



**Banyule**  
CITY COUNCIL

# **Road Safety Strategy**

**JULY 2000 TO JUNE 2003**

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# 1. A Road Safety Strategy for the City of Banyule

## 1.1 Purpose of the Strategy

Every day on average someone in the City of Banyule requires medical treatment as a result of a road accident. Every fortnight someone suffers a serious injury, and each year 5 people are killed on our roads. The City of Banyule has prepared this Road Safety Strategy to improve safety for all people who travel on roads and paths in the City of Banyule.

The strategy has been prepared as part of Saferoads, a statewide initiative developed by the Municipal Association of Victoria in conjunction with VicRoads, the Transport Accident Commission and the Royal Automobile Club of Victoria. The City of Banyule and VicRoads contributed matching funds to develop the strategy.

The strategy was developed in consultation with key stakeholders within the community. The strategy is linked to other relevant strategic planning processes, including Banyule's City Plan.

The strategy has been designed to link closely with *Safety First*, Victoria's Road Safety Strategy 1995 - 2000, which establishes state wide priorities and defines the roles of the key agencies involved: VicRoads, the Transport Accident Commission and Victoria Police.

The City of Banyule Road Safety Strategy seeks to target a small but achievable number of realistic strategy actions, targeted at high severity and high frequency crashes, and taking into account state-wide priorities, the capacity and interests of the key stakeholders within the community, and how practical it is to reduce particular risks within the resources likely to be available to the local community and its key agencies. Eight action plans are set out in tables later in the document.

## 1.2 The Role of Banyule City Council

Banyule City Council will oversee implementation of the strategy, and will take lead agency responsibility for many of the actions within the strategy. But Banyule City Council is not solely responsible for making the strategy happen. Implementation of the strategy is accepted as the joint responsibility of a local coalition of key stakeholders. This is a partnership arrangement, with the Banyule City Council helping the partners to work together, and coordinating the whole process. Lead

agencies and partners have been nominated for each of the actions in the action plans.

In order to ensure the smooth implementation of each of the initiatives proposed for the City of Banyule, a partnership relationship was proposed between VicRoads and Council in accordance with the original signed agreement. Fundamentally, Council will coordinate the implementation of the Plan with assistance from VicRoads in terms of resources, training and funding.

The City of Banyule's role in the strategy is at two distinct levels:

- In its civic leadership role, Council recognises that the risk of being injured in a car crash is a major threat to the health and well being of people in the City of Banyule, and undertakes to provide leadership and overall coordination of the development and implementation of the strategy; and,
- As a planner and provider of services to its community, it will take a more strategic and coordinated “whole of Council” approach to its own contribution to road safety through its activities in strategic planning, infrastructure planning, town planning, community services, traffic management and general operations.

### 1.3 How the Strategy was Developed

Banyule City Council appointed Ratio Consultants and Hennessy Services Pty Ltd to assist it to develop a Road Safety Strategy. A detailed analysis of crashes in the City of Banyule formed the basis of discussions with a number of groups including Council officers, Police, VicRoads staff, and representatives of local schools.

Draft action plans were developed, and discussed at a forum chaired by the Mayor, Councillor Dale Peters, and attended by about 30 key stakeholders at The Centre in Ivanhoe, in May 2000. A draft strategy was then developed for Council to consider for exhibition and subsequent adoption.

### 1.4 Implementing and Monitoring the Strategy

The time period for the strategy is the three years from July 2000 to June 2003 inclusive. A full review is recommended towards the end of that time, to refine the approach and set new priorities in the light of experience and progress with implementation during this first phase.

In the meantime, the strategy will require constant monitoring, review and amendment, in conjunction with Council's standard reporting procedures, to ensure that implementation is on track.

The City of Banyule Road Safety Strategy has been prepared through key stakeholder consultation, and it is appropriate that the stakeholders be part of the implementation, monitoring and review process. In the light of recent changes to the Victoria Police, including local priority policing, it is proposed that Council review its relationships with the local key stakeholders and with neighbouring Councils, to develop the optimum processes for consultation, joint decision making, managing the strategy, and reporting to Council.

## 2. The City of Banyule

### 2.1 The Land

Banyule is located between 7 and 22 kilometres north-east of central Melbourne, covering an area of approximately 63 square kilometres, clearly defined by the Yarra River and the Darebin Creek on its southern and western boundaries respectively. The topography is strongly dissected, ranging from gently to steeply undulating. It is a place of great natural beauty and cultural heritage (both aboriginal and post-contact).

This has led to a main road network aligned more according to topographic features than the grid pattern typical of the Melbourne metropolitan area. These long established main roads carry large volumes of commuter traffic over substantial distances. The potential for increasing their capacity or for the development of freeways is restricted by the limited availability of suitable land. The Northern Ring Road has reduced the traffic volume on some roads, but has concentrated traffic flow on roads leading to its access points.

### 2.2 The People

Banyule has a resident population of approximately 120,000, and this figure is not expected to increase markedly over the next few years. Some dwelling development is likely in the north and north-east of the municipality where a few broad hectare development opportunities exist. Whilst it is important that road safety be incorporated into the design stage of all new developments, the opportunity for this in Banyule has largely passed, and road safety planning will now have to take into account the high cost of altering existing infrastructure.

The age structure of the population of Banyule is fairly typical of Melbourne as a whole, although generally slightly older.

Banyule residents are relatively affluent when compared with the region, with higher household incomes and lower unemployment than most municipalities, and a highly skilled and educated workforce. This suggests a target audience receptive to road safety messages. Higher socio-economic status is generally associated with higher levels of health and safety.

Only 2% of Banyule residents have limited English language proficiency (compared to 5% for the Melbourne statistical district), indicating that road safety messages for most of the community can be presented in English. Messages for culturally and linguistically diverse residents and visitors need to be presented in appropriate community languages - some suitable resources are available from VicRoads and from the Safety Centre at the Royal Children's Hospital.

### 3. Road Safety Profile

In the five-year period July 1994 – June 1999 inclusive, 24 people were killed on roads in Banyule (refer to Figure 1 for the locations of these fatal crashes). In the same period, 583 people were seriously injured and a further 1,891 received injuries that required medical treatment. VicRoads statistics show that, in terms of crashes per head of population, Banyule ranks 26<sup>th</sup> out of 31 metropolitan municipalities. Whilst this indicates that Banyule is relatively safe in comparison to other metropolitan municipalities, the VicRoads statistics show that bicyclists (for which Banyule ranked 22<sup>nd</sup> out of 31 metropolitan municipalities) and pedestrians (for which Banyule ranked 18<sup>th</sup> out of 31 metropolitan municipalities) are over-represented in casualty accidents in Banyule (compared to vehicle occupants).

Records of all reported crashes in Victoria are compiled on a computer database called CrashStats, which is available on the Internet from VicRoads web site.

Data taken from this source, over the most recent 5 year period available (July 1994 to June 1999) formed the basis of the risk profile.

The analysis reveals a risk profile for the City of Banyule as follows:

- female drivers were almost 15 percent more likely to be involved in an accident than their male counterparts (805 casualties to 701, refer to Figure 2);
- however male drivers were more likely to be involved in more serious accidents, (4 male, compared to 3 female drivers killed, and 151 male, compared to 136 female drivers received serious injuries);
- of the 172 pedestrian casualties, 54 (31%) were children aged 17 years or younger, and 43 (25%) involved adults aged 60 years or more: these age groups are over represented in the statistics (refer to Figure 3);

- pedestrian accidents were concentrated in several areas of the municipality, namely the intersections of Rosanna Road and Banksia Street, Livingstone Street and Upper Heidelberg Road, Greensborough Highway and Grimshaw Street, and in the vicinity of the schools in Grimshaw Street (refer to Figure 4);



Figure 1

Location Map of Fatal Accidents - Banyule  
1/1/1994 - 31/12/1998

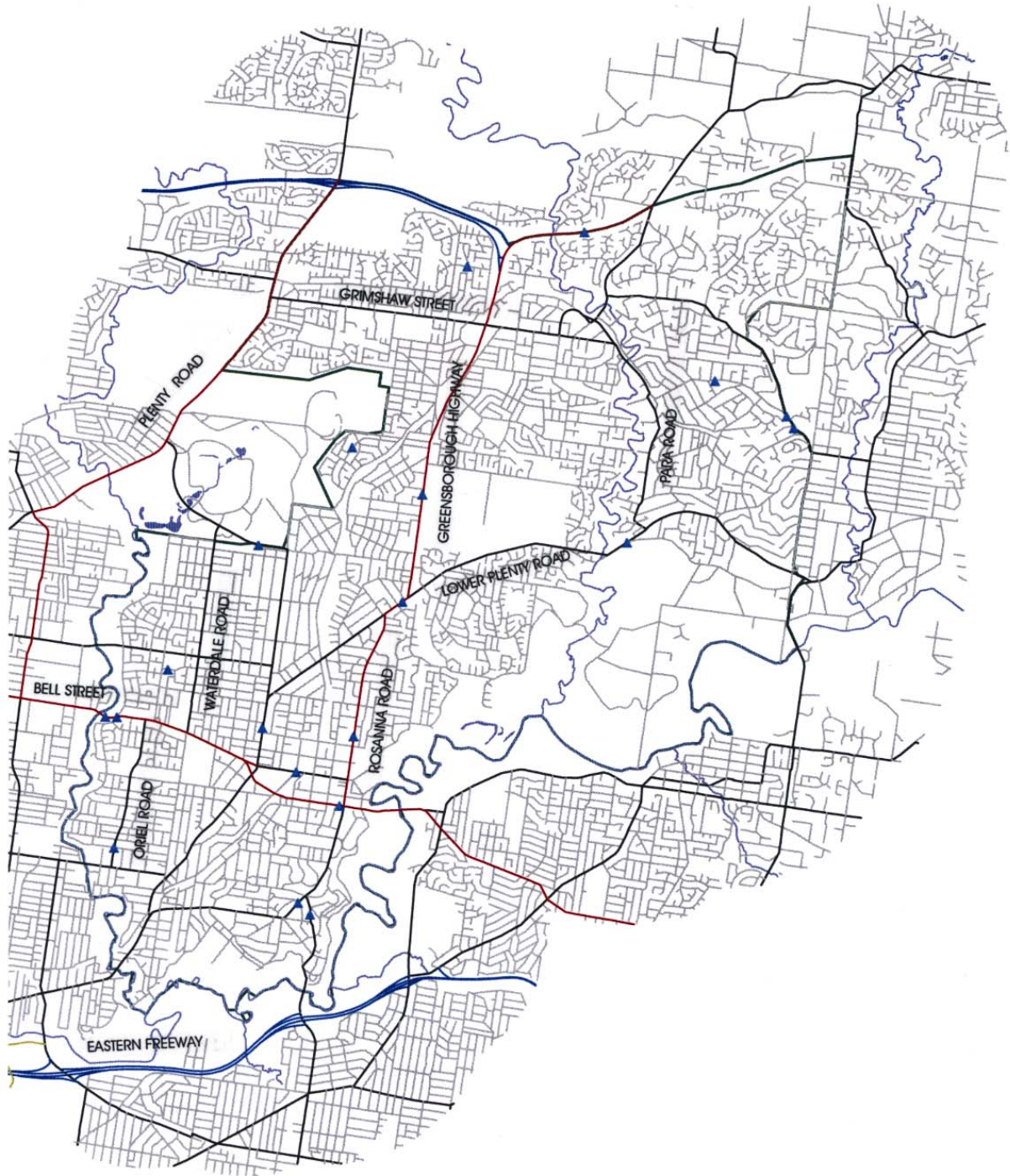


Figure 2

Banyule City Council - Casualty Accidents by Age, Drivers July 1994-June 1999



Figure 3

Banyule City Council - Casualty Accidents by Age, Pedestrians July 1994-June 1999

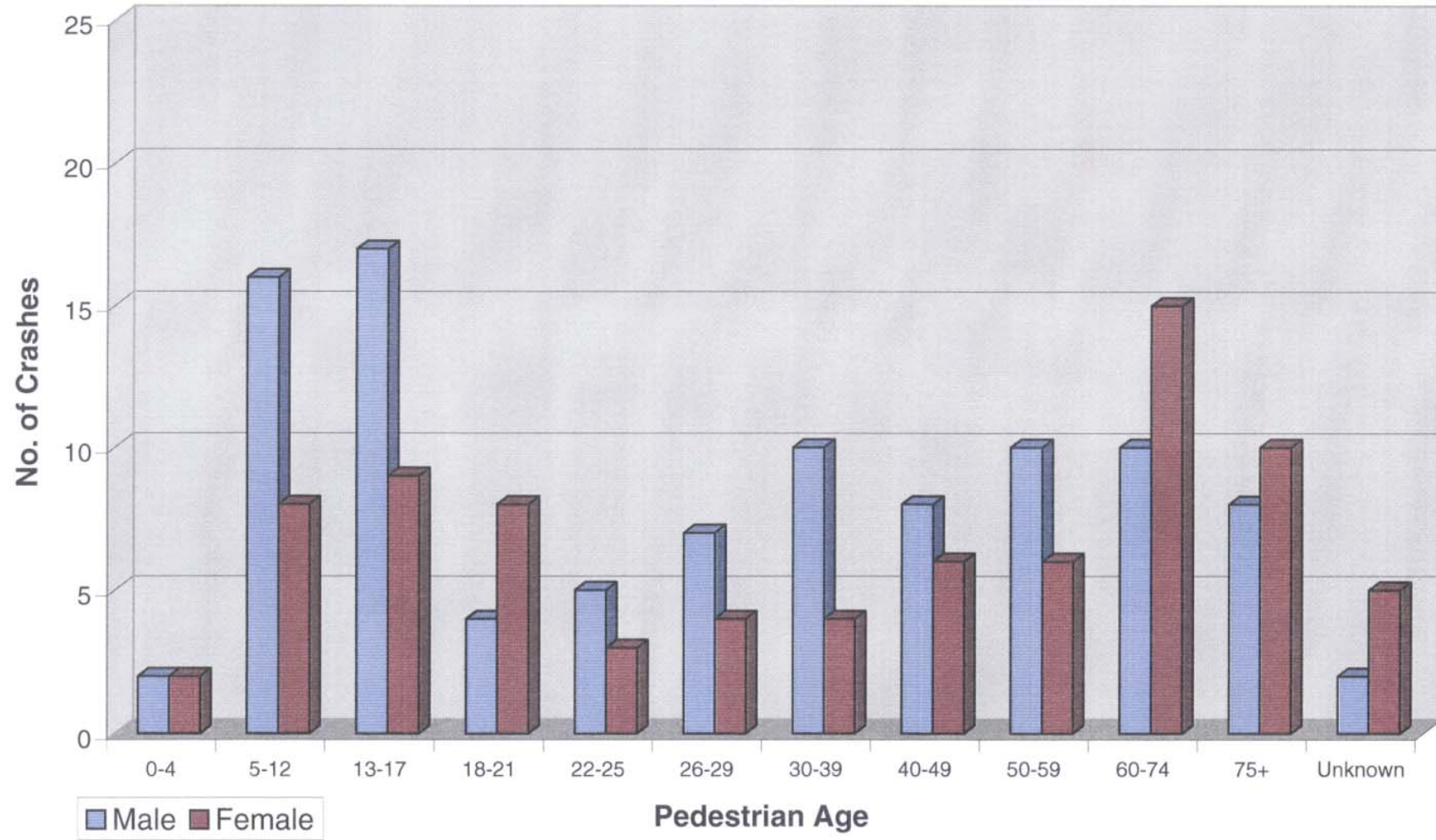
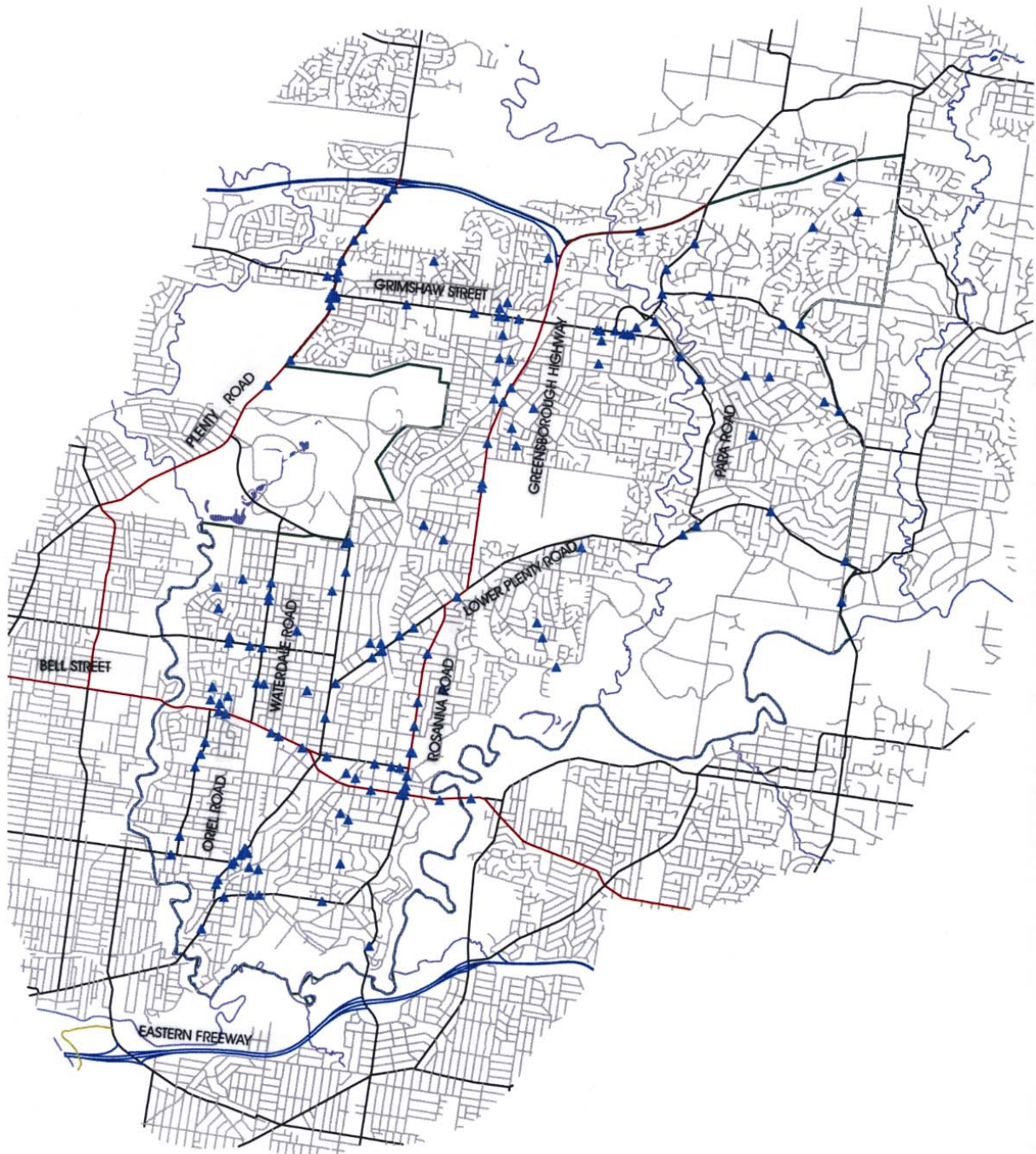


Figure 4

Location of Pedestrian Crashes - Banyule  
1/1/1994 - 31/12/1998



- of the 109 bicyclists injured in Banyule, 40 (37%) were aged 17 years or under, a further 17 (16%) bicyclists injured were aged 18-21 years (refer to Figure 5);
- bicycle accidents were spread evenly through the municipality, with concentrations along Grimshaw Street, and along Greensborough Highway between Grimshaw Street and the Northern Ring Road. Clusters of accidents also occurred along Burgundy Street in the vicinity of Rosanna Road, along Waterdale Road in the vicinity of Dougharty Road, and in the area surrounding the intersection of Burgundy Street and Upper Heidelberg Road (refer to Figure 6);
- of the 39 pedestrians and cyclists aged 4 to 12 years injured in the municipality, 16 (41%) occurred in the suburbs of Heidelberg West and Heidelberg Heights;
- pedestrians and cyclists in the age group 4 to 17 years experienced a clear peak of accident involvement between 3:00 pm to 4:00 pm (23 accidents, 26%), indicating a potential problem with children travelling home from school;
- secondary school aged children (13 to 17 years) experienced a concentration of accidents in the Greensborough / St Helena area, with 17 (34%) of the 50 pedestrian and cyclist accidents involving this age group occurring in these suburbs;
- all road user casualty accidents were spread throughout the road network in Banyule, with a high number of accidents occurring on Grimshaw Street, Rosanna Road, Bell Street, Banksia Street and Greensborough Highway; reflecting the higher traffic volumes on the arterial roads, and the significant amount of through commuter traffic travelling within Banyule (refer to Figure 7 for the locations of the fatal and serious injury crashes); and
- the majority of accidents in Banyule occurred at intersections: the most common type involved rear end crashes (25% of total).

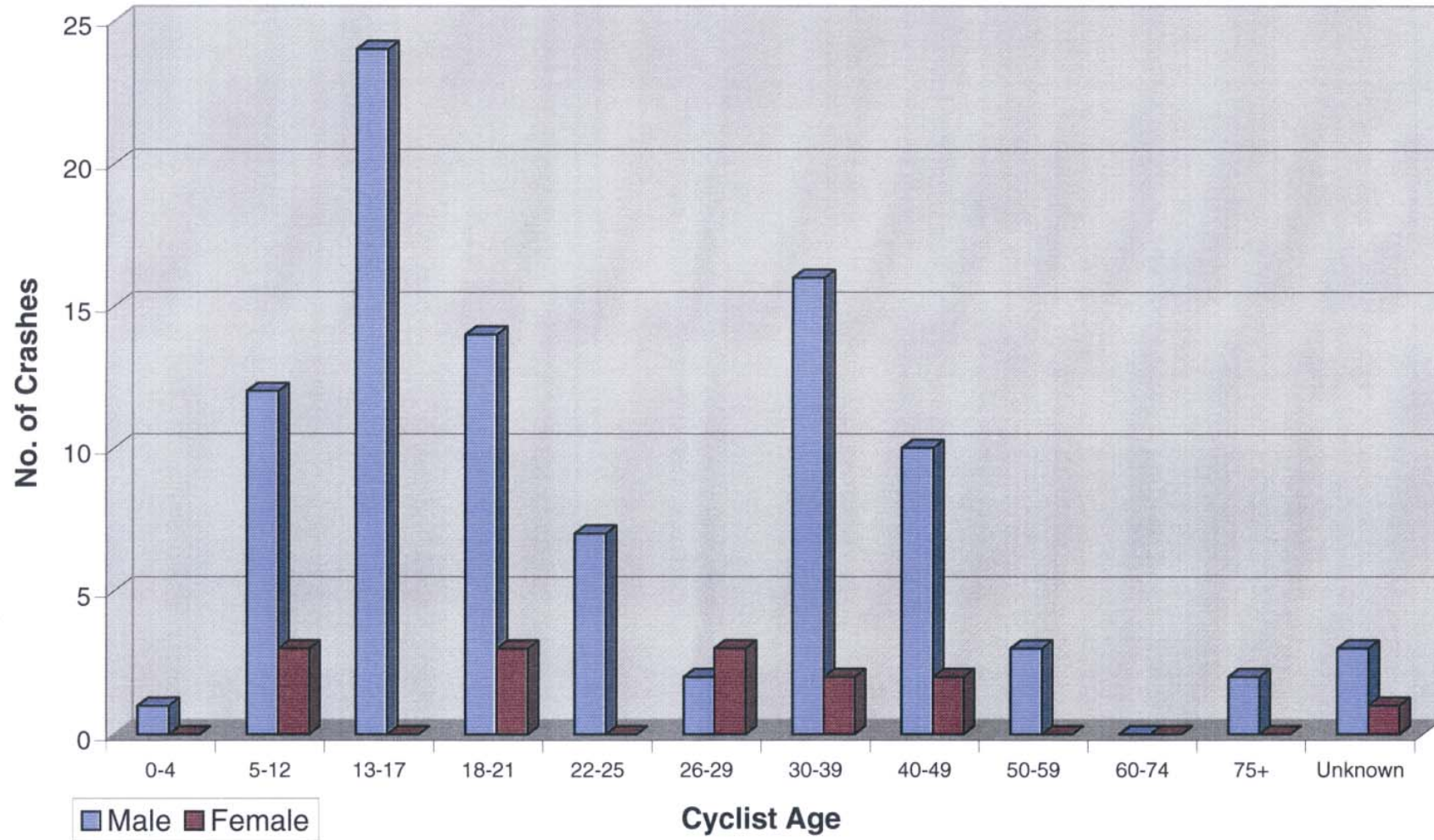
## 4. Strategic Directions

Eight main strategic directions for road safety action in the City of Banyule have been developed, based on the analysis of local crash statistics, the community consultations, the nature of the road network and the state-wide priorities as set down in *Safety First*, Victoria's Road Safety Strategy 1995 – 2000. The main strategic directions are:

- Coordination and Leadership of Road Safety Planning and Action
- School Road Safety Promotion and School Transport Safety

Figure 5

Banyule City Council - Casualty Accidents by Age, Cyclist July 1994-June 1999



**Figure 6**

Location of Bicyclist Accidents - Banyule  
1/1/1994 - 31/12/1998

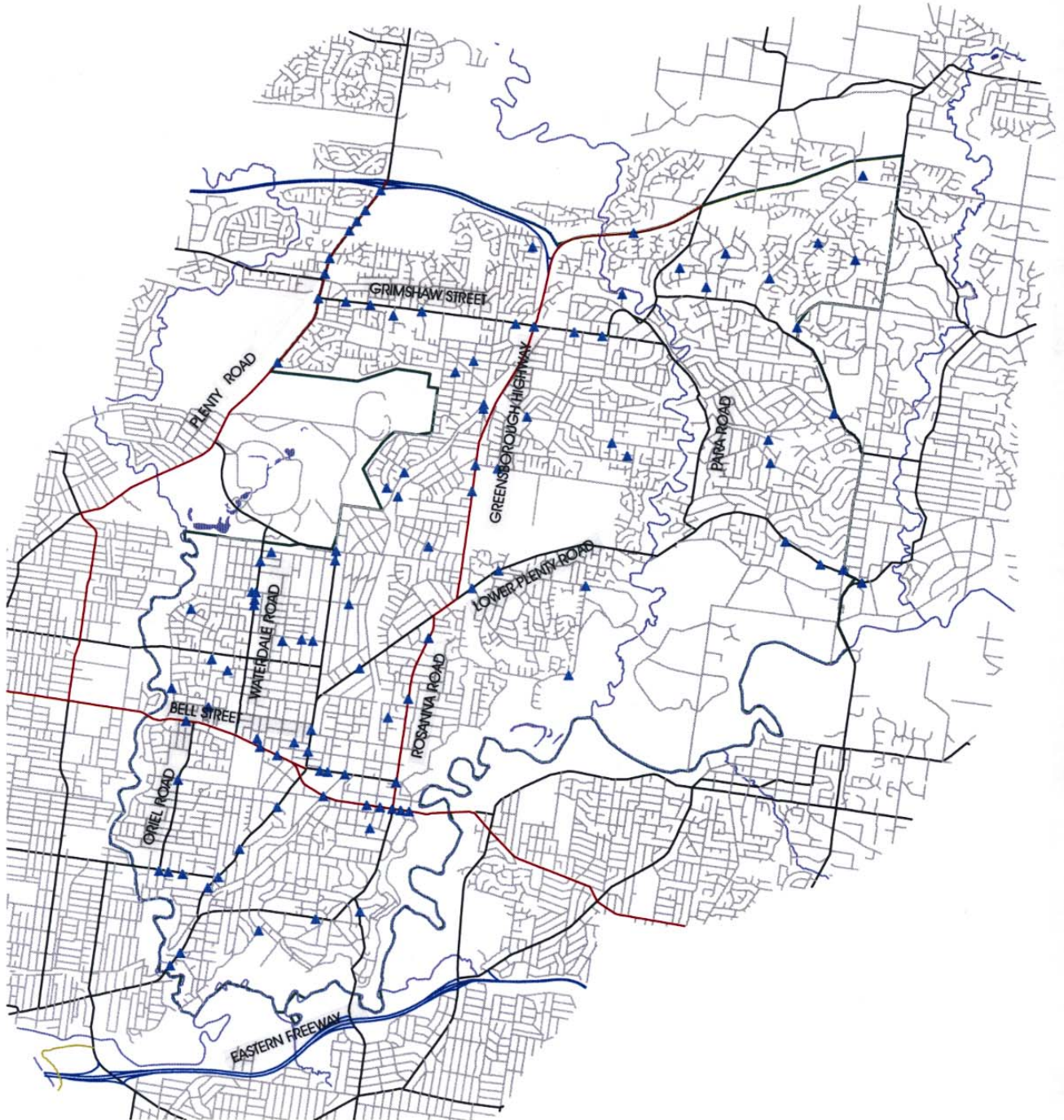
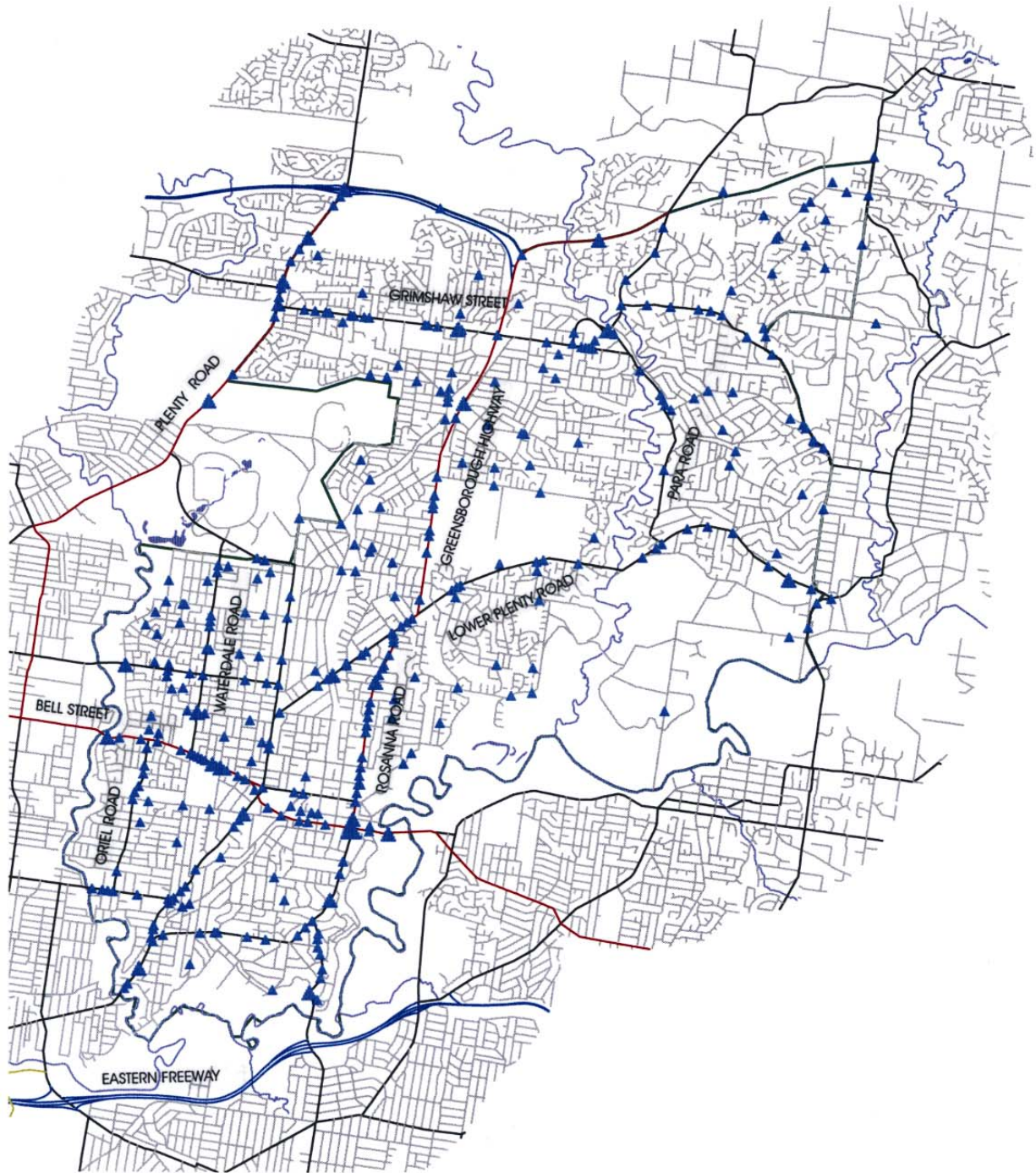


Figure 7

Location of Fatal and Serious Accidents - Banyule  
1/1/1994 - 31/12/1998





- Traffic Management
- Young Children and Their Families
- Pedestrian Safety
- Bicycle Safety
- Safer Driving and Safer Vehicles
- Safer Travel by Older People and by People with Disabilities.

These strategic directions are outlined in the next part of the report, followed by the recommended actions, which are set out in the tables of action plans.

## 4.1 Coordination and Leadership of Road Safety Planning and Action

The goal in relation to this issue is to provide strong direction, leadership, coordination and service in road safety, for the benefit of all residents of and visitors to the City of Banyule.

The related action plan sets out roles and responsibilities of the key partners in the overall implementation of the strategy, including delegating responsibility to designated staff and allocating human and financial resources.

It also calls for the establishment of new communication and decision making procedures between the key stakeholders to help make the strategy work.

## 4.2 School Road Safety Promotion and School Transport Safety

The goals in relation to this issue are for schools to take a lead role in road safety; students to travel to and from school safely; and well targeted traffic safety education implemented throughout each student's primary and secondary schooling.

Schools have an enormous potential role to play in promoting road safety. They can contribute to the road safety strategy in several facets:

- School as a destination and as an occupation (safe travel)

- School as an educator (traffic safety education in the curriculum)
- Schools as a community leader (community education and standard setting).

During the consultation phase for the development of the strategy, several schools submitted suggestions for improving road safety, and two schools - Glen Katherine Primary School and Ivanhoe Primary School - sent representatives to the road safety forum. This indicates an interest in road safety by a range of schools in Banyule. The schools expressed particular concern about safe traffic conditions around the school.

The strategy invites each school to develop its own strategic approach to road safety, in partnership with the other key players - Council, VicRoads and Victoria Police. This approach recognises that:

- There is enormous competition for space in the curriculum, and not all worthy causes can be included. Traffic safety education fits into the Health and Physical Education stream within the Curriculum Standards Framework (CSF). There are established education programs and resources for use in schools, but their level of use varies between schools.
- The educational aims are behavioural changes, to a greater extent than information or skills transfer. These changes can sometimes be achieved in a short space of time, when the students are receptive.
- Practical activities have more impact on road user behaviour than theory.
- Practical programs directly relevant to students' immediate needs are recommended, such as Bike Ed (years 4 - 7), Bus Transition (year 6) and "Keys please" (for learner drivers).
- For secondary students, innovative approaches may be required to make an impact, such as student action teams to work on road safety issues, peer education models, and senior students helping teach road safety to younger students (the "SMART" program).
- Multi faceted (and multi agency) programs have a better chance of bringing about change than education on its own. Programs integrating education with engineering approaches, such as *Safe Routes to Schools*, will be promoted where resources are available (resources for this program are limited and are allocated on a statewide basis).
- Most schools are very concerned about the safety of their students, but do not have a strategy to address it in a systematic, integrated way.

The approach in this strategy, therefore, is to encourage schools to develop their own strategic "whole of school community" approach. Schools are encouraged to declare

road safety to be an important life skill for their students, and one which they can do something about, without having to give up additional space in a crowded curriculum.

### 4.3 Traffic Management in Banyule

The goal in relation to this issue is to implement traffic management actions to create safer roads and neighbourhoods in Banyule.

Banyule experienced typical “middle suburban” types of crashes within the five-year period analysed and discussed in Section 3. The arterial roads carrying higher traffic volumes experienced more crashes, and the majority of crashes within Banyule occurred at intersections, with the most common type being rear-end crashes. Although female drivers were involved in more crashes than male drivers, the male drivers were involved in the more serious crashes (those involving fatal and serious injuries).

The actions recommended in the Traffic Management Action Plan are a combination of measures aimed at drivers, slowing traffic in residential streets, around schools and in shopping strips and industrial areas in Banyule. A planning study is also recommended to investigate the overall road network and to attempt to relocate through traffic from the Northern Ring Road to appropriate roads, rather than residential streets. A process of road safety auditing is also recommended to identify and address recognised and potential hazards.

These actions are proposed to support the overall goal to implement traffic management actions to create safer roads and neighbourhoods in Banyule.

### 4.4 Young Children and Their Families

The goal in relation to this issue is to promote safe restraint of young children in vehicles; and appropriate supervision of and safe behaviour by young children when they are walking, cycling or playing. Whilst the City of Banyule is not a rapidly growing area overall, it has around 8,000 children in the 0 to 4 age group, of whom about one each year is injured as a pedestrian, and 4 per year injured as passengers. These are not large numbers compared to other age groups, but this age group is totally dependent on adult care to protect them from injury on the roads.

Young children require special restraints in cars, and since they quickly grow out of each type of restraint it is an important opportunity to continually promote safety information to parents and carers. Settings where expectant couples and new parents gather are suitable targets for community education, including ante natal training groups and new mothers' groups.

Once the children reach preschool age they become receptive to road safety messages, and these can be imparted by systematic, planned use of the VicRoads program *Starting Out Safely* through preschools and child care centres.

## 4.5 Pedestrian Safety

The goal for this strategic direction is to improve pedestrian safety and accessibility, and to actively encourage walking as an alternative to car travel for short trips in Banyule.

There is a relatively high number of pedestrian injuries in the City of Banyule, with a high numbers of crashes happening in Heidelberg West, Ivanhoe shopping centre and Watsonia.

The actions recommended are a combination of measures aimed at providing a safer pedestrian environment, and at raising awareness of pedestrians and encouraging them to cross at safer places.

## 4.6 Bicycle Safety

The goal in relation to bicycle safety is to improve bicycle safety and accessibility and encourage cycling as an alternative to car travel.

Safe cycling routes are limited in the City of Banyule, because of its undulating terrain, and the municipality has a relatively poor record in bicycle safety. The main risk areas are Grimshaw Street, and along Greensborough Highway between Grimshaw Street and the Northern Ring Road. Clusters of accidents also occurred along Burgundy Street in the vicinity of Rosanna Road, along Waterdale Road in the vicinity of Dougharty Road, and in the area surrounding the intersection of Burgundy Street and Upper Heidelberg Road.

A safe road and path network - especially commuter cyclist links north-south and east west - is an essential prerequisite for safe cycling, but is only part of the solution. Road user behaviour within the limitations of the existing road network is also an important determinant of safety on City of Banyule's roads. Promotion of a number of bicycle safety activities is recommended, aimed at improving awareness of all road users of the risks to cyclists.

## 4.7 Safer Driving and Safer Vehicles

The goal in relation to this issue is to encourage safer driving practices through a range of coordinated activities and actions.

Banyule is unusual in that women out rank men as drivers involved in crashes in most age groups. The reasons for this are not apparent, but it may be that some women are driving cars with less crash protection than men, especially in the young age groups.

## 4.8 Safer Travel by Older People and by People with Disabilities

The goal in relation to this issue is to help people who are older or who have disabilities to travel safely and independently using the road and path network.

As people age, their ability to drive can become diminished, due to the ageing process itself or due to medication. The plan seeks to encourage people to recognise those limitations.

In addition, many older people and people with disabilities do not drive, and become vulnerable on the road as pedestrians. The plan includes measures to educate them to keep themselves safe, as well as measures to provide better pedestrian facilities where they are most needed by these people.

The *Walk With Care* program was implemented by Council in 1998/1999. The program aims to reduce road dangers to older pedestrians through a combination of education and engineering activities. The *Walk With Care* program should act as a foundation to improve the safety of older pedestrians. *Walk With Care* sessions should continue to be offered to seniors' groups according to needs. The advocacy issues raised previously should be reviewed, and implementation of these should continue until all have been satisfactorily addressed.

## 5. Conclusion

The Road Safety Strategy is a 3 year, multi agency, multi action plan to reduce injuries and death on the roads in the City of Banyule. It relies for its success on strong leadership from Council, spirited collaboration between the key agencies, and a sense of ownership by the community of the problem and their part in helping to solve it.

There are no new resources on offer from the state government specifically aimed at local road safety strategies. Rather, organisations including Council, the Police and VicRoads have indicated a willingness to reorient their work and re-deploy their existing resources to help implement the plan.

The work of coordinating and driving the plan as a whole is essential to its success. This central role will be the responsibility of Council, and will require significant time commitment by a Council officer using skills of project management, communication, negotiation and community liaison.

The City of Banyule has a relatively good record in road safety for its size, compared to other municipalities in Victoria. However, in comparison to the excellent quality of life offered to its people by its great natural beauty and cultural heritage, the danger that people face when they travel on roads and paths in the City of Banyule falls short of the ideal.

Safer travel on our roads and paths is a challenge for the whole community of the City of Banyule. This strategy is a first systematic step towards meeting that challenge.

## 1. COORDINATION AND LEADERSHIP OF ROAD SAFETY PLANNING AND ACTION

**Goal : Provide strong direction, leadership, coordination and service in road safety, for the benefit of all residents of and visitors to the City of Banyule**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
1.1	Civic leadership and accountability for improving road safety for all road users and on all roads within the municipality	<ul style="list-style-type: none"> <li>• Banyule City Council continues to take a proactive lead role in improving road safety</li> <li>• Banyule City Council establishes procedures for monitoring, evaluating and reporting on progress as part of its annual reporting procedures.</li> </ul>	Banyule City Council	Police VicRoads RoadSafe North East	Ongoing leadership.  Report quarterly with annual review process	Banyule City Council accepts joint responsibility in partnership for improving road safety for all road users and on all roads within the municipality.
1.2	Coordination of road safety planning and implementation	Review and rationalise relationships with adjacent Councils and with other key stakeholder organisations relevant to road safety planning and action within the City of Banyule.	Banyule City Council Police VicRoads RoadSafe North East		Group meets regularly from September 2000	A mechanism for coordinating efforts at improving road safety, and advising the Banyule City Council.
1.3	Resourcing of the Road Safety Strategy	<ul style="list-style-type: none"> <li>• Banyule City Council to consider establishing a part time position of Road Safety Officer, with an operating budget, to coordinate, drive and administer the Road Safety Strategic Plan.</li> <li>• Banyule City Council to consider the delegation of responsibilities and provision of operating budgets to selected Council officers for implementation of selected actions in the strategy.</li> <li>• Key stakeholder organisations to deploy staff time to attend relevant meetings and plan and implement actions.</li> </ul>	Banyule City Council	Police VicRoads RoadSafe North East	Funding for officer's position considered in the budget planning for 2001/2002  Included in work plans from 2001	Professional management and responsibility to coordinate, drive and administer the strategy.  Professionals available to assist in the coordination and implementation of the strategy.
1.4	Input to major planning processes	Road safety is incorporated into all relevant strategy planning processes including the City Plan, Municipal Strategic Statement and the Community Safety Plan.	Banyule City Council	VicRoads Police RoadSafe North East	Council to consider strategic directions in road safety as part of its City Plan process in 2001/02.	Road safety becomes embedded in core business. More efficient and sustainable measures to promote road safety.
1.5	Civic leadership and advocacy for road safety improvement	<ul style="list-style-type: none"> <li>• Banyule City Council continues to take a proactive lead role on major road safety issues.</li> <li>• Continue to advocate for state and federal government actions and funds to improve road safety in the City of Banyule.</li> </ul>	Banyule City Council	VicRoads Police RoadSafe North East	In response to needs and opportunities.	Coordination of local efforts Strong advocacy for road improvements.

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
1.6	Facilitate networking	Compile a directory of relevant resources and community contacts to assist coordination of road safety action.	Banyule City Council	VicRoads Police RoadSafe North East	Hard copies of directory distributed to all relevant organisations, including schools, by February 2001	Local organisations proactively included in safety.
1.7	Support for local organisations	<ul style="list-style-type: none"> <li>Assist with planning, resources, networks for promoting road safety, including providing facilities for promotional activities and planning meetings associated with implementing this Road Safety Strategy.</li> <li>Act as a 'clearing house' for road safety information, via regular bulletins on community safety issues.</li> </ul>	Banyule City Council	Police VicRoads RoadSafe North East	Ongoing	Local efforts better coordinated and resourced.
1.8	Communication	<ul style="list-style-type: none"> <li>Develop a communication and marketing strategy to support the plan.</li> <li>Prepare and distribute information on events relating to road safety.</li> </ul>	Banyule City Council	VicRoads RoadSafe North East Police	Strategy documented by February 2001	Optimum marketing of the strategy and its actions.
1.9	Encouraging community participation and ownership of road safety strategy actions	<ul style="list-style-type: none"> <li>Establish appropriate community consultative mechanisms for road safety planning and action within the City of Banyule.</li> <li>Invite local people and organisations to participate in the development and implementation of road safety strategy actions, including demonstration and pilot projects.</li> <li>Form partnerships to assist local people and organisations with planning, resources, and networks for promoting road safety, including providing facilities for promotional activities and planning meetings associated with implementing this Road Safety Strategy.</li> </ul>	Banyule City Council	Police VicRoads RoadSafe North East	Ongoing	Local efforts better coordinated and resourced.



## 2. SCHOOL ROAD SAFETY PROMOTION AND SCHOOL TRANSPORT SAFETY

**Goals: Schools to take a lead role in road safety; students to travel to and from school safely; and well targetted traffic safety education implemented throughout each student's primary and secondary schooling**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
2.1	School Council leadership on road safety issues	Encourage all School Councils in Banyule to take a proactive leadership role in the implementation of the road safety strategy by developing their own 'whole of school community' strategic approach to the problem of road safety for young people, comprising policies (including "No helmet no bike"), programs (both curricular and extra curricular), and an annual calendar of road safety education and promotion. Schools to communicate their strategy to other schools and agencies such as bus companies.	Banyule City Council School councils and principals of government and independent schools in Banyule Regional Director of Education	RoadSafe North East VicRoads School Network Traffic Safety Education Leaders Catholic Education Office Parents Associations	Collaboration between Council and schools to start in February 2001.	Schools in Banyule to take on an increased role in road safety promotion, in partnership with Banyule City Council.
2.2	Safe travel to/from primary and secondary schools	<ul style="list-style-type: none"> <li>• Promote 'Safe Routes to Schools' program to cover selected primary schools in Banyule, prioritised on the basis of risk, and predicted costs and benefits.</li> <li>• Encourage secondary colleges in Banyule to implement the 'Go Safe' program.</li> <li>• Promote the 'Walking Bus' program.</li> </ul>	Banyule City Council VicRoads	Individual primary and secondary schools	2001/2005 financial year	Programs implemented. Improved safety around schools, and improved road safety skills by students.
2.3	Education and promotion	<ul style="list-style-type: none"> <li>• Encourage all schools to develop, document and implement targeted sequenced traffic education at relevant points of each student's progress through school, especially 'Bike Ed' 'Cycle On', 'Keys Please' and bus safety programs.</li> <li>• Distribute information though school newsletters, eg about new road rules.</li> </ul>	Banyule City Council School Network Traffic Education Leaders VicRoads	Individual schools	2001/2005 financial years	Programs implemented. Improved road safety awareness by secondary school students.
2.4	Safe traffic conditions around schools	Implement VicRoads 'Safety Around Schools' program at selected primary schools in Banyule, prioritised on the basis of needs.	Banyule City Council VicRoads	Individual primary schools	2001/2005 financial year	Program implemented. Improved safety around participating schools.

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
2.5	Traffic management for safe student pick up and drop off	Review existing traffic and parking conditions adjacent to all schools in Banyule to facilitate safe, efficient and convenient student set-down/pick-up arrangements for cars and buses, starting with problems reported near Ivanhoe Grammar School & Lower Heidelberg Road shops, Warncliffe Road Ivanhoe, Noel Street Ivanhoe (bus problems), Dobson Road Montmorency, Mayona Road Montmorency, St Helena Secondary College & Glen Katherine Primary School, Viewbank College, Holy Trinity Primary School, Loyola College.	Banyule City Council	Schools in Banyule RoadSafe North East	Commence review in July 2001 starting with schools assessed as high priority based on reported problems and on analysis of crash statistics.	Safer and more orderly conditions for picking up and dropping off students at schools in Banyule.
2.6	Education and enforcement for drivers picking up and dropping off students	<ul style="list-style-type: none"> <li>Distribute information to all parents on an annual basis about safely 'setting down and picking up' school children for all schools in Banyule.</li> <li>Conduct targeted enforcement of parent parking behaviour using both visible and discreet surveillance.</li> </ul>	Banyule City Council Schools	RoadSafe North East	Commence from February 2001	Improved safety and behaviour of parent parking.
2.7	Speeding near schools	<ul style="list-style-type: none"> <li>Seek to progressively introduce time-based 40 km/h speed zones for a distance of 300 m either side of all schools in Banyule.</li> <li>Continue to advocate for State Government approval to use fixed signs for time based speed zones.</li> </ul>	Banyule City Council VicRoads	Schools in Banyule	Commence program in July 2001.	Improved safety conditions at schools in Banyule.
2.8	Safer school crossings	<ul style="list-style-type: none"> <li>Conduct an audit of all school crossings and common crossing places to check for safe operating conditions, and to identify any locations near schools where better pedestrian facilities or signage are needed, starting with Wallowa Rd – St Helena Rd, Weidlich Rd, Altona St between Edwin St and Elliot St, &amp; Lower Heidelberg Rd, East Ivanhoe.</li> <li>Provide regular training to all school crossing supervisors in relevant aspects of road safety practice.</li> </ul>	Banyule City Council	Schools in Banyule	Commence audit by February 2000, complete by April 2000	Optimum conditions at school crossings.
2.9	Safer crossing places	Based on the results of the audit, instigate a program of installing minor engineering treatments at selected crossing points.	Banyule City Council	Schools in Banyule	Commence from July 2001	Improved visibility and reduced crossing distance for students.

### 3. TRAFFIC MANAGEMENT

**Goal : Implement traffic management actions to create safer roads and neighbourhoods in Banyule**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
3.1	Traffic Conditions following opening of Northern Ring Road	Conduct an overall road planning study that identifies and analyses a range of options to deal with increased traffic using Banyule's roads arising from the opening of the Northern Ring Road and the missing link between the Ring Road and the Eastern Freeway.	VicRoads	Banyule City Council	Study and recommendations to be completed by June 2001.	Improved road network and traffic to use appropriate roads for through-travel.
3.2	Safety and capacity of selected arterial road intersections	<ul style="list-style-type: none"> <li>Aim to provide separate right turning lanes at all arterial road intersections where there is a demonstrated safety problem (criteria for Statewide accident blackspots "3 accidents in 5 years").</li> <li>Investigate the feasibility of installing red light cameras at selected high crash, signalised intersections, such as Lower Heidelberg Road and Banksia Streets.</li> </ul>	Banyule City Council	VicRoads	Priority list developed by January 2001 with works scheduled from July 2001, subject to funding.	Improved safety and capacity of arterial road intersections.
3.3	Local Area Traffic Management	<ul style="list-style-type: none"> <li>Implement the Banyule LATM Strategy.</li> <li>Discourage large vehicles from using local streets and peak activity areas (unless required, e.g. for deliveries, removals).</li> </ul>	Banyule City Council		Warrants system adopted by Council already.	Cost-effective implementation of future LATM treatments.
3.4	Accident 'blackspot' sites	Conduct an annual review of accident trends in Banyule using CRASHSTATS and arrange for the ongoing funding and treatment of all high crash locations.	VicRoads Banyule City Council	Police	Ongoing	Safer road network in Banyule and cost saving to the overall community.
3.5	Perceived road safety problems.	<ul style="list-style-type: none"> <li>Streamline procedures for the identification, analysis and treatment of locations on local streets which road users perceive to be hazardous. Investigate those locations where there are perceived problems, such as school precincts (e.g. Noel St) and shopping centres (such as Heidelberg Central, Ivanhoe and Watsonia).</li> <li>Review the procedures to provide a mechanism for residents and other drivers to inform Council Officers of potential hazards and possible treatments.</li> </ul>	Banyule City Council	VicRoads Police Banyule Residents Taxi Association VACC	From March 2001	Safer local road network

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
3.6	Road safety audits	Arrange for appropriate Council staff (transport and planning) to undertake formal road safety audit training.	Banyule City Council	VicRoads	On-going	Relevant Council officers will have a sound knowledge of the road safety audit process and issues to identify.
		<ul style="list-style-type: none"> <li>Undertake progressive, targeted road safety audits of all declared main roads, commencing with roads that demonstrate high mid-block crash occurrence (e.g. Banksia Street, Bell Street, Rosanna Road), with emphasis on signage and bus stop locations (such as in the Lower Heidelberg Road shops).</li> <li>Focus affordable improvements on the critical road safety deficiencies.</li> </ul>	Banyule City Council	VicRoads Police	On-going from July 2001	Hazards identified and ultimately addressed.
		Undertake progressive, targeted road safety audits of local roads that experience high crash occurrence or are easily identifiable as potential crash sites (measures may include the removal of on-street parking to improve sight distance).	Banyule City Council	Police	From July 2001	Hazards identified and ultimately addressed.
		Undertake road safety audits at the design and pre-opening stages of all major roadworks, with particular attention given to the needs of pedestrians, cyclists, buses and emergency vehicles.	Banyule City Council	VicRoads	From July 2001	Potential future hazards identified and addressed prior to implementation.
3.7	Speed limits on local residential streets in Banyule	<ul style="list-style-type: none"> <li>Implement the general urban speed limit on local streets to 50 km/h with special reference to safety of cyclists and pedestrians.</li> <li>Investigate cost effective measures for speed reduction, e.g. rumble strips.</li> </ul>	Banyule City Council	RoadSafe North East VicRoads	From January 2001	The blanket-wide introduction of 50 km/h zones to create a cultural change in driver behaviour on local roads.
3.8	Speed limits	Seek regular speed enforcement in Banyule of roads that exhibit unacceptably high traffic speeds and/or poor mid-block crash records.	Police	Banyule City Council	From July 2001 onwards	Improved adherence to posted speed limits. Improved safety and amenity.

## 4. YOUNG CHILDREN AND THEIR FAMILIES

**Goal : The safe restraint of young children in vehicles; appropriate supervision of and safe behaviour by young children when they are walking, cycling or playing**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
4.1	Community education to promote improved traffic safety for children	<ul style="list-style-type: none"> <li>Promote interactive road safety talks for parents and carers, particularly those from culturally and linguistically diverse backgrounds, by trained educators. Sessions to cover pedestrian safety, cyclist safety, correct selection and use of appropriate restraints.</li> <li>Promote availability of displays and parent handouts to local community groups and professionals working with families in the area.</li> </ul>	Banyule City Council VicRoads	RoadSafe North East Children's services providers family support agencies and cultural groups Local libraries Community groups and venues	Ongoing	<p>Target: conduct a minimum of 20 sessions per year promoting increased knowledge and awareness of correct use of child restraints, basic pedestrian safety guidelines and parental responsibilities.</p> <p>Target: mount at least 6 public displays with a potential audience of 1000 parents or carers in total.</p>
4.2	Child restraint information and education to parents of new born babies and toddlers	<ul style="list-style-type: none"> <li>Offer in-service training and provide resources in a range of community languages to help maternal and child health nurses to provide information to parents via. interactive sessions, displays, handouts and talks to new parents groups.</li> <li>Publicise VicRoads information line.</li> </ul>	Banyule City Council VicRoads		Ongoing	<p>Target: At least 40% of all first time parent groups to be provided with a brief session about appropriate selection and correct use of child restraints.</p> <p>Maternal and child health nurses provide 1 to 1 information every 6 months.</p>
4.3	Child restraint education and information to expectant parents	<ul style="list-style-type: none"> <li>Ensure all local ante natal trainers have been trained and resourced in ante natal traffic safety, and include restraint information in ante natal classes.</li> <li>Arrange to provide pamphlets about child restraints and restraint fitting stations to all parents of new born babies, through a variety of methods.</li> </ul>	VicRoads Ante natal educators	Banyule City Council	Ongoing	Increased knowledge and awareness of appropriate selection and correct use of restraints for infants.

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
4.4	Checking for correct fitting of child restraints	Encourage parents/carers to have their restraints checked by an RACV authorised restraint fitting station, especially for passenger vans, hatchbacks and older cars.	Maternal and Child Health Nurses Banyule City Council	RoadSafe North East RACV Children's service providers and groups	From January 2001	More vehicles with correctly installed and adjusted restraints, especially passenger vans, utilities and older station wagons.
4.5	Encourage all preschools, child care centres and playgroups to provide regular traffic safety education to children, and to conduct at least one session per year for parents	Provide in-service training and resources to support Starting Out Safely education program; provide information to parents (eg. displays, handouts); police visits to preschools.	Banyule City Council Preschools Coordinating Committee VicRoads	Police	Ongoing	Improved awareness by young children about restraints and about safety when walking or playing near cars.
4.6	Child harness usage	Seek to promote the use of "H" harnesses as children grow out of child seats, by subsidy and by publicity.	RoadSafe North East Banyule City Council	Manufacturers Preschools	Ongoing	More children using harnesses for longer, thus providing better protection than an adult seat belt, especially in the middle rear seat.
4.7	Improve traffic safety outside children's centres at drop off and pick up times	<ul style="list-style-type: none"> <li>Inspect and review traffic safety arrangements around all Council operated pre-schools and children's centres.</li> <li>Establish suitable solutions applicable to each situation, such as drop off zones; staggered hours; engineering solutions such as indented drive-through areas; separation of pedestrians from traffic; enforcement of restrictions; education program</li> </ul>	Banyule City Council Victoria Police  VicRoads		Commence inspections by September 2000	Safer traffic near children's service centres.
4.8	Supervision of children in and near cars	Develop and implement a program to educate parents to check where children are at all times when reversing out of driveways or court situations, and to be aware that cars are not a suitable play environment nor suitable babysitting environment without direct supervision.	Banyule City Council	Maternal and Child Health Nurses	From September 2000	Improved parental supervision of children in and near cars.

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
4.9	Traffic safety training for Family Day Care providers	All Family Day Care providers to be trained in early childhood road safety issues as part of their induction.	Banyule City Council	VicRoads	Ongoing	Improved supervision of very young children as passengers, pedestrians and while at play.
4.10	Enforcement of Regulation 266 Road Rules Victoria: Wearing of seatbelts and passengers under 16 years old	Police Officers in Traffic Management Unit to be provided with training to assist them to enforce the seat belt wearing regulation, and to provide information to parents/carers of young children about appropriate choice and use of restraints.	VicRoads Victoria Police	Banyule City Council	From January 2001 ongoing as required	Improved safety of very young passengers; greater awareness by parents/carers.

## 5. PEDESTRIAN SAFETY

**Goal : Improve pedestrian safety and accessibility, and actively encourage walking as an alternative to car travel for short trips in Banyule**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
5.1	Improving pedestrian safety and accessibility	<ul style="list-style-type: none"> <li>Investigate the appropriate provision of footpaths on both sides of all roads and local streets in Banyule, including recent housing developments.</li> <li>Council to consider whether draft ResCode adequately addresses the provision of footpaths in new developments, and to make a submission as necessary.</li> <li>Council to draw on the lessons of WalkSafe initiatives in Stonnington and Port Phillip.</li> <li>Council to consider introducing 40 kph zones at selected shopping precincts and schools.</li> </ul>	Banyule City Council	VicRoads Bicycle Victoria	From July 2001	Improved pedestrian safety and accessibility.
5.2	Crossing arterial and collector roads at uncontrolled locations	<ul style="list-style-type: none"> <li>Identify locations where better pedestrian facilities are needed and seek funding from VicRoads and private sources for installation of signals, pedestrian crossings, kerb outstands or pedestrian refuges. Council to consider funding unfunded sites.</li> <li>Provide mid-block pedestrian refuge islands at key locations.</li> <li>Assess and, where necessary, upgrade street lighting and visibility at key pedestrian locations.</li> </ul>	Banyule City Council VicRoads	AGL	From July 2001	Improved pedestrian safety and accessibility.  Clear sight lines unobstructed by vegetation.
5.3	Safe crossing at pedestrian traffic signals	<ul style="list-style-type: none"> <li>Provide audio-tactile devices progressively at all pedestrian traffic signal sites in Banyule, with priority based on need.</li> <li>Review the pedestrian phase time of signals in high activity areas (eg. Ivanhoe, Ivanhoe East and Heidelberg Shopping Centres) to ensure adequate crossing time for older people and adults with young children. Consider the installation of Puffin crossings.</li> </ul>	Banyule City Council VicRoads	RoadSafe North East	Priority sites for audio tactile devices identified by January 2001.  Pedestrian cycle times reviewed by June 2001.	Improved pedestrian safety and accessibility.



	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
5.4	Additional pedestrian crossings	Identify new locations where pedestrian signals or pedestrian crossings are needed (on the basis of strategic need rather than pedestrian warrants) and seek VicRoads funding for installation. Council to consider funding unfunded sites.	Banyule City Council	VicRoads RoadSafe North East	Progressively identify locations from January 2001	Improved pedestrian safety and accessibility.
5.5	Safe pedestrian conditions at key activity centres	Conduct a pedestrian safety audit of key activity centres (eg. Ivanhoe Shopping Centre, Watsonia near station and schools, West Heidelberg near the Mall, and in Grimshaw Street, Main Road and Para Road in Greensborough) to improve conditions for pedestrians.	Banyule City Council VicRoads	Chambers of Commerce	From February 2001	Safer pedestrian conditions and the encouragement of increased pedestrian activity at key activity centres in Banyule.
5.6	Encourage and support walking as a viable means of transport and as a healthy activity	<ul style="list-style-type: none"> <li>Plan and provide a safe (from traffic and risk of violence) and integrated pedestrian environment, including a well signed network of pedestrian routes linking key destinations.</li> <li>Review the provision of street furniture, especially on routes likely to be walked by older people, to ensure that there are sufficient comfortable resting spots.</li> <li>Conduct on-going audits of dominant pedestrian routes (using trained volunteers where feasible) to identify uneven footpath surfaces, obstructions (eg. tree branches, parked cars), impediments to access (eg. busy roads), and poor lighting.</li> <li>Promote walking tours (eg. historic walks, fitness walks, scenic walks, etc) to increase the level of walking in Banyule.</li> </ul>	Banyule City Council	RoadSafe North East	Reviews commence from January 2001 with actions on-going.	Improved pedestrian access and safety.  More people aware of and using pedestrian routes.
5.7	Complacency among pedestrians and drivers	<ul style="list-style-type: none"> <li>Conduct a focused, coordinated multi action, multi-agency community wide campaign aimed at raising awareness of pedestrian safety, using community languages.</li> </ul>	Banyule City Council	VicRoads RoadSafe North East Schools	Campaign conducted in early 2001	Reduce complacency and increase commitment to pedestrian safety.

## 6. BICYCLE SAFETY

**Goal : Improve bicycle safety and accessibility and encourage cycling as an alternative to car travel**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
6.1	Encourage and support cycling as a viable means of transport and as a healthy activity	<ul style="list-style-type: none"> <li>Implement the recommendations of the Banyule Bicycle Strategy, placing priority on identifying and improving safe cycling routes to schools.</li> </ul>	Banyule City Council	VicRoads Bicycle Victoria Schools Bicycle Users Group	High priority from July 2000.	<p>Improved cyclist safety and accessibility.</p> <p>Increased participation rate in cycling in Banyule.</p> <p>Better health of residents who cycle.</p> <p>Reduced pollution.</p> <p>Pleasurable exercise for residents and visitors.</p> <p>Reduced car traffic leading to reduced traffic risk.</p>
6.2	Bicycle safety on arterial roads	<ul style="list-style-type: none"> <li>Improve lighting along arterial roads, where warranted.</li> <li>Continue to provide separate on-road bicycle lanes along major arterial roads, where feasible.</li> </ul>	Banyule City Council VicRoads	AGL Bicycle Victoria Bicycle Users Group	From July 2000	Improved cyclist safety and better bicycle network links.
6.3	Bicycle safety on restricted traffic routes	Where feasible provide separate/shared parking/bicycle lanes along collector roads.	Banyule City Council	Bicycle Victoria	From July 2001	Improved cyclist safety on collector roads.
6.4	Footpath cycling	Following the recent introduction of legalised footpath cycling for children up to 12 years (December 1999) conduct a promotion and education program through schools aimed at educating children, both as pedestrians and as cyclists, in the skills and risks associated with footpath cycling.	Banyule City Council VicRoads Schools		March 2001, as part of safe cycle month	Reduced exposure of young cyclists to high speed traffic crashes.

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
6.5	Safe Cycling Program	<ul style="list-style-type: none"> <li>Develop and implement a multi faceted, multi agency bicycle safety program aimed at increasing helmet wearing rates (especially among secondary school students) including publicity, displays, activities, education, encouragement and positive policing.</li> <li>All schools to adopt and implement a policy of 'No helmet, no bike'.</li> </ul>	VicRoads Department of Education, Employment and Training RoadSafe North East Banyule City Council	School Holiday Program Coordinators Schools	From February 2000.	Increased awareness of the need to wear bicycle helmets. Increased safety protection for young cyclists in Banyule.
6.6	Safe Cycling Education	<ul style="list-style-type: none"> <li>Promote the provision of 'Bike Ed' and 'Cycle On' courses at all schools in Banyule.</li> <li>In consultation with the schools, identify any potential barriers to the effective provision of 'Bike Ed' and 'Cycle On' courses, such as availability of trained staff and other resources, and develop community partnerships to overcome any barriers identified. Develop a register of trained volunteers to help schools deliver cycling education programs.</li> <li>Develop and promote an annual Banyule Bike Ed Challenge, as a way of motivating schools and individuals to achieve excellence in bicycle education.</li> </ul>	Department of Education, Employment and Training VicRoads Banyule City Council	RoadSafe North East Supporting sponsors	On-going from January 2001	Increased understanding of bicycle safety and increased participation in cycling in Banyule.
6.7	Safe Cycle Month Promotion	Conduct a coordinated multi-agency, multi-faceted bicycle safety campaign as part of Victoria's 'Safe Cycle Month' (March 2001).	Banyule City Council Bicycle Victoria VicRoads RoadSafe North East	Schools Police Youth Services Bicycle Retailers	In March every year, starting in 2001	Increased awareness and interest in bicycle safety.
6.8	Improved Bicycle Network	Seek funding from VicRoads for the continued implementation of the 'Principal Bicycle Network' in Banyule.	Banyule City Council VicRoads	Bicycle Victoria	Applications to be finalised each January	Continued expansion of the bicycle network in Banyule.

## 7. SAFER DRIVING AND SAFER VEHICLES

**Goal: Encourage safer driving practices through a range of coordinated activities and actions.**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
7.1	Safe operation of fleet vehicles	Encourage fleet operators in Banyule to develop and implement appropriate fleet safety policies and practices, including driver education, the selection of safer vehicles and the fitting of safety options.	Banyule City Council	VicRoads Fleet operators Victorian WorkCover Authority	Ongoing	Fleet operators lead by example.
7.2	Novice drivers	Assist novice drivers to gain experience safely by promoting the 'Keys Please' and the 'Survival on the Roads' programs for young people and their parents/carers through all Secondary Colleges and youth groups in Banyule.	Banyule City Council VicRoads	Police Schools Banyule Youth Services Network	Ongoing	Novice drivers acquire skills and experience more systematically.
7.3	High risk behaviour by young drivers	Promote messages about responsible driving through young people's venues (formal and informal) and through peer groups.	Banyule City Council Police	RoadSafe North East VicRoads Banyule Youth Services Network	Ongoing	Reduction in high risk behaviours.
7.4	Leadership and role models	Organisations, including sporting clubs, who have large numbers of young people participating in their activities to promote safe driving and seat belt wearing as ways of looking after the well being of their members.	Banyule City Council	Sporting Clubs Police Banyule Youth Services Network	Ongoing	Change of culture regarding road safety among young people's organisations and peer groups.

## 8. SAFER ROAD USE BY OLDER PEOPLE AND BY PEOPLE WITH DISABILITIES

**Goal: Help people who are older or who have disabilities to travel safely and independently using the road and path network.**

	Issues	Actions	Lead Agencies	Partners	Time Frames	Outcomes
8.1	Promote safer driving, walking and motorised wheelchair use by older people or people with disabilities	A coordinated promotion including talks and information to seniors groups and disabled people's groups (road rules, effects of ageing, medication, etc) in conjunction with the 'Walk With Care', 'Safe Drive' and 'Years Ahead' safety programs including a focus on motorised scooters.	Banyule City Council VicRoads	Police Banyule Community Health Services Pharmacists	Major promotion from January 2001 onwards	Improved awareness by older drivers.
8.2	Impaired drivers	Encourage improved education and action for drivers whose ability has become reduced by age or ill health, including the effects of medication on road safety.	Banyule City Council	VicRoads Police Banyule Community Health Services GPs & Pharmacists	Ongoing	Better management of drivers who become impaired by age or ill health.
8.3	Older persons pedestrian safety program	Review implementation of VicRoads' older persons pedestrian safety program 'Walk With Care', and determine possible changes based on the review.	Banyule City Council VicRoads	RoadSafe North East	Decision taken prior to 2001/2002 budgets	Improved safety and awareness by older persons.
8.4	Disabled access to existing public spaces and facilities	<ul style="list-style-type: none"> <li>• In consultation with the Banyule Disability Reference Group, identify and develop solutions for problems of access for disabled people to public spaces and facilities, including public transport and taxis.</li> <li>• Review traffic light cycle times and consider introduction of advanced technology (eg Puffin crossings) in locations frequented by older people and ensure adequate crossing time.</li> <li>• Continue program of auditing and upgrading safe access for disabled people along bicycle and pedestrian paths, and at road crossing points (including ease of operation of pedestrian signal buttons, and steepness of pavement crossovers).</li> </ul>	Banyule City Council	VicRoads Public Transport Corporation Bayside Trains Bus Operators	Reference Group to meet regularly from February 2001.	Stakeholders satisfied with process.