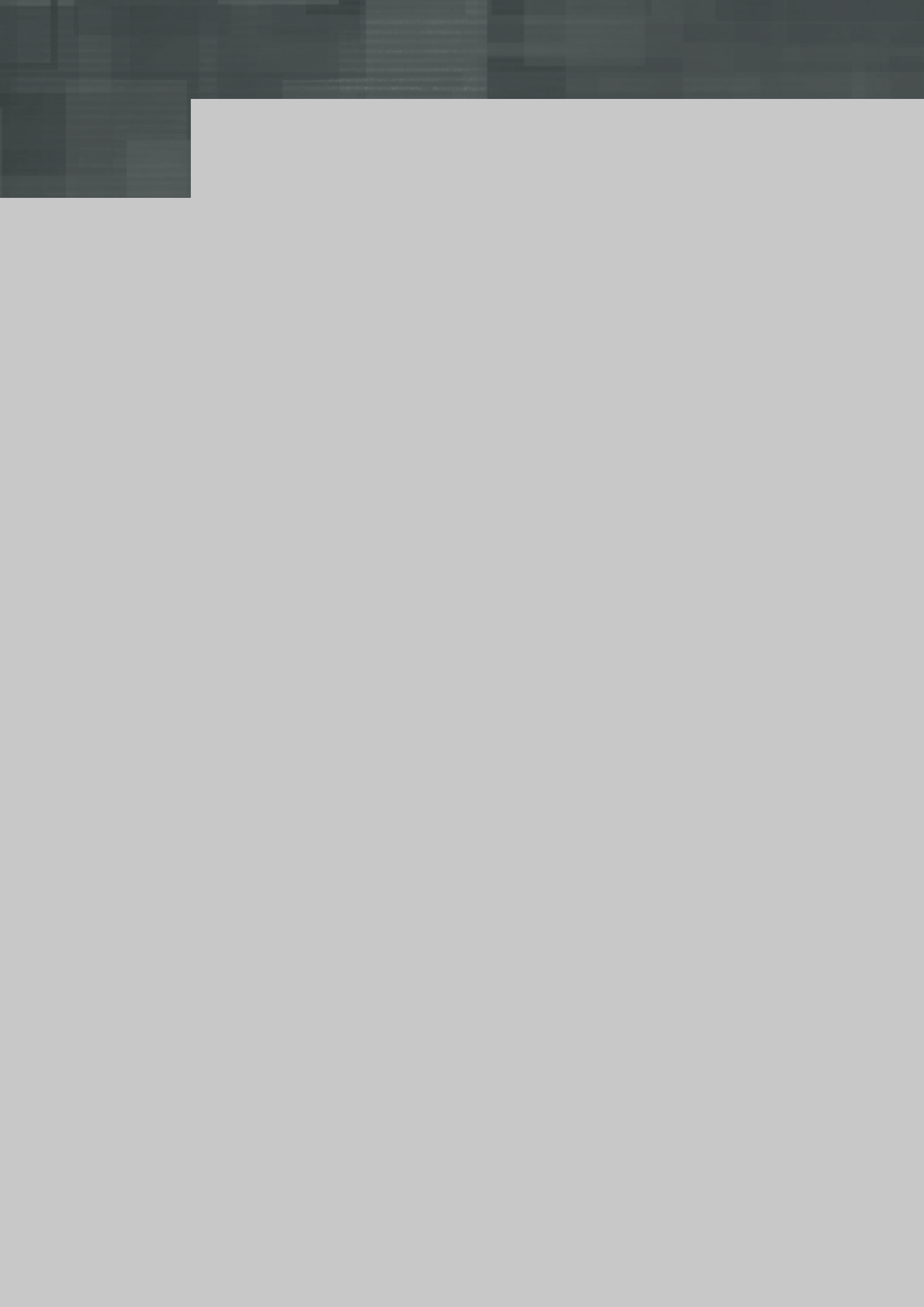




Whitehorse Community Road Safety Strategy 2013



SmartTravel | Getting around Whitehorse





CONTENTS

EXECUTIVE SUMMARY	2
SECTION 1	
BACKGROUND	3
STRATEGIC CONTEXT	4
Whitehorse	4
Victoria	5
Australia	5
International	5
SECTION 2	
ROAD SAFETY ISSUES IN WHITEHORSE	6
Statistics	6
Issues that Influence the Behaviour of Road Users in Whitehorse	9
Community Engagement	11
Road Safety Priorities	12
SECTION 3	
ACTION PLAN	13
1. Safe Travel by School and Pre-School Aged Children	14
2. Road Users Aged 16-25 Years	15
3. Vulnerable Road Users	16
4. Elderly Road Users and Road Users with Limited Mobility	18
5. Safe Vehicles	19
6. Risk Contributors	20
7. Safe Roads and Paths	21
8. Leadership, Communications and Evaluation	23



EXECUTIVE SUMMARY

Little decisions that we make every day when travelling can have life-long consequences.

Think about what you are doing and make safe choices.

Whitehorse City Council recognises that road injuries and deaths result in significant trauma within our community. It is a priority for Council to play a part in reducing the social, emotional, physical and financial impacts of road crashes within Whitehorse. All sectors of our community have a role to play, and Council will actively advocate for residents, visitors, businesses and other levels of government to assist with addressing local road safety issues.

The *Whitehorse Community Road Safety Strategy 2013* identifies educational, behavioural, infrastructure and advocacy actions that respond to the road safety issues within the municipality. The aim of the actions is to further reduce the number and the severity of road injuries and deaths on roads and paths within Whitehorse.

The strategy builds on the high level strategic transport direction outlined in the *Whitehorse Integrated Transport Strategy 2011* and identifies the specific road safety priorities within Whitehorse. The information within the *Whitehorse Community Road Safety Strategy 2013* will guide Council in delivering actions to reduce the number of road injuries and deaths over the coming five years.

The road safety priorities for Whitehorse have been identified following community consultation, a review of relevant policies, an analysis of crash statistics, and the evaluation of Council's previous efforts in delivering road safety programs. The priority for Whitehorse City Council is to implement actions that target:

1. Pre-school and school aged children;
2. Youth (road users aged 16-25 years);
3. Vulnerable road users, such as cyclists, pedestrians and motorcyclists;
4. Road users with limited mobility, such as the elderly and disabled;
5. Safe vehicles;
6. Risky behaviour, such as speeding, drink and drug driving, and fatigue; and
7. Safe roads, footpaths and off-road paths.



SECTION 1 BACKGROUND

Most of us would be a pedestrian, driver, passenger, cyclist or user of other transport modes each day. We travel to get to shops, school, work, and health, recreation and social activities. These activities let us participate in community life that bring with them personal, wellbeing, economic and environmental benefits. Transport, therefore, is a means to which we participate in society. Unsafe travel decisions can lead to devastating social, emotional, health, physical and environmental impacts on our community and, therefore, have an impact on the activities that we need and want to participate in.

Improving the safety of the Whitehorse community is a high priority for Whitehorse City Council. The efforts of Council, as well as community, regional, state and federal stakeholders, over the past decade have resulted in substantial decreases in the number of road deaths and injuries within Whitehorse. There is still much room for improvement, and Council will continue to implement activities and programs to encourage safe travel within the municipality.

The *Whitehorse Community Road Safety Strategy 2013* has been developed to guide Council decisions in implementing educational, infrastructure and advocacy actions that aim to provide a safe environment for our community to live and visit.

The following activities have been completed during the development of the strategy to ensure it is relevant, achievable and meets the needs of the community:

- Extensive consultation across Council departments, professional stakeholders and the community;
- A review of the relevant federal, state and local policies;
- An analysis of crash statistics; and
- Thorough evaluation of the efforts of Council over the past 10 years to deliver road safety programs.

The *Whitehorse Community Road Safety Strategy 2013* should be read in conjunction with the *Whitehorse Integrated Transport Strategy 2011*. A copy is available on Council's website www.whitehorse.vic.gov.au or by contacting Council on 9262 6333.



STRATEGIC CONTEXT

Whitehorse

Council Plan 2013-2017

The strategic context for all Council policies stems from the *Council Plan* which outlines the broad direction of Council. The *Council Plan 2013-2017* identifies Council's priorities for the next four financial years, which are:

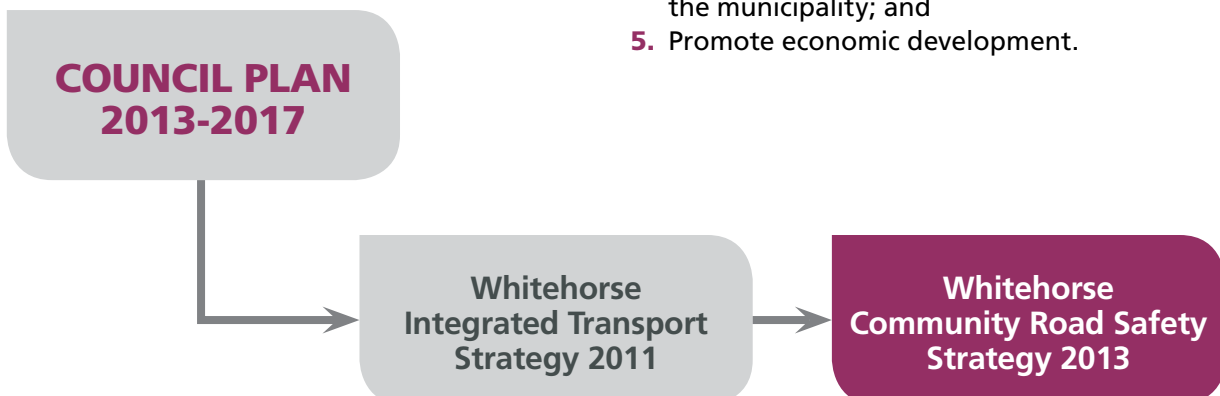
1. Appropriate multi-purpose programs, services, facilities and initiatives that promote and deliver wellbeing and inclusive connected communities;
2. Maintain, develop and enhance our built environment;
3. Increase in the amount of quality open space and improvement in the sustainability of our natural environment;
4. Strong leadership and governance in partnership with the community and supported through regional collaboration and cooperation; and
5. Dynamic local economic environment that is regionally connected.

Whitehorse Integrated Transport Strategy 2011

The *Whitehorse Community Road Safety Strategy 2013* follows on from the adoption of the *Whitehorse Integrated Transport Strategy 2011*, which created a framework to consider the different modes of transport available to the Whitehorse community and provide direction to encourage sustainable, convenient, accessible and safe transport choices.

The goals of the *Whitehorse Integrated Transport Strategy 2011* are to:

1. Improve the links between transport modes for the efficient and convenient movement of people and goods;
2. Increase the use of sustainable modes of transport to minimise the impact of transport on the environment;
3. Increase the use of sustainable transport modes that promote healthy lifestyles, such as walking and cycling;
4. Increase the safety of residents and commuters who travel within and through the municipality; and
5. Promote economic development.





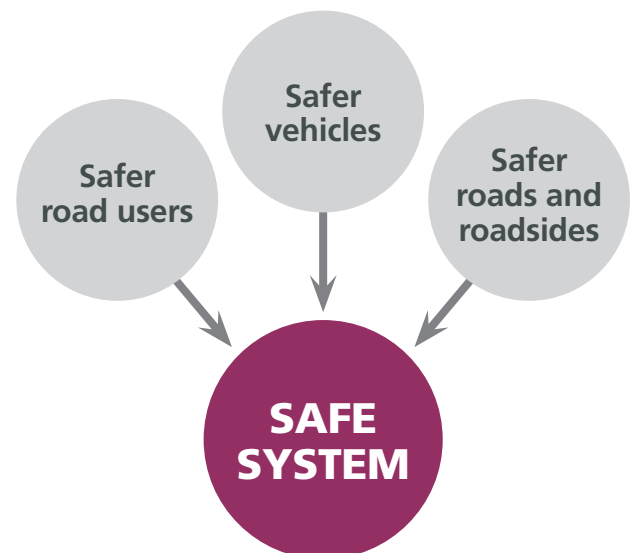
A number of other Council policies and strategies have been considered to ensure the *Whitehorse Community Road Safety Strategy 2013* is consistent with the direction of Council. These policies include (but are not limited to):

- *Whitehorse Sustainability Strategy 2008-2013*
- *Whitehorse Disability Policy and Action Plan 2012-2016*
- *Whitehorse Diversity Policy and Action Plan 2012-2016*
- *Draft Health and Wellbeing in Whitehorse 2013-2017 (Municipal Public Health and Wellbeing Plan)*
- *Childhood Matters: Early Years Strategy 2009-2013*
- *Thriving in Whitehorse: Young People's Strategy 2009-2013*
- *Whitehorse Bicycle Strategy 2007*
- *Box Hill Structure Plan 2007.*

Victoria

Victoria's *Road Safety Strategy 2013-2022* sets a target to reduce fatalities and serious injuries in Victoria by more than 30 per cent. The strategy follows the 'Safe System' that encourages safe road users to travel in safe vehicles on safe roads. The *Whitehorse Community Road Safety Strategy 2013* has also adopted the Safe System approach.

The *Cycling Into the Future 2013-2023* strategy outlines how the state government will increase the number, health and safety of cyclists in Victoria over the coming decade.



Australia

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

International

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





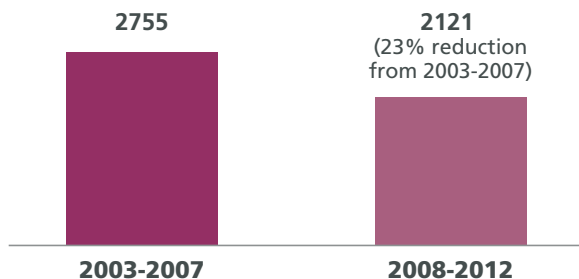
SECTION 2 ROAD SAFETY ISSUES IN WHITEHORSE

Thorough research and consultation has been conducted regarding road safety and transport issues within Whitehorse. Road safety issues extend beyond municipal boundaries; therefore, a holistic view of the region and the state has been adopted while still focusing on the specific road safety issues for Whitehorse.

Statistics

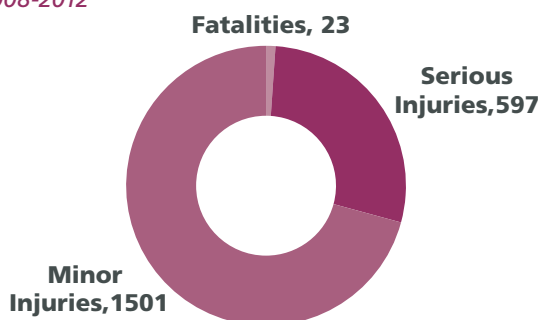
During 2003-2007, 2755 road users were injured or killed in Whitehorse, compared to 2121 in the period 2008-2012. This is a reduction of 814 (23 per cent).

Road Fatalities and Injuries, City of Whitehorse, 2003-2007 and 2008-2012



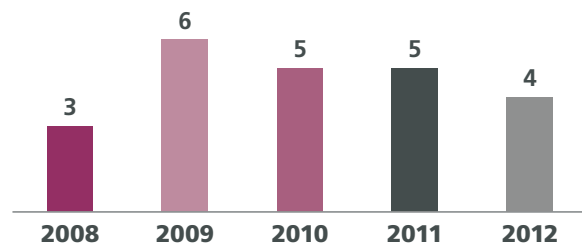
During 2008-2012, there were 1642 crashes within Whitehorse where at least one person was injured or killed. In these 1642 crashes, 23 people were killed, 597 were seriously injured and 1501 people sustained minor injuries.

Road Fatalities and Injuries, City of Whitehorse, 2008-2012

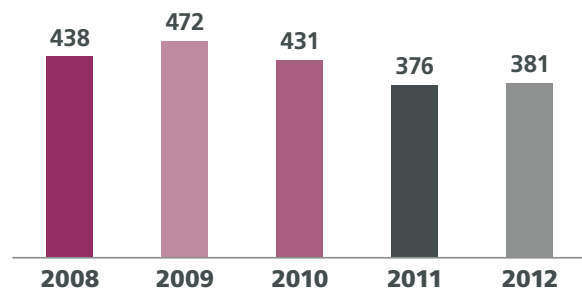


There were between three and six fatalities each year from 2008 to 2012 in Whitehorse, and injuries ranged from 376 to 472 per year.

Fatalities, City of Whitehorse, 2008-2012

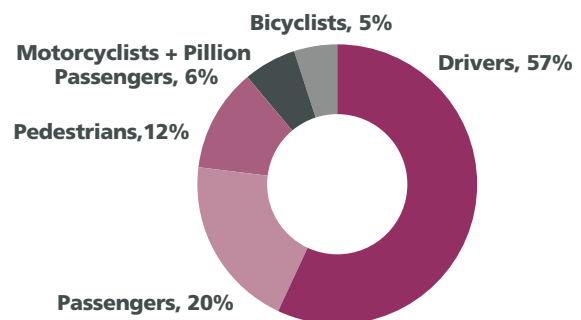


Injuries, City of Whitehorse, 2008-2012



Drivers and passengers were involved in 77 per cent of all injuries and fatalities within Whitehorse during 2008 to 2012. Pedestrians, cyclists and motorcyclists were involved in the remaining 23 per cent.

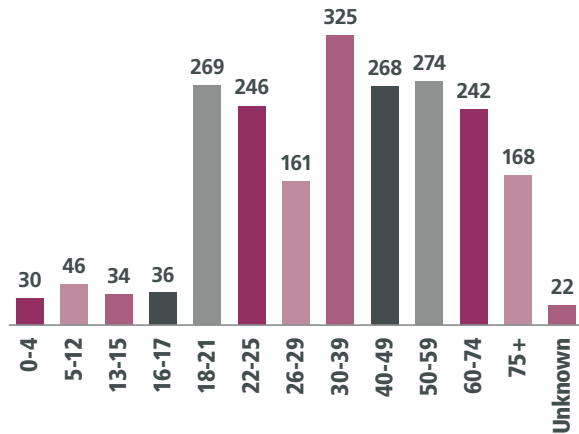
Road fatalities and Injuries by Road User, 2008-2012





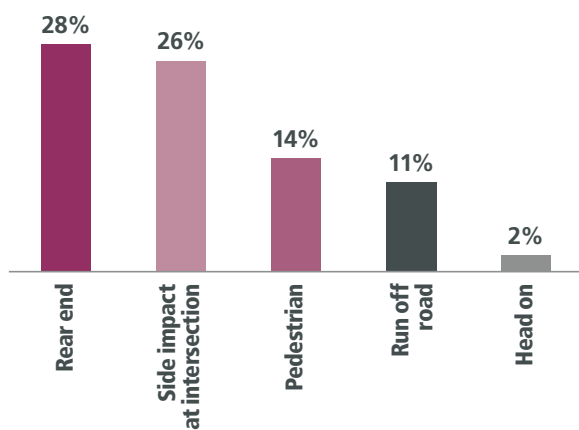
Road users aged 18 to 25 years were involved in the highest proportion of injuries and fatalities within Whitehorse during 2008-2012. Please note that the number of years in each of the age groupings used by VicRoads to gather the data below is not evenly spread.

Road Fatalities and Injuries by Age, City of Whitehorse, 2008-2012



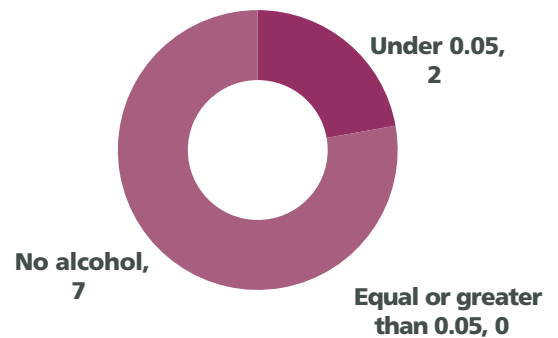
The most common type of crash in Whitehorse during 2008-2012 involved vehicle rear ends (28 per cent). Fourteen per cent of crashes involved pedestrians. The top five types of crashes are shown in the graph below.

Top 5 Crash Types, City of Whitehorse, 2008-2012



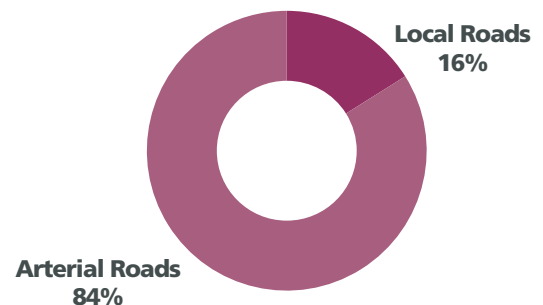
Two of the nine people killed within Whitehorse during January 2007 to March 2010 had alcohol present in their blood. Both of these people had a Blood Alcohol Concentration (BAC) under 0.05 (Note, data is not available regarding the full five year period 2008-2012).

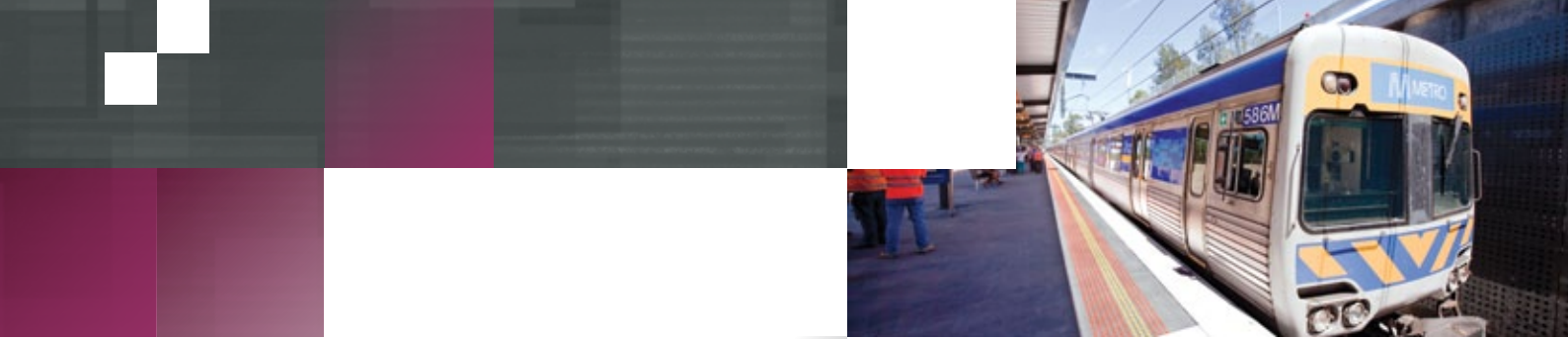
Road Fatalities, City of Whitehorse Jan 2008 - March 2010, by BAC Level



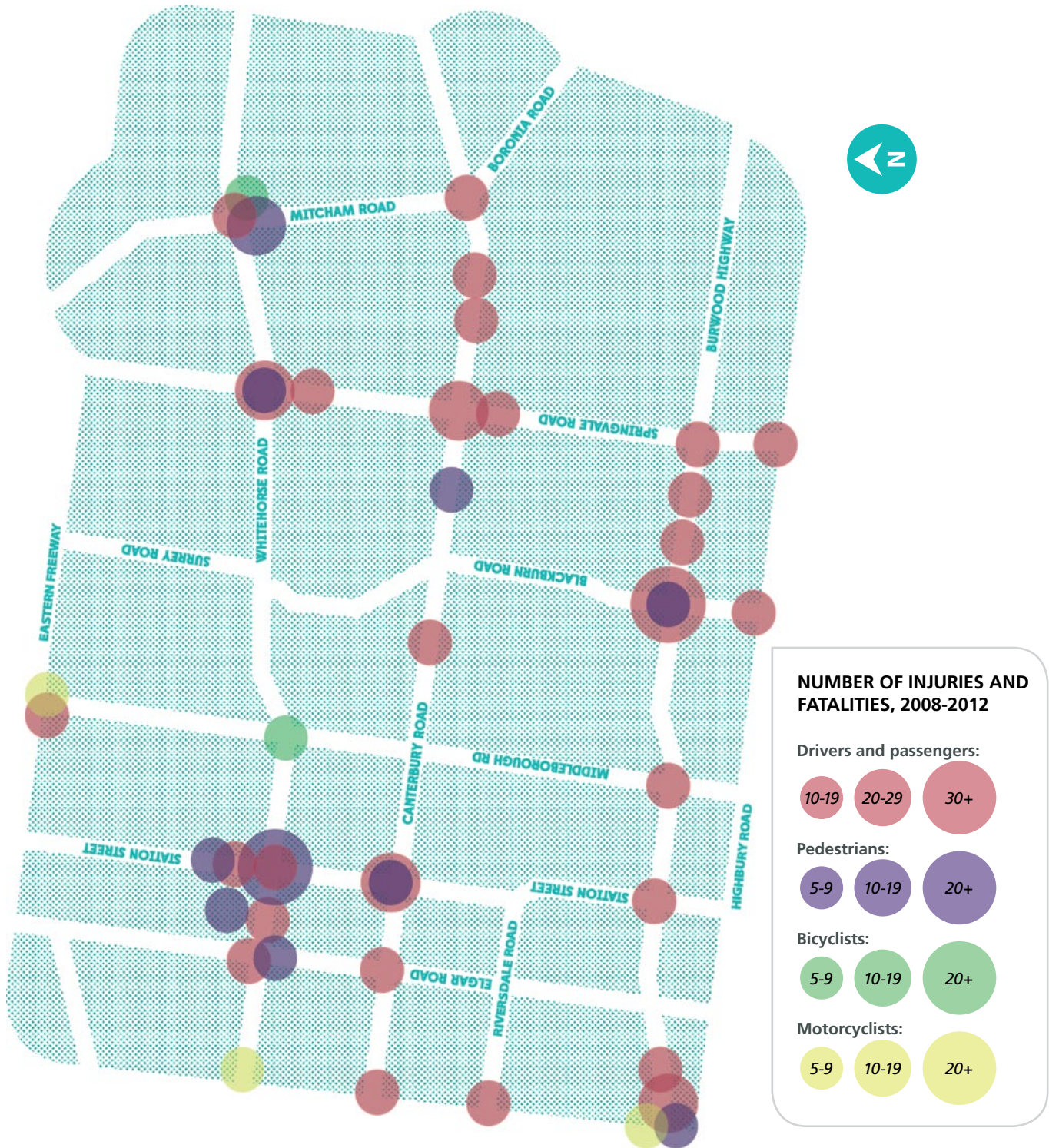
The vast majority (84 per cent) of crashes where people were killed or injured in Whitehorse during 2008-2012 occurred on arterial roads, which are the responsibility of VicRoads. Arterial roads generally carry large volumes of vehicles and have higher speed limits. The remaining 16 per cent of crashes occurred on local roads, which are the responsibility of Whitehorse City Council.

Road Fatalities and Injuries, City of Whitehorse, 2008-2012 – Local Roads vs Arterial Roads





Locations where high numbers of injuries and fatalities occur, City of Whitehorse, 2008-2012





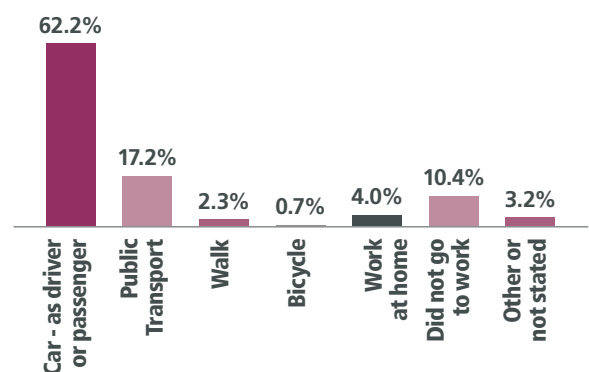
Issues that Influence the Behaviour of Road Users in Whitehorse

The decisions we make regarding how we move around the municipality can affect our safety. Demographics, environmental factors, infrastructure, and financial issues influence the transport decisions that we make. Some of the factors that influence travel behaviours in Whitehorse are discussed below.

- Whitehorse has a population of approximately 159,000 residents with almost one-third born overseas. The 2011 Census data shows that the most common languages other than English spoken at home are Cantonese, Mandarin, Greek and Italian. Transport and road safety programs, therefore, need to consider the cultural and language needs of our community, particularly for those residents and visitors that are new to Australia.
- The 2011 Census data reveals that approximately 23 per cent of Whitehorse residents are aged under 20 years, and 17 per cent are aged 65 years and older. It is estimated that the Whitehorse population will increase by approximately 5000 people by 2031. The number of Whitehorse residents aged over 65 years is expected to rise by 18.5 per cent in this timeframe, while those aged up to 15 years is predicted to decrease by 2.6 per cent. The road safety issues facing young road users and the elderly are very different, requiring specific road safety programs to meet their needs.
- Fifty percent of households in the City of Whitehorse have access to two or more motor vehicles, leading to high levels of car dependency, even for short trips where walking or cycling may be appropriate. Eight and a half percent of households do not own a car.

- The travel to work data from the 2011 Census reveals that 64 per cent of the City of Whitehorse's working residents travel outside of the municipality to work. Twenty nine per cent live and work within the City of Whitehorse; therefore, decreasing their travel distance. The dominant mode used by Whitehorse residents to travel to work is by car (as a driver or passenger) – 62.2 per cent. Seventeen per cent travel to work by public transport and three per cent ride their bike or walk to work.

Method of Travel to Work on Census Day 2011, Whitehorse Residents



- It is important for Council that residents in our community are physically and mentally healthy. By encouraging active modes of transport such as walking and cycling for recreation, education and work related trips, our community can enjoy healthier lifestyles and reduce obesity related diseases such as type two diabetes, cardiovascular disease, hypertension, certain cancers, sleep apnoea and osteoarthritis. According to the Victorian Population Health Survey (Department of Health), in 2008, 41 per cent of males and 25 per cent of females in the City of Whitehorse were overweight. Services and infrastructure that are connected, accessible and encourage the use of active transport strengthen the wellbeing of our diverse community.



- Council is actively involved in providing an environment where our community, particularly children, can walk safely in the streets, meet friends and play, have green spaces for plants and animals, and live in an unpolluted and sustainable environment. Encouraging our younger residents to use safe, active and sustainable travel will help Whitehorse work to become more child friendly.
- Environmental issues such as peak oil, carbon price and climate change are a concern to many residents in our community. Council actively encourages the use of sustainable modes of transport such as public transport, walking, cycling and car pooling to limit our impact on the environment. The number of pedestrians and cyclists are expected to increase in coming years; therefore, requiring emphasis to be placed on pedestrian safety and bicycle safety programs.
- Most households, businesses, community facilities and recreational areas within Whitehorse are accessible by public transport. The Box Hill Transport Interchange is the largest transport interchange outside the Melbourne CBD. Train, bus, tram and taxi services operate from the Box Hill Transport Interchange. However, there are operational and infrastructure deficiencies with the interchange and Council continues to lobby the state government to make improvements that will create a safer and more accessible hub for transport.
- Council has a robust maintenance program to ensure its road and path assets are maintained to a high standard. It is essential that roads, footpaths and off road paths allow for convenient and safe travel, particularly for our vulnerable road users such as pedestrians and cyclists. Council allocates significant funds each year for capital works improvements for walking and cycling infrastructure. Advocacy to other levels of government also continues for funding new infrastructure to allow safer and more convenient options that separate vulnerable road users from other vehicles.
- It is generally accepted that 18.5 per cent of Australia's population report a level of disability (ABS 2009). In Whitehorse this means that an estimated 29,000 people report a level of disability. It is imperative that people with a disability and their carers have accessible, safe and convenient transport options that allow them to fully participate in employment, recreation, education, business and health activities.
- Integrating education programs and infrastructure works with enforcement is vital for reinforcing road safety messages. Council will continue to enforce parking restrictions and liaise closely with Victoria Police regarding enforcement of the *Road Safety Road Rules 2009*.
- How safe a person feels while travelling will influence their transport decisions, even if their perception is not an accurate reflection of the transport conditions. Feeling safe promotes mental health, community connections and social inclusion. It is, therefore, important to address perceptions of safety to encourage residents and visitors to travel in a manner that is safe, sustainable and active. Feedback from residents and visitors regarding how safe they feel while travelling in Whitehorse have been used to form the actions in this strategy.



Community Engagement

Extensive community engagement activities were conducted during the development of this strategy. A range of methods were available to capture the views of residents, visitors, professional stakeholders and internal Council staff. The major road safety issues raised during the consultation phase include the following.

EDUCATION

- Focus on the safety needs of vulnerable road users such as pedestrians and cyclists
- Further investigate the potential of Council participating in the 'L2P' program to complement the range of existing Council activities for novice drivers
- Continue to focus on the needs of older road users and people with limited mobility
- Increase programs that focus on safe travel by people from a culturally and linguistically diverse backgrounds.

INFRASTRUCTURE

- Place an emphasis on creating and maintaining safe on and off-road paths, particularly for cyclists and pedestrians
- Ensure infrastructure meets the needs of people with limited mobility
- Address speeding in local streets
- Continue to use speed observation trailers.

ADVOCACY

Continue to advocate to other levels of government for:

- Funding for off-road bike paths, particularly the Box Hill to Ringwood bike path and within the Healesville Freeway reservation
- Improved access for public transport patrons
- Enforcement of speed limits
- Lower speed limits in high pedestrian areas.



Road Safety Priorities

The results of the community engagement activities, along with an analysis of crash statistics and consideration of relevant policies has identified that the road safety priorities for Whitehorse are:



By implementing local road safety programs our community is gaining benefits across all environments that support health and wellbeing. Addressing road safety priorities across the natural, built, social and economic environments will improve community health and wellbeing. For example, improving bicycle paths will encourage more people to cycle to work and school, thereby increasing physical activity and improving health.





SECTION 3

ACTION PLAN

The Action Plan contains activities that target the specific road safety needs of the Whitehorse community, as identified in Section 2. The actions are consistent with those contained in the *Whitehorse Integrated Transport Strategy 2011* and also link to the many other Council policies and strategies that have an impact on road safety.

Actions have been grouped into categories in line with the key road safety priorities for Whitehorse:

- 1. Safe Travel by School and Pre-School Aged Children**
- 2. Road Users Aged 16-25 Years**
- 3. Vulnerable Road Users**
- 4. Elderly Road Users and Road Users with Limited Mobility**
- 5. Safe Vehicles**
- 6. Risk Contributors**
- 7. Safe Roads and Paths**
- 8. Leadership, Communications, and Evaluation**

An approximate timeline is indicated alongside each action, together with the Council department that is responsible for its implementation.



1. Safe Travel by School and Pre-school Aged Children

Young children need assistance from adults to learn safe travel behaviour. Their size and developing peripheral vision mean that it is hard for them to see other road users, and hard for drivers to see them.

Children under the age of 16 years were involved in 5 per cent of injuries during 2008-2012. To be a safe adult road user, children need to learn road safety skills from a young age.

Action	Timelines	Lead Responsibility	Support
1.1 Promote the correct selection and installation of child restraints by providing literature and opportunities for residents to have restraints professionally fitted.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Health and Family Services • RoadSafe Eastern Metro • VicRoads
1.2 Provide assistance to schools and pre-schools to incorporate road safety into their curriculum for students.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Schools • Pre-schools • VicRoads • Department of Education and Early Childhood Development (DEECD)
1.3 Promote safe walking, cycling, scooting, car pooling and using public transport as sustainable, fun and healthy methods of travelling to school and pre-school. Support programs such as 'BikeEd', 'Transit', 'Bike it!', 'School Travel Planning' and other walking and cycling programs.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Bicycle Network Victoria • Schools • Pre-schools • VicRoads • DEECD
1.4 Support behavioural programs with engineering projects to improve the safety, accessibility and wellbeing of road users around schools.	Medium – long	Engineering and Environmental Services	<ul style="list-style-type: none"> • Schools
1.5 Encourage parents to safely drop off and pick up students from school by providing information and enforcing the parking restrictions.	Ongoing	Engineering and Environmental Services Compliance	<ul style="list-style-type: none"> • Schools
1.6 Continue to advocate for increased state government funding for the School Crossing Supervisor program.	Ongoing	Compliance	<ul style="list-style-type: none"> • Engineering and Environmental Services



2. Road Users Aged 16-25 Years

Road users in Whitehorse aged between 18-25 years are involved in more fatalities and injuries than other age groups. Inexperience, risk taking, peer pressure, over confidence and distractions are major causes for their over representation in crash statistics. However, road users aged 16-17 are amongst the safest age group on the roads within Whitehorse.

It is important for road safety programs to target youth in the years leading to gaining their licence in order to produce probationary licence drivers who drive safely.

Action	Timelines	Lead Responsibility	Support
<p>2.1 Continue to support and promote novice driver education programs (such as those listed below) delivered in schools, sporting clubs, scout and girl guide groups as well as other youth venues:</p> <ul style="list-style-type: none"> 'Fit to Drive' 'Looking After Our Mates' 'Court Room Drama' 'Keys Please' 'SpinChat' 'Make a Film Make a Difference' (MAFMAD) 	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Health and Family Services • RoadSafe Eastern Metro • VicRoads • Schools • DEECD
<p>2.2 Encourage parents and other supervising drivers to participate in the 'Lessons from the Road' program and accompany learner drivers participating in the 'Keys 2 Drive' program.</p>	Short	Engineering and Environmental Services	<ul style="list-style-type: none"> • VicRoads • Keys 2 Drive
<p>2.3 Apply for funding through Council and VicRoads to implement the 'L2P' Learner driver program.</p>	Short	Engineering and Environmental Services Health and Family Services	<ul style="list-style-type: none"> • VicRoads
<p>2.4 Encourage novice drivers to purchase safe vehicles through promoting the 'ANCAP' and 'Used Car Safety Rating' resources.</p>	Long	Engineering and Environmental Services	<ul style="list-style-type: none"> • Health and Family Services • RoadSafe Eastern Metro • VicRoads • Transport Accident Commission (TAC)
<p>2.5 Support RoadSafe Eastern Metro to deliver road safety programs to youth members of sporting clubs.</p>	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Sporting Clubs



3. Vulnerable Road Users

Pedestrians, cyclists, and motorcyclists are vulnerable because they do not have the protection that a car offers drivers and passengers. Vulnerable road users therefore are more likely to be injured or die if involved in a crash. Twenty three per cent of injuries and fatalities within Whitehorse during 2008-2012 involved vulnerable road users. Nearly half of all fatalities in Whitehorse during this time involved pedestrians.

Action	Timelines	Lead Responsibility	Support
3.1 Implement programs that enable community members to be safe, healthy and confident cyclists, e.g. 'BikeEd', 'Transit', 'Bike it!' and 'CycleWise'.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Schools • VicRoads • DEECD
3.2 Support safe cycling campaigns conducted by external stakeholders, such as the Amy Gillett Foundation, Bicycle Network Victoria, RoadSafe Eastern Metro, VicRoads and the TAC. Prioritise campaigns that focus on visibility of cyclists and etiquette between drivers and cyclists, and vice-versa.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • TAC • VicRoads • Bicycle Network Victoria • Amy Gillett Foundation
3.3 Include information regarding safe pedestrian behaviour in existing road safety programs.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro
3.4 Work with road safety stakeholders to develop and implement programs that highlight the vulnerability of older pedestrians.	Medium – long	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Victoria Police • VicRoads
3.5 Work with RoadSafe Eastern Metro and neighbouring municipalities to promote safe motorcyclist behaviour and wearing of appropriate protective and high visibility clothing.	Long	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Neighbouring municipalities
3.6 Advocate to other levels of government for safety improvements to public transport, pedestrian and cyclist services and infrastructure.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Victorian Department of Transport, Planning and Local Infrastructure • Public Transport Victoria • Eastern Transport Coalition • Metropolitan Transport Forum

3. Vulnerable road users continued...

Action	Timelines	Lead Responsibility	Support
<p>3.7 Continue to implement education programs such as 'Transit' that encourage the use of transport modes that are safe, sustainable and active, such as cycling, walking and using public transport.</p>	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Public Transport Victoria • Schools
<p>3.8 Continue to carry out works throughout the Box Hill Central Activities Area to improve the safety and accessibility of pedestrians and cyclists (see 'Safe Roads and Paths' section).</p>	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Strategic Planning Team • VicRoads • Victorian Department of Transport, Planning and Local Infrastructure



4. Elderly Road Users and Road Users with Limited Mobility

A continued focus is needed to ensure that the elderly and people with limited mobility have safe transport options to undertake their daily activities. Older road users are more likely to die or be injured in a crash due to their frailty and other medical conditions. Nineteen per cent of injuries and fatalities in Whitehorse during 2008-2012 involved people over the age of 60 years. It is estimated that approximately 18.5 per cent of Whitehorse residents report a level of disability. Continued emphasis is required to assist these people to move around the municipality and participate in education, employment, social and health activities.

Action	Timelines	Lead Responsibility	Support
4.1 Implement road safety education programs for senior road users that aim to keep them safe, healthy and active in the community, e.g. 'Wiser Driver', 'Keeping Safe and Mobile', 'Wiser Walker Wiser Traveller', 'Safer Scooter Wiser Wheelchair'.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • RACV • TAC • Hawthorn Community Education Centre (HCEC)
4.2 Identify and address access and safety issues for people with limited mobility (see 'Safe Roads and Paths' section for further information).	Medium – long	Engineering and Environmental Services	<ul style="list-style-type: none"> • Community Development • Whitehorse Disability Advisory Committee
4.3 Raise the awareness of the impacts of disability on travel. Highlight the disability consequences of road trauma through programs such as 'SpinChat'.	Long	Engineering and Environmental Services	<ul style="list-style-type: none"> • Community Development • Whitehorse Disability Advisory Committee
4.4 Promote the safe use of motorised mobility scooters through existing or new road safety programs, such as 'Wiser Driver', 'Keeping Safe and Mobile', and 'Safer Scooter Wiser Wheelchair'.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • HCEC
4.5 Promote the availability of alternative forms of transport e.g. community transport and public transport for community members who no longer drive so that they can continue to interact with their community and avoid social isolation.	Long	Engineering and Environmental Services	<ul style="list-style-type: none"> • Home and Community Care • Community Development • Public transport providers



5. Safe Vehicles

Vehicles with increased passive and active safety features greatly decrease the chances of crashing, and will decrease the severity if involved in a crash. Technology such as electronic stability control and curtain airbags are now mandatory in new cars sold in Victoria. Promotion needs to continue to encourage the selection of second hand vehicles with these important technologies. Further advocacy activities will be needed as new technologies are developed.

Action	Timelines	Lead Responsibility	Support
<p>5.1 Promote the importance of vehicle safety technology, the 'ANCAP' program, the 'Used Car Rating System', and the 'First Car List' at relevant events and programs. Encourage the use of applications such as 'Speed Alert' and 'Road Mode' that assist with safe driving. Investigate new vehicle safety technologies as they become available and advocate for their inclusion in business and private vehicles.</p>	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • TAC • VicRoads
<p>5.2 Promote the correct selection and installation of child restraints by providing literature and opportunities for residents to have restraints professionally fitted.</p>	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Health and Family Services • RoadSafe Eastern Metro • VicRoads
<p>5.3 Encourage businesses within Whitehorse with vehicle fleets to develop and implement policies to guide the selection, safe use and maintenance of vehicles. Encourage participation in the 'National Road Safety Partnership Program' which is designed to assist businesses to share information about how to improve road safety in their workplace.</p>	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Business and Economic Development • National Transport Commission • Businesses
<p>5.4 Continue to review Council's 'Fleet and Vehicle Safety Policy' annually to ensure fleet passenger vehicles have appropriate safety features and a 5 star ANCAP rating. Increase the number of other Council vehicles (e.g. utes and vans) that have a 5-star ANCAP rating as new models become available.</p>	Ongoing	City Works	<ul style="list-style-type: none"> • Engineering and Environmental Services
<p>5.5 Review Council's 'Safer Driving Policy' to ensure Council staff are appropriately trained and display safe travel behaviour.</p>	Short	Engineering and Environmental Services	<ul style="list-style-type: none"> • Organisational Development



6. Risk Contributors

Speed is a major contributor to crashes and small reductions in speed can greatly reduce your chances of being involved in a crash. Alcohol and other drugs, including prescription medication, affect coordination and response times. Sixty nine people were killed in road crashes in metropolitan Melbourne during January 2006 to March 2010 with a blood alcohol concentration of equal or greater than 0.05. Road users who are fatigued or distracted greatly increase their chances of being involved in a crash. Full attention to driving tasks is required, including ensuring road users have adequate sleep to enable them to operate vehicles competently.

Action	Timelines	Lead Responsibility	Support
6.1 Continue to implement the 'Not So Fast' program that uses speed observation trailers to detect and display the speed of oncoming vehicles. Use trailers in 50 km/h local streets and 40 km/h school speed zones to remind motorists to slow down.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro
6.2 Liaise with Victoria Police to advocate for enforcement in high speed locations.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Victoria Police
6.3 Implement programs that highlight the impact that alcohol and drugs (legal and illegal), fatigue, speed and distractions have on driving abilities e.g.: 'Fit to Drive' 'Looking After Our Mates' 'Responsible Serving of Alcohol' 'Wiser Driver' 'Keeping Safe and Mobile' 'Fatality Free Friday'	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Victoria Police • Schools • Sporting Clubs • Businesses
6.4 Look for opportunities to cross promote road safety issues with other Council programs and events e.g. promote anti-drink driving messages at Christmas functions.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • All internal and external stakeholders



7. Safe Roads and Paths

Roads and paths are maintained to a high standard to enable safe travel by residents and visitors. Appropriate infrastructure for the various road users allow for efficient and convenient travel. Extra emphasis is needed to protect vulnerable road users such as cyclists and pedestrians e.g. dedicated on and off-road bicycle paths greatly increase the safety of cyclists by separating them from other road users.

Action	Timelines	Lead Responsibility	Support
7.1 Advocate for the state government to address high crash locations on arterial roads, as well as locations where there is high potential for crashes to occur.	Ongoing	Engineering and Environmental Services	• VicRoads
7.2 Continue to address local streets where inappropriate speed and volume cause safety concerns.	Ongoing	Engineering and Environmental Services	
7.3 Encourage walking as a safe, healthy and sustainable mode of transport by improving infrastructure in high pedestrian areas, e.g. in vicinity of schools and shopping centres.	Ongoing	Engineering and Environmental Services	• City Works
7.4 Prioritise actions within Council's key strategic planning documents, such as the <i>Whitehorse Integrated Transport Strategy 2011</i> , the <i>Box Hill Structure Plan 2007</i> and <i>MegaMile(west) and Blackburn Activity Centres Urban Design Framework 2010</i> to improve the safety and accessibility of pedestrians and cyclists e.g.: <ul style="list-style-type: none"> • Continue to construct footpath improvements • Improve the bicycle access to Box Hill train station • Advocate for a review of the speed limits within the Box Hill Central Activities Area 	Long	Engineering and Environmental Services	<ul style="list-style-type: none"> • Planning and Building • VicRoads • Victorian Department of Transport, Planning and Local Infrastructure

7. Safe roads and paths continued...

Action	Timelines	Lead Responsibility	Support
7.5 Ensure road and path infrastructure meets the needs of senior pedestrians and those with limited mobility. Treatments could include trimming overhanging branches, installing audio tactile devices at traffic lights, increasing the green walk phase at pedestrian crossings, ensuring signage does not obscure visibility for people in wheelchairs, and ensuring compliance with legislative requirements such as the <i>Disability Discrimination Act 1992</i> .	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • City Works • ParksWide • Community Development • VicRoads
7.6 Consider preparing a position paper that identifies the existing bicycle network and recommends opportunities for improving the safety of cyclists.	Short	Parks, Planning and Recreation Engineering and Environmental Services	<ul style="list-style-type: none"> • ParksWide • VicRoads • Local bicycle user groups
7.7 Continue to consider allocating Council funds each year to maintain and improve footpaths as well as on and off road bicycle paths to a high standard.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Capital Works • City Works • ParksWide
7.8 Advocate to other levels of government for funding to improve on and off road bicycle paths and other infrastructure to improve the safety and opportunities for bicyclists.	Medium	Engineering and Environmental Services	<ul style="list-style-type: none"> • Parks Planning and Recreation • Victorian Department of Transport, Planning and Local Infrastructure
7.9 Review and update the <i>Whitehorse Traffic Management Strategy</i> which assists Council to determine appropriate traffic treatment locations as well as areas within the municipality where the speed limit may require review.	Medium	Engineering and Environmental Services	



8. Leadership, Communications and Evaluation

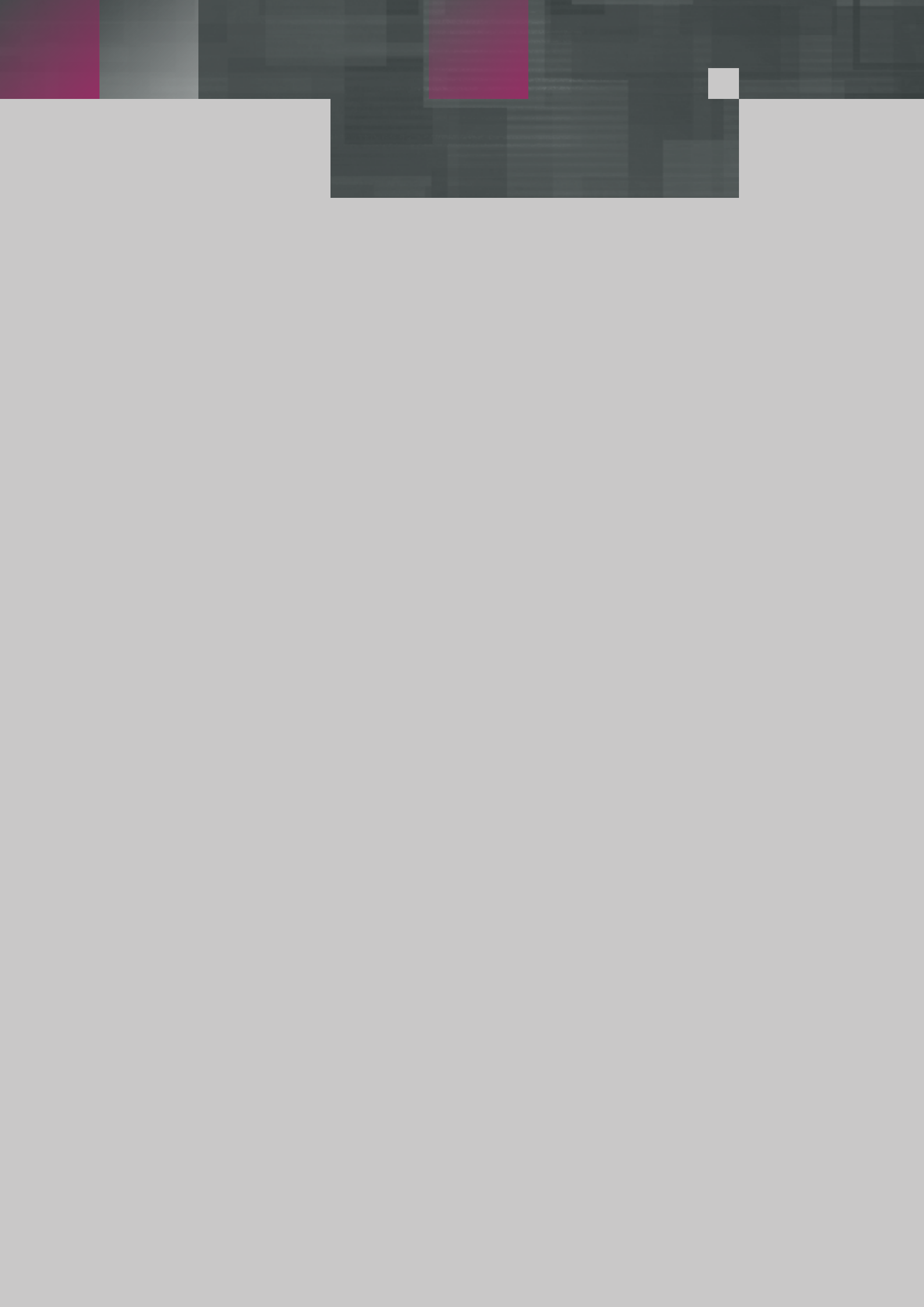
Effective leadership and appropriate communication are essential to encourage safe travel behaviour. Council must lead by example and provide opportunities for our community to adapt their behaviour to improve safety.

Evaluation of individual actions as well as the *Whitehorse Community Road Safety Strategy 2011* as a whole is vital. Through thorough evaluation, lessons can be learnt and future policies and programs refined to achieve greater road safety results.

Action	Timelines	Lead Responsibility	Support
8.1 Advocate strongly on behalf of our community on issues controlled by state and federal governments e.g. the upgrade of the Box Hill Transport Interchange and Box Hill to Ringwood Bicycle Path.	Ongoing	Engineering and Environmental Services Planning and Building	<ul style="list-style-type: none"> • Parks Planning and Recreation
8.2 Actively participate in regional and state committees (e.g. RoadSafe Eastern Metro) to increase knowledge and advocate for improved services in Whitehorse.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • RoadSafe Eastern Metro • Local Government Road Safety Officers Network Group • Eastern Transport Coalition • Metropolitan Transport Forum
8.3 Lead by example by ensuring Council staff are knowledgeable about road safety and display safe travel behaviours.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • All internal staff, particularly Fleet Manager and OHS officers
8.4 Raise awareness of Council staff regarding issues that impact on road safety such as alcohol, drugs, speed and fatigue. Ensure Council policies and procedures are adequate to promote a culture of safe behaviour.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • All internal staff
8.5 Utilise appropriate and innovative communication methods to ensure road safety messages reach target audiences. Ensure the needs of our diverse community are addressed by communicating in languages other than English, are culturally sensitive, and are accessible for people with disabilities.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Communications • Community Development • Migrant Information Centre

8. Leadership, Communications and Evaluation continued...

Action	Timelines	Lead Responsibility	Support
8.6 Keep up to date with road safety research and apply relevant outcomes to ensure Council programs represent best practice.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Research agencies • VicRoads
8.7 Report to Council annually on the progress of this strategy.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • Executive Management Team
8.8 Evaluate all actions in this strategy using a range of methods to gauge the effectiveness of reducing the number and severity of road injuries and fatalities in Whitehorse.	Ongoing	Engineering and Environmental Services	<ul style="list-style-type: none"> • All road safety and community partners





Acknowledgement of Country

In the spirit of reconciliation, Whitehorse City Council acknowledges the Wurunderjeri people as the traditional owners of the land now known as Whitehorse and pays respects to its elders past and present.

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