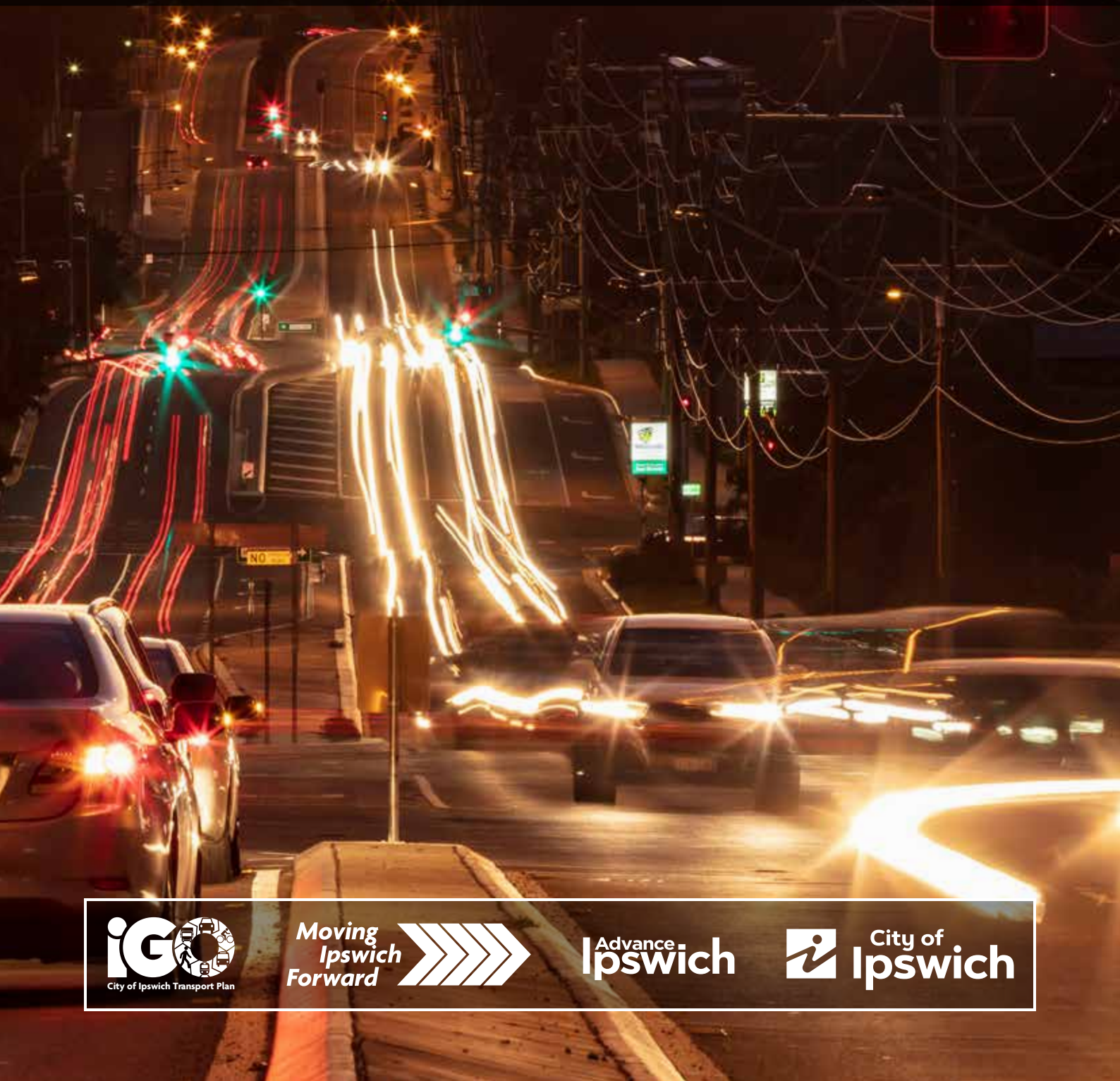
City of Ipswich

iGO Road Safety Action Plan

Summary Report

March 2020

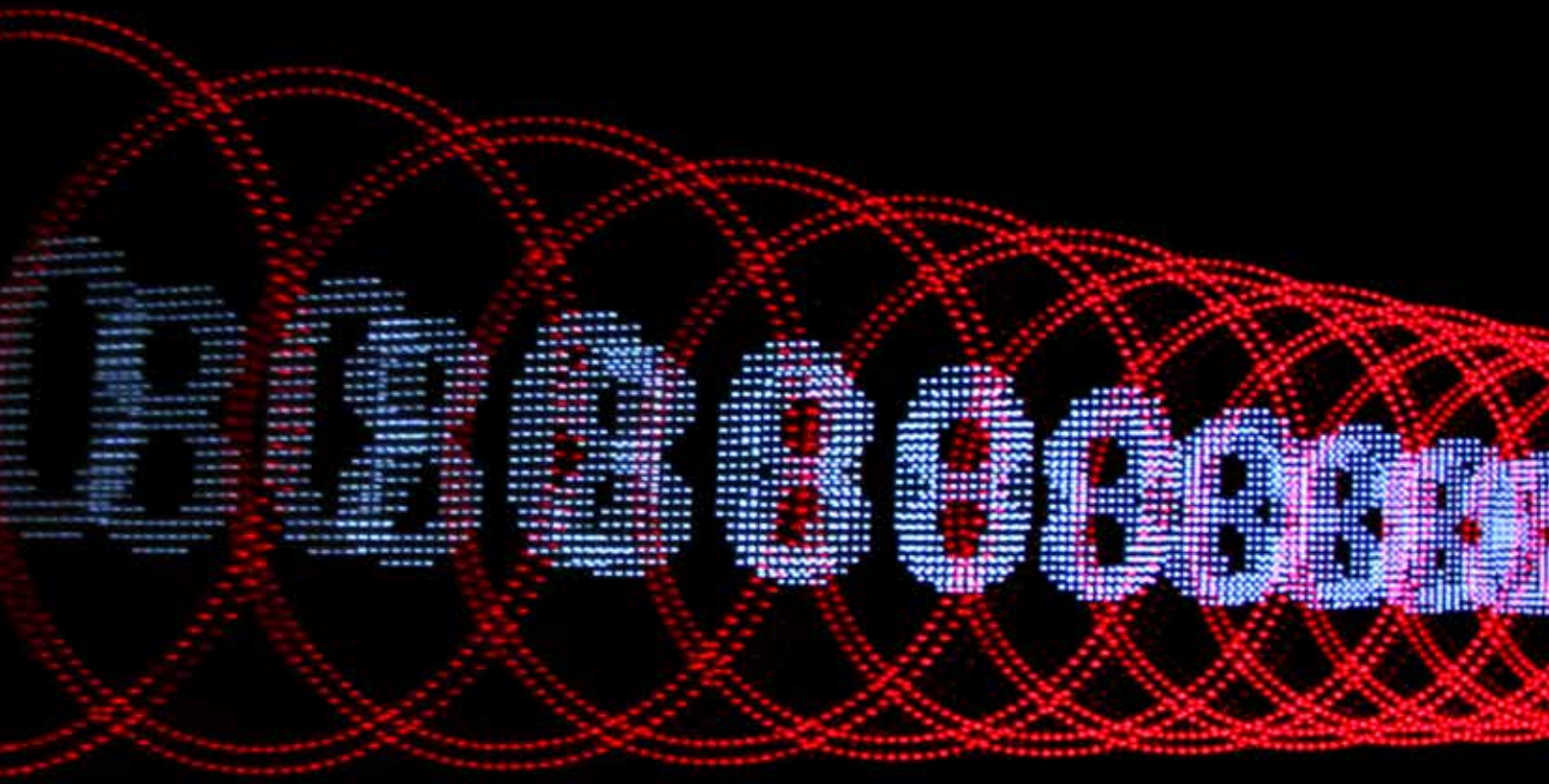


iGO City of Ipswich Transport Plan

Moving Ipswich Forward

Advance Ipswich

City of Ipswich



EXECUTIVE SUMMARY

Over the next few decades, Ipswich will experience significant change. Extensive population growth, urban renewal and shifts in demographics, changing behaviours and attitudes will change the way we live. This will include changes in industry and employment, emerging technologies, and introduce new modes of transport including shared mobility services and autonomous vehicles.

The iGO Road Safety Action Plan (RSAP) is Ipswich City Council's (council) roadmap to ensure that as these positive changes occur, we continue to reduce the occurrence of road trauma on our network of public roads, footpaths and cycleways. The RSAP acknowledges that road safety is a complex and challenging issue.

COUNCIL'S VISION FOR ROAD SAFETY

The Ipswich community has a shared responsibility and commitment to collaboratively working towards reducing transport-related trauma, saving lives and improving road safety on the Ipswich transport network.

ACTION PLAN

The plan establishes 45 actions which have short, medium and long term timeframes, with actions led by council and its road safety partners to collaboratively address road safety issues via a multi-faceted approach:

- education
- enforcement
- engineering
- exposure
- examination of competence
- emergency response evaluation.

OBJECTIVES

By achieving the plan, Ipswich will continue to be a growing community that allows our residents and visitors to move safely around our road network:

- emphasise road safety culture in Ipswich
- address road safety issues with Infrastructure Programmes
- improve safety for all transport modes
- improve collaboration between road authorities and stakeholders
- improve emergency response capabilities
- reduce the occurrence of road trauma.

AREAS OF INFLUENCE

By focusing on five areas of influence that council and it's road safety partners are best positioned to have the most influence, the RSAP identifies areas of opportunity to achieve significant reductions in the annual number of fatal and serious injuries.

Users

Infrastructure

Community

Systems

Organisations

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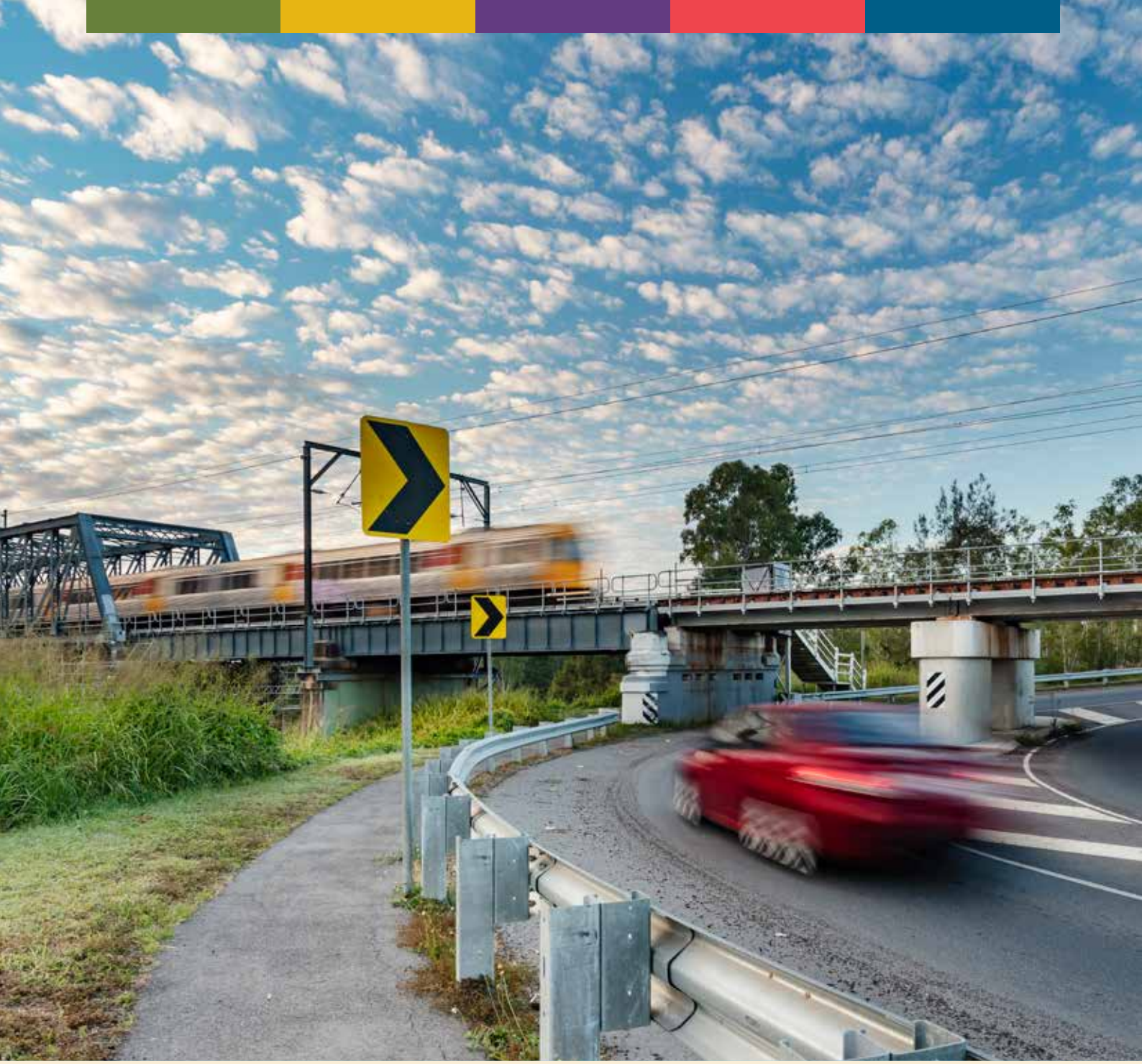


INTRODUCTION

INTRODUCTION

The City of Ipswich Transport Plan (branded 'iGO') is council's masterplan for Ipswich's transport future. It responds to current and future transport challenges and outlines council's aspirations to advance the city's transport system to accommodate a future population of 435,000 people.

In particular, iGO recognises the need to manage road safety while accommodating the future increased travel demands that come with Ipswich's forecast population growth.

The RSAP delivers on iGO actions AT14 and R10, which suggest the delivery and implementation of a citywide road safety action plan that considers the safety of all road users.

The aim of the RSAP is to provide a guide to the planning, delivery and promotion of programs, activities, campaigns, investigations and investments that council and its road safety partners will undertake to reduce road trauma in the region in a targeted and collaborative approach.

The RSAP is focused on eliminating and decreasing the severity of road trauma. This relates to fatalities and serious injuries as a result of the movement of people and goods on the public road network which includes footpaths and cycleways. The RSAP does not consider trauma associated with incidents involving other forms of transport (such as railways) or off-road activities such as use of mountain bikes, motorbikes and quad bikes on private property.

The RSAP acknowledges the core areas of influence that council and our road safety partners are best placed to effect change, and focuses on establishing a vision for safety in the region, identifying key opportunities to improve road safety, establishing targets and actions to be undertaken to continually make it safer for Ipswich residents and visitors to travel in the region.

ROAD SAFETY IN IPSWICH

ROAD SAFETY IN IPSWICH

The Ipswich region has been experiencing rapid growth in population which is expected to grow to a population of 435,000 people. Despite this rapid growth, the number of fatal and serious injury (FSI) crashes per capita has been steadily decreasing. Ipswich's FSI crash rate per capita is approximately 100 crashes per 100,000 population which is slightly below the state average. Regardless, there were 1,924 FSI crashes in the region between 2008 and 2017, and the associated loss of life, physical and emotional injuries represents a significant physical, social and economic impact on the residents and visitors of the region.

Analysis of crash data and future trends have identified the following major influences on crashes in Ipswich.

Driver behaviour

10% of FSI crashes are rear-end crashes

Drugs and alcohol

Approximately 14% of FSI crashes have involved positive Blood Alcohol Content (BAC)

Motorcyclists

13.5% of FSI crashes involve motorcyclists

Commuter fatigue

Approximately half of all working residents work outside of Ipswich

Roadside hazards

40% of all FSI crashes in Ipswich involve only a single vehicle

Pedestrians

Half of all pedestrian FSI crashes occur in the afternoon and evening

60 km/h and below

Most FSI crashes have occurred on Ipswich's urban road network

Males (young and old)

Young males (17-24 years old) and old males (over 75 years old) are involved in approximately 16% of FSI crashes in Ipswich

Intersections

41% of all FSI crashes in Ipswich occur at intersections

Core arterial roads

25% of all FSI crashes occur on high volume arterial roads

Health

70.1% of Ipswich adults are obese or overweight, which is associated with fatigue, sleep apnoea and heart conditions that may contribute to road crashes

APPROACH TO ROAD SAFETY

The RSAP acknowledges the Safe System Framework - an internationally adopted philosophy that forms the basis for most road safety strategies. The safe system recognises that:

- people are error prone and make mistakes
- human tolerance to physical forces is limited
- a forgiving road network reduces the likelihood of harm to its users.

The Safe System seeks to address road safety through the four pillars of:

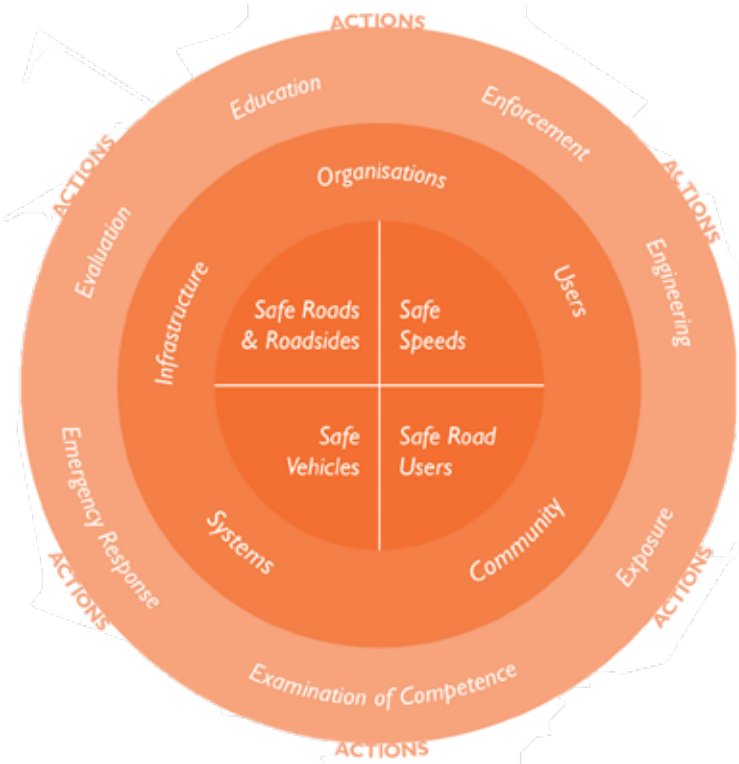
- safe roads and roadsides
- safe road users
- safe speeds
- safe vehicles.

The RSAP has adopted the principles of the safe system. However, to represent the diverse range of stakeholders and types of actions required, actions are presented under five areas of influence - users, organisations, infrastructure, systems and community. These are areas in which council and it's road safety partners can directly influence at a local level to change both the physical transport environment, the behaviour of residents and visitors using the road network, as well as how organisations plan and respond to road safety issues.

The actions outlined in the RSAP have been developed considering the areas of influence in conjunction with appropriate countermeasures to ensure all of the objectives and targets are addressed within the capabilities and resources available. Countermeasures considered include:

- education
- enforcement
- engineering
- exposure
- examination of competence
- emergency response
- evaluation.

This approach will ensure that the actions are relevant to Ipswich and based on proven road safety improvement methods.



ASPIRATIONS

VISION

Road safety is a shared responsibility that requires ongoing collaborative efforts from key stakeholders and the community. The RSAP vision outlines an ambitious but realistic definition. It details the shared responsibility of all to collaboratively work towards reducing road trauma on the Ipswich transport network.

HORIZON

The horizon of the RSAP is consistent with that set for the iGO Transport Plan - ensuring that the Ipswich transport network can support a population of 435,000. This will mean continuing to monitor and evaluate the progress of the RSAP and update and add new actions to respond to future trends.

The Ipswich community has a shared responsibility and commitment to collaboratively working towards reducing transport-related trauma, saving lives and improving road safety on the Ipswich transport network.

OBJECTIVES

The objectives of the RSAP have been developed to establish high-level aspirations that will be at the forefront of decision-making and progress evaluation.

TARGETS

On a per capita basis, the RSAP is targeting a continuous annual reduction in both fatal and serious injuries that occur on the Ipswich road network. To achieve this overall reduction, focussed targets relating to the areas of opportunity include:

Area	Target
Driver behaviour	Achieving a 15% reduction in rear-end FSI crashes within the next five years (using the 2019 total as the baseline).
Driving under the influence	Reducing the number of FSI crashes in which drugs and alcohol were a factor to below 10% in the next five years.
Motorcyclists	Reducing the number of FSI crashes involving motorcyclists to below 10% (of all casualty crashes) in the next five years.
Commuter fatigue	Increasing mode share in public transport and active transport modes in alignment with iGO Transport Plan targets (by the promotion of road safety benefits and in conjunction with raising awareness of the relationship between health and road safety).
Roadside hazards	Achieving a 20% reduction in the number of single-vehicle incidents in the next five years (using the 2019 total as the baseline).
Pedestrians in peak PM periods	Reducing the overall percentage of pedestrian casualties to below 5% of all FSI crashes in the next five years, with a particular focus on pedestrian safety during PM peak period.
Crashes in speed zones 60km/hr or lower	Reducing the number of FSI crashes occurring on roads with posted speed limits of 60km/hr by 30% in the next five years (using the 2019 total as the baseline).

Area	Target
Male drivers	Reducing the FSI crashes involving males between the ages of 17 and 24 by 10% in the next five years (using the 2019 total as the baseline) and halving the FSI crashes involving elderly males over the age of 75 in the next five years (using the 2019 total as the baseline).
Intersection crashes	Achieving a 20% reduction of intersection FSI crashes in the next five years (using the 2019 total as the baseline).
Core arterial motorways	Collaborating with Department of Transport and Main Roads to achieve a continuous annual reduction in the number of FSI crashes on the Warrego Highway and Cunningham Highway over the life of the RSAP.
Health-related issues	Increasing the current level of community awareness towards the road safety benefits associated with maintaining a healthy lifestyle and adopting alternative transport modes to reduce the road safety risks associated with poor health conditions.

ELEMENTS

AREAS OF INFLUENCE

The areas of influence refer to key areas that council and stakeholders have direct ability to address in terms of financial capital, human resources and legislative powers. This acknowledges that although council and its local road safety partners have limited influence over broader state and federal issues such as road rules legislation and the design standards of vehicles, they have a strong ability to influence elements such as the delivery of infrastructure, local policy, community's attitude towards road safety issues and the culture and systems of local organisations involved.

Area of influence	Examples
Users	▪ Vulnerable users (pedestrians, cyclists and motorcyclists) ▪ Heavy vehicles ▪ Young and elderly demographics ▪ Male drivers and riders
Infrastructure	▪ Road upgrades ▪ Minor improvements ▪ ITS infrastructure
Community	▪ Education ▪ Culture ▪ Health
Systems	▪ Regulation and enforcement ▪ Planning, design and construction ▪ Land use planning and development approval ▪ Emergency response and post-incident treatment ▪ Monitoring and evaluation
Organisations	▪ Adopting a safe systems culture ▪ Collaboration between road authorities ▪ Supporting community organisations ▪ Partnerships with business

AREAS OF OPPORTUNITY

Reducing road trauma is a complex problem for which there is no simple solution. The underlying circumstances and factors that contribute to FSI crashes are incredibly diverse, and it is important to realise that these incidents are actually relatively rare and infrequent events on our road network. Identifying where, when, who, how and what is involved in road trauma events is very difficult. This means that solutions need to be multi-faceted, continuously improving and adaptable to meet changing trends. Opportunities for improving road safety in the Ipswich region were identified through a statistical review of the past 10 years of road safety data as well as a literature review of emerging trends in road safety and best practice approaches to addressing key issues. The areas of opportunity identified are based on significant trends or over-representation of specific types of crashes, and where stakeholders can have a strong influence on outcomes. In addition, the plan recognises that to achieve significant reductions in all FSI crashes requires focus on the types of crashes that contribute the most to the overall crash statistics.

Driver behaviour

Drugs and alcohol

Motorcyclists

Commuter fatigue

Roadside hazards

Pedestrians

60 km/h and below

Males (young and old)

Intersections

Core arterial roads

Health

DELIVERY

USERS

Road safety is the shared responsibility of all road users and stakeholders. At the individual level, motorists are expected to abide by the rules and regulations of the road to create the safest environment possible for themselves and other users.

Influencing and reinforcing safe road user behaviour is critical to improving road safety within Ipswich. User actions recognise that a variety of approaches are needed to address different user groups. The provision of targeted programs to encourage behavioural change through engagement with these groups is combined with actions to target locations where poor user behaviour is identified.

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
U1	Encourage elderly drivers to utilise alternative travel modes by developing and delivering targeted road safety information programmes.	Males	Long	QH, TMR, ICC, QPS, RACQ
U2	Encourage increased awareness of the dangers associated with driving under the influence through ongoing campaigns and collaboration with key road safety stakeholders.	Drugs and alcohol	Medium	TMR, ICC, QPS
U3	Engage with the motorcycling community to co-design solutions to reduce serious road trauma among this vulnerable group. This may include improving the knowledge of learning motorcyclists and returning motorcyclists who have not ridden for a long period.	Motorcyclists	Medium	TMR, ICC, QPS
U4	Identify intersections where illegal manoeuvres are known to be performed regularly, and develop passive and reactive enforcement measures to reduce the occurrence of illegal manoeuvres. As part of this, collaborate with TMR and QPS to identify opportunities for the installation of enforcement devices such as speed or red light cameras.	Intersections	Short	TMR, ICC, QPS

COMMUNITY

Improving road safety requires a collaborative effort from the entire Ipswich community. Community buy-in from groups such as schools, sporting clubs and non-for-profit organisations is critical to the success of the plan. The delivery of educational programs can be utilised to educate the community about the importance of safe behaviour on our roads

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
C1	Identify opportunities to enable inter-organisational shared access to road safety tools, information and statistical resources to enable timely response to road safety issues.	N/A	Short	ICC, TMR, QPS, QH, QFES
C2	Encourage the use of facilities such as Willowbank Raceway to provide motorsports enthusiasts with a safe, controlled environment away from local traffic and other road users.	Males	Short	ICC, Willowbank Raceway, QPS, TMR
C3	Investigate innovative opportunities to increase delivery of road safety education for young people in the Ipswich region. This will include targeted education with respect to the unique road safety risks experienced by different age groups.	Pedestrians	Medium	ICC, TMR, DoE, QPS, QH, ICC, QFES, RACQ
C4	Improve community awareness of the dangers of driving while fatigued by providing information on the road safety risks associated with a variety of health problems and lifestyle choices. Campaigns will encourage at-risk persons to seek medical advice to reduce their fatigue risks as well as consider alternative modes of transport.	Commuter fatigue	Medium	QH, ICC, TMR
C5	Encourage and improve active travel amongst school students by further developing school-based road safety programs such as the Active School Travel (AST) program and Walk to School Week.	Pedestrians	Short	ICC, DoE, TMR, QPS, QH, QFES
C6	Enable community groups (such as sporting clubs, not-for-profit organisations, etc.) to assist in generating road safety awareness within the region through the development and distribution of promotional road safety packages and materials.	Driver behaviour	Short	ICC, TMR, QPS, QH, QFES, DoE

ORGANISATIONS

The collaborative efforts of all organisations involved in the delivery of the RSAP is critical in achieving its objectives and proposed targets.

Council will establish and maintain collaborative working relationships with organisations such as The Department of Transport and Main Roads, Queensland Police Service, Queensland Fire and Emergency Services, Queensland Health and the Department of Education. This will ensure that the ongoing delivery of programs and organisational alignment to improve road safety in Ipswich is maintained.

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
O1	Improve road safety awareness through the delivery of collaborative education campaigns, focusing on key periods such as Road Safety Week, Fatality Free Friday and Bike Week.	Driver behaviour	Short	ICC, TMR, QPS, QH, QFES, DoE
O2	Develop and implement targeted programmes of enforcement focusing on issues such as unlicensed driving/riding, speeding, use of helmets.	Driver behaviour	Short	TMR, ICC, QPS
O3	Engage with major employment generators to develop and implement sustainable workplace travel plans to encourage and provide incentives for employees to travel to work via sustainable modes of transport. A pilot program for Ipswich City Council workers could be considered in the short term.	Pedestrians	Long	ICC
O4	Collaborate with local and state government departments to encourage the implementation or update of standards and regulations that relate to the maintenance of fleet vehicles and safe operating procedure.	Driver behaviour	Medium	All
O5	Collaboratively review all fatal and serious injury crash incidents (with the objective of identifying site-specific issues) as part of the iGO Road Safety and Operations Committee.	N/A	Short	ICC, QPS, TMR, QFES
O6	Discourage unsafe driving behaviours such as driving under the influence or using mobile devices through the implementation of targeted programs of enforcement and pro-active programmes to engage high-risk users through community outreach to schools, sporting clubs, not-for-profit organisations, etc.	Drugs and alcohol	Short	QPS, QH, DoE, ICC, TMR

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
O7	Encourage and incentivise safe driver behaviour through novel programs that provide positive reinforcement messages and unanticipated rewards for positive road user behaviour such as wearing bicycle helmets, complying with speed signs, wearing seatbelts, and driving courteously.	Driver behaviour	Short	TMR, ICC, QPS
O8	Integrate the key strategies, objectives and goals of the iGO Road Safety Action Plan into other Ipswich City Council policy, procedures and guidelines such as the Streetscape Design Guidelines.	N/A	Medium	ICC

SYSTEMS

Systems extend beyond the level of organisations and include both physical (such as the traffic signal network, emergency response or health care system) and non-physical (such as the road rules, funding processes, and evaluation programmes).

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
S1	Establish a stakeholder agreement that commits all volunteering organisations to work collaboratively towards the improvement of road safety within the Ipswich region. Conduct an unveiling ceremony at the completion of the RSAP to signify this moment.	N/A	Short	All
S2	Establish an iGO Road Safety and Operations Committee made up of key stakeholders which meet quarterly to discuss general road safety issues and annually to review the iGO Road Safety Action Plan progress.	N/A	Short	ICC, TMR, QPS, QH, QFES, DoE
S3	Continue to apply for state and federally-funded infrastructure programs such as the Safer Roads Sooner and the Black-Spot Program.	Intersections	Short	ICC, TMR
S4	Document the extent of the road network for which road safety audits have been undertaken and review of the outcomes of audits undertaken in the past. Subsequently, develop a prioritised list of high-risk locations to be considered for infrastructure improvements.	Intersections	Short	ICC, TMR
S5	Develop a long-term programme of road safety audits for the local road network.	Intersections	Short	ICC, TMR
S6	Generate increased awareness of road safety issues through the development of monthly social media messages on forums such as Ipswich First and other platforms.	Driver behaviour	Short	ICC
S7	Monitor and evaluate the overall progress of the RSAP annually through the use of evaluation tools and periodic performance reviews.	N/A	Short	ICC, TMR, QPS, QH, QFES

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
S8	Monitor and evaluate the overall progress of the RSAP at the end of the five year period and review the impact on fatalities and serious injuries on the Ipswich road network.	N/A	Long	ICC, TMR, QPS, QH, QFES
S9	Undertake a review of roads within urban centres with high volumes of active transport users. Identify opportunities where localised or targeted speed limit reductions may be appropriate and warranted.	Pedestrians	Short	TMR, ICC, QPS
S10	Investigate opportunities to encourage mode-shift towards public transport through education and infrastructure that highlights the relationship between road safety and public transport (i.e. that choosing public transport may be a safer alternative than commuting long distances).	Pedestrians	Long	ICC, TMR
S11	Investigate opportunities for the incorporation of low-cost smart road safety initiatives across the Ipswich region in alignment with the iGO Intelligent Transport Systems Strategy.	N/A	Short	TMR, ICC, QPS
S12	Ensure that the safety of personal mobility device users (e.g. scooters and e-bikes) is at the forefront of future policy, planning and operations considerations.	Pedestrians	Long	ICC
S13	Assist in ongoing plan implementation by ensuring adequate resources are assigned as a part of the iGO Resourcing Strategy.	N/A	Short	ICC
S14	Establish an operational framework to enable the introduction and operation of C-ITS safety applications in Ipswich	N/A	Long	ICC
S15	Actively support the Queensland Government's C-ITS trial in Ipswich, working with key stakeholders to achieve safer road environments and operations.	N/A	Short	ICC
S16	At the completion of the Cooperative Intelligent Transport System (C-ITS) trial, identify opportunities to further improve road safety in the C-ITS space and potentially roll out infrastructure throughout the city for connected vehicles.	N/A	Medium	ICC
S17	Support the ongoing C-ITS testbeds in Ipswich, and encourage future undertakings to support the actions and objectives of the RSAP.	N/A	Long	ICC

INFRASTRUCTURE

Road authorities must ensure that the road is forgiving and that safe interactions between all road users are promoted by the infrastructure provided.

Appropriate design and provision of forgiving infrastructure is necessary to ensure that the likelihood of FSI crashes is reduced. Council is committed to working with relevant stakeholders to identify, fund and deliver infrastructure improvements and ensure all new infrastructure is designed to reflect the safe systems approach.

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
I1	Identify mass action programs that can provide low-cost safety improvements and be delivered through new works programs with additional funding (e.g. guardrails, lighting, guideposts, signs and lines).	Core arterial motorways	Short	ICC, TMR
I2	Review existing trends at intersections within the region and identify opportunities to improve pedestrian safety by providing increased pedestrian protection phasing at signals or low-cost treatments to increase awareness of pedestrian presence.	Pedestrians	Medium	ICC, TMR
I3	Develop and deliver a program of works for the implementation of safe cycling and pedestrian facilities in accordance with iGO ATAP (e.g. Action 2.1) in urban activity centres and locations such as the CBD, train stations or public transport interchanges to encourage changes to preferred transport mode in the region.	Pedestrians	Long	ICC, TMR

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
I4	Investigate, upgrade and improve the safety and functionality of existing intersections and mid-block sections through on-going review/upgrade programs. The intersections to be considered include, but are not limited to: ▪ Robertson Road and Whitehill Road, Eastern Heights ▪ Cobalt Street and Johnson Road, Carole Park ▪ Collingwood Drive and Smiths Road, Redbank ▪ Alice Street and Old Logan Road, Camira ▪ Grange Road and Robertson Road, Raceview ▪ Haig Street and Vogel Road, Brassall ▪ Alice Street and Queen Street, Goodna ▪ Cyprus Street and Hill Street, North Ipswich ▪ Cedar Road and Redbank Plains Road. Redbank Plains ▪ Collingwood Drive and Eagle Street, Collingwood Park. The mid-block sections to be considered include, but are not limited to: ▪ Redbank Plains Road, Redbank Plains ▪ Queen Street, Goodna ▪ Brisbane Street, West Ipswich ▪ Old Logan Road, Camira ▪ Redbank Plains Road, Bellbird Park ▪ School Road, Redbank Plains. This list shall be reviewed annually based on available data.	Intersections	Long	ICC, TMR
I5	Improve safety and functionality on motorways, highways and arterial roads including Warrego Highway, Cunningham Highway and Brisbane Road with a focus on opportunities to improve safety and operations at major intersections and connecting signalised intersections.	Core arterial motorways	Medium	TMR, ICC

ID	Proposed action	Area of opportunity	Timeframe	Stakeholders
I6	Identify opportunities to improve the safety of existing and new infrastructure at or around schools within the network through existing infrastructure programs such as the School Transport Infrastructure Program.	Pedestrians	Short	ICC, TMR, DoE
I7	Investigate opportunities to improve cyclist and pedestrian safety by providing signage and line marking to increase awareness amongst road users with respect to priorities on roadways and in shared spaces. Focus will be placed on the priority routes identified in the Principal Cycle Network Plan such as Brisbane Road (Stafford Street to Ipswich Motorway) and Glebe Road.	Pedestrians	Medium	ICC, TMR
I8	Improve cyclist and pedestrian safety through the delivery of designated user infrastructure.	Pedestrians	Medium	ICC, TMR
I9	Improve pedestrian and cyclist safety through the identification of locations where safety can be implemented at low-cost through measures such as speed reductions and pedestrian prioritisation treatments.	Pedestrians	Short	ICC, TMR
I10	Investigate opportunities to make infrastructure changes that can assist emergency services and aid response times.	N/A	Long	ICC, TMR, QPS, QFES

MONITORING AND EVALUATION

Monitoring and evaluation of the RSAP is required to understand how successful the plan is in tracking towards achieving its objectives and targets. Monitoring and evaluation processes will assess which actions are effective, whether realistic targets have been set and if current actions should be revised to improve effectiveness. The process will ultimately identify how the RSAP is performing by tracking the completion of actions and whether it has been a success in achieving targets and reducing FSI crashes in the Ipswich region.

Lead stakeholders allocated to RSAP actions will be responsible for recording progress and self-evaluating each action. This will facilitate responses to emerging issues that may impact action delivery and identify where improvements can be made in subsequent actions. The evaluation of the RSAP will consider key performance indicators that are based on its targets. Crash statistics provided by TMR will be reviewed annually to ensure consistency with state-level analysis.

Council and stakeholders involved in the delivery of the RSAP are committed to establishing monitoring processes to track the progress of individual actions and to evaluate the RSAP (see actions S6 and S7). Annual reviews will be conducted to identify the overall progress of the RSAP. The RSAP will be updated every five years to ensure that emerging road safety issues are captured and addressed in on-going action delivery.

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CONCLUSION

CONCLUSION

Road safety is an issue that requires an on-going commitment from road authorities and the community to see positive influence. The RSAP outlines an ambitious but realistic vision for reducing road trauma in Ipswich. It details the shared responsibility of all to collaboratively work towards reducing road trauma on the Ipswich transport network.

In addition to reducing the rate of FSI crashes on the Ipswich network, the RSAP has set numerous objectives that involve providing further education, establishing a road safety culture and facilitating collaboration between stakeholders who can influence road safety in Ipswich.

This plan targets a continuous annual reduction in FSI crashes, with 11 specific targets to address key opportunities for improvement. These targets will be addressed by focusing on five areas of influence, through which 45 actions have been identified for council and its stakeholders to undertake a multi-faceted approach which acknowledges the strengths, capabilities, responsibilities and resources of each organisation.

Council and the stakeholders responsible for delivering the actions outlined in this plan are dedicated to continuous monitoring and evaluation of the plan. This will ensure that the RSAP is relevant to current road safety issues in Ipswich and the primary strategic reference that will be utilised to ensure that the Ipswich road network is safe and functional for all users.

ACKNOWLEDGEMENTS

The iGO Road Safety Action Plan is a collaborative initiative and council acknowledges all key stakeholders for their contributions to the development and implementation of the plan. Special thanks are given to the following organisations who provided substantial input into the development of the plan:

- The Department of Transport and Main Roads
- Queensland Police Service
- Queensland Health
- Queensland Fire and Emergency Services
- The Department of Education.

SCHOOL ZONE
40
7 - 9 AM
2 - 4 PM
SCHOOL DAYS

City of Ipswich Transport Plan

City of Ipswich

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