

ROAD SAFETY STRATEGY 2024-2029



EAST GIPPSLAND
SHIRE COUNCIL

**SAFE
SYSTEM
SOLUTIONS**

ROAD SAFETY · AUDITING · ENGINEERING · PROJECT DEVELOPMENT

CONTENTS

From the Mayor	3
Acknowledgment of Country	4
East Gippsland Shire	5
Federal, State and Council context	6
What is happening on our roads?	8
What did you tell us?	16
How we will move towards zero trauma – The Safe System	20
Principles of the Safe System	20
Elements of the Safe System	21
Post-Crash Care	21
What works and what doesn't work	22
Our Strategic Approach	24
Council Commitment	24
Strategic Approach	24
What You Can Do	26



FROM THE MAYOR



On behalf of the East Gippsland Shire Councillors, I am proud to present you with the East Gippsland Shire Council Road Safety Strategy 2024-2029.

Earlier this year we launched 'Shaping the Future – Our Community Vision 2040'. This set out a vision for the shire which was developed by the community for the community:

"In 2040 our people, place, environment, and economy will be connected, in balance and resilient. Our unique and diverse communities will be accessible, inclusive, well connected and safe. We will value and care for each other and our natural environment. Our economy will support existing and emerging industries by being agile, innovative, and sustainable."

Our vision is inextricably linked to the way that we travel around the shire. We need a transport system that is 'accessible, inclusive, well connected and safe' in order to enjoy all the benefits that the shire has to offer. This road safety strategy provides the foundation for a transport system that is safe, but it does a lot more. A safe road network will reduce the risk of crashes and resultant trauma, and it supports travel behaviours – such as walking and cycling - that are good for the health of people and our beautiful natural environment.

To develop this strategy, we looked at engineering data to understand where the risks are on our roads, we looked at road safety best practice around the world, we listened to feedback from road users and we worked with road safety experts to understand why crashes happen and how they can be prevented.

1. Leadership and Best Practice

We will apply road safety best practice and make decisions based on sound evidence. We will continuously build our road safety capability and lead by example.

2. Safe System Approach

We will apply the globally recognised Safe System approach, which addresses the four main elements of road safety: Safe Roads and Paths, Safe Speeds, Safe People and Safe Vehicles.

3. Active Transport

We will ensure unprotected and vulnerable road users are supported by the road system, not impacted by it. We will support and encourage walking, cycling and public transport which are critical for a sustainable transport system, community wellbeing and a healthy natural environment.

4. Working Together

We will work with the local community, stakeholders and our Road Safety Partners to improve road safety – because a safe road network is everyone's responsibility.

East Gippsland Shire Council's Road Safety Strategy 2024-2029 sets out what we know about crashes and trauma on our road network and how we will go about improving safety for our community and our visitors.

Councillor Tom Crook
Mayor, East Gippsland Shire Council

ACKNOWLEDGMENT OF COUNTRY

East Gippsland Shire Council acknowledges the traditional custodians of this land, the Gunaikurnai, Monero and Bidawel people and their enduring relationship with country.

Council aspires to strengthen our partnerships and supports Aboriginal participation in management processes for land and natural resources. We recognise Australia's rich cultural heritage and aim to encourage integrated decision making now and in the future.

EAST GIPPSLAND SHIRE

East Gippsland Shire is located on the eastern edge of Victoria, bordering New South Wales. It is the second largest shire in Victoria, covering 20,940 square kilometres or 10 per cent of the state. Almost 80 per cent of the municipality is crown land, including 39 per cent National Parks, with the remaining State forests, parks, and reserves. Characteristic natural features include the Gippsland Lakes, rugged coastline, Australian Alps and the iconic Mitchell and Snowy Rivers.

East Gippsland is a large and diverse region with people of all ages, abilities, incomes, lifestyles and experiences, having varying needs and priorities. Our current population of nearly 48,000 is expected to grow to 58,000 by 2040, with a higher than State average proportion of people over the age of 60. Additionally, as a flourishing economic and tourist region, we attract more than one million visitors each year.

Continued growth, and an ageing population, creates opportunities and challenges as we endeavour to deliver a safe, accessible, connected, inclusive and sustainable transport system.

Over the 4-years, between 2015 and 2019, 260 people were seriously injured and 30 people lost their lives on roads in East Gippsland. Although year on year, we have gradually brought those numbers down, it is becoming increasingly difficult to maintain progress. That is why we have this strategy – to help focus our efforts where they will have the greatest impact on road trauma.



Figure 1: East Gippsland Shire and surrounds

FEDERAL, STATE AND COUNCIL CONTEXT

Our Road Safety Strategy aligns with both Federal and State road safety aspirations to ensure that no one is seriously injured on our roads. The Victorian Government is committed to the ambitious target of eliminating death and serious injury from our roads and has set out its goals in the Victorian Road Safety Strategy 2021-2030.

The strategy sets out four broad objectives:

- » Be Safe – Ensure all Victorians are safe and feel safe, on and around our roads.
- » 10 Year Reduction - Halve road deaths and progressively reduce serious injuries by 2030.
- » A Culture of Safety - Embed a culture of road safety within the Victorian community.
- » Deliver Initiatives - Deliver a suite of initiatives that are achievable and have an impact in the short term, but also prepare the state for the future.

East Gippsland Shire Council is fully committed to the Victorian Road Safety Strategy 2021-2030, and to its headline target:

“...to halve road deaths and reduce serious injuries by 2030”

Road safety is a shared responsibility and we will be working with our road safety partners, community and stakeholders to achieve shared goals. Our road safety partners include other level of government who have an important role to play in funding and providing infrastructure and services. This includes arterial roads, public transport and major projects. The split of responsibilities between different levels of government are shown below.

East Gippsland Shire Council	Victorian Government	Australian Government
» building and maintaining local roads » local bike and pedestrian networks	» building and managing freeways and arterial roads » building and maintaining public transport networks » provision of train and bus services » strategic bike networks	» funding for national highway network » major transport projects » program funding for local government transport projects

East Gippsland Shire Council, like all Local Government Authorities, has important roles to play in improving road safety, including:

- » As a Road Authority, we have a primary responsibility for the safety of the roads we own and manage, including a duty of care towards road users.
- » As a Planning Authority, we have a duty to consider the implications of decisions regarding land use and developments and ensure that road safety is not compromised.
- » As an employer and fleet operator we have a duty to ensure the safe operation of our staff and vehicles (applying these principles and practices to our contractors) and to provide leadership to other organisations and the broader community in improving standards
- » Lobbying higher levels of government for funding transport infrastructure and services which will benefit the community and for changes to legislation which may have a particular impact on its community.
- » Engaging and empowering our community in relation to road safety issues, in encouraging safe road user behaviour, and in coordinating local resources for better road safety outcomes.

We will drive road safety improvements through all of these roles, but we also need the help of everybody who uses or is affected by our roads – because road safety is a shared responsibility.

WHAT IS HAPPENING ON OUR ROADS?

Road trauma in recent years

To see what has been happening on our roads we carried out an extensive analysis of road safety data for the most recent four years in which a full set of data was available (2015 to 2019). This showed us how many crashes had occurred, the severity of crashes, where they happened and many other factors such as the conditions at the time of the crash and what road users were involved.

Over the four years from 2015 to 2019 there have been 260 serious injuries and 30 fatalities (see Figure 2). There has been a downward trend in serious injuries and fatalities. Numbers were exceptionally low in 2019. This may, in small part be a result of bushfires suppressing travel at the end of the year; and higher than usual levels of proactive police visibility, enforcement and traffic operations would have had positive effects.

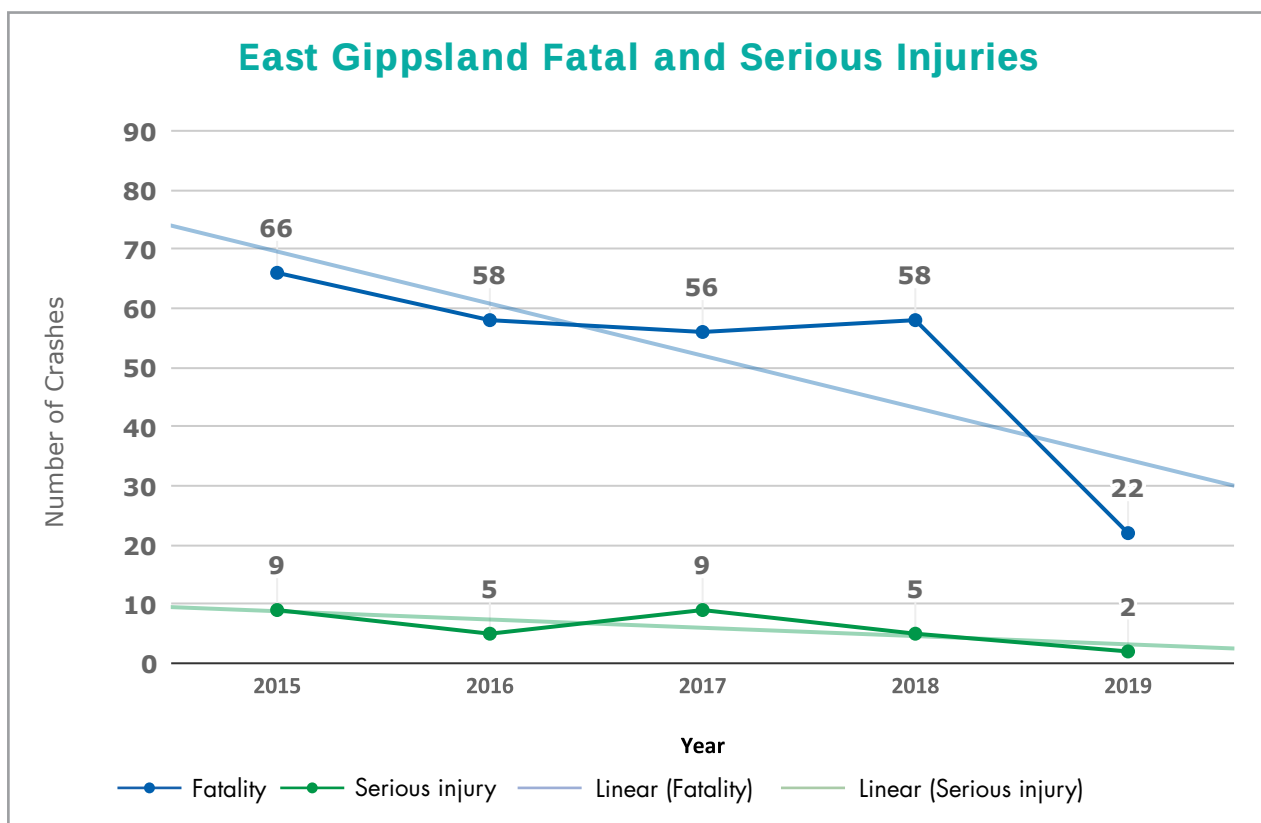


Figure 2: Fatal and serious injuries in East Gippsland Shire

Data for 2020, although incomplete at a detailed level, shows that nine lives were lost and there were 33 serious injury crashes. It is difficult to draw any definitive conclusions from this latest data in a year that was impacted by COVID-19.

We are making progress towards reducing fatal and serious injuries, but each year maintaining progress becomes more challenging. This situation is typical for most municipalities across the state.

Where the crashes are happening

Fatal and serious injury crashes are most likely to happen in two types of locations:

1. Where high volumes of traffic are moving at high speed and vehicles are able to cross paths – for example, arterial roads at and local to intersections; and
2. Where there are significant movements of motor vehicles in close proximity to pedestrians and cyclists – for example, higher speed local roads

Figure 3 shows a heat map of East Gippsland's crash hotspots.

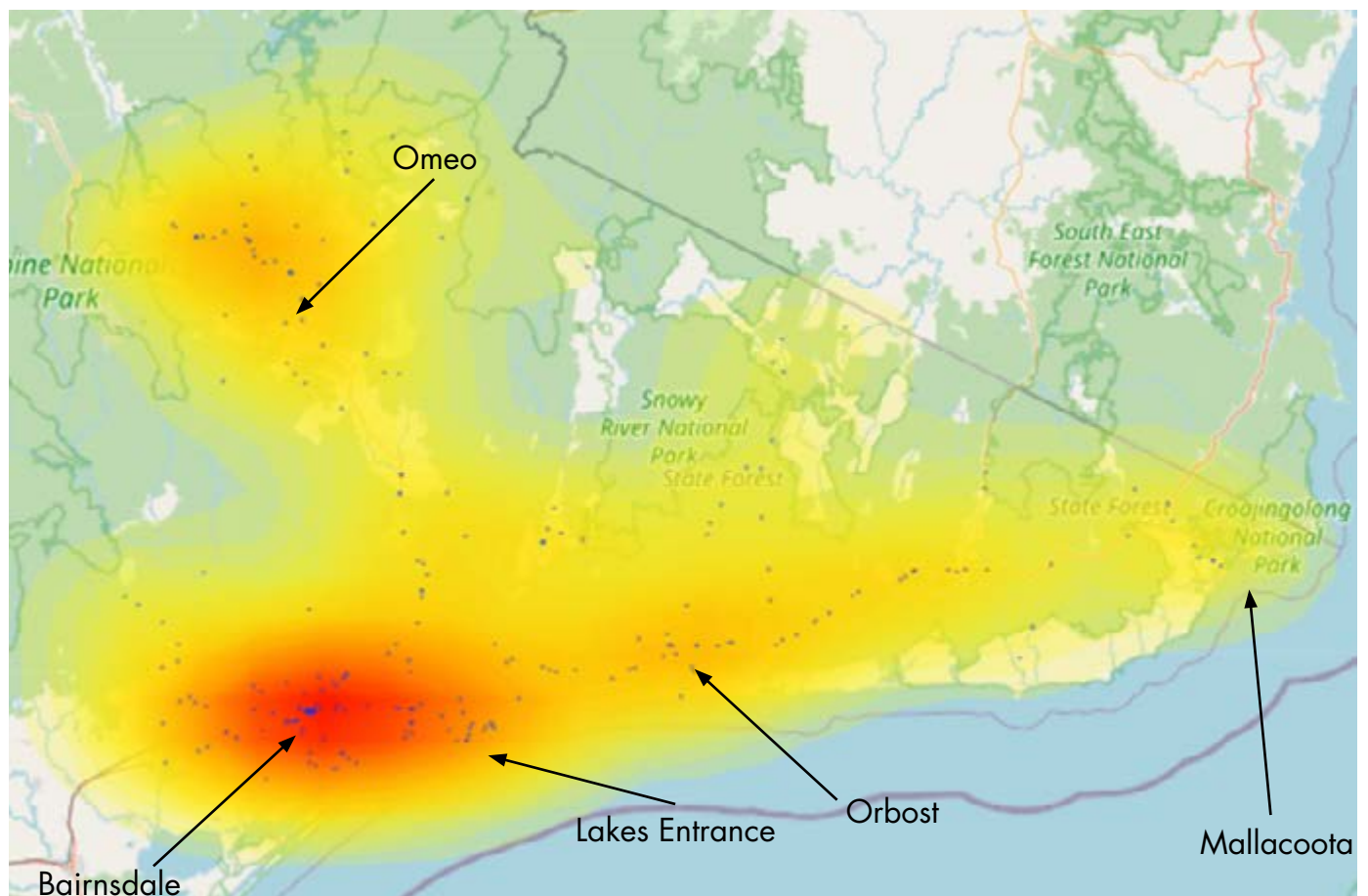


Figure 3: Heat Map showing crash hotspots in East Gippsland Shire

Locations where multiple fatal and serious injury crashes have occurred between 2015-2019 include:

Location	Number of crashes
Bogong High Plains Road near Trapyard Gap Track	7
Main Street and Bailey Street	3
Omeo Highway near Bingo-Tice Road	3
Omeo Highway near Bogong High Plains Road	3
Great Alpine Road near Playgrounds Road	3
Princes Highway near Serpentine Road	3
Bruthen-Buchan Road near Old Buchan Road	3
Main Street and Lawless Street	2
Omeo Highway near Benambra Road	2
Princes Highway near James Road	2

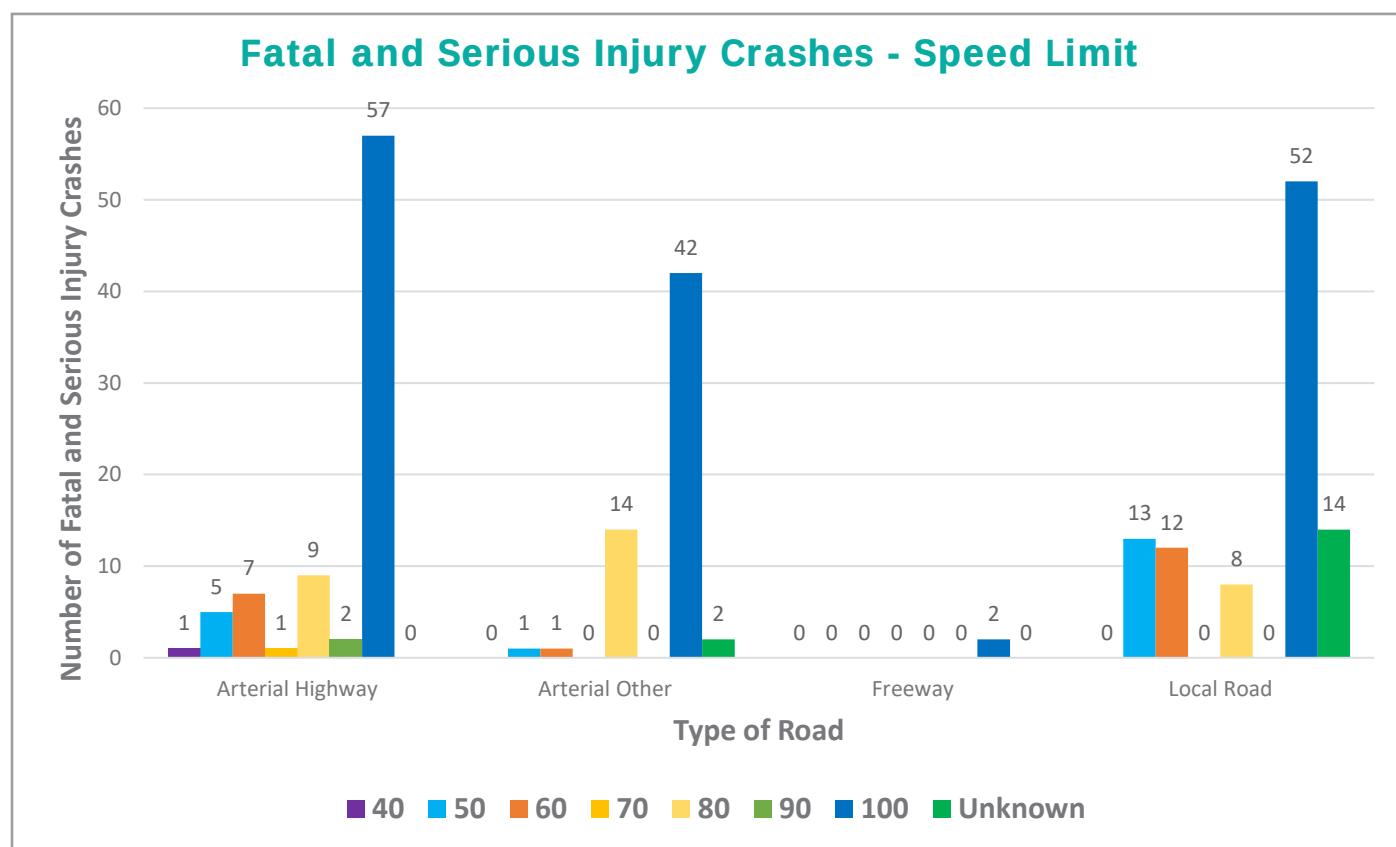


Figure 4: Fatal and serious injury crashes by speed limit and road type in East Gippsland Shire (2015-2019)

The most common types of crash

Almost 60 per cent of the crashes were due to loss of control of vehicles, out of which run off-road crashes (87%) predominate. The two most frequent fatal and serious injury crash types involve striking a fixed object - which will create impact forces that the human body cannot safely tolerate, resulting in greater trauma.

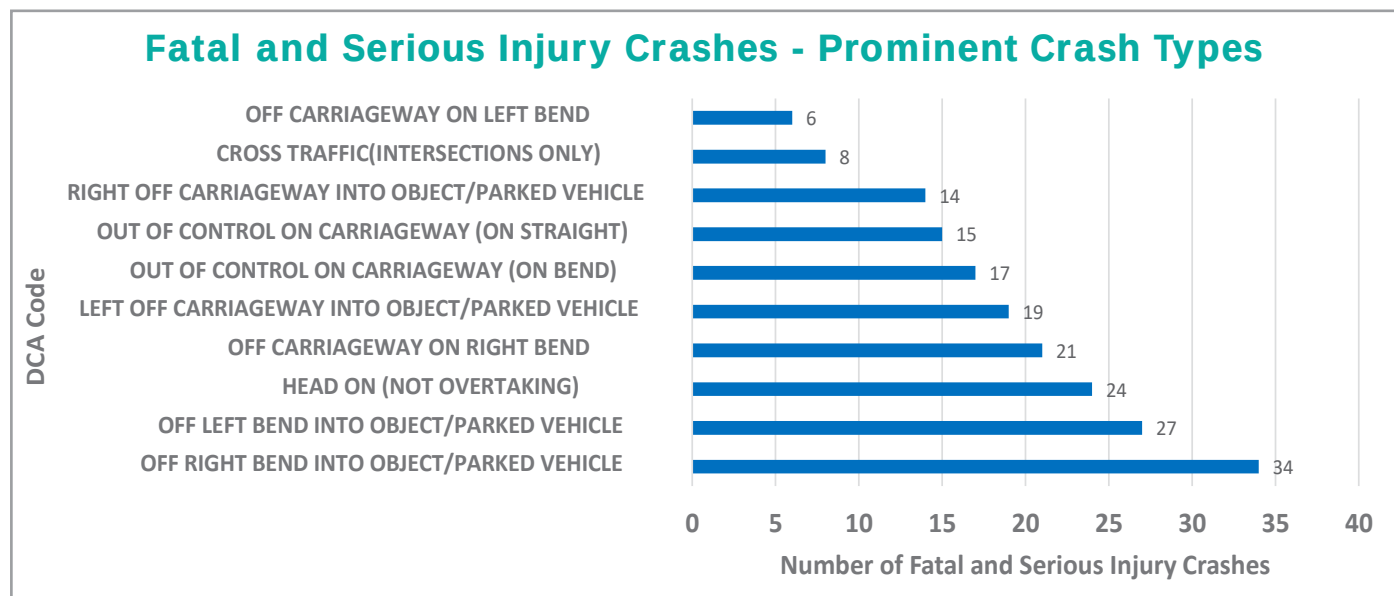


Figure 5: Fatal and serious injury crash types in East Gippsland Shire (2015-2019)

Road users involved in crashes

The involvement of different roads in fatal and serious injury crashes is shown in Figure 6. Compared to the state average pedestrians and cyclists make up a smaller proportion of fatal and serious injuries and there is a slight downward trend.

The majority of crashes involving pedestrians happened on roads with speed limits of 50km/h (six out of a total of thirteen), and usually whilst trying to cross the road.

The majority of crashes involving cyclists happened on roads with speed limits of 50km/h (four out of a total of five), with no one predominant crash type.

The proportion of motorcyclists involved in fatal and serious injury crashes is much higher than the state average.

Users	State - proportion of fatal and serious injuries	East Gippsland - proportion of fatal and serious injuries	East Gippsland – fatal and serious injury trend
Pedestrians	12%	4%	↔
Cyclists	20%	3%	↓
Motorcyclists	6%	28%	↓

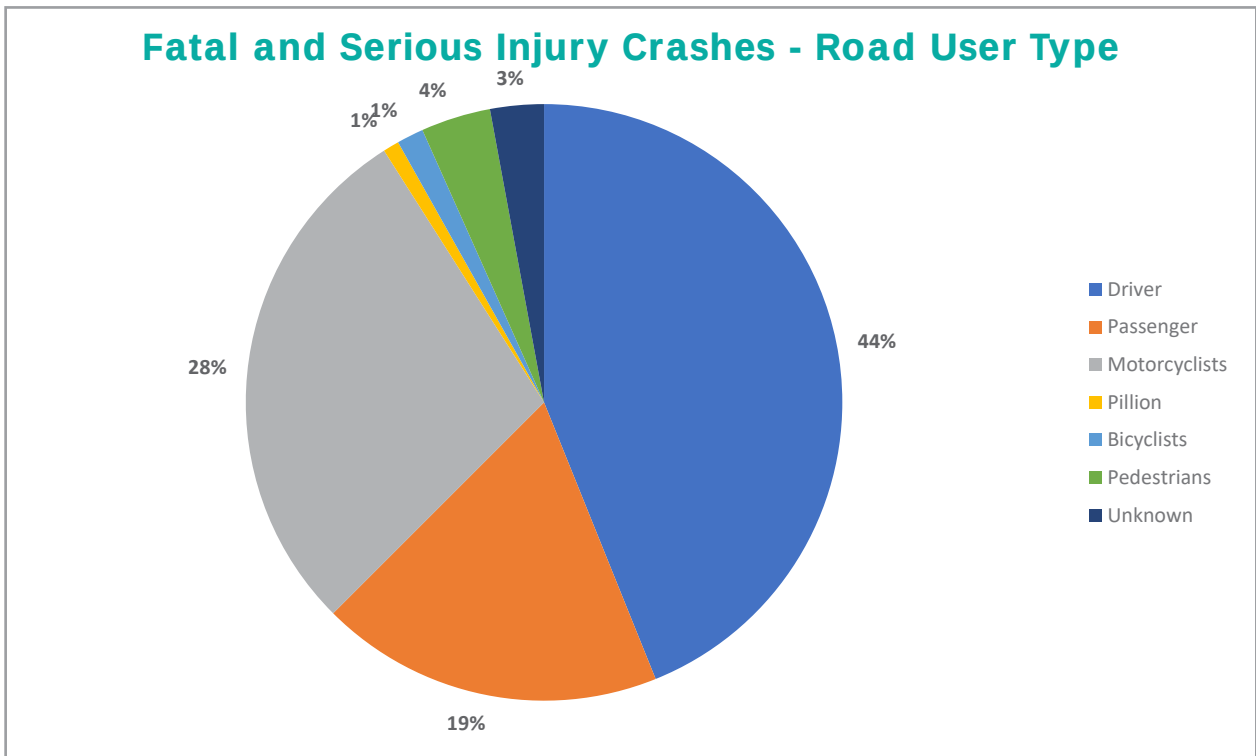


Figure 6: Proportion of fatal and serious injuries by road user type in East Gippsland Shire (2015-2019)

Motorcyclists

Motorcycle crashes have been historically high, although fortunately numbers appear to be decreasing.

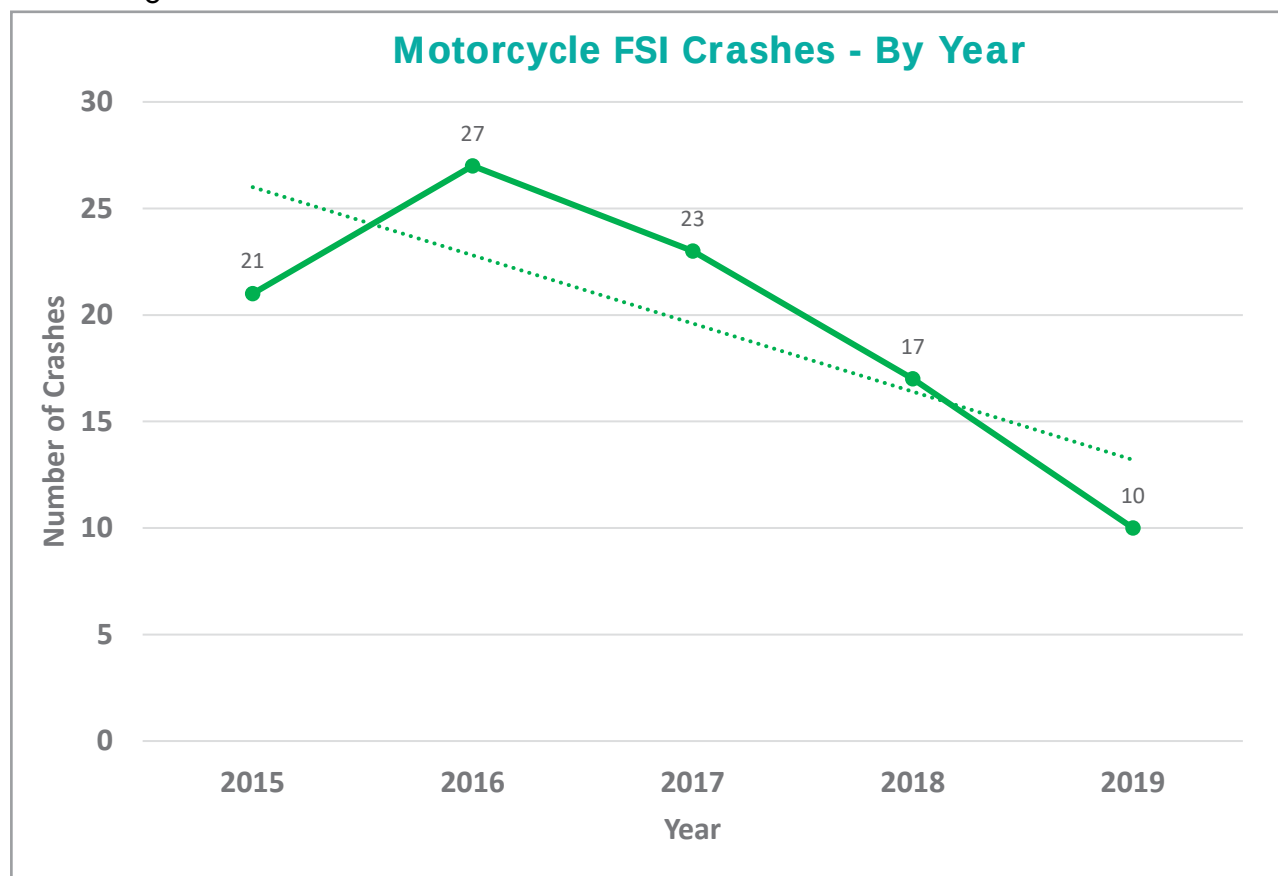


Figure 7: Motorcycle fatal and serious injury crashes – by year

Crashes were more dispersed around the network (compared to all road user crashes), with a major hotspot around Omeo, and tended to aggregate around parks and non-built up areas (see Figure 9). The majority of crashes occurred on high-speed roads – 80km/h and above – around the weekend period and involved loss of control of the cycle. This pattern is typical of crashes relating to leisure riders.

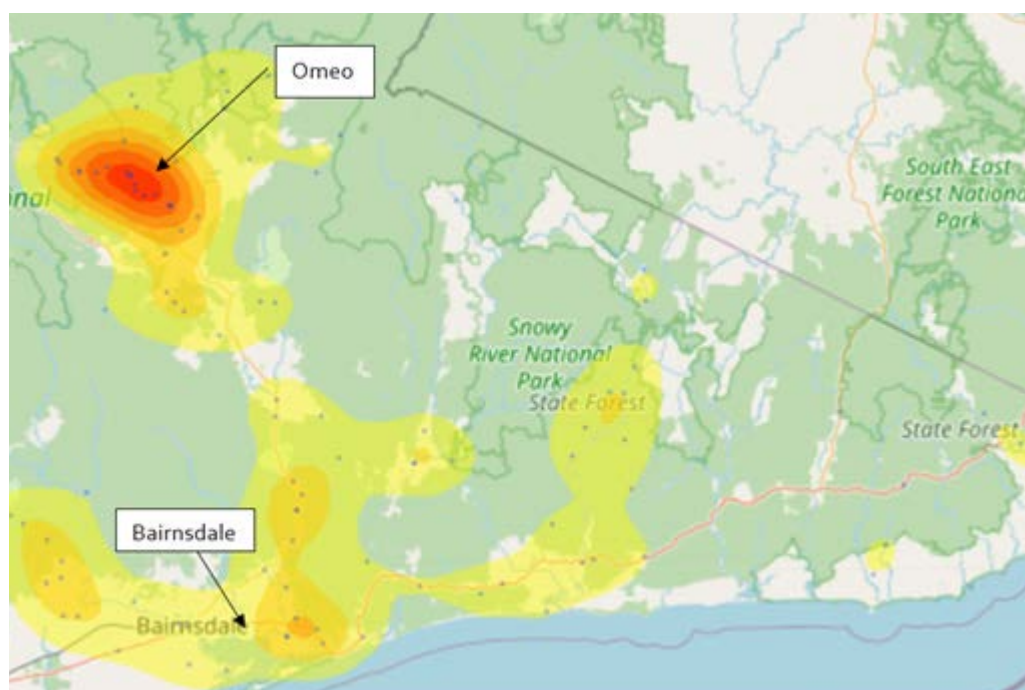


Figure 8: Heat Map showing motorcycle crash hotspots in East Gippsland Shire

Age Groups

The distribution of fatal and serious injuries (Figure 9) approximately follows the age demographics of East Gippsland's population. In East Gippsland older and middle-aged drivers make up a larger proportion of fatal and serious injuries in East Gippsland, which is above the state average, this can be related to the age demographic of East Gippsland. Census data tells us that nearly 40 per cent of people in East Gippsland are over 60 years of age which is significantly higher than the state-wide average of 20 per cent.

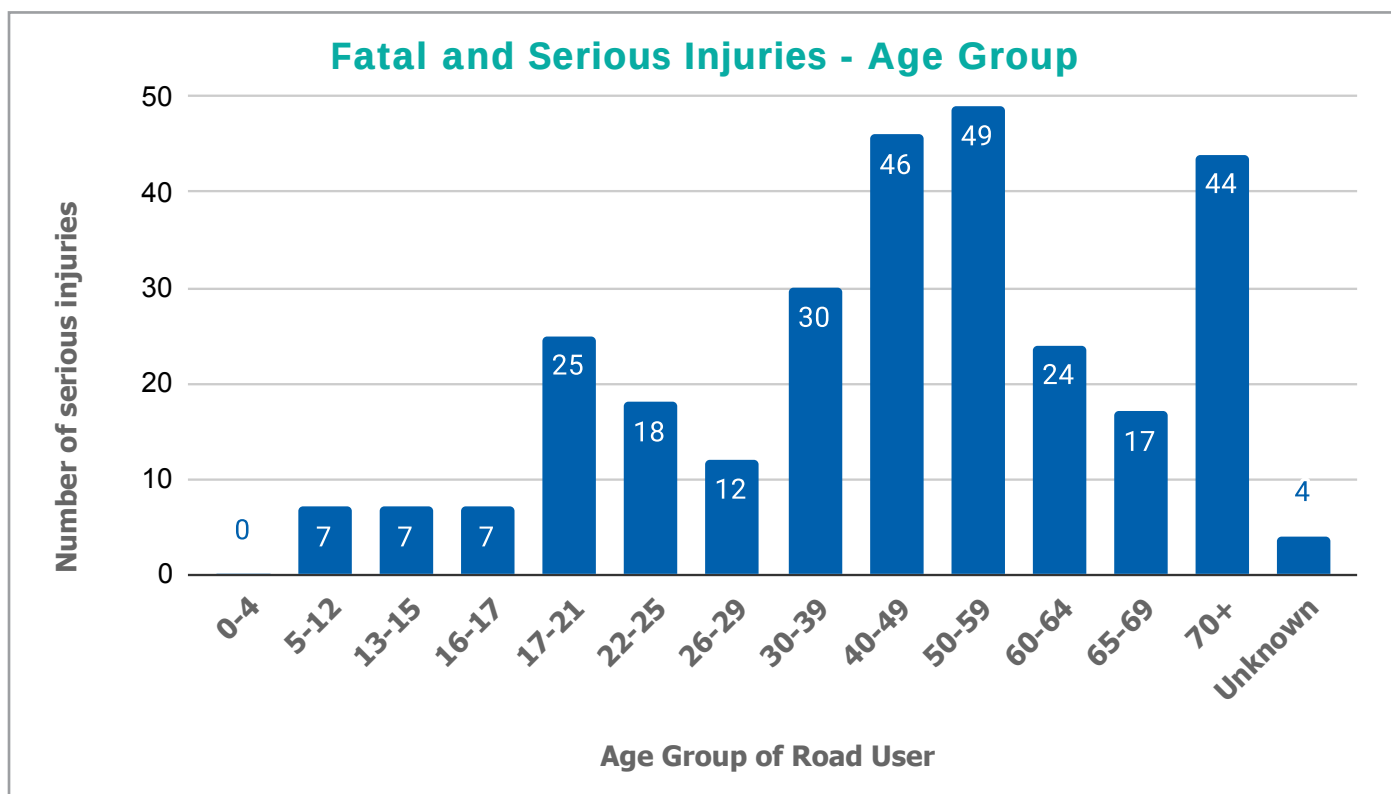


Figure 9: Crashes by age group in East Gippsland Shire (2015-2019)

Fatal Crashes

Between 2015 and 2019 there were 23 fatal crashes resulting in 30 lives lost. Lives lost included 12 drivers, 11 passengers, 5 riders of powered two-wheelers (one of which was a pillion passenger) and two pedestrians.

Historically, most fatal crashes (85%) were on 100km/h roads, although in the most recent years, fatal crashes have become dispersed across all speed limit zones and across different parts of the road network (urban and rural). Just over 40 per cent of fatal crashes were on local roads.

A detailed study of fatal crashes in 2020 (of which there were nine) showed the following: There does not appear to be any obvious high-risk blackspot locations.

- » There are no obvious deficiencies in road infrastructure that constitute a proximate cause of fatal crashes (although the roadside environment will affect the severity of a crash).
- » There is a strong indication that driver error/behaviour is the proximate cause of fatal crashes, with most crashes involving loss of control of a single vehicle. A predominant causation factor is unsafe driving, mainly speeding, but also driving whilst under the influence.

Other crash characteristics

Crash data analysis tells us a lot about what is happening on the roads, and often it shows that there are no exceptional or unusual circumstances leading to crashes. When people travel a lot there is an increased likelihood of a crash occurring – people make mistakes – and this is often a statistical inevitability rather than, say, a specific problem with the road or the weather conditions. Here are some more statistics for fatal and serious injury crashes during the five year period 2015-2019:

- » Most crashes occurred during the day when light conditions were good, and during peak travel times.
- » Over 80 per cent of crashes happen in dry conditions.
- » Crashes were more likely over the weekend period suggesting this is an issue for leisure/tourist traffic.
- » Nearly half of all people involved in a fatal and serious injury crashes reside outside of the municipality. This suggests that, after excluding neighbours, tourist/leisure travellers need to be considered when developing road safety measures.

WHAT DID YOU TELL US?

We listen to our community through feedback on our website, through communication campaigns and by engaging with people affected by, or interested in, our plans, projects and activities. This helps us to understand community perceptions, concerns and priorities.

To inform the development of this strategy we invited our community to complete an online survey about their views on road safety. Feedback provided valuable information to supplement our crash data and enabled us to identify road safety issues that matter to the community.

This is what you told us.

Roads, paths and cycling facilities

A significant number of survey respondents said that they felt unsafe on roads and paths. More than half of cyclists, motorcyclists and drivers felt unsafe on both town and country roads, and were particularly concerned about country roads.

Poor road surface conditions were the main concern, believed to be a combination of wear and tear due to heavy vehicles and poor maintenance. Lack of paths for pedestrians and cyclists, poor connectivity, narrow roads and lack of shoulders means that road users have to share a confined space. These factors combined with poor driving behaviour result in an unsatisfactory journey experience and an increase in the risk of crashes.

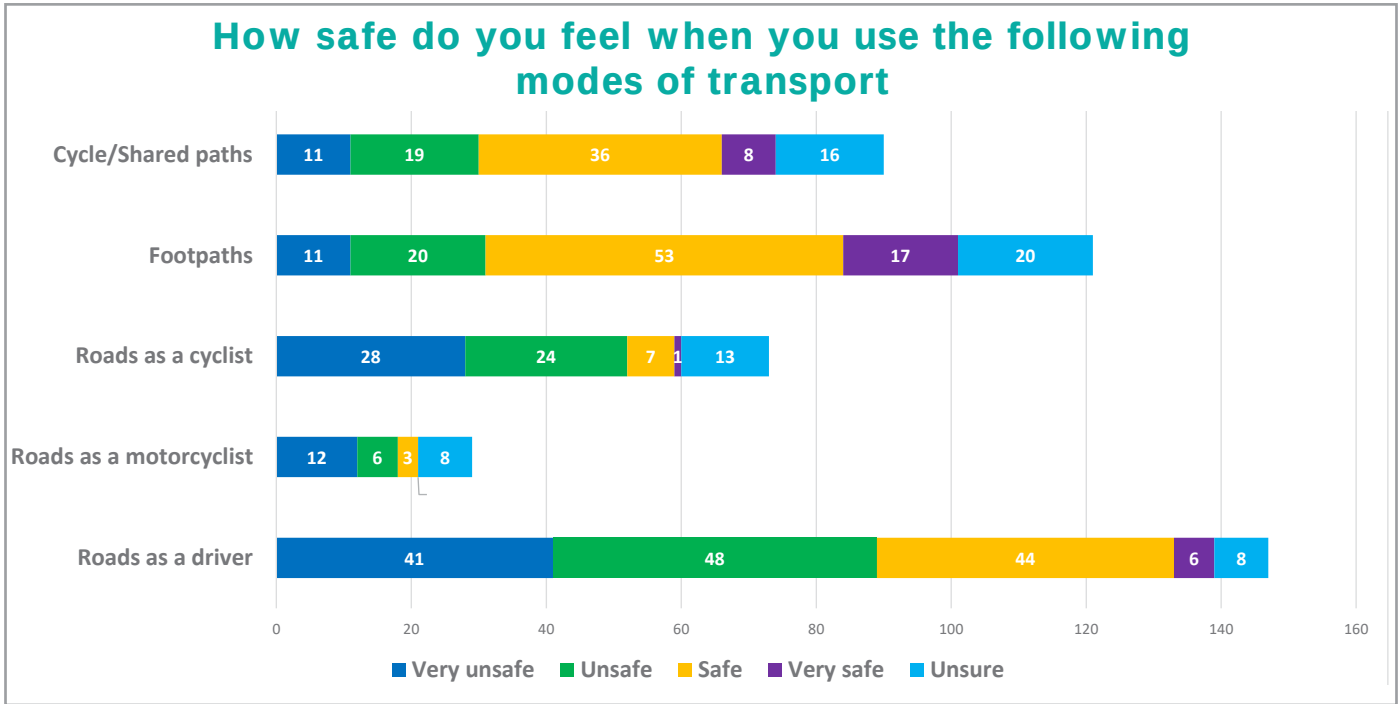


Figure 10: How safe do people feel on our roads, paths and cycle facilities?

“Poor road conditions and overhanging branches - If they don’t get you from below they’ll get you from above.”

Road user behaviour

About 40 per cent of respondents felt that driver behaviour was unsafe, 30 per cent felt that cyclist behaviour was unsafe and 25 per cent felt that motorcyclist behaviour was unsafe.

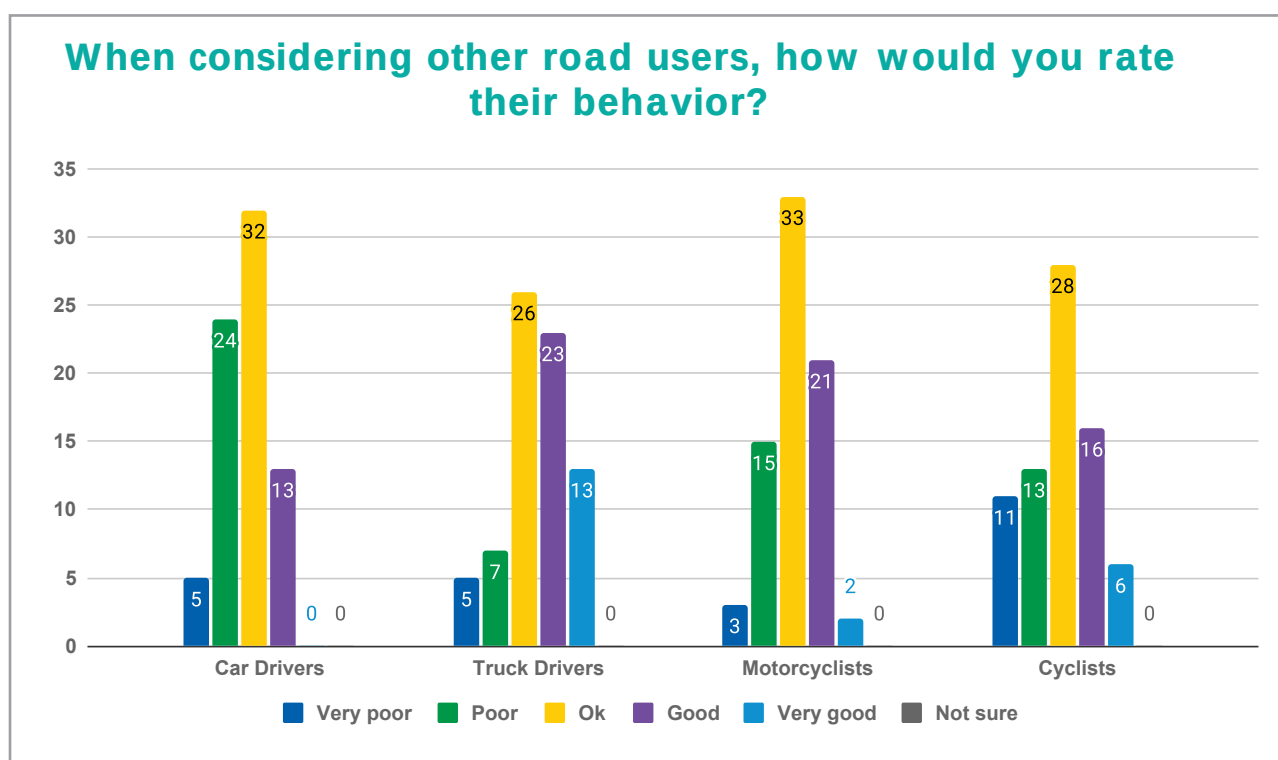


Figure 11: How safe is the behaviour of other road users?

“Both motorcyclist and cyclists need to realise there are other road users and cycle accordingly.”

Many car drivers were of the opinion that cyclists and motorcyclists were not considerate of drivers and do not share the road. Cyclists were believed to be impeding traffic by taking up too much of the road, and motorcyclists were believed to be speeding and displaying poor lane discipline. Riders The situation is aggravated by narrow roads and poor road surfaces which mean that riders cannot always follow a safe line of travel.

Many respondents felt that car drivers were travelling too fast, and some do not share the road or concentrate adequately on the driving task (for example, some drivers get distracted, some do not use their indicators etc).

Speed limits

The community is broadly satisfied with speed limits in towns and on rural roads, when asked whether speed limits are too high or too low. However, speed limits and travel speeds do illicit strong feelings and prompt a lot of detailed feedback. Whilst a small but significant number of people felt that speed limits could be lower in built-up areas there was also some dissatisfaction with the lowering of speed limits on rural roads. Many respondents felt that speed limits are being lowered instead of improving the road and roadsides.

On rural roads, irrespective of the posted speed limits, travel speed differentials (between different road users) are a cause of frustration. Some road users feel that they are impeded by vehicles that are moving too slowly, and some road users feel that other vehicles are moving too fast.

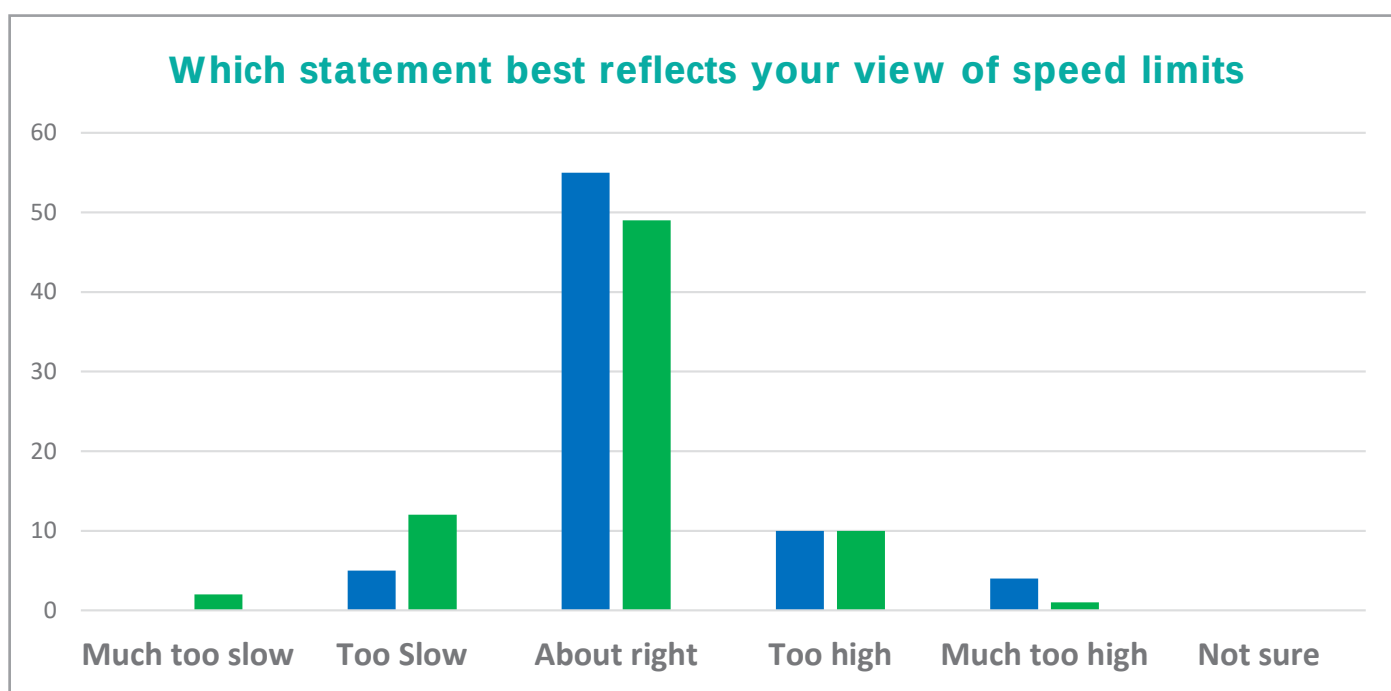


Figure 12: What do road users think of speed limits in East Gippsland?

“I suggest council ensures speed limits are reviewed and based on current VicRoads and Austroads guidelines.”

Community Priorities

Survey respondents told us their road safety priorities. The primary, and overwhelming, concern was poor road quality and maintenance. Other aspects relating to road configuration and layout - such as narrow lanes, lack of shoulders and lack of cycle lanes and paths - serve to aggravate the situation. Constrained road space makes it difficult to share the road, and risks are increased if drivers/riders are travelling at inappropriate speeds and are not fully attentive to conditions.

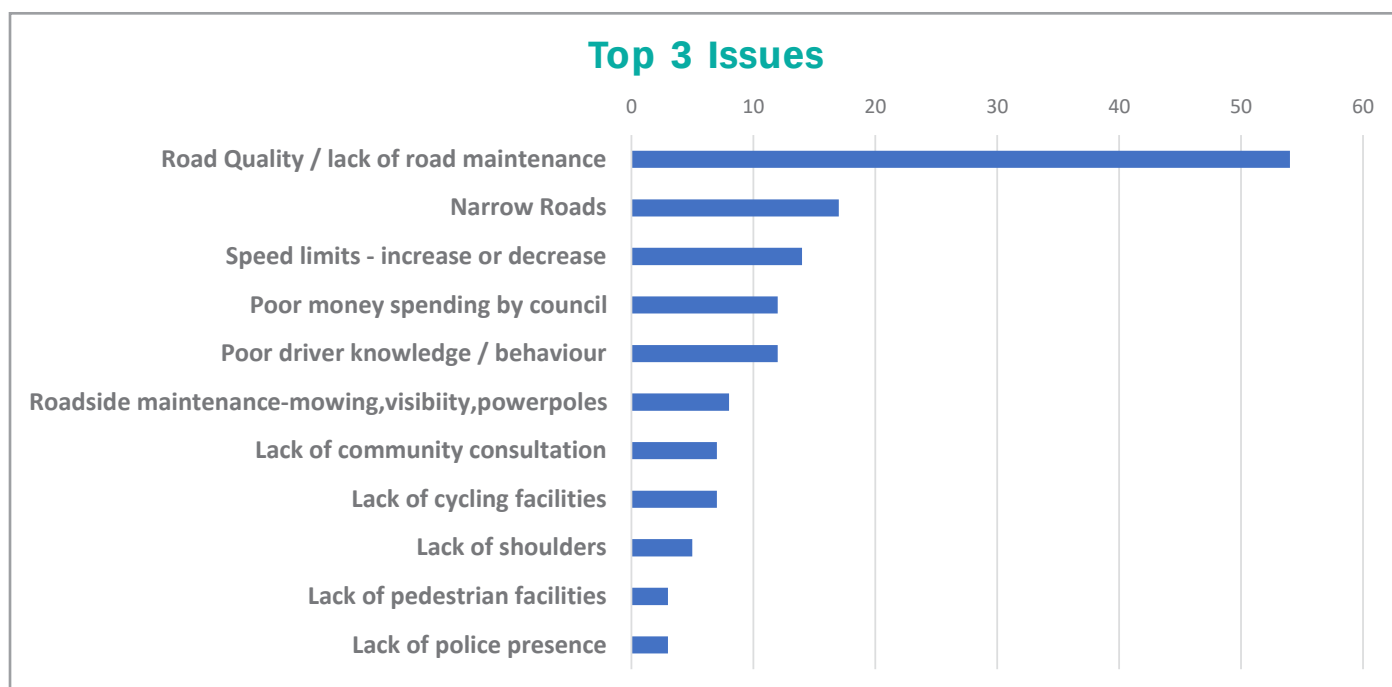


Figure 13: What are the top road safety issues raised by the community?

“Only one lane in each direction, potholes and poorly maintained roads and no footpaths.”

HOW WE WILL MOVE TOWARDS ZERO TRAUMA – THE SAFE SYSTEM

The Safe System is an internationally recognised framework to reduce road trauma, based on the success in Sweden which achieved a reduction of fatal and serious injuries by 40% over 10 years. This has been recognised in Australia, and many other countries, as best practice and East Gippsland Shire Council is committed to using the Safe System in all of our road safety projects and practices.

Principles of the Safe System

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

Everyone is susceptible to being injured, no one is exempt from being missed. Road safety needs to be focused towards reducing fatal and serious injuries.

2. People are vulnerable

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

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

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



Figure 2: The Safe System

3. People make mistakes

Human error is inevitable, and on our roads human error can result in crashes and trauma. However, crashes need not (and should not) result in death or serious injury. The Safe System recognises the unavoidable nature of human error, and rather than placing the blame on the road user, it recognises the need for those involved in road design, road maintenance, and road use to share responsibility for the large variety of factors that contribute to a crash.

4. Shared responsibility

Creating a safe road network is everyone's responsibility. Businesses, organisations, communities and individuals, and East Gippsland Shire Council all have a role to play in moving towards zero trauma on our roads.

Elements of the Safe System

The Safe System comprises four interacting elements which encompass all the factors that contribute to a crash:

1. Safer roads

Road infrastructure plays a vital role in helping to reduce crashes and minimise the severity of injuries if there is an accident. Our roads should be designed and maintained so that risk is avoided or minimised for road users, and the severity of crashes is reduced. Our roads should be forgiving of errors by road users and provide the safest possible outcome in adverse circumstances.

2. Safer speeds

When a crash occurs, the weight and speed of the vehicle at the moment of impact determine how much force is transferred to the people involved. For our fragile bodies, even a small difference in speed can mean the difference between life and death. The 'Safe Speeds' element aims to ensure that speed limits are appropriate and that road users travel at speeds that are safe for the conditions.

3. Safer people

Crashes often involve an element of human error. We should all pay care, attention and reasoning to the way that we use the roads. This also means that we must be aware of the road rules and other road users - for all modes of transport.

4. Safer vehicles

Better safety features are continually being introduced to vehicles. These features can assist in preventing crashes by automatically detecting dangerous situations and reacting appropriately, or by reducing the impact forces on those involved in a crash. Increasingly safe vehicles play an important role in improving personal safety and reducing road trauma.

Post-Crash Care

When a serious crash occurs, emergency services are required to attend the scene. The length of time between when the crash occurs and when emergency treatment is received is a critical factor in the severity of a crash. It is essential that emergency response times and accessibility for emergency vehicles are considered in our road safety planning.

WHAT WORKS AND WHAT DOESN'T WORK

There is a lot of information available on road safety and the effects of different safety measures. This provides us with an excellent starting point in order to decide what results we want to achieve.

Research¹ has shown that road trauma can be reduced when:

- ✓ We see a commitment from leaders
- ✓ We commit to a methodical approach
- ✓ The community is involved in planning and delivering road safety outcomes
- ✓ We adopt safety measures that have shown to be effective in the past

The following approaches and initiatives have proven to be effective in addressing some of the most common problems on our roads and as such they have influenced our strategy.

Safer Roads

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

¹ Fylan F., Hempel, S., Grundelf, B., Conner, M., Lawton, R. (2006), Effective Interventions for Speeding Motorists. Road Safety Research Project No.66. London: Department for Transport.

Darnton, A. (2008) Lessons from theory to practice: Summary of Findings from GSR Behaviour Change Knowledge Review. London: University of Westminster. Health Communication Unit (2003). Changing Behaviours: A Practical Framework. Toronto: Centre for Health Promotion, University of Toronto
RACV (2007) The Effectiveness of Driver Training as a Road Safety Measure. Monograph.
VicRoads (2014) Youth Road Safety – Effective Practice, www.vicroads.vic.gov.au

Safer Speeds

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

Safer People

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

- ✓ Targeted campaigns addressing road safety issues and identifying actions for road user groups
- ✓ Enforcement at locations with high risk of crashes
- ✓ Providing information to the community about relevant road safety laws, the level of enforcement and legal consequences
- ✓ Aligning enforcement activities with education and media campaigns
- ✓ Having a visible enforcement presence

Safer Vehicles

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

Knowing what doesn't work is just as important as knowing what does work in order to ensure that the time resources and money spent investing in an approach do not result in declining safety outcomes. Based on statistics from previous implementation, here are some things that we know are not effective in reducing road trauma:

- ✗ A culture of blame instead of looking at what can be done to improve the system as a whole
- ✗ Training that involves off-road driver training and especially any driving skill-based programs such as 'advanced driver training'. This has been shown to increase risk-taking behaviour by drivers²
- ✗ Stand-alone one-day or one-off events, forums and expos run in isolation of evidence-based strategy
- ✗ Fear appeals such as trauma ward visits, or testimonials from crash victims or offenders
- ✗ Relying on driver simulators
- ✗ Unnecessarily restricting the movement of pedestrians or cyclists
- ✗ Adjustments in speed limits which are not evidence-based
- ✗ Undertaking road safety work in isolation - without support from relevant State Government authorities such as TAC, the Department of Transport and Public Transport Victoria.

OUR STRATEGIC APPROACH

Council Commitment

East Gippsland Shire Council is committed to improving road safety and the ambitious state target of eliminating death and serious injury from on our roads. We will identify and implement road safety improvements that are within our power, advocate for improvements that are the responsibility of other parts of government and be supportive of all our road safety partners. Our road safety data, our experience managing the road network and community feedback has helped us to identify a set of road safety action themes.

Strategic Approach

1. Leadership and Best Practice

We will apply road safety best practice and make decisions based on sound evidence. We will continuously build our road safety capability and lead by example.

- » We are committed to State Government's Victorian Road Safety Strategy 2021-2030, including the target of halving road deaths by 2030
- » We embrace the Safe System as the model for road safety
- » Our management, policies and practices proactively support road safety improvements
- » Our decisions are informed by technical data, knowledge, experience, consulting with road safety experts and engaging with our community
- » We take a holistic approach and recognise that safer travel requires more considered planning and development of the built environment, and a more considerate approach to the natural environment

2. The Safe System

We will apply the globally recognised Safe System approach, which addresses the four main elements of road safety: Safe Roads and Paths, Safe Speeds, Safe People and Safe Vehicles.

Safe Roads and Paths

- » We already use crash data to address common crash types and problem locations; in future we will also use risk assessment tools to pre-empt problems before they arise
- » Priorities will reflect the function of the road – recognising that different parts of the network perform different functions based on:
 - » the movement and people and goods; and
 - » being places for people and their activities
- » Issues to address in the short term include:
 - » Lack of footpath and cycle facilities for vulnerable road users
 - » Intersection crashes
 - » Run-off road crashes on rural high-speed roads
 - » Motorcycle crashes
 - » Safe routes to school

Safe Speeds

- » We will work with DoT to develop a speed limit strategy for all roads in East Gippsland and conduct speed zoning reviews with the aim of achieving safer and more consistent speed limits
- » Speed limits will reflect the function of the road and may require change where roads are in places that are primarily for people and their activities, or on high speed country roads where the road configuration and infrastructure presents unacceptable risk
- » Issues to address in the short term include:
 - » Safe speeds around schools, activity centres, transport services and residential streets
 - » Over 60 per cent of fatal and serious injury crashes were in high speed 100km/h zones

- » Travel speed differentials (between different vehicles/road users) on rural roads are causing frustration and unsafe driving behaviour

Safe People

- » We aim to protect our most at risk communities including pedestrians, cyclists, motorcyclists and older people.
- » Crashes often involve human error, but errors can be reduced if we take care, pay attention, follow the road rules and are aware of other road users.
- » Issues to address in the short term include:
 - » Motorcycle crashes in rural areas and parks, particularly around Omeo
 - » Greater care, attention and consideration of others is required to reduce driver frustration and safety risks
 - » Fatal crashes are often the result of unsafe/antisocial driving behaviour
 - » High numbers of visitors that are not be accustomed to driving conditions in East Gippsland
 - » Older drivers make up a larger proportion of fatal and serious injuries than the state average (in part due to the high percentage of people in East Gippsland over 60 years of age)

Safe Vehicles

- » Vehicle safety features continue to improve and are able to significantly reduce the likelihood and severity of a crash
- » We will advocate for modern safer vehicles and for drivers/riders to use all of available safety features
- » Issues to address in the short term include:
 - » Reducing East Gippsland's high proportion of 'out of control' and 'run-off road' fatal and serious injuries
 - » Ensure that East Gippsland Shire's fleet policy is to have best in class safety ratings and promote the use of modern and safe vehicles by our contractors and service providers
 - » Communicating and promoting the benefits of safe vehicles, including motorcycles, to the wider community

3. Active Transport

- » Active transport, such as walking and cycling, is important for the health of people and the environment. Together with public transport it can also reduce car dependence and contribute to more vibrant local streets and places
- » We aim to remove barriers to active transport and reduce risks for vulnerable road users
- » Issues to address in the short term include:
 - » Lack of footpath and cycle facilities
 - » Safe routes to school
 - » Safe access to activity centres and transport services
 - » Cycle crashes

4. Working Together

- » Creating a safe road network is everyone's responsibility. Businesses, organisations, communities, individuals, and East Gippsland Shire Council all have a role to play in moving towards zero road deaths
- » We will proactively build strong relationships with a range of groups and individuals in order to get the best road safety outcomes
- » Issues to address in the short term include:
 - » Engaging with our community to better understand perceptions, concerns and priorities – before, during and after any road safety initiatives
 - » Engaging stakeholders with specific road safety interests so that they can influence plans and actions
 - » Working with our road safety partners such as DoT, TAC, and Police because our combined efforts will always be better than working in isolation

WHAT YOU CAN DO

We all have a responsibility to make our roads safer. Here are some of the ways that we can all make a difference.

1. Safe roads and streets

- » Report all road faults and hazards on local roads to East Gippsland Shire Council (03) 5153 9500) and on arterial roads to Department of Transport (13 11 71)
- » Report any crashes or incidents to Victoria Police so that they can be added to the State Government database of crashes
- » Report Hoon behaviour (driving in a reckless antisocial manner) to the Hoon Hotline on 1800 333 00

2. Safe speeds

- » Travel at a safe speed that is appropriate to the conditions
- » Never exceed the speed limit, but also remember that it's a limit, not a target, and always drive to the conditions
- » Allow plenty of time for your trip so you don't feel the need to rush
- » If you have concerns regarding speeding vehicles in your residential street then contact East Gippsland Shire Council and request that the speed data collection devices be installed

3. Safe people

Everybody

- » Role model the travel behaviour you want to see on our community:
- » share roads and paths by being mindful of other road users
- » concentrate when you are driving, riding and walking – beware of distractions
- » don't use your mobile phone whilst driving, riding or crossing the road
- » download road safety apps, including the VicRoads Road Mode Android App to silence incoming text messages and calls while you're driving
- » watch out for cyclists when driving, parking and opening your car door

Young Drivers

- » Visit the VicRoads website to access or find out about programs that help young drivers while they are on their Ls. Check out:
 - » Learner Kits; Your Ls; Road Smart; L2P; Fit to Drive; keys2drive; DriveSmart
- » Direct young drivers to SaferPlaters.com.au to reduce their risks in their first years of driving
- » Consider becoming an L2P mentor to help a young driver without access to a supervisor get vital driving practice
- » Assist a young driver to get 120 hours supervised driving practice, making them safer when they become a probationary driver

4. Safe vehicles

- » Make sure that your next car is ANCAP 5 Star Safety Rated
- » Consider purchasing an Intelligent Speed Assist device to make sure you don't exceed the speed limit
- » Ensure your car is always in roadworthy condition and is regularly maintained
- » Lobby your employer to provide the safest car in its class as your work vehicle

5. Active and Sustainable Transport

- » Consider walking, riding and public transport to reduce congestion and to improve health
- » Identify a safe route to school for your children and teach them to use that route
- » Keep your nature strip clear of obstructions, allowing your community to walk around your neighbourhood safely
- » Always wear full safety gear if you travel on a motorbike or scooter
- » Always wear a bicycle helmet and be "bright at night" by fitting lights to your bike
- » When cycling, or walking, on shared paths be courteous and mindful of other users, and remember that erratic behaviour can lead to a collision

6. Working Together

- » Encourage your sporting club to undertake a Looking After Our Mates education session

CONTACT US

Telephone

Residents' Information Line: 1300 555 886
(business hours)

Citizen Service Centre: (03) 5153 9500
(business hours)

National Relay Service: 133 677

Post

East Gippsland Shire Council, PO Box 1618
Bairnsdale 3875 Australia

Fax (03) 5153 9576

Web www.eastgippsland.vic.gov.au

Email feedback@egipps.vic.gov.au

In person

Bairnsdale: 273 Main Street

Lakes Entrance: 18 Mechanics Street

Mallacoota: 70 Maurice Avenue

Omeo: 179 Day Avenue

Orbost: 1 Ruskin Street

Paynesville: 55 The Esplanade

Outreach Centres

Bendoc Outreach Centre -
18 Dowling Street

Buchan Resource Centre -
6 Centre Road

Cann River Community Centre -
Princes Highway

East Gippsland Shire Council

273 Main Street PO Box 1618
Bairnsdale VIC 3875

Website: www.eastgippsland.vic.gov.au

Email: feedback@egipps.vic.gov.au

Follow us on Twitter: @egsc

Telephone: (03) 5153 9500

Fax: (03) 5153 9576

National Relay Service: 133 677

Residents' Information Line: 1300 555 886

ABN: 81 957 967 765

