



City of
STONNINGTON



**ROAD SAFETY
STRATEGY
2018 - 2022**

'Towards Zero'



The City of Stonnington's 'Towards Zero' Road Safety Strategy, will guide road user and pedestrian safety initiatives across the city.

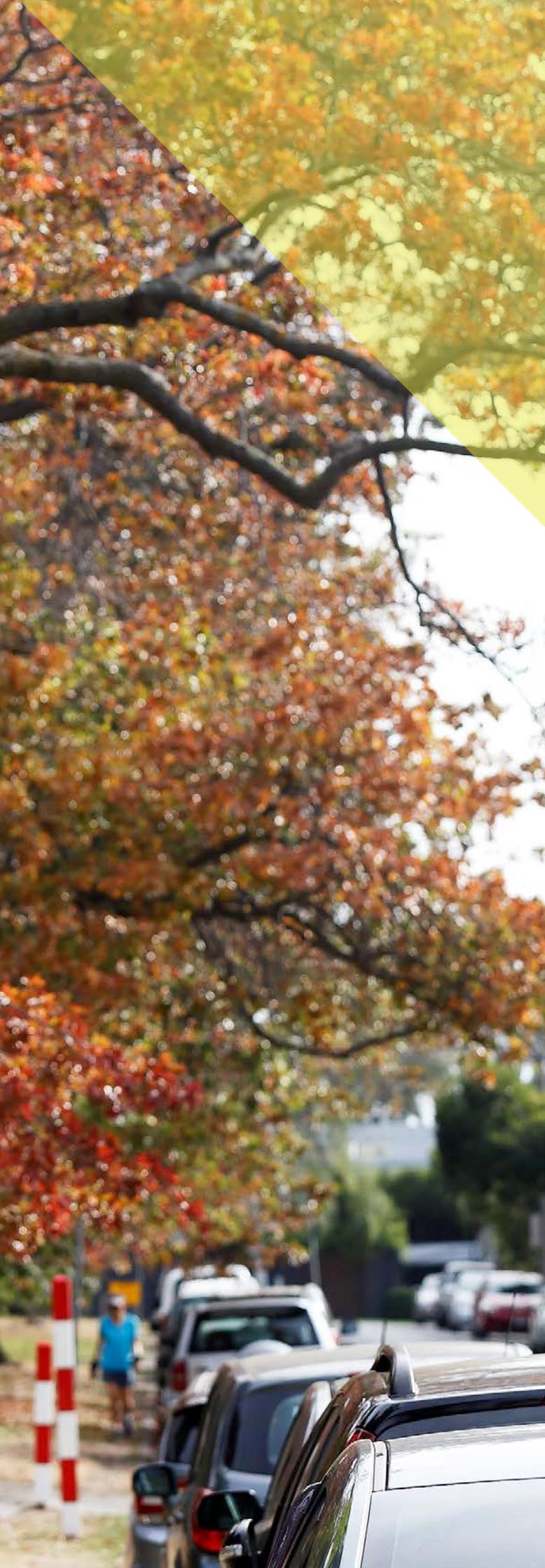
With the aim of reducing serious injury and fatal accidents on Stonnington roads, our Strategy goals will be achieved by:

- » infrastructure improvements to address identified problems,
- » implementing behavioural and education campaigns, and

- » adopting the globally recognised 'Safe System' principles: safe roads, safe speeds, safe people and safe vehicles.

Through the implementation of our Strategy initiatives, Council will continue to play an important role in keeping people safe on and around our roads.

Cr Steve Stefanopoulos
Mayor of Stonnington



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Purpose

'Towards Zero' Road Safety Strategy 2018–2022

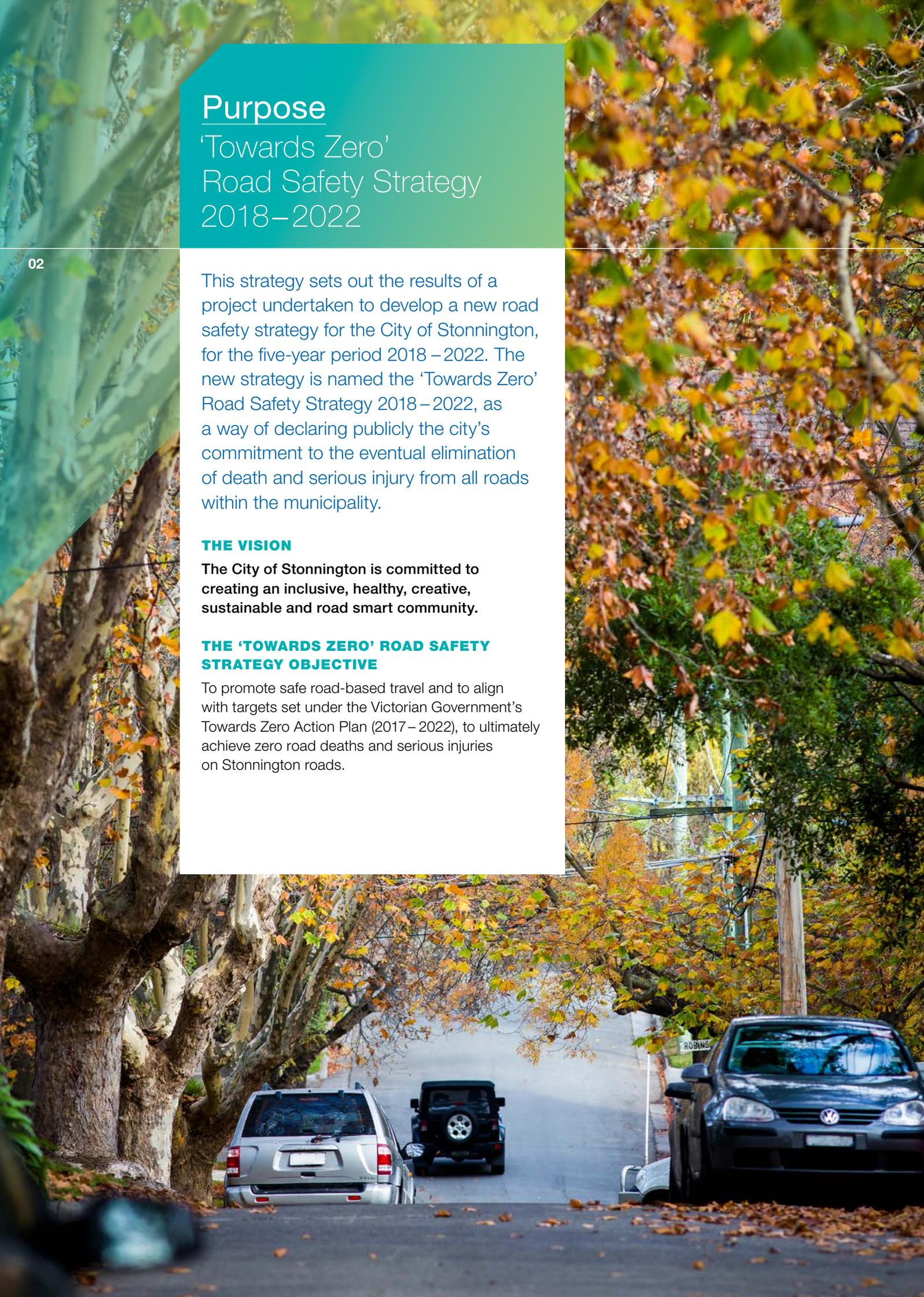
This strategy sets out the results of a project undertaken to develop a new road safety strategy for the City of Stonnington, for the five-year period 2018 – 2022. The new strategy is named the 'Towards Zero' Road Safety Strategy 2018 – 2022, as a way of declaring publicly the city's commitment to the eventual elimination of death and serious injury from all roads within the municipality.

THE VISION

The City of Stonnington is committed to creating an inclusive, healthy, creative, sustainable and road smart community.

THE 'TOWARDS ZERO' ROAD SAFETY STRATEGY OBJECTIVE

To promote safe road-based travel and to align with targets set under the Victorian Government's Towards Zero Action Plan (2017 – 2022), to ultimately achieve zero road deaths and serious injuries on Stonnington roads.



The approach to creating safe travel on roads within Stonnington

To achieve the 'Towards Zero' Road Safety Strategy objective, the City of Stonnington commits to the globally recognised Safe System approach to achieve its **ultimate** safety objective of zero road deaths and serious injuries.

The key principles underpinning the Safe System approach are:

- » the health and well-being of our community is paramount,
- » as humans, we all make mistakes, and
- » we are very vulnerable; our biomechanical tolerance to sustaining serious injury is low relative to the speeds at which we commonly travel.

The indicative risk of being killed in a road crash is depicted in Figure 1. It depicts, at various impact speeds, the risk of death from three of our most threatening crash types: impacts with pedestrians, vehicle-to-vehicle side-impacts at intersections and vehicle-to-vehicle head-on collisions. While only three of our major crash types are depicted in Figure 1, we recognise that cyclists and motorcyclists are among our most vulnerable road users.

In the absence of specific evidence on the risks of being killed in a crash, as a function of impact speed, we use the pedestrian risk relationship to best represent the risks of these three largely unprotected groups. While every crash has unique aspects, recognising these indicative risk relationships is central to our ability to eventually eliminate death and serious injury from our roads.

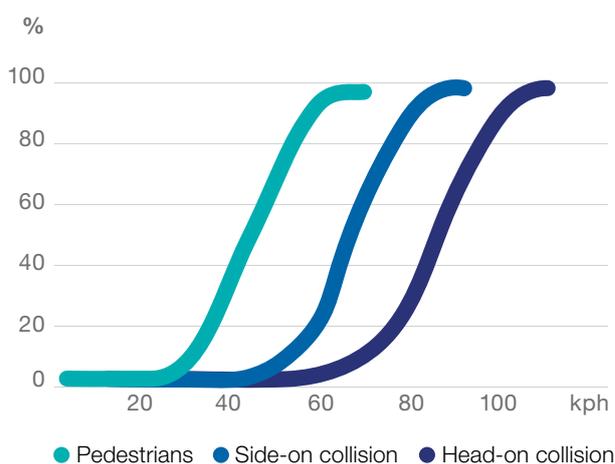
We need to progressively develop a transport system that accommodates our mistakes and, in so doing, share in the responsibility of creating a vastly safer way of leading our lives as we move about.

Internationally, the 'Safe System' is acknowledged as the most advanced and effective, long-term approach to eliminating road trauma. The Safe System guides us to address safety through the following five key pillars:

- » in vehicles,
- » on roads,
- » by better matching and managing speeds,
- » through behaviour change involving community engagement, education and enforcement support, and
- » through good governance and management.

The Safe System approach, previously adopted by Stonnington, is the foundation of both the national road safety plan, and Victoria's road safety strategy and action plan: Towards Zero 2016–2020.

Figure 1
Risk of being killed
The risk of death in a traffic crash, as a function of impact speed for three common crash types – pedestrians, side-impacts at intersections and head-on collisions (Source: SALAR, 1999).



CITY OF STONNINGTON AT A GLANCE

The City of Stonnington community is predominately young single people and mature-aged adults with families. The former are more strongly attracted to locations such as South Yarra, Prahran and Windsor, where rental accommodation is available, and tertiary institutes, public transport options and entertainment precincts are located. While there are no clear lines of demarcation, families seem more likely to gravitate towards the central and eastern parts of the municipality (refer Figure 2).

Stonnington’s population continues to grow, with an estimated increase of 26 per cent over the next two decades (refer Figure 3). In keeping with global trends, the age-profile of Stonnington’s population is projected to change markedly. The proportion of older residents over 75 years will rise from 7.5 per cent in 2016 to an estimated 9.2 per cent by 2036. This means there will be disproportionate growth in the demand for services for older people and the city will continue to adapt to accommodate these changing needs. This includes the way it designs and manages its transport system.

Figure 2 Map of Stonnington



KEEP CLEAR

As shown in Figure 4, Stonnington’s population is expected to grow, from the 2017 base-year, by around 9 per cent over the lifetime of the ‘Towards Zero’ Road Safety Strategy (at the end of 2022).

With increased population comes increased demand on the traffic network, however road space availability is finite with little capacity to be extended to any significant degree.

In keeping with the city’s vision and numerous plans for enhancing city life (including the Stonnington Health and Wellbeing Plan 2017–2021, Sustainable Transport Policy, Cycling Strategy 2019–2024, Children, Youth and Family Strategy 2018–2028, Chapel Street Masterplan 2013, Council Plan 2017–2021, Access and Inclusion Plan 2019–2022, Cultural Diversity Policy 2015–2019, Sustainable Environment Strategy 2018–2022, Positive Ageing Strategy 2018–2021 and the Open Space Strategy), the

challenge is to promote and facilitate active trips through increased walking, cycling and use of public transport options, while enhancing the safety of our most vulnerable road users.

Figure 3
Changing population statistics for the City of Stonnington
(source forecast.id)

Population 2017

114,991

Population 2036

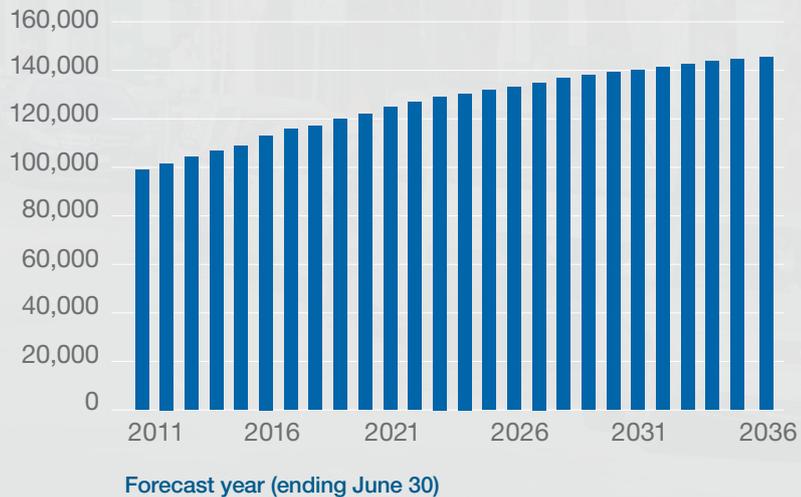
145,333

Change 2017–36

↑ 26.39%

Figure 4 Forecast population

Population forecasts for the City of Stonnington prepared at November 2016 (source – .id the population experts) collisions (Source: SALAR, 1999).





OUR HIGHEST PRIORITIES

Council will use all available road safety resources to reduce the risk of severe road trauma during the life of the Strategy. A key part of our approach will involve focusing on the highest priority problems that most commonly contribute to death or serious injury. A necessary prerequisite to successfully addressing key road safety problems, is to build a thorough understanding of the nature, diversity and extent of the serious injury crash problem. As a result, a comprehensive review of the incidence of serious road injuries was undertaken for Stonnington over the five-year period July 2011 to June 2016.

In setting priorities, the relative levels of vulnerability of different road user groups was considered. The vulnerability scale depicted in Figure 5 is well-aligned with the priorities that support liveability, sustainable transport, residential amenity and healthy, active forms of transport.

Appendix A to the Strategy provides a detailed account of the problem of serious injuries on roads within the City of Stonnington. The key challenges are:

» **The overall problem**

A total of 10 fatalities and 642 serious injuries occurred on Stonnington’s roads over the five-year period July 2011 to June 2016 (refer Figure 6). There has been a gradual increase in serious injuries over this period. No reliable trend is evident for fatalities.

» **The problem by age**

While the adult age ranges contribute most to the serious road injury picture, the 15–24 years, 25–39 years and those aged 75 years and older are all over-represented relative to their percentage of the population.

» **The problem by speed zone**

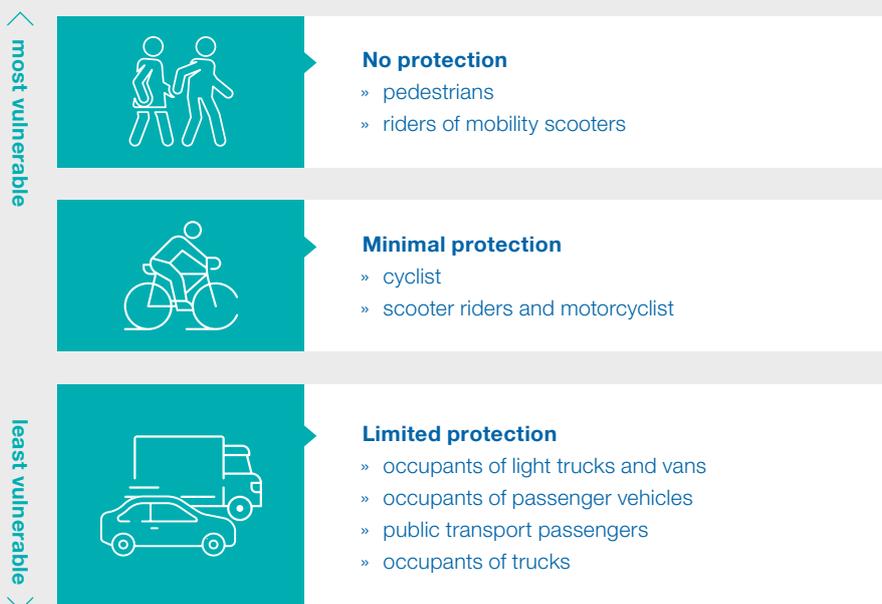
Speed zones of 60 km/h claimed most serious injuries (45 per cent), while 40 or 50 km/h zones accounted for some 30 per cent.

» **The problem by road class**

The highly-trafficked arterial roads accounted for 72 per cent of all serious injuries, while 9 per cent occurred on CityLink and 19 per cent on local streets.

Figure 5
The challenge of vulnerability

Depiction of the relative vulnerabilities of various road user groups





» **The problem by road user type**

A majority of serious injuries (62 per cent) arose from ‘vehicle to vehicle’ collisions, including where motorised vehicles collided with cyclists. Pedestrians comprised 17 per cent of all serious injuries.

» **The problem among the most vulnerable**

Pedestrians, cyclists and motorcyclists are our most vulnerable road users and comprised the majority (56 per cent) of serious injuries in Stonnington. Over the five-year period 2012 – 2016, there were:

- » 141 (22 per cent) serious injuries involving motorcyclists,
- » 107 (17 per cent) involving pedestrians, and
- » 104 (16.5 per cent) involving cyclists.

» **The problem involving roadside hazards**

There have been 90 serious injuries (14 per cent) resulting from vehicles striking roadside poles, trees, and other rigid objects, or losing control.

» **The problem at intersections**

Serious injuries at intersections comprise 53 per cent of the total that have occurred across the city. The vast majority (85 per cent) of these serious injuries occurred at intersections on the arterial network. Many occurred at intersections which already have traffic signals and the majority involved vehicles moving between arterials and local streets.

» **The problem along tram routes**

Serious injuries predominate along Stonnington tram routes, with Malvern Road standing out as having a higher spatial concentration with 65 serious casualties (10 per cent) occurring on this one route.

» **The problem of loss of control**

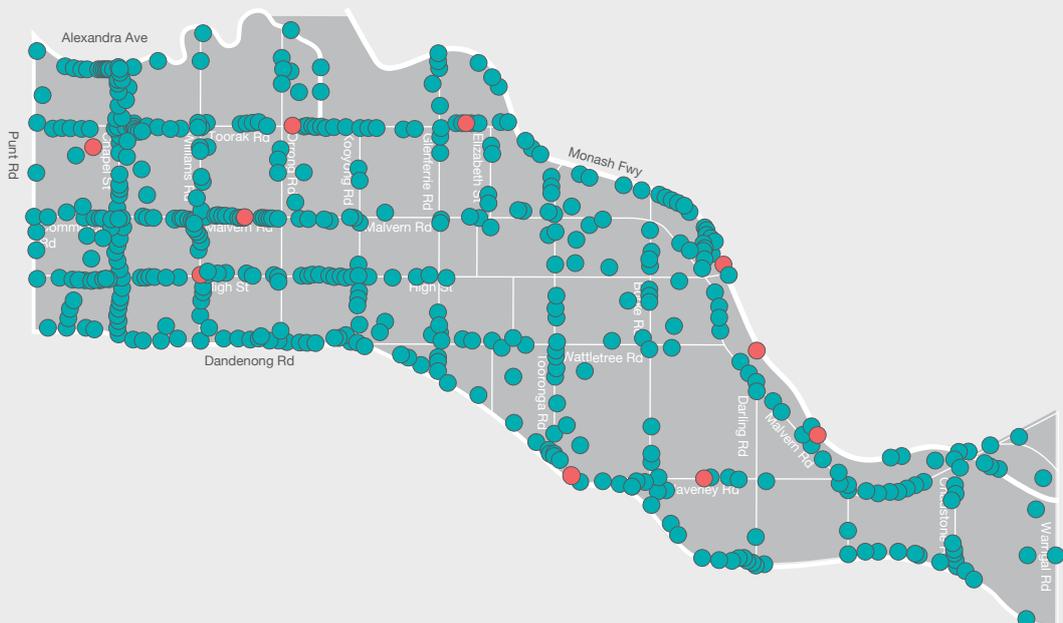
Forty six (71 per cent) involved the most vulnerable of road users, pedestrians, cyclists and motorcyclists. Loss of control crashes (including situations where a cyclist or motorcyclist loses control after swerving to avoid a car door) were common.

Figure 6
Deaths and serious injuries

The spatial distribution of the 10 fatalities and 642 serious injuries that occurred on Stonnington roads over the five-year period 2012–2016.

KEY

- deaths
- serious injuries





Key strategic directions

The following key strategic directions form the core of the City of Stonnington 'Towards Zero' Road Safety Strategy.

01 SAFE SYSTEM THINKING

Ensure Safe System thinking is included within Stonnington's range of policies and programs that intersect with road safety interests:

- » establish a cross-disciplinary steering group to coordinate road safety and social improvement activities (primarily internal, but involve external stakeholders where appropriate) in order to maximise positive impact on local communities.
- » enhance Council policies and programs as they are progressively updated to reflect Safe System thinking in areas that intersect with safety on Stonnington roads.
- » agree on and monitor a set of safety performance indicators that link Council actions with death and serious injury on the road
- » build in safety-assured contract provisions for providers of transport services to Council and Council staff.

02 SAFE SYSTEM MEASURES

Identify and introduce Safe System-compatible measures either temporarily or permanently:

Stonnington will be subject to major construction works over the coming five years, including the construction of the new Melbourne Metro Rail project. The impact on surroundings that inevitably accompanies such change can afford opportunities to improve

amenity and safety aligned with Safe System principles. For example:

- » collaborate with VicRoads and Melbourne Metro Rail Authority (MMRA) to minimise the safety impacts of the MMRA project within Stonnington. This would likely involve working closely on the new Human Impact Route Assessment (HIRA) tool.

Key strategic directions continued

03 COMMUNITY ENGAGEMENT

Communicate with the Stonnington community through program delivery to inform, explain and respond to concerns:

- » conduct community engagement programs that promote the value of slower speeds in terms of safety, liveability, active transport and health and wellbeing. Focus especially on where improved amenity and safety are planned.
- » implement new materials being developed (with translations) under the Victorian Towards Zero Strategy banner to support enhanced program delivery to older persons.
- » actively pursue the L2P program subject to future funding being secured under the Towards Zero Strategy (2016–2020).
- » support through local community channels the message to completely separate drinking from driving.
- » build on existing forms of communication with the Stonnington community by including targeted safety messages suited to each group.
- » promote the use by community of the 'Walk this Way' app to objectively assess safety needs in high risk areas, such as around schools and where older citizens gather.

04 VULNERABLE ROAD USERS

Ensure the greatest emphasis is placed on protecting those who are most vulnerable when using Stonnington roads:

- » identify and support cycle links between principal bike routes.
- » support low risk walking and cycling by reviewing the designs of existing roundabouts within the city for the potential to retro-fit raised pedestrian crossings (as used successfully in the City of Port Phillip – see photo right) and identify opportunities to build new roundabouts with this safety feature.
- » investigate, scope and develop pedestrian priority treatments at T-intersections.
- » employ the 'Walk this Way' risk-assessment app to objectively star-rate pedestrian safety needs and prioritise investment in safety improvements.



05 INFRASTRUCTURE AND SPEED LIMITS

Reconfigure speed limits and infrastructure to align the traffic system with Safe System principles:

- » continue to roll out 40 km/h in local streets and, in partnership with VicRoads, identify and implement 40 km/h speed limits around public transport hubs to support safe travel support with community education and traffic-calming, where appropriate. Where communities are supportive, lower limits should be introduced to make further substantial reductions in the risk of injury to our most vulnerable road users.
- » with a view to expanding the program, subject to the trial outcome and to community acceptance, trial a 20 or 30 km/h speed limit in a conducive local traffic area, with a supportive community.
- » identify and plan for installing more traffic-calming measures in local and collectors streets (e.g. roundabouts with speed platforms) to support safer local travel.
- » in partnership with VicRoads, encourage the implementation at major intersections of advance profile treatments, fully controlled right turn signals and dwell-on-red functionality.



Key strategic directions continued

12

06 INNOVATION AND DEMONSTRATION PROJECTS

Promote and actively support innovation and demonstration projects that align with Safe System thinking:

Chapel Street Safe System Demonstration – ensure Safe System principles are built into the Chapel Street Masterplan to protect all users, especially pedestrians and cyclists; potential measures include:

- » 30 km/h with lower speed shared space provisions.
- » improved separation of cyclists from vehicular traffic, especially the opening of the doors of parked cars.
- » main intersection treatments including fully controlled right turns, dwell-on-red, hook turns for cyclists and entry profiles to moderate speeds.
- » trial left-in/left-out management of traffic at intersections on a designated arterial road segment in partnership with VicRoads. Intersections on routes with 60 km/h or higher speed limits and low-risk turning provisions would be candidates for a trial.
- » identify a tram route in collaboration with VicRoads where a reduction in the speed limit to below 60 km/h is trialled and assessed.
- » explore the feasibility of working with the Alcohol and Drug Foundation (ADF) and local police to identify opportunities to implement best practice to reduce intoxication, drug-taking, assaults, drink-walking and drink-driving.

07 SAFER VEHICLES

Advocate and promote the purchase and use of vehicles with best available levels of crash avoidance and injury prevention:

- » update Stonnington's Safe Vehicle Purchase/Lease policy, specifying proven new safety technologies such as Lane Keep Assist and Auto-emergency Braking.
- » liaise with Council's economic development department to encourage the adoption of 'Towards Zero' Safe Travel policies/practices among local businesses.
- » build in safety-assured contract provisions for providers to Council in relation to both safe vehicles and safe behaviours.
- » promote to residents links to safe new and used car websites (e.g. howsafeisyourcar.com.au).



08
PARTNERSHIPS

Partner with key agencies to maximise safety impact and access to supporting resources:

- » establish a constructive dialogue and relationship with VicRoads regionally; these are critical to the City being able to comprehensively address key safety risks for all road users, across all of its road classes.
- » establish a productive dialogue and relationship with the Safe System Road Infrastructure Team, given the Team's aim of helping to transform Victoria's road network to a vastly safer form, as well as its role as a funding agent.
- » work closely with Yarra Trams, Public Transport Victoria, Victoria Police and VicRoads to ensure that a sharply focused and coordinated approach is mounted to address the most pressing safety problems within Stonnington.
- » work closely with operational police with regard to targeting key safety risks including speeding and drug-drink-drive enforcement, driven by evidence-based intelligence and local knowledge.



A FRAMEWORK FOR MANAGING ACHIEVEMENT AGAINST SAFETY PERFORMANCE INDICATORS (SPIS)

The implementation plan includes a selection of SPIS, chosen to match actions with the proposed directions and actions of the Strategy. The concept is outlined in Figure 7.

Figure 7
Framework
for SPIS

Indicative process for establishing Key Performance Indicators and Safety Performance Indicators for the 'Towards Zero' Road Safety Strategy 2018–2022.

INPUTS	OUTPUTS	SAFETY PERFORMANCE INDICATORS (SPIS)	OUTCOMES
<ul style="list-style-type: none"> » People » Budget » Equipment » Vehicles » Technology » Buildings 	<ul style="list-style-type: none"> » 30 or 40 km/h speed limits » New local area traffic management devices aimed at improving safety (e.g. roundabouts, speed) » Safety platforms at intersection signals » Hours of speed enforcement* » Hours of Random Breath Testing* » L2P program supported through Stonnington Youth Services** 	<ul style="list-style-type: none"> » Speeds in residential areas » Speeds through intersections » Per cent complying with speed limits* » Per cent of drivers unimpaired by alcohol* 	<p>Reductions in deaths and in serious injuries among:</p> <ul style="list-style-type: none"> » All road users » Pedestrians » Cyclists » Motorcyclists » Older road users » Vehicle occupants

* To be negotiated by partners Victoria Police

** L2P – Learners to probationary drivers licence program

Appendix A



Appendix A

Description of the serious injury problem within the City of Stonnington (July 2011 – June 2016)

TRENDS OVER TIME

A total of 10 deaths and 642 serious injuries occurred on Stonnington’s roads over the five-year period July 2011 to June 2016. There has been a gradual increase in serious injuries over this period. No reliable trend is evident for deaths.

AGE PROFILES

While the adult-age ranges contribute most to the serious injury picture, the young (15–24 years), the 25–39 years age-group and those aged 75 years and older are all over-represented relative to their percentages in the population.

Figure 8
Deaths and serious injuries by year for the City of Stonnington for five-year period July 2011 to June 2016

KEY

- deaths
- serious injuries

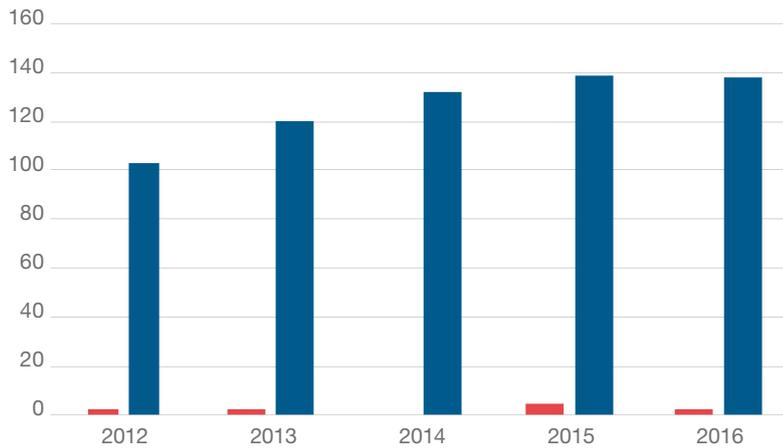
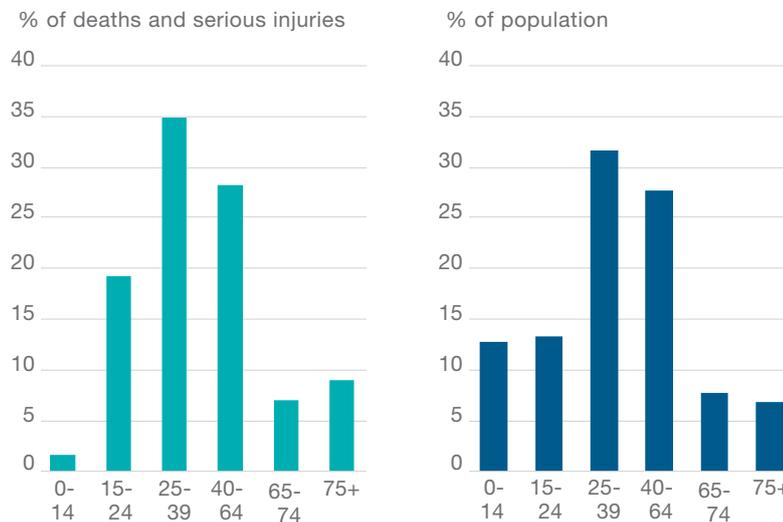


Figure 9
Deaths and serious injuries by age group and population for the City of Stonnington for five-year period July 2011 to June 2016



Persons aged 75 years and older

make up 61 of 642 serious injuries (almost 10 per cent), with 67 per cent involved as vehicle occupants and 26 per cent as pedestrians. This age group is over-represented according to population rates, and is at elevated risk due to factors such as increasing physical frailty and declining agility.



Persons aged between 15 and 24 years

comprise 123 (19 per cent) of the city's serious injuries. Substantial numbers of this age group were seriously injured or killed as vehicle occupants (47 per cent), motorcyclists (23 per cent), cyclists (15 per cent) and pedestrians (13 per cent). Actions will be targeted to the particular risk factors and the locations where these types of serious injury predominate.



Persons aged between 25 and 39 years

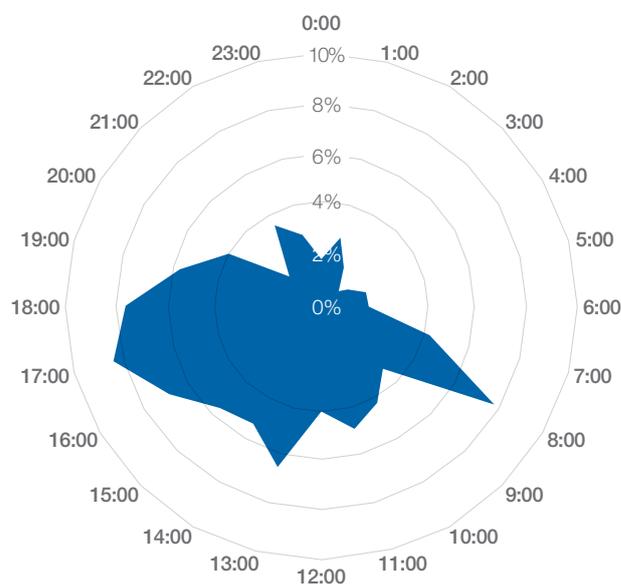
account for 225 (35 per cent) of the 642 serious injuries across Stonnington. Substantial numbers were seriously injured or killed as vehicle occupants (40 per cent), motorcyclists (26 per cent), cyclists (22 per cent) and pedestrians (12 per cent). Actions will be directed at high risk locations and routes, as well as at the factors that heighten risk for this age group.



TIME OF DAY PROFILES

Serious injury numbers rise sharply in the morning peak but have an extended over-representation from around mid-afternoon to after 6pm. This profile of occurrence is not unusual in that it tends to follow the patterns of travel and activity.

Figure 10
Deaths and serious injuries by time of day
for the City of Stonnington for five-year period July 2011 to June 2016



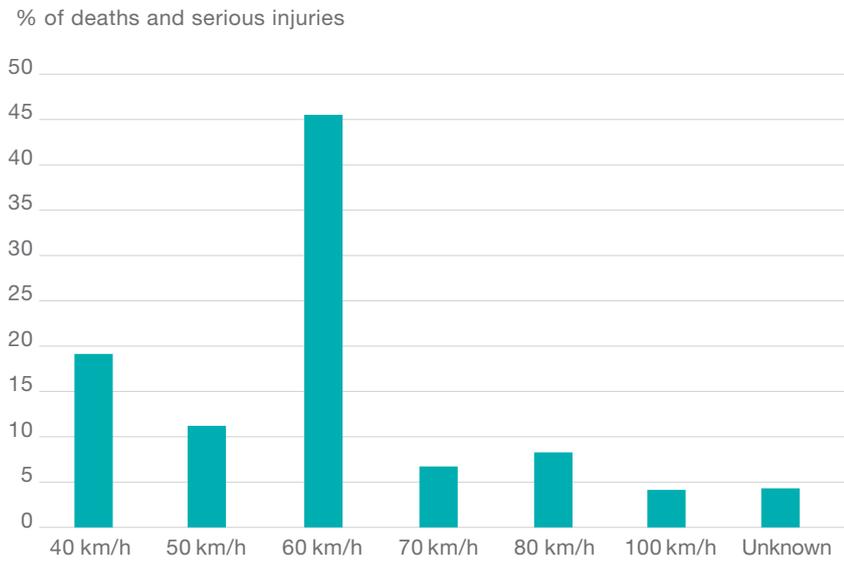
Appendix A

continued

SPEED ZONES

Speed zones of 60 km/h claimed most serious injuries (45 per cent), while 40 or 50 km/h zones accounted for some 30 per cent.

Figure 11
Deaths and serious injuries by speed zone
for the City of Stonnington for the five-year period July 2011 to June 2016

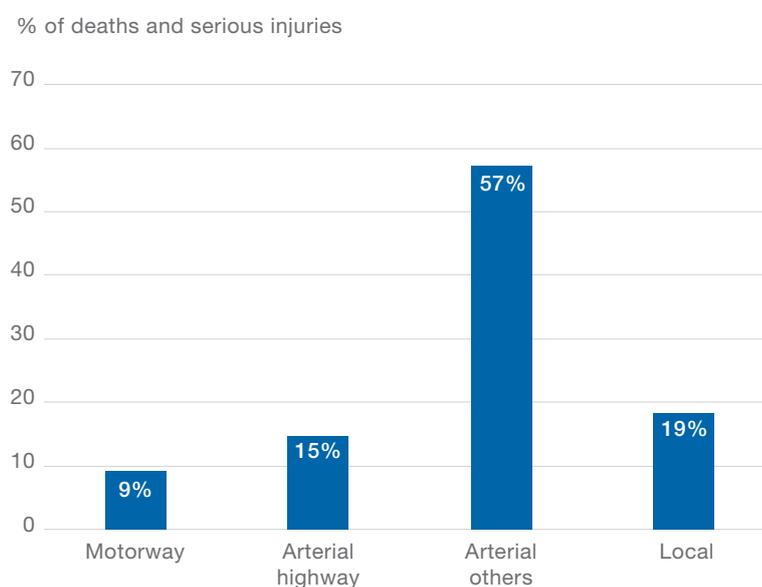


ROAD CLASS

The highly-trafficked arterials accounted for 72 per cent of all serious injuries, while 9 per cent occurred on CityLink and 19 per cent on local streets.

Figure 12
Deaths and serious injuries by road class

for the City of Stonnington for the five-year period July 2011 to June 2016

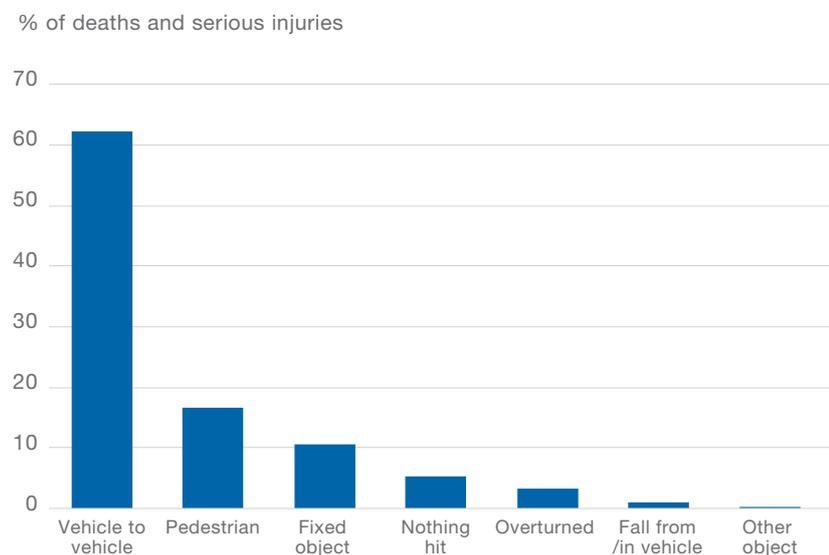


MAJOR CRASH TYPES

A majority of serious injuries (62 per cent) arose from 'vehicle to vehicle' collisions, including where motorised vehicles collided with cyclists. Pedestrians comprised 17 per cent of all serious injuries.

Figure 13
Deaths and serious injuries by crash type

for the City of Stonnington for the five-year period July 2011 to June 2016



Appendix A

continued

IN MORE DETAIL

Our most vulnerable road users

Pedestrians, cyclists and motorcyclists comprised the majority (56 per cent) of serious injuries in Stonnington. There were 141 (22 per cent) serious injuries involving motorcyclists, 107 (17 per cent) involving pedestrians and 104 (16.5 per cent) involving cyclists, over the five-year period 2012 – 2016. The locations of the crashes producing these serious injuries are shown below in Figures 14–16.

Motorcyclists

Motorcyclist serious injuries align strongly with the main east-west arterials and account for four of ten fatalities – more than any other road user group.



Figure 14
Motorcyclist deaths and serious injuries

The spatial distribution of 141 (22 per cent) motorcyclist serious injuries for the five-year period 2012–2016.

KEY

- deaths
- serious injuries



Pedestrians

Pedestrian serious injuries are widely spread across the municipality, with a predominance along major east-west arterials, as well as Chapel Street.

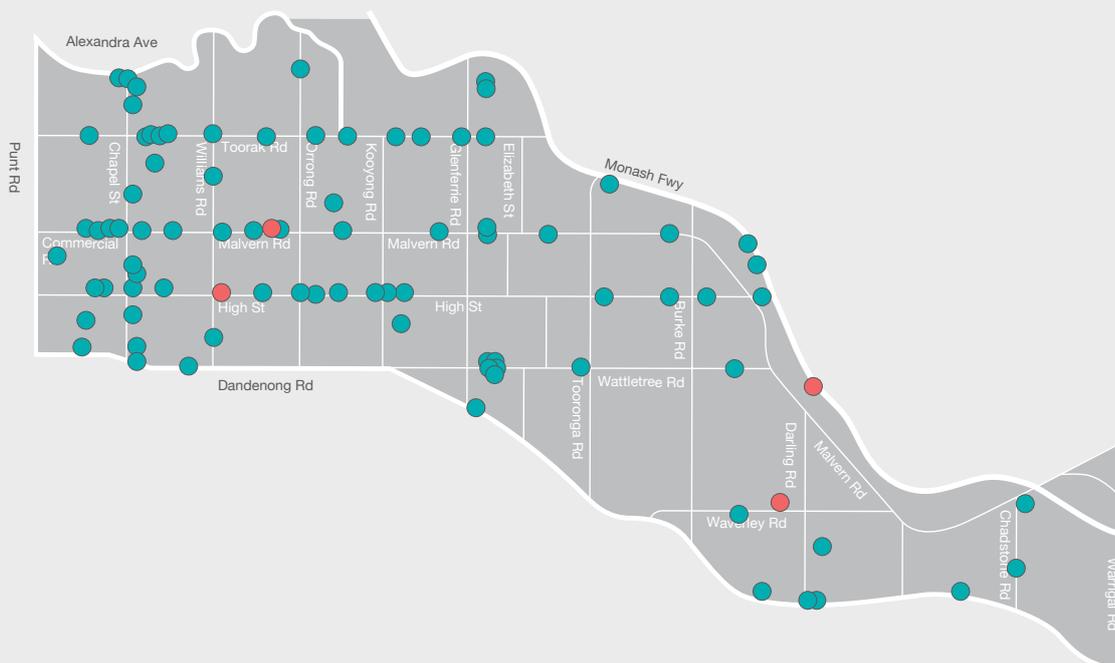


Figure 15
Pedestrian
deaths and
serious injuries

The spatial distribution of 107 (17 per cent) pedestrian serious injuries for the five-year period 2012–2016.

KEY

- deaths
- serious injuries



Appendix A

continued

Cyclists

Cyclist serious injuries are concentrated within activity centres such as Chapel Street and the main intersecting roads. Some cyclist serious injuries occur on local streets and a number are aligned along the Dandenong Road boundary.



Figure 16
Cyclist deaths and serious injuries

The spatial distribution of 104 (16.5 per cent) cyclist serious injuries for the five-year period 2012–2016.



KEY

- deaths
- serious injuries

Collisions with roadside hazards and loss-of-control crashes

There have been 90 serious injuries (14 per cent) resulting from vehicles striking roadside poles, trees, and other rigid objects, or losing control. The extent and spatial spread of this problem is shown in Figure 17 below. Both fatalities involved motorcyclists striking rigid objects.

Of the 22 loss-of-control serious injuries, 20 (91 per cent) involved motorcyclists and two (9 per cent) involved cyclists. Many of these loss-of-control serious injuries have occurred along tram routes.



Figure 17
Hit fixed object or loss of control deaths and serious injuries

The spatial distribution of 90 (14 per cent) hit fixed object or loss of control serious injuries for the five-year period 2012–2016



Appendix A

continued

Collisions at intersections

Serious injuries at intersections comprise 53 per cent of the total that occurred across the City. The vast majority (85 per cent) of these serious injuries occurred at intersections on the arterial network. While many occurred at intersections which already have traffic signals, the majority involved vehicles moving between arterials and local streets. In 46 per cent of these serious injuries, a driver or passenger was injured. Among the remaining serious injuries, 22 per cent involved a motorcyclist, 18 per cent, a pedestrian and 13 per cent, a cyclist. The spatial distribution of these intersection serious injuries that occurred on arterials is shown in Figure 18 below.

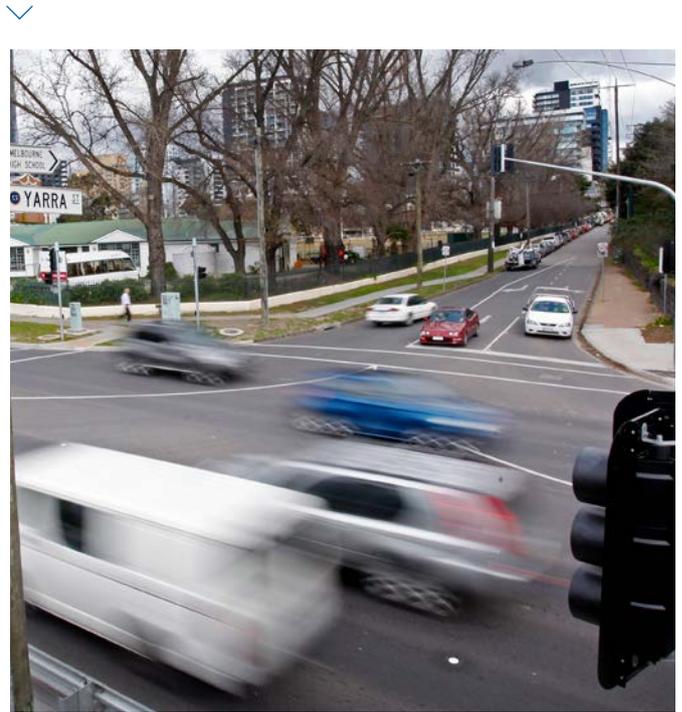


Figure 18
Intersections
deaths and
serious injuries

The spatial distribution of 290 (45 per cent) serious injuries at intersections along arterial roads for the five-year period 2012–2016.



Tram routes in Stonnington

Serious injuries predominate along Stonnington tram routes. Malvern Road stands out as having a higher spatial concentration with 65 serious casualties (10 per cent) on this one route. If an innovative solution can be found for Malvern Road, there is potential to adapt and apply it to like-routes such as High Street and Toorak, Wattletree, Burke and Glenferrie roads. While there is a mix of crash types, 46 (71 per cent) involved the most vulnerable of road users – pedestrians, cyclists and motorcyclists. Loss of control crashes among the latter two groups were common. The spatial distribution of these serious injuries is shown in Figure 19.



Figure 19
Malvern road tram deaths and serious injuries

The spatial distribution of 65 (10 per cent) serious injuries along Malvern Road for the five-year period 2012–2016.



Five year implementation plan

DIRECTIONS AND ACTIONS	Who benefits?	Factors for consideration	Road safety potential	Funding source
1 Ensure Safe System thinking is included within Stonnington’s range of policies and programs that intersect with road safety interests				
Establish a cross-disciplinary steering group to coordinate road safety and social improvement activities (primarily internal, but involve external stakeholders where appropriate) in order to maximise positive impact on local communities.	Local communities.	Identify areas with potential for synergistic benefits.	Enabling	Internal
Enhance Council policies and programs as they are progressively updated to reflect Safe System thinking in areas that intersect with safety on Stonnington’s roads.	Local communities and road users in general.	Opportunistic integration of Safe System approach within new policy development.	Enabling	Internal
Agree on and monitor a set of Safety Performance Indicators that link Council actions with death and serious injury on the road.	Road users in general as well as identified high risk groups.	Finalise a set of Safety Performance Indicators matched to the Towards Zero Road Travel Safety Strategy and actions.	★★★★	Internal
Build in safety-assured contract provisions for providers of transport services to Council and Council staff.	All road users, direct users of services and transport providers.	Contract revisions can opportunistically take place within the first year of the strategy and continue progressively over five years.	★★★	Internal
2 Identify and introduce Safe System-compatible measures either temporarily or permanently				
Stonnington will be subject to major construction works over the coming five years, including the construction of the new Melbourne Metro Rail project; the impact on surroundings that inevitably accompanies such change can provide opportunities to improve amenity and safety aligned with Safe System principles, for example: Collaborate with VicRoads and Melbourne Metro Rail Authority (MMRA) to minimise the safety impacts of the MMRA project within Stonnington. This would likely involve working closely on the new Human Impact Route Assessment (HIRA) tool.	All road users, especially pedestrians and cyclists.	Advocate for new building projects to promote low impact route choices, low-risk travel speeds around, and separation of, vulnerable road users, installation of vehicle safety features (e.g. side-under-run barriers) etc., both during and after construction.	★★★★	Mainly external

Stakeholder involvement	Who are our external Success Partners	Potential Safety Performance Indicators	Other considerations?	Timeline				
				Financial year beginning				
As appropriate	To be identified during the process.	Establishment of internal cross disciplinary committee. Number and types of discipline impacted. Designed to drive achievement of the Towards Zero Road Travel Safety Strategy and actions.	To meet every two months, at least initially until a process is well established. Beneficial to integrate with existing stakeholders and community safety issues.	1	2	3	4	5
As appropriate		Number of policies and programs updated annually.		1	2	3	4	5
Involve key partners, such as Victoria Police, VicRoads, TAC, PTV/Yarra Trams, etc.	Victoria's road safety partners and transport stakeholders (e.g. Victoria Police, VicRoads, TAC, PTV/Yarra Trams, etc.).			1	2	3	4	5
As appropriate. Internal stakeholders (Infrastructure and Projects team).	TAC through support for advice on safety-assured contract provisions.	Percentage of safety-assured contracts of total.		1	2	3	4	5
Melbourne Metro Rail Authority, VicRoads and various others (will be project dependent).	Melbourne Metro Rail Authority and VicRoads.		Potentially limited ability of City of Stonnington to have influence over outcomes. Opportunities to influence route choice through new assessment tool developed by VicRoads.	1	2	3	4	5
				1	2	-	-	-

Five year implementation plan continued

DIRECTIONS AND ACTIONS	Who benefits?	Factors for consideration	Road safety potential	Funding source
3 Communicate with the Stonnington community through program delivery to inform, explain and respond to concerns				
Conduct community engagement programs (using Stonnington Connect) that promote the value of slower speeds in terms of safety, liveability, active transport and health and wellbeing; focus especially on where improved amenity and safety are planned.	All road users, especially pedestrians, cyclists and public transport users.	Building community understanding can assist with smooth implementation. Implementation of slower speeds subject to community consultation.	Enabling	Internal with potential support from TAC grants schemes.
Implement new materials being developed (with translations) under the banner of the Victorian Towards Zero Strategy to support enhanced program delivery to older persons.	Ethnic groups and older road users.	Dependent on VicRoads production of support materials targeting ethnic groups and older road users.	★ ★	Internal with potential support from VicRoads.
Actively pursue the L2P (learners to probationary licence) program subject to future funding being secured under the Towards Zero Strategy (2016–2020); work with Fit2Drive to ensure the implementation of the program for year 11 students. Inform schools of the new VicRoads Road Smart driving program for year 10s launching in 2018. Research other educational programs for schools.	Disadvantaged youth as drivers; younger drivers.	Continued involvement by Stonnington in a program targeting the safety needs of disadvantaged youth.	★ ★ ★ ★	VicRoads full funding.
Support through local community channels the message to completely separate drinking from driving.	Drink drivers and their immediate families and friends.	Utilise direct access to residents based on demographics to provide targeted evidence-based, persuasive messaging.	★ ★ ★	Internal
Build on existing forms of communication with the Stonnington community by including targeted safety messages suited to each group.	All road users, especially the young/at risk groups.		★ ★	Internal
Update app and promote the use by community of the 'Walk this Way' app to objectively assess safety needs in high risk areas, such as around schools and where older citizens gather.	All pedestrians, with benefits for all other road users.	A means of empowering local government and local communities (e.g. parents/schools, older residents) to advocate for improved conditions for all pedestrians, especially the young and old.	Enabling	Internal with possibility of trial supported by SSRIP.

Stakeholder involvement	Who are our external Success Partners	Potential Safety Performance Indicators	Other considerations?	Timeline Financial year beginning				
Key stakeholder partners (including VicHealth, Heart Foundation, etc.) with community.	Victoria's road safety partners and transport stakeholders (e.g. Victoria Police, VicRoads, TAC, PTV/Yarra Trams, etc.).	Number of engagements conducted per annum.	Many Melbourne and regional LGAs are pursuing similar goals. Scope exists to share knowledge and resources. TAC also likely to be supportive.	-	2	3	4	5
VicRoads	VicRoads	Number of new initiatives introduced per annum.		-	2	3	4	5
Potential commercial sponsors and community volunteers.	VicRoads	Increasing take up of programs across the municipality.		1	2	3	4	5
Liaison with Victoria Police and education sector.		Reduction in drink-driving in Stonnington, especially among its residents.		1	2	3	4	5
	Number of programs run per annum. Number of attendees per annum.			1	2	3	4	5
Parents of school age children, older residents, VicRoads, SSRIP.	SSRIP Team, VicRoads SE Metro Region.	Number of sites assessed with 'Walk this Way' app Changes in 'Walk this Way' star-rating profiles.	May need to have 'Walk this Way' updated for latest iOS version.	1	2	3	4	5

Five year implementation plan continued

DIRECTIONS AND ACTIONS	Who benefits?	Factors for consideration	Road safety potential	Funding source
<h2>4 Ensure that the greatest emphasis is placed on protecting those who are most vulnerable when using Stonnington roads</h2>				
Identify and support cycle links between principal bike routes.	Cyclists	Identify and prioritise candidate routes.	★★★★	Internal and SSRIP
Support low risk walking and cycling by reviewing the design of existing roundabouts within the city for the potential to retro-fit raised pedestrian crossings (as used successfully in the City of Port Phillip) and identify opportunities to build new roundabouts with this safety feature.	Users of local street road users, especially collectors.	Identification of candidate sites in terms of safety, traffic function, pedestrian and cyclist activity, and geometric conditions.	★★★★	Internal and SSRIP
Investigate, scope and develop pedestrian priority treatments at t-intersections.	Pedestrians, especially the young and the older age groups.	The need to ensure regulatory support and affordable costs per treatment.	★★★	Internal and SSRIP
Update and implement the 'Walk this Way' risk-assessment app to objectively star-rate pedestrian safety needs and prioritise investment in safety improvements.	All pedestrians, with benefits for all other road users.	A means of objectively assessing risk by local government and local communities (e.g. parents/schools, older residents) to identify and prioritise investment in improved conditions for all pedestrians, especially the young and ageing.	Enabling	Internal with possibility of a trial supported by SSRIP
<h2>5 Reconfigure speed limits and infrastructure to align the traffic system with Safe System principles</h2>				
Continue to roll out 40 km/h in local streets and, in partnership with VicRoads, identify and implement 40 km/h speed limits around public transport hubs to support safe travel; support with community education and traffic-calming, where appropriate. Where communities are supportive, lower limits should be introduced to make further substantial reductions in the risk of injury to our most vulnerable road users.	All local street road users, especially the most vulnerable.	Selective use of traffic calming where street geometry is not conducive to lower speeds. Ideally, traffic calming designs should maintain or enhance amenity and property values.	★★★★	Internal and SSRIP

Stakeholder involvement	Who are our external Success Partners	Potential Safety Performance Indicators	Other considerations?	Timeline Financial year beginning				
VicRoads, TAC, Bicycle Network, Stonnington Cycle Reference Group, community.	SSRIP team, VicRoads SE Metro Region.	Number of new cycle links implemented per annum.		-	2	3	4	5
SSRIP, VicRoads, TAC, Bicycle Network, Stonnington Cycle Reference Group, community.	SSRIP Team, VicRoads SE Metro Region.	Number of roundabouts with raised pedestrian crossings constructed annually.	Note the successes experienced by the neighbouring municipality City of Port Phillip.	-	2	3	4	5
SSRIP, VicRoads, TAC community.	SSRIP Team, VicRoads SE Metro Region.	Number of treatments implemented per annum.	Could draw upon European practices, linked in with perceived European culture of Stonnington.	-	-	3	4	5
Parents of school age children, older residents, VicRoads, SSRIP.	SSRIP Team, VicRoads SE Metro Region.	Number of sites assessed with 'Walk this Way' app. Changes in 'Walk this Way' star-rating profiles.	May need to have 'Walk this Way' app updated for latest iOS version.	1	2	3	4	5
SSRIP, VicRoads, TAC and community.	SSRIP, VicRoads, TAC and community.	Percentage of local traffic areas with 40 km/h and supportive traffic calming.	There are strong contributions from this action to liveability, health and the amenity of residential areas.	1	2	3	-	-

Five year implementation plan continued

DIRECTIONS AND ACTIONS	Who benefits?	Factors for consideration	Road safety potential	Funding source
<h2>5 Reconfigure speed limits and infrastructure to align the traffic system with Safe System principles continued</h2>				
With a view to expanding the program, subject to the trial outcome and to community acceptance, trial a 20 or 30 km/h speed limit in a conducive local traffic area, with a supportive community.	All local street road users.	Judicious selection of location where road geometry and community sentiment are supportive.	★★★★★	Internal and SSRIP
Continue to identify and plan for increasingly installing more traffic-calming measures in local and collector streets (e.g. roundabouts with speed platforms) to support safer local travel.	All local street road users.	Identification of candidate sites in terms of safety, traffic function, pedestrian and cyclist activity, and geometric conditions.	★★★★	Internal and SSRIP
In partnership with VicRoads, encourage the implementation at major intersections of advance profile treatments, fully controlled right turn signals and dwell-on-red functionality.	All road users at intersections.	Potential to incorporate within a demonstration project of Safe System along Malvern Road (see below).	★★★★	SSRIP
<h2>6 Promote and actively support innovation and demonstration projects that align with Safe System thinking</h2>				
Chapel Street Safe System Demonstration – ensure Safe System principles are built into the Chapel Street Masterplan to protect all users but especially pedestrians and cyclists; potential measures include:	All road users in and around Chapel Street, with high emphasis on pedestrian, cyclist and PT user safety.	Liaise with Urban and Infrastructure Projects Department and SSRIP in relation to Chapel Street Masterplan with a view to transforming Chapel Street into an environment where pedestrians and cyclist are afforded priority (i.e. place over movement), while also developing a treatment concept with wider application. Alternative car-based travel routes to be identified.	★★★★★	Internal, potentially State Government and SSRIP
30 km/h with lower speed shared space provisions	All road users in Chapel Street.			
improved separation of cyclists from vehicular traffic, especially the opening of the doors of parked car, and	All cyclists in Chapel Street.			
main intersection treatments including fully controlled right turns, dwell-on-red, hook turns for cyclists and entry profiles to moderate speeds.	All road users in or crossing Chapel Street.			

Stakeholder involvement	Who are our external Success Partners	Potential Safety Performance Indicators	Other considerations?	Timeline				
				Financial year beginning				
SSRIP, VicRoads, TAC and community.	SSRIP, VicRoads, TAC and community.	Number of locations receiving 30 km/h (or 20 km/h) trials. Effect on speed behaviour. Community sentiment.		-	2	3	4	-
Internal and SSRIP	SSRIP, VicRoads, TAC, Bicycle Network, Stonnington Cycle Reference Group, community.	Number of traffic-calming projects implemented. Number of roundabouts with raised pedestrian crossings constructed.	Liaise with neighbouring City of Port Phillip on its experience with platform roundabouts.	1	2	3	-	-
SSRIP, VicRoads, TAC, PTV, Yarra Trams and community.	SSRIP, VicRoads, TAC, PTV, Yarra Trams and community.	Number of trials of innovative intersection treatments at major intersections. Effect of trials on speed behaviour.		1	2	3	-	-
SSRIP, VicRoads, TAC, PTV, Yarra Trams, traders and community.	SSRIP, VicRoads, TAC, PTV, Yarra Trams, traders and community.	Change in speed behaviour along Chapel Streett, frequency of serious car dooring conflicts for cyclists, changes in intersection conflicts along Chapel Street.		1	2	3	4	5
				-	2	3	4	5
				-	-	3	4	5
				1	2	3	-	-

Five year implementation plan continued

DIRECTIONS AND ACTIONS	Who benefits?	Factors for consideration	Road safety potential	Funding source
6 Promote and actively support innovation and demonstration projects that align with Safe System thinking continued				
Trial left-in/left-out management of traffic at intersections on a designated arterial road segment in partnership with VicRoads. Intersections on routes with 60 km/h or higher speed limits and low risk turning provisions would be candidates for a trial.	All road users along the treated segment/s.	By restricting turning movements, it is important to provide safe and convenient alternative facilities for u-turns or for the use of alternative routes.	★ ★ ★	SSRIP/ VicRoads
Identify a tram route in collaboration with VicRoads where a reduction in the speed limit to below 60 km/h is trialled and assessed.	All road users, especially pedestrians, cyclists and PT users (on board and while boarding or alighting trams).	Potential to be included in a demonstration of Safe System along Malvern Road (see above). Will need extensive consultation with VicRoads, PTV and Yarra Trams. Would include an evaluation of impacts.	★ ★ ★ ★	SSRIP/ VicRoads
Discuss and explore with Council's Community Safety Committee, the feasibility of working with Alcohol and Drug Foundation (ADF) and local police to identify opportunities to implement best practice to reduce intoxication, drug-taking, assaults, drink-walking and drink-driving.	All road users, especially intending drink-drivers and drink-walkers.	An ambitious project of this type is dependent on funding support and the agreement of licensees, Victoria Police and organisations such as the ADF and VicHealth to collaborate on its development and evaluation. Collaboration with Economic Development will also be important to success.	★ ★ ★ ★	Potential funders include TAC and VicHealth
7 Advocate and promote the purchase and use of vehicles with best available levels of crash avoidance and injury prevention				
Liaise with Physical Operations department to update Stonnington's Safe Vehicle Purchase/Lease policy, specifying proven new safety technologies such as Lane Keep Assist and Auto-emergency Braking.	All road users, especially employees of Stonnington.	Review current policy with respect to vehicle purchase or lease and update in accordance with new safety technologies and developments. TAC can support with up-to-date safe travel policy.	★ ★ ★	Internal
Liaise with Economic Development department to encourage adoption of Towards Zero Safe Travel policies/practices among local businesses.	All road users, especially employees of local businesses.	Opportunities are significant for companies with sizeable fleets adopting this policy.	★ ★ ★ ★	Internal
Liaise with Physical Operations department to build in safety-assured contract provisions for providers to Council in relation to both safe vehicles and safe behaviours.	All vehicle occupants and transport providers.	See above – mainstreaming Safe System thinking.	★	Internal

Stakeholder involvement	Who are our external Success Partners	Potential Safety Performance Indicators	Other considerations?	Timeline Financial year beginning				
SSRIP, VicRoads, TAC, PTV, Yarra Trams and community.	SSRIP, VicRoads, TAC, PTV, Yarra Trams and community.	Reduction in conflicts at intersections along treated segment/s.	Avoid undesirable diversion of traffic.	-	2	3	4	5
SSRIP, VicRoads, TAC, PTV, Yarra Trams and community.	SSRIP, VicRoads, TAC, PTV, Yarra Trams and community.	Percentage of km of tram route with 50 km/h trial speed limits. Effect of trial on speed behaviour.	Evaluation to address impacts on tram operations, including changes in falls among passengers.	-	2	3	4	-
Local licensees, TAC, Victoria Police, ADF, State Department of Health and Human Services, and VicHealth.	Local licensees, TAC, Victoria Police, ADF, State Department of Health and Human Services, and VicHealth	Changes in drink-driving levels in Stonnington and changes in various forms of alcohol related violence (domestic assaults, street assaults, etc).		1	2	3	-	-
Liaise with TAC and VicRoads in terms of best practice.	TAC	Percentage of Council new vehicle purchases with five star ratings.	Important for Council to demonstrate leadership and commitment before encouraging others to step up.	1	-	-	-	-
Liaison with TAC in terms of best practice.	TAC	Percentage of local business new vehicle purchases with five star ratings.	Liaise for support with National Road Safety Partnership Program.	-	2	-	-	-
As appropriate.	TAC and private sector transport providers.	Percentage of safety-assured contracts of total.	Liaise for support with National Road Safety Partnership Program.	1	2	3	4	5

Five year implementation plan continued

DIRECTIONS AND ACTIONS	Who benefits?	Factors for consideration	Road safety potential	Funding source
7 Advocate and promote the purchase and use of vehicles with best available levels of crash avoidance and injury prevention continued				
Promote to residents links to safe new and used car websites (e.g. howsafeisyourcar.com.au).	All road users, especially Stonnington residents.	Utilise existing contact opportunities between Stonnington and its residents, especially those with young adults.	★ ★ ★	Internal with information support from TAC
8 Partner with key agencies to maximise safety impact and access to supporting resources				
Continue constructive dialogue and relationship with VicRoads regionally; these are critical to the city being able to comprehensively address key safety risks for all road users, across all road classes.	All road users	About 80 per cent of serious injuries occur on VicRoads managed roads and VicRoads controls approvals for speed limit setting and many of the key infrastructure design fields.	Enabling	Internal
Establish a productive dialogue and relationship with the Safe System Road Infrastructure Team, given the team's aim of helping to transform Victoria's road network to a vastly safer form, as well as its role as a funding agent.	All road users	SSRIP investment provides a unique funding opportunity to implement innovative and effective Safe System solutions to address key trauma problems.	Enabling	Internal
Continue to work closely with Yarra Trams, PTV, Victoria Police and VicRoads to ensure that a sharply focussed and coordinated approach is mounted to address the most pressing safety problems within Stonnington.	All road users, especially those using public transport.	Much of Stonnington's serious injury problem occurs on tram routes so the support of PTV and Yarra Trams will be vital to making the required improvements.	Enabling	Internal
Continue to work closely with operational police with regard to targeting key safety risks, including speeding and drug-/drink-drive enforcement, driven by evidence-based intelligence and local knowledge.	All road users, especially those who speed and drink- or drug-drive.	Victoria Police, through its enforcement operations, contributes significantly to the safety of users on Stonnington's roads. A coordinated approach to tackling speeding, drink-driving and other key high risk behaviours is fundamentally important.	Enabling	Internal

Stakeholder involvement	Who are our external Success Partners	Potential Safety Performance Indicators	Other considerations?	Timeline Financial year beginning				
As appropriate	TAC	Surveys of reported take up of suggestion and how useful was it.	TAC may be able to provide data on site visits by postcode.	1	2	-	-	-
Primarily VicRoads, in consultation with other Victorian LGAs.	SSRIP Team and VicRoads SE Metro Region.	Establishment and maintenance of period meetings with SSRIP Team and SE Metro Region.	SSRIP Team would be highly supportive of Stonnington's general aims.	1	2	3	4	5
Primarily SSRIP, VicRoads SE Metro Region and other stakeholders, depending on the specific project.	SSRIP Team, VicRoads SE Metro Region and community.	Number of SSRIP funded projects per annum and average SSRIP investment in Stonnington per annum.	Monitor SSRIP Team priorities and seek areas of common ground.	1	2	3	4	5
SSRIP Team, Yarra Trams, PTV, Victoria Police and VicRoads SE Metro Region.	SSRIP Team, Yarra Trams, PTV, Victoria Police and VicRoads SE Metro Region.	Establishment and maintenance of period meetings with external success partners.		1	2	3	4	5
Primarily Victoria Police and local licensees.	Primarily Victoria Police and local licensees	Hours of road policing per month devoted to speed enforcement and to drink-/drug driving.	Other SPIs can be developed as required through ongoing analysis of serious injuries data for Stonnington.	1	2	3	4	5

Project Partners



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