

**GREATER  
DANDENONG**

*Road Safety*

**STRATEGY**

2016-22



**GREATER  
DANDENONG**  
*City of Opportunity*

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*There's no one  
someone won't miss*

Towards Zero – TAC Campaign



## Mayor's Foreword

Injuries and deaths caused by road crashes result in devastating social, emotional, physical and financial consequences for our community.

The City of Greater Dandenong acknowledges its role in providing a safe travel environment for residents and visitors.

A key part of this role is to implement activities directed at reducing the likelihood and severity of road crashes.

Greater Dandenong Council believes it can influence the behaviour of road users by working in partnership with key road safety bodies and other community partners.

The Greater Dandenong Road Safety Strategy 2016-22 is based on the 'Safe System' philosophy that has been adopted by the State and Federal governments. The Safe System aims to minimise road injuries and deaths by taking a holistic approach that considers the interaction between road users, road infrastructure and vehicles.

The Road Safety Strategy 2016-22 provides guidance to Council in delivering road safety activities over the coming years that meet the needs of our diverse community.

By working together we believe we can have a positive influence on improving road safety and ensuring our community can travel to destinations in a safe, healthy and sustainable manner.

I am confident that this strategy will assist in reducing the impact of road trauma throughout the City of Greater Dandenong.



Mayor Cr Heang Tak.

A handwritten signature in black ink, appearing to read 'Heang Tak'.

# Road Safety in Greater Dandenong

## The Issue

Road safety is a key concern for the residents of Greater Dandenong. Injuries and deaths caused by road crashes result in devastating social, emotional, physical and financial consequences within our community.

The City of Greater Dandenong Council acknowledges its role in providing a safe travel environment for residents and visitors and commits to implement activities that aim to reduce the incidence and severity of road crashes.

Improving road safety requires a collaborative approach between numerous stakeholders, including the community. Improvements to both road infrastructure and road user behaviour are required to achieve a safer outcome. These improvements can be loosely categorised into engineering, education and enforcement.

## Who does what?

### Engineering

The City of Greater Dandenong is responsible for the management of local roads. Some road safety treatments on the local roads, such as traffic signals and speed limits, also require approval from VicRoads.

Arterial Roads within the City of Greater Dandenong are managed by VicRoads.

### Education

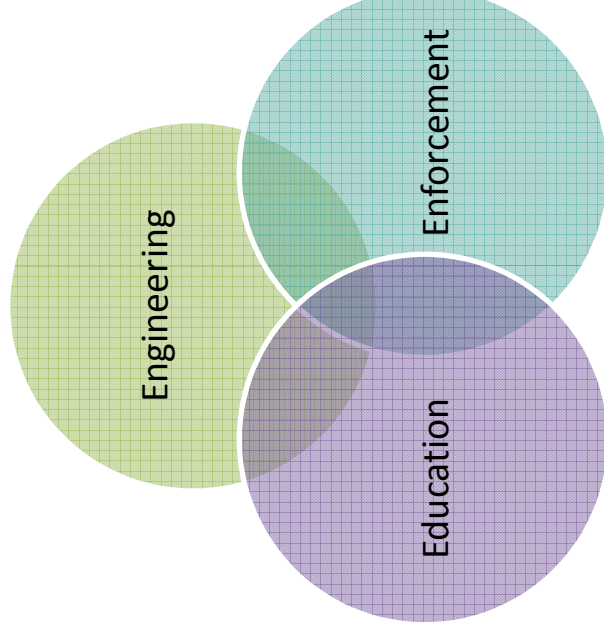
There are a number of road safety education programs delivered throughout Victoria. Funding for these programs is often provided by the State Government, through VicRoads and the TAC (Transport Accident Commission). Programs are delivered by a wide range of people including

government employees and community members. Assistance with the delivery of these programs within the south east region is provided by RoadSafe South East. RoadSafe South East is a community road safety group, of which the City of Greater Dandenong is a member.

### Enforcement

The enforcement of illegal behaviour relating to road safety such as speeding is primarily the responsibility of Victoria Police. The Department of Justice and VicRoads are also able to enforce some road safety regulations.

With the exception of enforcing parking restrictions, Council is not responsible for the enforcement of illegal behaviour in relation to road safety.



## Context

### Policy Context

An integrated approach to developing policies and strategies at a local level is vital. While developing this Strategy, consideration has therefore been given to a wide variety of existing and planned local, regional, state, national and international documents.

#### Local

The strategic direction of Greater Dandenong Council stems from the Council Plan. The Council Plan outlines the broad priorities of Council, and all Council strategies and policies stem from the Plan.

The Council Plan 2013-2017 outlines the vision of Council as:

*“Greater Dandenong is a safe, vibrant City of opportunity for all – to visit, work, live and play.”*

The Council Plan sets clear objectives for the City which are grouped into three key areas:

#### People:

- A healthy, active and safe community
- A city that celebrates its diversity with pride

#### Place:

- An environmentally sustainable city
- A city planned for the future

#### Opportunity:

- A thriving and resilient economy
- A proactive Council that listens and leads

A priority of the Council Plan is to improve safety in public spaces and improve perceptions of safety in Greater Dandenong. A key action undertaken to help achieve this is the development and adoption of Councils Community Safety Plan 2015-22.

A number of other Council strategies and policies have been considered during the development of the Road Safety Strategy, to ensure consistency and cohesiveness. These Strategies and Policies include, but are not limited to:

- City of Greater Dandenong Community Safety Plan
- Community Wellbeing Plan
- Greater Dandenong Walking Strategy
- Greater Dandenong Sustainability Strategy
- Greater Dandenong Planning Scheme
- City of Greater Dandenong Children’s Plan

#### Councils Community Safety Plan 2015-22

The Community Safety Plan for Greater Dandenong 2015-22 sets the scene for a safe and thriving community achieved through providing a vision for community safety, identification of safety priorities for Council and an action plan aimed at achieving this vision. One of the key priority areas covered by this plan is:

- **Safety for Road Users, Pedestrians and Commuters**

The Community Safety Plan highlights that safety for residents while they are commuting within and out of the City is an essential community safety consideration. Motorists, cyclists and pedestrians within Greater Dandenong tend to have worse outcomes as road users than residents of the rest of the metropolitan area.

A key objective within the Community Safety Plan is:

- **Improve safety for all road users through development and endorsement of Council's Road Safety Strategy.**

Councils Road Safety Strategy 2016-22 is intended to be read in conjunction with the Community Safety Plan, and the actions within the Community Safety Plan relating to road safety have been incorporated into this document.



## Regional

RoadSafe South East is a community road safety group with membership from community members and professional stakeholders within five local government areas in the south east region of Melbourne, including Greater Dandenong. The group has recently completed research projects that identify the road safety issues within the region as well as developing a Collaboration Strategy that aims to strengthen relationships with the group's diverse range of stakeholders. The outcomes of the projects have been the documents listed below.

- Local Government Road Safety data, 2014
- Local government strategies and plans, 2015-2016
- Strategic Planning Stage 1, Consultation Report - Issues for building collaboration and relationship, 2012
- RoadSafe South East, Collaboration Strategy, 2013-2014

The findings and recommendations within these reports have influenced the direction of the Greater Dandenong Road Safety Strategy.





## State

The Towards Zero 2016-2020 Road Safety Strategy is the most ambitious action plan in Victoria's road safety history. This bold plan maps out how Victorian road safety partners will work towards a 20% reduction in deaths and 15% reduction in serious injuries in five years.

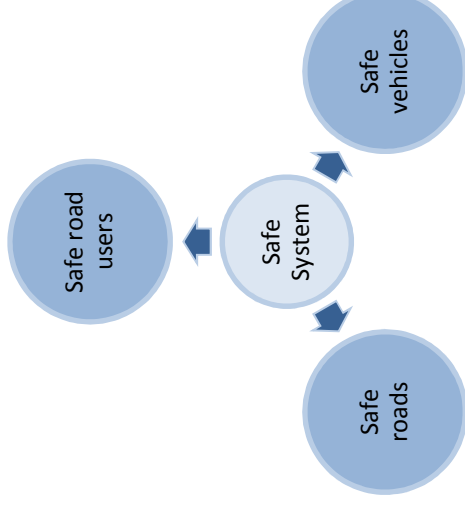


### What is in the Towards Zero Road Safety Strategy?

The Road Safety Strategy is about creating a safe system for all Victorians – this means safe roads and roadsides, safe speeds, safe vehicles and safe road use by all people using the road.

- The greatest investment in making our roads safer through infrastructure with a particular focus on rural roads – more than \$1 billion over five years
- A major effort to engage with the Victorian community on road safety
- Further investment in police resources to combat high-risk behaviours
- New measures to ensure the vehicles Victorians travel in are as safe as they can be.

The Strategy follows the 'Safe System' that encourages safe road users to travel in safe vehicles on safe roads. The Safe System approach has also been adopted in the Greater Dandenong Road Safety Strategy.



The Cycling Into the Future 2013-23 strategy outlines how the State Government will increase the number, health and safety of cyclists in Victoria over the coming decade.

## National

The National Road Safety Strategy 2011-2020, also based on Safe System principles, has the vision that no person should be killed or seriously injured on Australia's roads. The strategy outlines broad directions for the future of Australian road safety, set out in four key areas - Safe Roads, Safe Speeds, Safe Vehicles and Safe People.

## International

The United Nations has proclaimed 2011–2020 the 'Decade of Action for Road Safety' to address the problem of deaths and serious injuries on the world's roads. Australia is one of 100 countries to co-sponsor this initiative. The goal of the Decade of Action is to stabilise and then reduce global road traffic fatalities by 2020.

## Local Context

The City of Greater Dandenong faces a number of unique issues and challenges which affect road safety. The following local issues have been considered in the development of this strategy.

	Issue	Impact on road safety
<p><b>Demographics</b></p> <ul style="list-style-type: none"> <li>Greater Dandenong had a population of approximately 144,000 people in 2012. 32% are under the age of 25 years and 14% are over the age of 64 years. The State Government predicts that the population will rise by approximately 16,000 by 2023.</li> <li>Greater Dandenong is the most culturally diverse municipality in Victoria. 60% of the population were born overseas, and 55% from countries where English is not the main language spoken. 14% of our population has limited English fluency.</li> <li>The 'Index of Relative Socio-Economic Disadvantage' is an overall measure of social and economic disadvantage based on educational levels, unemployment, incomes, English fluency, home ownership and other considerations. Greater Dandenong was rated as the most disadvantaged municipality in Victoria in 2011.</li> </ul>		<ul style="list-style-type: none"> <li>The very high levels of residents from international backgrounds results in the need to ensure road safety messages are culturally sensitive and available in languages other than English. Assistance may need to be offered to new arrivals to understand the road laws and the obligations of residents to use the transport systems safely.</li> <li>A significant portion of the population is aged under 25 years, resulting in the need for an emphasis on road safety programs that focus on novice drivers as well as school and pre-school aged children.</li> <li>The median low income levels within the municipality may result in less money available to purchase vehicles with increased safety features. Attention to promoting safe second hand vehicles is therefore worthwhile.</li> </ul>
<p><b>Land Uses</b></p> <ul style="list-style-type: none"> <li>The total area of the municipality is 129 km<sup>2</sup></li> <li>The major land uses include a diverse mix of residential housing, manufacturing, retail, commercial, medical and education facilities, two regional cemeteries and extensive areas of open space.</li> <li>There is considerable diversity in housing mix throughout the municipality, including single dwelling lots, high density housing in the vicinity of transport and retail precincts, and new residential subdivisions in the north-east and central-southern areas.</li> </ul>		<ul style="list-style-type: none"> <li>The broad mix of land uses in the municipality attracts commuters from within as well as extensive distances from the municipality. Continued advocacy for varied transport options that are safe, accessible and convenient for these commuters is warranted, particularly in the CAA, Major Activity Centres, and newer housing subdivisions.</li> <li>Major education, medical and business institutions attract a significant volume of road users. Actions that promote safe and courteous parking, sharing the road with multiple road users and safe travel around schools are appropriate.</li> </ul>



## Issue

## Impact on road safety

Safety	Issue	Impact on road safety
<p><b>Health and Wellbeing</b></p> <ul style="list-style-type: none"> <li>• There are significantly higher crime rates in Greater Dandenong than the Metropolitan Melbourne rate.</li> <li>• A VicHealth survey published in 2012, found that only 52% of residents of Greater Dandenong felt safe walking alone in their area at night, the second lowest proportion in Victoria.</li> <li>• Greater Dandenong recorded one of the highest number of vehicle impoundments due to hoon behaviour.</li> </ul>		<ul style="list-style-type: none"> <li>• This may impact on perceptions of safety impact on a person's choice of transport mode, regardless of whether the perception is an accurate reflection of the conditions. It is therefore important to address personal safety concerns if they are a barrier to a person altering their travel behaviour.</li> </ul>
<p><b>Health and Wellbeing</b></p> <ul style="list-style-type: none"> <li>• Census data from 2011 shows that 6.6% of people in Greater Dandenong Melbourne have a severe or profound disability, requiring daily assistance with mobility, communication or self-care.</li> <li>• Circumstances such as low levels of physical activity, low fruit and vegetable consumption, obesity and a relatively high prevalence of mental health conditions, are matters of concern for the health and wellbeing in Greater Dandenong.</li> </ul> <p><b>Environmental Sustainability</b></p> <ul style="list-style-type: none"> <li>• The environmental issues facing the Greater Dandenong community are outlined in the document "Greater Dandenong - Draft Sustainability Strategy - Towards an environmentally sustainable city 2015-2030". The focus of the Strategy is to implement actions that address biodiversity, water, waste and sustainable transport.</li> </ul>		<ul style="list-style-type: none"> <li>• Emphasis is warranted on providing assistance to people with limited mobility to increase safety, accessibility and mobility.</li> <li>• Increasing active modes of transport such as cycling and walking will assist with addressing obesity related issues within the community. Focussing on the safety needs of pedestrians and cyclists is therefore essential.</li> </ul> <p><b>Environmental Sustainability</b></p> <ul style="list-style-type: none"> <li>• To address environmental issues, transport modes such as walking, cycling, public transport and car pooling are encouraged.</li> <li>• A focus on the safety of cyclists and pedestrians is vital as they do not have the protection of a car should they be involved in a crash.</li> <li>• A well integrated and accessible transport system within the municipality will improve safety and help to address the environmental impacts of transport.</li> </ul>

## Issue

## Impact on road safety

- Greater Dandenong is renowned as the manufacturing hub of Victoria. 30% of all jobs within the municipality are within the manufacturing industry. Other major employment sectors include wholesale trade, health care and retail.
- A third of employed residents work within the City of Greater Dandenong, with the others travelling outside the municipality for work.
- 9% of the population are unemployed. In 2011, the median individual weekly gross income in Greater Dandenong was \$395, the lowest level in Melbourne.
- Council recognises that community wellbeing is linked to economic resilience.

- Transport provides access to the social, education, employment and health services that are available within Greater Dandenong.
- Advocating for safe, convenient and accessible transport options is therefore a priority for Council in order to see the positive impacts on the resilience and wellbeing of our community.
- With manufacturing being a major business sector within the municipality, the impact of heavy vehicles use of the road network continues to be considered by Council.

## Economy

- The established areas of the City of Greater Dandenong are well serviced by public transport, with the Pakenham and Cranbourne metropolitan train lines as well as the V/Line and coach regional train and bus services operating through the municipality. Bus services also operate through the older parts of the municipality.
- Residents living in some of the newer subdivisions in the municipality however do not have access to as many public transport options.
- Off-road areas of the municipality have a well developed network of walking and cycling infrastructure that promote environmentally friendly and healthy recreation and travel options. On-road bicycle infrastructure however is sparse.
- Community transport options are available through Council for residents who are frail, elderly, and people with poor mobility.
- When travelling to work, the vast majority of residents prefer to travel by car (85% according to 2011 Census data). 11% travelled by train, 5% by bus and 2% walked to work (some workers travel by more than one transport mode, therefore the total percentage is higher than 100).

- The local road and path network is well maintained by the Greater Dandenong Council, allowing all road and path users safe infrastructure to travel on.
- Council, where appropriate, will continue to apply for funding grants through various State and Federal Government initiatives that will assist with improving the road and path infrastructure, particularly for vulnerable road users such as cyclists and pedestrians.
- Continued advocacy to improve the coverage of public transport to newer housing subdivisions is warranted.
- Integrating education programs and infrastructure works with enforcement is vital for reinforcing road safety messages. Council enforces parking restrictions and liaises closely with Victoria Police regarding enforcement of the Road Safety Road Rules 2009.

## Transport

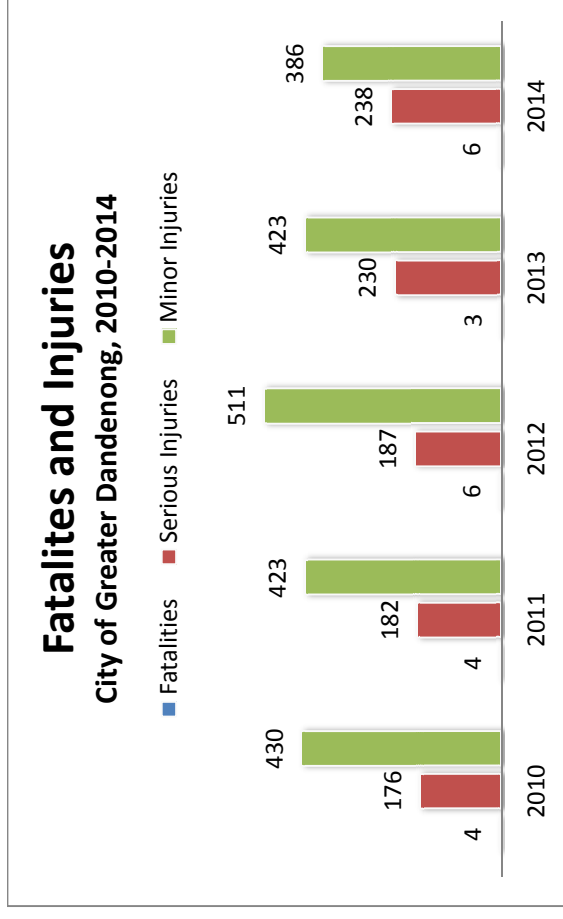
## Road Safety Statistics

Statistics are a good way to determine trends in road injuries and fatalities. They however are an impersonal way to assess road safety, and therefore we must always remember that behind each of the numbers is a person who has been injured or killed. These injuries and deaths have significant social, emotional, physical, and economical impacts on our community.

The statistics in this section regarding road crashes in Greater Dandenong have been sourced from VicRoads 'Road Crash Information System' unless otherwise stated.

Between 2010 and 2014, there were 2,458 crashes where at least one person was killed or injured in DANDENONG. In the 2,458 crashes, 23 persons were killed, 1,009 persons were seriously injured and 2,169 persons sustained minor injuries.

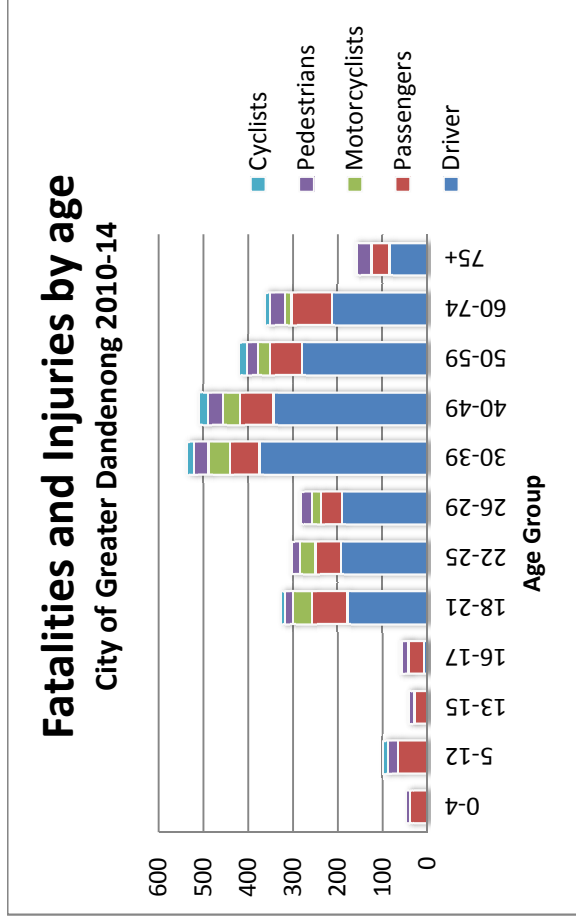
The number of fatalities within the City of Greater Dandenong each year within the 2010 to 2014 period ranges from 3 to 6.



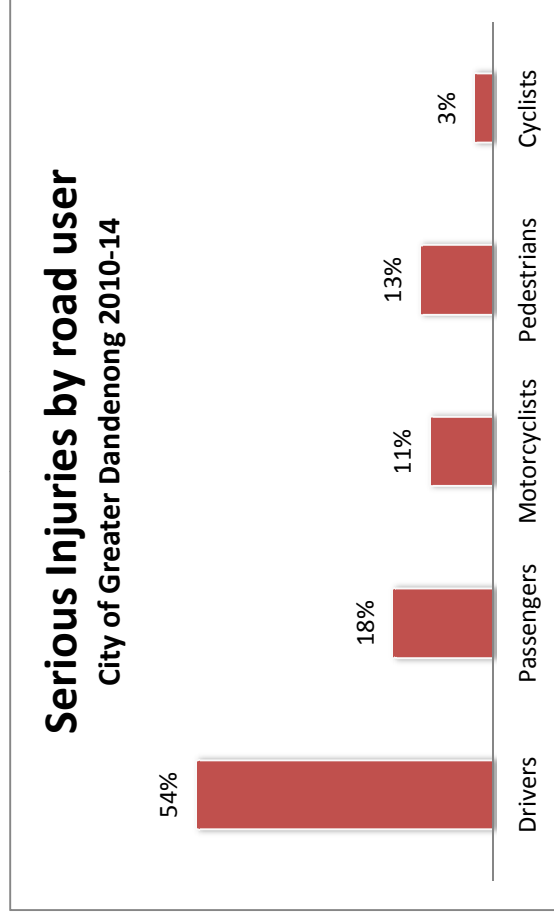
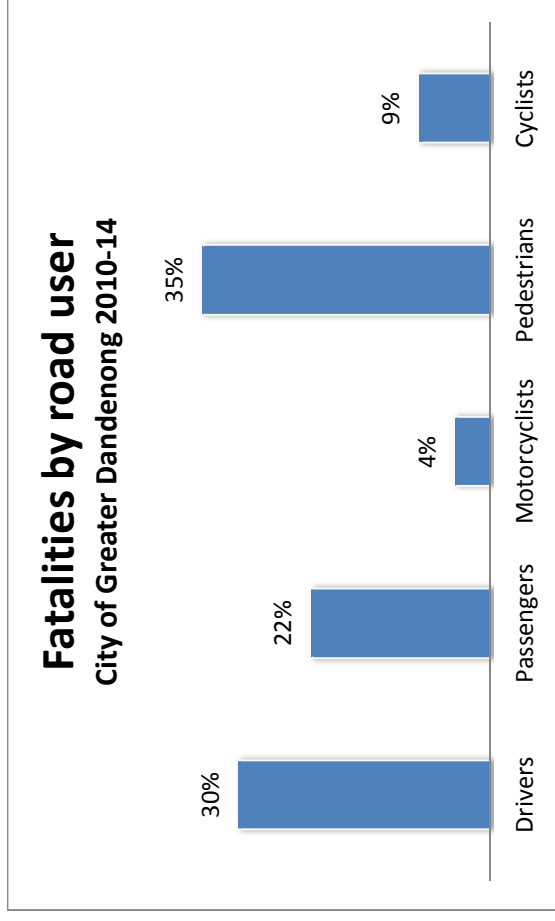
Comparing statistics from the previous five year period (2005-2009), the total number of fatalities has reduced by 33% and the number of injuries has reduced by 39%.



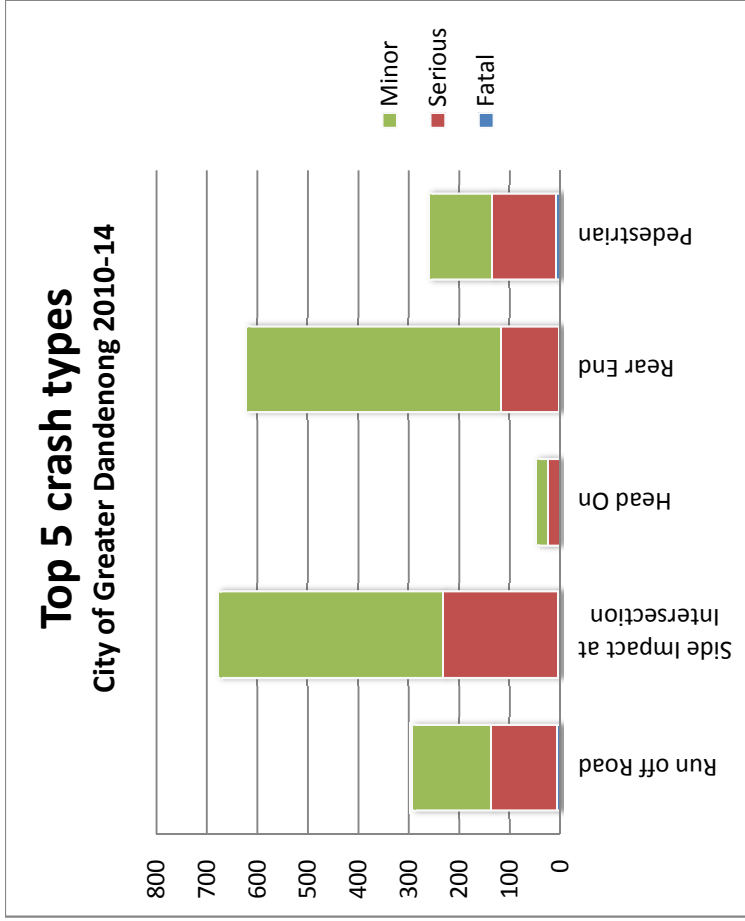
Road users aged 18-29 years were involved in the highest percentage of fatalities and injuries within Greater Dandenong during 2010-14. The over-representation of youth in road crashes is common throughout Victoria and addressing the issue is a major focus of road safety strategies at a local, state and national level.



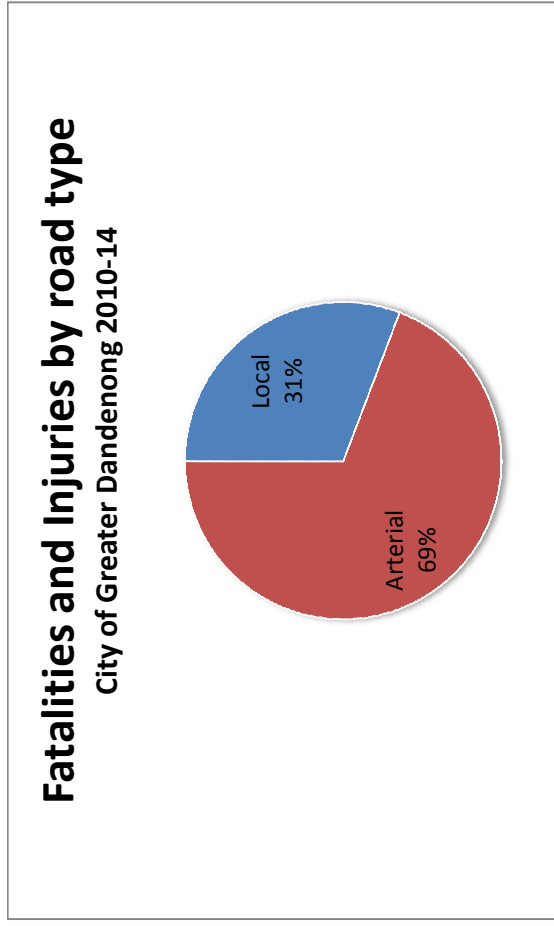
Drivers and passengers were involved in 52% of all fatalities within the City of Greater Dandenong during 2008-2012, and 72% of all injuries. An alarming 35% of fatalities were suffered by pedestrians, however only 13% of serious injuries involved pedestrians. This shows the vulnerability of pedestrians and the high chances of them being killed if involved in a crash.



The top five types of crashes are shown in the graph below. Nearly one third of all crashes involved vehicles being hit in the side at an intersection by another vehicle travelling in an adjacent direction.



Nearly one third of fatalities and injuries within Greater Dandenong occurred on local roads that are under the management of Council. The remaining injuries and fatalities occurred on arterial roads that are the responsibility of VicRoads. Arterial roads generally have higher speed limits and carry significantly higher volumes of traffic, increasing the chances of sustaining an injury or dying if involved in a crash.



## Community Engagement

The community consultation undertaken for Council's Community Safety plan 2015-22 formed a key component of the development of this Road Safety Strategy. Additional road safety specific consultation was also undertaken to assist with the development of the strategy.

### Community Safety Plan

Councils Community Safety Plan 2015-22 was supported by a review of local crime, safety and other social conditions within the municipality. This information assisted in identifying significant safety concerns within the Greater Dandenong municipal area.

In addition, consultation was undertaken with residents, community groups, organisations and the Community Safety Advisory Committee.

Consulting with the community and local stakeholders helps Council to understand community concerns and form partnerships to improve safety.

Consultation methods included:

- Workshops with key stakeholders
- Surveys and face-to-face consultation with community groups, residents and young people
- A focus group was held with Council's Young Leaders program and participants
- Survey responses from members of the public, community organisations, and Council staff
- Interviews with members of the Community Safety Advisory Committee

## Additional Consultation

Stakeholders identified for additional community engagement included:

- Community members - people that live, work and play in the City of Greater Dandenong
- Greater Dandenong Council officers and Councillors
- Professional stakeholders and relevant community organisations, eg. RoadSafe South East, VicRoads, Victoria Police, Advisory Committees of Council and special interest groups

Various methods of engagement were available for stakeholders. Many of the engagement activities used interactive technology to gauge opinions, while other stakeholders were invited to participate in face to face activities.

The engagement activities included:

- Information on Council's website
- Information in local media publications
- Social media – Facebook and Twitter
- Web and hard copy surveys
- Inviting written and verbal comments

The results from this consultation can be found in Councils Community Safety Plan 2015-22 and the Road Safety Community Engagement Outcomes Report.

Consultation outcomes from both a Cycling Participation Survey of Greater Dandenong and community consultation for Councils Walking Strategy were also considered.

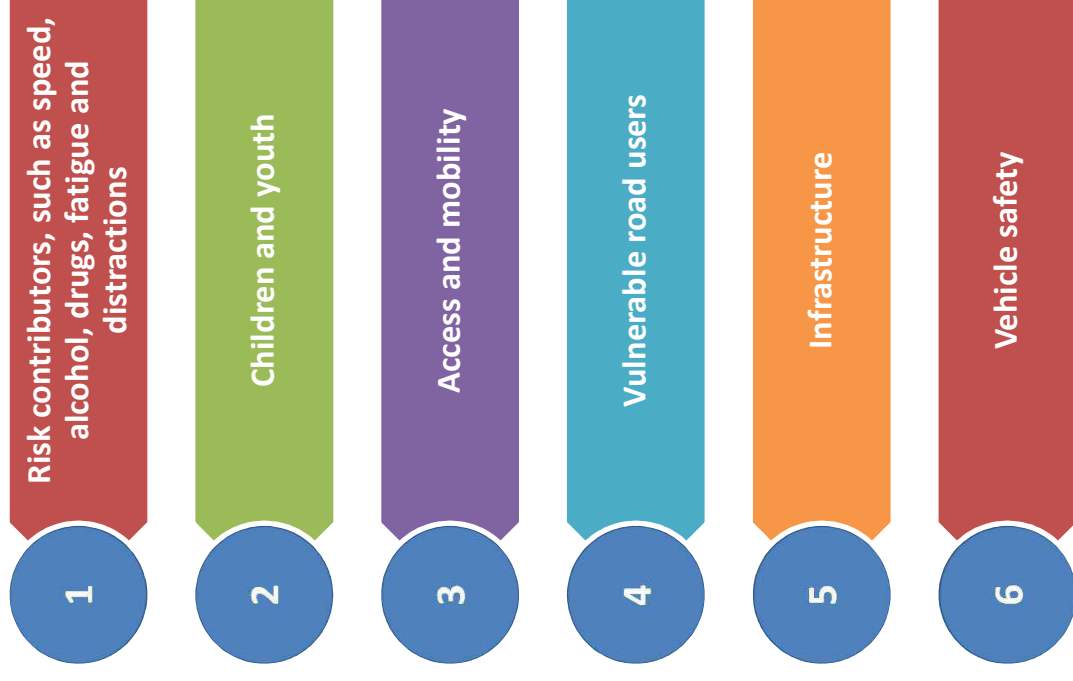


## Road Safety Priorities

The road safety priorities for Greater Dandenong have been formulated by combining the results of:

- The analysis of crash statistics,
- Feedback from stakeholders, and
- Consideration of the local, state and national policy context.

The road safety priorities for Council to focus on over the life of the strategy have been placed into 6 categories, which have been ranked in order of importance to the community. These categories are:



# Action Plan

## Actions

A set of actions highlighting how Council can improve road safety have been developed to address the following areas:

Community Safety Plan objectives:

- Objective 1 - Improve safety for all road users through development and endorsement of Council's Road Safety Strategy.
- Objective 2 - Address safety concerns at public transport nodes through partnerships, appropriate design and location.
- Objective 3 - Promote vehicle safety through educative programs on road law compliance.
- Objective 4 - Improve safety for pedestrians and cyclists through the promotion of accessible infrastructure.

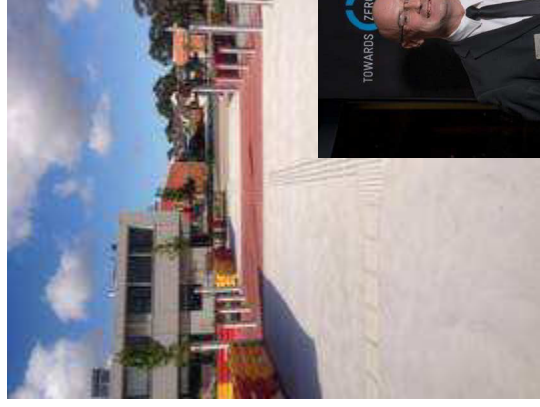
Additional Road Safety Strategy priorities:

- Risk contributors, such as speed, alcohol, drugs, fatigue and distractions
- Children and youth
- Access and mobility
- Vulnerable road users
- Infrastructure
- Vehicle safety

## Monitoring and Review

Council's Transport Team will oversee the implementation, monitoring and reporting on the actions of the Greater Dandenong Road Safety Strategy 2016-2022. Transport will also periodically review the Strategy to ensure meets the needs of the Greater Dandenong community.

The Road Safety Strategy is intended to be valid for the period covered by the Community Safety Plan 2015-22. Any significant changes to the Community Safety Plan should be considered a trigger for a comprehensive review of the Road Safety Strategy.



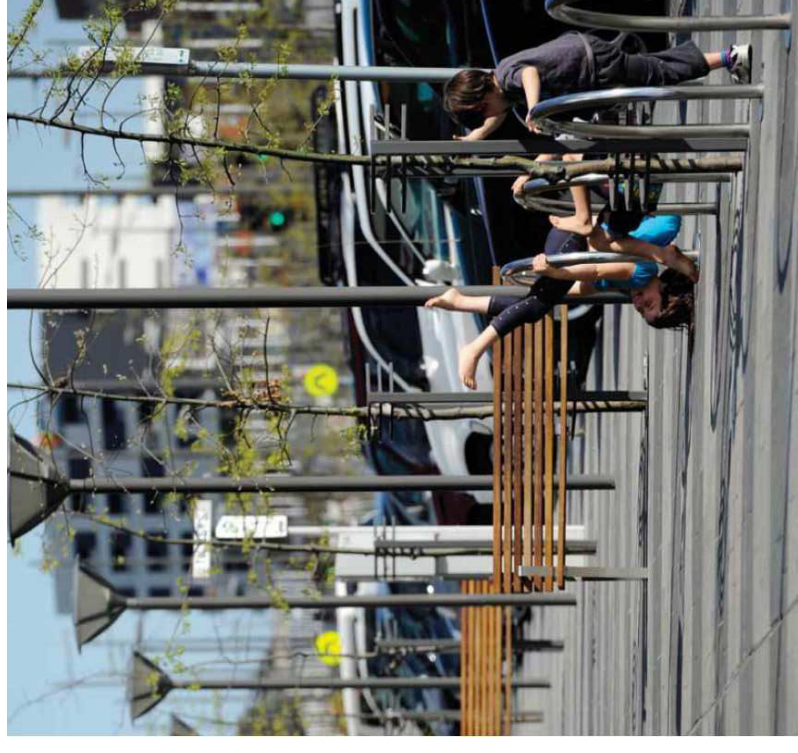
## Road Safety Actions - Community Safety Plan

Priority area : Safety for users, pedestrians and commuters

Strategies	Actions	When	Responsibility	
<b>Objective 1 - Promote vehicle safety through educative programs on road law compliance</b>				
<b>CSP 4.1.1</b>	Support and facilitate education programs and campaigns with RoadSafe South East and other stakeholders to improve safety and compliance with road rules.	Promote vehicle safety information at community events, programs in Council publications and website.	Transport Planning Media and Communications VicRoads RoadSafe South East	
<b>CSP 4.1.2</b>		Seek funding and promote programs for novice drivers that address issues of inexperience, over-confidence and risk taking. Aim to match female learners with female mentors.	Youth Services Infrastructure Planning RoadSafe South East Victoria Police	
<b>CSP 4.1.3</b>		Promote the correct selection and installation of vehicle child restraints by providing literature and opportunities for residents to have restraints professionally fitted.	Ongoing	Infrastructure Planning Maternal and Child Health Service
<b>Objective 2 - Address safety concerns at public transport nodes through partnerships, appropriate design and location</b>				
<b>CSP 4.2.1</b>	Improve community safety in and around public transport nodes, related routes and interchanges.	Improve safety in and around railway stations through the appropriate placement and hours of duty of Protective Services Officers.	Victoria Police	
<b>CSP 4.2.2</b>		Request that public transport stops are installed in activity zones such as shopping and residential precincts in accordance with community safety principles such as passive surveillance and clear sightlines.	Ongoing	Greater Dandenong Business Infrastructure Planning Community Development
<b>CSP 4.2.3</b>		Encourage and support effective public lighting levels, seating, shelter and signage in and around public transport to improve the safety of pedestrians, cyclists and other commuters at night time.	Ongoing	Infrastructure Planning



Strategies	Actions	When	Responsibility
<b>Objective 3 - Improve safety for pedestrians and cyclists through the promotion of accessible infrastructure</b>			
<b>CSP 4.3.1</b>	Support and undertake initiatives that promote cycling and walking as a safe and accessible mode of transport.	Consider the feasibility of a dedicated road safety officer for City of Greater Dandenong.	Infrastructure Planning Community Development
<b>CSP 4.3.2</b>		Promote safe environments for walking and cycling.	Sport and Recreation Health and Wellbeing Infrastructure Planning
<b>CSP 4.3.3</b>		Encourage appropriate night trading in and around pedestrian transit zones and precincts, to improve perceptions of safety.	Ongoing



## Road Safety Actions - Additional

### Priority - Risk contributors

Action	Timeframe	Lead Responsibility	Support
<p><b>1.1</b></p> <p>In association with RoadSafe South East, continue to advocate for and promote the implementation of programs that highlight the impact that alcohol and drugs (legal and illegal), fatigue, speed, hood behaviour and distractions have on driving abilities, eg:</p> <ul style="list-style-type: none"> <li>○ Fit to Drive</li> <li>○ Looking After Our Mates</li> <li>○ Wiser Driver</li> <li>○ Keeping Safe and Mobile</li> </ul>	Ongoing	Transport	RoadSafe South East Fit to Drive Foundation RACV TAC
<p><b>1.2</b></p> <p>Continue to utilise Council's 'Speed Alert Mobile trailer' to promote road safety, eg. in local 50 km/h streets and 40 km/h school speed zones to remind motorists to drive at an appropriate speed.</p>	Ongoing	Transport	
<p><b>1.3</b></p> <p>Assist Victoria Police with targeted enforcement of speeding and hood behaviour, through ongoing liaison and data provision.</p>	Ongoing	Transport	Victoria Police
<p><b>1.4</b></p> <p>Continue to enforce parking restrictions throughout the municipality to promote the safe parking and movement of vehicles.</p>	Ongoing	Regulatory Services	
<p><b>1.5</b></p> <p>Raise the awareness of the Road Rules through various Council programs and publications.</p>	Ongoing	Transport	Media & Communications
<p><b>1.6</b></p> <p>Advocate to VicRoads to provide additional resources to overseas drivers and residents new to Victoria as part of the licensing process to assist with knowledge of the Road Rules.</p>	By June 2017	Transport	VicRoads

## Priority - Children and youth

Action	Timeframe	Lead Responsibility	Support
<p><b>2.1</b> Promote the correct selection and installation of vehicle child restraints by providing literature and opportunities for residents to have restraints professionally fitted.</p>	By July 2017	Transport	RoadSafe South East
<p><b>2.2</b> Work with primary and secondary schools to implement education and infrastructure programs that promote safe travel to and from school as pedestrians, cyclists and passengers.</p>	Long	Transport	Schools
<p><b>2.3</b> In association with RoadSafe South East, continue to advocate for promote programs for novice drivers that address the issues of inexperience, over-confidence and risk taking. Programs may include</p> <ul style="list-style-type: none"> <li>○ Fit to Drive</li> <li>○ Keys Please</li> <li>○ Looking After Our Mates</li> </ul>	By July 2017	Transport	RoadSafe South East Youth Services
<p><b>2.4</b> Continue to implement the L2P learner driver mentor program to assist disadvantaged learner drivers to gain the required 120 hours of driving practice prior to gaining their Probationary License.</p>	Ongoing	Youth Services	VicRoads
<p><b>2.5</b> Encourage supervisors of learner drivers to participate in the 'Lessons From The Road' program by placing a link on Council's website to the VicRoads an on-line resource. The resource provides information and advice regarding supervising a learner driver undertaking their required 120 hours of driving experience.</p>	By July 2017	Transport	VicRoads

## Priority - Access and mobility

Action	Timeframe	Lead Responsibility	Support
<p><b>3.1</b> In association with RoadSafe South East, continue to advocate for and promote programs that encourage older residents to plan their future transport options so that they can remain safe and active in the community, such as</p> <ul style="list-style-type: none"> <li>○ Keeping Safe and Mobile</li> <li>○ Wiser Driver</li> </ul>	By July 2020	Transport	Quality & Inclusion RoadSafe South East RACV TAC
<p><b>3.2</b> Ensure the design of road and path infrastructure address the requirements of the Disability Discrimination Act 1992.</p>	Ongoing	City Improvement	Transport Team

## Priority - Vulnerable road users

Action	Timeframe	Lead Responsibility	Support
<p><b>4.1</b> Promote safe cycling and walking as healthy, safe and sustainable ways to move around the municipality through the implementation of the actions identified in Councils Walking and Cycling Strategies.</p>	By July 2020	Sport & Recreation	RoadSafe South East Bicycle Network Victoria Transport
<p><b>4.2</b> In association with RoadSafe South East, continue to advocate for and promote programs that promote safe cycling, motorcycling and walking eg. Bike Ed.</p>	Ongoing	Transport	RoadSafe South East



## Priority - Infrastructure

Action	Timeframe	Lead Responsibility	Support
<b>5.1</b> Address resident concerns regarding road safety. Ensure road safety concerns are considered by suitably qualified engineers.	Ongoing	Transport	
<b>5.2</b> Provide ongoing funds for road safety treatments to address priority locations, where the greatest road safety risks are identified. (via Council's Local Area Traffic Management prioritisation program)	Ongoing	Transport	
<b>5.3</b> Continue to construct and maintain infrastructure to provide for safe travel by all road users in accordance with Councils Road Management Plan	Ongoing	Infrastructure Services	Asset Planning Civil Development
<b>5.4</b> Continue to apply for state and federal funding for the implementation of road and path infrastructure to address safety concerns, eg. the Black Spot Program	Ongoing	Transport	

## Priority - Vehicle safety

Action	Timeframe	Lead Responsibility	Support
<b>6.1</b> Ensure safety continues to be a key component of selecting and maintaining fleet vehicles used by Council officers.	By July 2017	Fleet	Transport
<b>6.2</b> Work with the National Heavy Vehicle Regulator (NHVR) to ensure heavy vehicles use appropriate streets to conduct their business.	Ongoing	Transport	NHVR VicRoads

## Summary of Advocacy Actions

Several of the actions listed within this Strategy focus on advocacy, in recognition that addressing the priority issues identified by the community requires input from a wide range of stakeholders.

The advocacy actions within the Strategy focus on obtaining ongoing and increased investment from the State and Federal Governments into education programs and road safety infrastructure within the region.

<b>1.1</b>	<p>In association with RoadSafe South East, continue to advocate for and promote the implementation of programs that highlight the impact that alcohol and drugs (legal and illegal), fatigue, speed, hoon behaviour and distractions have on driving abilities, eg:</p> <ul style="list-style-type: none"> <li>○ Fit to Drive</li> <li>○ Looking After Our Mates</li> <li>○ Wiser Driver</li> <li>○ Keeping Safe and Mobile</li> </ul>
<b>1.6</b>	<p>Advocate to VicRoads to provide additional resources to overseas drivers and residents new to Victoria as part of the licensing process to assist with knowledge of the Road Rules.</p>
<b>2.3</b>	<p>In association with RoadSafe South East, continue to advocate for promote programs for novice drivers that address the issues of inexperience, over-confidence and risk taking. Programs may include</p> <ul style="list-style-type: none"> <li>○ Fit to Drive</li> <li>○ Keys Please</li> <li>○ Looking After Our Mates</li> </ul>
<b>3.1</b>	<p>In association with RoadSafe South East, continue to advocate for and promote programs that encourage older residents to plan their future transport options so that they can remain safe and active in the community, such as</p> <ul style="list-style-type: none"> <li>○ Keeping Safe and Mobile</li> <li>○ Wiser Driver</li> </ul>
<b>4.2</b>	<p>In association with RoadSafe South East, continue to advocate for and promote programs that promote safe cycling, motorcycling and walking eg. Bike Ed.</p>
<b>5.4</b>	<p>Continue to apply for state and federal funding for the implementation of road and path infrastructure to address safety concerns, eg. the Black Spot Program</p>