

# Blue Mountains

## Road Safety Action Plan 2010 – 2011



# Index

Introduction

About the Blue Mountains

National Road Safety

Outer Western Sydney Statistics

Road Safety in the Blue Mountains

1. Crashes
2. Casualties
3. Types of Vehicles involved in Crashes
4. Contributing Factors
5. Speed Limits
6. Road User Type
7. Heavy Vehicles
8. Residence of Motor Vehicle Controllers involved in Crashes
9. Age Groups

Addressing the Key Issues



## Introduction

Road Safety is an issue for all members of the Blue Mountains community. The aim of the Blue Mountains Road Safety Plan 2010 – 2011 is to provide a statistical analysis of current issues affecting our road transport network, and to outline our continuing collaborative approach to making our roads a safer place to be.

Blue Mountains City Council commenced involvement with the NSW Local Government Program in 1996, with the employment of a Road Safety Officer. This position is jointly funded by Blue Mountains City Council and the Road Transport Authority (RTA). This Plan also outlines the actions undertaken by this position in relation to available statistics.

This Plan has been compiled from data provided by the Road Traffic Authority, Blue Mountains City Council, Blue Mountains Community Profile (based on Population ID) and the NSW Transport Data Centre. The Blue Mountains Road Safety Plan is updated annually in order to accurately reflect the changing trends on our roads. This Plan reflects the joint actions undertaken by the NSW State Government and Blue Mountains City Council.

## About the Blue Mountains

Blue Mountains City is located at the western fringe of the Sydney metropolitan area – about 55 to 95 kilometres from the Sydney GPO. Blue Mountains City is bounded by Hawkesbury City in the north, Penrith City in the east, Wollondilly Shire in the south and



*The famous Three Sisters in Katoomba*

Lithgow City and the Oberon Council area in the west.

Blue Mountains City is a residential, resort and rural municipality. The City encompasses a total land area of 1,432 square kilometres, of which 74% is World Heritage National Park. A further 14% of the City is contained in public reserves. The majority of the remaining area is residential, with most towns and villages located along the ridgelines and plateaus on the main east-west road and rail corridor. Some are small, isolated rural settlements

while others are large, urbanised areas.

The major population centres are Katoomba and Springwood. The City's major industry is tourism, with many holiday homes and guest accommodation in the upper mountain towns such as Blackheath, Katoomba and Wentworth Falls, while the lower mountain towns such as Blaxland, Glenbrook, Springwood and Winmalee, are more suburban in character. The main industrial estates are located in Katoomba and Lawson. The primary rural area is the Megalong Valley.

In 2006, the total population of Blue Mountains City was estimated at 76,064 people. It is expected to experience an increase of over 2,100 people to 78,168 by 2021, at an average annual growth rate of 0.18% per annum over 15 years. This is based on an increase of over 2,000 households during the period, with the average number of persons per household falling from 2.56 to 2.46 by 2021.

In 2006, the most populous age group in Blue Mountains City was 45-49 year olds, with 6,129 persons. In 2021 the most populous forecast age group will continue to be 45-49 year olds, with 5,498 persons. The number of people aged under 15 is forecast to decrease by 572 (-3.9%), representing a decline in the proportion of the population to 18.9%. The number of people aged over 65 is expected to increase by 5,015 (33.5%), and represent 19.2% of the population by 2021. The age group which is forecast to have the largest proportional increase (relative to its population size) by 2021 is 70-74 year olds, who are forecast to increase by 72.1% to 4,084 persons.

Analysis of the country of birth of the population in Blue Mountains City in 2006 compared to the Sydney Statistical Division shows that there was a smaller proportion of people born overseas as well as a smaller proportion of people from a non-English speaking background.

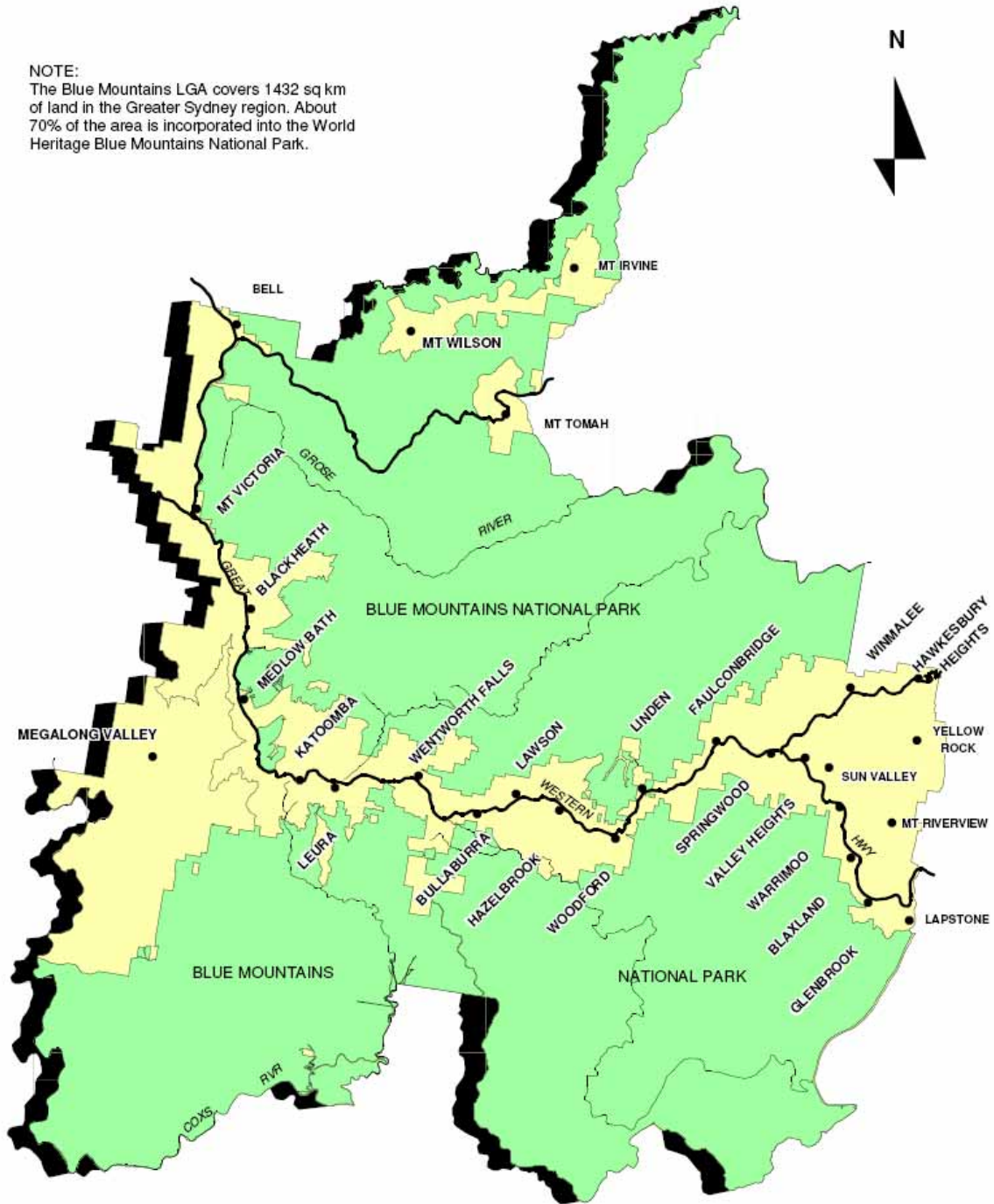
The City comprises significant diversity in terms of residential and economic role and function. The upper mountains, including Wentworth Falls, Katoomba and Blackheath have large numbers of dwellings that are only occupied part time. These areas are generally outside commuting distance to major employment centres in western and central Sydney, and it assumed that much of their future demand will come from people in the retiree age groups. Areas in the lower mountains such as Blaxland, Glenbrook and Springwood have played more of a 'suburban' role in attracting young families, their access to employment in western Sydney a key attribute. This variety of function and role of the small areas in Blue Mountains City means that population outcomes differ across the LGA.

There are also differences in the supply of residential land within the City which will also have a major influence in structuring different population and household futures over the next five to twenty years. Larger redevelopment sites in Blackheath - Western Townships, Blaxland, Katoomba - Medlow Bath and Leura will be the major source of additional dwellings and households in the City in the short term while medium density development around designated transit nodes will provide the bulk of dwelling growth into the future. By contrast, some of the suburbs in the lower Mountains have limited ability to add new dwellings and as a result, are expected to experience population decline over the forecast period resulting from children leaving home.

Overall, 16.5% of the population was born overseas, and 6.3% were from a non-English speaking background, compared with 31.8% and 24.0% respectively for the Sydney Statistical Division. The dominant non-English speaking country of birth in Blue Mountains City was Germany, where 0.8% of the population, or 562 people, were born.

The City of the Blue Mountains is located on the traditional lands of the Darug and Gundungurra Nations.

NOTE:  
The Blue Mountains LGA covers 1432 sq km of land in the Greater Sydney region. About 70% of the area is incorporated into the World Heritage Blue Mountains National Park.



# National Road Safety

Australia has a strong road safety record. Despite a substantial growth in population and vehicle usage over the last four decades, the national road fatality rate has fallen from 3,798 deaths in 1970 to 1,507 in 2009.

This improvement has been achieved through a combination of tougher laws, improved vehicle technology, road design and improved driver education. Nevertheless, road crashes exact a heavy toll on the community in terms of lives lost, serious injuries and suffering of families, friends and the community, so we must continually strive to improve road safety results.

The current ten year National Road Safety Strategy is coming to an end. Australian Transport Council Ministers are currently considering approaches that have worked in individual states and territories and will determine longer-term strategic directions for the next National Road Safety Strategy. This will cover 2011 to 2020, and will address the major crash types and problem areas such as speeding and measures to assist younger drivers. (press release ALGA)

In the current National Road Safety Strategy, four key areas are identified for action. These are:

1. Safer speeds
2. Safer roads and roadsides
3. Safer vehicles
4. Safer road users and safer behaviour.



# Outer Western Suburbs Statistics

Transport NSW defines the Outer Western Suburbs as the Hawkesbury, Penrith and the Blue Mountains. The following data is taken from the information collated from Transport NSW.

**Table One - Key Transport Indicators 2007 in Outer Western Sydney**

		Outer Western Sydney			
		Blue Mountains	Hawkesbury	Penrith	Total
<b>POPULATION (b)</b>	Persons	75,000	61,000	176,000	312,000
	No. of households	29,000	22,000	61,000	112,000
	Average household size	2.6	2.8	2.9	2.8
	Trips av. weekday	278,000	233,000	678,000	1,189,000
<b>TOTAL</b>	Trips av. weekend day	270,000	183,000	643,000	1,096,000
<b>TRAVEL</b>	Trips per person - weekday	3.7	3.8	3.9	3.8
	Trips per person - weekend	3.6	3.0	3.7	3.5
	Trips per household - weekday	9.6	10.7	11.1	10.6
	Trips per household - weekend	9.3	8.4	10.5	9.8
	Commute	12%	13%	14%	14%
	Work related business	7%	14%	11%	11%
<b>REASON FOR TRAVEL (trips)</b>	Education/childcare	5%	9%	10%	8%
	Shopping	18%	15%	13%	15%
	Personal business	10%	8%	8%	8%
	Social/recreation	23%	19%	18%	19%
	Serve passenger	22%	20%	24%	23%
	Other	2%	2%	2%	2%
	Total	100%	100%	100%	100%
	Vehicle driver	54%	60%	55%	56%
<b>MODE OF TRAVEL (trips)</b>	Vehicle passenger	23%	24%	27%	25%
	Train	3%	2%	2%	2%
	Bus	2%	3%	2%	3%
	Walk only	15%	9%	12%	12%
	Other modes	2%	2%	1%	2%
	Total	100%	100%	100%	100%
	Vehicle driver	57%	69%	68%	66%
<b>MODE OF TRAVEL (distance)</b>	Vehicle passenger	23%	21%	22%	22%
	Train	16%	6%	7%	9%
	Bus	2%	2%	1%	2%
	Walk only	1%	1%	1%	1%
	Walk linked (e)	1%	0%	0%	0%
	Other modes	1%	0%	1%	1%
	Total	100%	100%	100%	100%
<b>VEHICLES</b>	Private vehicles	46,000	44,000	110,000	200,000
	Vehicles per household	1.57	2.05	1.80	1.79

	Total travel (kms)	3,281,000	3,344,000	7,263,000	13,887,000
<b>DISTANCE</b>	Total travel per person (kms)	43.8	54.5	41.2	44.5
	Av. trip length (kms)	11.8	14.4	10.7	11.7
	Vehicle travel (VKT) (kms)	1,872,000	2,321,000	4,956,000	9,149,000
	VKT per person (kms)	25.0	37.9	28.1	29.3
<b>TRAVEL</b>	Av. work trip duration (mins)	36	36	35	35
<b>TIME</b>	Av. non-work trip duration (mins)	19	19	15	17
	Av. Trip duration (mins) -- all purposes	21	23	19	20
	Daily travel time per person (mins)	79	86	75	78

Source:

2007 five-year pooled Household Travel Survey (HTS) dataset. The geography is based on the 2006 Australian Standard Geographical Classification (ASGC)

Notes:

(a) Unless otherwise stated, estimates are for an average weekday. LGA and SSD estimates are rounded to the nearest thousand, but averages and percentages are computed based on unrounded numbers.

(b) Population estimates are based on HTS estimates of those in occupied private dwellings.

(c) Estimates of trip purpose are based on linked trip. Trips to return home have been reallocated to the previous 'priority' purpose

(d) Estimates of trip mode are based on unlinked trips except for walk trips.

(e) 'Walk linked' is a walk trip to change mode to other forms of transport.

From the data it can be seen that residents of the Blue Mountains overall make less trips per household on any given day than Hawkesbury or Penrith residents. We tend to travel more on weekdays than other days.

From the data it can be seen that residents of the Blue Mountains are more likely to walk to a destination, with 15% of our travelling done on foot, and marginally more likely to catch a train (3%).

We are also far less likely to travel on work related business, with only 11% of our travel undertaken for this purpose. This compares to 20% and 25% for the Hawkesbury and Penrith respectively. We are also less likely to travel for education or to access childcare, with only 5% of our travel done for this reason. However, we are more likely to travel for personal business (10%), shopping (18%), social and recreational purposes (23%).

In terms of distance travelled, we travel less distances as a vehicle driver (57%) than residents of the Hawkesbury (69%) or Penrith (68%). However we travel further distances via trains (16%), compared to Hawkesbury (6%) and Penrith (7%).

We own significantly less vehicles per household than our Hawkesbury and Penrith counterparts. We own 1.57 vehicles per resident, compared to 2.05 per resident in the Hawkesbury and 1.80 in Penrith.

It is estimated that in 2007 residents of the Blue Mountains travelled 3,281,000 kilometres. This can be compared to 3,344,000 kms in the Hawkesbury and 7,236,000 kms for Penrith. An average trip to work takes 36 minutes, and an average non-work related trip takes 19 mins. The average daily travel time for a person in the Blue Mountains is 79 mins. This can be compared with Hawkesbury (86 mins) and Penrith (75 mins).



# Transport in the Blue Mountains

The Great Western Highway is the major route for both Blue Mountains residents and visitors. It is also the dominant road linking Sydney to the Central West. The Highway follows the main ridgeline from Penrith to Mt Victoria. The Local Government Area has approximately 971 kilometres of road network.

Across the Blue Mountains, the private motor vehicle is the primary mode of transport. Residents are heavily dependent on cars, despite statistics showing that 73% of working residents live within two kilometres of a railway station. (Blue Mountains Bike Plan 2020)

The ability of the population to source services and employment is strongly influenced by access to transport. The number of motor vehicles per household quantifies access to private transport. There are three major reasons for a different share of motor vehicles per household:

- the age structure of the population and household type, which influences the size of the household and the number of adults present;
- access to public transport; and
- household income, which can influence the amount of money available to purchase motor vehicles.

**Table 2 - Car Ownership (vehicles per household) in Blue Mountains**

	2006			2001			Change 2001 to 2006
	number	%	Sydney %	number	%	Sydney %	
No vehicles	2,610	9.2	12.6	2,820	10.2	13.1	-210
1 vehicle	10,778	38.1	36.4	11,544	41.6	38.6	-766
2 vehicles	9,711	34.3	30.2	8,932	32.2	29.5	779
3 vehicles +	3,550	12.5	11.5	2,961	10.7	10.7	589
Not stated	1,661	5.9	9.3	1,490	5.4	8.2	171
Total	28,310	100.0	100.0	27,747	100.0	100.0	563

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006, 2001, 1996, and 1991.

Analysis of the car ownership of the households in Blue Mountains City in 2006 compared to the Sydney Statistical Division shows that 84.9% of the households owned at least one car, while 9.2% did not, compared with 78.1% and 12.6% respectively in the Sydney Statistical Division. Of those that owned at least one vehicle, there was a larger proportion who owned just one car; a larger proportion who owned two cars; and a similar proportion who owned three cars or more.

Overall, 38.1% of the households owned one car; 34.3% owned two cars; and 12.5% owned three cars or more, compared with 36.4%; 30.2% and 11.5% respectively for the Sydney Statistical Division.

The major differences between the car ownership of the households in Blue Mountains City and the Sydney Statistical Division were:

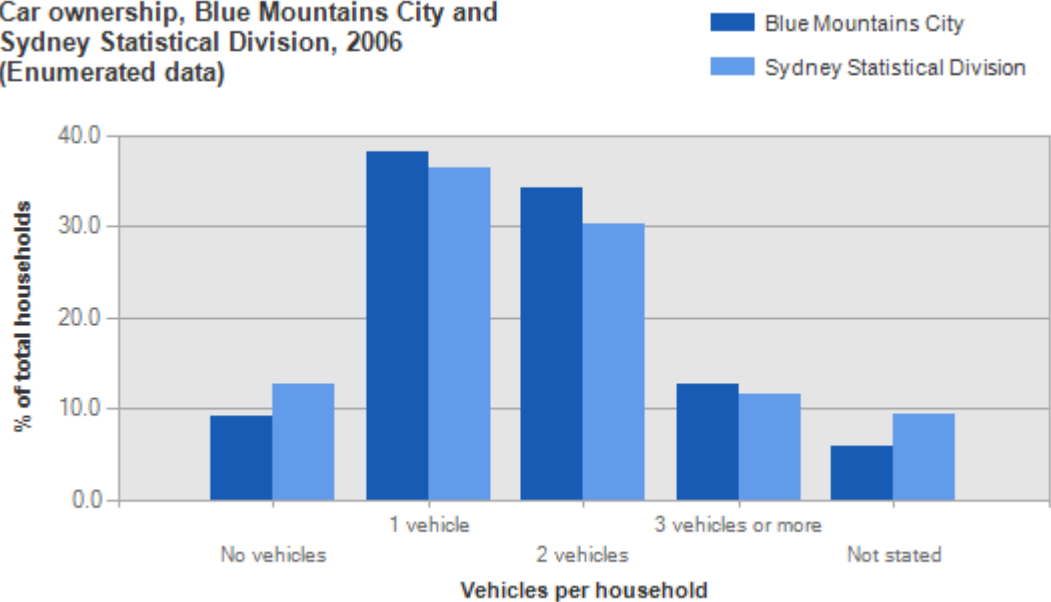
- A *larger* percentage of households with 2 vehicles (34.3% compared to 30.2%), and;
- A *smaller* percentage of households with No vehicles (9.2% compared to 12.6%).

The largest changes in the household car ownership in Blue Mountains City between 2001 and 2006 was with those who owned:

- 2 vehicles (+779 households);
- 3 vehicles or more (+589 households);
- 1 vehicle (-766 households), and;
- No vehicles (-210 households).

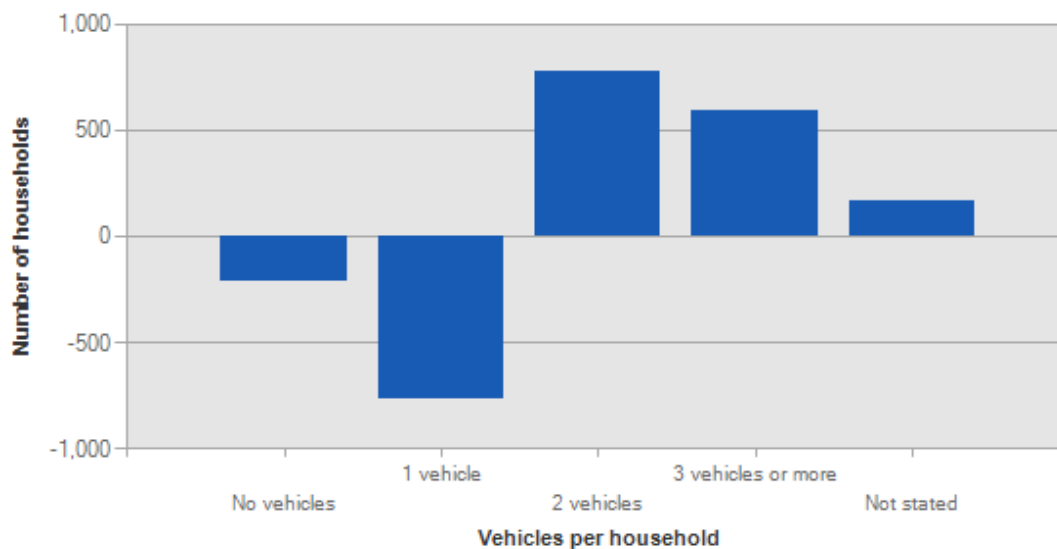
**Graph One - Car Ownership**

**Car ownership, Blue Mountains City and Sydney Statistical Division, 2006**  
(Enumerated data)



Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

**Graph Two – Change in Car Ownership in Blue Mountains, 2001 – 2006 (Enumerated data)**



Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Enumerated)

The 2006 Census also gathered data revealing the main Modes of Transport used by residents to get to work. This data is very useful in transport planning as it informs decision-makers on the effectiveness and availability of local public transport. There are a number of reasons why people use different Modes of Transport to get to work including:

- the availability of affordable and effective public transport options;
- the number of motor vehicles available within a household; and
- the travel distance to work, which for example, can allow people to walk or bicycle to their place of employment.

Note that respondents to the Census can nominate up to three methods of travel. The data presented here include people using multiple methods, but shows only one method. A hierarchy is used in which public transport is assumed to be the dominant mode if it is used. Hence people driving their car to a station or taking a taxi to the ferry are included under "Train" and "Tram or Ferry" respectively, rather than "Car" or "Taxi".

**Table Three – Methods of transport in the Blue Mountains**

	2006			2001			Change 2001 to 2006
	number	%	Sydney %	number	%	Sydney %	
Train	3,729	10.7	12.3	4,105	12.0	13.3	-376
Bus	130	0.4	5.4	153	0.4	5.3	-23
Tram or Ferry	4	0	0.3	10	0	0.3	-6
Taxi	69	0.2	0.3	96	0.3	0.4	-27
Car - as driver	19,809	57.1	53.7	18,460	53.9	52.1	1,349
Car - as passenger	1,629	4.7	5.3	1,831	5.3	5.6	-202
Truck	441	1.3	1.3	560	1.6	1.6	-119
Motorbike	190	0.5	0.5	172	0.5	0.4	18
Bicycle	132	0.4	0.6	137	0.4	0.5	-5
Walked only	979	2.8	4.2	1,078	3.1	3.8	-99
Other	302	0.9	0.9	408	1.2	1.1	-106
Worked at home	1,998	5.8	3.9	1,889	5.5	4.1	109
Did not go to work	4,767	13.7	9.5	4,870	14.2	9.8	-103
Not stated	538	1.5	1.9	467	1.4	1.7	71
Total	34,717	100.0	100.0	34,236	100.0	100.0	481

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006, 2001, 1996, and 1991.

In 2006, there were 3,863 people who caught public transport to work (train, bus, tram or ferry) in Blue Mountains City, compared with 22,069 who drove in private vehicles (car –as driver, car – as passenger, motorbike, or truck).

Analysis of the method of travel to work of the residents in Blue Mountains City in 2006 compared to the Sydney Statistical Division shows that 11.1% used public transport, while 63.6% used a private vehicle, compared with 18.0% and 60.8% respectively in the Sydney Statistical Division.

The major differences between the method of travel to work of Blue Mountains City and the Sydney Statistical Division were:

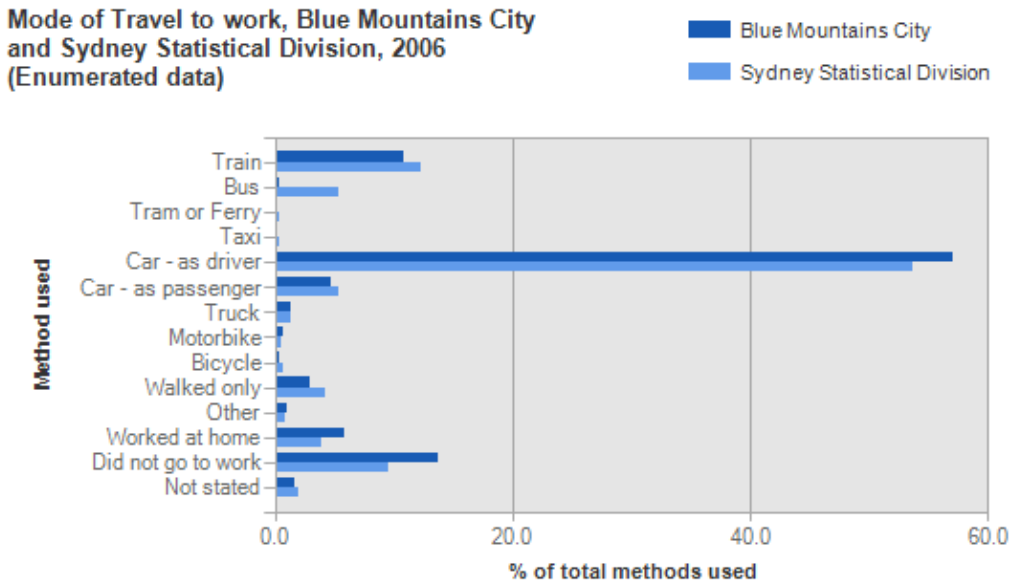
- A larger percentage of people who did not go to work (13.7% compared to 9.5%);

- A *larger* percentage of car - as driver commuters (57.1% compared to 53.7%), and;
- A *smaller* percentage of bus commuters (0.4% compared to 5.4%).

The largest changes in the method of travel to work by resident population in Blue Mountains City between 2001 and 2006 were for those nominated:

- Car - as driver (+1,349 persons);
- Train (-376 persons);
- Car - as passenger (-202 persons), and;
- Truck (-119 persons).

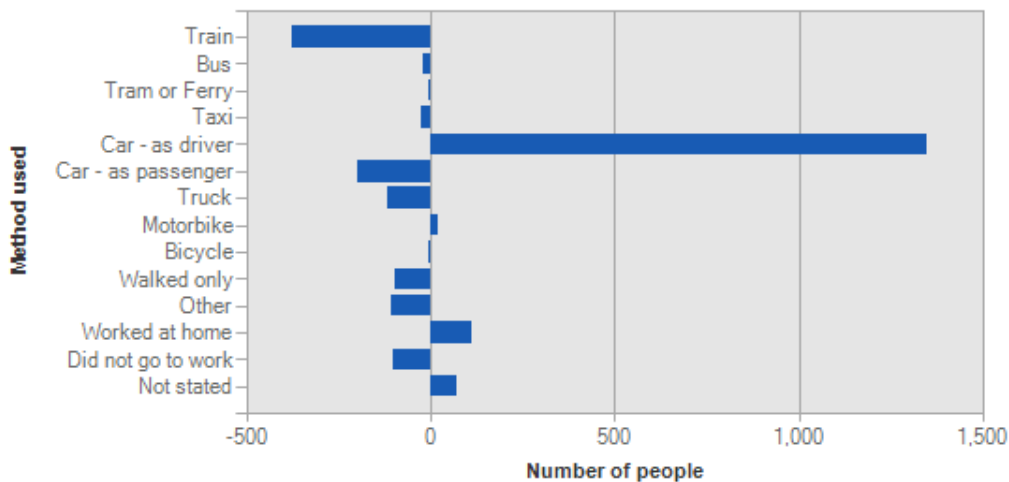
**Graph Three – Mode of Travel to work**



Source: Australian Bureau of Statistics, 2006 Census of Population and Housing (Enumerated)

**Graph Four – Change in Mode of Travel**

**Change in mode of travel to work, Blue Mountains City, 2001 to 2006 (Enumerated data)**



Source: Australian Bureau of Statistics, 2006 and 2001 Census of Population and Housing (Enumerated)

# Road Safety Data Analysis 2004 - 2008

The following information provides a statistical overview of the road crash data for the Blue Mountains Local Government Area between the years 2004 to 2008. This data has been taken from the NSW Transport Data Centre and the Road Traffic Authority.

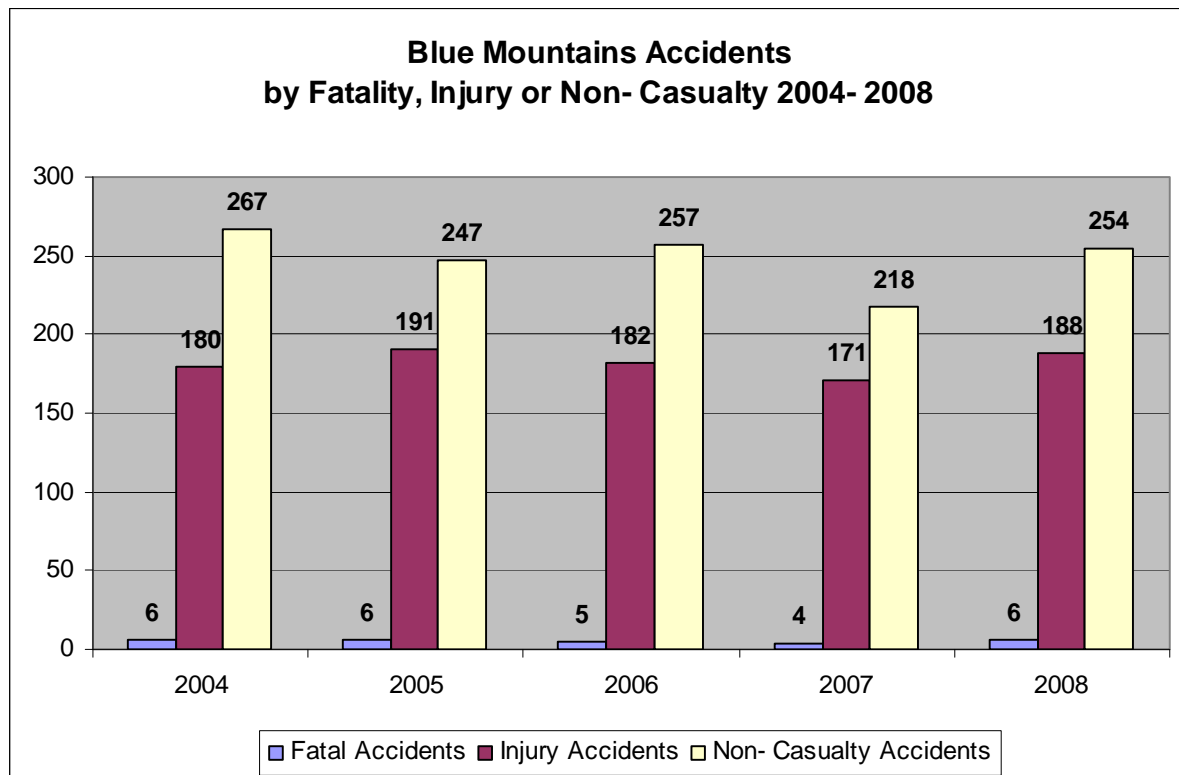
## 1. Crashes

Table One identifies the total number of crashes in the Blue Mountains LGA by fatal/ injury/ non-casualty classification between 2004 to 2008. As can be seen, 2007 saw a reduction in crashes which involved fatalities or injuries, however numbers rose again in 2008.

**Table Four – Blue Mountains crashes by fatal/ injury/ non- casualty classification between 2003 – 2008.**

	2004	2005	2006	2007	2008	Total	5 Yr Av
<b>Fatal Crashes</b>	6	6	5	4	6	<b>27</b>	5.4
<b>Injury Crashes</b>	180	191	182	171	188	<b>912</b>	182.4
<b>Non- Casualty Crashes</b>	267	247	257	218	254	<b>1243</b>	248.6
<b>Total</b>	453	444	444	393	448	<b>2182</b>	436.4

**Graph Five– Blue Mountains Crashes by Fatality, Injury or Non-Casualty 2004 - 2008**

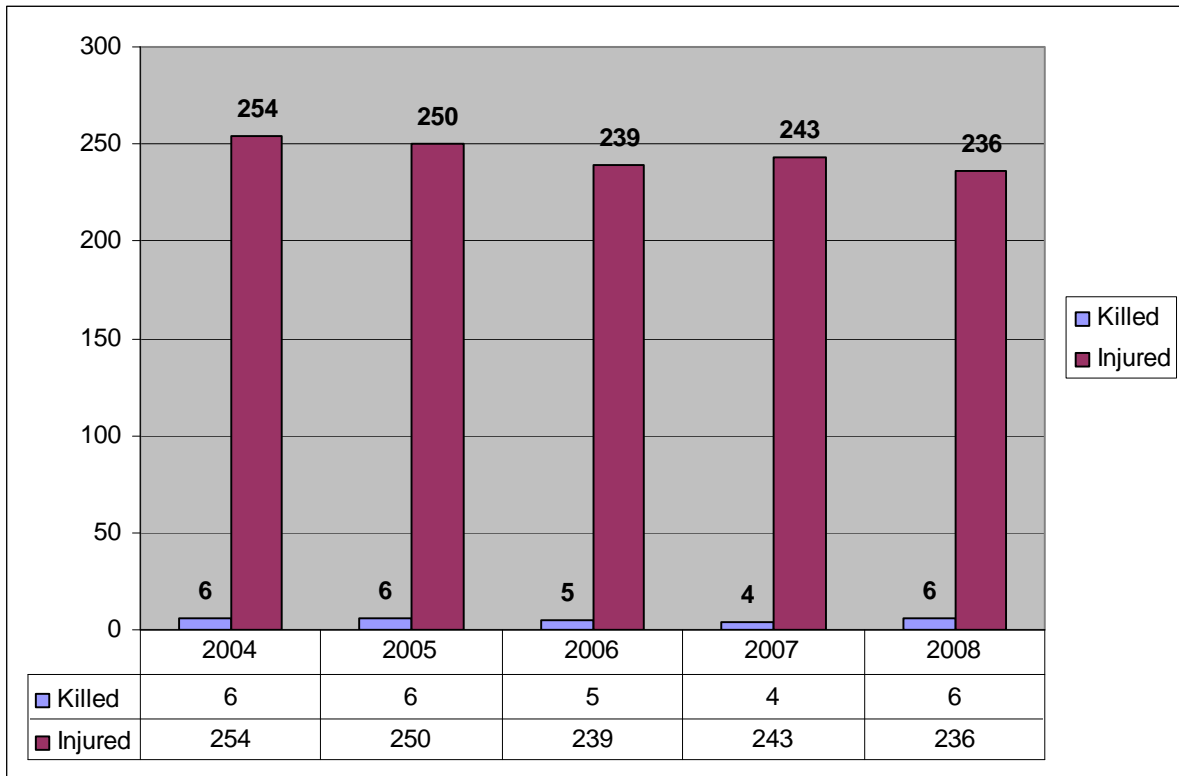


## 2. Casualties

Table Two shows the total number of casualties in the Blue Mountains LGA between 2004 to 2008. A casualty represents an injury or fatality.

As can be seen overall we have experienced a drop in injury rates from 2004 to 2008. 2008 saw the lowest injury rate during this time. Six people were killed in crashes in the Blue Mountains in 2008, which is a rate which is relatively stable over this time.

**Graph Six – Blue Mountains number of casualties by killed/ injury classification in 2003 - 2008**

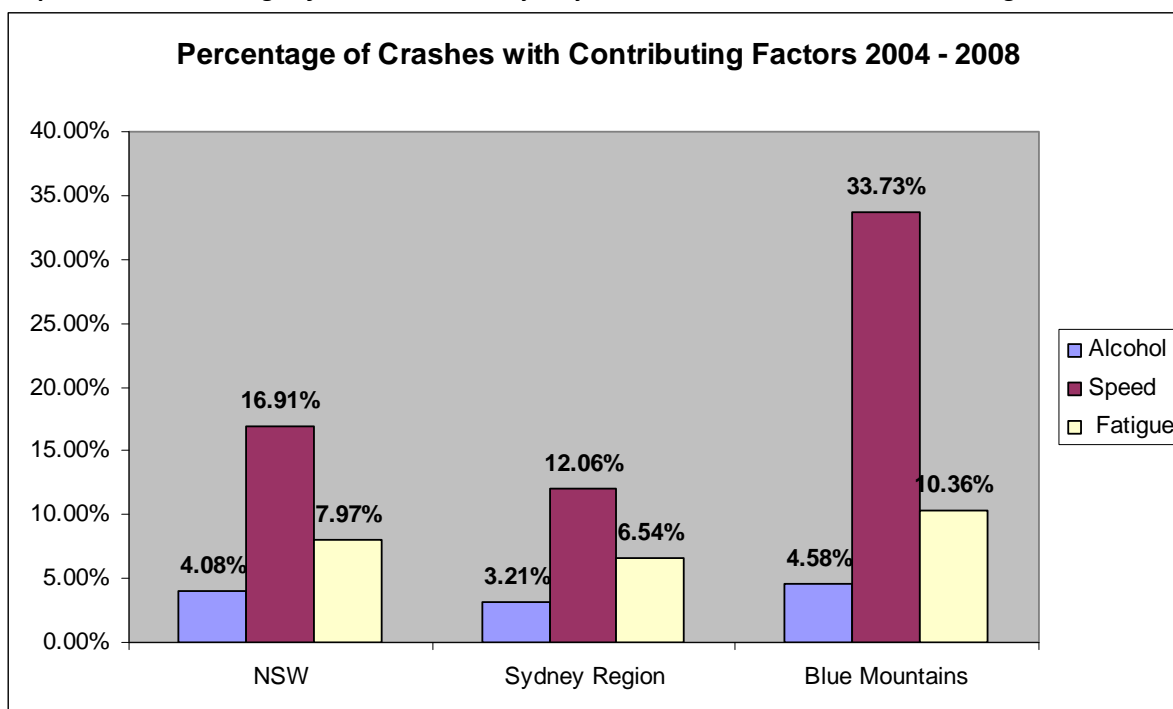


### 3. Contributing Factors

The following three Graphs illustrate the percentage of crashes which have contributing factors. The percentage indicates over a five year period the incidence of each contributing factor. Contributing factors are here described as alcohol, speed and/ or fatigue.

As can be seen in the data below, the Blue Mountains has a higher incidence of crashes involving alcohol, speed and/or fatigue than both the Sydney Region or NSW as a whole.

**Graph Seven – Percentage of Crashes in NSW, Sydney and Blue Mountains with Contributing Factors**



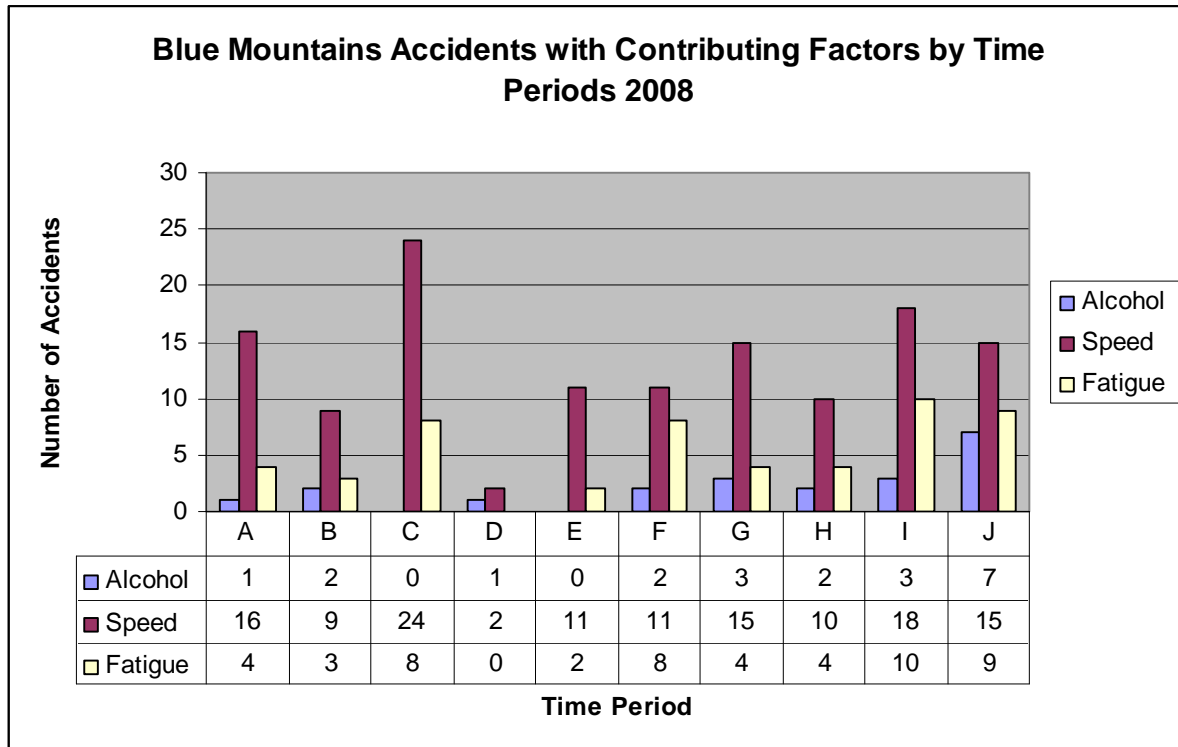
As can be seen, the Blue Mountains has almost triple the amount of speed related crashes than the Sydney Region. Our rate of 33.73% is almost double that of the rate of NSW. This makes reducing speeding on our roads a clear road safety priority for the Blue Mountains community.

Our incidence of fatigue related crashes is also high at rate of 10.36%. This is higher than both the Sydney Region and NSW, indicating that fatigue is also a significant issue for the Blue Mountains.

At 4.58%, our rate of alcohol related crashes is comparative to the state percentage of 4.08%. However this is still higher than the Sydney region rate of 3.21%.

It is also useful to examine at what time of the day or night these crashes occur. The following Graph describes the average number of crashes according to the contributing factors in the Blue Mountains by time periods in 2008. The time periods are specified in the table below according to McLean Time Periods.

Graph Eight – Blue Mountains Accidents with Contributing Factors by time periods



**McLean Time Periods**

A	Monday to Friday 3am – 9pm
B	Saturday to Sunday 3am – 9pm
C	Monday to Friday 9am – 3pm
D	Saturday 9am – 3pm
E	Sunday 9am – 3pm
F	Monday to Wednesday 3pm – 9pm
G	Thursday to Friday 3pm – 9pm
H	Saturday to Sunday 3pm – 9pm
I	Sunday to Wednesday 9pm – 3am (the next day)
J	Thursday to Saturday 9pm – 3am (the next day)

From this data we can see that incidents involving alcohol commonly occur on Thursdays – Saturdays between 9pm and 3am. The next highly ranked time periods are Thursdays to Fridays 3pm to 9pm; and Sunday to Wednesdays 9pm to 3am. Overall crashes in the Blue Mountains where alcohol is a factor commonly occur at night.

In 2008, crashes involving speed in the Blue Mountains were by far more common between the days of Monday to Friday, 9am – 3pm. Sunday to Wednesday from 9pm to 3am was the next most common time for a speed related crash.

Fatigue is most commonly an issue on Sunday to Wednesday from 9pm to 3am (the next day). This is closely followed by Thursday to Sunday from 9pm to 3am (the next day). Not unexpectedly, fatigue seems to be largely an issue at night time.

Another contributing factor to consider is use of occupant restraints. The following table outlines the annual averages when a casualty occurred as a result of a restraint being fitted in a vehicle but not worn.



**Table Five - Use of Restraints: 2004 - 2008 Average**

	<b>NSW</b>	<b>Sydney</b>	<b>Blue Mountains</b>
<b>All Motor Vehicle Driver Casualties</b>	14,395	9,064	137
<b>Restraint Fitted but not worn</b>	264	131	1.8
	<b>NSW</b>	<b>Sydney</b>	<b>Blue Mountains</b>
<b>All Motor Vehicle Passenger Casualties</b>	5,725	3,289	60.8
<b>Restraint Fitted but not worn</b>	133	55	1.2

In NSW the new laws regarding child restraints came into effect on 1 March 2010. This now means that all children under seven years of age must be secured in a child restraint or booster seat when travelling in a vehicle. The new child restraint laws in NSW are based on national model legislation. In summary:

- Babies up to six months of age must also be restrained in a rearward facing restraint.
- Children from six months to under four years of age must be restrained in a rearward facing or forward facing restraint.
- Children under four years of age must not be in the front row of a vehicle with two or more rows.
- From four years to under seven years of age a forward facing restraint or booster seat must be used.
- Children from four to under seven years of age can only sit in the front row of a vehicle with two or more rows when all other seats are occupied by children of a lesser age in an approved child restraint.

Information from the Road Traffic Authority indicates that parents generally move their children into adult seatbelts from around five and a half years of age. Research indicates this is too early and increases the potential for injury. Children up to seven years of age are at least four times as likely to sustain a head injury in a crash when using an adult seat belt when compared to children sitting in an appropriate child restraint. Other research shows that seating children from age four to under seven years of age in an appropriate booster seat reduces their risk of injury in a crash by almost 60 per cent when compared to sitting in an adult seatbelt without a booster seat.

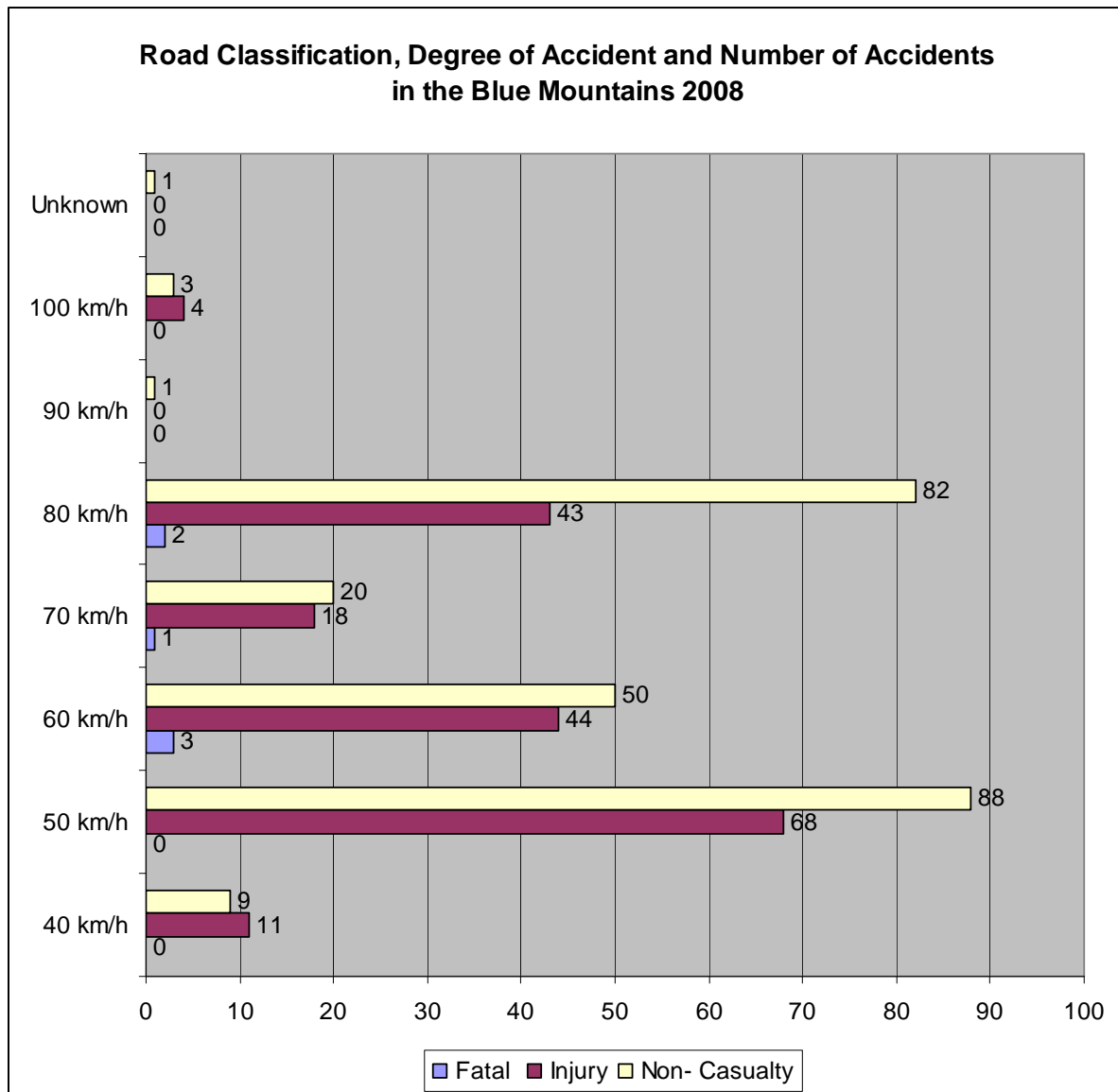
#### 4. Speed Limits

The following data aims to analyse the relationship between speed zones and crashes in the Blue Mountains.

In the Blue Mountains in 2008, 156 crashes occurred in a 50 kms an hour speed zone, making it the classification with the highest amount of crashes. However, no fatality occurred in a 50 km zone. 50kms zones are usually local roads, which may indicate that these crashes most often occur in residential areas.

The next speed zone with a high number of crashes is 80kms an hour, with a total of 127 crashes. Two of these crashes were fatalities. The zone with the highest amount of fatalities was the 60 km an hour zone, with a total of three. The two zones in 2008 that had the least amount of crashes were the 90km an hour zones and the 100km an hour zones.

**Graph Nine – Road Classification, Degree of Accident and Number of Accidents in the Blue Mountains 2008**



## 5. Road User Type

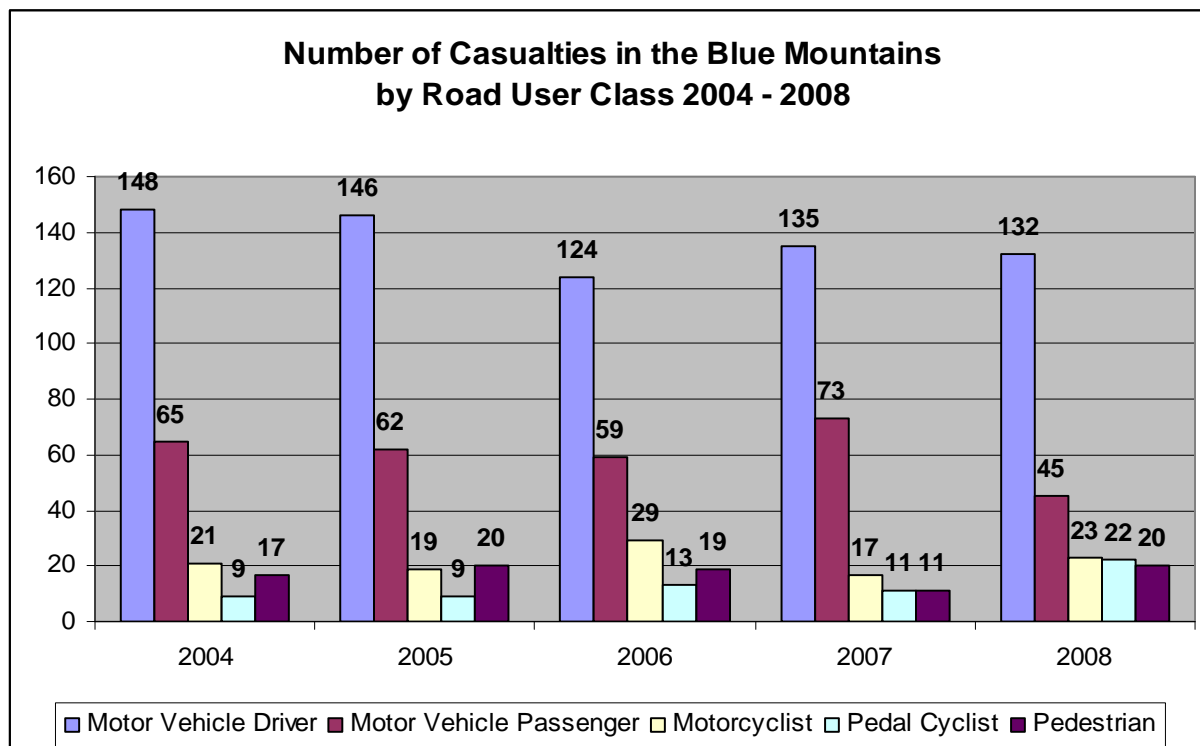
Table Five shows the percentage of casualties by road user class between 2004 and 2008 for NSW, Sydney Region and Blue Mountains LGA. Casualties include persons killed or injured.

**Table Six- Percentage of casualties by road user class between 2004 – 2008 Blue Mountains**

	2004	2005	2006	2007	2008	5 year Average
<b>Motor Vehicle Driver</b>	56.9%	57%	50.8%	54.7%	54.5%	54.84%
<b>Motor Vehicle Passenger</b>	25%	24.2%	24%	29.5%	18.6%	24.34%
<b>Motorcyclist</b>	8%	7.4%	11.9%	6.9%	9.5%	8.73%
<b>Pedal Cyclist</b>	3.5%	3.5%	5.3%	4.6%	9%	5.12%
<b>Pedestrian</b>	6.5%	7.8%	7.8%	4.6%	8.3%	6.97%

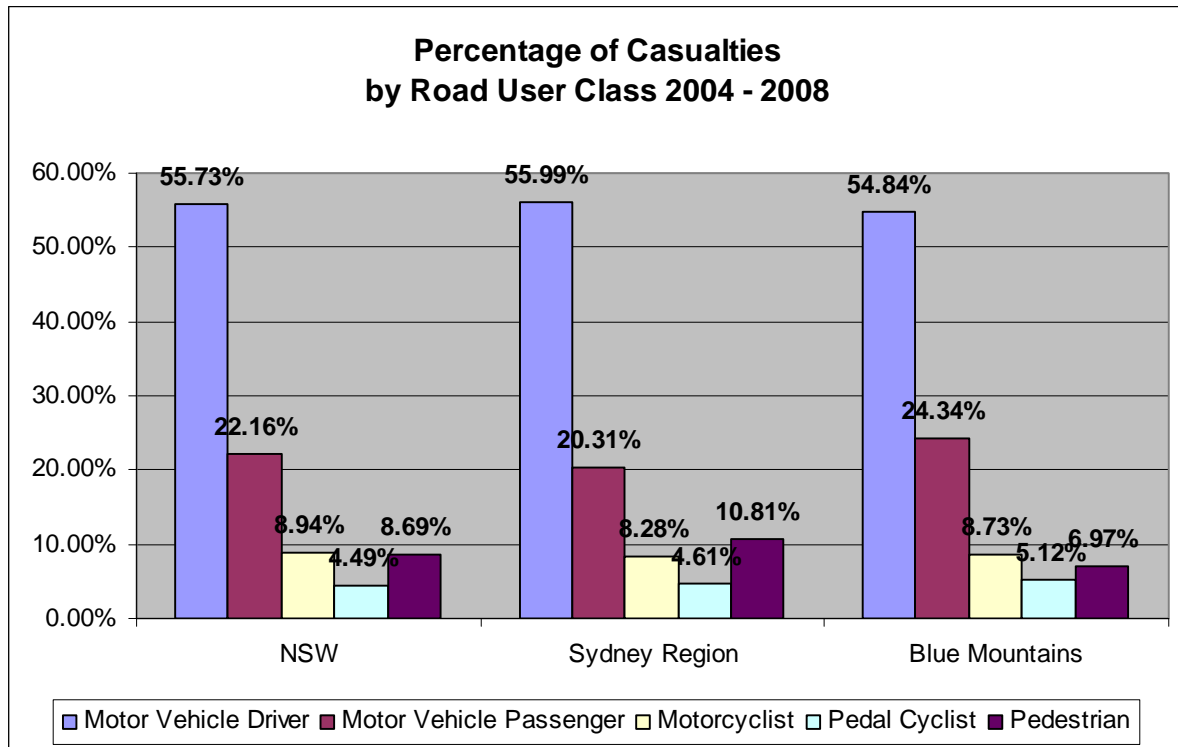
From this data we can see that casualties occur most frequently to motor vehicle drivers at 54.84%, followed by motor vehicle passengers at 24.34%. There was a spike in motorcycle casualties in 2006, which then significantly dropped to 6.9% in 2007. However the following year this rose again to 9.5%. The casualty rate for pedal cyclists rose sharply in 2008 to 9%. Pedestrian rates of casualty also rose in 2008, with 8.3% of all casualties occurring to pedestrians in the Blue Mountains.

**Graph Ten- Number of casualties by road user class between 2004 – 2008 Blue Mountains**



The following graph compares the percentage of casualties by road user class between 2004 and 2008 for NSW, Sydney Region and Blue Mountains LGA. From this data it can be seen that the Blue Mountains has a higher percentage of casualties who were motor vehicle passengers. It can also be seen that we have slightly higher rates of pedal cyclist casualties at 5.12%.

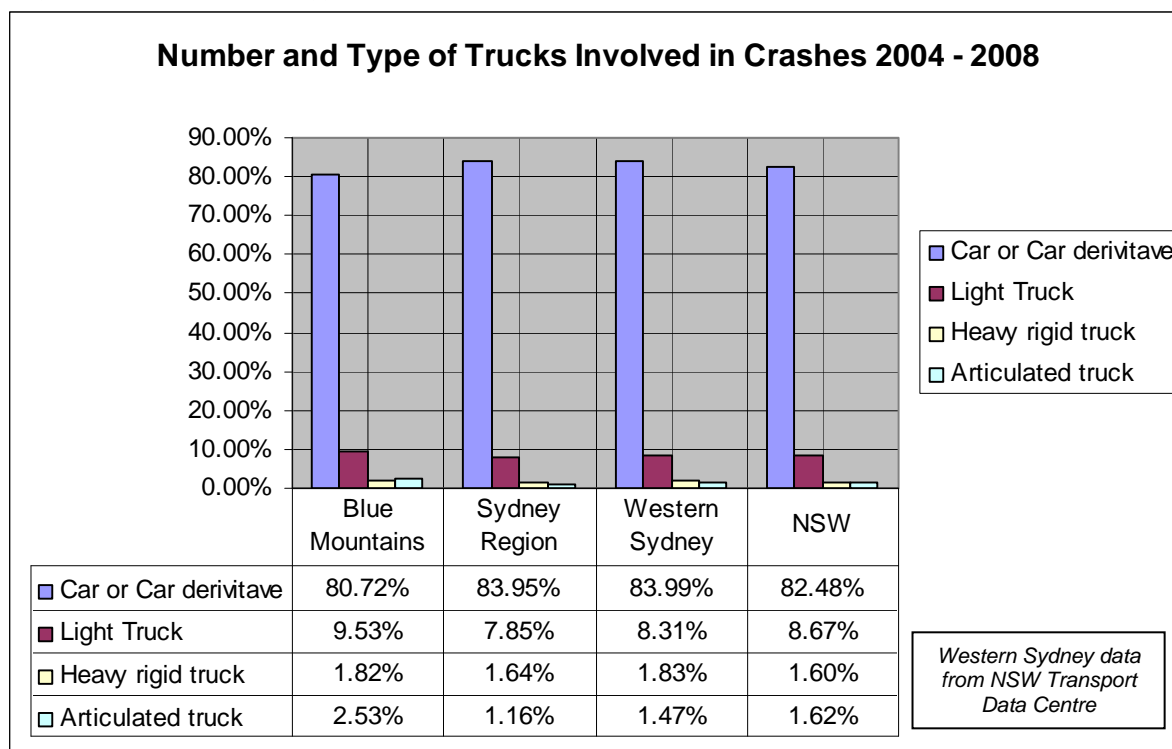
**Graph Eleven – Percentage of casualties by road user class between 2004 – 2008**



## 6. Trucks

The following data relates to what kinds of trucks are involved in crashes in the Blue Mountains, Western Sydney, Sydney Region and New South Wales. The following data is based on a five year percentage of crashes occurring.

**Graph Twelve – Number of type of trucks involved in Crashes 2004 - 2008**



As can be seen from the data, the Blue Mountains has a significantly higher proportion of trucks involved in crashes than the Sydney Region, Western Sydney or NSW. Over a five year period, light trucks constituted 9.53% of crashes in the Blue Mountains. This can be compared with 7.85% in Sydney, 8.31% in Western Sydney and 8.67% in New South Wales as a whole.

We have also experienced significant increases in crashes involving trucks over the last five years. The following table notes the sharp growth in crashes involving light trucks, heavy rigid trucks and articulated trucks. There is a drop in crashes involving cars, and a slight increase in motorcycle crashes.

**Table Seven – Number of trucks involved in crashes on Blue Mountains roads**

Blue Mountains						
	2004	2005	2006	2007	2008	Total
Car or Car derivative	602	587	579	509	561	2838
Light Truck	66	69	64	62	74	335
Heavy rigid truck	15	11	6	15	17	64
Articulated truck	15	12	20	17	25	89
Bus	7	6	2	4	6	25
Motorcycle	21	21	28	19	24	113
Other motor vehicle	11	8	15	9	9	52
<b>Total</b>	<b>737</b>	<b>714</b>	<b>714</b>	<b>635</b>	<b>716</b>	<b>3516</b>

## 7. Residence of Motor Vehicle Controllers involved in Crashes

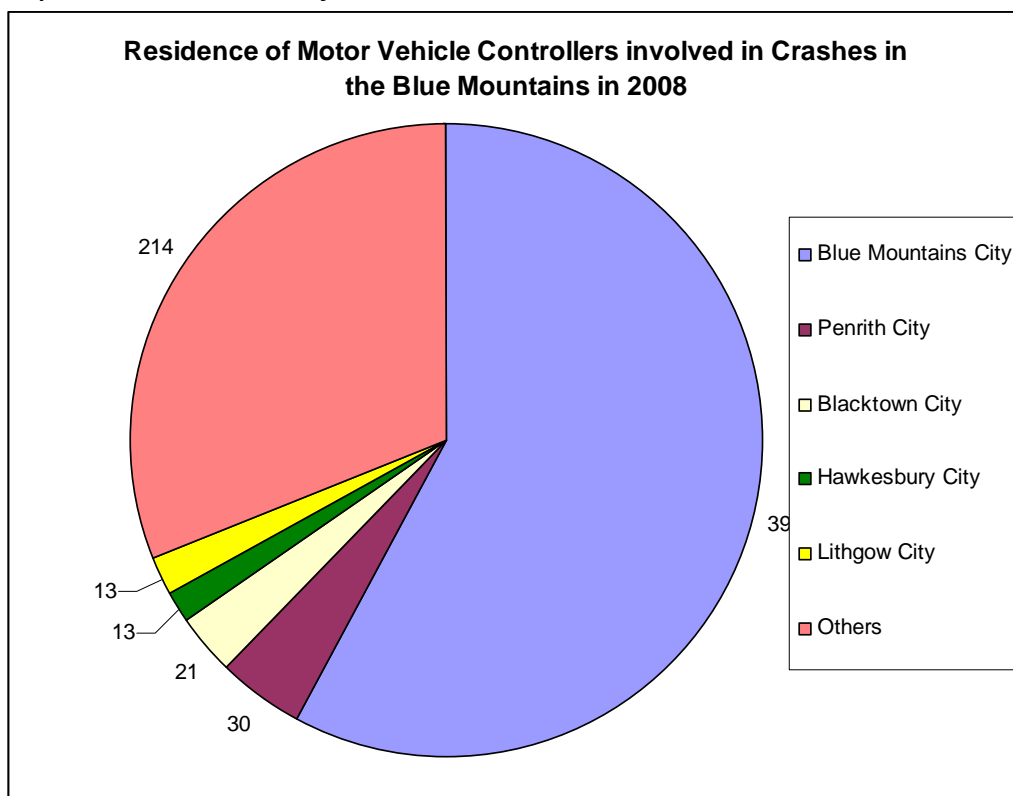
This information relates to the residence of the motor vehicle controller involved in crashes in the Blue Mountains in 2008.

As can be seen from the data, 398 of crashes occurring in the Blue Mountains involved Blue Mountains vehicle controllers. The top twelve residences of motor vehicle crashes involved in Blue Mountains crashes in 2008.

**Table Eight- Top Twelve Residences of Motor Vehicle Controllers involved in Blue Mountains Crashes in 2008**

	Local Government Area	No. of Crashes
1	Blue Mountains City	398
2	Penrith City	30
3	Blacktown City	21
4	Hawkesbury City	13
5	Lithgow City	13
6	Orange City	11
7	Bathurst City	11
8	Baulkham Hills	8
9	Holyroyd	7
10	Interstate/ Overseas	6
11	Ryde	6
12	Oberon	6
	Others	159

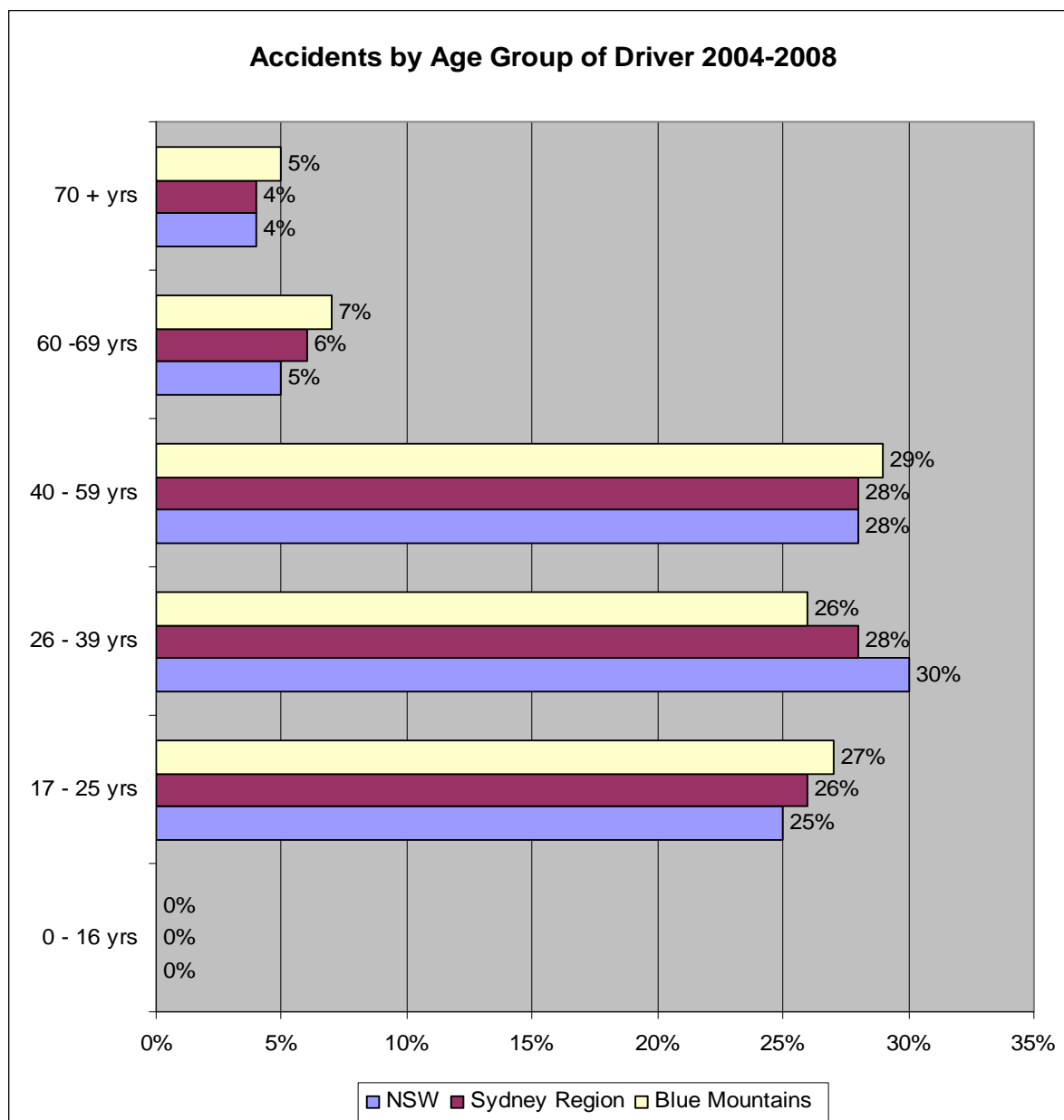
**Graph Thirteen – Residence of Motor Vehicle Controller involved in crashes**



## 8. Age Groups

Table Eight shows the percentage of all crashes by age of motor vehicle controller for NSW, Sydney Region and Blue Mountains. These crashes include all incidents which involved a fatality, injury or an crash where the tow-away of a vehicle is required.

**Graph Fourteen – Percentage of all Crashes by Age Group of Controller 2004 – 2008**



As can be seen, the driver age group in the Blue Mountains which has the most crashes is the age group 40 – 59 years old. Our next highest is the age group 17 – 25 years old, followed by 26 – 39 years. We also have a marginally higher percentage of under 16 year old drivers involved in crashes than NSW or the Sydney Region. It is notable that drivers from the age bracket of 60 – 69 years old have a higher rate of crash than those drivers in Sydney or across NSW. As the Blue Mountains has an ageing population, it is possible that these statistics will increase in the coming years. In the age bracket of 70 + we also have a larger proportion of drivers involved in crashes than NSW or the Sydney Region.

# Addressing the Key Issues

## Strategies for 2010 – 2011

In response to these statistics, the following key issues have been identified as road safety priorities in the Blue Mountains for the financial year 2010 - 2011.

- Speed
- Bicycle Safety
- Trucks
- Young Drivers
- Child Restraints

As the data suggests, other key priorities for road safety in the Blue Mountains are alcohol and fatigue related crashes as well as crashes involving the 26 – 39 year and 40 – 59 year age groups. It is anticipated that in the next financial year strategies to address these issues will be formulated in collaboration with the Roads and Traffic Authority, Police and other key relevant stakeholders.

As a result the following actions are to be undertaken by the Road Safety Coordinator in the financial year 2010 – 2011. A range of other strategies are undertaken by other staff within Council, including by the Traffic and Road Safety Team, City Planning, Assets Team and Community Services & Libraries Branch.

### **1. Speed**

**Statistical relationship:** Over the period 2004 - 2008, the Blue Mountains had almost triple the amount of speed related crashes than the Sydney Region. Our rate of 33.73% is almost double that of the rate of NSW. This makes reducing speeding on our roads a clear road safety priority for the Blue Mountains community. In addition, many accidents occur in 50 km an hour locations, suggesting a link to the behaviour of local residents of the Blue Mountains in these areas. In 2008 in the Blue Mountains 88 non- casualty accidents occurred in 50 km an hour locations, along with 68 injuries.

#### **Strategy A: Targeting Speeds on Local Roads**

**Description:** Project aims to change local driver behaviour on local 50km an hour roads. Residents will be provided with 50kms an hour Bin Stickers and road safety information. Variable Message Signs will be placed on targeted roads for two week intervals.

**Target Groups:** Eight local roads with a history of speeding related crashes will be targeted across the City using RTA data, Police information and Council records.

#### **Project description:**

- Identify 8 appropriate streets to target using Police, Council and RTA target
- Liase with Police regarding enforcement during VMS Placement
- Create an online system for residents across the City to request a bin sticker for their bin



- Implement a letterbox drop to residents on targeted streets outlining campaign and its aims, also including 50km an hour bin sticker
- Place Vehicle Message Signs on local roads for two week intervals as appropriate
- Run a comprehensive media campaign with regards to local roads and speeding, including local radio, newspaper and email campaign

### **Strategy B: The Gateway Project**

**Description:** A collaborative project between Lithgow, Bathurst, Blayney, Blue Mountains and Hawkesbury Councils, the RTA, and local Police which aims to provide safe transport corridors.

**Target groups:** Residents and visitors that use the Great Western Highway and Bells Line of Road

#### **Project Description:**

- To raise awareness of speeding enforcement and possible consequences
- To raise awareness of the risks associated with speeding on the targeted roads
- To raise awareness of the risks associated with driving on these roads in adverse weather conditions
- To raise awareness of the increased stopping distances needed in inclement weather
- To raise awareness of animals and wildlife as a hazard on these roads when driving
- To provide safe, accessible infrastructure for drivers on the targeted roads
- Improve local link roads
- Work with the RTA and other stakeholders to facilitate optimum outcomes from Great Western Highway upgrading and maintenance works
- Media releases and radio to promote the main issues for these roads
- Implementation of a highly integrated Variable Message Sign strategy for 2010/2011 (conducted by the RTA)
- Use the existing permanent Variable Message Sign signs on the various highways in the region to support the various operations, using RTA approved messages
- Distribution of Gateway resources to Tourism and selected businesses

*Please note: Police are a major stakeholder in this project. The Gateway project will work with Police by supporting operations on targeted weekends in the LGA's, including the support of double demerit points on selected weekends.*

## **2. Bike Safety**

**Statistical relationship:** The rate of crashes involving pedal cyclists rose from 4.6% in 2007 to 9% in 2008. This represents the highest crash rate for pedal cyclists in the period of 2004 – 2008.

### **Strategy: Bike Week 2010**

**Description:** Family fun morning in Glenbrook Park during Bike Week

**Target group:** Families with young children

#### **Project description:**

- To improve knowledge of road and bike safety in the Blue Mountains, with a focus on Lower Mountains
- Provide maintenance checks for bikes
- Provide fun craft educational activities for children under six years old
- Provide information to parents and carers on child restraint laws, road safety and local community services
- Link isolated parents to local services
- Work in partnership with Lower Mountains Family Support and Lower Mountains Neighbourhood Services

### **3. Trucks**

**Statistical relationship:** The Blue Mountains has a significantly higher proportion of trucks involved in crashes than the Sydney Region, Western Sydney or NSW. Over a five year period, light trucks constituted 9.53% of crashes in the Blue Mountains. This can be compared with 7.85% in Sydney, 8.31% in Western Sydney and 8.67% in New South Wales as a whole. The Blue Mountains also experienced significant increases in crashes involving trucks over the last five years.

**Strategy:** The RTA and Blue Mountains City Council are currently in discussion regarding effective strategies targeting crashes which involve trucks. It is understood that a partnership will be undertaken in the near future to address this issue.

### **4. Young Drivers**

**Statistical relationship:** Young people aged 17 -25 are the second highest age group involved in crashes across the Blue Mountains over the period 2004 - 2008.

#### **Strategy: Graduated Learner Scheme Workshops**

**Description:** Offer workshops that increase supervising driver's understanding of the benefit of providing on road driving experience for their young driver. It is a requirement of the RTA that Councils funded under the Road Safety Officers program conduct at least one Graduated Learner Scheme Workshop per financial year to address this issue.

**Target group:** Parents and Supervising Drivers

#### **Project description:**

- Increase supervising driver's (including parents/guardians) understanding of the benefit of providing on road driving experience for their young driver
- Explain to parents and supervising drivers how to use the Learner Driver Log Book and how to plan safe driving practise
- Increase compliance with the Learner Driver Log Book

### **5. Child Restraints**

**Statistical relationship:** According to Blue Mountains statistical analysis from the period 2004 - 2008, there are on average 1.2 casualties involving a crash where a seatbelt was fitted on the passenger seat but not worn. In NSW the new laws regarding child restraints came into effect on 1 March 2010. This now means that all children under seven years of age must be secured in a child restraint or booster seat when travelling in a vehicle. The

new child restraint laws in NSW are based on national model legislation. The recent changes have lead to child restraints becoming a high priority to the financial year 2010 - 2011

**Strategy: Child Restraint Checking Days**

**Description:** Offer child restraint checking days where approved mechanics fit appropriate child restraints into vehicles. This aims to reduce the casualty rates of persons who did not wear a seatbelt or who had an incorrectly fitted seatbelt. A media campaign will raise community awareness of new legislation and importance of compliance.

**Target group:** Parents or carers with young children, general community

**Project description:**

- Conduct awareness campaign in the media of new changes, including newspaper, email, school newsletters, community newsletters and flyers
- To provide three fitting days for child restraints
- To collate information gathered at fitting days regarding knowledge of parents/ carers and regarding rates of incorrectly fitted restraints
- To present information at local community interagencies, maternity ward, children's services and schools as required
- To distribute RTA resources and to gather information using parent surveys