Road Safety Strategy for Logan

2022–2026

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CITY OF LOGAN

Acknowledgement of Country

Logan City Council acknowledges the Traditional Custodians of the land, water and country we now call the City of Logan. We pay our respect to Elders past, present and emerging and extend that respect to all Aboriginal and Torres Strait Islander peoples across the city.

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Foreword

The City of Logan is one of the fastest growing cities in South East Queensland. And while our population is expected to grow to half a million residents in the next 10 years this also means our road users will increase.

Our Road Safety Strategy for Logan 2022–2026 is a way forward to guide our community in reducing serious road trauma and make our great city a safer place to live and travel. Serious road accidents have a lasting impact on any community however the good news is a lot of casualties can be prevented.

The economic, social and emotional costs of serious road trauma are far reaching and enduring. We know that by working collaboratively improvements can be made to address road safety.

This strategy reflects Council's strong partnership with a wide range of experts on how we can improve road safety across the City of Logan. It outlines our priorities to meet the challenging needs for education, enforcement, and community engagement around road safety.

Road Safety is everyone's responsibility and together we can all create safer roads.

Mayor Darren Power
City of Logan

Background

Every year, over 300 crashes in the Logan City Council region result in death or serious injury.

Council and our community have helped create a Road Safety Strategy that will change the way we think and act. This Strategy challenges our standards and practices; it holds a vision for a safer road system which can only be achieved with the support and action of the whole community.

Data from the 5 year period from 2016–2021[1] demonstrates an increase in fatalities, hospitalisations and overall crashes in the Logan City area. This Road Safety Strategy aims to ensure that it continues Council's and its partners road safety practices remain current and effective.

Our engineers, planners and designers must be encouraged and supported to design and build roads in accordance with the Safe Systems Framework. Our community wants, and deserves, a forgiving transport system for all users.

Logan City Council continues to work collaboratively with road safety agencies in the region including the Department of Transport and Main Roads (TMR), and Queensland Police Service (QPS) to identify and address local road safety issues. Our road network is a combination of federal, state and local government-controlled roads.

While Council will not undertake actions that fall within the responsibility of other agencies, we will work with those agencies to continue, advocate and improve road safety outcomes.

We need to look at what can be realistically done and then ensure that every dollar spent also contributes to the reduction of deaths and injuries. We all have a responsibility to support road safety, and we are asking the whole community to unite behind this long term plan. History tells us we may not be able to achieve zero deaths and injuries, however, we must strive towards this goal as if we can achieve it. We all share in the responsibility for road safety in this area. We must all take responsibility and action, jointly and individually, to improve road safety for all users.

[1] Crash data obtained from CARS for the period 2016 to September 2021.

Purpose

The *Road Safety Strategy for Logan 2022–2026* (the SAFEROADS4LOGAN Strategy) provides a framework for improving road safety across the Logan City local government area. The Strategy's objectives also extends into the Logan Police District and co-exists with similar strategies by adjoining councils. The Strategy will ensure that planning and management for road safety is current, consistent and coordinated.

The SAFEROADS4LOGAN Road Safety Strategy has been formulated using the principles of the Safe System Framework, which guides road safety policy in Australia and addresses the goals of safer roads and roadsides, safer speeds, safer vehicles and safer people.

Council is committed to working towards a reduction of fatalities, serious crashes and injuries on Logan City roads. With unprecedented population growth in the region, considerable effort is required to achieve this.

Why road safety

At a Global Level

In March 2010, the United Nations General Assembly resolution (A/RES/64/255) proclaimed a *Decade of Action for Road Safety 2011–2020*, with a goal to stabilise and then reduce road traffic fatalities around the world by increasing road safety activities conducted at global, national and regional levels.

The *Global Plan for the Decade of Action for Road Safety 2011–2020* provides an overall framework and indicators for:

- building road safety management capacity
- improving the safety of road infrastructure and broader transport networks
- further developing the safety of vehicles
- enhancing the behaviour of road users
- improving post-crash care.

The Global Plan recognises the importance of ownership at the local level.

At a National Level

The *National Road Safety Strategy 2011–2020* acknowledges the role of both state and local governments and the importance of engaging the community in addressing road safety.

At a State Level

The Queensland Government has endorsed the *National Road Safety Strategy*, and committed to its implementation by developing the *Queensland Road Safety Action Plan 2020–2025*. This plan aligns with the safe system approach and continues to work to improve infrastructure and current initiatives in the other areas of vehicle safety and behavioural change.

At a Local Level

The roles of local government have been agreed between the Australian Local Government Association, Local Government Association of Queensland, Institute of Public Works Engineering Australia and Austroads. Local governments' role in road safety is to:

- assume primary responsibility for the safety of the roads it manages
- consider the road safety implications of planning decisions it makes in relation to land use
- lobby higher levels of government to fund transport infrastructure and services which will benefit the community, and for changes to legislation which may have a particular impact on communities
- engage and empower communities in relation to road safety issues, encourage safe road user behaviour, and coordinate local resources for better outcomes.

While local governments are responsible for planning and infrastructure on local roads, collaboration with the Queensland Police Service is crucial to address behavioural issues on our local roads.

Recommendations and Learnings from 2017–2021 Road Safety Strategy

R1 Investigate continuation of the School Zone Pace Car presence, subject to resources and suitable vehicle availability. Consider a dedicated vehicle to be used for Council road safety promotions and program.

R2 Promote and increase awareness within the multicultural communities in Logan City of the importance of driver licensing, proper fitting of child seat restraints and road rules.

R3 Council to continue providing a road safety coordination role, working closely across Council programs and with external organisations for a better road safety outcome.

R4 SAFEROADS4LOGAN and Logan City Council's Traffic Program continue providing road safety intelligence, support and implementation of infrastructure to assist the Anti Hooning Task Force and other relevant Council programs, as well as external organisations, for a better road safety outcome.

Logan City Council Corporate Plan

The *Logan City Council Corporate Plan 2021–2026* is council's key strategic document. SAFEROADS4LOGAN: A *Road Safety Strategy for Logan 2021–2026* has been developed in line with the Corporate Plan key focus area of Infrastructure, providing sustainable, safe and efficient infrastructure [to] support our rapidly growing community into the future.

Way2Go: Connecting Logan

The Logan City integrated local transport plan, *Way2Go: Connecting Logan* was adopted by Council in December 2018. This plan aligns the transport direction for Logan with the City of Logan vision of a green city full of pride, opportunity and culture and the Corporate Plan priority to deliver and maintain sustainable transport infrastructure to meet community requirements for city and regional connection. The purpose of Way2Go is to make sure the future transport system is affordable, efficient, safe, easy to use and convenient.

SAFEROADS4LOGAN addresses road safety aspects of Way2Go and Council Corporate Plan by aiming to:

- reduce the incidence of road trauma on the area's roads and in doing so move closer towards a zero road toll
- prepare and implement a road safety strategy which aims to make the road transport system more forgiving of human error
- minimise as far as practicable the level of unsafe road user behaviour

Logan City Council will also assist other road agencies in the region to:

- identify key behaviours and circumstances contributing to road trauma
- utilise a sound knowledge base and research to make informed decisions
- influence and assist planning and implementation of inter-agency road safety strategies
- provide an informed response to the local community and media on road trauma
- act as an advocate for road safety.

Our road safety vision

The SAFEROADS4LOGAN Strategy aims to ensure Council's road safety practices are current, consistent and coordinated. The vision for road safety is:

> City of Logan is recognised as a city which provides a safe travel environment for all road users.

It is recognised, while we might not be able to prevent all road crashes, we can reduce the incidence of death, serious injury and the cost of road trauma to the community.

The following targets have been identified to evaluate progress towards this vision:

- fewer fatalities in the Logan City Council area per capita, than the Queensland average
- fewer hospitalisations in the Logan City area per 100,000 population, than the Queensland average
- fewer crashes each year than the previous 5 year average.

Objectives continuing from previous SAFEROADS4LOGAN road safety strategies:

1. Improve the road environment and influence vehicle safety
2. Influence responsible driver and other road users' behaviour
3. Enhance safety and accessibility for pedestrians, cyclists and public transport users
4. Focus on the road safety needs of school children, and older members of the Logan community
5. Support and promote the Motorcycle Safety (Rider Survivor) and Cycle Safety (RU1m) programs
6. Foster communication with respect to road safety matters between key agencies (including government and industry) and the Logan City community.

While available data suggests Logan currently experiences per capita fatalities and hospitalisations slightly above the state average, the strategy is to ensure continuous improvement in this area and that Council's road safety practices remain current and effective.

Transition to a new approach in road safety strategy

Our previous SAFEROADS4LOGAN strategies have focused on gathered evidence-based data. These strategies were unique and tailored to Logan's issues based on recorded crash data and hospital admissions to Logan Hospital. Priorities have always included the 'Fatal 5' – speeding, failing to wear seatbelts, intoxication (drugs and/or alcohol), driver fatigue and distraction. Safety around schools, younger cyclists, senior drivers, illegal manoeuvres & disobeying traffic signs, and motorcycle safety have been other priorities and primary concerns considered pertinent to Logan.

Coordination of road safety activities and events, initially organised by Council, are now is co-managed by the '3E' joint traffic team, comprising Council, QPS and TMR (Road Safety), who meet weekly.

Since the first SAFEROADS4LOGAN Road Safety Strategy commenced in 2010, City of Logan has been a leader among Councils, receiving several awards in Queensland. These priorities have also become enshrined in the everyday work of our partnership organisations. We believe the next phase of road safety strategies should be more strategic and proactive, leveraging on existing in-house skills and experience.

SAFEROADS4LOGAN Roads Safety Strategy 2022–2026 will still incorporate past priorities, but the focus for the next 5 years is to be more strategic in influencing existing road safety practices and treatments, to do even better in the things we already do well. Emphasis will be given to the following themes as we migrate towards a more strategic approach.

1 Education, Encouragement & Advocacy

a. community engagement (expo)
b. social media
c. representation to other road safety forums
d. cycle safety education
e. seniors driving and awareness sessions
f. motorcycle safety campaigns
g. Fatal 5 campaigns
h. designated driver campaigns
i. supporting TMR, QPS and adjoining councils in similar programs

2 Crash Investigation & Prevention

a. fatal crash investigation and reporting
b. black spot remedial treatments
c. minor traffic improvements
d. road safety auditing

3 Pedestrian Enabling facilities

a. mobility and pathway improvements
b. traffic signal timing

4 On & Off-road Cycle Facilities

a. marked cycle lanes & connections
b. adequate cycle space in redesign of intersections
c. dedicated and shared pathways
d. safe cycling initiatives
e. safety for younger cyclists campaigns

5 Speed Management Measures

a. speed enforcement
b. identifying new locations for enforcement
c. road safety reviews
d. undertaking existing speed limit reviews
e. anti-social driving behaviour

6 Focus on Engineering Treatments

a. local area traffic management
b. parking in busy environments
c. anti-social driving counter measures
d. minor or black spot type treatments

7 Monitoring & Reporting

a. weekly 3E Joint Traffic team meeting
b. quarterly working group meetings
c. reporting to a road safety & active transport advisory committee

Strategy Proposal

The *Road Safety Strategy for Logan 2022–2026* is proposed to concentrate on the following priorities areas:

1 Education, Encouragement & Advocacy

2 Crash Investigation & Prevention

3 Pedestrian Enabling facilities

4 On & Off-road Cycle Facilities

5 Speed Management Measures

6 Focus on Engineering Treatments

7 Monitoring & Reporting

The success of the SAFEROADS4LOGAN Strategy is dependent on strong commitment and support from Council, the whole community and our key state government agency partners.

The Strategy includes processes which can be used to score and rank issues relating to crash locations, pedestrian facilities, intersection performance and speed management. This will enable projects to be developed for potential inclusion in submissions for Federal Blackspot funding or Council's Statement of Intent (SOI) for Major Intersection Upgrades.

Applying the Safe System approach

The Safe System Framework was officially endorsed by the Australian Transport Council in 2004. It guides road safety policy in all jurisdictions across Australia and is the basis for the *National Road Safety Strategy 2011–2020* and the *Queensland Speed Management Strategy 2010–2013*.

The basic premise of the Safe System approach is that road fatalities and serious injuries are unacceptable and that the road system can be designed to expect and accommodate human error. The 3 basic principles are:

- People make mistakes
- People are fragile
- The road transport system needs to be forgiving.

A safe system seeks to ensure that crashes do not result in serious human injury. It considers human limitations as an important basis for the design of transport systems, road environments and vehicles. Road users, vehicles and the road system are addressed in an integrated manner, through a wide range of interventions, with greater attention to speed management and vehicle and road design than in traditional approaches to road safety.

Consideration has also been given to the Austroads '*Guide to Road Safety' Part 2: Road Safety Strategy and Evaluation and Part 4: Local Government and Community Road Safety* and the Institute of Public Works Engineering Australia (New South Wales Division) *Guide to Developing Council Road Safety Strategic Plans*.

The SAFEROADS4LOGAN Strategy sets the framework for the factors of the safe system framework that Council can support to improve road safety.

Where we are now – the facts

The road environment

With a population nearing 342,000 and a land area of 959 square kilometres, Logan is one of the largest and fastest-growing cities in Australia. There are more than 2,340 kilometres of sealed roads within our city boundaries. Logan is a thriving and diverse city which has a variety of road types and functions. A total of 372 kilometres (12%) are State Controlled (declared under section 24 of the *Transport Infrastructure Act* 1994) and managed by TMR.

Crash data

The road safety profile for the Logan City Council area has been established using crash data from the TMR's Crash Analytics Reporting System (CARS). At the time of developing this strategy, crash data beyond October 2021 had not been finalised. As a result, road crash analyses used in this Strategy relate to the 5 year period from January 2016 to September 2021.

Crash and enforcement data is also maintained by the Queensland Police Service (QPS). QPS use this data, together with Police officers' local knowledge, to develop appropriate education programs and specific enforcement programs, which Council can promote.

The Logan QPS Region's Road Safety Partnership identified the following as major contributors to the area's road toll:

- Alcohol abuse while driving;
- Inexperienced young adults;
- Motorcyclists; and
- Driving or riding at speed that is unsuited to the prevailing conditions

Council has gathered information through QPS, TMR, as well as local knowledge of officers and the community, in the development of the SAFEROADS4LOGAN Strategy.

Crash statistics

The crash statistics for the Logan City are provided in Appendix A. Overall crash statistics for the 5 year period from 2016–2021 across Logan City include:

- 17,547 reported crashes
- 33% of all reported crashes were serious injury crashes (5,770 crashes)
- 39% of all reported crashes caused property damage only (2,457 crashes)
- 89 deaths resulting from 85 crashes on all roads

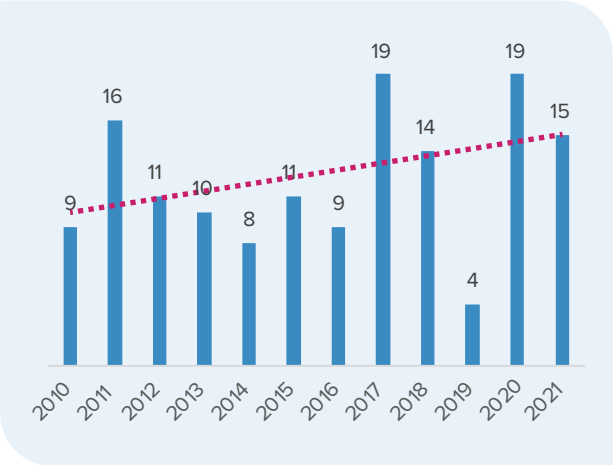

Figure 1: Fatal Crashes 2010–2021

Cost to the community

In addition to the burden of personal suffering, the financial cost of road trauma to the Logan City community for the period from 2016–2021 was in excess of $2 Billion in lost productivity, property damage, health care, emergency services, and insurance costs. This is summarised in Table 1.

Severity of Casualties	Number of Crashes	Generic WTP Value	Estimated Cost
Fatal	89	$2,728,617	$243M
Hospitalisation	2281	$602,434	$1,374M
Medical Treatment	2458	$100,431	$246M
Minor Injury	877	$31,739	$28M
Non-casualty	11,842	$11,920	$141M
Total	17,547		$2,032M

Table 1: Cost of road trauma to the Logan City community from 2016–2021

Cost is calculated based on TMR's Roadside Impact Severity Calculator (RISC) Crash Costs Update released in October 2019 for Willingness to Pay (WTP) and Version 2.4 Blackspot Nominations Social Cost.

1 Education, Encouragement & Advocacy

Our road users are people who are competent, alert, and comply with the road rules. They accept responsibility and consider the safety of themselves and others, particularly vulnerable road users.

Our actions for education and encouragement are:

A1 – Promote state and local road safety education programs to educate drivers on road safety issues, including basic road rules

The State Government conducts a variety of education campaigns addressing road safety issues, such as 'street smart and motorcycle safety. These campaigns can be used to complement other road safety initiatives in the area. Council can promote these state and federal government programs and initiatives through advertisement on the external council website, intranet and by placing posters in all council buildings and facilities. Council can also promote and support relevent road safety programs delivered by other orgnaistations such as RACQ's school programs, BRAKES and the Rotary Club and RSE's RYDA and other programs.

A2 – Encourage schools to include road safety education as part of their curricula

Many young people are exposed to road safety risks as pedestrians and cyclists when travelling to and from school. Educating school children not only influences current behaviours, it also promotes safer future road use when they become riders or drivers themselves.

Road safety education should play an integral part in teaching school children about the dangers they face when riding or walking to and from school. Council's can provide information to School Based Police Officers with the need to engage in bike safety skills and education with local schools. Council can help to promote safer road user behaviour through road safety presentations in conjunction with other road authorities.

A3 – Provide support for schools and State agencies implementing a 'School Transport Infrastructure Program' (STIP) program and improve infrastructure around schools

a. The State Government conducts a range of road safety initiatives. Local initiatives can be used to broaden the range and increase the influence of these activities, to promote safer travel to school.
b. A range of initiatives is included in STIP or an equivalent funding program, including Active Transport programs, which provides an alternative to driving children to school. This program has the added advantages of health and environmental benefits, through exercise and reduced vehicle emissions and traffic congestion.
c. Council's Pace Car Programs and City Standard Branch Education & Promotions team provide assistance to schools to address safety of children in the vicinity of schools through awareness/education programs and Council funded projects. This includes facilities such as car parks, pick up and set down zones, safe and accessible cycle routes and entries to schools.

A4 – Educate motorists on the dangers of illegal parking and enforce local laws to control this

Illegal parking can be an inconvenience to other members of the community and more importantly, a danger to other road users. It can create an environment where drivers make poor choices, and pedestrians and cyclists are forced into main traffic lanes, which may result in crashes. This also causes impedance to pedestrians.

Increased vigilance in addressing illegally parked vehicles and improved education through fact sheets and website updates can improve road safety and reduce congestion caused by this practice.

A5 – Trial new ways of engaging with the public on matters of road safety

In partnership with media outlets and the QPS, engage with the public by trialling the use of social media and IT to educate and inform.

A6 – Reinstate a formal road safety and active transport advisory group

Reinstating previously disbanded Road Safety and Bicycle Advisory Committees is encouraged to provide a formal conduit for reporting road safety engagement activities and facilitate advocacy to all levels of government.

Establishing a formal road safety and active transport advisory group would provide valuable information to elected members and their communities, as well as opportunities to engage in efforts to reduce road trauma and improve road safety for pedestrian, bicycle and other active transport users in Logan.

It would act as the road safety strategy working group, providing a forum for road safety partners to discuss road safety action planning and other related matters.

What actions can we take?

A1 Promote state and local road safety education programs to educate drivers on road safety issues, including basic road rules

A2 Encourage schools to include road safety education as part of their curricula

A3a Continue driver distraction programs such as 2n2 in local high schools

A3b Provide support for schools and State agencies implementing STIP (School Transport Infrastructure Program) projects and improve infrastructure around schools

A3c Continue School Zone Pace Car program to raise awareness of travel speeds around schools (subject to resourcing and vehicle availability)

A4 Educate motorists on the dangers of illegal parking and enforce local laws to control this

A5a Trial new ways of engaging with the public on matters of road safety while continuing traditional methods of community engagement.

A5b Collaborate with QPS on anti-social driving activities for education, engineering and enforcement

A6 Reinstate a formal road safety and active transport advisory group within Council.

2 Crash Investigation & Prevention

A road system that reduces the likelihood of crashes occurring and minimises the consequences of crashes. Proactive management of roads, roadsides and pathways to provide a safe road environment for those most at risk.

Our crash investigation and prevention actions are:

A7 – Undertake road safety reviews or audits as part of the design of new roads and road upgrades

Incorporating road safety into the design process ensures that a road is as safe as possible from the beginning, minimising potential hazards and the need for subsequent treatment of black spots that could have been avoided.

A8 – Develop a program of remedial works at intersections to reduce injury and to control filtered right turns and rear end crashes

Capital works projects are rated and weighted on a range of criteria. The criteria will be reviewed so that road safety is appropriately weighted.

A9 – Identify and treat locations which have a high incidence of motorcycle crashes

Motorcyclists are over-represented in crashes. The number of motorcycles registered in Queensland has doubled since 2002, while total vehicle registrations in the same time increased by only 30%.

Locations with high incidents of crashes will be identified and treated to address this high risk.

A10 – Monitor and review crash data to identify black spot locations

Black spots are sites or road lengths with a history of road crashes.

These locations can be identified through a multi-layered analysis of road crash data, including a network-level road safety risk assessment of local roads of regional significance. This assessment is based on the crash data from Crash Analytical Reporting System (CARS) with input by the QPS. This can not only identify locations with a proven crash history, but also where crashes are most likely to occur.

Capacity also has an impact on road safety, with longer delays often resulting in a higher frequency of crashes. Therefore, high levels of congestion will also be considered as an indicator of a high risk location.

A11 – Seek funding from through Black Spot Program and other sources to treat high risk locations

The Federal Government's Black Spot Program makes funding available to local authorities for the treatment of black spots.

Over the last 5 years, Logan City Council has been successful in receiving funding for a number of projects, all of which have reduced crashes. By improving our processes in our applications, we can potentially increase our proportion of the funding from the State Government in future years.

A12 – Explore opportunities to trial the 'Hold the Red' program

The 'Hold the Red' trial and involves a system that uses radar to detect instances of cars looking likely to attempt to run a red light. It is the first trial of this technology in Australia. Statistics alone show that this is an important, worthwhile trial — 11% of all serious casualties on Queensland roads occur at intersections with traffic lights.

'Hold the Red is an active collision prevention system using radar to detect vehicles that are about to run a red light. When the danger is identified the opposing traffic lights are held on red to halt drivers waiting for their lights to change to green,'

A13 – Promote the Fatal 5 initiative

The fatal 5 includes prevention strategies developed by Queensland Police and the Department of Transport & Main Road towards reducing speeding, drink and drug driving, wearing seatbelts, driving distractions and fatigue. The primary cause of many serious injury and fatalities are as a result of a lack of regard for the Fatal 5.

What actions can we take?

A7a Undertake road safety reviews or audits as part of the design of new roads and road upgrades

A7b Maintain crash investigation skills, facilitate exchanging of information for ongoing research, and respond to trends in crashes

A8 Develop a priority list of remedial works for the prevention of rear end, right turn and off-road crashes

A9 Identify and treat locations which have a high incidence of motorcycle crashes

A10 Monitor and review crash data to identify black spot locations

A11 Seek funding through Federal Black Spot Program and other sources to treat high risk locations

A12 Explore opportunities to trial a 'Hold the Red' program in Logan in conjunction with TMR.

A13 Promote the Fatal 5 initiative

3 Pedestrian Enabling Facilities

The City of Logan is a place where pedestrians should feel safe and supported within an attractive and engaging environment.

Our actions for prioritising the safety of pedestrians on our roads are:

A14 – Identify high risk locations and missing links to improve pedestrian safety

Pedestrians are the most vulnerable of road users. If they are involved in a collision with a motor vehicle or bicycle, there is a high risk they will be seriously injured or killed. High risk locations include high demand pedestrian areas such as night club precincts, main street precincts and high pedestrian and cyclist conflict points on busy pathways.

A15 – Develop a priority list of pedestrian enabling facilities for potential inclusion a future Capital Works Program

A priority list of pedestrian enabling facilities will be developed during an evaluation process that will include a review of customer requests and observations. This priority list will be assessed based on safety, demand and the surrounding environment and then considered for potential inclusion into existing or future Capital Works Programs.

A16 – Adopt recommendations in the State Government's Action Plan for Walking to improve pedestrian safety

The state government's Action Plan for Walking identifies key risks and issues, along with interventions to improve pedestrian road safety in Queensland.

Both this Strategy and the Way2Go Integrated Transport Plan have been prepared with reference to the Action Plan for Walking and include actions relevant to council.

These recommendations include:

- making the paths safer by providing wayfinding for destinations and cycleways
- increasing pathway capacity and safety at intersections
- removing pathway interruptions.

Council has developed a process for assessing the prioritisation of pedestrian enabling facilities including road crossings.

What actions can we take?

A14 Identify high risk locations and missing links to improve pedestrian safety

A15 Develop a priority list of pedestrian enabling facilities for potential inclusion in a future Capital Works Program

A16 Adopt recommendations in the State Government's Action Plan for Walking to improve pedestrian safety

4 On & Off-road Cycle Facilities

City of Logan is a place where cycling should be considered to be a safe, efficient and comfortable way to travel.

Our actions to improve the safety of cyclists on roads are:

A17 – Identify high risk locations and missing links to improve cyclist safety

Cyclists are vulnerable road users, and in the event of a crash, they suffer a high risk of being seriously injured or killed.

- For adult cyclists, the most common crashes were:
  - » side swipe by a motor vehicle
  - » turned in front of by a motor vehicle
  - » rider hit by a car crossing a pathway at a commercial driveway
  - » a car door opening.
- For high school aged students the most common crashes were caused by:
  - » riding on the wrong side of the road
  - » riding at night without lights

A18 – Develop a priority list of new cycle infrastructure for potential inclusion in a future Year Capital Works Program

A priority list of cycling infrastructure will be developed during an evaluation process that will include a review of customer requests and observations. This list will be assessed based on safety, demand, surrounding links and the surrounding environment and then considered for potential inclusion in the 10 Year Capital Works Programs.

A19 – Review council's reseal program and identify opportunities to improve bicycle safety

Council undertakes an annual bitumen reseal program. Within this program there is an opportunity to review existing line-marking and improve the safety of cyclists on the road by the provision of line-marking. These include:

- minimum standard cycle lanes
- green paint on cycle lanes at conflict points
- Bicycle Awareness Zones
- chevrons at intersections to deflect vehicles from areas that can be used by cyclists.

A20 – Implement cycling and pedestrian safety actions outlined in the *Logan City Active Transport Plan 2011–2031*

Both this Strategy, and the *Logan City Active Transport Plan 2011–2031*, have been prepared to further guide and deliver the Logan City Sustainable Transport Strategy. The Active Transport Plan identifies a range of actions to improve cycling and walking on the Logan City. It is not intended to duplicate the actions in these plans, but rather to acknowledge they are complementary.

A21 – Maximise opportunities for external cycle facility funding

Each year council applies for funding through the Cycle Network Local Government Grant program. In the past this program has enabled Council to design and construct major cycling infrastructure in the city.

Council will continue to apply for external funding annually through this program and other federal funding programs to help fund safety improvements and projects such as:

- shared pathways
- separated Cycleways
- on-road cycle lanes
- road widening
- new bridges
- additional connections where required.

What actions can we take?

A17 Identify high risk locations and missing links to improve cyclist safety

A18 Develop a priority list of new cycle infrastructure for potential inclusion in the Capital Works Program

A19 Review Council's reseal program and identify opportunities to improve bicycle safety

A20 Identify and treat locations which have a high incidence of motorcycle crashes

A21 Monitor and review crash data to identify black spot locations


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5 Speed Management Measures

By 2021 the Logan City is a place for people where they feel safe and comfortable on our roads.

Our actions for tackling speed management are:

A22 – Design new residential streets for low speeds

Council supports the design of low speed residential streets in new developments, with current Planning Scheme.

An assessment of past residential street networks and traffic calming devices will be undertaken to improve traffic calming measures considered in the future.

A23 – Traffic calming in existing residential streets

Existing residential streets can be modified to slow and/or discourage through traffic. Council have developed an evaluation process prior to identifying any interventions for traffic calming to facilitate low speeds in existing streets. Interventions for consideration will include retrofitting traffic calming devices, intersection treatments and improvements to streetscaping. Such intervention will include both physical devices and other measures to alter driver behaviour.

A24 – Identify high risk locations and develop a priority list for possible speed management measures for inclusion in the Capital Works Program

Using data collected from evaluation of traffic volume and speed analysis, crash analysis and customer requests for traffic calming, council can identify high risk locations to be considered in the Capital Works program. The following should be considered:

- existing 85th percentile speeds
- location of activity generators nearby
- crash history
- traffic volumes

A25 – Trial new technologies to see what makes a difference

Using the state government's community road safety grants program, trial new speeding, road user behaviour change and data collection technologies and monitor their effectiveness for future implementation. This includes partnerships with research facilities such as CARRSQ (Queensland University of Technology, University of Queensland and Griffith University.

What actions can we take?

A22 Design new residential streets for low speeds

A23 Consider traffic calming in existing residential streets

A24 Identify high risk locations and develop a priority list for possible speed management measures for inclusion in the Capital Works Program

A25 Trial new technologies to see what makes a difference

6 Focus on engineering treatments

A26 – Innovative anti-social driving behaviour countermeasures

Council supports its partners in the education, encouragement and enforcement of anti-social driving behaviours. As we exhaust effective and traditional methods of traffic engineering, innovation of counter-measures embracing new technology should be encourages.

A27 – Evaluation of traditional traffic engineering and Blackspot treatments

To undertake evaluation on the effectiveness of selected traffic engineering treatments, comparing academic and written research to practical and operational needs. It is anticipated evaluation methodology would add a skills base and confidence in future projects.

A28 – Identify locations on the road network with diminishing operational performance, high severity of injury crashes or substandard and unsafe pedestrian facilities

To obtain crash data, analyse operational performance and identify sections of road or intersection with deficiencies with a view to prioritise it onto a future Capital Works program.

A29 – Trial new technologies and innovative solutions

Liaise with other councils, service providers on developing new techniques to provide more effective and efficient treatments which are cost effective.

A30 – Hosting a trial of 'Hold the Red" to reduce crashes at intersections

'Hold the Red' is an active collision prevention system using radar to detect vehicles that are about to run a red light. When the danger is identified the opposing traffic lights are held on red to halt drivers waiting for their lights to change to green. Red light running is a complex problem. There is no single reason why drivers do it but what we do know is that resulting accidents are likely to be T-bone crashes, which have a higher potential of causing death or serious injury.

What actions can we take?

A26 Explore innovative anti-social driving behaviour countermeasures

A27 Evaluation the effectiveness of traditional traffic engineering and Blackspot treatments

A28 Identify locations on the road network with diminishing operational performance, high severity of injury crashes or substandard and unsafe pedestrian facilities

A29 Trial new technologies and innovative solutions

A30 Hosting a trial of 'Hold the Red" to reduce crashes at intersections

7 Monitoring & Reporting

At present, a limited amount of road safety data is collected in the Logan City area. It is essential to collect accurate and current data to enable us to measure our progress.

A31 – Prepare an annual report for Council, monitoring progress of the Strategy's vision

Council will continue to assess the road crash statistics and data from other government agencies. Council will continue to work with these government agencies to improve the amount of data available in the Logan City area. An annual report will be prepared and delivered which will assess the progress towards the vision for a reduction in the number and severity of crashes on our roads.

These reports will include the following measures:

- The number of logged customer requests pertaining to crash locations.
- The progress of the Logan City in comparison to the state average.
- The projects that have been planned and/or delivered as part of a road safety initiative from the capital works budget.

2020 Census	Queensland	Logan City
Population (2011 Census)	5,010,000	341,985
Hospitalisations	39,455	5770
Total Crashes	139,373	17,547

Table 2: Targets to evaluate our progress

What actions can we take?

A31 Prepare an annual report for Council, monitoring progress of the Road Safety Strategy's vision

Appendix A – Summary of Road Safety Actions

1. Education, Encouragement & Advocacy	
A1	Promote state and local road safety education programs to educate drivers on road safety issues, including basic road rules
A2	Encourage schools to include road safety education as part of their curricula
A3a	Continue Driver Distraction programs such as 2n2 in local high schools
A3b	Continue to provide support for schools and State agencies implementing a 'School Transport Infrastructure Program' (STIP) program and improve infrastructure around schools
A3c	Continue with the School Zone Pace Car program to raise awareness of travelling speeds around schools
A4	Educate motorists on the dangers of illegal parking and enforce local laws to control this
A5a	Trial new ways of engaging with the public on matters of road safety
A5b	Continue to collaborate with QPS on anti-social driving activities for education, engineering and enforcement
A6	Reinstate a formal road safety and active transport advisory group

2. Crash investigation & Prevention	
A7a	Undertake road safety reviews or audits as part of the design of new roads and road upgrade
A7b	Maintain crash investigation skills and exchange of information for ongoing research and respond to trends in crashes
A8	Develop a priority list of remedial works for the prevention of rear end, right turn and off road crashes
A9	Identify and treat locations which have a high incidence of motorcycle crashes
A10	Monitor and review crash data to identify black spot locations
A11	Seek funding from the Black Spot Program and other sources to treat high risk locations
A12	Explore opportunities to trial the 'Hold the Red' program
A13	Promote the Fatal 5 initiative

3. Pedestrian enabling facilities	
A14	Identify high risk locations and missing links to improve pedestrian safety
A15	Develop a priority list for pedestrian enabling facilities for potential inclusion a future Capital Works Program
A16	Adopt recommendations in the state government's Action Plan for Walking to improve pedestrian safety

4. On & off-road cycle facilities	
A17	Identify high risk locations and missing links to improve cyclist safety
A18	Develop a priority list of new cycle infrastructure for potential inclusion in a future Year Capital Works Program
A18	Review council's reseal program and identify opportunities to improve bicycle safety
A20	Implement cycling safety and pedestrian safety actions outlined in the Way2Go Transport Plan
A21	Maximise opportunities for external funding

5. Speed Management measures	
A22	Design new residential streets for low speeds
A23	Traffic calming in existing residential streets
A24	Identify high risk locations and develop a priority list for possible speed management measures for inclusion in the Capital Works Program
A25	Trial new technologies to see what makes a difference

6. Focus on engineering treatments	
A26	Continue innovative anti-social driving behaviour countermeasures
A27	Evaluation of traditional traffic engineering and black spot treatments
A28	Identify on locations on the road network with a diminishing operational performance, high severity of injury crashes or substandard and unsafe pedestrian facility
A29	Trial new technologies and innovative solutions
A30	Hosting a trial of 'Hold the Red" to reduce crashes at intersections

7. Monitoring & Reporting	
A31	Prepare an annual report to council to monitor progress of the Strategy's vision

Appendix B – Crash Data Graphs & Tables

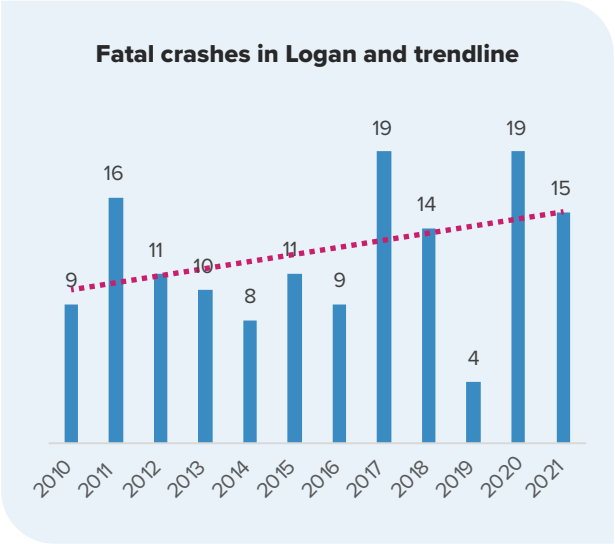

Figure 2: Table of Fatalities from 2010 to September 2021

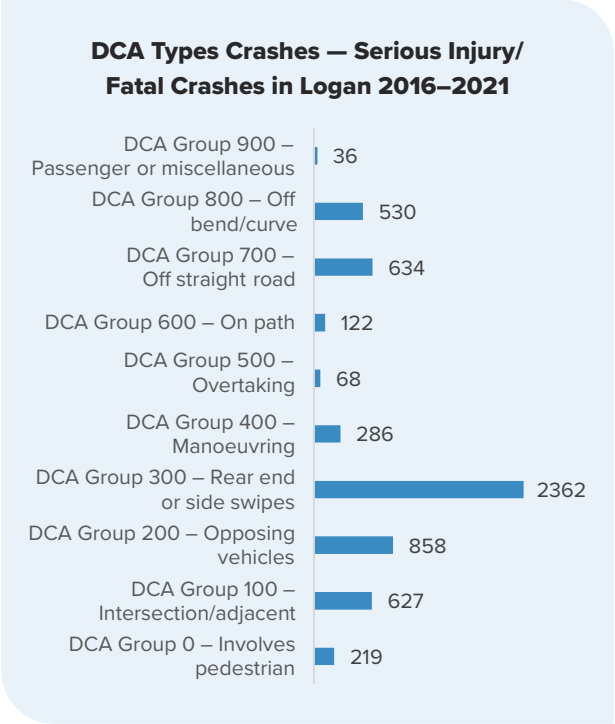

Figure 3: Bar Graph of Serious Crash Injuries by DCA Type

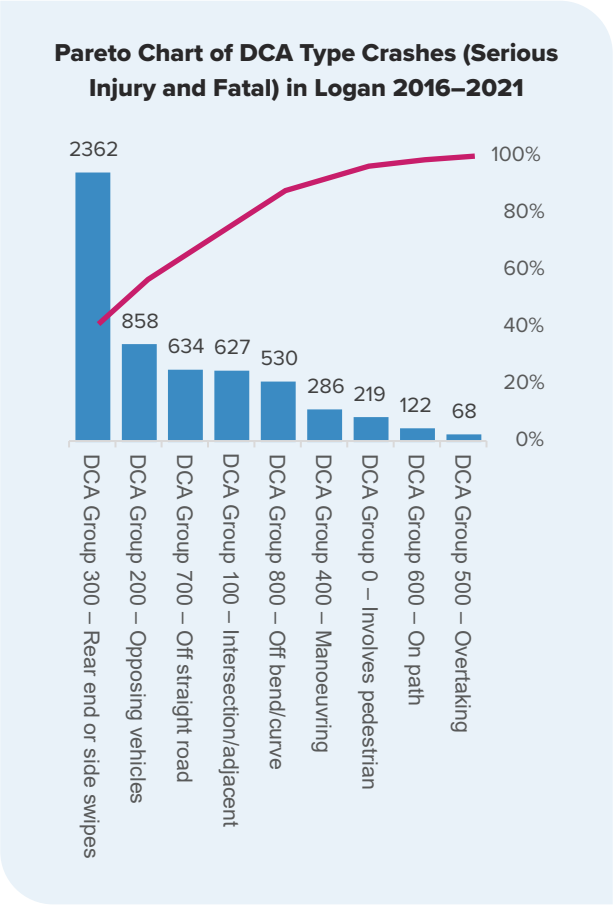

Figure 4: Pareto Chart of DCA Type. Note that DCA Type 300, 200, 700, 100 and 800 are prominent in crashes across Logan City

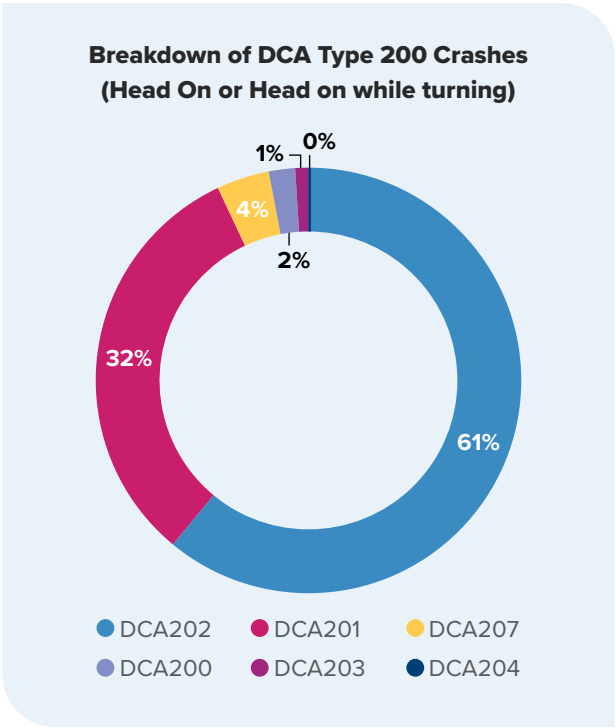

Figure 5: Breakdown of DCA Type 200 Crashes, Head on and turning vehicles colliding with one from the opposite direction. Dominant 202 – right turn collision followed by 201 – Head on

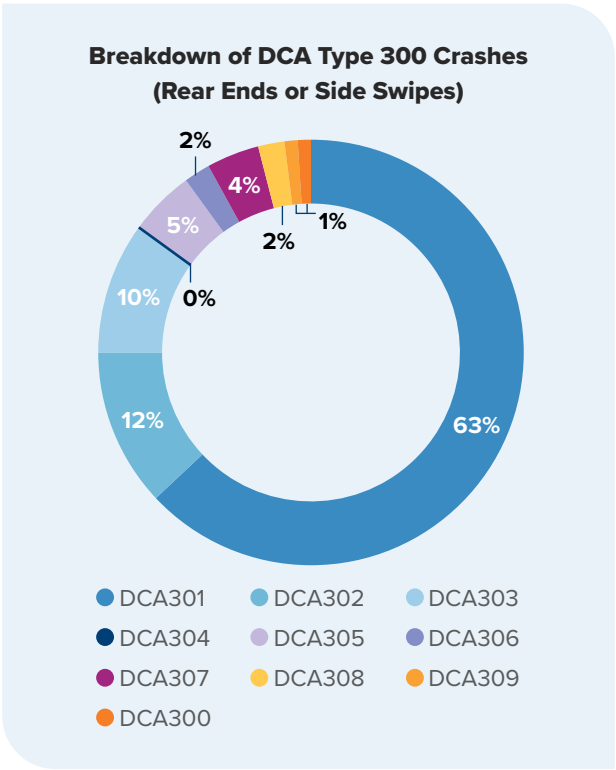

Figure 6: Break down of DCA Type 300 Crashes. Dominant DCA 301 – Rear end crashes, followed by 302 – rear end to a left turn and DCA 302 – rear end to right turns

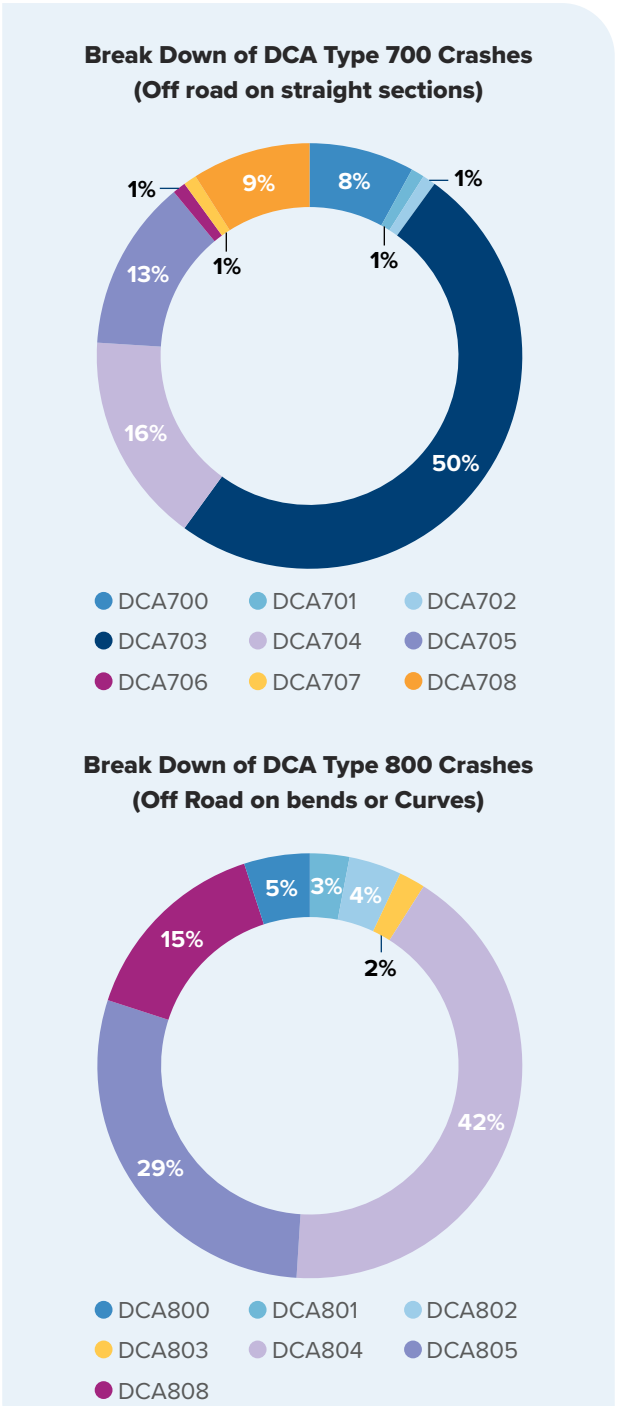

Figure 7: DCA Crash Type for 700 and 800 crashes. Dominant 702 and 802 – off carriage on straight sections and curved sections of road ending up to the right side of the road.

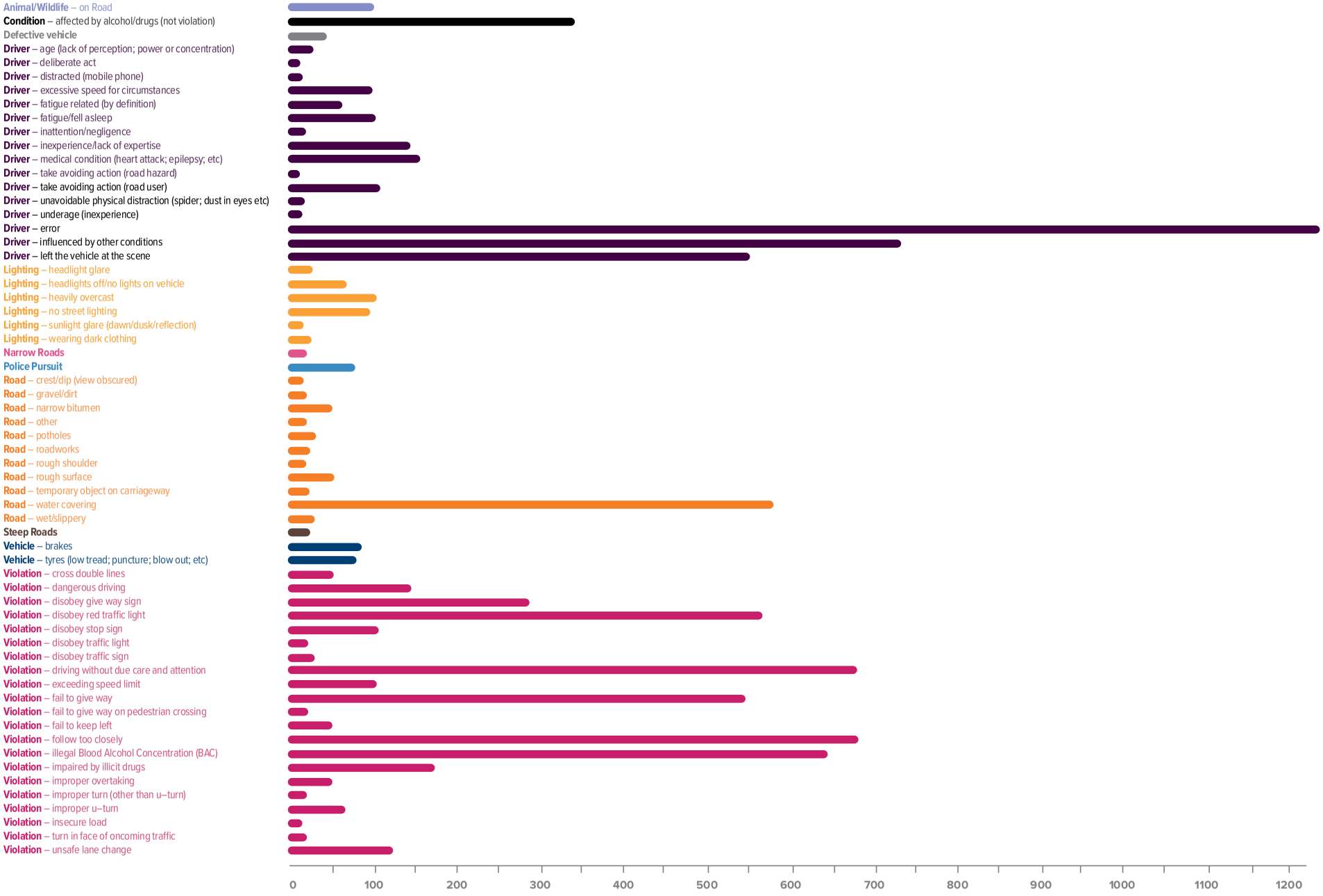

Figure 8: Circumstances of common cause of crashes in Logan 2016–2021

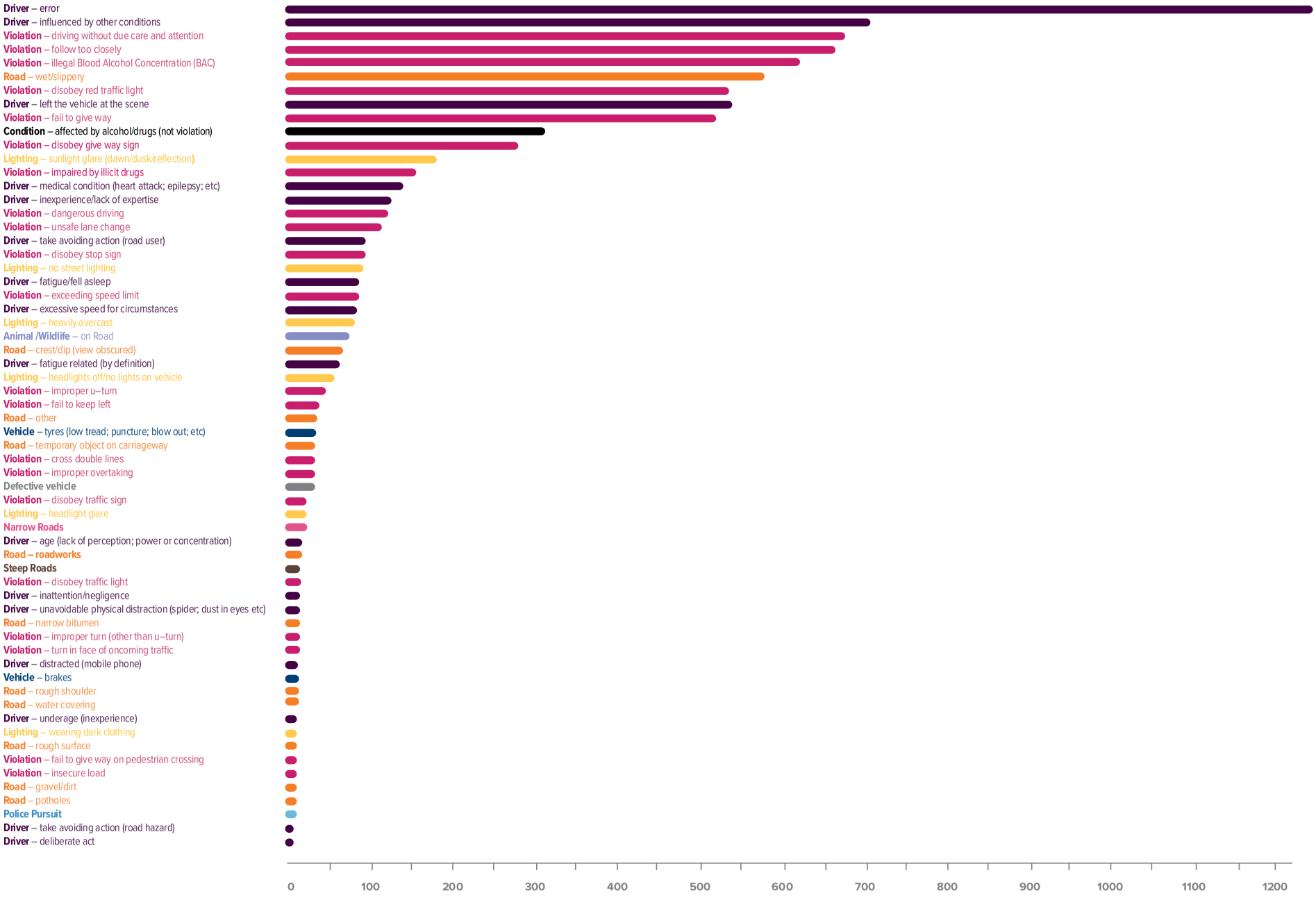

Figure 9: Circumstances of cause of crashes in Logan. Following road rules and driving to the road conditions/environment seems to be the dominant causes of serious injury crashes.

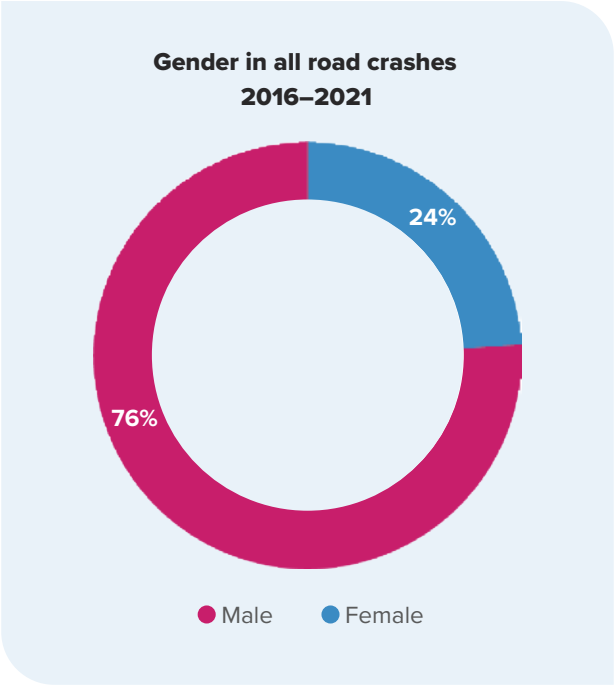

Figure 10: Gender of serious crash victims in all crashes in Logan 2016–2021

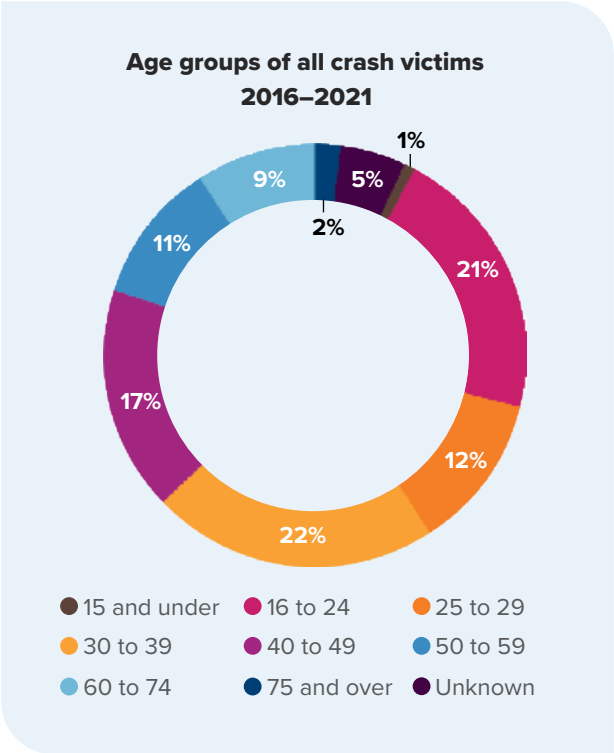

Figure 11: Age groups of all victims in crashes in Logan 2016–2021. Dominant 30 to 39 and 16 to 24 age groups. There has been a noticeable shift towards the 25 to 49 age groups from the young 16 to 24 age groups over the past 10 years.

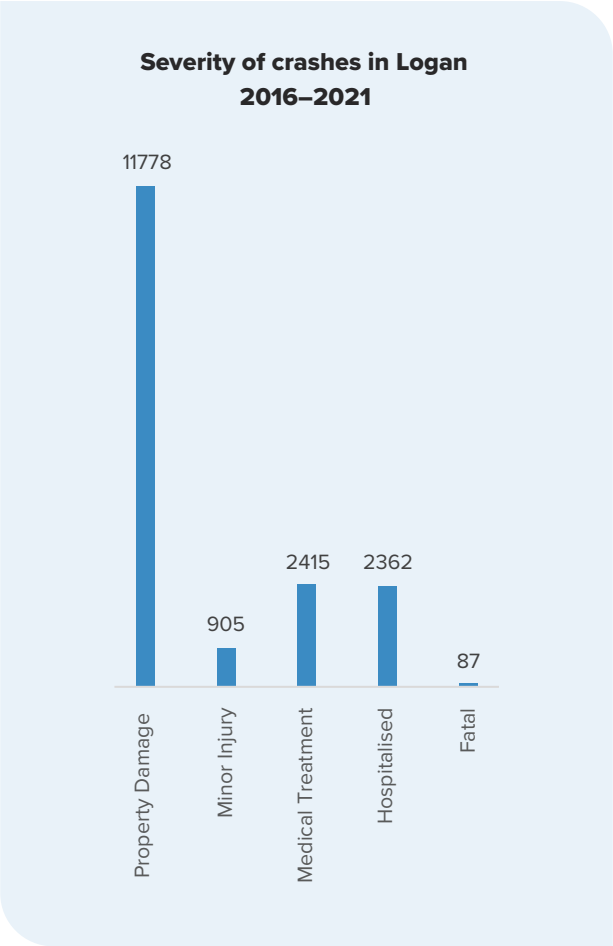

Figure 12: Severity of all crashes in Logan 2016–2021

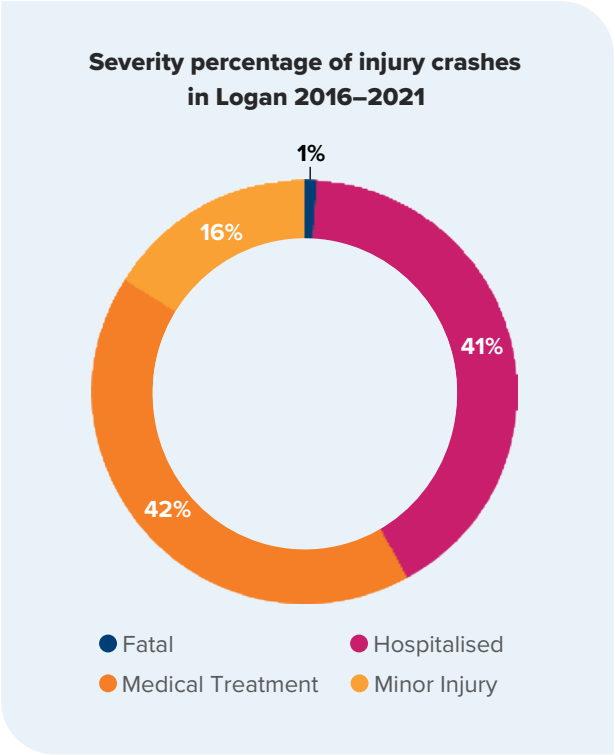

Figure 13: Pie chart of percentage of severity from serious injury crashes in Logan 2016–2021. Definitions: Fatal – deceased within 30 days of crash, Hospitalisation – overnight stay in hospital, medical treatment – attended hospital, minor injury – attended by paramedics at the scene.

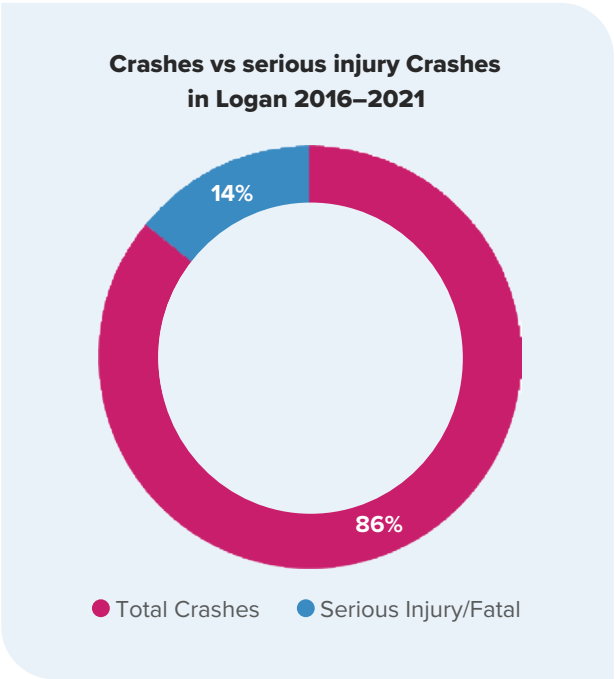

Figure 14: Pie chart of total crashes vs injury & fatal crashes in Logan 2016–2021

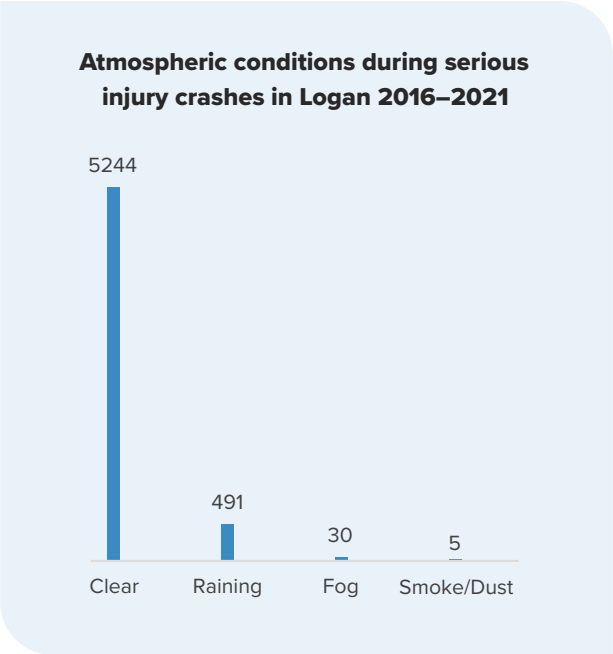

Figure 15: Atmospheric condition for serious injury/ fatal crashes in Logan 2016–2021

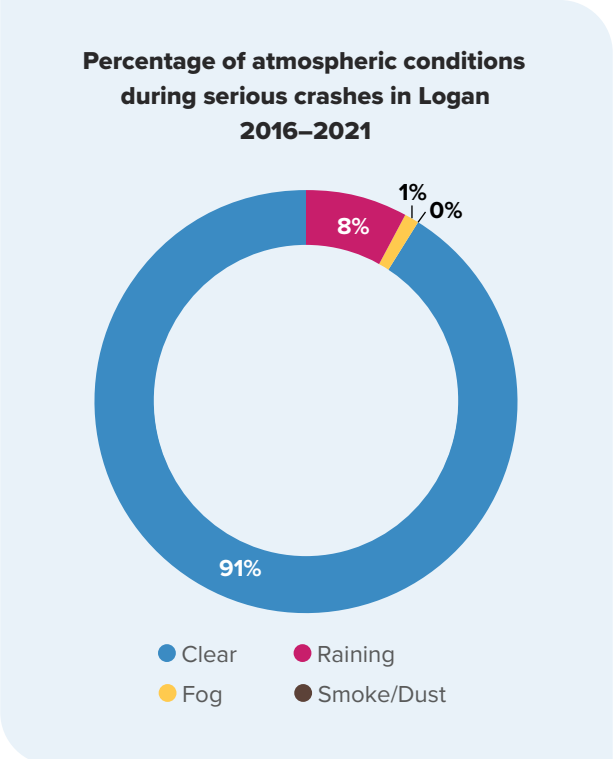

Figure 16: Percentage of atmospheric conditions in Logan

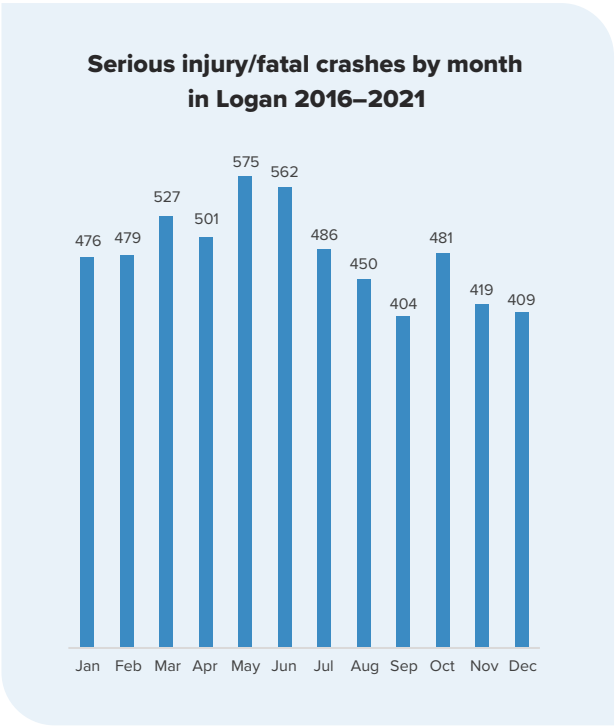

Figure 17: Crashes by month 2016–2021 in Logan

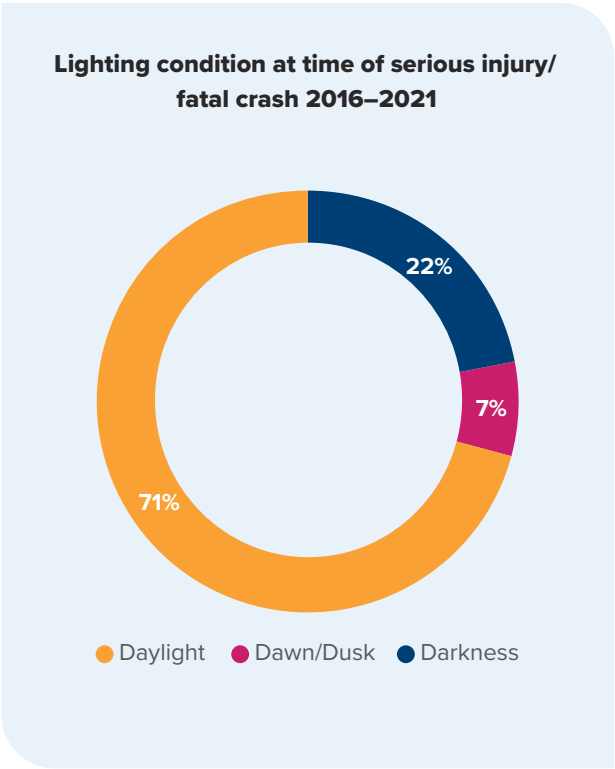

Figure 18: Percentage vs. day/nighttime crashes

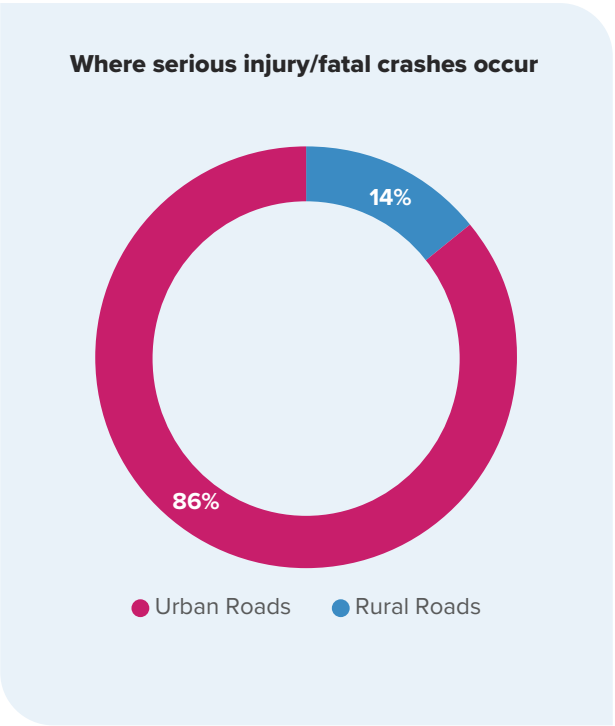

Figure 19: All crashes on rural vs. urban roads

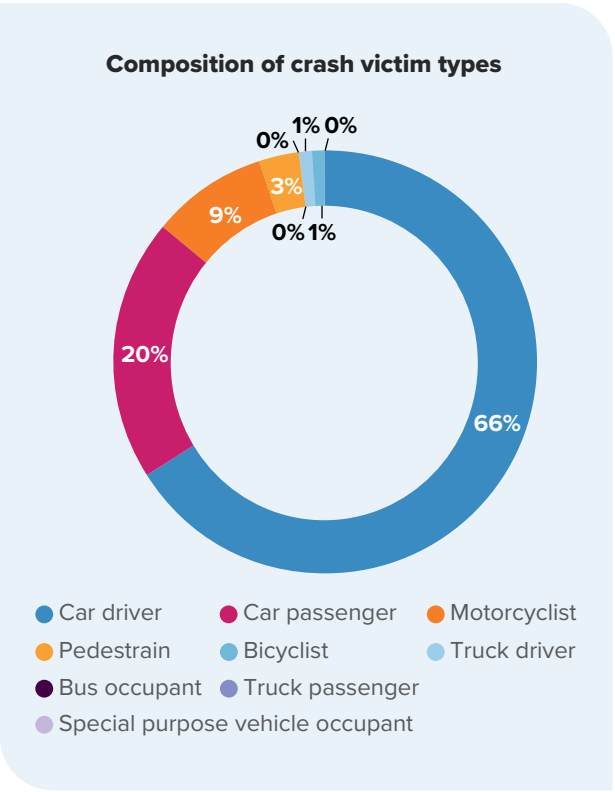

Figure 19: Occupants involved in all crashes in Logan 2016–2021

Appendix C – Crash Statistics 2016 – 2021 (September)

For the six years from 2016–2021 across the Logan City area there were:

Total crashes and casualties

- 17,547 reported crashes
- 5,770 were reported as serious injury or fatal crashes
- 87 deaths resulting from 82 crashes on all roads
- 41% of all hospitalisations (and fatals) from crashes occurred on roads with the City of Logan
- 13.5% of all reported crashes resulted in serious injury or fatal crashes
- 1.5% of all crashes resulted in fatalities
- caused property damage only (2,457 crashes)

Road user groups

- 21% of all casualties involved those aged 16–24 years old
- 12% of casualties involved those aged 25–29 years old
- 22% of casualties involved those ages 30–39 years old
- males (76%) where over-represented in crashes as opposed to females (24%) in all other age groups

Casualties

- 66% of casualties were car drivers
- 20% were car passengers
- 9% of casualties were motorcyclists, either riders or pillion passengers). This is higher than the state average
- 1% of casualties were cyclists
- 3% casualties were pedestrians

Driver casualties (excluding cyclists and motorcyclists)

- 61% of driver casualties did not involve cyclists or motorcyclists (2,986 casualties)
  - » 17% were 30–39 years old
  - » 16% 40–49 years old
  - » 16% 17–20 years old
- 32% of these casualties occurred on council managed roads
- 53% of pedestrian casualties were on council managed road

Unit types involved in crashes

- 88% of crashes involved cars
- 11% of crashes involved buses, trucks or other larger vehicles
- 9% of crashes involved motorcycles
- 9% of drivers and riders in crashes were residents of other parts of Queensland, interstate or overseas
- For 2020 & 2021 approximately 35% were motorcyclists

Nature / type of crashes

- 4% of crashes (DCA 000) involved pedestrians and collisions with a vehicle
- 4% of crashes involved pedestrians
- 11% of crashes (DCA 100) were at intersections with a collision from an adjacent approach
- 15% of crashes (DCA 200) were at intersections with a head on collision from an adjacent or turning vehicle
- 41% of crashes (DCA 300) were at intersections as rear ends or side swiping while turning
- 5% of crashes (DCA 400) were as a result of manoeuvring to park or egressing a driveway
- 1% of crashes (DCA 500) were as a result of overtaking
- 2% of crashes (DCA 600) were as a result of collision with an object such as a parked vehicle, wildlife, or at roadworks
- 11% of crashes (DCA 700) were as a result of losing control on a straight section of road
- 9% of crashes (DCA 800) were as a result of losing control on a bend or curved section of road
- 1% of crashes (DCA 900) were miscellaneous road crashes involving a passenger falling from a vehicle, or colliding with another moving object such as a train or wildlife

Road user behaviour

- 21 contributing circumstance categories resulting in casualties.

Appendix D – Action Plan reporting

1. Education, Encouragement & Advocacy			
ID	**Action**	**Stakeholder**	**Occurance**
A1	Promote state and local road safety education programs to educate drivers on road safety issues, including basic road rules	LCC, TMR, QPS, RACQ	ongoing
A2	Encourage schools to include road safety education as part of their curricula	LCC, TMR(RS), QPS	ongoing
A3a	Continue Driver Distraction programs such as 2n2 in local high schools	QPS	ongoing
A3b	Continue to provide support for schools and State agencies implementing a 'School Transport Infrastructure Program' (STIP) program and improve infrastructure around schools	LCC, TMR(RS)	annually
A3c	Continue with the School Zone Pace Car program to raise awareness of travelling speeds around schools	LCC	ongoing
A4	Educate motorists on the dangers of illegal parking and enforce local laws to control this	LCC, QPS	ongoing
A5a	Trial new ways of engaging with the public on matters of road safety	LCC, TMR, QPS, RACQ	ongoing
A5b	Continue to collaborate with QPS on anti-social driving activities for education, engineering and enforcement	QPS, LCC, TMR(RS)	ongoing
A6	Reinstate a formal road safety and active transport advisory group	LCC	initial

2. Crash investigation & Prevention			
ID	**Action**	**Stakeholder**	**Occurance**
A7a	Undertake road safety reviews or audits as part of the design of new roads and road upgrade	LCC	ongoing
A7b	Maintain crash investigation skills and exchange of information for ongoing research and respond to trends in crashes	LCC	ongoing
A8	Develop a priority list of remedial works for the prevention of rear end, right turn and off road crashes	LCC	annually
A9	Identify and treat locations which have a high incidence of motorcycle crashes	LCC, TMR	annually
A10	Monitor and review crash data to identify black spot locations	LCC, TMR, QPS, RACQ	annually
A11	Seek funding from the Black Spot Program and other sources to treat high risk locations	LCC, TMR	annually
A12	Explore opportunities to trial the 'Hold the Red' program	LCC, TMR	ongoing
A13	Promote the Fatal 5 initiative	QPS	ongoing

3. Pedestrian enabling facilities			
ID	**Action**	**Stakeholder**	**Occurance**
A14	Identify high risk locations and missing links to improve pedestrian safety	LCC	half yearly
A15	Develop a priority list for pedestrian enabling facilities for potential inclusion a future Capital Works Program	LCC	annually
A16	Adopt recommendations in the state government's Action Plan for Walking to improve pedestrian safety	LCC	annually

4. On & off-road cycle facilities			
ID	**Action**	**Stakeholder**	**Occurance**
A17	Identify high risk locations and missing links to improve cyclist safety	LCC	annually
A18	Develop a priority list of new cycle infrastructure for potential inclusion in a future Year Capital Works Program	LCC	annually
A18	Review council's reseal program and identify opportunities to improve bicycle safety	LCC	half yearly
A20	Implement cycling safety and pedestrian safety actions outlined in the Way2Go Transport Plan	LCC	annually
A21	Maximise opportunities for external funding	LCC	annually

5. Speed Management measures			
ID	**Action**	**Stakeholder**	**Occurance**
A22	Design new residential streets for low speeds	LCC	ongoing
A23	Traffic calming in existing residential streets	LCC	ongoing
A24	Identify high risk locations and develop a priority list for possible speed management measures for inclusion in the Capital Works Program	LCC	ongoing
A25	Trial new technologies to see what makes a difference	LCC, QPS, TMR	ongoing

6. Focus on engineering treatments			
ID	**Action**	**Stakeholder**	**Occurance**
A26	Continue innovative anti-social driving behaviour countermeasures	LCC, QPS, TMR	ongoing
A27	Evaluation of traditional traffic engineering and black spot treatments	LCC, TMR	annually
A28	Identify on locations on the road network with a diminishing operational performance, high severity of injury crashes or substandard and unsafe pedestrian facility	LCC	annually
A29	Trial new technologies and innovative solutions	LCC	ongoing
A30	Hosting a trial of 'Hold the Red" to reduce crashes at intersections	LCC, TMR	ongoing

7. Monitoring & Reporting			
ID	**Action**	**Stakeholder**	**Occurance**
A31	Prepare an annual report to council to monitor progress of the Strategy's vision	LCC	annually

Glossary and abbreviations

Fatal
Person killed within 30 days of crash

Hospitalisation
Injured person at crash spending overnight at a hospital

Medical treatment
Person involved in a crash and treated at a hospital

Minor Injury
Person involved in a crash and treated on site with paramedics or first aiders

Casualty
A person who is killed or injured as a result of a crash

MUTCD
Manual of Uniform Traffic Control Devices - Queensland

Austroads
The association of Australian and New Zealand road transport and traffic authorities and aims to promote improved road transport outcomes.

QPS
Queensland Police Service (Queensland Government)

FCU
QPS Forensic Crash Unit

TMR
Queensland Department of Transport and Main Roads

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Disclaimer

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