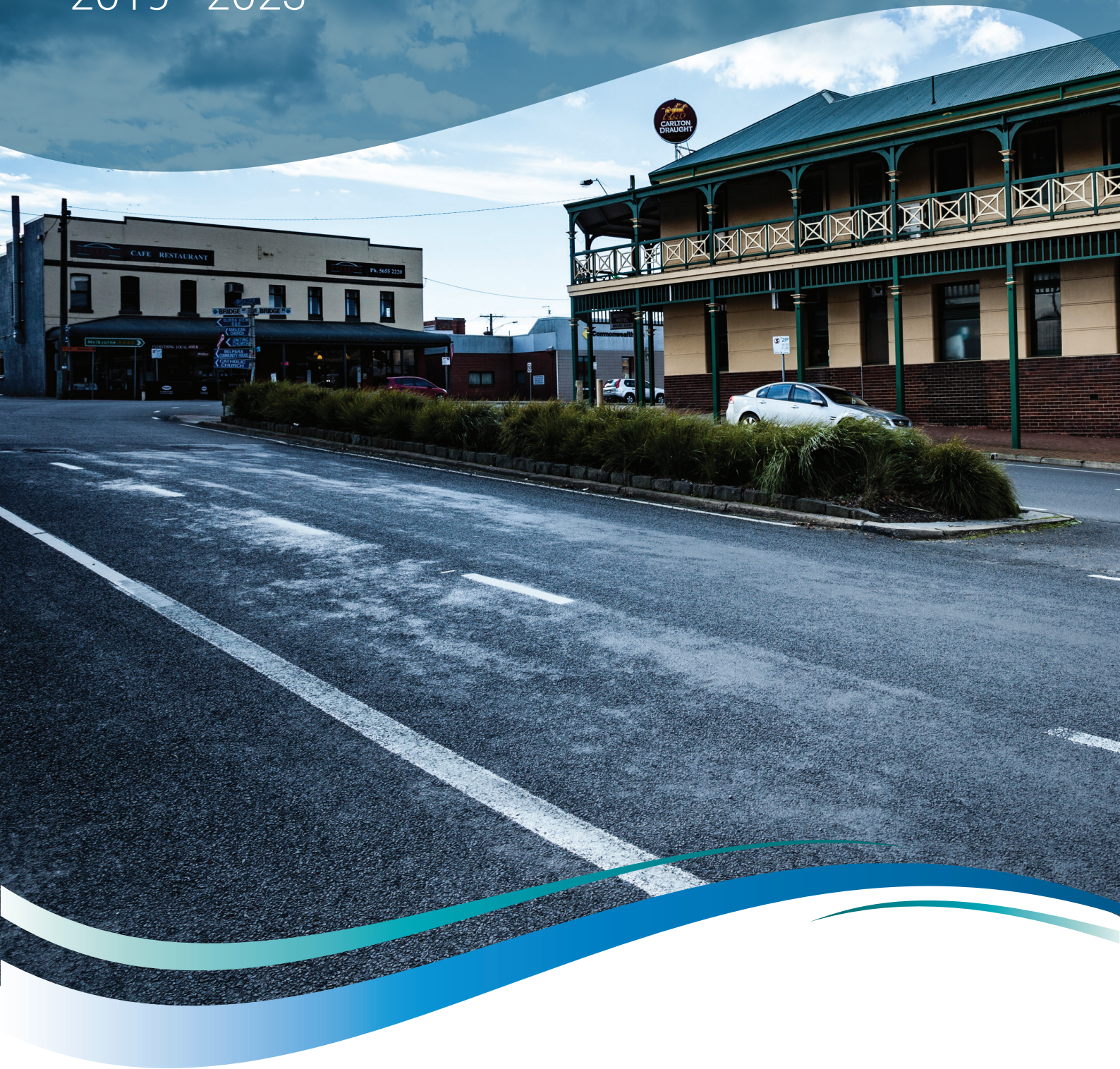


SOUTH GIPPSLAND SHIRE COUNCIL

Draft Road Safety Strategy

2019 - 2023



South Gippsland
Shire Council

From the CEO

South Gippsland Shire Council aims to be a place where quality of life and sense of community are balanced by sustainable and sensitive development and economic growth.

South Gippsland's population is projected to grow from 28,000 to 34,000 by 2031. We have a strong and growing economy of national significance and visitor numbers are increasing every year. With all this activity there will be more vehicles on our roads and more people using our road network than ever before.

We want everybody – residents, visitors and commercial drivers – to be able to move about easily and safely and be protected from road accidents. So, we are committed to adopting the philosophy and principles of the globally recognised Safe System road safety vision. The Safe System encompasses all the factors that contribute to a crash:

1. Safer roads – Our roads should be designed, built and maintained in such a way that risk is avoided or minimised for road users, and the severity of potential crashes is reduced.

2. Safer speeds – Our roads should have appropriate speed limits and road users should travel at speeds that are safe for the road conditions, so that the chances and consequences of a crash are reduced.

3. Safer people – We should all exercise care, attention and awareness of others when we travel, for our own safety and the safety of others.

4. Safer vehicles – Vehicle safety features can help prevent crashes by automatically detecting dangerous situations and reacting appropriately, or by reducing the impact on vehicle occupants if there is a crash.

This Road Safety Strategy is built around the Safe System which will help us, over time, bring the road toll down to zero, in line with the Victorian Government's Towards Zero strategy.

We have looked at road crash data, consulted with the community and used our own experience to identify where the most pressing issues are and understand what can be done to address those issues. Our aims for road safety improvement over the next five years are set out in the Action Plan in this strategy.

To achieve our aims requires a shared responsibility. We will work hard to deliver against our commitments and we will work with our road safety partners in government, industry and the community. Together we can continue to reduce road trauma as our community grows and is ever more active.

Council has a wide range of objectives to position South Gippsland as a great place to live, work, invest and visit. Development in the shire will be managed in an environmentally, socially and financially responsible way. Even as the number of people and goods moving around our shire increases, our Road Safety Strategy will help us make travelling safer for everybody.

Tim Tamlin, CEO South Gippsland Shire Council



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Our Vision

The long term vision of South Gippsland Shire Council is to achieve the Towards Zero target of zero deaths and serious injury crashes on our roads. To do this we recognise that we need to do more than just carry out traditional road safety engineering activities.

We will:

1. Embrace the Safe System approach, act as an exemplar and encourage others to do the same. This includes actions to:

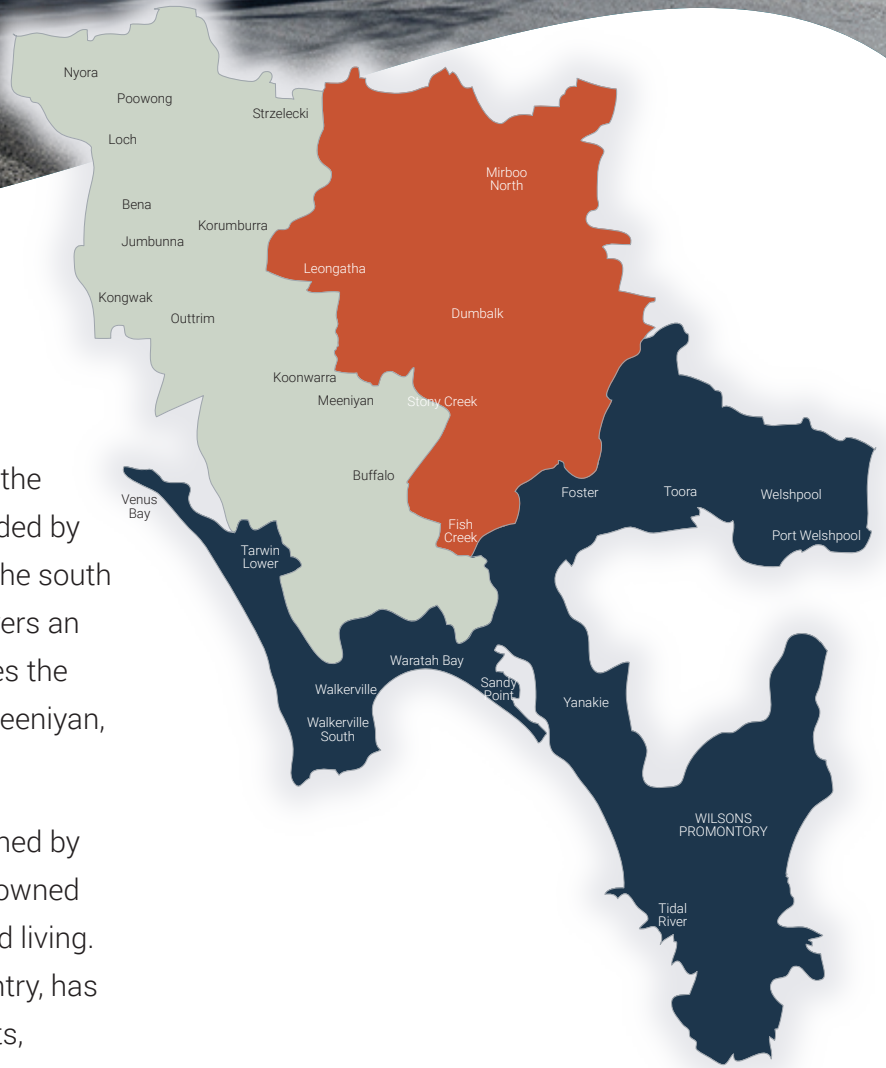
- o Make the roads, paths, tracks and other transport infrastructure as safe as possible;
- o Encourage people to travel at safe speeds
- o Encourage safe travel behaviour to minimise the risk to one's self and to others;
- o Promote the use of vehicles that are safer for drivers, passengers and other people

2. Support Active Transport such as walking and cycling, recognising how important this is for a healthy sustainable community and that pedestrians and cyclists are particularly vulnerable.

3. Engage with road safety partners, so that together we can achieve more than if we act in isolation.

4. Engage with the community so that the community can influence and contribute to road safety initiatives and use our transport system in a manner that is safer for everybody.

Together with our road safety partners and a more engaged community we can continue to improve road safety within the Shire for all road users - residents and visitors alike. This strategy sets out a framework for improvement and an Action Plan for the next five years.



About the Shire

South Gippsland Shire Council is located in the south-eastern part of Victoria. It is surrounded by low, rolling hills descending to the coast in the south and to the Latrobe Valley in the north. It covers an area of 3,300 square kilometres and includes the towns of Foster, Korumburra, Leongatha, Meeniyan, Mirboo North and Poowong.

A strong and growing economy is underpinned by the agricultural sector and the region is renowned for its “clean and green” food production and living. South Gippsland, also known as Prom Country, has a growing visitor economy. Its natural assets, including Wilsons Promontory and Agnes Falls, cultural sites and trails, beaches and dramatic coastline, rail trails and villages and small towns continue to impress around one million visitors annually.

At the 2016 Census South Gippsland had a population of over 28,000 and this is predicted to grow to 34,000 by 2031. There is a thriving economy of over 7000 businesses including manufacturing, construction, retail, education and health which contribute to an annual output of about \$3 billion.

Federal, State and Local Commitments

The South Gippsland Road Safety Strategy shows how we will contribute to the National Road Safety Strategy 2011-2020 and Towards Zero 2016-2020-Victoria’s Road Safety Strategy and Action Plan.

The road safety targets set out by the National strategy aim for a reduction in fatalities and serious injuries of 30% over a period of 10 years. The Victorian Strategy aims for a 20% reduction in deaths and a 15% reduction in serious injury over a five-year period. The Shire Council aims for the same percentage reductions as the Victorian Strategy and Figure 1 shows progress towards these targets. Casualty numbers will fluctuate from year to year, but the aim is to have a downward trend. Current trends show that the 2020 target will be achieved, and this strategy will keep us on track.

Our strategy extends beyond 2020, when it is expected that Victoria will introduce a new Road Safety Strategy and Action Plan. At this time, we will review crash data and our performance, to ensure that we are aligned with the new State Strategy targets and aspirations.

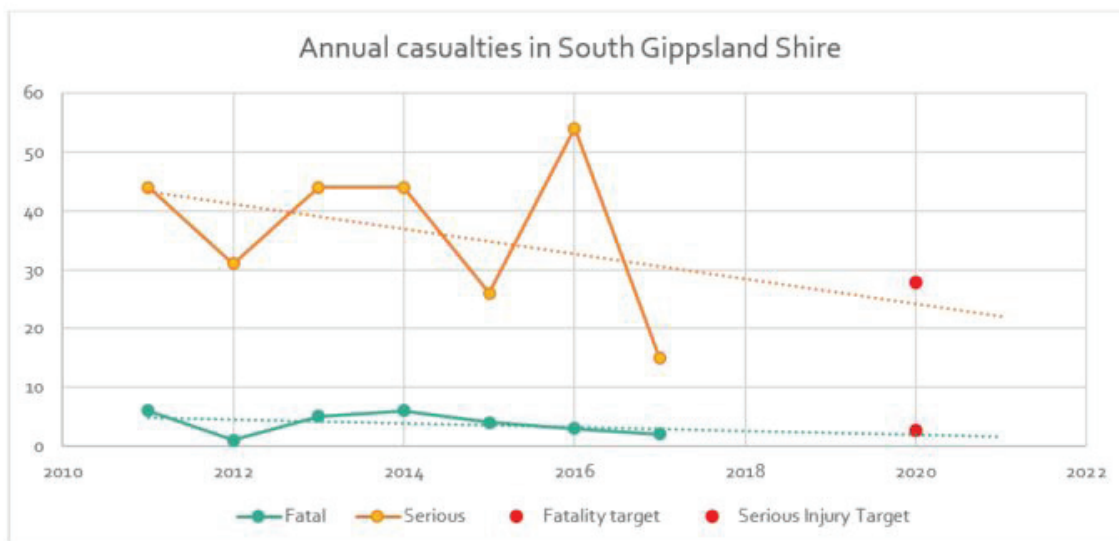


Figure 1: Yearly FSI crashes in South Gippsland Shire

Statistics use the most recent verified data.



What's happening on our roads

To understand the road safety issues in the South Gippsland Shire, we look at the engineering data collected for crashes that have occurred on our roads and we listen to the community to get the perspective of road users:

- **Road safety concerns highlighted by historical crash data trends**

By looking at crash data over the past 5 years, we can build a picture of the type of crashes that are happening, when and where they are happening, and the conditions at the time. This helps us to understand the factors involved in crashes and what actions might be taken to improve safety.

- **Road safety concerns highlighted by the road users**

When developing this Strategy, we conducted an online public survey and held an open community consultation. But listening to the community is not a one-off exercise. We also collect feedback through regular forums held with a variety of interest groups and through our website and other communication channels. This information supplements our engineering data and gives us an insight into road safety issues that matter to the community. These elements allow us to create a strategy and action plan tailored to address the most pressing road safety concerns in South Gippsland.

What does the crash data show?

Analysis of crash data for the last 5 years provides valuable information on where to target road safety treatments and what kinds of treatment are likely to be most effective. An overview of the data shows that safety trends are generally positive and there are no 'stand out' areas demanding urgent attention. There are a few areas that provide an opportunity to further reduce casualty crashes as described below.

1. Fatal and serious injuries are declining

As shown earlier in Figure 2, fatal and serious injuries are declining. This trend is mirrored in Figure 3 which shows the number of fatal and serious injury (FSI) crashes.

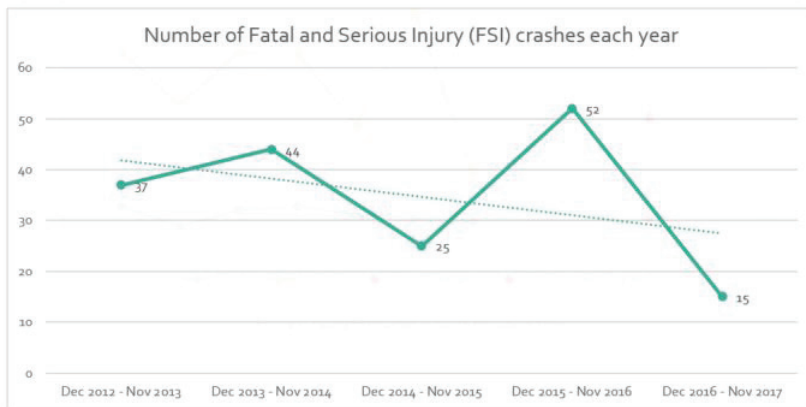


Figure 2: Yearly FSI crashes in South Gippsland Shire

There were 473 all injury crashes in the last five years with 173 fatal and serious (FSI) injury crashes. There is a steady decline in FSI crashes with major variations year on year. Figure 3 shows that there is a stronger correlation with the trend line for fatal crashes than there is for serious injury crashes. Our aim is to ensure that we continue the downward trend which becomes more challenging as crash numbers decline.

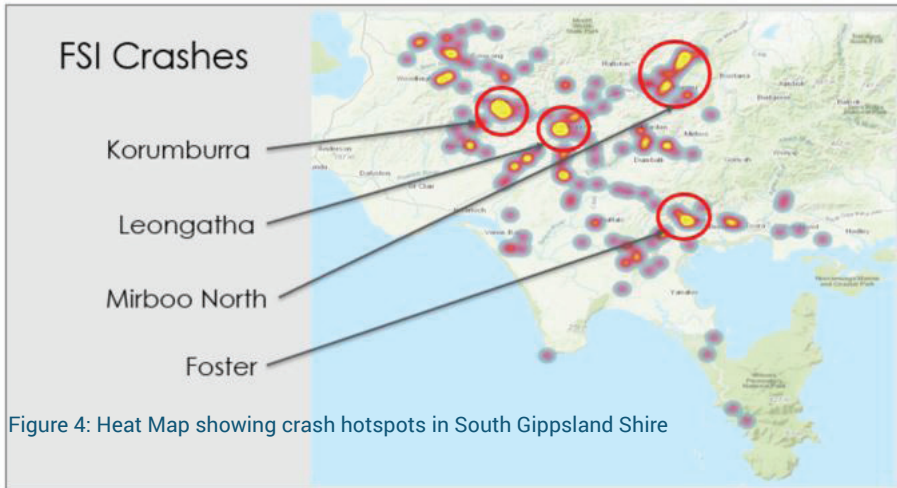


Figure 3: Yearly Fatal and serious injury crashes in South Gippsland Shire



2. Crash 'hotspots' are Leongatha, Mirboo North, Korumburra and Foster

Crash hotspots, for fatal and serious injuries, are usually in locations where there is a lot of movement and therefore a higher likelihood of something going wrong. Crash data enables us to identify high risk locations that may be good candidates for road safety treatments, for example see Figure 4. Not all treatments will be in hotspots, sometimes opportunities arise for implementing improvements at other locations where the benefits outweigh the costs



3. There is an issue of run-off road crashes on high speed roads

Run-off road crashes account for nearly 60% of all FSI crashes. Veering off the carriageway (on a bend or a straight) and colliding with an object or parked vehicle accounts for over 50% of all FSI crashes. There is a high proportion of high speed roads in the Shire and over 70% of FSI crashes occurred on roads with 100km/hr speed limit. This means that a large proportion of FSI crashes in South Gippsland involved vehicles running-off high speed roads. In response, part of our road safety effort needs to address locations where this is a high risk and the installation of barriers is and will continue to be a primary treatment.

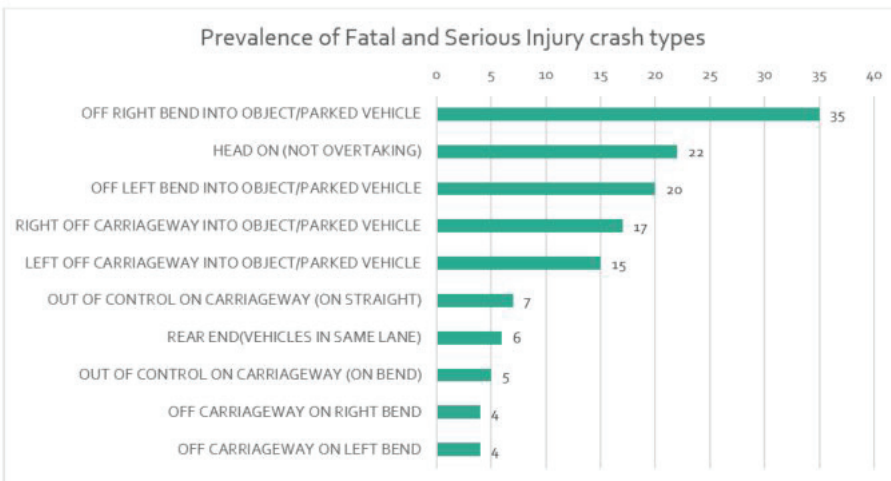


Figure 5: Top 10 most common types of FSI crashes in South Gippsland Shire by DCA

4. Young adults are the most prominent demographic for FSI crashes on our roads.

Young adults between 18 and 30 years of age (young adults), are over-represented in FSI crash involvement, with a significant spike from 18 to 21 (see Figure 6). Data shows that young adults are over represented in alcohol related crashes. Driver inexperience is likely to be a factor in the likelihood of a crash occurring, and greater risk taking is likely to increase crash severity. This strategy recognises that young drivers need help and encouragement to be build knowledge, skills and good driving habits and to appreciate the dangers of risky behaviour.

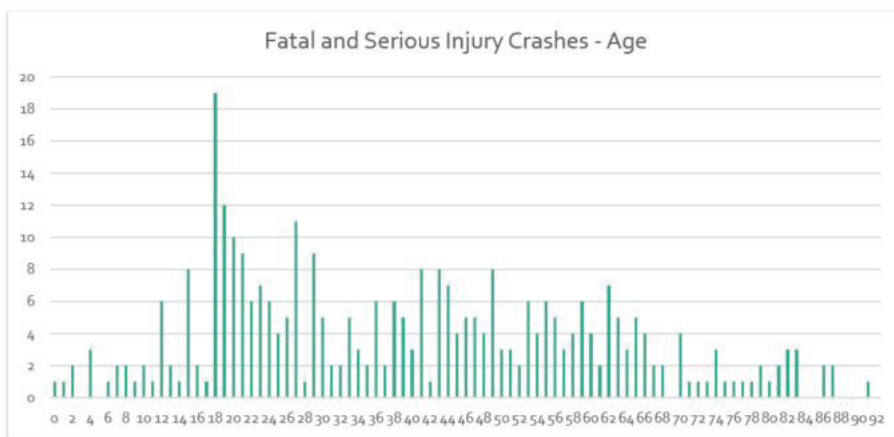


Figure 6: Ages of all people involved in FSI crashes in South Gippsland

5. All alcohol related crashes showed a decreasing trend.



Figure 7: Yearly trend of all alcohol related crashes in South Gippsland

Despite an initial increase in 2013, Figure 7 shows the number of alcohol related crashes decreasing over the past 5 years. In recent years this reduction has begun to plateau. Young adults were over-represented in alcohol related crashes, with over half involving drivers between the ages of 18 and 25. The council supports the State’s efforts to separate drinking from driving and will take opportunity to support the community.

What did you tell us?

To inform development of this strategy we invited residents and those who work in the Shire to complete an online survey about their views on road safety. There was an excellent response of over 400 people. We also convened a community engagement meeting that was open to all residents to provide their views directly to Council staff. Some of the main feedback themes are described below.

1. Most respondents use the car as a primary mode of transport and there was a good response from people using other modes of transport as shown in Figure 8

The walking results are interesting because it suggests that 40% of people don't walk on a daily or weekly basis. Looking in more detail at the feedback shows that 25% of respondents said that they rarely or never walked. One of the reasons for this could be related to views on the quality of infrastructure as shown in Figure 9. This is a cause for concern because walking is an important part of a healthy transport system and a healthy lifestyle (both physically and socially). Therefore, we plan to develop a Walkability Strategy. ***

TRANSPORT MODE	DAILY OR WEEKLY
Car	90%
Walk	60%
Motorcycle	10%
Bicycle	10%
Truck	10%
Public Transport	<5%

Table 1: Proportion of respondents using various transport modes frequently

Respondents were not satisfied with the quality of roads and paths. The primary concern was with the quality of the surfacing. Although crashes are rarely caused by substandard surface quality, the feedback has been noted.

	Town			Country (rural)		
	Less than adequate	Adequate	More than adequate	Less than adequate	Adequate	More than adequate
Roads	45%	30%	25%	70%	25%	5%
Footpath	30%	40%	25%	40%	30%	10%
Cycle/shared paths	30%	25%	30%	30%	20%	15%

Table 2: Respondent views on transport infrastructure or safety

2. Most respondents believe that speed limits are about right or perhaps too high in town; but feel speed limits are about right or too low out of town (Figure 10)

Community consultation allowed a more detailed discussion of perceptions related to speed limits and revealed that the issues are complicated. Roads are designed such that drivers can feel safe driving at the speed limit provided there are no other factors at play. However, multiple factors such as poor weather conditions, unpredictable behaviour, distractions and lack of concentration can significantly increase risks. Additionally, there is a belief that travelling above the speed limit results in large travel time savings, when in fact time savings are negligible. It is important that people understand the risks involved in speeding and what it means to travel at safe speeds. This means that speed limits will be reviewed where risks are high, especially for vulnerable users such as pedestrians and cyclists, and that speed limits will be made more consistent across the shire so that people are more easily able to comply.

	Too low	Low	About right	High	Too high
Town	-	5%	80%	10%	5%
Country (rural)	5%	20%	60%	10%	5%

Table 3: Respondent views on speed limits in the South Gippsland Shire

3. Respondents felt that more than 20% of other drivers and riders exhibited poor or very poor behaviour on our roads (Figure 11).

	Very poor	Poor	OK	Good	Very good
Car	5%	25%	45%	20%	5%
Truck	5%	15%	35%	30%	10%
Motorcycle	5%	15%	45%	30%	5%
Cyclists	10%	25%	35%	20%	5%
Pedestrians	-	10%	45%	30%	10%

Table 4: Respondent opinions on other road users' behaviours

Respondents rated the behaviour of 1 in 5 truck drivers and motorcyclists as poor or very poor, and 1 in 3 car drivers and cyclists as poor or very poor. There are three main issues prompting this response. The first issue is around the perception of the competence levels of other drivers and riders. The main concern is with the competence of car drivers and proneness to distraction. The second issue is around conflicts arising between people using different modes of transport, for example a wariness around the imposing nature of large trucks on narrow high speed roads. The third issue is a perception that other drivers/riders/pedestrians behave selfishly - 'as if they own the road'. As a part of this strategy there are ongoing actions to work with road safety partners on education initiatives around sharing the road. The Council will also explore opportunities to raise awareness of the dangers of distraction when driving (e.g. using mobile phones when driving).

4. Respondents identified their highest priority road safety issues (figure 12).

Road Safety Issue	Percentage of respondents
Road Conditions	70%
Driver Behaviour	40%
Distraction	35%
Inappropriate Speed	25%
Drink Driving	20%
Drug Driving	15%

This strategy is based on the Safe System approach. As such the three safe system pillars of Safe Roads, Safe People and Safe Speeds will address the issues identified as highest priority in the survey. The fourth pillar of Safe Vehicles is also important. The Australasian New Car Assessment Program (ANCAP) rates vehicles on the level of safety that they provide in the event of a crash as well as their ability to avoid a crash. A key action in this strategy is to promote the use of vehicles with a 5 Star ANCAP safety rating.

The Safe System

The Safe System is internationally regarded as the best framework with which to dramatically reduce road trauma. The approach was pioneered in Sweden where it was used to reduce fatalities and serious injuries by almost 40 per cent over ten years. The system has been adopted nationally and at state level in Australia and South Gippsland Shire Council is committed to using the Safe System in road safety projects.

The Safe System is depicted in the diagram below.



Principles of the Safe System

The Safe System framework is based upon the following principles.

We will apply these principles to current and future projects in South Gippsland:

1. The only acceptable death or serious injury toll on our roads is zero (zero tolerance).

Everyone will be missed by someone.

Road safety needs to focus on the reduction of fatalities and life changing injuries.

2. People are vulnerable

If vehicles crash at high-speed, then our bodies are subjected to forces that they cannot withstand. The approximate tolerances for the human body under different crash conditions are:

- Head-on crash: 70 km/h
- Side impact crash with another vehicle: 50 km/h
- Side impact crash with a tree: 30 km/h
- Pedestrian crash: 30km/h

While our natural tolerances to physical forces are outside of our control, there is a lot that we can do to reduce or avoid physical impacts greater than can be withstood by the human body by addressing the elements of the Safe System.

3. People make mistakes

To err is human and on our roads human error can result in crashes and trauma.

However, crashes need not (and should not) result in death or serious injury.

The Safe System recognises the unavoidable nature of human error, and rather than placing the blame on the road user, it recognises the need for those involved in road design, road maintenance, and road use to share responsibility for the large variety of factors that contribute to a crash. This approach addresses a broad range of road safety issues without diminishing the responsibilities of road users.

4. Shared responsibility

Creating a safe road network is everyone's responsibility. Businesses, organisations, individuals, and the Shire of South Gippsland all have a role to play in moving Towards Zero.

Elements of the Safe System

The Safe System is composed of four interacting elements which encompass all the factors that contribute to a crash. Understanding our road environment and where these elements can be better applied allows us determine the measures that will best contribute to improving road safety. The Safe System elements are described below:

- 1. Safer roads** – Road infrastructure plays a vital role in helping reduce crashes and minimising the severity of injuries if there is an accident. Our roads should be designed and maintained so that risk is avoided or minimised for road users, and the severity of crashes is reduced. Our roads should be forgiving of errors by road users and provide the safest possible outcome in adverse circumstances.
- 2. Safer speeds** – When a crash occurs, the weight and speed of the vehicle at the moment of impact determine how much force is transferred to the people involved. For our fragile bodies, even a small difference in speed can mean the difference between life and death. The 'Safe Speeds' element aims to ensure that speed limits are appropriate and that road users travel at speeds that are safe for the conditions.
- 3. Safer people** – Crashes often involve an element of human error. We should all pay care, attention and reasoning to the way that we use the roads. This also means that we must be aware of the road rules and other road users - for all modes of transport.
- 4. Safer vehicles** – Newer and better safety features are continually being introduced to vehicles. These features can assist in preventing crashes by automatically detecting dangerous situations and reacting appropriately, or by reducing the impact on its occupants once a crash has occurred. Increasingly safe vehicles play an important role in improving personal safety and reducing road trauma.

Post-Crash Care

Our goal of zero deaths and serious injuries will require time to achieve. While we strive to apply the Safe System to our road network, crashes will continue to occur. When a serious crash occurs, emergency services are required to attend the scene. Accessibility to the crash location affects the time required for emergency response personnel to reach individuals injured in the crash. The length of time between when the crash occurs and when emergency treatment is received is a critical factor in the severity of a crash. As such, it is essential that emergency response times and accessibility for emergency vehicles are considered in our road safety planning.











What works and what doesn't?

There is a lot of information available on road safety and the effects of different safety measures. This provides us with an excellent starting point when deciding what we should do to achieve the results we want. Research has shown that road trauma can be reduced when:






1. We see a commitment from leaders;
2. We commit to a methodical approach;
3. The community is involved in planning and delivering road safety outcomes; and
4. We adopt safety measures that have been shown to be effective in the past.

The following approaches and initiatives have proven to be effective in addressing some of the most common problems on our roads:





Education and experience

-  Road safety programs will be evidence based.
-  Promoting a safer driving culture in local communities
-  Engaging the youth, their parents, and other partners who can deliver road safety messages to young drivers
-  Involving schools in road safety education and programs
-  Ensuring that educators on road safety are properly trained
-  Ensuring that programs are interactive, age appropriate and engaging
-  Delivering programs, especially for teenagers, that help people develop good judgement, resilience, coping strategies and refusal skills enabling them to act in a responsible and safe manner.
-  Using resources available from VicRoads, the TAC and other road safety agencies
-  Ensuring that adequate driving experience (120 hours or more) with a supervising driver is achieved for learner driver
-  Targeted campaigns addressing road safety issues and identifying actions for road user groups




Speed management

-  Reducing speeds where the crash risk is high
-  Reducing travel speeds to below 30km/h in locations where there is a risk of a crash between a pedestrian/cyclist and a car/truck
-  Supporting new speed limits with road infrastructure such as traffic calming measures, road surface changes or visual cues to drivers
-  Supporting speed limits with enforcement
-  Reducing the number and frequency of speed limit changes




Enforcement

-  Enforcement at locations with high risk of crashes
-  Providing information to the community about relevant road safety laws, the level of enforcement and legal consequences
-  Aligning enforcement activities with education and media campaigns
-  Having a visible enforcement presence









Infrastructure improvements

-  Identifying and addressing high risk locations with infrastructure to reduce the likelihood and consequence of crashes
-  Installing proven safety measures such as pedestrian and cycle friendly roundabouts, separated cycling facilities, pedestrian crossings and roadside barriers
-  Gateway treatments on the approach to lower speed areas

Vehicle safety features

-  The promotion of Five Star safety rated vehicles
-  Intelligent speed assist devices that inform drivers of the speed limit
-  Company policies that promote the safest vehicles and safe driving practices

Knowing what doesn't work is just as important as knowing what does. Investing in an approach that yields poor results can cost our community a lot of money, resources and time, and in some cases, result in declining road safety outcomes. Based on statistics from previous implementation, here are some of the things that we know are **not** effective in reducing road trauma:

-  A culture of blame instead of looking at what can be done to improve the system as a whole
-  Training that involves off-road driver training and especially any driving skill-based programs such as 'advanced driver training'. This has been shown to increase risk taking behaviour by drivers.
-  Stand-alone one day or one-off events, forums and expos run in isolation of evidence based strategy
-  Fear appeals such as trauma ward visits, or testimonials from crash victims or offenders
-  Relying on driver simulators
-  Unnecessarily restricting the movement of pedestrians or cyclists
-  Adjustments in speed limits which are not evidence based
-  Isolated Council works without support from relevant State Government authorities such as VicRoads and Public Transport Victoria

What we all can do

In developing this strategy, the community input through the Online Survey, Consultation Session and other interest group forums has been excellent. In line with the Safe System approach and recognising that we all have a shared responsibility to make our roads safer, here are some of the ways that we can make a difference:

Safer people

- Behave the way you want others to behave while travelling. Keep to the speed limit and don't use your mobile phone while driving.
- Always wear full safety gear if you travel on a motorbike or scooter.
- Watch out for cyclists when entering and exiting parking spots and when opening your car door.
- When riding a bike, always wear a bicycle helmet and "be bright at night" by fitting lights to your bike.
- Report hoon behaviour to the Hoon Hotline on 1800 333 000.
- Never exceed the speed limit, but also remember that it's a limit, not a target, and always drive to the conditions.
- Share the road by being mindful of all other road users.
- Allow plenty of time for your journey so you don't feel the need to rush.
- Identify a safe route to school for your children and teach them to use that route.
- Assist a young driver to get 120 hours of supervised driving practice, making them safer when they become a probationary driver.
- Consider becoming an L2P mentor to help a young driver without access to a supervisor get vital driving practice
- Direct young drivers to SaferPplaters.com.au to reduce their risks in their first years of driving
- Encourage use of emerging safe driving technology aids

Safer vehicles

- Make sure that your next car is ANCAP 5 Star Safety rated and lobby your employer to provide the safest car in its class if you use work vehicles.
- Consider purchasing an intelligent speed assist device to make sure you don't exceed the speed limit.
- Ensure your car is always in roadworthy condition and is regularly maintained.

Safer roads and speeds

- Report all road faults and hazards on local roads to South Gippsland Shire Council (5662 9200), and on arterial roads to VicRoads (13 11 71).
- Report any crashes or incidents to Victoria Police so that they can be added to the State Government database of crashes.

What South Gippsland Shire Council will do

South Gippsland Shire Council is committed to the Towards Zero target of zero deaths and serious injury crashes on our roads. We will continue to play our part in the current Victorian Road Safety Strategy, which runs until 2020, and the subsequent state strategy when it is introduced. Our road safety engineering data and community feedback has helped us to identify broad safety improvement themes.

1. We will embrace the Safe System approach, act as an exemplar and encourage others to do the same. This means that we will integrate the Safe System principles into our way of working, including the way that we plan, design, deliver, maintain and operate our road network. We will also build the Safe System capabilities of our staff, including following best safety practices when driving for work. See Action Plan Theme 1.

2. We will address the most severe risk locations and risk factors on our roads. Road safety risks on council managed roads will be investigated through regular planned inspections, through inspections prompted by community feedback and in response to crashes and crash history. See Action Plan Theme 2.

3. We will promote the use of safe vehicles. Modern vehicles with best in class safety features are much safer for drivers, passengers and other people. Council will continue to operate a fleet of vehicles with a 5 star ANCAP rating and will continue to promote such vehicles through road safety programs such as L2P. Other programs will also encourage the safe operation of vehicles, such as the Heavy Vehicle Rollover Program. See Action Plan Theme 3.

4. We will encourage people to travel at safe speeds. Working with VicRoads we will continue to support the development of speed management policies that are effective at reducing risks and are consistent across the Shire. We will work with the Police and the community to address locations where speeding is perceived to be an issue and support initiatives that improve compliance with speed limits. See Action Plan Theme 4.

5. We will engage with the community to encourage and support safer behaviours.

There will be an emphasis on communicating with young drivers and older drivers to help build and maintain their competence and confidence on the roads.

Opportunities will be identified and exploited to raise awareness and encourage appropriate behaviours relating to driver distraction and sharing the road with other vehicles, particularly large vehicles and cyclists. Engagement will be two-way, and the community will be able to input their ideas and views through various forums and communication channels such as the Council website. Engage with all road users in relation to the danger posed by animals crossing roads; this may include the hazards posed by authorised livestock crossing points as well as wildlife crossing randomly. See Action Plan Theme 5.

6. We will reduce risks for Active Transport users, recognising how important this is for a healthy sustainable community and that pedestrians and cyclists are particularly vulnerable. We will develop a Walkability Strategy, work with schools to support and promote walking and cycling and ensure that pedestrian and cyclist safety is considered in all future planning programs. See Action Plan Theme 6.

7. We will engage with road safety partners to deliver the best possible safety solutions on both our local roads and arterial roads and freeways. Safety is a network wide and multi-faceted issue and, in keeping with the Safe System principle of 'shared responsibility', it is critical that we work hand in hand with safety partners such as VicRoads and the Police. Additionally, we will seek Federal and State Government funding where appropriate. See Action Plan Theme 7.

Together with our road safety partners and a more engaged community we can continue to improve road safety within the Shire Council for all road users - residents and visitors alike. This strategy sets out a framework for improvement and an Action Plan for the next 5 years.



Action Plan

Action Theme 1: Embrace the Safe System		DELIVERY DATE
1a	All council staff will undertake Towards Zero e-learning	Year 1
1b	Council will become an accredited Towards Zero partner with State Government	Year 1
1c	Council Safe Driving Policy will be kept up to date with emerging technologies and changes to the driving task.	Ongoing
1d	All staff will be trained in safe driving practices in a classroom style training session.	Year 2
1e	Develop procedures to promote best practice Safe System principles in new works and maintenance.	Year 2
1f	Be an active member of 'RoadSafe Gippsland'	Ongoing

Action Theme 2: Safe Roads		
2a	Investigate potential road safety risks on council managed roads through regular inspections and community feedback. Schedule remedial works where appropriate.	Ongoing
2b	Assess road safety, community feedback and warrants for potential road intersection improvements	Ongoing
2c	Participate in the Federal Blackspot Program and apply for funding as appropriate.	Ongoing

Action Theme 3: Safe Vehicles		
3a	Council fleet requirements for 5 star ANCAP safety rated vehicles will be extended to include utility vehicles and cars.	Ongoing
3b	Use the L2P program to get Road Safety messages out about ANCAP and UCSR	Ongoing
3c	Continue to promote VicRoads Heavy Vehicle Rollover Program to industry and relevant businesses	Ongoing

Action Theme 4: Safe Speeds		
4a	Work with VicRoads to develop and document a Speed Management Policy and proactively pursue speed limit changes where appropriate	Ongoing
4b	Undertake traffic speed surveys in areas of low speed compliance as identified by the police or community. Communicate speed compliance messages back to the community	Ongoing

Action Plan

Action Theme 5: Safe People (Engage with the Community)		
5a	Work with older drivers and L2P program on sharing the road with trucks and other large vehicles	L2P -ongoing Year 2 -Older drivers
5b	Explore opportunities for communicating and educating the public about the dangers of distraction when driving.	Year 2
5c	Work with Road Safety Partners and Interest Groups on education initiatives around sharing the road with trucks.	Ongoing
5d	Promote Road Safety Education and Training for young people and learners, working with Road Safety Partners to promote relevant programs.	Ongoing
5e	Promote methods that allow the community to identify road safety hazards to council	Ongoing
5f	Provide opportunities for the community and local business to engage in communication campaigns	Ongoing
5g	Work with community to ensure safety when sharing the road with large horticultural and farming equipment	Ongoing
5h	Communicate with the community the high likelihood of animals and wildlife crossing roads.	Ongoing
Action Theme 6: Active Transport		
6a	(a) Develop a Walkability Strategy and identify and improve areas of risk to walkers, cyclists and the mobility impaired	Year 3/4
6b	Ensure that pedestrian and cyclist safety is considered in all future planning programs	Ongoing
6c	Engage with schools through regular forums and promote active transport to school initiatives such as the Walk to School Program	Ongoing
Action Theme 7: Engage with Road Safety Partners		
7a	Support Safe System Road Infrastructure Program schemes being rolled out by VicRoads	Ongoing
7b	Work with VicRoads to review and manage arterial roads risk areas identified by the community.	Ongoing
7c	Develop a list of possible funding sources including TAC Grants Program, VicRoads Community Road Safety Grants, Federal Government Grants and others. Apply for funding where appropriate	Ongoing

