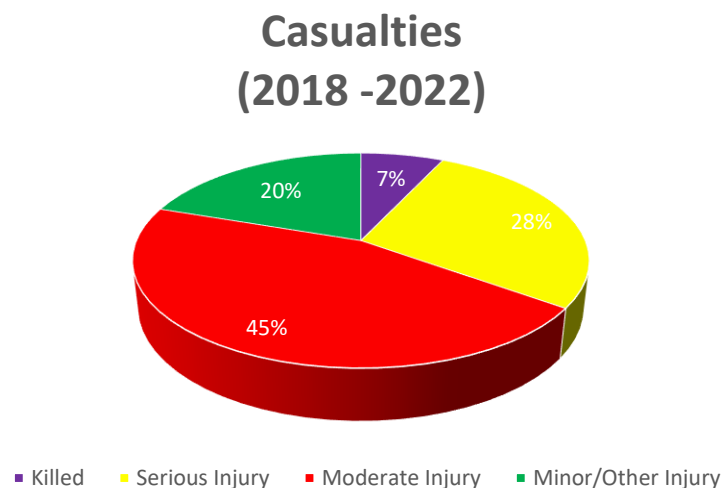
The Temora Shire area has a variety of agricultural industries including wheat, canola, and sheep. Of the employed people in Temora Local Government Areas, 11% worked in Sheep, Beef Cattle and Grain Farming. Other major industries of employment included Supermarket and Grocery Stores 3.5%, Local Government Administration 3.4 %, and Aged Care Residential Services 3.6 %.

Crash data analysis

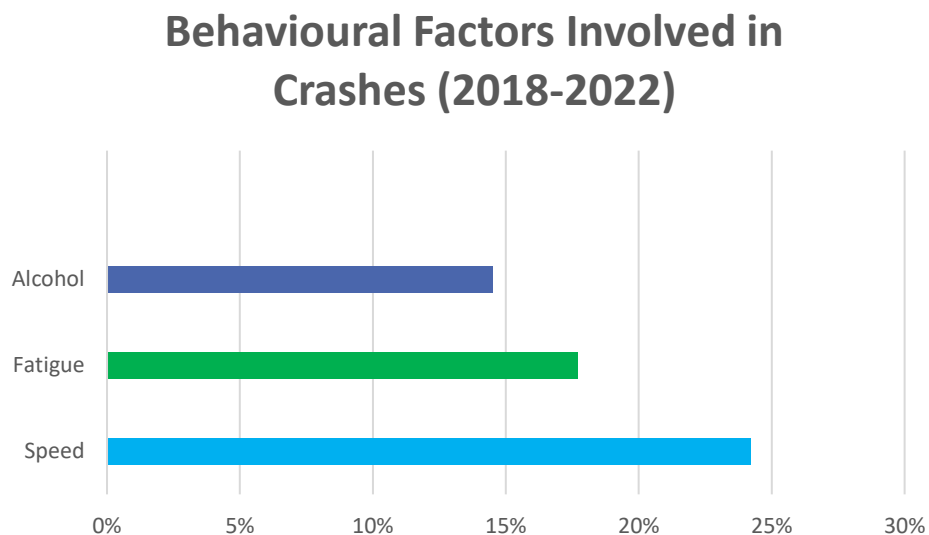
Sixty-Two crashes that occurred in the Temora shire from 2018 - 2022 resulting in 86 casualties (six fatalities and 57 injured persons).

The 62 crashes involved the crash movements: 'off path, straight on (23), off path, on curve (16).

11 crashes involved fatigue, 7 involved alcohol and 15 involved speed.

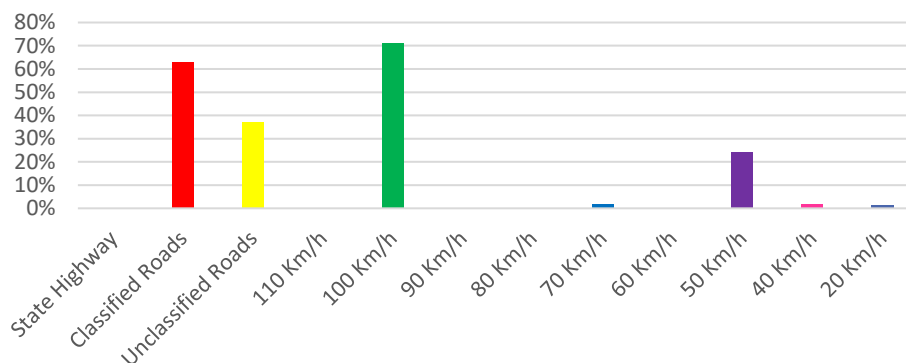


Fatigue and speed were the number one contributing factors involved in crashes within the Temora LGA at a combined 42.0%. Alcohol was a factor in 14.5% of crashes.



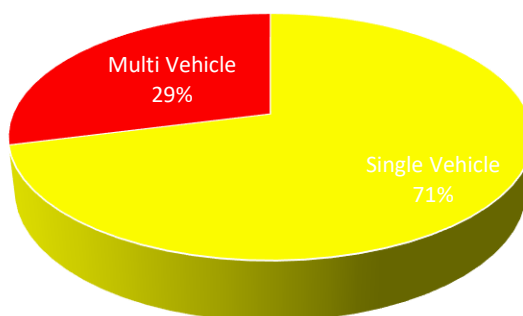
Road classification and speed limits involved in crashes:

Road Classification and Speed (2018-2022)



The most common collision type is single 71% and the vehicles involved in crashes are cars 53.2% (33), (light truck 33.9% (21), heavy vehicle 16.1% (1), motorcycle 8.1% (5) and pedal cycle 3.2% (2).

Collision Type (2018-2022)



■ Single Vehicle ■ Multi Vehicle

The crash movements involved in crashes were (2018-2022):

Pedestrian	3
From Adjacent Direction	3
From Opposing Direction	1
From Same Direction	7
Manoeuvring	6
On Path	1
Off Path, straight on	23
Off Path, on curve	16
Miscellaneous	1

When considering weather, road surfaces, natural lighting, and days of the week on crashes:

- Fifty-Five (88.7%) of the crashes occurred on a dry surface.
- Thirty-Nine (62.9%) happened during daylight.
- Forty-Four (71.0%) of the crashes happened on a weekday.
- Friday & Wednesday were the two days that had the most crashes, 11 (17.7%).
- Eighteen (29%) occurred on the weekend.

School holiday periods involving the most crashes was over the June/July period with 9.7%.

Combined crashes during December and January school holidays is 9.6%.

Bland Shire

Bland Shire is located on the northern fringes of the Riverina region of New South Wales. West Wyalong is the major centre and is situated on the intersection of the Newell and Mid-Western Highways and within a 160-kilometre radius of Wagga Wagga, Griffith, Forbes, Parkes, and Cowra, while Canberra is within 300 kilometres. The villages of Ungarie, Barmedman, Weethalle, Tallimba, Naradhan, and Mirrool are in the shire.

The shire covers 8560km² and is bordered to the west Carrathool, to north by Lachlan and Forbes, to the east by Weddin and Young,



Bland Shire boundary

and to the south by Temora, Coolamon, and Narrandera. Bland Shire is located 593 kilometres north of Melbourne, 483 kilometres west of Sydney, 256 kilometres from Canberra and 163 kilometres from Wagga Wagga. There is a total of 3249.1kms of local, regional and state roads within the shire which is made up of 878.51km of sealed roads, 2370.54km of unsealed roads, and 23.94km of urban roads. Two state highways run through Bland Shire; the Newell Highway which carries inland link traffic to Queensland, Victoria and South Australia, and the Mid-Western Highway which carries inland link traffic from the Sturt Highway between South Australia and Queensland.

The Australian Bureau of Statistics (2021 census) notes the population as 5547 persons with 50.3% male and 49.1 % female. The median age is 43 years. Children aged 0- 14 years are 19.5 % of the population and people aged from 65 years to 85% is 19.7 %. The Aboriginal and Torres Strait Islander population is 5.7 % of the population. Some 84.3 % of people were born in Australia and most common other countries of birth were England (1.1%), New Zealand (0.7%), Papua New Guinea (0.4%), India (0.3%), Philippines (0.7%) and South Africa (0.5%).

There were 2623 people in the labour force with 61.3 % are employed full-time, 29.4 % employed part-time and 2.9 % unemployed. Of the employed people, 14.6 % work in sheep, beef, cattle and grain farming. Other major industries of employment include metal ore mining (10.6%), local government administration (4.0%), and sheep farming specialist (2.9 %). Pace Farm, AWB and Bland Shire Council are the shire's other major employers.

The most common methods of travel to work for employed people are car, as driver (54.3%) worked from home (15.2%) and walked (6.6%). Most private dwellings have two registered motor vehicles (35.8%) followed by one registered motor vehicle (30.8%).

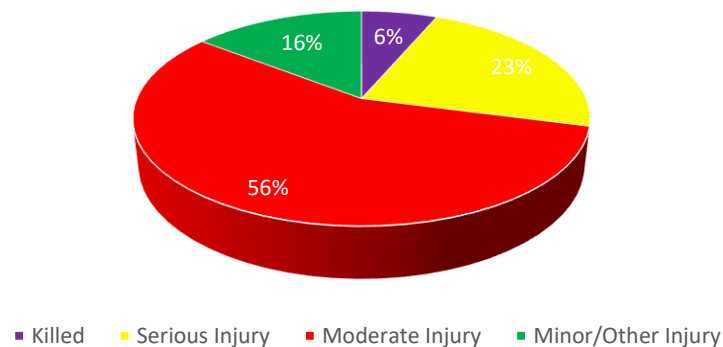
Crash data analysis

Eighty-Six crashes occurred in the Bland local LGA over the five period 2018 - 2022 resulting in 110 casualties including seven fatalities and 79 injured persons.

The 86 crashes involved the crash movements: 'off path, straight on (38), off path, on curve (23).

20 crashes involved fatigue, 7 involved alcohol and 31 involved speed.

Casualties (2018 -2022)

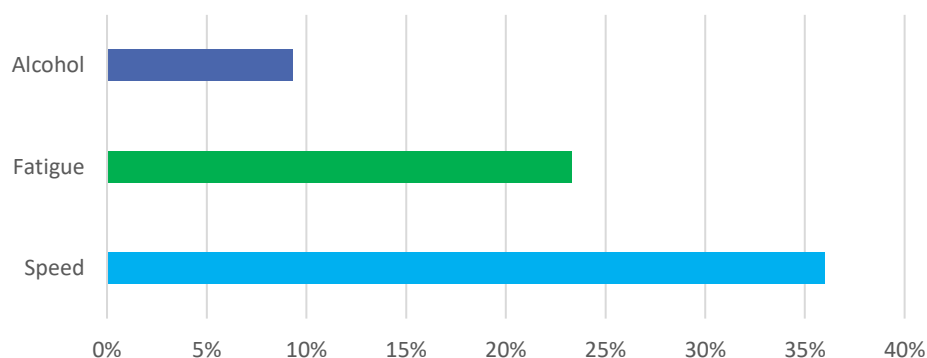


The behavioural factors involved in the fatal crashes included speed, fatigue, and alcohol.

41 of the crashes occurred on state highways, 19 in 110km/h speed zone and 44 in 100 km/h speed zone.

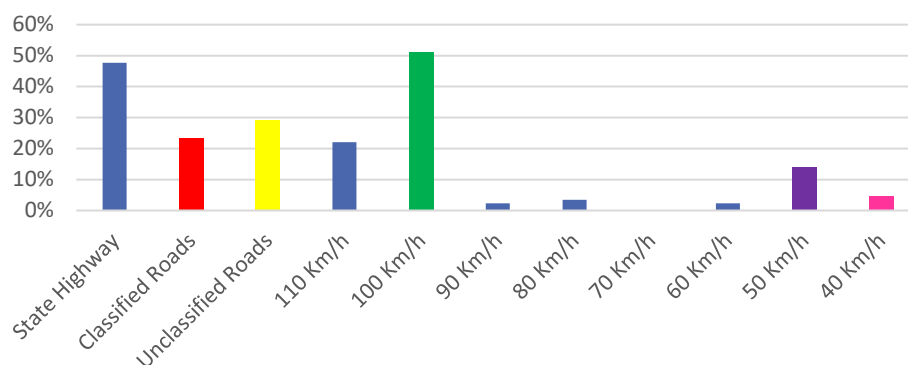
Speed accounted for 36.0% (31) of casualty crashes, fatigue 23.3% (20). Alcohol was a factor in 9.3% (8) of crashes.

Behavioural Factors Involved in Crashes (2018-2022)



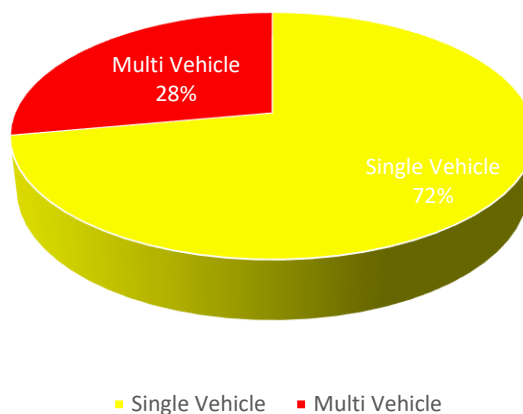
Road classification and speed limits involved in crashes:

Road Classification and Speed (2018-2022)



The most common collision type is single (72%) and the vehicles involved in crashes are cars (48.8%), light truck (32.6%), heavy vehicle (24.4%), motorcycle (9.3%) and pedal cycle (1.2%).

Collision Type (2018-2022)



The crash movements involved in crashes were:

Pedestrian	0
From Adjacent Direction	1
From Opposing Direction	2
From Same Direction	11
Manoeuvring	4
On Path	6
Off Path, straight on	38
Off Path, on curve	23
Miscellaneous	0

When considering weather, road surfaces, natural lighting, and days of the week on crashes:

- 79.1% of the crashes occurred in fine weather.
- 84.9% occurred on a dry surface.
- 58.1% happened during daylight.
- 66.3% of the crashes happened on a weekday.
- 33.7% occurred on the weekend.

Combined crashes during December and January school holidays is eight (9.3%)

Coolamon Shire

Coolamon Shire is in south-western New South Wales and is located adjacent to the Newell Highway and the Burley Griffin Way. Coolamon is situated on the railway line between Junee and Narrandera.

Coolamon shire is located 480 kilometres north of Melbourne, 506 kilometres south-west of Sydney, 264 kilometres west of Canberra, and 40 kilometres north-west from Wagga Wagga. Coolamon shire consists of the townships of Coolamon, Ganmain and Ardlethan, and the villages of Marrar, Matong, and Beckom. The town's economy is based on a combination of agriculture, tourism, boutique shopping, and events and festivals.



Coolamon Shire boundary

The shire covers an area of 2433km² and is bordered to the west by the LGA of Narrandera, to the north by Bland and Temora, to the east by Junee, and to the south by Wagga Wagga.

Coolamon Shire Council maintains a road infrastructure of 146.26kms of regional roads, 98.13kms of urban roads, 251.07km of rural sealed roads, 748.40kms of rural unsealed roads and 9.98kms of state sealed roads. There is only a small section of a state highway (9.98km) running through Coolamon, however its proximity to Wagga Wagga means that regular traffic between the two towns is increased as Coolamon residents travel to Wagga Wagga daily for employment. The closest state road is Goldfields Way.

The Australian Bureau of Statistics (2021 Census) notes the population as 4393 persons with 49.3% male and 50.7 % female. The median age is 44 years. Children aged 0-14 years are 19.7 % of the population and people aged from 65 years to 85 years of age is 20.6 %. The Aboriginal and Torres Strait Islander population comprises of 5.6 % of the population. 88.4 % of people are born in Australia and the most common other countries of birth are England (1.3%), New Zealand (0.6%), Netherlands (0.3%), South Africa (0.2%) and Northern Ireland (0.1%).

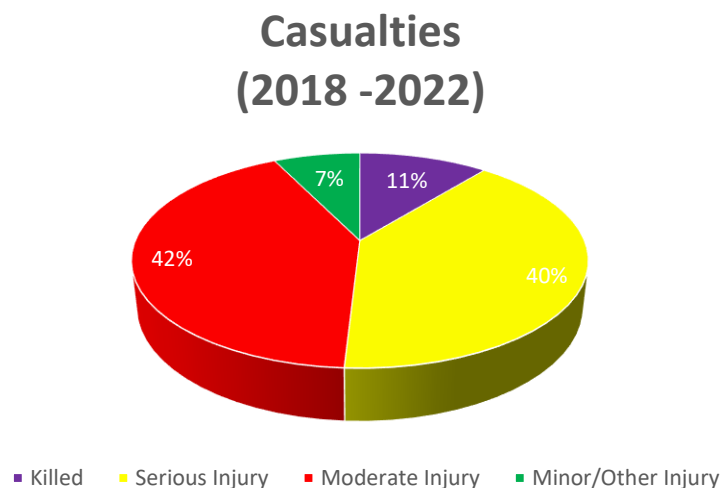
There were 2052 people in the labour force and 58.3 % were employed full-time, 29.7 % part-time and 3.5 % were unemployed. The most common occupations are managers (23.1%), professionals (13.4%), technicians and trades workers (13.0%), labourers (9.7%), and community and personal service workers (13.7%).

The most common methods of travel to work for employed people are car, as driver (63.5%), worked from home (13.5%) and walked (5.3%). Most private dwellings have two registered motor vehicles (35.9%) followed by one registered motor vehicle (29.1%).

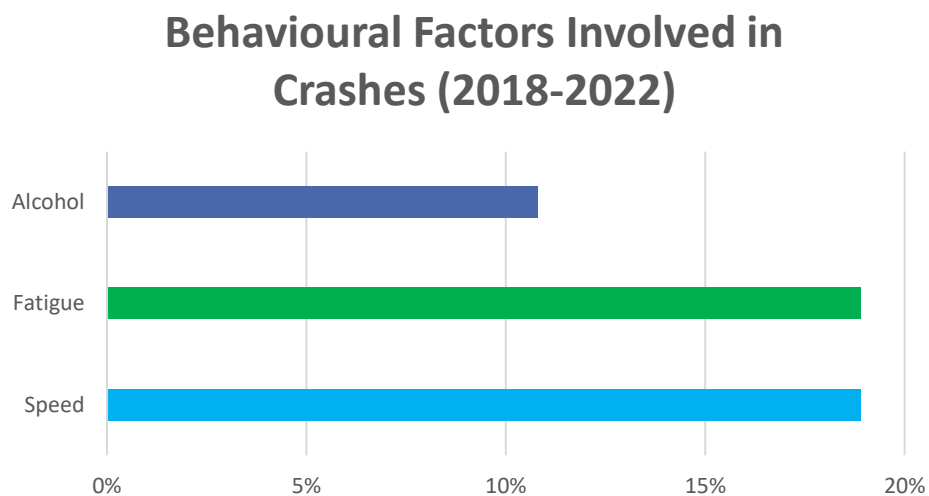
Crash data analysis

Thirty-seven crashes occurred in the Coolamon LGA over the five period 2018 - 2022 resulting in 55 casualties including four fatalities.

The 37 crashes involved the crash movements: 'off path, straight on (15), off path, on curve (6).

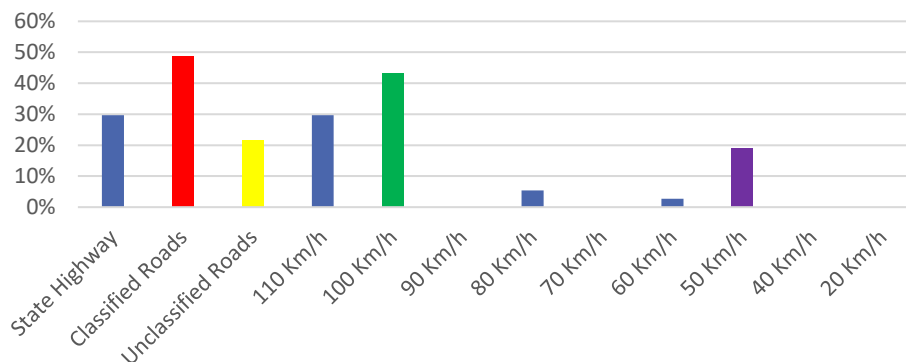


Speed was involved in 18.9% (seven) of crashes, fatigue 18.9% (seven) and alcohol 10.8% (4).



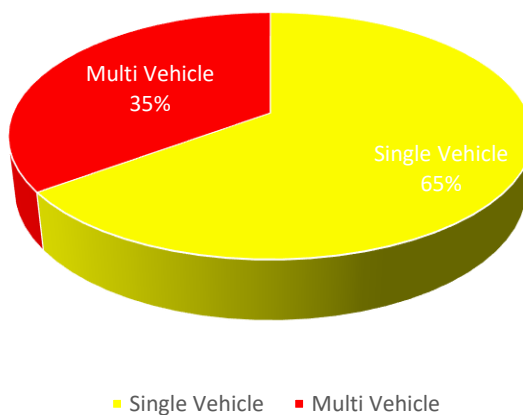
Road classification and speed limits involved in crashes:

Road Classification and Speed (2018-2022)



The most common collision type is single 24 and the vehicles involved in crashes are cars (23), light truck (8), heavy vehicle (7), motorcycle (3) pedestrian crash (1) and pedal cycle (2).

Collision Type (2018-2022)



The crash movements involved in crashes were:

Pedestrian	1
From Adjacent Direction	3
From Opposing Direction	1
From Same Direction	3
Manoeuvring	5
On Path	1
Off Path, straight on	15
Off Path, on curve	6
Miscellaneous	2

When considering weather, road surfaces, natural lighting and days of the week on crashes:

- 81.1% of the crashes occurred in fine weather.
- 94.6% occurred on a dry surface.
- 59.5% happened during daylight.
- 70.3% crashes happened on a weekday.
- 29.7% occurred on the weekend.

January school holiday periods had the most crashes, 8 (21.6%) each.

Junee Shire

Junee Shire is in southern New South Wales and is located adjacent to the Olympic Way and the main south railway line. It is located 491 kilometres north of Melbourne, 438 kilometres south-west of Sydney, 222 kilometres west of Canberra, and 38 kilometres from Wagga Wagga. Junee consists of the township of Junee and the villages of Bethungra, Illabo, Wantabadgery, Harefield, Old Junee, Junee Reefs and Dirnaseer.

The shire covers an area of 2030km² and is bordered to the west by Coolamon Shire, to the north by Temora Shire, to the north east and south east by Cootamundra-Gundagai Regional Council, and to the south by the City of Wagga Wagga.

Junee Shire Council maintains a road infrastructure of 44kms of regional roads, 81kms of urban roads, 471kms of rural sealed roads, 328kms of rural unsealed roads and 84kms of State sealed roads. The Olympic Highway runs through Junee and the Goldfields Way runs near Junee Shire carrying inland link traffic to Wagga Wagga and links to the Hume Highway for traffic to Sydney and Melbourne.

The Australian Bureau of Statistics (2021 census) notes the population as 6415 persons. Of these 57.1 % are male and 42.9 % female. The median age is 41 years. Children aged 0-14 years are 16.5 % of the population and people aged from 65 years to 85 years of age is 28.7%. The Aboriginal and Torres Strait Islander population is of 4.5 % and 85.0% of people were born in Australia.

The most common other countries of birth are England (1.4%), New Zealand (0.9%), Fiji (0.6%), China (1.4%) and Malaysia (0.6%).

There were 2629 people in the labour force and 61.2 % are employed full-time, 27.4 % employed part-time and 4.3 % unemployed. Most common occupations include, managers (18.7%), labourers (17.3%), community and personal service workers (14.0%), technicians and trades workers (12.3%), clerical and administrative workers (9.9%), and machinery operators and drivers (9.0%).

The most common methods of travel to work for employed people are car, as driver (64.4%), worked from home (12.7%) and car, as passenger (7.0%).

Most private dwellings have two registered motor vehicles (34.9%) followed by one registered motor vehicle (31.3%).

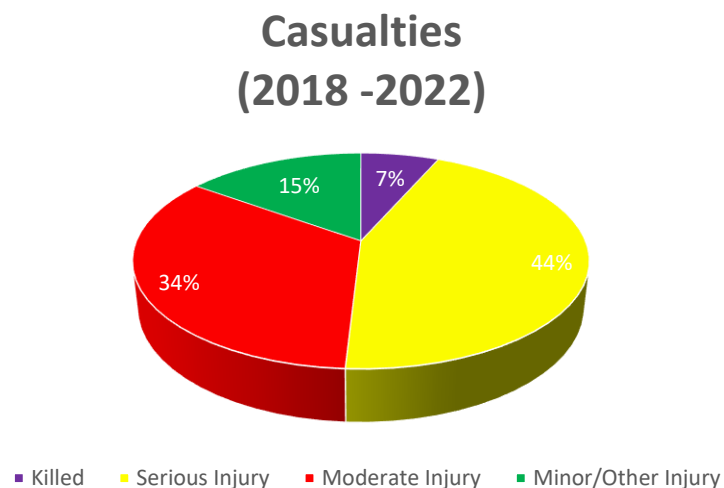


Junee Shire boundary

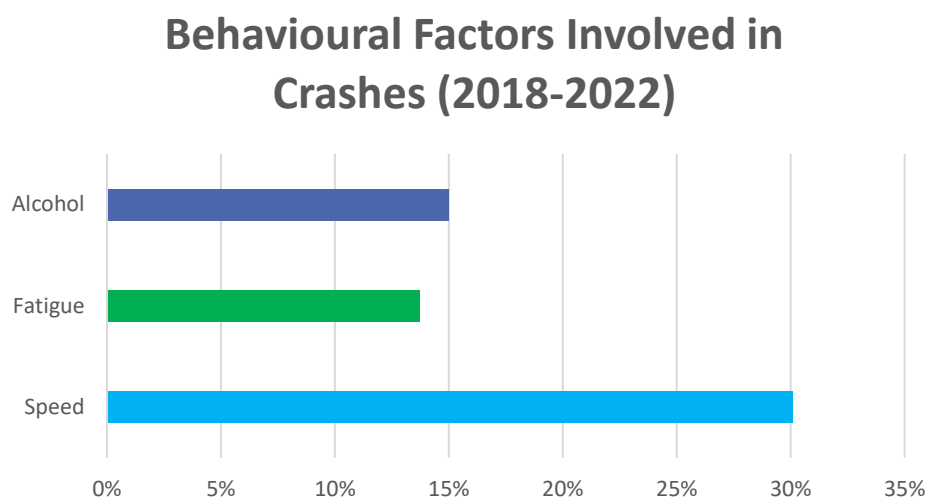
Crash data analysis

Seventy-three crashes occurred in the Junee LGA over the five period 2018 - 2022 resulting in 106 casualties including seven fatalities and sixty-six injured persons.

The 73 crashes involved the crash movements: 'off path, straight on (30), off path, on curve (23).

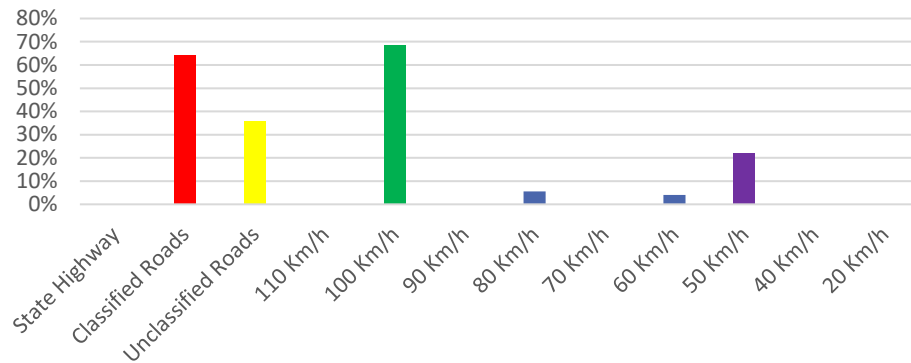


Speed was involved in 30.1% (22) of crashes, followed by fatigue at 13.7% (10) and alcohol 15.0% (11).



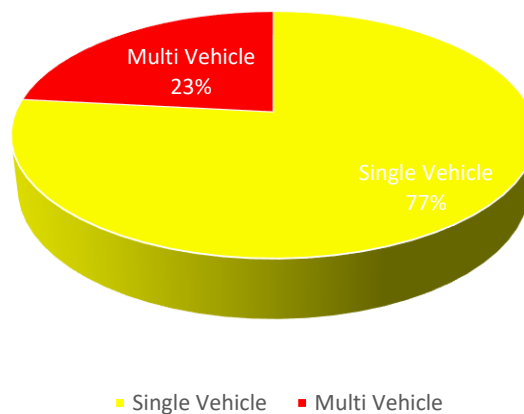
Road classification and speed limits involved in crashes.

Road Classification and Speed (2018-2022)



The most common collision type is single (56), and the vehicles involved in crashes are cars (44), light truck (18), motorcycle (11), pedestrian (3), heavy vehicle (5).

Collision Type (2018-2022)



The crash movements involved in crashes were:

Pedestrian	3
From Adjacent Direction	4
From Opposing Direction	3
From Same Direction	4
Manoeuvring	0
On Path	3
Off Path, straight on	30
Off Path, on curve	23
Miscellaneous	2

When considering weather, road surfaces, natural lighting and days of the week on crashes:

- 83.6% of crashes occurred in fine weather.
- 86.3% of crashes occurred on a dry surface.
- 71.2% of crashes happened during daylight.
- 52.1% of crashes happened on a weekday.
- 47.9% of crashes occurred on the weekend.

The September/October school holiday period had the most crashes, 8 (11.0%), followed by the Easter school holiday period, six (8.2%).

Road Safety Information from Local Stakeholders

NSW Police

Highway Patrol indicated its concern for speeding, fatigue and drink driving and are willing to be consulted and incorporated into projects designed to tackle these local issues.

Police noted that state highways, particularly the Newell Highway, Goldfields Way/Olympic Highway and Burley Griffin Way remain a concern for the number of road crashes

Non-compliance with seatbelt wearing has also been noted as an emerging trend, along with driver distraction (mobile phone usage) and driver drug detection.

Schools

Schools within Temora, Bland, Coolamon, and Junee shires actively work with the Road Safety Officer to promote:

- safe school zones
- safe behaviour by parents and students travelling to and from school.
- safe road use behaviours by students outside school hours

Schools and school bus operators liaise with the Road Safety Officer to advise road safety problems, to seek assistance in conjunction with support from the NSW Department of Education Road Safety Education Consultant with road safety programs they are delivering, and also to promote road safety through their newsletters. REROC and local government work in conjunction with TfNSW and each school to provide safety around school information and Kindy Kits.

Partners and stakeholders

The Road Safety Officer will partner with a range of partners and stakeholders to implement and promote road safety initiatives across the shires including:

- delivery mobility scooter and road rules refresher workshops in each shire in conjunction with service providers such as the Allied Health Stepping on Programs, local government Home And Community Care (HACC), and Murrumbidgee Local Health District community nurses
- attend community meetings including the Temora Police and Community Committee (TPCC), Temora Business & Enterprise Group (TBEG), Newell Highway Taskforce (NHTF), Traffic Committee Meetings and West Wyalong Community Police Safety Precinct Committee (WWCPSPC)
- provide current information about correct use of child restraints to family day care and preschools within each shire
- meet annually with bus operators in all shires to identify and address their road safety issues and liaising as needed to address issues of concern to them.

Additional stakeholders include:

- Local bus operators
- Local schools and their parent's groups
- Cycling groups and other cycling enthusiasts
- Community organisations such as Progress Associations, Lions Club, Rotary, Probus, SES
- Town committees and Village 355 committees
- Community Transport
- Community Health nurses and occupational therapists
- Local driving instructors and local organisations
- Local clubs and pubs
- NSW Health

- Council Youth Officer
- Men's Sheds
- Country Women's Associations (CWA)

SECTION TWO: Council Strategic Plans

All four councils have a Community Strategic Plan that identifies as a priority the need for a safe and accessible shire in which to travel.

- [Temora Shire Council Community Strategic Plan 2030](#)
- [Bland Shire Council Community Strategic Plan 2020 - 2024](#)
- [Coolamon Shire Council Community Strategic Plan](#)
- [Junee Shire Council Community Strategic Plan](#)

Items of action within strategic plans include:

- work in partnership with key stakeholders to improve road infrastructure for vehicle and pedestrian access.
- maintain and improve general vehicle and pedestrian access within the shire.
- maintain major roads and highways to facilitate safe travel throughout the shire.
- facilitate the maintenance of rural road networks that support the agricultural sector.
- prioritise the sealing and maintenance of roads with support being given to school bus routes, high traffic routes and major truck routes.
- support safe and accessible travel to and from school for children and their families.
- continue to plan, improve, and extend the walking and bicycle paths, particularly to sites of community and tourist interest.
- plan expansion of road network to support heavy vehicle access including road trains.
- review future infrastructure requirements to facilitate community and public transport, and access to health services in consideration of ageing demographics.
- ensure that speed limits are enforced, especially in our rural communities as well as the heavy traffic areas.
- develop and implement of a Road Strategic Plan that contributes to making travel throughout the shire(s) easier and safer; contributing to address road trauma on shire roads by participating in road safety education and efficient use and planning of the road network as part of its strategic objective to improve the safety of people on shire roads.
- implement road safety programs in cooperation with TfNSW to encourage and educate safe and responsible practices - particularly across the four main contributing behavioural factors.
- ensure employment of RSO in the four shires
- enhance our reputation as a place to live and work through improving our transport network.

In addition, the Road Safety Strategic Plan – Temora, Bland, Coolamon, and Junee (2021 - 2025) Mission Statement is: *“Reduce the number and severity of crashes in our shires by addressing local road safety issues and community concerns”*.

Road Safety Officer Projects – 2024 - 2025

After reviewing all operational, delivery and community strategic plans, the Road Safety Officer will deliver the following road safety programs in partnership with the Local Government Road Safety Program over the 2024 -2025 financial years.

Alcohol – What's Your Plan B?

Support TfNSW drink driving Plan B campaigns with media releases, social media, and promotional material including brochures, banners, and promotional giveaways. Continue to promote the message that drink driving is not acceptable and drivers need to plan their night out and have a Plan B in place. This project includes the Win A Swag Campaign, which aims to promote conversations around making safe choices in getting home after consuming alcohol, other than driving.

From 2018-2022, alcohol related crashes affected all four shires including Temora (15%), Junee (15%), Bland (9%) and Coolamon (11%). Continuing to promote the 'Don't Drink and Drive' message is essential to keep the conversation going about making safer choices when out and about consuming alcohol, highlighting the dangers of drink driving, as there are still some who choose to get behind the wheel and drive after drinking. The aim of the project is to educate the community to make safer choices to get home after consuming alcohol, through positive messaging and conversation.

Helping Learner Drivers Become Safer Drivers

Conduct learner supervisor workshops targeted at providing supervising drivers with strategies to create safer drivers through education. Provide teaching strategies to supervisors and increase the awareness of the importance of them as 'teacher' in the process. Support campaigns with media releases, social media, school newsletters, youth community groups, advertising, and promotional material including brochures and promotional giveaways.

The first year of solo driving (Provisional licence 1 and 2) is the highest risk phase of a driver's life. With their relative inexperience, they also face a higher risk of being involved in a crash. Despite making up only about 15 per cent of all NSW licence holders, the crashes that involve younger drivers (aged under 26 years) account for almost a quarter of annual road fatalities. Please find attached the graph for 17 - 25 years involved in crashes in the four LGA's. The goal of this project is to provide the supervisors of learner drivers the knowledge, skills and confidence necessary to guide learner drivers to become safer drivers and reduce the likelihood of them becoming a statistic.

Older Drivers & Pedestrians

Collaborate with stakeholder groups to deliver 65+ presentation creating a discussion around road rules, license changes, safe driving, and mobility scooter safety. Identify transport options other than driving and provide information on pedestrian safety. Provide information and discussion on ANCAP ratings and the value of selecting the highest ANCAP vehicle affordable. Promote safer vehicle choices. These workshops will provide information regarding Top Ten Misunderstood Road Rules, pedestrian safety for the 65+, safe use of mobility scooters and road rules associated with mobility scooter use. The workshop will provide advice and safety tips for the people in our community aged 65 or over to help them make safer choices when out and about on our road and footpath network.

Speed - Speeding on Local Roads (October Long Weekend)

This project aims to educate residents and visitors from surrounding LGA's via VMS, supported by social media campaigns and print media releases and promote the message 'Speeding is never Okay'. This campaign will also reinforce the Towards Zero message that any death or serious injury on our roads is one too many and that we all need to work together towards achieving a zero road toll through 65+ and HLDBSD presentations and any Toolbox Talks given across the four LGA's and utilise resources such as social media, council websites, newsletters, traffic counts, police enforcement for support, focussing on

identified speed related crash site, including state highways, regional and local roads, double demerit point periods.

Speed & Fatigue – Don't Trust Your Tired Self (Easter Long Weekend)

This project aims to educate residents and visitors from surrounding LGA's via VMS, supported by social media campaigns and print media releases and promote the message 'Don't Trust Your Tired Self'. This campaign will also reinforce the Towards Zero message that any death or serious injury on our roads is one too many and that we all need to work together towards achieving a zero road toll through 65+ and HLDBSD presentations and any Toolbox Talks given across the four LGA's and utilise resources such as social media, council websites, newsletters, traffic counts, police enforcement for support, focussing on identified fatigue related crash site, including state highways, regional and local roads, double demerit point periods.

Conduct fatigue campaigns (Don't Trust Your Tired Self). Expand delivery of fatigue messages to strategic community groups, council staff, local businesses and local government information sites. Support existing Driver Reviver sites with media releases and Variable Messaging Signs (VMS). Support campaigns with media releases, social media, and promotional material including brochures, banners.

Caravan Weigh Day

Caravanning is more popular than ever in Australia, and we are seeing emerging trends through crash statistics that there is a need to address these safety concerns through education and collaboration with key stakeholders to ensure a decrease in death and serious crash incidences.

As of 2021, there are now 772,598 RV registrations in Australia. There are now nearly 182,674 caravans registered in NSW. This is an increase from the 154,000 registered in 2019, a 18.6% increase. In 2021, there were 3.6 million domestic trips and 13.1 million nights in NSW. The state received the most caravan and camping visitors in Australia - 80% of these trips to NSW were intrastate.

From 2018 to 2022, Caravanners made up 28% (88 / 315) of all crash's involving a light vehicle towing a trailer. Please note breakdown of number of crashes for each towing type:

- o Smaller Trailer – 123 (39%)
- o Caravans – 88 (28%)
- o Box trailer – 63 (20%)
- o Boat trailer – 27 (9%)
- o Horse floats – 15 (5%)
- o Large trailers – 3 (1%)

Of those 88 crashes (2018-2022) involving caravanners there were 42 casualties. Those casualty injuries are graded as per the following:

- o Killed – 0 (0%)
- o Seriously Injured – 11 (25%)
- o Moderately Injured – 23 (53%)

- o Minor / Other – 18 (43%)

Caravan towing casualty rate ranks 2nd on the list of light vehicles towing type where a crash has occurred:

- o Smaller Trailer – 46 (35%)
- o Caravans – 42 (32%)
- o Box trailer – 27 (20%)
- o Boat trailer – 9 (7%)
- o Horse floats – 7 (5%)
- o Large trailers – 1 (0.75%)

As noted above, with an increase to caravan purchases, we have also seen an increase in crashes involving caravans since 2020:

- o 2020 - 9
- o 2021 - 16
- o 2022 - 20

In one of the four shires councils, a weighing day is designed to provide education and practical advice around how to correctly load a trailer or caravan, tyre safety, safe towing speeds, braking and stopping distances.

Off the Field Road Safety

Many sporting athletes in regional NSW must travel long distances to each game and sometimes training. When either training or playing, their bodies become very tired, and their decision making can be affected. This project would aim to ensure athletes are educated on the importance of fatigue management and to encourage all athletes to plan ahead when travelling long distances. We'd also look to encourage sporting clubs to have buses available for players to reduce risk.

Sporting clubs also host a number of social events each season that involve drinking. This project would discourage drink driving and educate the athletes against driving after drinking. Many may still be dehydrated from their game or training so it's important they understand the dangers of drinking when in this state. Each town has one of the following team sports:

- o Rugby League/League Tag
- o AFL/Netball
- o Rugby Union
- o Soccer

Farmers – Pre-Cropping Sessions

All Four Shires are heavily reliant on agriculture. The goal of this project is to better educate our farming community to the dangers of a heavy vehicles. Many farmers may only drive these types of vehicles during sowing and harvest time. Our local farmers may not be across all the rules & regulations when driving these vehicles. In each Shire Council, agriculture businesses hold "pre-cropping" sessions with their clients. These sessions are held at a local venue where agronomists discuss the upcoming cropping season and the support their business can provide. Some of these sessions will see 40 - 50 farmers attend. RSO to attend each pre-cropping session to discuss speeding, fatigue, drink driving and the dangers of driving a heavy vehicle during peak periods such as sowing and harvest. RSO to engage with National Heavy Vehicle Regulators to also attend to provide information such as licensing, road rules, registration, servicing, and expectations from the NHVR.

Additional Projects

The following is a list of additional projects that can be/are supported by the RSO for local council in conjunction with NSW Centre for Road Safety and TfNSW.

- Fatality Free Friday Campaign
- Road Rules Awareness Week
- Bus Safety Awareness Week
- National Yellow Ribbon Road Safety Week
- TfNSW Heavy Vehicle Forum
- Rural Road Safety Month
- Stepping On Program
- Maintain RSO Facebook page.

Traffic Committee Meetings

Assist local traffic committees for each council as determined by each council. This may include minute taking, report preparation, follow up activities, crash analysis, and site inspections.