



September 2021

# ROAD SAFETY STRATEGY



City of  
**KINGSTON**

## Acknowledgment of Country

We acknowledge that this strategy was prepared and conducted activities on the traditional lands of the Kulin Nations. We pay our respects to their elders past, present and emerging as they are the original carers and keepers of the sacred environmental knowledge of this land.

## TABLE OF CONTENTS

<b>1</b>	<b>Executive Summary</b>
1.1	Purpose
1.2	Vision
1.3	Approach
1.4	Key response areas
<b>2</b>	<b>Introduction</b>
2.1	Road safety strategy purpose
2.2	Vision, aim and objectives
2.3	Development of the road safety strategy
<b>3</b>	<b>Policy Context</b>
3.1	State government context
3.2	Local government context
<b>4</b>	<b>Council's Role in Road Safety</b>
<b>5</b>	<b>Partnerships</b>
<b>6</b>	<b>Key Response Areas and Objectives</b>
<b>7</b>	<b>Action Plan</b>
<b>8</b>	<b>Appendix</b>
8.1	The City of Kingston
8.2	Travel in the municipality
8.3	Community consultation on road safety
8.4	Road crash statistics
8.5	Crashes involving alcohol and other drugs
8.6	Speed
8.7	High crash locations
8.8	Government role in transport



# 1. Executive Summary

## 1.1 Purpose

The purpose of the City of Kingston's Road Safety Strategy 2021–2026 is to provide an evidence-based document that sets out a five-year program of tasks and actions known to be effective in improving road safety in the municipality for all road users.

## 1.2 Vision

The following vision has been set for this Strategy:

To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries.

While we are not likely to see the elimination of death and serious injury in Kingston by 2026, the implementation of the tasks and actions in this Strategy will lay the foundations for a safe system of road travel. The aim for the City of Kingston is, therefore, to reduce road trauma by creating a road system that is safe, accessible and environmentally sustainable for everyone.

## 1.3 Approach

The Road Safety Strategy has been developed using the 'Safe System Approach'. This is consistent with the *Victorian Road Safety Strategy (2021–2030)*, which seeks to improve road safety for all road users, and Victoria's Towards Zero plan to ensure no one is killed or seriously injured on our roads.

The Safe System Approach is an internationally recognised framework to reduce road trauma and is recognised as best practice in Australia. It is an inclusive method for improving road safety that caters to all road system users. It recognises that people may make mistakes and have road crashes – but that the system should be forgiving, and those crashes should not result in death or serious injury.

The Safe System road safety model identifies four factors that need to work together to ensure no-one is killed or seriously injured on the roads. These are Safer Road Users, Safer Roads, Safer Speeds and Safer Vehicles. This model has informed the development of five key response areas that will help achieve the Road Safety Strategy vision.

In 2020, Council adopted the *Kingston Integrated Transport Strategy (KITS)*. The KITS is a high-level 'umbrella' document that sets the direction for the management of transport. Additional transport strategies, such as this Road Safety Strategy, sit within the KITS.

## 1.4 Key response areas

Implementing the Road Safety Strategy requires a strong partnership approach between Council, government agencies, industry and the wider community. This will be achieved through five key response areas: leadership, safer use, safer roads, safer speeds, safer vehicles.

Under these five key response areas lie fifteen objectives (listed in Table 3) and are summarised below:

- Provide strong leadership in the coordination, communication, evaluation and funding of road safety.
- Promote and advocate for safe, consistent and compliant behaviour through well-informed and educated road users.
- Implement and advocate for safer roads and neighbourhoods for all road users through traffic management measures and maintenance programs.
- Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.
- Advocate and promote the importance of selecting safe vehicles.

This will ensure we build a road system that is safe, accessible and environmentally sustainable for everyone.

# 2. Introduction

## 2.1 Road safety strategy purpose

Every year, on average, around 450 people in the City of Kingston are killed or require medical treatment because of a road casualty crash. These fatalities and injuries have long-term social, psychological, financial and environmental effects on the people involved and the wider community. The emotional suffering resulting from deaths and injuries are immeasurable. Still, the Australian Road Research Board (ARRB) estimated that in 2019 road injury and death cost the Australian economy over \$30 billion each year.

The unpredictable nature of human behaviour in the complex traffic environment means it is unrealistic to expect that all crashes can be prevented. However, we can plan for the best course of action to decrease the number of fatalities and serious injuries to zero.

This will take a collective response across Council, our local community, our partners and stakeholders, and government agencies to ensure that together we can create and maintain safer roads.

The purpose of a Road Safety Strategy is to provide the direction and actions that will have the maximum impact on improving road safety for all road users. This Strategy is an evidence-based strategic document that sets out a five-year program of tasks and actions known to effectively reduce the number and severity of road casualty crashes in the municipality.

## 2.2 Vision, aim and objectives

At the City of Kingston, our aim is:

**To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries.**

While we are not likely to see the elimination of death and serious injury in Kingston by 2026, the implementation of the tasks and actions in this Strategy will lay the foundations for a safe system of road travel. The aim of this Strategy is, therefore, to create a road system that is safe, accessible and environmentally sustainable for everyone.

The Strategy vision will be achieved through five key response areas: leadership, safer use, safer roads, safer speeds and safer vehicles. The key response areas are supported by fifteen objectives set out in Table 3 and summarised in Table 1 below.

The key response areas are consistent with several state and local government high-level strategies. The state government's *Victorian Road Safety Strategy (2021–2030)*, *Towards Zero* and the 'Safe System approach' provide overarching road safety direction. *Kingston's Our Roadmap Council Plan 2017–2021* and the *Integrated Transport Strategy (KITS)* set the direction for the management of transport for the municipality. The aims and objectives of these documents are incorporated in this Strategy.





Table 1.  
**Road Safety Strategy vision through key response areas and objectives**

Key response area	Objectives for the key response area
<b>Leadership</b>	Provide strong leadership in the coordination, communication, evaluation and funding of road safety.
<b>Safer Use</b>	Encourage safe, consistent and compliant behaviour through well informed and educated road users.
<b>Safer Roads</b>	Implement and advocate for safer roads and neighbourhoods for all road users through traffic management measures and maintenance programs.
<b>Safer Speeds</b>	Complement the road environment with speed limits.
<b>Safer Vehicles</b>	Advocate and promote the importance of selecting safe vehicles.

Given that the Strategy's vision and aim are longer-term in nature, the Strategy must be flexible enough to adapt to the changes with: geographic and demographic information, transport trends, road crash statistics, the national, state and local policy context, feedback from public consultation and key stakeholders, and sources of funding.

An effective start to meeting our long-term vision and aim is to implement short-term tasks and actions. This Strategy, therefore, includes an Action Plan (Section 7) which outlines a range of tasks and actions over five years.

The Action Plan will require on-going and regular monitoring, review and amendment. Consequently, the priorities may change during Strategy's life, and this has been addressed by creating yearly action plans. This approach is helpful for Council to respond and adapt to the changes as they occur.

## 2.3 Development of the road safety strategy

The preparation of the Road Safety Strategy has included:

- A review and analysis of current census and traffic trends.
- A review and analysis of casualty crash statistics in the Kingston municipality.
- A review of the federal, state and Council policies and guidance on road safety.
- An evaluation of the previous Road Safety Strategy to identify improvements on previous actions.
- A discussion with internal Council staff that relates to travel and transport within Kingston.
- Community consultation.
- A review of Council's role in delivering road safety actions in partnership with other stakeholders.

This process has enabled the major road safety issues to be prioritised and considered alongside the state and federal government's priorities. This in turn has shaped the Council's priorities, tasks and actions for road safety and is outlined in the Action Plan for this Strategy.

The findings on traffic trends, casualty crash statistics and the community consultation can be found in Section 8: 'Background information'.

# 3. Policy Context

State and local government plans and strategies influence and help to inform the development of this Strategy.

## 3.1 State government context

### Victorian Road Safety Strategy 2021–2030

The *Victorian Road Safety Strategy 2021–2030* sets out the state's road safety objectives, key priorities and road trauma reduction targets for the decade to 2030. It aims to halve all road deaths and significantly reduce injuries by 2030 and sets Victoria on the path towards zero deaths by 2050. The goals to be achieved by 2030 build on the Safe System principles, the National Road Safety Strategy and previous Victorian road safety strategies.

One of the guiding principles on how the state road safety objectives will be achieved is the "safe system approach that is coordinated and collaborative and includes all the Road Safety Partners of Victoria."

### Towards Zero (2016–2020)

*Towards Zero (2016–2020)* is the state government's previous road safety strategy. This is Victoria's plan to ensure that no-one is seriously injured on our roads. It acknowledges that we all face risks on our roads, but the choice to use the road shouldn't cost us our lives. This is why we need a safe transport system that protects us from our own mistakes and those of others. We can change road safety for good by improving the safety of our roads, our vehicles and our behaviour.

*Towards Zero* aims to be free from road fatalities and serious injuries and the vision is underpinned by the Safe System approach to road safety.

### The Safe System Approach

The Safe System Approach within the *Victorian Road Safety Strategy 2021–2030* and *Towards Zero* is an internationally recognised framework to reduce road trauma and is recognised as best practice in Australia.

This approach also underpins the *National Road Safety Strategy 2011–2020* and has been formally endorsed by the OECD (Organisation for Economic Co-operation and Development).

Safe System is an inclusive approach to improving road safety that caters to all road system users. It recognises that people may make mistakes and have road crashes – but that the system should be forgiving, and those crashes should not result in death or serious injury.

The Safe System road safety model identifies four factors that need to work together to ensure no one is killed or seriously injured on the roads. These are Safer Roads, Safer Vehicles, Safer Speeds and Safer Road Users. To prevent people from losing their lives and being injured on our roads we need to have safer people, driving safer vehicles, at safer speeds on safer roads. Encouraging safe, consistent and compliant behaviour through well-informed and educated road users is also part of the Safe System Approach.

**Safer use** means that everyone can contribute to road safety by:

- Driving at safe and legal speeds appropriate for conditions.
- Separating drinking from driving and driving only when well-rested.
- Staying alert and avoiding impairment from drugs—illicit drugs and the prescribed medications that make us drowsy.
- Keeping your eyes on the road ahead and the surrounds.
- Putting your hand-held phone away when driving.
- Belting up and ensuring everyone in the car is wearing a seat belt.
- Being good role models to our children, L-Platers and P-Platers.
- Walking, cycling or using public transport rather than using a motor car helps improve the environment and stay healthy through physical activity.

**Safer roads** can reduce the most common types of crashes through investment in traffic management measures at locations with a high casualty crashes record, protecting vulnerable road users, such as pedestrians and cyclists, and encouraging safe behaviour by users. Roads and roadsides can be designed and maintained to reduce the risk of crashes occurring and lessen the severity of injury if a crash occurs.

**Safer speeds** considers:

- Setting appropriate speed limits that are right for the conditions, including considering the mix of road users such as pedestrians and cyclists.
- The traffic measures referred to under safe roads (such as roundabouts and speed humps) are also used to help manage speed.

**Safer vehicles** can save lives by:

- Reducing the likelihood of a crash.
- Protecting the occupants by absorbing and reducing the forces of impact in a crash through seat belts, crumple zones, stronger compartments and airbags.
- Simplifying the driving task.
- Protecting vulnerable users, such as pedestrians and cyclists.

Although it is the role of car manufacturers and the state and federal governments to pursue vehicle design change, councils can help the community understand which cars, old and new, are the safest. Higher vehicle safety standards and advances in technology continue to improve vehicles' overall safety and reduce occupant fatalities and serious injury.

Figure 1. Safe Systems Approach





At the City of Kingston, our aim is:

**To reduce the number of people killed or injured in road crashes in Kingston to zero and reduce the severity of injuries.**

# 3. Policy Context

## 3.2 Local government context

### Our Roadmap Council Plan 2017–2021

Our Roadmap Council Plan 2017–2021 sets out the Council's vision statement of a diverse, dynamic community where we all share a sustainable, safe, attractive environment and a thriving economy. The purpose is 'to work with the community to protect and enhance the quality of life for current and future generations'.

### The Council Plan sets five goals:

- Our well-planned, liveable city supported by infrastructure to meet future needs.
- Our sustainable, green environment with accessible open spaces.
- Our connected, inclusive, healthy and learning community.
- Our free-moving safe, prosperous and dynamic city.
- Our well-governed and responsive organisation.

Our Roadmap Council Plan 2017–2021 also refers to the *Living Kingston 2035* vision for a Kingston that is 'growing and thriving, changing and evolving but still remaining the place we love to live'. *Living Kingston* provides examples of how Kingston might look in 2035.

For transport, this includes:

- Flexible and environment-friendly transport and traffic that provide residents with a range of travel choices within Kingston and beyond.
- Cycling and walking with safe and healthy travel connections to transport hubs, shopping precincts, beaches, recreational spaces and popular destinations.
- A safe, clean and reliable transport network based on strong partnerships between Council, government agencies and industry.
- Industrial precincts that benefit from Council's efficient network of road, rail, air and water transport.
- A focus on innovative environmentally-friendly forms of transportation, such as electric cars.
- Investment in infrastructure – such as roads, bridges, drains, footpaths and parking – that is targeted to support population and housing density changes.

### Integrated Transport Strategy

Council adopted the *Kingston Integrated Transport Strategy* (KITS) in 2020. The KITS is a high-level 'umbrella' document that sets the direction for the management of transport. Additional transport strategies, such as the Walking and Cycling Plan and this Road Safety Strategy, sit within the KITS.

The *Integrated Transport Strategy* vision is Kingston as a city with a connected, integrated, and sustainable transport network that is safe, healthy, accessible, reliable and efficient. One of the specific actions for future works within the KITS is to review and update the City of Kingston Road Safety Strategy.

OBJECTIVE #1 of the KITS Strategy is: to make walking and cycling the preferred transport choice, particularly for short local trips.

### Additional supportive documents

Council has also produced several other strategies, plans and policies relevant to the Road Safety Strategy (see the table below). This Road Safety Strategy will emphasise the need to encourage other Council departments to include road safety as a key action in their strategies and strengthen the coordination of road safety services across the Council.

Table 2. National, state and local government documents relevant to the Road Safety Strategy.

National and State Strategies and Plans
<b>Sets the overarching direction of road safety</b>
• Victorian Road Safety Strategy 2021–2030
• National Road Safety Strategy 2011–2020
• Victoria Road Safety Strategy: Towards Zero 2016–2020.
• Movement and Place (2019)
• Melbourne Plan 2017–2050
• Victoria's 30-Year Infrastructure Strategy 2016
• Victorian Cycling Strategy 2018–2028
• Victorian Road Safety Strategy 2013–2022
• VicRoads Tree Policy 2016
Kingston Strategy
<b>Sets the overarching direction of road safety in Kingston</b>
• Our Roadmap Council Plan 2017–2021
• Living Kingston 2035
• Integrated Transport Strategy (2020)
• Road Safety Strategy (2011–2015)
Other relevant Council Documents and Plans
<b>City of Kingston's internal strategies and plans influencing, and influenced by, the Road Safety Strategy.</b>
• Draft Housing and Neighbourhood Character Study
• Activity Centre Structure Plans
• Healthy and Well Action Plan 2018–2021
• Safe and Secure Action Plan
• Public Health and Wellbeing Plan 2017 to 2021
• Disability Action Plan 2015 to 2019
• Kingston Positively Ageing Plan 2014–2019
• Kingston Cycling and Walking Plan 2009–2013
• Parking Management Policy – 2020
• Workplace Alcohol and other Drugs Policy





## 4. Council's role in road safety

The City of Kingston is ideally situated to take a leadership role in the coordination, communication, evaluation and funding of road safety—internally across Council departments and externally with stakeholders.

Council acknowledges its role to provide a safe, accessible and sustainable travel environment and has committed to undertake tasks and actions that encourage safe travel. This includes education and behaviour change campaigns to encourage safer use of the roads. Council also provides, and advocates for, the delivery of traffic engineering treatments, reduction of traffic speeds, and improvement in the safety of vehicles.

However, the Strategy's success is not the sole responsibility of Council. Each of us has a role in improving road safety – whether we are road planners, designers or builders, vehicle engineers or fleet operators, policymakers or business professionals, or individual road users going about our everyday activities.

As road users, whether as a pedestrian, cyclist or driver of a motorised vehicle, we are all responsible for maintaining safe conditions through our actions. By tackling safer travel challenges on a broad front, with many players working towards the same goal, we are more likely to reduce road trauma within the municipality. As individuals, family members, businesses and organisations that serve our community, collectively we can improve road safety to facilitate safer local journeys on safer streets.

# 5. Partnerships

Implementing the Road Safety Strategy requires a strong partnership approach.

Road safety covers a wide range of issues that require a collaborative approach across various internal and external agencies, providing a consistent approach and strengthening relationships between key road safety stakeholders.

Specific to Kingston's road safety program, Council coordinates road safety activities with the Department of Transport (formally VicRoads and Public Transport Victoria), Metro Trains and state and federal government departments. All play a critical role in shaping road safety across the City of Kingston.

The City of Kingston and the Department of Transport (DOT) have a strong partnership that enables the allocation of funding and resources to Council-run road safety programs.

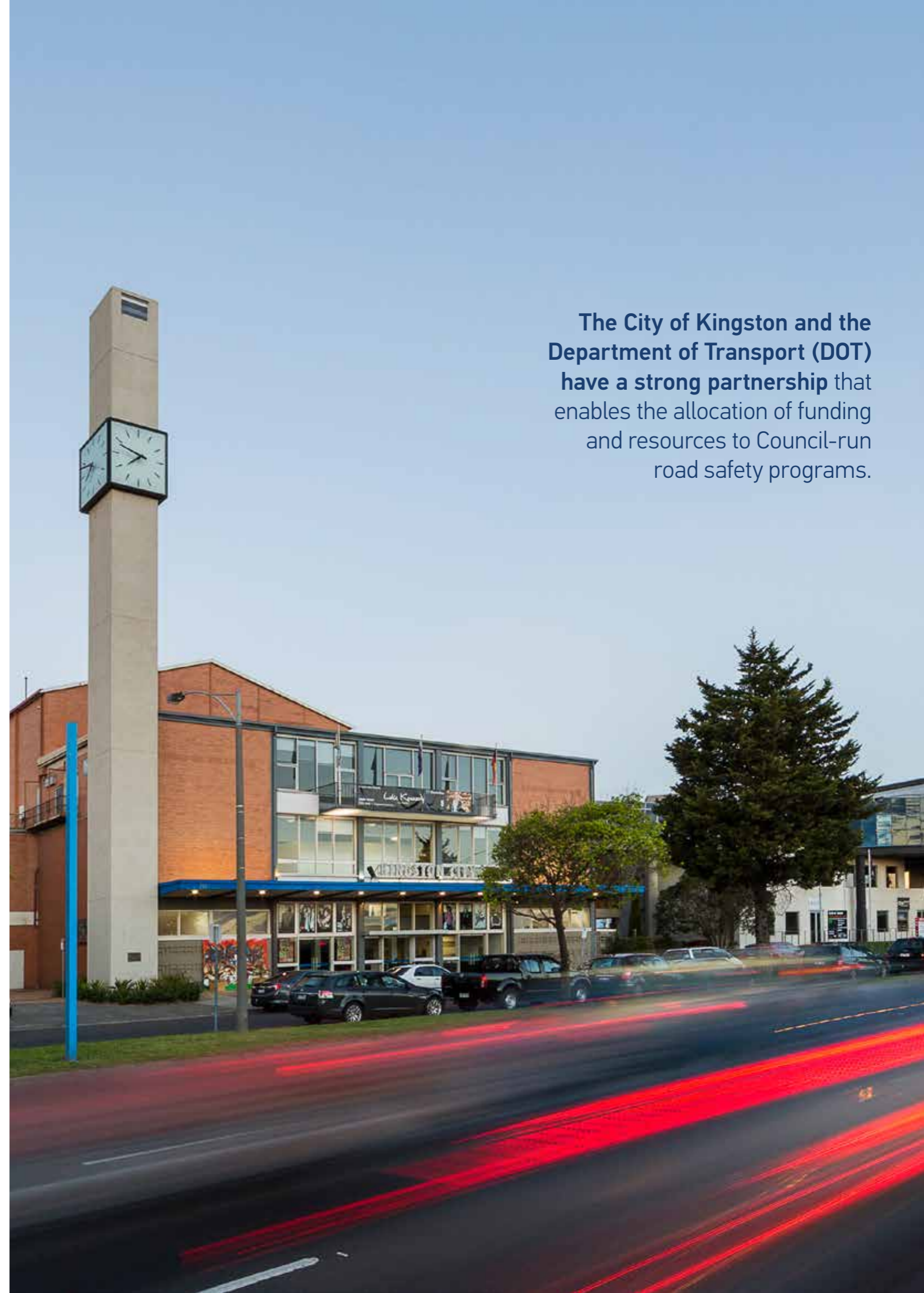
Figure 2.  
The main partners in Road Safety in Kingston include:



Community road safety groups

Neighbouring municipalities

Residents, schools, business, community groups



The City of Kingston and the Department of Transport (DOT) have a strong partnership that enables the allocation of funding and resources to Council-run road safety programs.

# 6. Key Response Areas & Objectives

The Kingston Road Safety Strategy will be implemented through five key response areas: leadership, safer use, safer roads, safer speeds and safer vehicles. These are in line with the Safe System approach and the *Victorian Road Safety Strategy 2021–2030*. An overview of the key response areas is presented in Figure 3, and more detail of the objectives that support the response areas can be found in Table 3 over the page.

The Action Plan within the Strategy includes tasks and actions to address road safety with our partners. The Action Plan has been developed following extensive consultation and consideration of the crash statistics and the current and projected social, health, financial, infrastructure and environmental influences on transport.

Appropriate partners are listed in the Action Plan to assist with implementation, such as Victoria Police and the Department of Transport. A focus is placed on integrating road safety programs with those being undertaken by agencies. Strong integration will ensure that resources are maximised, duplication of work is avoided, and strong relationships with other stakeholders are maintained.

Budgets are not shown in the Action Plan tables as these are determined annually and refined according to state and local government policies and legislation, the availability of staff, and funds available from external organisations or other Council departments.

Figure 3. Road Safety Strategy implemented via five key response areas

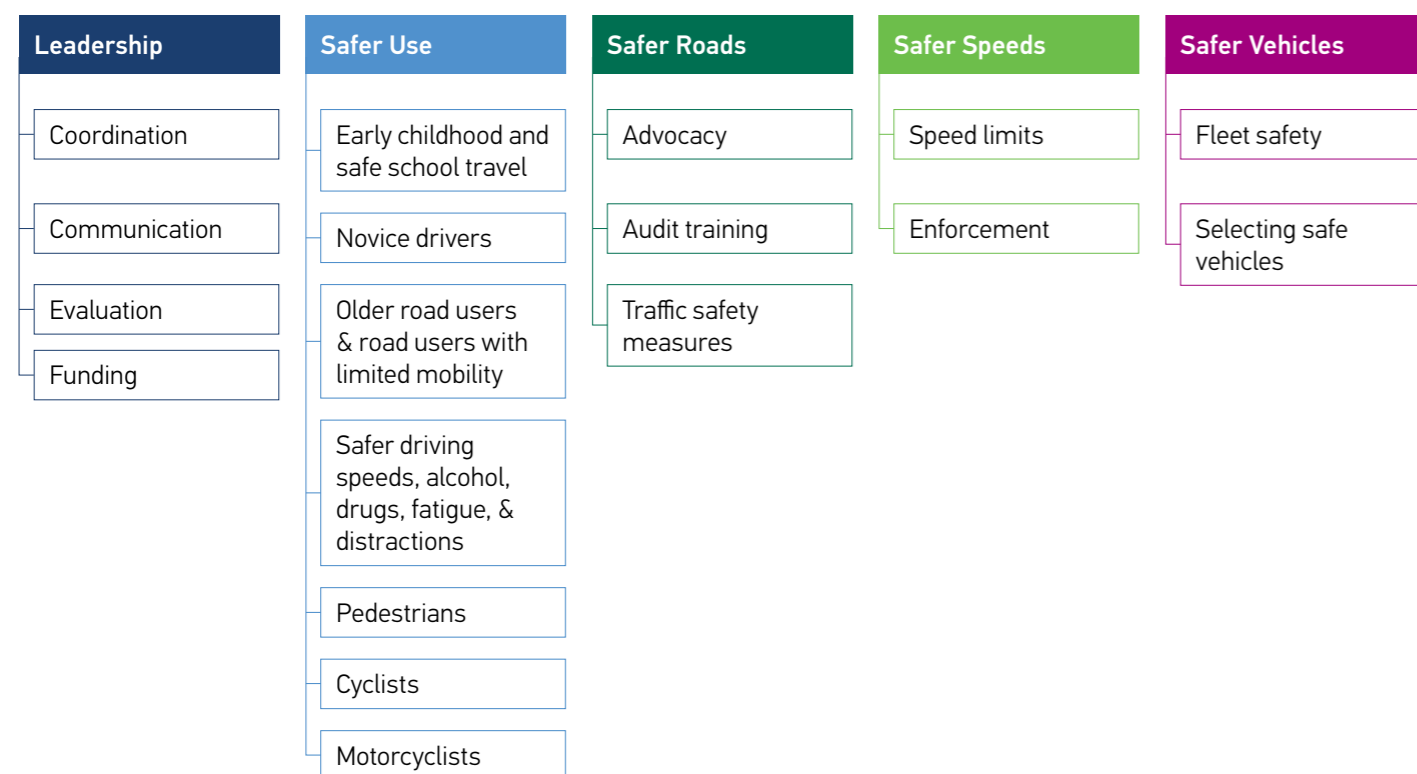



Table 3. Key Response Area (KRA) and their objectives

No.	Key Response Area	Objectives
KRA 1	Leadership – Coordination	In partnership with key stakeholders, provide strong leadership in coordinating the Road Safety Strategy.
KRA 2	Leadership – Communication	Engage the community by focusing on community needs and requirements.
KRA 3	Leadership – Monitor and evaluate	Monitor and evaluate progress.
KRA 4	Leadership – Funding	Target funds based on community requirements and Kingston strategies.
KRA 5	Safer Use – Early childhood and safe school travel	Promote awareness of road safety for young children, provide programs for early childhood and safe school travel, and help students travel to and from school safely.
KRA 6	Safer Use – Novice drivers	Reduce the incidence of road trauma in novice drivers aged 18-25.
KRA 7	Safer Use – Older road users and road users with a disability	Help people who are older or who have disabilities to travel safely and independently using the road and path network.
KRA 8	Safer Use – Safer driving, speeds, alcohol, drugs, fatigue and other distractions	Reduce the incidence of road trauma caused by speeds, alcohol, drugs, fatigue and other distractions.
KRA 9	Safer Use – Pedestrians	Reduce the incidence of road trauma in pedestrians.
KRA 10	Safer Use – Cyclists	Reduce the incidence of road trauma in cyclists.
KRA 11	Safer Use – Motorcyclists	Reduce the incidence of road trauma in motorcyclists.
KRA 12	Safer roads	Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users.
KRA 13	Safer Speed	Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.
KRA 14	Safer Vehicles – Fleet safety	Promote the importance of fleet safety to businesses to help reduce the incidence of road trauma.
KRA 15	Safer Vehicles – Selecting safe vehicles	Promote the importance of selecting safe vehicles to the wider community to help reduce the incidence of road trauma.

A photograph of three women walking on a sidewalk, each pushing a stroller. The woman on the left is wearing a dark jacket and green pants, pushing a stroller with a baby inside. The woman in the middle is wearing a blue hoodie and glasses, pushing an empty stroller. The woman on the right is wearing a pink hoodie and sunglasses, pushing an empty stroller. They are walking past a large palm tree and a brick building with arches. In the foreground, there is a blurred metal railing. A blue text box is overlaid on the left side of the image.

Implementing the Road Safety Strategy requires a strong partnership approach.

# 7. Action Plan

## KRA 1: Leadership – Coordination

**Objective:** In partnership with key stakeholders, provide strong leadership in coordinating the road safety strategy.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>1.1 Staffing</b>	Provide dedicated human resources within Council responsible for planning, delivering, and evaluating road safety programs.	Internal	Road Safety Officers.
<b>1.2 Produce Road Safety Strategy</b>	Update the Road Safety Strategy based on national and state policy, current trends and up-to-date casualty crash statistics.	All road safety stakeholders	Update the full Road Safety Strategy every five years.
<b>1.3 Coordinate planning and implementation</b>	Coordinate the planning and implementation of the Road Safety Strategy's road safety programs.	All road safety stakeholders	<ul style="list-style-type: none"> <li>- Host and attend regular meetings with internal teams and external stakeholders to improve integration and communication.</li> <li>- Work with internal teams and external stakeholders to ensure the successful planning and delivery of programs works.</li> <li>- Ensure road safety is included in all relevant Council policies and strategies.</li> <li>- Support for local organisations with planning and resources to help promote road safety.</li> </ul>
<b>1.4 Networking</b>	Attend external road safety meetings and community engagement functions to ensure Council is aware of the community needs and work with other councils and organisations.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Transport Accident Commission (TAC)</li> <li>- Department of Education</li> <li>- Department of Health</li> <li>- Victoria Police</li> <li>- Surrounding councils</li> <li>- Kingston schools</li> </ul>	<ul style="list-style-type: none"> <li>- Attend community road safety meetings/focus groups.</li> <li>- Attend forums with Department of Transport, VicHealth, Victoria Police.</li> <li>- Attend quarterly Road Safety Officers (RSO) networking meetings and other local government seminars.</li> <li>- Host bi-annual meeting with primary and secondary schools, and regular newsletters.</li> </ul>

## KRA 2: Leadership – Communication

**Objective:** Engage the community – focusing on community needs and requirements.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>2.1 Road safety messaging</b>	Develop a simple communication and marketing strategy to support the plan and promote the City of Kingston as a leader in Road Safety education.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Local press</li> <li>- Communications</li> </ul>	<ul style="list-style-type: none"> <li>- Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.</li> <li>- Arrange regular meetings and updates with Council's communications teams.</li> <li>- Update Council's road safety website road safety messaging.</li> <li>- Provide Council's communications with social media updates.</li> <li>- Produce road safety and mobility-related articles.</li> <li>- Provide regular updated information about road safety programs that are available (and support provided by Council) on local library boards, and communication hubs.</li> <li>- Use electronic variable message systems (VMS) on trailers for road safety messaging.</li> <li>- Design and print new road safety banners linked to road safety messages or activities being conducted by Council or other agencies.</li> <li>- Participate in community events with road safety messaging and pop-up stalls.</li> <li>- Work with multicultural advisors to determine appropriate road safety messages and programs for community members from culturally and linguistically diverse backgrounds.</li> </ul>

# 7. Action Plan

## KRA 3: Leadership – Monitor and evaluate

Objective: Monitor and evaluate progress.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
3.1 <b>Monitoring and evaluation</b>	To establish procedures for monitoring, evaluating and reporting on progress.	<ul style="list-style-type: none"><li>- Victoria Police</li><li>- Department of Transport</li><li>- Kingston Community Groups</li><li>- Transport Accident Commission (TAC)</li><li>- Kingston Schools</li><li>- Other Council departments</li></ul>	<ul style="list-style-type: none"><li>- Produce an annual progress report of actions implemented or addressed.</li><li>- Record road safety activities undertaken during this Strategy and evaluate their effectiveness.</li><li>- Produce an 'annual' Road Safety Action plan based on monitoring and evaluation.</li></ul>

# 7. Action Plan

## KRA 4: Leadership – Funding

Objective: Target funds based on community requirements and Kingston strategies.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
4.1 Internal funding	To provide a Council Road Safety Budget.	Internal	Ongoing Council support for programs such as WOW (Walk or Wheels Once a Week) Kingston and ELC (Early Learning Centre) learning.
4.2 External funding	Seek funding from external organisations.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Transport Accident Commission (TAC)</li> <li>- VicHealth</li> </ul>	<p>Continue to maintain the strong relationship with Council and the Department of Transport (DOT). 90% of Council's road safety programs are funded through grants from the DOT. The following programs are delivered by Council with grant support from DOT:</p> <ul style="list-style-type: none"> <li>- Safe Routes to School – a 12-month intensive program for primary schools to determine safer walking and cycle routes to school, improve road safety and reduce congestion.</li> <li>- Bike Education – an education program for primary and secondary schools to improve student riding skills and provide cycling instructor education training for teachers.</li> <li>- Road safety programs for Novice Drivers aged 18–25 years old. The novice driver is a 'learner driver'.</li> <li>- Fit to Drive (F2D) – workshops– delivered in secondary schools focusing on personal safety, responsibility and strategies to make them safer drivers and passengers.</li> <li>- Looking After Our Mates – an interactive program to promote safe driving, seat belt wearing, and responsible drinking and looking after your friends.</li> <li>- Road Smart – a program for secondary schools. This includes class activities and an opportunity to drive with a qualified instructor.</li> <li>- 'L2P' – is a free program that matches disadvantaged young people aged 16–21 years to obtain 120 hours supervise driving experience with a fully licensed mentor, including sessions at night.</li> <li>- Pedestrian Safety and Awareness Program– aimed at secondary school students e.g. mobile phone distraction.</li> <li>- Bike Education for Seniors – a program that supports seniors through bike clubs.</li> <li>- Safe Driver Program for Older Adults – an interactive one-hour program to assist seniors with an update on any rule changes and way to improve safety skills.</li> </ul> <p>DOT also provides annual blackspot funding.</p> <p>VicHealth provides grant funding for the Walk to School program.</p>

# 7. Action Plan

## KRA 5: Safer Use – Early childhood and safe school travel

**Objective: Promote awareness of road safety for young children, provide programs for early childhood and safe school travel, and help students travel to and from school safely.**

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>5.1 Raise awareness and understanding</b>	To provide and promote relevant information to young children, parents or carers about road safety and safe travel around early childhood centres and schools.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Council Staff</li> </ul>	<ul style="list-style-type: none"> <li>- Update website information about early childhood and safe school travel.</li> <li>- Produce articles relating to early childhood and safe school travel.</li> <li>- Promote healthy active travel choices such as walking and cycling.</li> <li>- Distribute information to parents explaining the correct use of 'kiss and go' parking zones.</li> <li>- Produce Parking around my school (PAMS) maps to assist with traffic congestion around schools.</li> <li>- Promote and provide information at relevant local community groups and to professionals working with families such as maternal and child health nurses, childbirth educators and antenatal clinics</li> </ul>
<b>5.2 Provide education and training programs</b>	<ul style="list-style-type: none"> <li>- To provide early learning education to all Kingston Pre school centres and hubs.</li> </ul>	<ul style="list-style-type: none"> <li>- Kingston kindergartens</li> <li>- Kingston schools</li> <li>- Bicycle Victoria</li> <li>- Department of Transport</li> <li>- VicHealth</li> </ul>	<ul style="list-style-type: none"> <li>- 'Starting Out Safely' – Road safety education for pre-schoolers.</li> <li>- 'Stop, Look, Listen, Think' – Preschool education program, including a visit to a local crossing with 'Lottie'.</li> <li>- Child restraints sessions for parents and carers by trained educators covering selection, use and fitting of child restraints in cars.</li> <li>- Bike Ed – Work with schools to provide bicycle education programs to improve student riding skills and provide cycling instructor education training for teachers.</li> </ul>
	<ul style="list-style-type: none"> <li>- To provide education and training programs to all Kingston primary schools.</li> </ul>	<ul style="list-style-type: none"> <li>- Kingston primary schools</li> <li>- Department of Transport</li> <li>- Department of Education</li> <li>- VicHealth</li> </ul>	<ul style="list-style-type: none"> <li>- Walk to School – participate in program run in partnership with VicHealth every October.</li> <li>- Ride to School day – participate and fund 'Ride2School' day.</li> <li>- Bike Education – Support schools with training staff to facilitate Bike Ed.</li> <li>- Walk and Wheels Once a Week (WoW) – a 6-week program to encourage active travel.</li> <li>- Safe Routes to School program – a 12-month intensive program to determine safer walking and cycle routes to school, improve road safety and reduce congestion.</li> <li>- Park and Stride Program – produce maps and walking group training to encourage parking a short distance from schools and walk or riding the rest of the way.</li> </ul>
<b>5.3 Engineering and enforcement around schools.</b>	To review roads safety around all through consultation, inspection, and implementation of traffic and enforcement measures to provide safer traffic conditions.	<ul style="list-style-type: none"> <li>- Kingston schools</li> <li>- Other Council Departments</li> </ul>	<ul style="list-style-type: none"> <li>- Safe Routes to School – audit schools participating in this program, and where appropriate develop and deliver the school a safety traffic management program.</li> <li>- Reduce vehicle speeds near schools as part of the safe roads' speeding' program.</li> <li>- Inspect the safety of school crossings and identify locations where new or improved crossings can be provided.</li> <li>- Develop vehicle drop-off and pick-up areas around schools to improve safety such as 'Kiss and Go' parking zones.</li> <li>- Enforce safe parking behaviour near schools.</li> <li>- Produce decals for schools promoting cycling safely and using the footpaths correctly.</li> </ul>



# 7. Action Plan

## KRA 6: Safer Use – Novice drivers

Reduce the incidence of road trauma in novice drivers aged 18-25.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>6.1 Raise awareness and understanding</b>	Provide and promote relevant information to educate drivers aged 18–25 in relation to the dangers and responsibilities of driving.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Update information about novice driving on the website.</li> <li>- Review existing information about novice driving and promote best practice, such as safe driving at night.</li> <li>- Produce articles each year relating to novice driving.</li> <li>- Host and attend regular meetings with key internal and external stakeholders to improve integration and best practice.</li> <li>- Promote messages about responsible driving at venues for young people (formal and informal) and through peer groups.</li> </ul>
<b>6.2 Education and Programs</b>	Assist novice drivers to gain experience safely by offering value-based programs in secondary colleges and youth groups.	<ul style="list-style-type: none"> <li>- Fit to Drive Foundation</li> <li>- Department of Transport</li> <li>- Sport and Recreation</li> <li>- Good Sports</li> <li>- Kingston Schools</li> </ul>	<ul style="list-style-type: none"> <li>- Fit to Drive (F2D) workshops in secondary colleges focusing on personal safety, responsibility and strategies to make them safer drivers and passengers.</li> <li>- Looking After Our Mates – interactive program to promote safe driving, seat belt wearing, and responsible drinking and looking after your friends.</li> <li>- Active Youth Programs for secondary school children targeting distractions such as mobile phone, whilst walking and riding to school.</li> <li>- Pedestrian Safety and Awareness to secondary school students e.g. mobile phone distraction.</li> <li>- 'L2P' is free program matching disadvantaged young people aged 16–21 years to obtain 120 hours supervised driving experience with a fully licensed mentor, including sessions at night.</li> <li>- Road Smart – Secondary school class activities and opportunity to drive with a qualified instructor.</li> <li>- 'Sharing Roads' training to increase driver awareness of vulnerable road users such as cyclists.</li> <li>- Provide regular training to all school crossing supervisors about road safety practice.</li> </ul>

# 7. Action Plan

## KRA 7: Safer Use – Older road users and road users with a disability

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

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>7.1 Raise awareness and understanding</b>	To provide and promote relevant information to educate older road users and road users with a disability in relation to the dangers and responsibilities of driving, using the road and changing abilities.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> <li>- Department of Transport</li> <li>- Kingston City Council</li> <li>- Department of Transport</li> <li>- Community Health Services</li> <li>- Pharmacists</li> <li>- Victoria Police</li> </ul>	<ul style="list-style-type: none"> <li>- Update website information about older road users and road users with a disability.</li> <li>- Produce articles relating to older road users and road users with limited mobility.</li> <li>- Distribute 'Older Driver' handbooks.</li> <li>- Promote safer driving, walking and motorised wheelchair-use through talks and information to seniors groups and disabled peoples groups about road rules, effects of ageing, medication etc.</li> <li>- Attend festivals for older adults and to raise the awareness of road safety.</li> </ul>
<b>7.2 Education and Programs</b>	To support with the delivery of programs targeted at older road users and road users with a disability.	<ul style="list-style-type: none"> <li>- Internal Departments, Kingston</li> <li>- Department of Transport</li> <li>- Community Health Services</li> <li>- General Practitioners (GPs)</li> <li>- Victoria Police</li> </ul>	<ul style="list-style-type: none"> <li>- Bike Education for seniors – Support Senior bike clubs.</li> <li>- Safe Driver Program – an interactive one-hour program to assist seniors with an update on any rule changes and way to improve safety skills.</li> <li>- Advocate for and support community transport services for people who have difficulty accessing public transport and activity centres such as, accessible taxis services for the elderly and people with a disability, and support for services for mobility scooters such as electric charging points, school bus services, and mobility shopping services.</li> </ul>
<b>7.3 Engineering and enforcement of road safety measures for older road users and people with a disability</b>	To identify and develop solutions for problems of access for older people or people with disabilities to public spaces and facilities, including public transport.	<ul style="list-style-type: none"> <li>- Internal Departments, Kingston</li> <li>- Department of Education</li> <li>- Public Transport Operators</li> <li>- Developers</li> <li>- Key stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>- Conduct safety reviews of activity centres and key pedestrian areas to improve accessibility for people with prams, wheelchairs, mobility scooters or a disability – in line with Disability Discrimination Act standards.</li> <li>- Audit and upgrade access for people with a disability at road crossing points (including ease of operation of pedestrian signal buttons, signal timings, steepness of pavement, crossovers).</li> <li>- Ensure design standards for access by people with disabilities are considered in planning approvals.</li> <li>- Undertake and audit existing accessible parking and ensure adequate provision for people with a disability and elderly drivers at key destinations.</li> <li>- Undertake accessibility audits in the design of proposed traffic measures – where appropriate.</li> </ul>

# 7. Action Plan

## KRA 8: Safer Use – Safer driving, speeds, alcohol, drugs, fatigue and other distractions

Objective: Reduce the incidence of road trauma caused by speeds, alcohol, drugs, fatigue and other distractions.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
8.1 <b>Raise awareness and understanding</b>	To provide and promote relevant information to educate the community about safe driving and the dangers of alcohol, speed, drugs, fatigue and other distractions whilst driving.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Update website information relating to safer driving, speeds, alcohol, drugs, fatigue and other distractions whilst driving.</li> <li>- Review information about safe driving, speeds, alcohol, drugs, fatigue and other distractions whilst driving and promote best practice.</li> <li>- Develop and promote road safety information for drivers and passengers, focussing on ways to reduce the cause and severity of the most frequent types of road crashes.</li> <li>- Participate in publicity campaigns relating to speeding to help people understand the need to drive at safer speeds.</li> <li>- Increase awareness amongst motorists of the dangers of fatigue and driver distractions.</li> <li>- Attend community events and festivals to promote road safety messages such as non-drink driving, road safety messages about breathalysers, wearing seatbelts, and safely opening car doors.</li> </ul>

# 7. Action Plan

## KRA 9: Safer Use - Pedestrians

Objective: Reduce the incidence of road trauma in pedestrians.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>9.1 Raise awareness and understanding</b>	To provide and promote relevant information to educate pedestrians about the safe use of the road network.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.</li> <li>- Update website information relating pedestrians.</li> <li>- Review pedestrian safety information and promote best practice.</li> <li>- Produce articles each year relating to pedestrians.</li> <li>- Update the Council's Cycling and Walking Plan.</li> <li>- Host and attend regular meetings with key internal teams and external stakeholders to improve integration and communication</li> </ul>
<b>9.2 Education and Programs</b>	Funding, support and participate in developing and delivering programs aimed at reducing the incidence of road trauma for pedestrians and encourage and support walking as a healthy means of transport.	<ul style="list-style-type: none"> <li>- Kingston schools</li> <li>- Local businesses</li> <li>- Other Kingston Council Departments</li> </ul>	<ul style="list-style-type: none"> <li>- 'Walk to Work day' is an annual event encouraging people to walk to work.</li> <li>- Conduct community campaigns aimed at raising awareness of pedestrian safety in community languages.</li> <li>- Focus on pedestrian distraction programs.</li> </ul>
<b>9.3 Engineering and enforcement of safety for pedestrians</b>	Conduct audits of major activity centres, Council facilities and other high pedestrian activity areas to ensure they are safe.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Other Kingston Council Departments</li> </ul>	<ul style="list-style-type: none"> <li>- Continue to design and install footpath markings such as decals to improve road safety awareness for people walking, and to encourage walking as a preferred transport choice, particularly for short trips.</li> <li>- Conduct pedestrian safety reviews of areas with high pedestrian activity or areas with high pedestrian crashes and propose measures to improve conditions for pedestrians.</li> <li>- Reduce vehicle speeds in busy pedestrian locations.</li> <li>- Review existing walking networks to identify gaps and deficiencies.</li> <li>- Prioritise works on local council roads to improve or complete a network of continuous pedestrian routes that are safe, direct, connected and accessible.</li> <li>- Advocate for stakeholders to complete pedestrian routes on roads or land they manage.</li> <li>- Work to increase pedestrian priority at traffic signals and provide new or safer existing pedestrian crossings.</li> <li>- Consider the needs of pedestrians in infrastructure upgrades and street maintenance programs.</li> <li>- Conduct regular safety inspections of footpaths, to identify uneven footpath surfaces, obstructions, impediments to access and poor lighting.</li> <li>- Develop and implement minimum level of services for the pedestrian network based on footpath widths, pedestrian demand, street trading activities, lighting levels, crossing points.</li> <li>- Improve pedestrian wayfinding and directional signs.</li> <li>- Assist organisations to ensure safe departure of patrons from entertainment venues/hotels and special events.</li> <li>- Assess and where necessary upgrade street lighting and visibility at key pedestrian locations.</li> <li>- Allocate more road space for pedestrians within a Movement and Place Framework.</li> </ul>

# 7. Action Plan

## KRA 10: Safer Use - Cyclists

Objective: Reduce the incidence of road trauma for cyclists.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>10.1 Raise awareness and understanding</b>	To provide and promote relevant information to educate cyclists about safe use of the road network and seek to change social attitudes of motorists toward cyclists that better recognises the vulnerability of cycling.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.</li> <li>- Provide relevant information to promote road safety in relation to road safety for cyclists such as road rules, visibility, wearing helmets, and responsible behaviour.</li> <li>- Provide motorists information about giving appropriate space for cyclists.</li> <li>- Update the Council's Cycling and Walking Plan.</li> </ul>
<b>10.2 Education and Programs</b>	To develop and deliver programs aimed at reducing the incidence of road trauma for cyclists and encourage and support cycling as a healthy means of transport.	<ul style="list-style-type: none"> <li>- Kingston Schools</li> <li>- Bicycle Victoria</li> <li>- Local businesses</li> <li>- Department of Transport</li> <li>- Other Council Departments</li> </ul>	<ul style="list-style-type: none"> <li>- Safe Cycle Month – annual event starting in October is a Victoria Police initiative sponsored by Department of Transport.</li> <li>- Ride to Work Day – participate and fund Ride2Work day.</li> <li>- Assist outside organisations to develop and deliver programs and projects which work to reduce the incidence of road trauma for cyclists.</li> <li>- Develop and implement safety programs aimed at increasing helmet wearing rates including publicity, displays, activities, education, encouragement and positive policing.</li> </ul>
<b>10.3 Engineering and enforcement of safety</b>	To identify and develop traffic management solutions for cyclists.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Kingston City Council</li> <li>- Kingston Schools</li> <li>- Victoria Police</li> </ul>	<ul style="list-style-type: none"> <li>- Plan and provide a safe and integrated on and off-road network of user-friendly cycle paths, which are well signed and link key destinations.</li> <li>- Where possible, encourage use of local, low-speed environments and safe cycle routes, rather than major arterial routes.</li> <li>- Review existing cycle networks to identify gaps and deficiencies.</li> <li>- Prioritise works on local council roads to improve or complete a network of continuous cycle routes that are safe, direct, connected and accessible.</li> <li>- Advocate for stakeholders to complete cycle routes on roads or land they manage.</li> <li>- Seek funding from the Department of Transport for the implementation of key strategic cycling corridors.</li> <li>- Prioritise improving cycle routes to large employers.</li> <li>- Improve route wayfinding and directional signs.</li> <li>- Consider the needs of cyclists in infrastructure upgrades and street maintenance programs – by inspecting, maintain and repair defects a timely manner.</li> <li>- Consider unintended impacts of traffic calming measures on cyclists during design process.</li> <li>- Review cycle crash statistics and where appropriate propose measures for improving safety of cyclists.</li> <li>- Investigate trial or permanent measures to separate cyclists from other road users or allocate more road space for cyclists – particularly on key routes – within a Movement and Place Framework.</li> <li>- Improved separation of cyclist from vehicle traffic, especially the opening of the doors of parked cars.</li> <li>- Investigate speed reduction on key cycle routes.</li> </ul>

# 7. Action Plan

## KRA 11: Safer Use – Motorcyclists

Objective: Reduce the incidence of road trauma in motorcyclists.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>11.1 Raise awareness and understanding</b>	To provide and promote relevant information to educate motorcyclists about safe use of roads.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Update website information relating to motorcycling.</li> <li>- Review motorcyclist information and promote best practice.</li> <li>- Produce articles relating to motorcycling.</li> <li>- Provide tips for riders of motorcycles about safer riding such as protective clothing, energy absorbing safety gear (like airbags and inflatable safety vests), filtering, speeds, and motorcycle safety features, for example anti-lock braking systems (ABS), linked breaking systems (LBS), and electronic stability control (ESC).</li> <li>- Provide information to motorcyclists about giving space for pedestrians when parking on footpaths.</li> </ul>
<b>11.2 Education and Programs</b>	To develop and deliver programs aimed at reducing the incidence of road trauma for motorcyclists.	<ul style="list-style-type: none"> <li>- Kingston schools</li> <li>- Bicycle Victoria</li> <li>- Local businesses</li> <li>- Department of Transport</li> <li>- Other Council Departments</li> </ul>	<ul style="list-style-type: none"> <li>- Assist outside organisations to develop and deliver programs and projects which work to reduce the incidence of road trauma for motorcyclists.</li> <li>- Investigate ways to improve training for motorcycle use at work – example food delivery riders and couriers.</li> <li>- Develop behavioural programs to raise awareness about safe motorcycling such as regular vehicle safety checks, awareness of blind spots and hazards, protective clothing, and manoeuvres associate with high crash record.</li> <li>- Develop and implement a motorcycle safety program including publicity, displays, activities, education, encouragement and positive policing.</li> </ul>
<b>11.3 Engineering and enforcement of safety</b>	To identify and develop traffic management solutions for motorcyclists.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Victoria Police</li> </ul>	<ul style="list-style-type: none"> <li>- Consider the needs of motorcyclists in infrastructure upgrades and street maintenance programs – by inspecting, maintain and repair defects likely to affect motorcycle stability in a timely manner.</li> <li>- Review crash statistics and where appropriate propose or advocate for measures to improving safety of motorcyclists.</li> <li>- Consider anti-skid treatments, line markings, warning signs, sight lines, and visibility of kerbs/islands at motorcycle blackspots and sharp bends.</li> <li>- Consider unintended impacts of traffic calming measures on motorcyclists during design process.</li> <li>- Investigate better safety barrier protection for motor cyclists such as under-run protection and energy absorbing barrier posts and safer reflectors on high-risk motorcycle routes.</li> <li>- Better enforcement of speeding of motorcycles including registration plates at both the front and back of the motorcycle.</li> </ul>

# 7. Action Plan

## KRA 12: Safer roads

**Objective: Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users.**

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>12.1 Raise awareness and understanding</b>	To provide and promote relevant information to create safer roads and neighbourhoods for all road users.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Bicycle Victoria</li> <li>- Victoria Police</li> <li>- Sport and Recreation</li> </ul>	<ul style="list-style-type: none"> <li>- Include messaging that encourages walking and cycling as the preferred transport choice, particularly for short local trips.</li> <li>- Encourage road users to walk, cycle or use public transport to reduce the risk or severity of being involved in a car crash.</li> <li>- Promote active transport choices to improve people's health and improve the environment.</li> <li>- Advocate with stakeholders for improved public transport services.</li> <li>- Advocate for improved 'post-crash care' when a serious crash occurs – particular consideration of emergency response times in road safety planning.</li> <li>- Advocate for the state government to implement new road projects that reduce freight on local roads.</li> <li>- Support state government measures that increase the transportation of freight containers by rail to reduce truck use on urban roads.</li> <li>- Advocate to state and federal governments for improved infrastructure, services, and funding to address safety concerns relating to public transport, arterial road network, cyclist, pedestrian and motorcycle routes, and road safety legislative amendments.</li> </ul>
<b>12.2 Education and Programs</b>	Provide relevant Council officers with a sound knowledge of road safety.	Department of Transport	Appropriate Council staff to undertake formal road safety audit training.
<b>12.3 Engineering and enforcement of safety measures</b>	Investigate and deliver safety measures that address issues relating to road trauma.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Victoria Police</li> <li>- Transport Accident Commission (TAC)</li> <li>- Other council departments</li> <li>- Metropolitan Fire Brigade(MFB)</li> <li>- Country Fire Authority (CFA)</li> <li>- Community organisations</li> <li>- Victorian Transport Association (VTA)</li> </ul>	<ul style="list-style-type: none"> <li>- Review casualty crash statistics annually to identify high risk locations within Kingston.</li> <li>- Review procedures for the identification, analysis and treatment of locations on local streets which road users perceive to be hazardous.</li> <li>- Prioritise traffic measures on local road at locations of highest risk such as streets with a high casualty crash record, particularly if this is combined with high speeds, flows, and through traffic volumes.</li> <li>- Develop and deliver affordable programs (such as local area traffic management) to address road safety issues.</li> <li>- Consider the needs of vulnerable road users such as pedestrians and cyclists in the design and implementation or all transport infrastructure upgrades and street works.</li> <li>- Where appropriate undertake road safety audits in the design of proposed traffic measures.</li> <li>- Consider road safety in the design, upgrade of infrastructure and street maintenance programs of roads and roadsides.</li> <li>- Where appropriate, improve street lighting.</li> <li>- Review landscape and vegetation, and nature strip policies to ensure they consider road safety.</li> <li>- Consider road safety measures in planning applications and approvals.</li> <li>- Enforce parking restrictions throughout the municipality to promote the safe parking and movement of vehicles.</li> <li>- Identify safety issues on road managed by other road authorities and advocate for improvements.</li> <li>- Assist external organisations in the development and delivery of road safety programs, policy or legislative improvements for road safety.</li> </ul> <p>Continued overleaf..</p>

## KRA 12: Safer roads continued

**Objective: Implement and advocate for traffic management actions and maintenance programs to create safer roads (and roadside infrastructure) and neighbourhoods for all road users.**

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>12.3 Engineering and enforcement of safety measures</b>	Investigate and deliver safety measures that address issues relating to road trauma.	<ul style="list-style-type: none"> <li>- Department of Transport</li> <li>- Victoria Police</li> <li>- Transport Accident Commission (TAC)</li> <li>- Other council departments</li> <li>- Metropolitan Fire Brigade(MFB)</li> <li>- Country Fire Authority (CFA)</li> <li>- Community organisations</li> <li>- Victorian Transport Association (VTA)</li> </ul>	<ul style="list-style-type: none"> <li>- Work with stakeholders to improve interchange facilities at stations and bus stops so they are safe and accessible.</li> <li>- Advocate to the state government for the continued removal of railway level crossings where there is a high casualty crash record.</li> <li>- Work with state governments and the Victorian Transport Association (VTA) for improved safety and enforcement of freight networks in the municipality.</li> <li>- Monitor the volume of heavy vehicles using the road network – particularly on local roads and work with relevant authorities to reduce truck traffic in residential streets.</li> <li>- Support initiatives that encourage well designed, compact, mixed use neighbourhoods that reduce the need to travel.</li> <li>- Support higher density development close to public transport o reduce car travel.</li> <li>- Ensure significant new development supports sustainable travel that promote safe, healthy and sustainable modes – through green travel plans.</li> <li>- Develop a road user hierarchy in which sustainable modes are prioritised over private cars particularly in activity centres and other areas identified within a Movement and Place framework.</li> <li>- Allocate more road space to public transport such as buses within a Movement and Place Framework.</li> </ul>



# 7. Action Plan

## KRA 13: Safer Speed

**Objective: Investigate cost effective measures for speed reduction and advocacy of enforcement speeding behaviour.**

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>13.1 Raise awareness and understanding</b>	To provide and promote relevant information to educate staff, local businesses and the community in relation to safer speeds.	- Communications & Public Affairs, Kingston - Local Media	- Update website information relating to selecting safe speeds. - Review information about speed and promote best practice. - Produce articles each year relating to selecting safe speeds.
<b>13.2 Education and Programs</b>	To provide programs to staff, local businesses and the community in relation to selecting safer vehicles safe speeds.	- Victoria Police - Department of Transport	- Work in partnership with Police to undertake speed awareness programs. - Use electronic variable message systems (VMS) trailers to advise on safe road speeds.
<b>13.3 Engineering and enforcement of safety measures</b>	Review speed limits on selected local council roads and investigate cost effective measures for speed reduction and enforcement.		- Audit speeds regularly, based on community feedback and the surrounding school community. - Reduce signed speed limits on selected local roads where the crash risk is high, and the streets are predominantly residential. - Investigate and where appropriate reduce speed limits in shopping precincts and around schools and other high pedestrian activity areas. - Consider use of advisory speed limits where appropriate such as at bends or crests in the road. - Examine the continuity of vehicle speed limits along individual stretches of road to ensure there are not too many speed limit changes that may confuse road users. - Where appropriate, install traffic calming management measures such as speed humps to reduce speeds. - Liaise with Victoria Police to advocate for enforcement of speeding and hoon behaviour. - Advocate for expanded use of speed cameras where speeding and casualty crash records show this is warranted.

# 7. Action Plan

## KRA 14: Safer Vehicles - Fleet safety

**Objective: Promote the importance of fleet safety to businesses to help reduce the incidence of road trauma.**

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>14.1 Raise awareness and understanding</b>	To provide and promote relevant information to educate Council staff, and local businesses in relation to fleet safety in Occupational Health and Safety.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Update website information relating to fleet safety.</li> <li>- Produce articles relating to fleet safety.</li> <li>- Assist with the production of a City of Kingston Fleet/Drive Safety policy.</li> </ul>
<b>14.2 Education and Programs</b>	To provide programs to Council staff and local businesses in relation to fleet safety and its role within duty of care and Occupational Health & Safety.	<ul style="list-style-type: none"> <li>- Kingston schools</li> <li>- Local businesses</li> <li>- Department of Transport</li> <li>- Transport Accident Commission (TAC)</li> <li>- Royal Automobile Club of Victoria (RACV)</li> <li>- Other Council Departments</li> </ul>	<ul style="list-style-type: none"> <li>- Work with the Procurement and Contracts team in relation to safe vehicle rating of Council fleet and promote selection of safer vehicles (ANCAP 5-star rating), including vehicles with high rating for pedestrian and bicyclist safety in crashes involving a car, as well as safety of driver and passengers.</li> <li>- Provide appropriate training for Council drivers.</li> <li>- Implementation of fatigue management procedures.</li> <li>- Encourage and support safe vehicles amongst local businesses.</li> <li>- Promote 'sharing road safety' training for truck drivers to increase awareness of vulnerable road users such as cyclists.</li> <li>- Advocate for the installation of rear vision cameras on vans, trucks, buses.</li> </ul>

# 7. Action Plan

## KRA 15: Safer Vehicles - Selecting safe vehicles

**Objective:** Promote the importance of selecting safe vehicles to the wider community to help reduce the incidence of road trauma.

Theme	Council Tasks (Infrastructure Department)	Partners	Actions
<b>15.1 Raise awareness and understanding</b>	To provide and promote relevant information to the wider community in relation to selecting safer vehicles.	<ul style="list-style-type: none"> <li>- Communications &amp; Public Affairs, Kingston</li> <li>- Local Media</li> </ul>	<ul style="list-style-type: none"> <li>- Update website information relating selecting safe vehicles.</li> <li>- Produce articles relating to selecting safe vehicles.</li> <li>- Promote vehicle safety publications such as 'How Safe is Your Car' and 'Used Car Safety Rating'.</li> </ul>
<b>15.2 Education and Programs</b>	To provide programs the wider community in relation to selecting safer vehicles.	<ul style="list-style-type: none"> <li>- Kingston Schools</li> <li>- Local businesses</li> <li>- Department of Transport</li> <li>- Transport Accident Commission (TAC)</li> <li>- Royal Automobile Club of Victoria (RACV)</li> <li>- Australasian New Car Assessment Program (ANCAP)</li> <li>- Other Council Departments</li> <li>- National Heavy Vehicle Regulator (NHVR)</li> </ul>	<ul style="list-style-type: none"> <li>- Investigate and support the benefits of existing, new and emerging transport technologies that may improve safety such as driverless cars, electric vehicles, car sharing, working from home, speed limited vehicles, anti-lock braking systems, intelligent speed assist devices, seat belt warning devices, passenger and driver air bags, following distance alerts, and traction control.</li> <li>- Attend vehicle safety community events and programs.</li> <li>- Support fitting safety options such as safe installation of child restraints.</li> <li>- Advocating for minimum vehicle safety standards for motorcycles.</li> <li>- Advocate for limiting the top speeds on motorcycles.</li> </ul>

# 8. Appendix

## 8.1 The City of Kingston

The City of Kingston is located 15km south of Melbourne's central business district and spans an area from Moorabbin to Carrum to Dingley Village. It covers an area of 91km<sup>2</sup> and is surrounded by the cities of Bayside, Glen Eira, Monash, Greater Dandenong and Frankston.

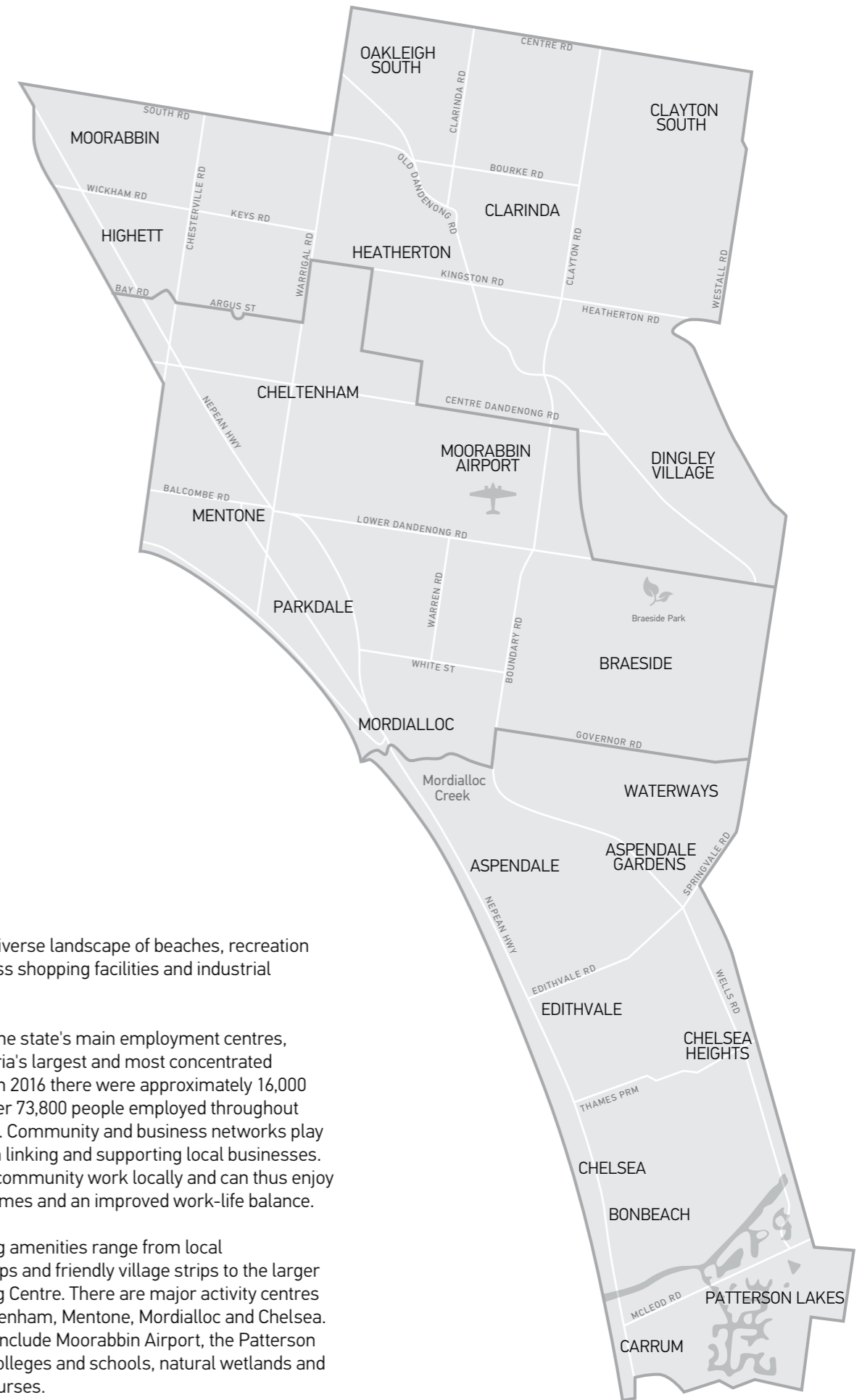
Kingston is a diverse community spanning a wide range of ages, household types and cultures. Census estimates show that in 2019, the City of Kingston was home to over 165,000 people. According to the State Government Victoria in Future (ViF), the population is projected to grow to about 200,000 in 2036. Increased population means more people and traffic sharing the roads.

In 2016, there were almost 63,800 dwellings in the municipality. This is forecast to increase to just over 78,000 by 2036.

The City of Kingston has a slightly lower percentage of the population aged under 15 years (just under 18%) compared to Greater Melbourne's average. However, it has a higher proportion of residents who are aged over 65 years (just over 17% compared with 14% for Greater Melbourne in 2016). By 2036, the proportion of older residents is predicted to increase to 20%. This trend is likely to mean more residents rely on non-car travel modes to maintain their mobility, social connectedness and wellbeing. It is also likely to see an increase in road safety issues associated with older road users.

Lone persons made up 24% of households in Kingston in 2016, while 3.8% of households have one parent with children under the age of 15. Five percent of Kingston's residents need assistance due to a disability. 5.4% of residents were unemployed, whilst 13% of Kingston's youth were unemployed.

The Kingston population also shares a wealth of cultural diversity with over 100 nationalities represented. In 2016, 31% of Kingston's population were born overseas, with the United Kingdom, India, China, Greece and New Zealand being among the most frequent places of birth. 26% of Kingston residents can speak a language other than English, while 4.3% of residents are not fluent in English.



Residents enjoy a diverse landscape of beaches, recreation facilities, world-class shopping facilities and industrial precincts.

Kingston is one of the state's main employment centres, having one of Victoria's largest and most concentrated industrial sectors. In 2016 there were approximately 16,000 businesses with over 73,800 people employed throughout the City of Kingston. Community and business networks play an important role in linking and supporting local businesses. Almost 30% of the community work locally and can thus enjoy shorter commute times and an improved work-life balance.

Kingston's shopping amenities range from local neighbourhood shops and friendly village strips to the larger Southland Shopping Centre. There are major activity centres in Moorabbin, Cheltenham, Mentone, Mordialloc and Chelsea. Other key features include Moorabbin Airport, the Patterson River, thirty-eight colleges and schools, natural wetlands and outstanding golf courses.



# 8. Appendix

## 8.2

### Travel in the municipality

Residents and visitors to the municipality make decisions every day about the type of transport they will use.

The choice of travel mode is determined by many factors such as the:

- Distance to destinations.
- Facilities close by.
- Proximity to and reliability of public transport.
- Availability of parking.
- Cost of fuel, vehicle maintenance and parking.
- Convenience of various transport modes - such as the amount of time they take to get to a destination and accessibility.
- Environmental impacts of the travel choices, such as energy use and impacts on air quality.
- Health impact of sedentary lifestyles on obesity and cardiovascular diseases.

The travel choices we make have an impact on the number and type of road users in the municipality, and this influences road safety.

#### 8.2.1 Active travel modes

Active travel modes (such as walking and cycling) and public transport can positively contribute to a safe, attractive, sustainable environment. Walking and cycling are inexpensive and healthy modes of travel. However, most cycle trips in Kingston are made for recreation rather than work or accessing other destinations such as shops, schools and public transport. Many local journeys in the municipality are relatively short – less than 5km. The city of Kingston has excellent potential for increasing cycling as it is relatively flat and has a 'spine' of activity centres and destinations along the bay. However, encouraging more people to cycle and walk is dependent on the existence of a connected network of safe routes suited to people in all age groups and abilities.

#### 8.2.2 Public transport

Public transport helps link people to places they want to go. It provides an alternative travel choice for people who do not have access to a car – either because they are too young, too old, have a disability, or because they choose not to or cannot afford to own a car. Whilst Kingston is served by two train lines and 25 bus routes, there are significant service gaps within the network. Rail primarily services the activity centres dotted along the coast. Though the bus network provides good overall coverage in the municipality, there are opportunities for improvement in scheduling, route servicing and reliability. The City of Kingston is a strong advocate for additional public transport services that are safe and accessible to meet the needs of the community.

#### 8.2.3 Taxis

Taxis are recognised as an important transport mode in Kingston and Council is working towards improving the safety, accessibility, capacity and convenience of taxi ranks, particularly for people with disabilities.

#### 8.2.4 Accessibility

Council is responsible for maintaining about 600km of municipal roads and 1,000km of footpaths within the municipality. Measures that make roads safer for older people, younger people and more accessible for people with a disability also make streets safer and accessible for all road users such as parents with prams or young children.

The 2016 Australian Bureau of Statistics Census data reveals that:

- 6.2% of Kingston households do not own a car
- 34.7% of Kingston households own one car
- 37.5% of Kingston households own two cars
- 14.7% of Kingston households own three cars or more
- 6.9% of respondents did not answer this Census question.

The average car ownership in the municipality is 1.6 cars per dwelling. Separate houses, such as freestanding house, have the highest average car ownership of just under two cars per dwelling. While medium-density dwellings have a car ownership of 1.4 and high-density dwellings have a car ownership of 1.2 cars per dwelling.

#### 8.2.5 Travel to work

The Census data shows that 68.6% of residents who travel to work do so by car, 13.4% use public transport, and 2.4% walk or cycle. Kingston residents have a slightly higher reliance on private vehicles to get to and from work than the average for Greater Melbourne (64.1%).

Kingston's industrial precincts employ a high number of workers from within the Kingston municipality. This helps residents to avoid travelling long distances to work outside the city. The continued viability of Kingston's businesses is critical to maintaining and increasing employment levels within the municipality. Many businesses rely on easy access to goods delivery. If this access becomes difficult, businesses may move elsewhere, taking their jobs with them. Linking industrial precincts with direct and connected arterial roads means freight vehicles will also be less reliant on local roads. This can remove the conflict between trucks and pedestrians, cyclists, and cars, making the local road network safer and less congested for all. Nevertheless, the Victorian Freight Plan 2018 shows that metropolitan Melbourne freight volumes are predicted to more than double between 2021 and 2051 due to growing population, associated economic growth and globalisation.

#### 8.2.6 COVID-19

In early 2020 the World Health Organisation announced COVID-19 as a pandemic. To protect others and stop the spread of the virus in Australia, the state and the national government introduced restrictions. This helped to maintain the practice of good hygiene, physical distancing, limits on public gatherings and (if necessary) self-isolation.

These restrictions have had a profound short-term and potentially long-term impact on how we travel. Furthermore, the restrictions highlighted the necessity of COVID-safe travel.

The impacts on travel include, for example:

- A shift towards working from home
- The delivery of learning and education online
- The need for flexible start and end times for work and education
- An increase in walking and cycling locally
- Fewer cars on the road
- The increased demand for home delivery for shopping or pick-up services from supermarkets
- Decreased use of public transport.

The effect of this on the City of Kingston may increase the trend towards more cycling, walking and motorcycle use in our municipality. The promotion of COVID-safe use of public transport may also help to increase usage. We may also see a reduction in travel as Council supports initiatives that encourage well designed, compact, mixed-use neighbourhoods.

As schools returned to on-site learning following COVID-19 lockdowns, Council responded to this challenge by designing and offering road safety packages with options to help schools with staggered pick-up and drop-off times to support physical distancing.

# 8. Appendix

## 8.3 Community consultation on road safety

This Road Safety Strategy has been prepared through consultation with internal and external stakeholders and the wider community to ensure that the tasks and actions are consistent with their expectations and needs.

Community consultation was undertaken through a Your Kingston Your Say online survey in August 2021. The survey provided respondents with the opportunity to express feedback on the draft Strategy and Council's current road safety programs.

The overall feedback from the community were suggestions for educational content for the variety of road users in the municipality.

People would like to focus more on bike education for primary and secondary schools; to promote and encourage more schools to include road safety education in the pre and primary schools; to provide more information on safe driving practices and reduce drugs and alcohol for novice drivers in secondary schools.

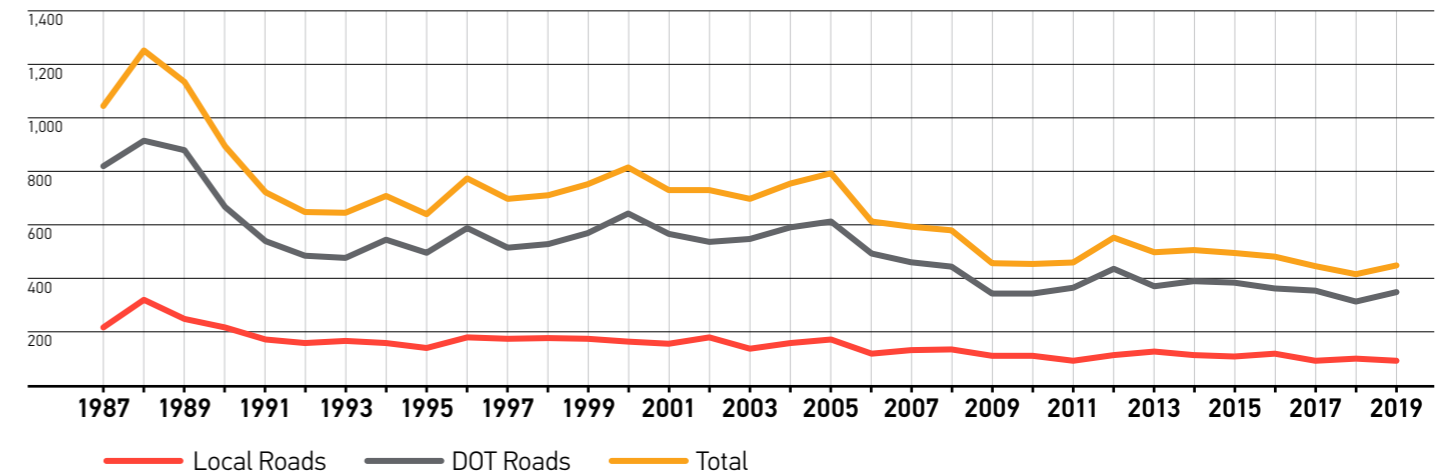
## 8.4 Road crash statistics

The following statistics have been obtained through the DOT's Road Crash Information System (RCIS). The statistics represent the number of injuries and deaths caused by road crashes. Crashes that resulted in vehicle or property damage (or both) and that have not been attended to by Police are not included.

### 8.4.1 Trends

Figure 4 shows the number of persons injured in road crashes in Kingston between 1987 to 2019. The number of persons injured has fallen from about 1,100 per year in the late 1980s to about 450 per year over the last five years. On average, 77% of these injuries in road crashes occurred on the Department of Transport's arterial road network.

Figure 4. Number of persons injured in road crashes in Kingston

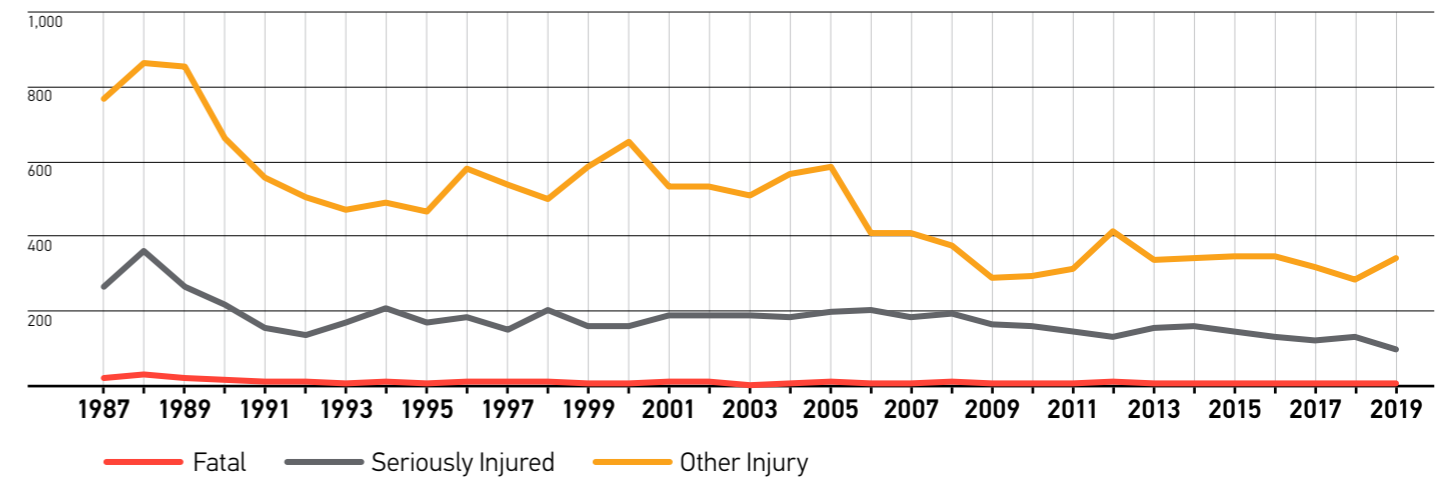


### 8.4.2 Severity

#### Severity of injuries

Figure 5 shows the severity of injuries to people involved in road crashes on Kingston's roads between 1987 and 2019. The figure shows that just over 70% of injuries are 'other' injuries – not serious or fatal. Fatal injuries are thankfully low in number – about five a year between 2015 to 2019 – of which three a year were on the arterial road network.

Figure 5. Number of persons injured on all roads - by severity of injury



Note: In December 2005, Victoria Police changed the classification of serious injuries and minor injuries sustained in road crashes, making it difficult to compare injury levels over time.

# 8. Appendix

## 8.4 Road crash statistics

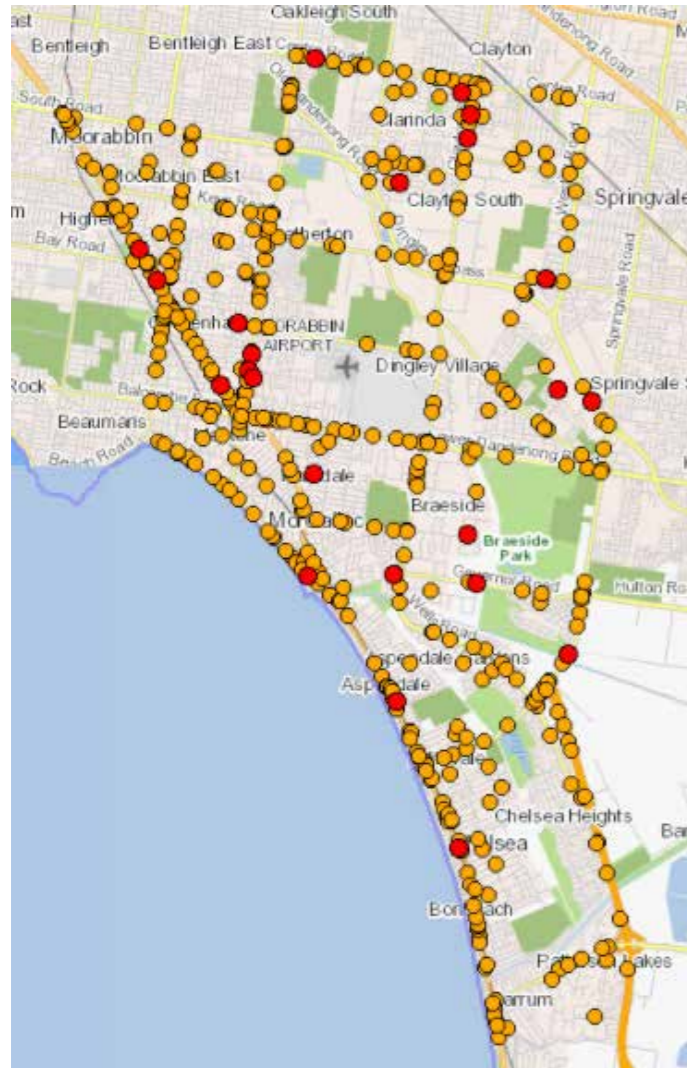
### 8.4.2 Severity

#### Serious and fatal crashes

Figure 6 shows the serious crashes (orange dots) location and fatal crashes (red dots) in the municipality between 2015 and 2019.

Just over 77% of the 647 people seriously injured or killed in crashes on roads in the municipality occurred on the Department of Transport's arterial road network.

Figure 6. Serious and fatal crashes (2015–2019)



### 8.4.3 Age

Figure 7 shows the age of people injured on all roads and by road user type in Kingston between 2015 and 2019.

A total of 2,280 people were injured on Kingston's roads during this period. About 22% of these were aged between 17 and 29.

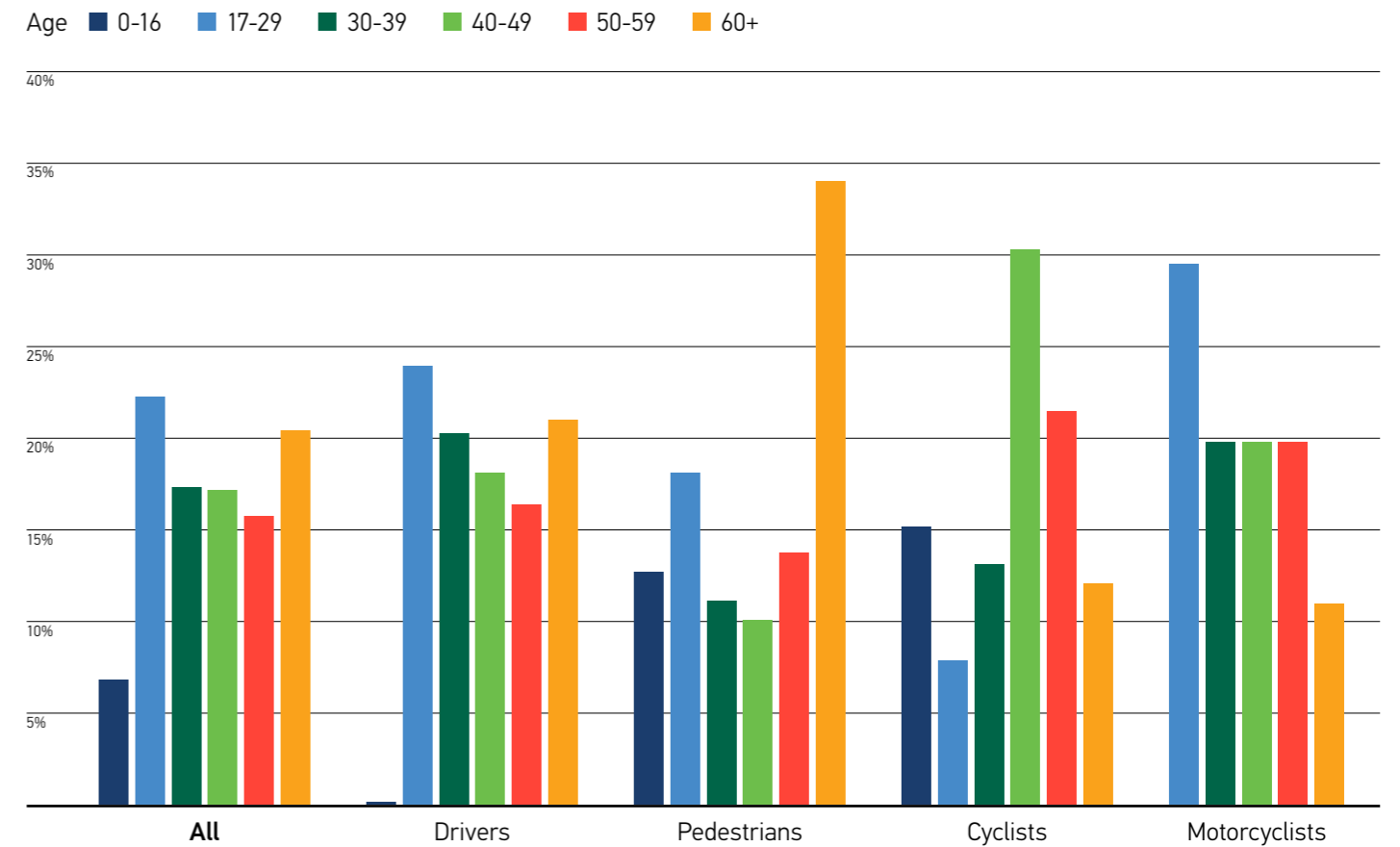
Of the 1,365 car drivers injured, 24% were aged between 17 and 29. This is a reduction compared with the five-year period from 2011 to 2015 when it was about 33%. This reduction indicates the success of targeted road safety messages, the provision of training and the legislation relating to this younger age group.

Of the 192 pedestrians injured, 34% were aged 60 or over. This indicates that older road-users represent a disproportionate number of pedestrians injured in casualty crashes. Generally, older people are inclined to suffer from more health issues, and they find it harder to recover from injuries. Therefore, they are more likely to be injured or die if involved in a crash than a younger road-user.

Over the five-year period, 193 cyclists were injured. The highest percentage of these (30.4%) were in the 40–49 age group, and a high proportion was also represented in the 50–59 age group. Young cyclists (16 or younger) also made up a high proportion of bicycle casualties.

Young motorcyclists aged 17–29 represented almost 30% of the 173 motorcycle driver injuries, reflecting the relative inexperience of these drivers.

Figure 7. Persons injured by age and type of road user (2015–2019)



Note: the age of the road user was unknown for a small number of injured people. This group has been excluded in the percentages.

# 8. Appendix

## 8.4 Road crash statistics

### 8.4.4 Road Users

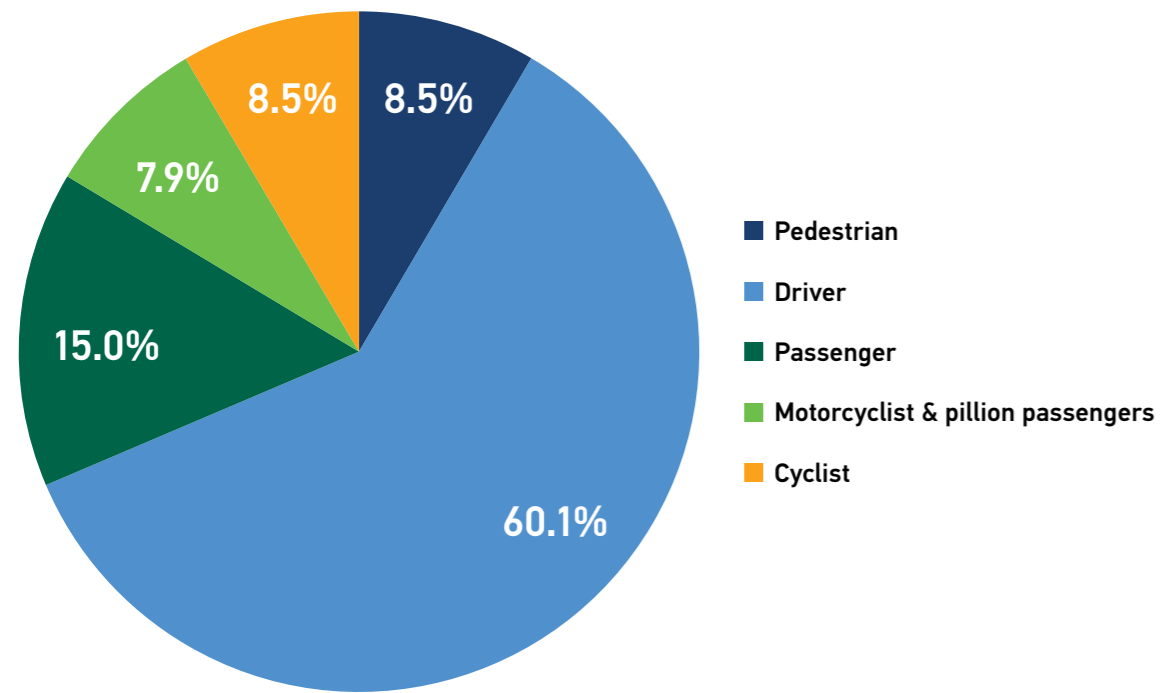
#### Injury by type of road user

Figure 8 shows the percentage of the 2,280 people injured on Kingston's road by type of road-user.

Drivers and passengers make up 75% of people injured. Pedestrians, cyclists, motorcyclists (and pillion passengers) make up the remaining 25%.

Vulnerable road users such as motorcyclists and cyclists often represent a low proportion of road users and are therefore over-represented in the casualty crash statistics.

Figure 8. Persons injured by type of road user (2015-2019)



Note: the type of road user was unknown for a small number of injured people. This group has been excluded in the percentages.

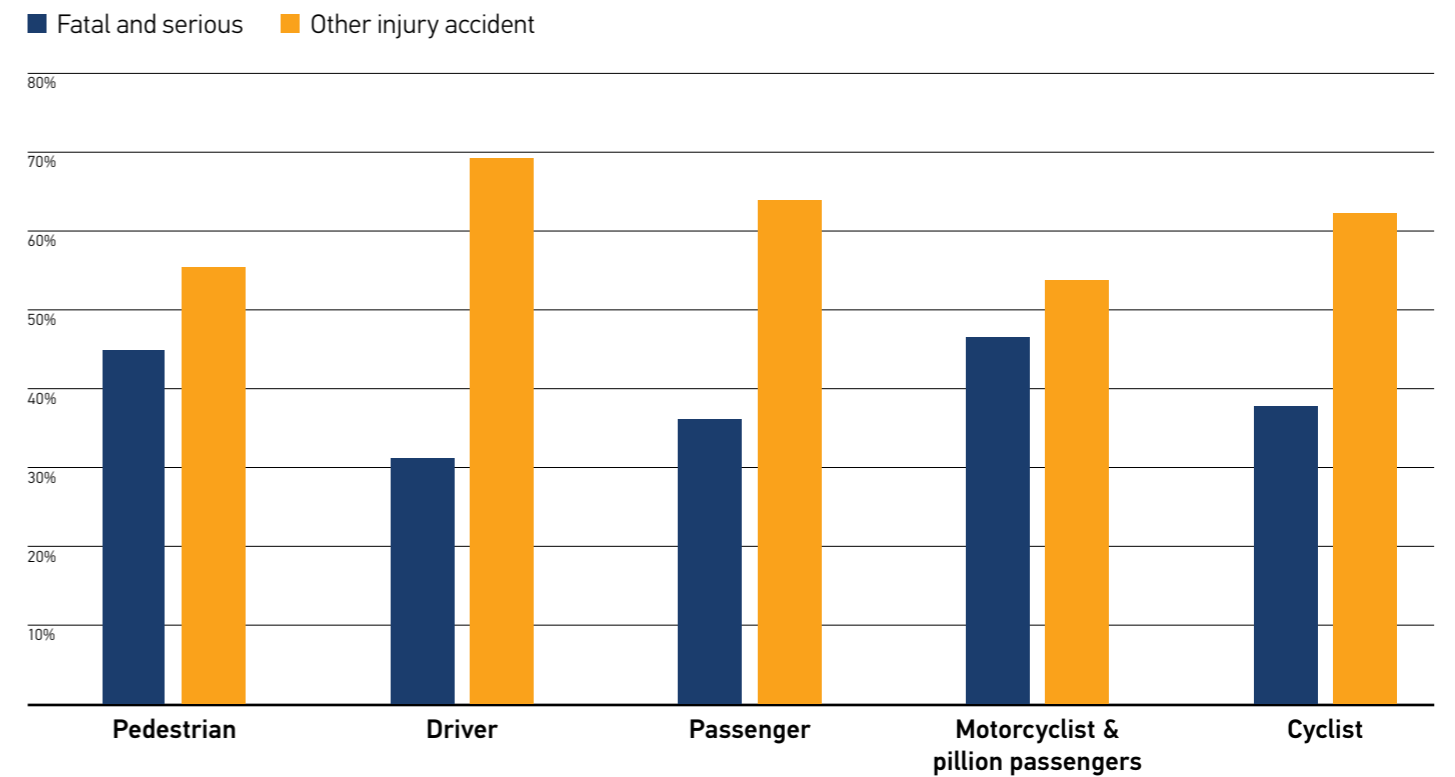
#### Severity of injury by type of road user

Figure 9 shows the severity of people injured on Kingston's road by road user.

The figure shows that vulnerable road users such as pedestrians, motorcyclists, and cyclists are more likely to be killed or seriously injured than car drivers and passengers.

The experiences observed in Australia and around the world are that encouraging more people to cycle and walk is highly dependent on the existence of a connected network of safe routes suited to people of all age groups and abilities.

Figure 9. Severity of injury based on type of road user



Note: the type of road user was unknown for a small number of injured people. This group has been excluded in the percentages.



# 8. Appendix

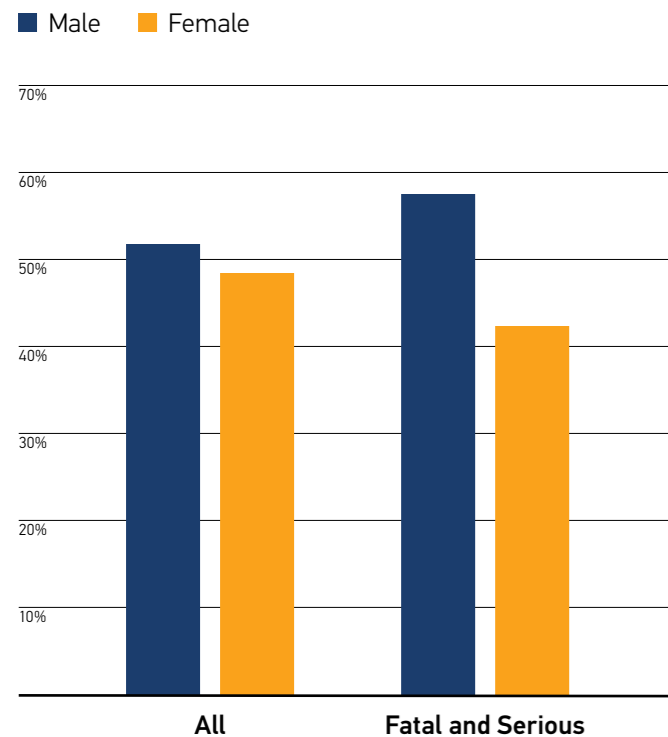
## 8.4 Road crash statistics

### 8.4.5 Gender

Figure 10 shows that men and women make up approximately the same percentage of the 2,280 people injured on Kingston's road between 2015 and 2019.

However, men are disproportionality represented in the fatal and serious injury categories at almost 58%.

Figure 10. Persons injured based on gender (2015-2019)

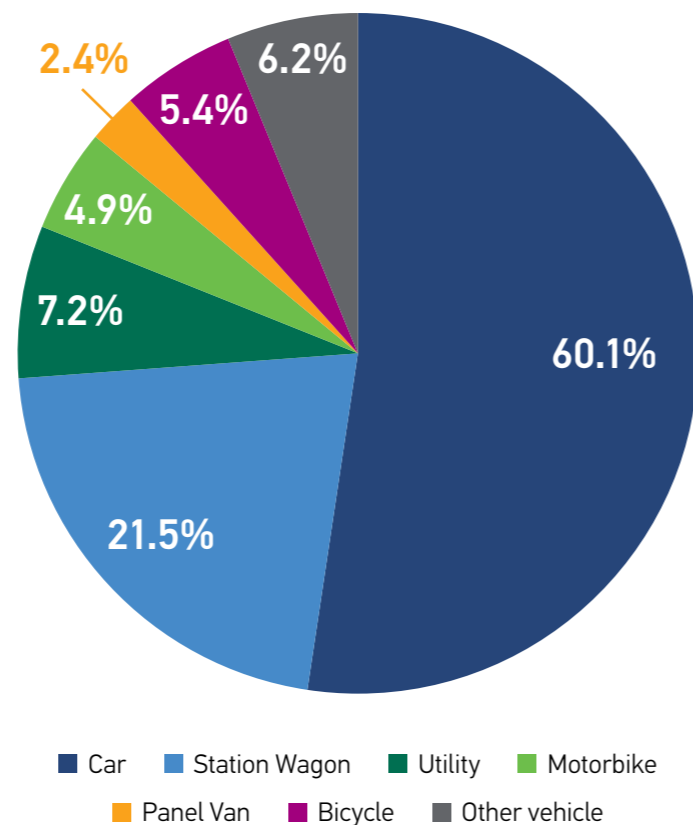


Note: the gender of the road user was unknown for a small number of injured people. This group has been excluded in the percentages.

### 8.4.6 Vehicle Type

Figure 11 shows that the predominant type of vehicle involved in crashes were cars and station wagons (74%).

Figure 11. Vehicle Type (2015 -2019)



### 8.4.7 Crash Type

There were 582 fatal or serious crashes amongst 1,803 casualty crashes in the five years between 2015 to 2019. The dominant types of crashes are:

DCA	Type	All Crashes	% Fatal and Serious
130	Rear-end	24.8%	17.5%
121	Right through	14.1%	13.6%
113	Right near	7.3%	6.9%

Of the 1,803 casualty crashes, 184 involved crashes with pedestrians (10.2%). 46.7% of these involved the pedestrian hit by a vehicle from the right.

DCA	Type	All Crashes
100	Pedestrian hit by vehicle from the right	46.7%
102	Pedestrian hit by vehicle from the left	21.2%
101	Pedestrian emerges from in front of parked or stationary vehicle	7.1%

184 crashes also involved cyclists (10.2% of crashes).

DCA	Type	All Crashes
121	Right through	15.2%
147	Vehicle strikes another while emerging from driveway	12.5%
113	Right near	8.7%
130	Rear-end	8.2%

174 crashes also involved motorcyclists as a driver or passenger (9.7% of crashes).

DCA	Type	All Crashes
174	Out of control on straight carriageway	17.2%
130	Rear-end	14.9%
121	Right through	11.5%

14.1% of casualty crashes involved a collision with a fixed object (such as a tree or pole).

# 8. Appendix

## 8.5 Crashes involving alcohol & drugs

The Department of Transport statistics show that there were 574 casualties during high alcohol times within the City of Kingston during 2015-2019. VicRoads define high alcohol times as time periods where alcohol is more likely to contribute to crashes, generally between 6pm and 6am.

## 8.6 Speed

Speed reduction has two major impacts on road trauma because the speed of travel influences the number of crashes that occur as well as the severity of crashes.

Figure 12 shows the severity of a crash is directly related to speed. At lower speeds road users have more time to react and make decisions; they are less likely to lose control; are more likely to take evasive action and stop in a shorter distance. Additionally, lower speeds result in reduced injury severity in crashes which do occur because of the lower levels of crash impact energy involved. Improved speed management can make a significant contribution to the overall improvement in road safety outcomes in Victoria.

Speed continues to contribute to a high proportion of crashes within the City of Kingston. The challenge for Council is to deliver educational messages to the community that speed not only includes driving above the posted speed limit, but also driving at inappropriate speeds for the conditions, e.g. wet and slippery roads, sun glare, heavy traffic, high pedestrian or cycle use areas, and within road work zones.

At the heart of Towards Zero is the belief that human health is more important than anything else. It acknowledges that, as people, we make mistakes. Our bodies are strong up to a point, but if we are hit at high speed, we can withstand only so much force before we break. The likelihood of being killed or seriously injured increases dramatically with speeds as low as 30km/hr. Children and older people are most at risk if hit above those impact speeds.

This vision is underpinned by the Safe Systems approach to safety. That's why we need to build safer road systems for everyone.

Council Officers regularly monitor the speed of motorists on local roads to help inform decisions regarding the need for educational and infrastructure programs. Where appropriate, Council also reviews the speed limits on key roads.

Figure 12. Relationship of vehicle speed and risk of pedestrian fatality

The figure below shows the risk of death for pedestrians increases significantly above 30km/h.

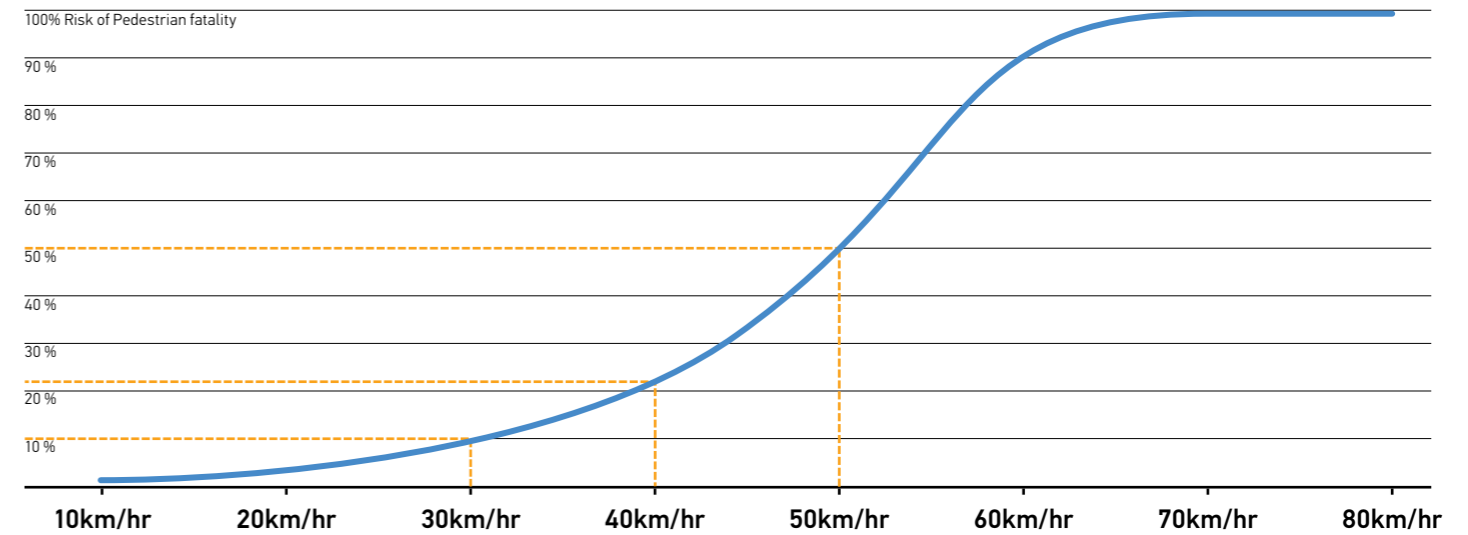
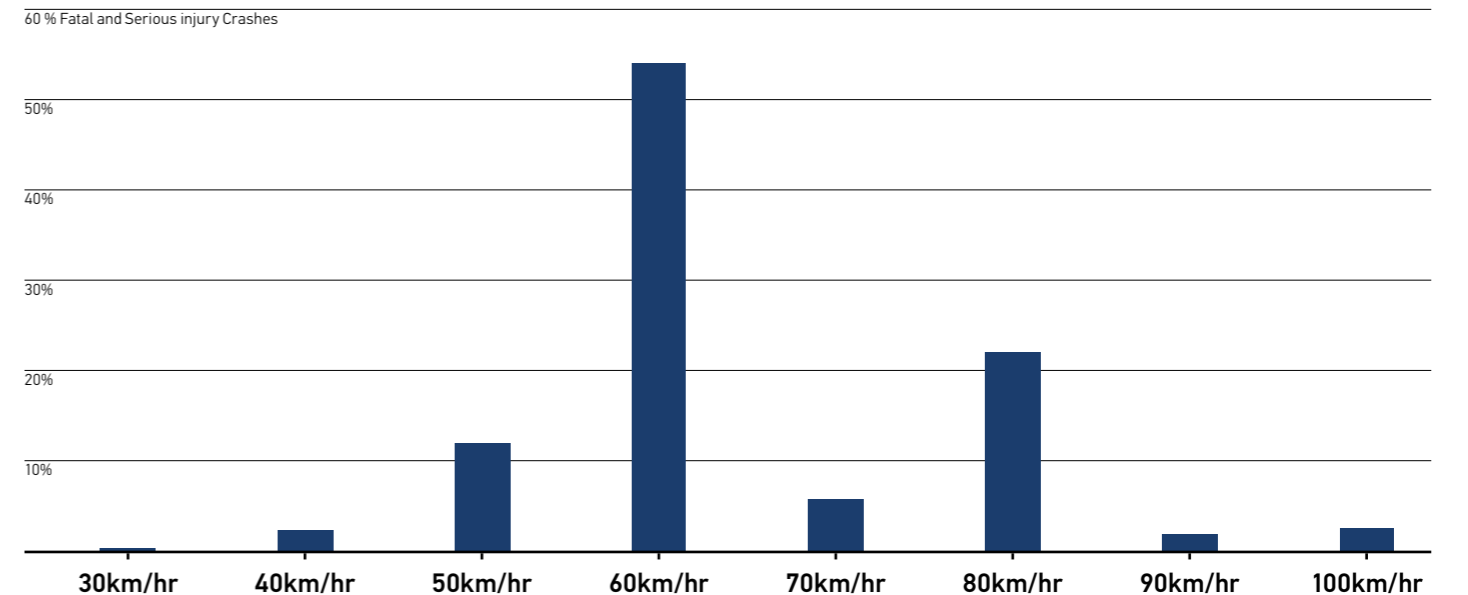


Figure 13. Fatal and serious injury crashes - by speed limit

Figure 13 shows that 54% of the 582 fatal and serious crashes between 2015 and 2019 on Kingston roads were on roads with a speed limit of 60km/hr. 22% were on roads with speed limits of 80km/hr.



# 8. Appendix

## 8.7 High crash locations

Safe roads are an essential component of the Safe System. Therefore, it is necessary that high crash locations be given attention in a coordinated way across local and state governments.

There are many high crash locations within the City of Kingston, with most on arterial roads under the DOT management. The intersections on arterial road locations with the highest number of crashes during 2015–2019 are listed below in Figure 14.

Figure 14. High crash locations on arterial roads (2015–2019)

### Locations

1. Warrigal Road at Nepean Highway
2. Westall Road at Rowan Road
3. Warrigal Road at Bernard Street
4. Westall Road at South Road
5. Mornington Peninsula Freeway at Springvale Road
6. Nepean Highway at Bay Road
7. Centre Dandenong Road at Chifley Drive
8. Lower Dandenong Road at Springvale Road
9. Nepean Highway at Chesterville Road
10. Nepean Highway at Centre Dandenong Road



# 8. Appendix

## 8.7 High crash locations

Figure 15. High crash locations on arterial roads (2015–2019)

Figure 15 shows the high crash locations at intersections (known as black spots) or length (black links) on local roads.

1. Charman Road at Park Road (black spot)
2. Station Street at Thames Promenade (black spot)
3. Charlotte St at Meriton Place (black spot)
4. Station St from Berry Ave to Blantyre Ave (black link)
5. Station St from Nepean Highway to Harrison Lane (black link)
6. Charman Road from Railway Road to Glebe Ave (black link)

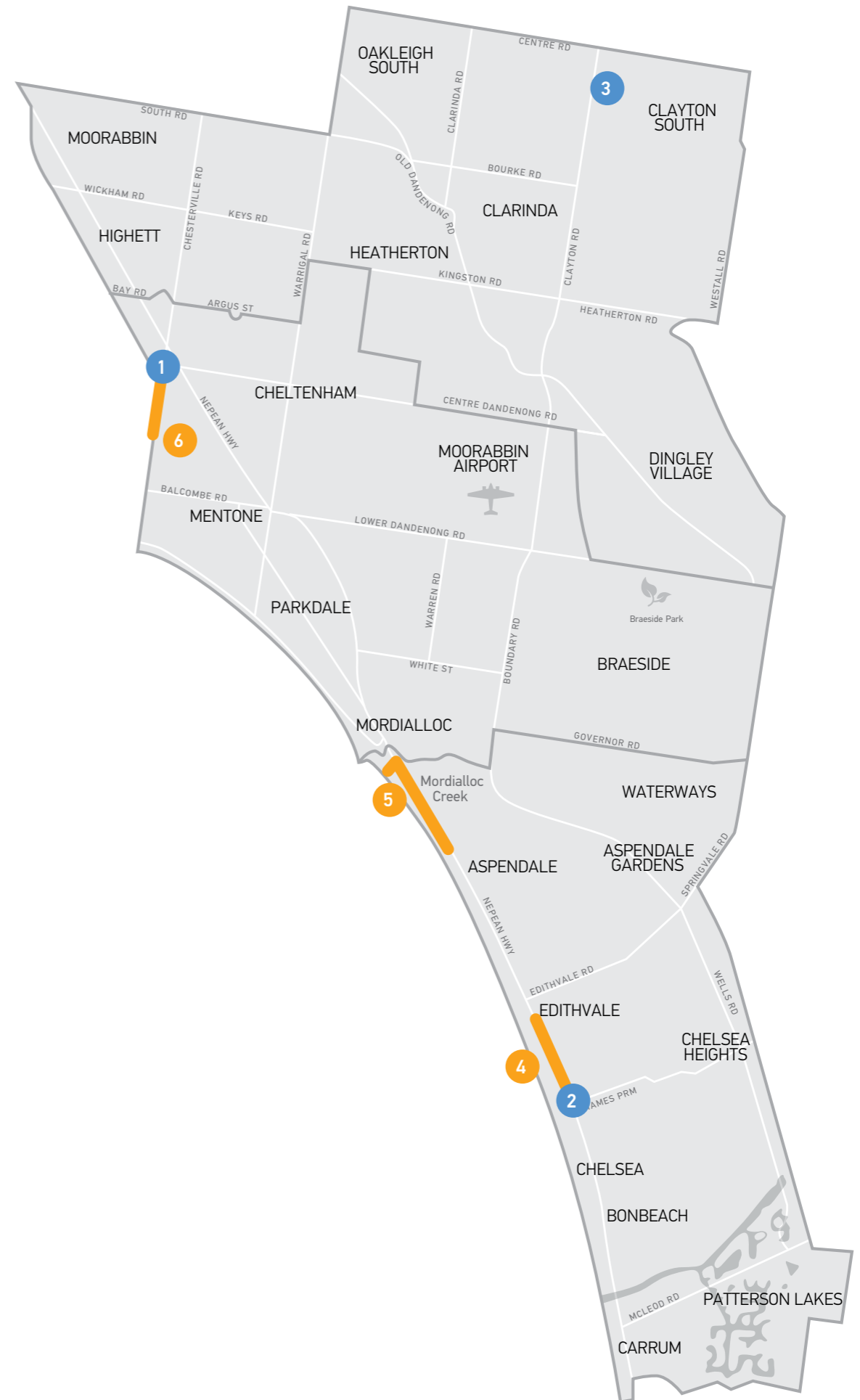
Each year, Council reviews the casualty crash records on Council roads over the last five years to identify black spots and links for possible funding. As a way to determine the sites to take forward for detailed design, funding and implementation, Council considers factors such as:

- projects recently undertaken or are programmed to occur
- clear patterns of crashes at a location
- cost-benefit of funding the scheme.

For example, Thames Promenade at Station Street and Charman Road in Cheltenham are subject to level crossing removal works and therefore do not warrant further blackspot investigations.

Council can also develop Local Area Traffic Management (LATM) works such as speed humps in local streets that are identified as traffic trouble spots and seek funding from State Government and other funding bodies. These investigations consider a range of issues such as casualty crashes, speeds, flows, through-traffic volumes and community feedback. Sites with high casualty crashes, speed, and through-traffic are given a higher priority for taking forward to design and implementation.

This Road Safety Strategy does not address the specific infrastructure needs of individual streets. However, it compliments other Council policies and plans that address 'blackspot' sites, plan traffic treatments and outlines the process for advocating for DOT resources.



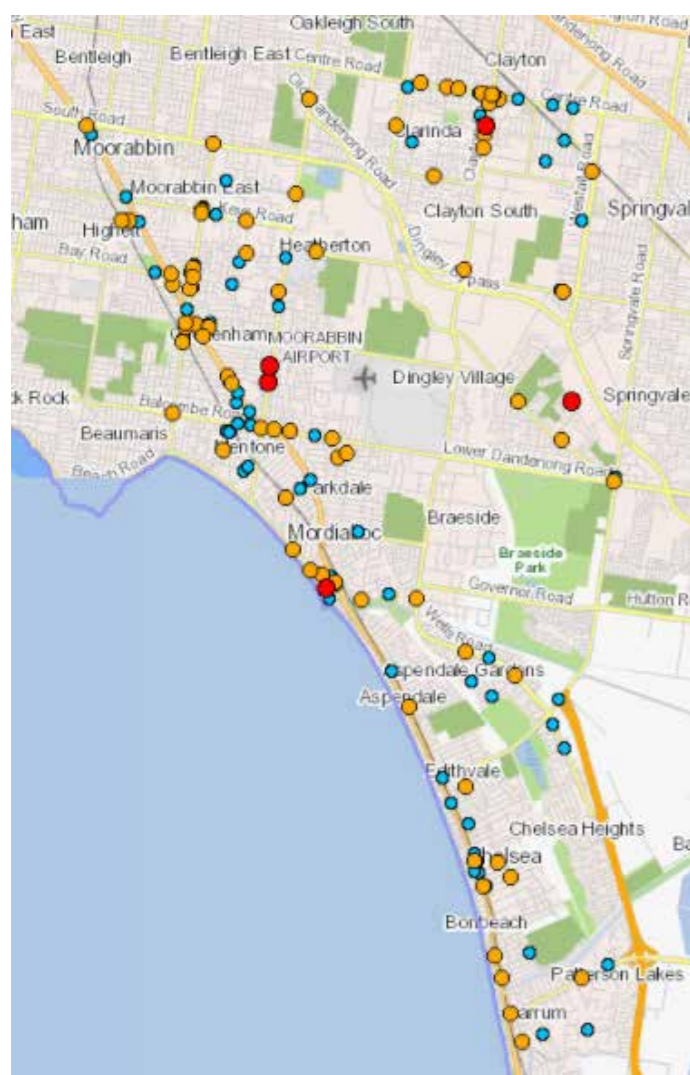
# 8. Appendix

## 8.7 High crash locations

### Pedestrian casualty crashes

Figure 16 shows the location of pedestrian casualty crashes. The dot map shows clusters of pedestrian casualty crashes close to the shops at the intersections of Centre Road and Clayton Road, Cheltenham and Southland, Mentone, Mordialloc, and Chelsea, particularly on the DOT arterial road network.

Figure 16. Pedestrian casualty crashes

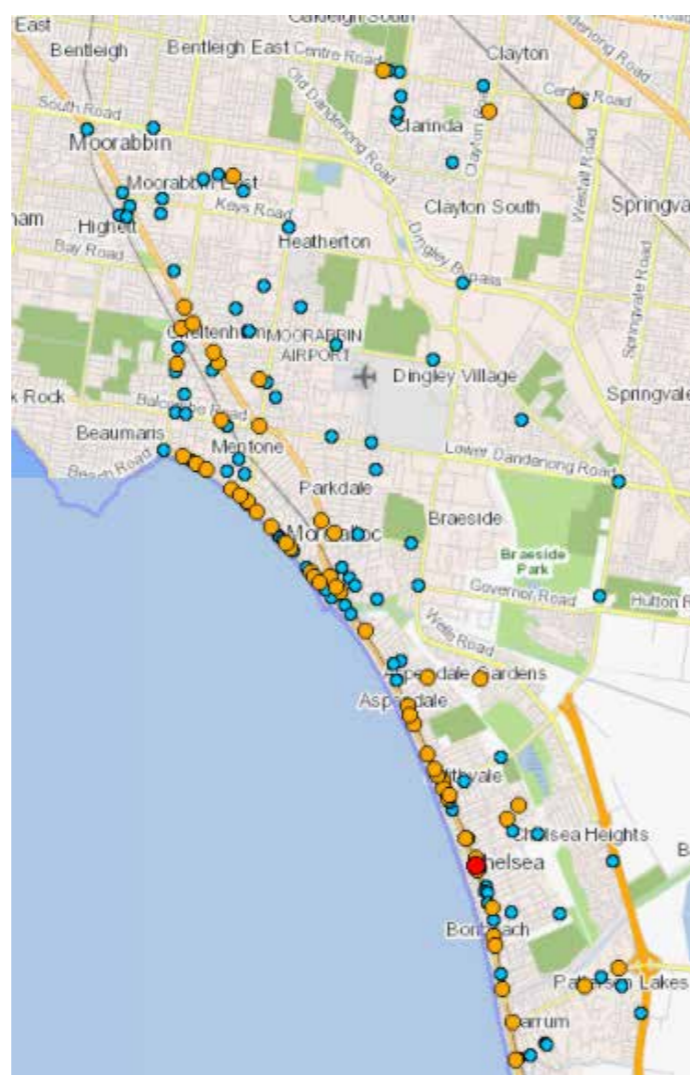


### Bicycle casualty crashes

Figure 17 shows the location of bicycle casualty crashes. The dot map shows that bicycle casualty crashes are focused on roads along the bay such as Beach Road, Nepean Highway and Station Street, with many the serious crashes also occurring on these roads.

The completion of the segregated cycle paths on Beach Road and on Station Street are important measures to address this casualty crash record.

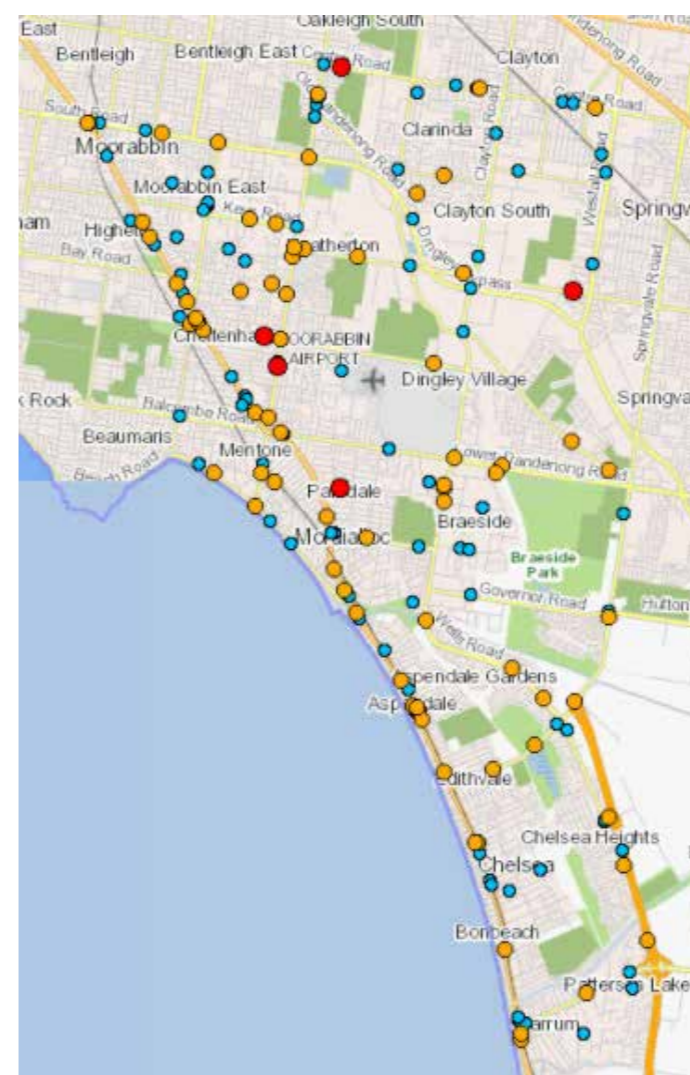
Figure 17. Bicycle casualty crashes



### Motorcycle casualty crashes

Figure 18 show the location of motor casualty crashes. The dot map shows that motorcycle casualty crashes are more dispersed over the municipality, however, they are located mainly on the DOT arterial road network

Figure 17. Motorcycle casualty crashes



# 8. Appendix

8.8

## Government role in transport

### 8.8.1 Council

Council plays a significant role in delivering transport outcomes across the municipality. These roles include:

- Managing the local road network such as maintaining local roads and paths (including off-road paths through Council reserves) and traffic management measures on local roads (such as speed humps) as part of Local Area Traffic Management studies.
- Applying relevant legislation and regulation such as management and enforcement of parking restrictions and issuing permits for heavy vehicles to travel on local roads.
- Providing evidence to support policy and planning, e.g. investigating new transport strategies and assessing the transport issues relating to planning applications for new developments within the State Government's Planning Scheme scope.
- Advocating, partnerships and funding. Council works with other organisations on major traffic projects (such as removing level crossings) and changes to the DOT network (such as extending the Mornington Peninsula Freeway – Mordialloc bypass). The Council seeks funding for 'blackspot' works on local council roads from DOT or other external sources.
- Engaging with the community and implementing behaviour changes. Council works with communities and businesses to understand travel needs and encourage the use of active transport. For example, Council consults residents, provides programs to encourage children to walk to school, provides road safety advice to residents and developers, and improves accessibility for all community members.

### 8.8.2 Federal and State Government

The Australian Government prioritises and progresses transport infrastructure of national significance. It also provides funding for transport projects primarily carried out by the state and local roads projects through the 'Black Spot' and 'Roads to Recovery' programs. They are responsible for economic policy, raising most transport taxes, emissions reduction, major funding projects, regulation and airports.

State governments prioritise and progress transport infrastructure of state-wide significance along with the main road network. The Victorian State Government is responsible for main transport legislation, vehicle registration fees, strategic land-use planning, freight and ports, public transport, freeways, highways and main roads, strategic road safety, major cycle trails, travel demand management, and the allocation of state and federal funding for transport projects. The Department of Transport (DOT) manages the arterial road network in Victoria.





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