



# Maribyrnong City Council

## Road Safety Strategy

2020 - 2030



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## Message from the Mayor, Cr Sarah Carter

Our city is growing rapidly and to keep step with this growth it is imperative that we have an ambitious and sustainable infrastructure plan that will ensure that we remain a liveable city today and into the future. We are committed to delivering infrastructure that will keep our community safe and connected. To achieve this requires a transport system that functions efficiently.

We have a highly connected network of roads and a well patronised public transport system, including trains, trams and buses. However, our current transport system is under significant pressure and demand will continue to rise with population growth, which is expected to increase from around 90,000 people (in 2018) to over 150,000 in 2041.

As we endeavour to deliver a transport system that is convenient, safe, equitable and sustainable, we ensure you that community safety is our top priority.

Over the five year period between 2014 and 2018, 280 people were seriously injured and 14 people were killed on roads in the City of Maribyrnong. To assist us in reducing these numbers, we have designed this Strategy to help ensure we maintain this progress and keep our community safe.

We have studied the data that allows us to see the various crash types that are occurring, their frequency, when they are occurring, where they are taking place in our city, the conditions of the crashes, and who is involved. We received tremendous support in developing this Strategy and have spent time engaging with our community to ensure we have identified actions that will reduce road accidents and trauma in Maribyrnong.

Here are just a few things that we know we need to do:

- **Leadership and best practice:** We are committed to using internationally recognised best practice for road safety in everything we do relating to the road network, including planning, designing, building and managing our road network.
- **Safer roads and streets:** We will prioritise our investments and activities to address the highest risks and achieve the best possible outcomes based on engineering evidence, our experience of managing the road network and community feedback.
- **Active and public transport:** Walking, cycling and public transport are critical to a sustainable transport system and a healthy community. We will aim to reduce car dependence and reduce risks for vulnerable road users.
- **Safe speeds:** Our focus as managers of local roads will be to achieve safe speeds on streets in order to protect vulnerable road users, encourage sustainable transport and make our streets enjoyable places to be rather than just thoroughfares for traffic.
- **Shared responsibility:** Creating a safe road network is everyone's responsibility. Businesses, organisations, communities and individuals, along with Maribyrnong City Council, all have a role to play in moving Towards Zero.







## Our Vision

Our vision is to ensure safe travel for the Maribyrnong community and our visitors. We will continue to reduce trauma and use the Safe System approach to help us achieve our goal of zero fatalities and serious injuries. The Safe System comprises of four interacting elements which encompass all factors that contribute to a crash.

We are aiming for:

- Safer Roads – by making roads, paths, tracks and other transport infrastructure as safe as possible
- Safer Speeds – by encouraging people to travel at safe speeds
- Safer People – by encouraging safe travel behaviour to minimise personal risks and risks to others
- Safer Vehicles – by promoting the use of vehicles that are safer for drivers, passengers and other people.

This Road Safety Strategy describes how we will use the Safe System approach and at the same time recognise how important it is to:

- Support active transport, such as walking and cycling, which is extremely important for a healthy and sustainable community and requires special consideration of the vulnerability of pedestrians and cyclists
- Work with our road safety partners, such as the police and health services, to achieve more than we would if we worked in isolation
- Listen to and engage with our community so that the community can contribute to the success of road safety initiatives.

This Strategy is not a stand-alone document. It is part of a suite of Council strategies and plans that together help to promote a vibrant, diverse and progressive city that strives for a sustainable future.

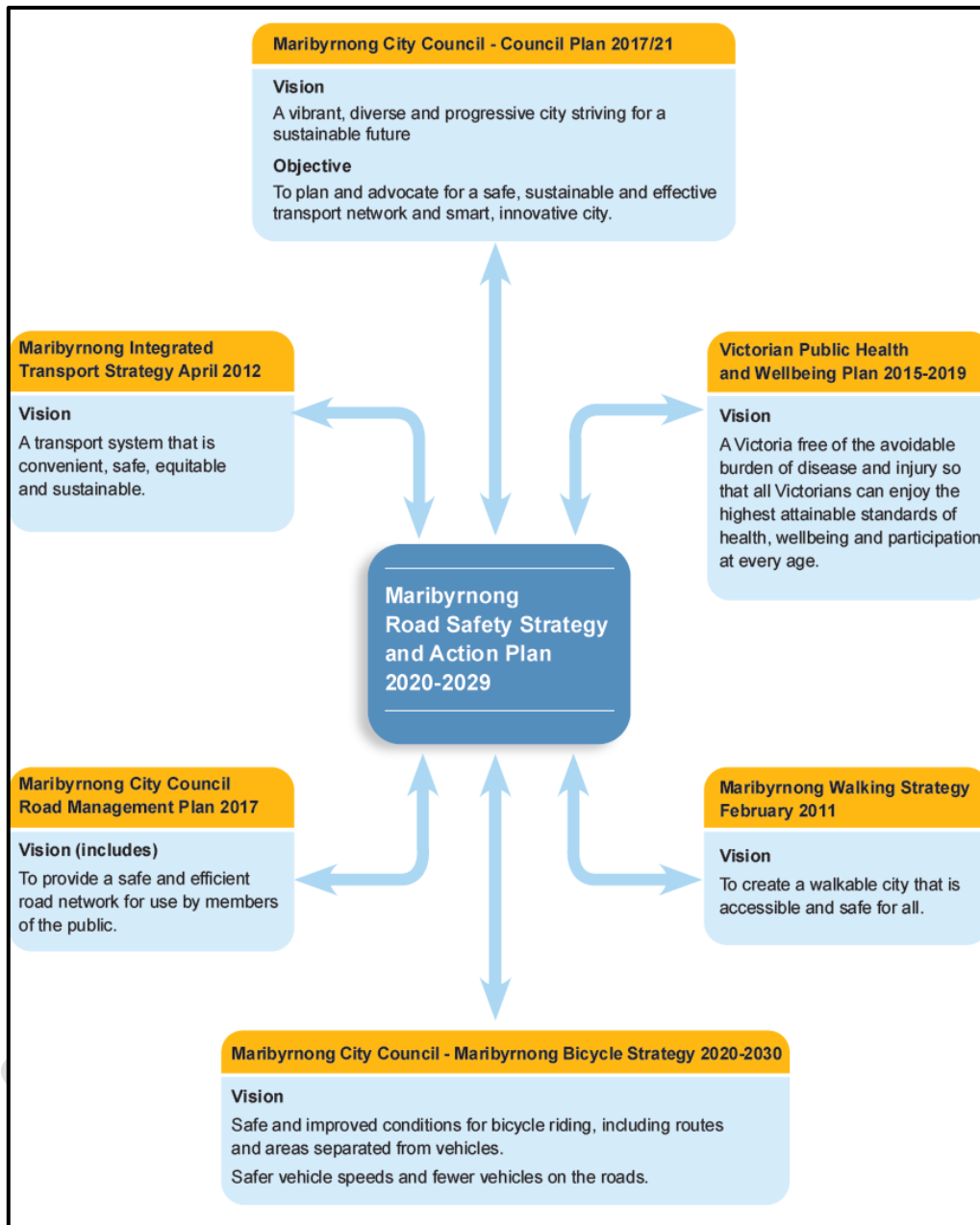


Figure 1: Road Safety in Maribyrnong's Plans and Strategies





## Travelling in the City of Maribyrnong

The City of Maribyrnong is an inner suburb of metropolitan Melbourne, approximately 8km west of the CBD. We are located on the main corridor linking central Melbourne with the substantial growth regions to the west and have several road and rail links to the important regional centres of Geelong and Ballarat. We have a highly connected transport network of roads and a well patronised public transportation system, including trains, trams and buses.

Our local roads are busy and there are high volumes of through traffic on the arterial roads including significant freight movements. Many of the east-west routes are narrow and highly congested and the heavy truck traffic can be a source of nuisance and concern to residents and traders. The two main north-south routes through the city are disjointed and inefficient.

Major interstate, intra-state and suburban rail routes converge on Footscray and provide the core of an excellent and well patronised public transport system. The two tram routes (57 and 82) have the potential to provide faster and more frequent services linking key development areas. There is also an opportunity for greater provision and frequency of buses provided the challenges of increasing traffic congestion can be resolved.

Maribyrnong's transport system is under significant pressure and demand will continue to rise with population growth which is expected to increase from approximately 90,000 (in 2018) to over 150,000 in 2041. This represents a major challenge as we endeavour to deliver a transport system which is convenient, safe, equitable and sustainable.

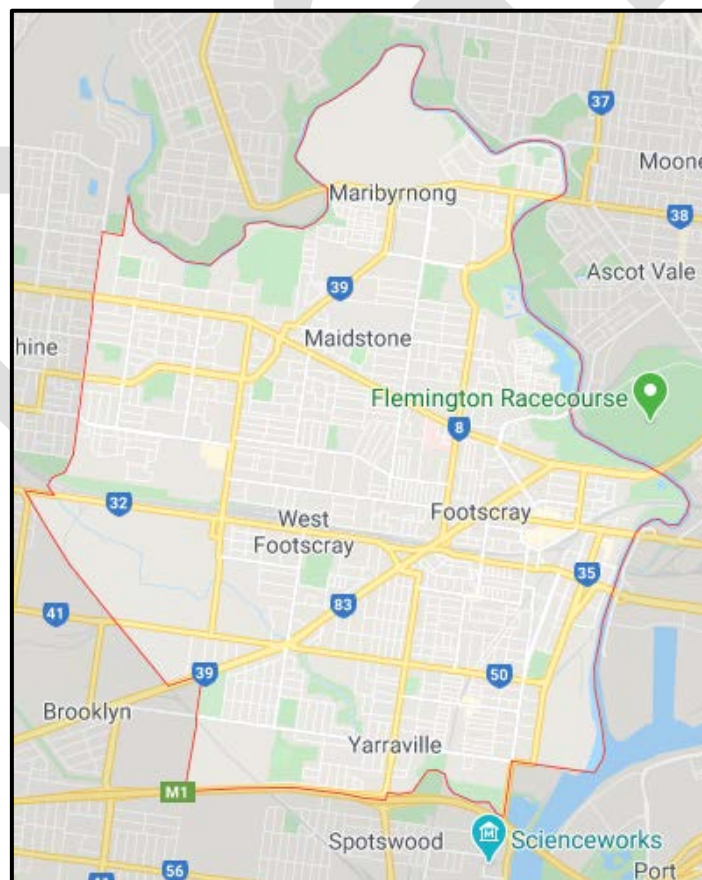


Figure 2: City of Maribyrnong



## Federal and State 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 - Towards Zero. It acknowledges that we all face risks on our roads, but our choice to use the road shouldn't cost us our lives.

We need to ensure that we have a safe transport system in place, one that protects us from our own mistakes and the mistakes of others.

Towards Zero road safety principles are in place across most Australian states and territories. Overseas, many other countries have adopted the same principles (also known as Vision Zero) including Sweden, Canada, United Kingdom, France, Norway and many large cities in the United States.

For this strategy, crash data over a five year period between 2014 and 2018 was analysed to identify crash types, crash conditions and trends. Over this period there have been 280 serious injuries and 14 fatalities (see Fig 3). There has been a decrease in serious injuries and an increase in fatalities.

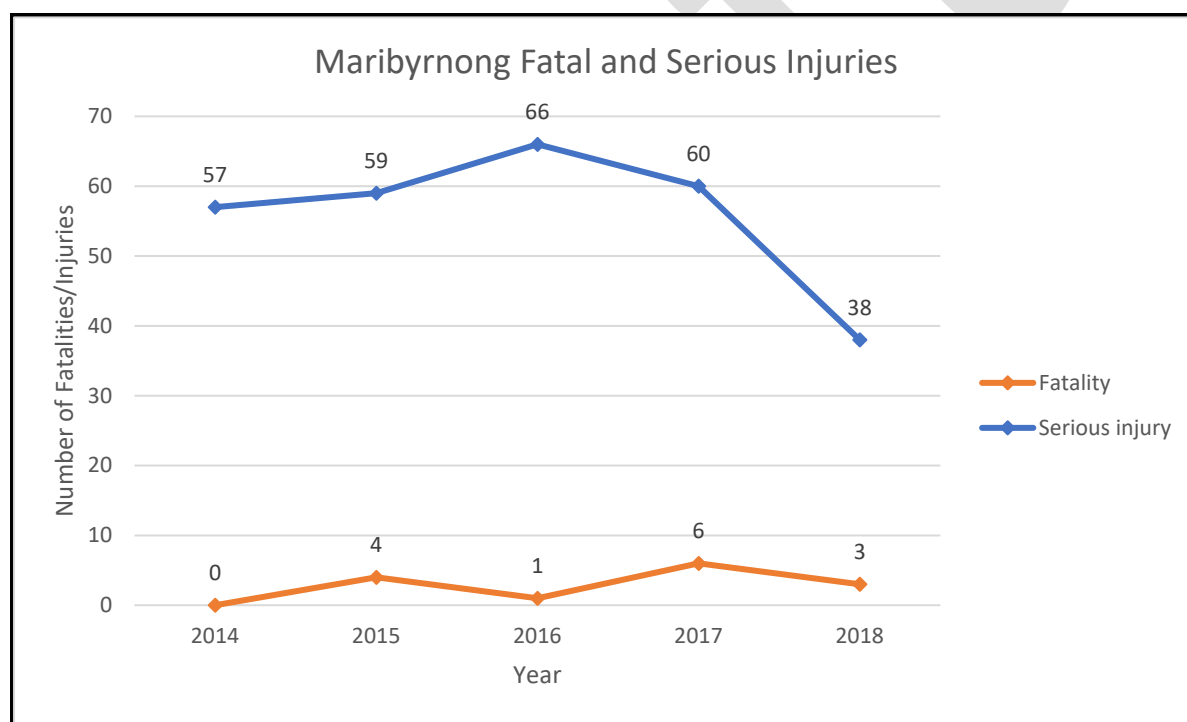


Figure 3: Fatal and serious injuries in the City of Maribyrnong

Although we are making gradual improvements, we know that it is becoming increasingly difficult to maintain progress. That is why we have this strategy. We want to keep our focus on making progress, ensure that we are deploying the best road safety practices and work with our local community to make our roads safer.







## What's happening on our roads?

To understand what is happening on our roads we carried out an extensive analysis of road safety data available for the most recent five years (2014-18). This provided insights into the types of crashes, when and where they were happening, the conditions at the time and what road users were involved.

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### What does the crash data show?

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#### Where are the crashes happening?

Between 2014 and 2018 there were 280 serious injuries and 14 fatalities on our roads.

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 and at their intersections with local roads; and
2. Where there are significant movements of motor vehicles in close proximity to pedestrians and cyclists – for example, higher speed local roads (50km/h).

Figure 4 shows Maribyrnong's crash hotspots.

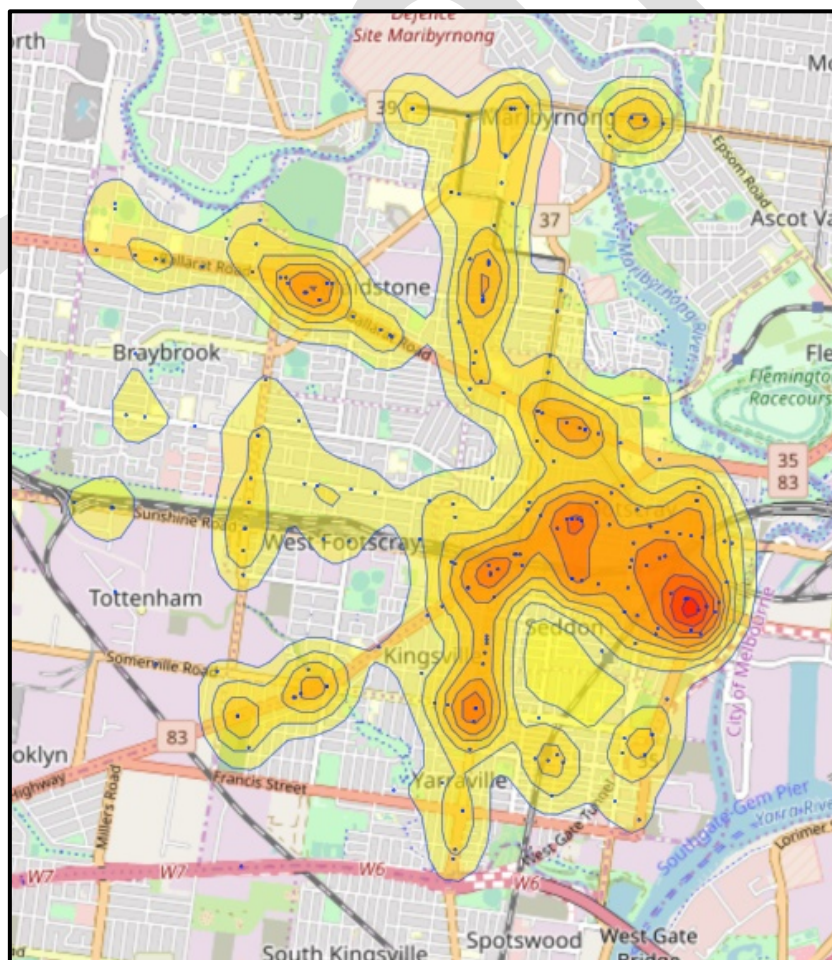


Figure 4: Heat Map showing crash hotspots in City of Maribyrnong

One third of fatal and serious injury crashes happen on local, council roads and the other two thirds happen on arterial roads. Figure 5 shows that most fatal and serious injury crashes occur in 60km/h zones where arterial roads predominate. For local roads the highest risks are in 50km/h zones.

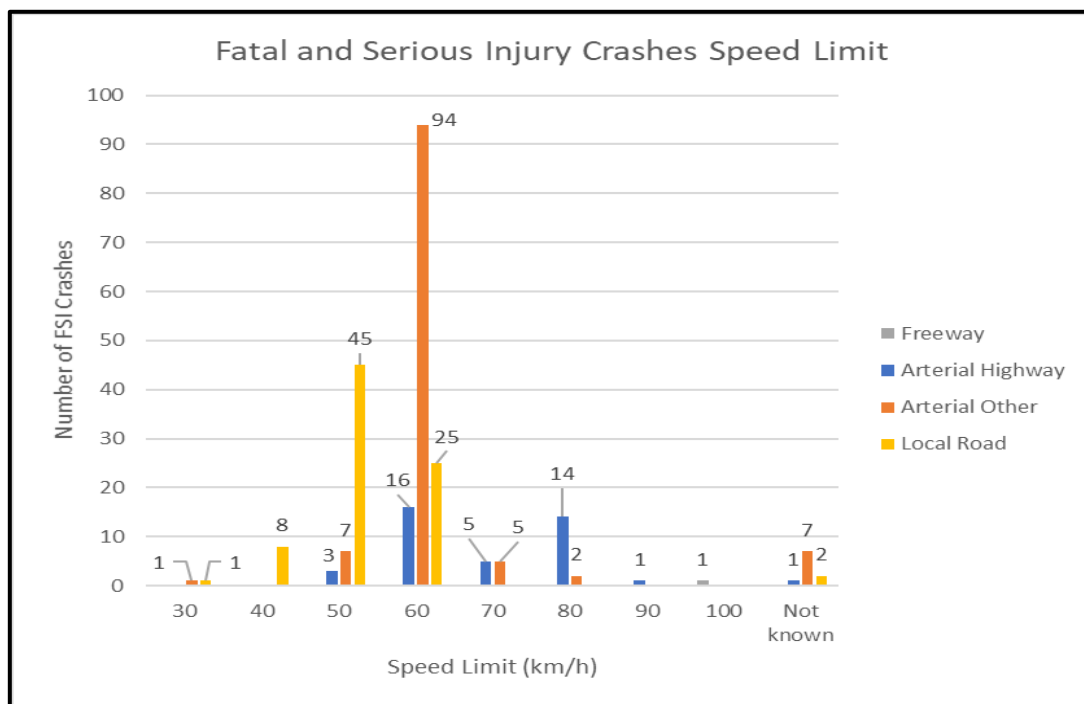


Figure 5: Fatal and serious injury crashes by speed limit in City of Maribyrnong

### What are the most common types of crashes?

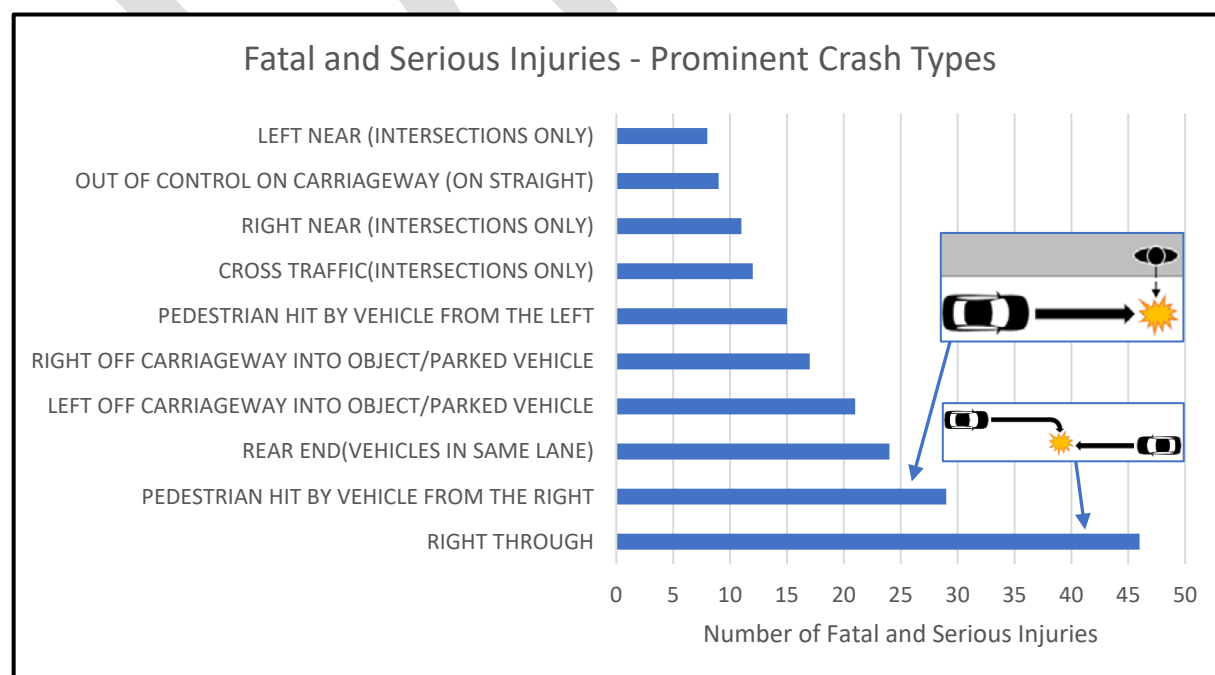


Figure 6: Fatal and serious injury crash types in Maribyrnong City Council



The most common crash type involves vehicles turning right into oncoming traffic. This is the case for all vehicles, including motorcycles and bicycles, except for light vehicles (such as vans) which are more likely to have a rear end crash. The second most prominent crash type involves pedestrians being struck by vehicles approaching from the right, usually when crossing the road.

### Who is involved in crashes?

Figure 7 shows how the total number of fatal and serious injuries are distributed across different road users. A significant proportion of injuries are suffered by vulnerable road users, including pedestrians and riders, and the majority of these crashes happen on roads with speed limits of 60km/h and 50km/h.

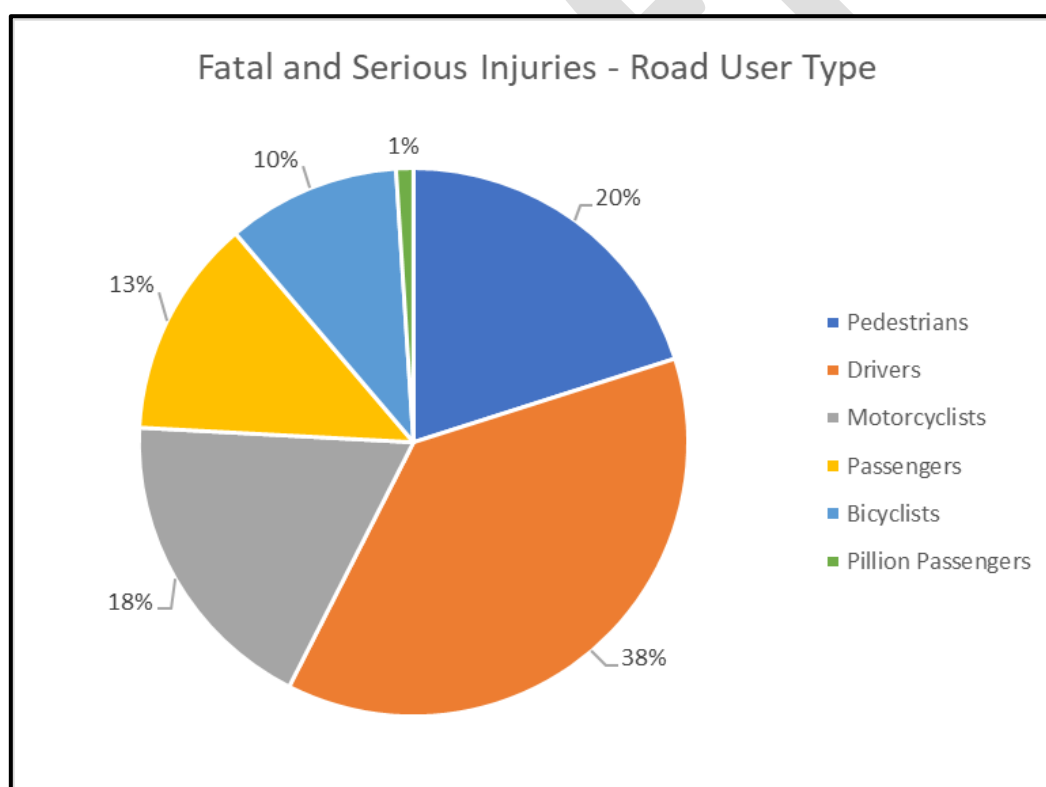


Figure 7: Proportion of fatal and serious injuries by road user type

While the distribution of fatal and serious injuries (Figure 8) approximately follows the age demographics of Maribyrnong's population, some age groups are disproportionately represented (Figure 9).

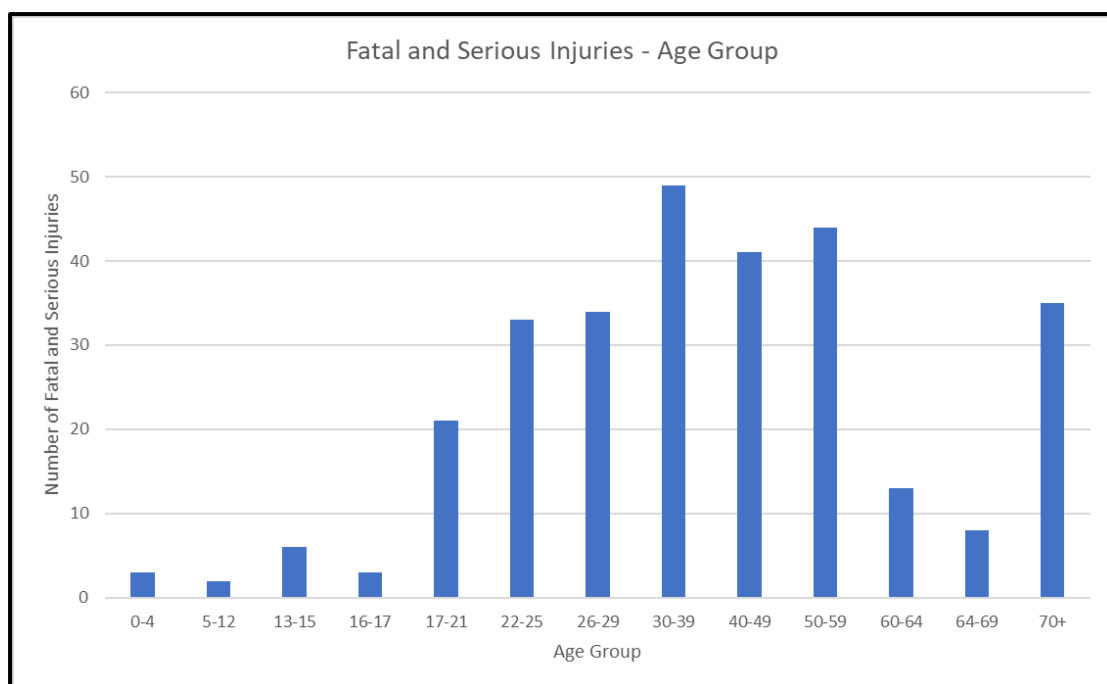


Figure 8: Crashes by age group

The younger and older age groups are more vulnerable. Young people aged between 15-24 years are 1.3 times more likely to suffer trauma than the population size would suggest. People aged over 70 years are 1.7 times more likely to suffer trauma.

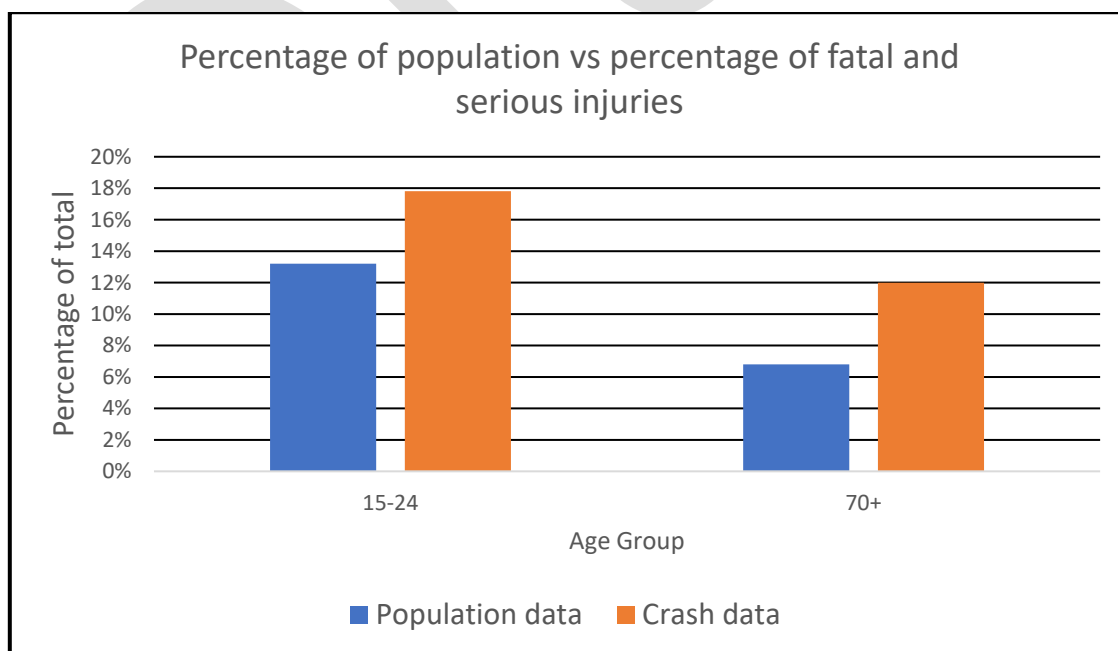


Figure 9: Percentage of population and percentage of fatal and serious injuries by age group





## Other crash characteristics

Crash data analysis tells us a lot about what is happening on the roads, and it shows that no exceptional or unusual circumstances lead to crashes. When lots of people are moving about in proximity to each other, human error can lead to collisions which can result in injury – this is often a statistical inevitability rather than a specific problem with the road or the weather conditions. Here are some more statistics from the five year period between 2014 and 2018.

- Crashes are fairly evenly distributed across days of the week with weekdays being slightly higher, generally in line with the amount of traffic on the roads
- Crashes occur most often during peak hour traffic flows, 8:00-10:00am and 3:00-6:00pm
- Over 80% of crashes happen in dry conditions
- Most bicycle and motorcycle crashes occur during weekdays, suggesting this is an issue for commuters rather than leisure riders.

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## What did you tell us?

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Our Road Safety Strategy and Action Plan belongs to all of us. Together we need to identify the issues that matter to us and develop an action plan that prioritises how we allocate our effort and resources. We asked for your input through an online survey and the response was excellent. We received over 600 responses, the vast majority of these from residents of Maribyrnong.

The survey provided valuable information to supplement our crash data and enable us to focus on road safety issues that concern our community. This is what you told us:

## Travelling in Maribyrnong

Maribyrnong residents are generally active with 90% of people walking and 30% cycling at least a few times a week. Public transport is popular with 40% using the train at least a few times a week, over 10% using the bus and a similar percentage using the tram. The car is used regularly with 80% of people driving at least a few times a week, but motorcycle usage is low with less than 5% riding regularly.

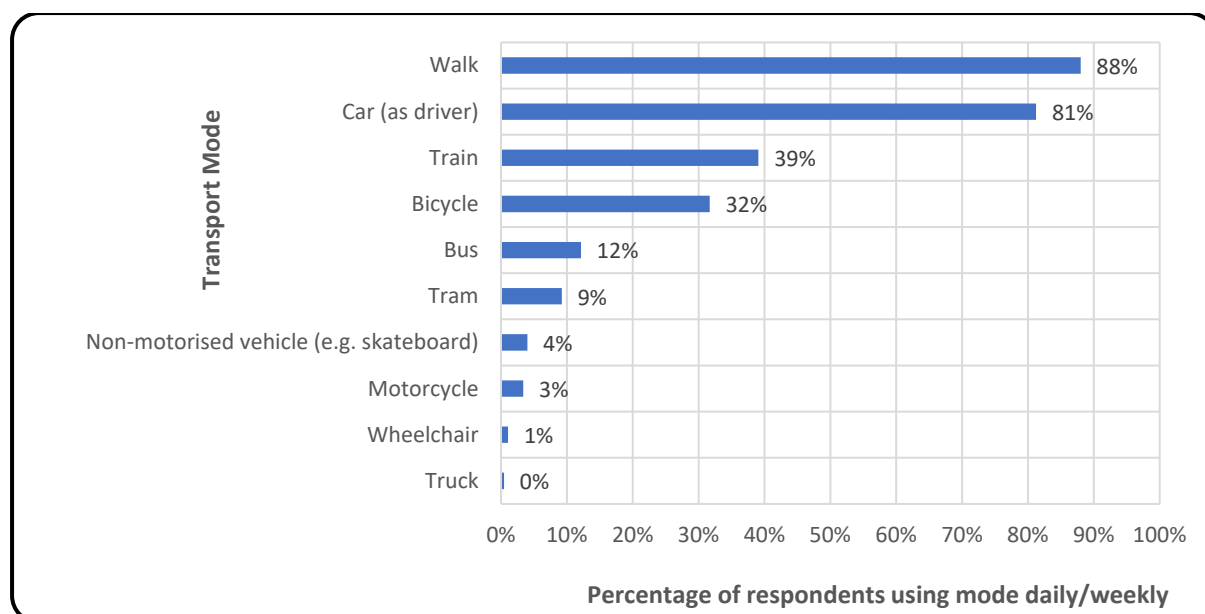


Figure 10: Percentage of respondents who used various modes of transport frequently

## Many people are not satisfied with the safety of roads, footpaths and cycling facilities

### Roads

With regards to roads, 46% of people felt that roads were either unsafe or very unsafe.

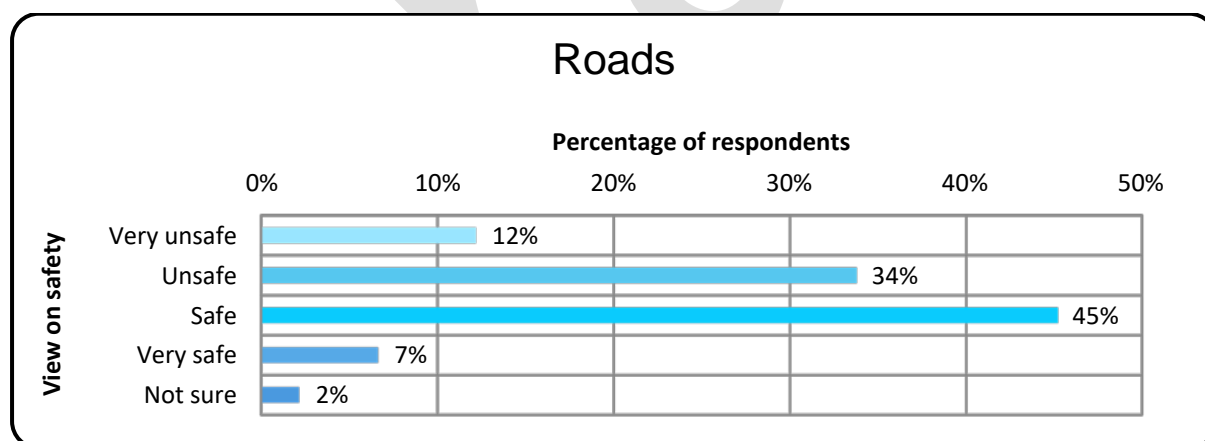


Figure 11: Community views on levels of safety of roads

The majority of concerns were around the presence of trucks, particularly in residential areas, the risk they pose to other vulnerable road users and the damage they cause to road surfaces. Many people mentioned low quality and deteriorating road surfaces.



## Footpaths

With regards to footpaths, 36% felt that footpaths were either unsafe or very unsafe.

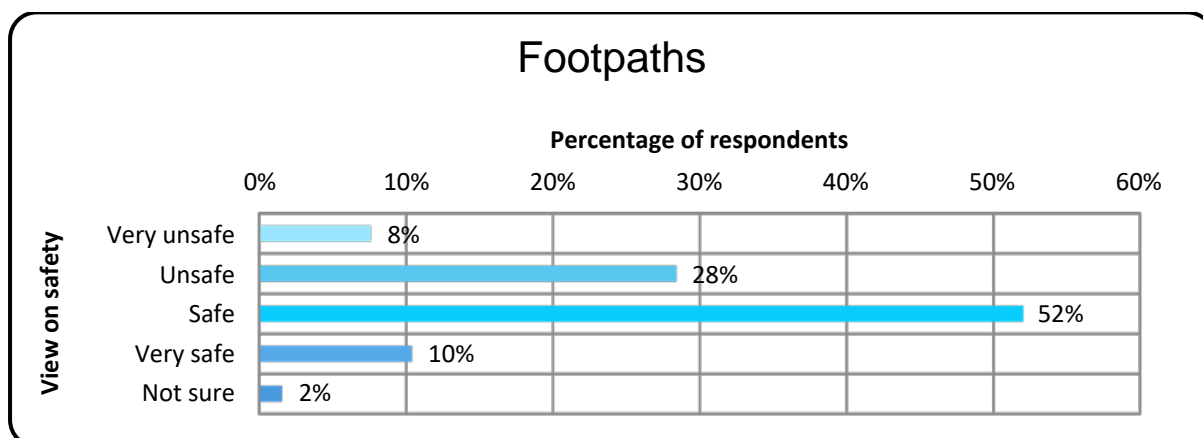


Figure 12: Community views on levels of safety of footpaths

The majority of concerns were around uneven surfaces and overgrown vegetation. Many people wanted more pedestrian crossings, more accessible pedestrian crossings and higher priority for pedestrians at crossings. There was some concern about narrow paths being close to traffic.

## Cycle/shared paths

With regards to cycle/shared paths, 56% felt that cycle/shared paths were either unsafe or very unsafe.

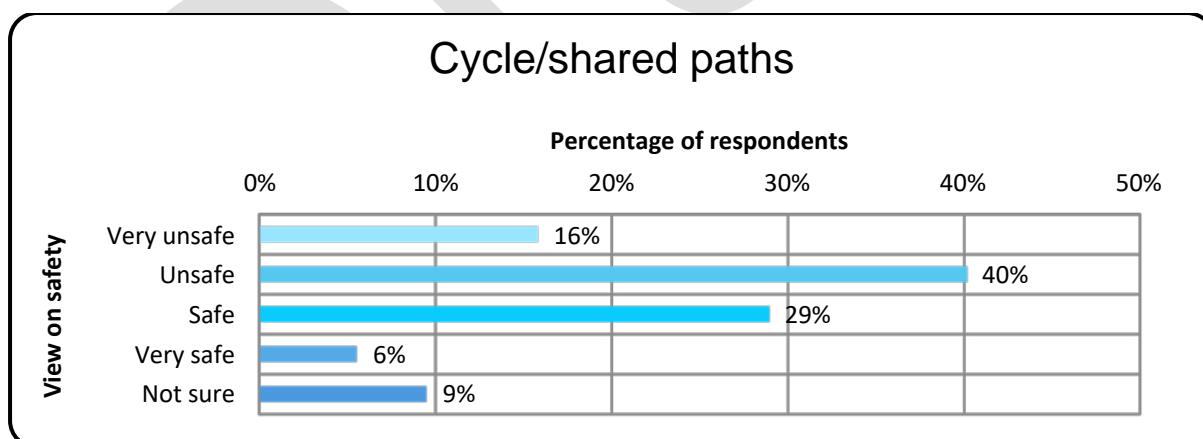


Figure 13: Community views on levels of safety of cycle/shared paths

The majority of concerns were around the lack of bicycle lanes and paths, and abrupt termination of paths. Many people wanted to see greater separation of bicycle lanes from road traffic, especially on routes used by trucks and pedestrians. A minority of people mentioned poor road and path surfaces.

### Most people believe that speed limits on local residential roads are about right.

Nearly 70% of respondents believe that the speed limits on local residential roads are about right. Of the remainder, the majority felt the speed limits were too high.

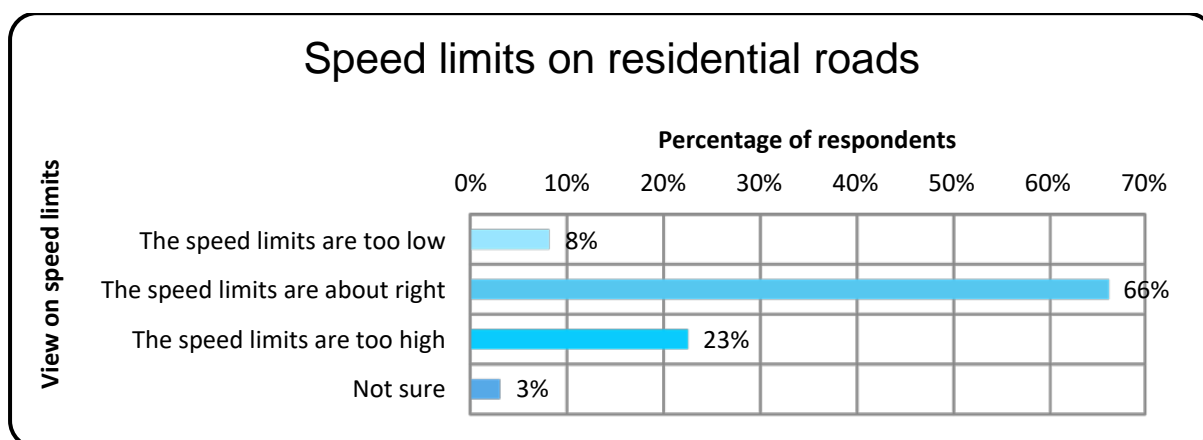


Figure 14: Community views on speed limits on residential roads

Of those who felt that speed limits were too high, many wanted to see more widespread use of 40km/h zones and some suggested lower speed limits of 30km/h. There was a fairly even split between those wanting more 50km/h limits on major roads and those wanting the speed limit to be 60km/h.

### Many people believe that a significant proportion of other road users exhibit poor behaviour on our roads

There is broad concern across the community about road user behaviour. The main issues were around car and truck drivers not complying with road rules, failing to maintain a good driving standard and lack of consideration for other road users. With respect to trucks, there is concern about trucks breaking curfews. A small but significant number of people would like to see truck volumes reduced or trucks completely removed from our roads. Pedestrians, cyclists and residents see trucks as a risk to their safety and a blight on local amenity.

### Road users are putting themselves at risk by becoming distracted

There is a growing concern around how easy it is for road users to become distracted with most people identifying mobile phones as the biggest distraction. In our survey, nearly one in three people admitted to using their phone whilst crossing the road in the last month, and one in seven people had used their phone whilst driving.

### Many people do not believe that riding a bicycle in Maribyrnong is safe

More than half of survey respondents felt that riding a bicycle in Maribyrnong is not safe. The main reasons are a lack of connected and direct bicycle lanes and pathways, and close proximity to motor vehicles, especially trucks.

## The community told us what our road safety priorities should be

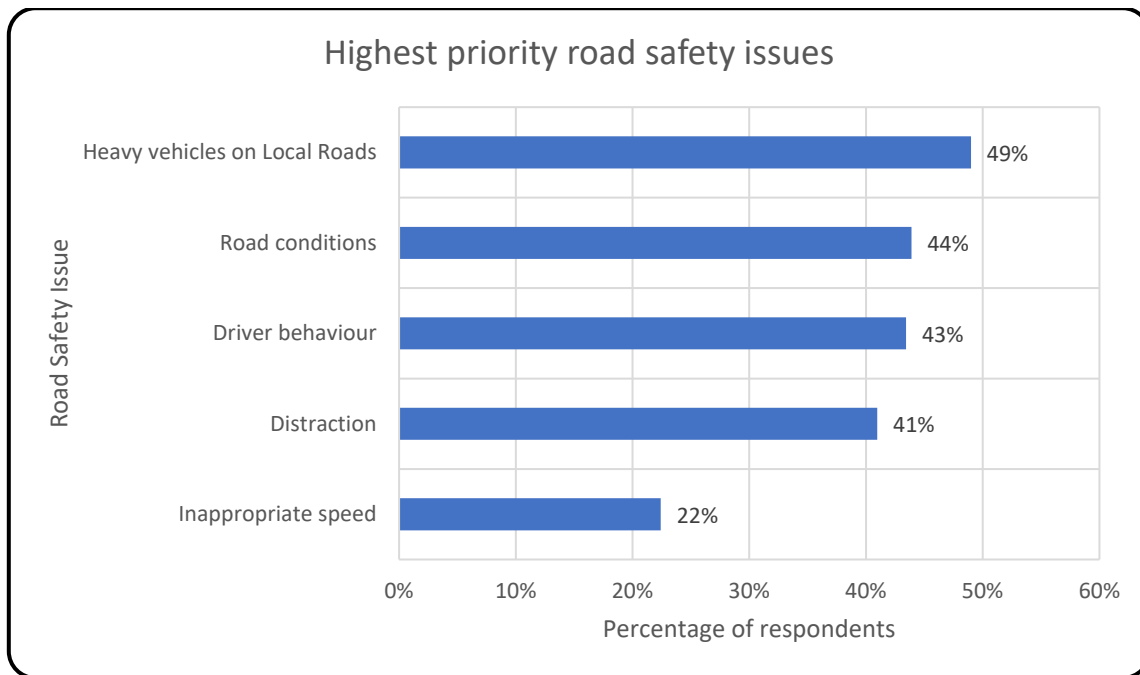


Figure 15: Community views on roads safety priorities for Council

Half of all respondents said that heavy vehicles on local roads should be top priority. Besides safety concerns, a multitude of other issues were raised in relation to trucks including: too many trucks on all roads; too many trucks using local roads and residential streets; damage caused to roads and footpaths; poor driver behaviour (including disregard for road rules and curfews); loss of amenity; and pollution. These concerns are interrelated to other high priorities of road conditions and driver behaviour.





## How we will move Towards Zero Trauma – The Safe System

The Safe System is an internationally recognised framework to reduce road trauma, based on Sweden's success in achieving a 40% reduction in fatal and serious injuries, over 10 years. This has been recognised in Australia, and many other countries, as best practice and Maribyrnong City 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 with another car: 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 we can do to reduce or avoid physical impact greater than our body's tolerance level.

#### **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 solely on the road user, recommends a shared responsibility approach, amongst those designing, maintaining and using the road space.

#### **4. Shared responsibility**

Creating a safe road network is everyone's responsibility. Businesses, organisations, communities and individuals, and Maribyrnong City Council all have a role to play in moving Towards Zero.



## Elements of the Safe System

The Safe System comprises four interacting elements which encompass all factors contributing to a crash:

### 1. Safer roads

Road infrastructure plays a vital role in helping reduce crashes and minimise the severity of injuries, should a crash occur. Our roads should be designed and maintained to remove or minimise risk for road users, and reduce the severity of crashes. Our roads should be forgiving of errors by road users and providing the safest possible outcome in adverse circumstances.

### 2. Safer speeds

When a crash occurs, the weight and speed of the vehicle at the time 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 safe for the conditions.

### 3. Safer people

Crashes often involve an element of human error. We should all take care and pay attention to the way we use the roads. This also means being 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 the 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.

Research<sup>1</sup> 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 have influenced our strategy and our Action Plan.

### 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 crossings and roadside barriers
- ✓ Gateway treatments on the approach to lower speed areas.

### 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 will be 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

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<sup>1</sup> 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](http://www.vicroads.vic.gov.au)



- ✓ 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 the Department of Transport (DoT), the Transport Accident Commission (TAC) and other road safety agencies
- ✓ Ensuring that adequate driving experience (120 hours or more) with a supervising driver is achieved by 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 on an approach are not wasted on ineffective safety outcomes. Based on statistics from previous implementations, 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 skill-based driving programs such as 'advanced driver training'. This has been shown to increase risk taking behaviour by drivers.<sup>2</sup>
- ✗ 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.

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<sup>2</sup> 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](http://www.vicroads.vic.gov.au)





# What Maribyrnong City Council will do

## Council Responsibilities

Maribyrnong City 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 the community, e.g. aspects of police traffic enforcement.
- Engaging with our community in relation to road safety issues, encouraging safe road user behaviour, and coordinating local resources for better road safety outcomes.

We are committed to improving road safety and the Towards Zero target of zero deaths and serious injury crashes on our roads. We will continue to play our part in a Victorian Road Safety Strategy. Our road safety data, our experience managing the road network and community feedback has helped us to identify a set of road safety improvement themes.

## Action Themes

### 1. Leadership and Best Practice

We are committed to Towards Zero road trauma and we embrace the Safe System approach. This means that we will ensure the Safe System principles are fully integrated into our way of working, and the way we plan, design, deliver, maintain and operate our road network. It will also guide the way we, as a council, use the roads. We will ensure that we have a safe driving policy for staff, a safe vehicle fleet and a car share policy to reduce car dependence.

### 2. Safer Roads and Streets

We will prioritise our investments and activities to address the highest risks and achieve the best possible outcomes within our finite resources. Our decisions will be based on engineering evidence, our experience of managing the road network and community feedback. Priorities will reflect the function of the road – recognising that different parts of the network perform different functions such as:

- movement of people and goods; and
- being places for people and their activities.

We will also be working closely with the State Government and Department of Transport to improve road safety on Freight Network within Maribyrnong, review the freight network to reduce the trucks on our local roads and investigate alternative new routes (e.g. Paramount Road extension) to connect to existing freeways. In addition, we will advocate to NHVR for truck traffic enforcement to minimise truck speeding and discourage inappropriate truck movements during curfew hours through residential streets.

### **3. Active and Public 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. The Maribyrnong Bicycle Strategy 2020 – 2030 outlines Council's planned cycling improvements.

We will promote the use of sustainable transport, encourage modal shift, where there are benefits, and continue to reduce risks for vulnerable road users. We aim to remove barriers to active transport and facilitate safe journeys from door-to-door.

### **4. Safe Speeds**

We recognise the critical impact of speed on the likelihood and severity of crashes. We also support the principle that speed limits should reflect the operating environment and be consistent across the network. Our focus as managers of local roads will be to achieve safe speeds on streets in order to protect vulnerable road users, encourage sustainable transport and make our streets enjoyable places to be in, rather than just thoroughfares for traffic.

Through Council's Safer Roads (40km/h) program, the reduced speed limits will improve safety for all road users and discourage through traffic and trucks on residential streets within the Maribyrnong municipality. Beyond the Safer Roads program - expected to be fully implemented by 2022 - we will be identifying high pedestrianised areas within key business precincts and advocate to DoT for further speed limit reduction to 30km/h.

### **5. Community Engagement**

We are driven to deliver the best possible outcomes for our community. This means we will actively engage with you early and often, to understand your needs and expectations and ensure they shape everything we do. Also, we encourage everybody to use our roads responsibly by complying to the rules, being attentive, and caring about personal safety and the safety of others.

### **6. Working Together**

To deliver the best possible safety outcomes on our roads we cannot work in isolation. We will work with a range of groups and individuals to ensure that we understand the diversity of our road users' needs and deliver the most effective and inclusive road safety solutions. This means working with communities, State and Federal Government, industry, businesses and anyone who can support our journey.



Using these themes, we have set out ambitious targets to deliver road safety improvements as described in the Road Safety Strategy Action Plan. To be successful we need your support. The next section lists some of the ways you can help.



## What You Can Do

Community contribution to the development of this Strategy and Action plan has been excellent. In line with the Safe System approach and recognising that we all have a responsibility to make our roads safer, here are some of the ways we can all make a difference.

### Safer roads and streets

- Report all road faults and hazards on local roads to Maribyrnong City Council (9688 0200) and on arterial roads to the 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 333 000.

### Safer speeds

- 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 request that the speed advisory trailer be placed in your street.

### Safer people

- Role model the travel behaviour you want your community to undertake, via your speed, mobile phone use or parking
- Identify a safe route to school for your children and teach them to use that route
- Consider walking or riding to reduce congestion and to improve health
- Watch out for cyclists when entering and exiting parking and opening your car door
- 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
- Share the road and be mindful of other road users
- When walking or cycling on shared paths be courteous and mindful of other users, and remember that erratic behaviour can lead to a collision
- Direct young drivers to [SaferPplaters.com.au](http://SaferPplaters.com.au) to instil best driving practices in their early years of driving
- Find out about the L2P program by contacting Maribyrnong City Council's Youth Services on 03 9091 4700
- 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 of supervised driving practice, and become a safer probationary driver
- Download road safety apps, including the VicRoads Road Mode Android App to silence incoming text messages and calls while you're driving
- Encourage your sporting club to undertake a *Looking After Our Mates* education session
- Maintain a clear and accessible pathway on your nature strip, allowing your community to walk around your neighbourhood safely



- Consider becoming a community member of a registered community road safety group such as *RoadSafe Westgate Community Road Safety Council*. Contact through their website: [roadsafewestgate.org.au](http://roadsafewestgate.org.au)

### Safer 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 regularly maintained
- Lobby your employer to provide the safest car in its class as your work vehicle - this will help filter safer cars into the second-hand car market.







## MARIBYRNONG CITY COUNCIL

**Street Address:** Cnr. Hyde and Napier Streets, Footscray

**Postal Address:** PO Box 58, Footscray, Victoria 3011

**Phone:** 9688 0200 **Fax:** 9687 7793

**After Hours/Emergency:** 9688 0200

**Email:** [email@maribyrnong.vic.gov.au](mailto:email@maribyrnong.vic.gov.au)

**[www.maribyrnong.vic.gov.au](http://www.maribyrnong.vic.gov.au)**



TIS: 131 450



NRS 133 677 OR 1300 555 727

[www.relayservice.com.au](http://www.relayservice.com.au)

For requests, comments and questions about Council services and programs, go to [www.maribyrnong.vic.gov.au](http://www.maribyrnong.vic.gov.au) or call Customer Service on **9688 0200**.



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