



# Banyule Safe Travel Plan

2016-2026

Pathways to safer journeys –  
moving freely via people-friendly streets

## Executive Summary

Transport impacts all aspects of our lives. It is used to participate in our work, education, family and social activities, and contributes to the economy, environment and infrastructure of our community.

Banyule City Council is committed to a community where residents and visitors can enjoy high quality amenity, and access services and destinations in a safe and sustainable manner. The Banyule Integrated Transport Plan (BITP) encourages people to make a change from private vehicular transport to active transport – walking, cycling and using public transport. In aligning with the Banyule Integrated Transport Plan, unless our transport network becomes safer, the safety of our transport users could become a barrier to sustainable transport. The Banyule Safe Travel Plan (BSTP) compliments the Banyule Integrated Transport Plan that sets out Council's long term transport goals.

The scope of the Banyule Safe Travel Plan has been widened to improve safety for all travellers and environments rather than limiting the Plan to road users and the road/footpath space. This allows the Plan to align better with other Council plans such as the Banyule Integrated Transport Plan, Safer Banyule Plan and the Place: Health and Wellbeing Plan.

Council's Transport System Hierarchy gives priority to sustainable active modes of transport. Active transport users cause the least harm to other road users and the environment; however sustain the most severe injuries if involved in a crash.

The Banyule Safe Travel Plan seeks to reduce deaths and serious injuries towards zero over the ten year period of the plan. In the most recent five year period, 274 crashes occurred in Banyule, resulting in 11 fatalities and 316 serious injuries. Vehicle drivers and passengers make up 63% of all road fatalities and serious injuries within the municipality, and the remaining 37% involve pedestrians (15%), cyclists (9%) and motorcyclists (12%). There are high numbers of heavy vehicles using the arterial network within Banyule causing concern for Council and residents.

### *Vision and Key Safe Travel Themes*

To achieve the safe travel goals of the Banyule Safe Travel Plan, a Vision has been established in consultation with the local community:

#### ***Pathways to safer journeys – moving freely via people-friendly streets***

Key safe travel themes for the Plan have been identified through the analysis of crash statistics, community engagement, and consideration of the strategic context of Council and the State and Federal Governments. The safe travel themes are:

1. Safer Walking, Cycling and Travelling by Public Transport
2. Reduce Vehicle Impacts
3. Think Safe Travel
4. Encourage safe behaviour by all road users, and
5. Support the community to take action on safe travel issues

The Vision, key themes and objectives set out in the Plan will help lead Council and the community towards a safer Banyule for everyone.

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# 1. Towards safe travel in Banyule

## Why a Plan is needed

Private cars can have positive and negative effects on the health and wellbeing of the people of Banyule. This plan seeks to balance the benefits of local travel with the potential harm to health and wellbeing that arise from various modes of travel.

Apart from the direct impact of trauma caused by vehicular traffic in Banyule – one or two people going to hospital every week - the perception of feeling unsafe while travelling on our roads on foot or by bicycle can deter some people from fully participating in community life. Children are not being encouraged to walk or ride to school. Some older people may stay at home when they could be out enjoying walking to a local community centre or parkland. We all miss out on exercise and fresh air while we sit in a car.

In many cases, we can travel quicker and further by car. But as more people make the choice to travel by private car, our roads and car parks will become even more congested and we may find that this method of travel will be less attractive. Banyule has recently developed a plan which encourages people to begin to change from car travel to active transport – walking, cycling and using public transport. It is known as the *Banyule Integrated Transport Plan 2015-2035*. This Safe Travel Plan extends on the actions of that plan and places a renewed focus on the safety of walkers, cyclists and public transport users.

## A Plan for safe travel

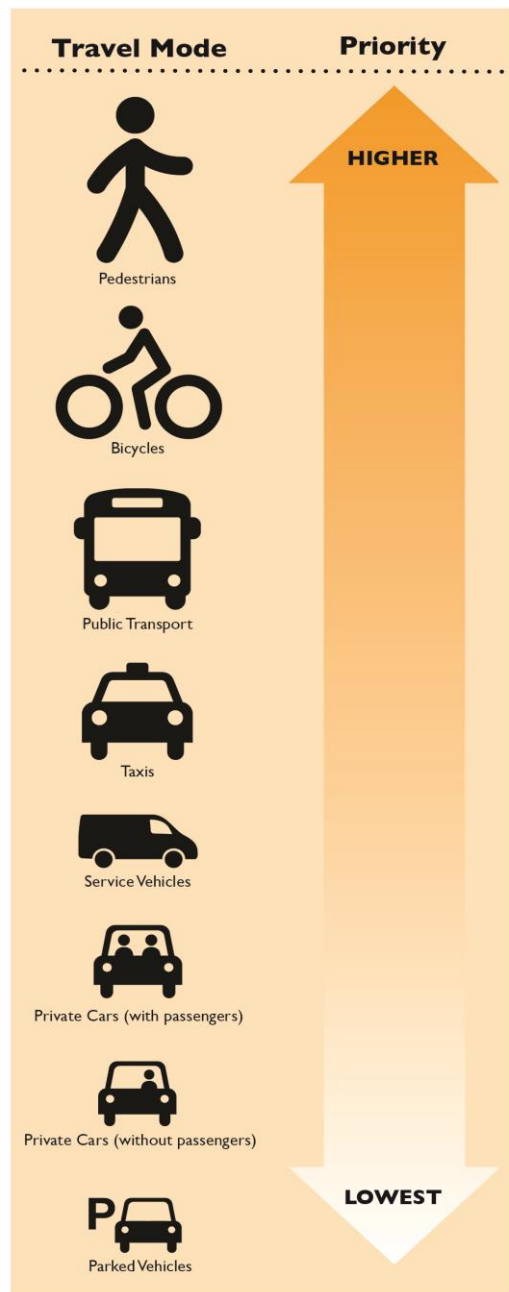
The Safe Travel Plan has been developed to improve the safety of all modes of travel. We need to manage some of the risks (real and perceived) that people on foot or bicycle face when mixing it with cars and trucks on our roads and streets. This means giving people priority on local streets. It means slowing cars down when they are near where people can walk or ride. It means fewer cars on the road, and less kilometres driven by cars, per head of population. We need to reduce road trauma in Banyule, in particular, reducing the number of serious injuries occurring on our road network. The plan will work alongside 'Towards Zero' – the State Government's vision for a future free of deaths and serious injuries on our roads, creating a City where there will be no preventable deaths or serious injuries at all on our roads.

Population growth will continue in Banyule and our outer urban neighbouring municipalities including Whittlesea and Nillumbik.

Through traffic on our arterial roads can be expected to continue to increase while Melbourne’s existing transport systems struggle to cope with increasing demands posed by population growth in outer Melbourne.

Under the Banyule Integrated Transport Plan, Council will work with VicRoads to ensure that arterial roads within Activity Centres will provide priority for pedestrians, cyclists and public transport. Outside of these areas, arterial roads such as Bell Street and Greensborough Highway will provide priority for freight and car traffic.

This approach will be complemented at a local level through Banyule’s *Local Road User Hierarchy*, which assigns highest priority to pedestrians, cyclists and public transport above other road users, with sole occupant private cars and parked vehicles the lowest priority.



Local Road User Hierarchy in Banyule

## Reductions in road trauma

Despite increases in traffic volumes, the number of fatal crashes in Banyule halved during the 1990s, but has levelled out to about two fatal crashes per year over the past 15 years.

The number of people seriously injured and being admitted to hospital has been steady at about 60 per year over the past few years, with a slight increase in 2014, as shown in Figure 1.



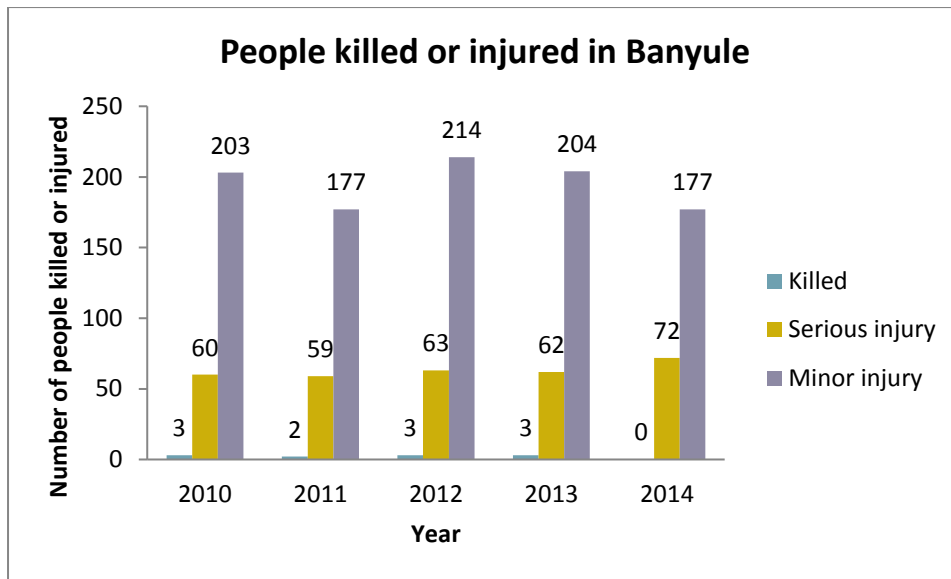


Figure 1: Number of people killed/injured in road crashes in Banyule

This compares favourably with the number of people seriously injured during the five years 2004-2008, when an average of 99 people per year were seriously injured, or about two people per week. During the same five years 2004-2008, a total of 1,592 people suffered injuries of any severity, at an average of 318 per year. The previous Banyule Road Safety Plan 2009-2014 set a goal of reducing injuries to 200 per year in 2015. The latest available figures for all injuries are for 2010-2014, during which time an average of 260 people per year were treated for injuries, or 5 people every week.

The Banyule Safe Travel Plan 2016-2026 will seek to reduce deaths and serious injuries towards zero over the ten-year period of the plan. The vision, key themes and objectives set out in the plan will help lead Council and the community towards this goal.

### Development of the Banyule Safe Travel Plan

Action A56 of the Banyule Integrated Transport Plan 2015-2035 states:  
*“Review and update the Banyule Road Safety Plan”.*

In 2015, Council applied for and received funding from the Transport Accident Commission (TAC), enabling it to develop a safe travel plan. The plan builds upon Council’s Road Safety Plan 2010-2015 and adopts a broader, more inclusive concept of ‘safe travel’.

The Banyule Safe Travel Plan has been developed following consultation with the community and key stakeholders. Key steps in developing the plan include:

- Establishing a Key Stakeholder Group and a Wider Reference Group to assist in the development and production of the plan.
  - The Key Stakeholder Group comprised officers of Victoria Police, VicRoads and Council units which have a direct impact on safe travel in Banyule.
  - The Wider Reference Group comprised community members and representatives of external agencies which have an impact on safe travel in Banyule. Organisations represented on this group included Bicycle Network, Public Transport Victoria, Victoria Walks, Public Transport

Users Group, La Trobe University, Bus Association Victoria, Austin Health, Shopping Centre coordinators, RACV, Education Sector and neighbouring municipalities.

- Review and analysis of relevant Council reports and other documents.
- Review and analysis of crash data.
- Consultations with Council officers including those with responsibility for infrastructure and community services programs.
- Workshop with the Key Stakeholder group to set the draft vision, themes and objectives.
- Public consultation on the draft vision, themes and objectives, via Council's website, online survey and consultation with Banyule's advisory committees including the Multicultural Advisory Committee, Disability and Age-Friendly Champions Committees, and Bicycle Advisory Committee. Consultation was also undertaken with the wider Reference Group.
- Development of strategic directions and draft actions.
- Safe Travel Forum to workshop the strategic directions and draft actions.
- Consultation on the draft Banyule Safe Travel Plan.

## What the community told us

Overall approximately 900 community members and stakeholders have been engaged during the development of the Banyule Safe Travel Plan. This summary is drawn from consultation with the community and key stakeholders. This is just a snapshot of what the community told us. More detailed information on the consultation process and feedback can be found in Appendix 1: Consultation Paper – Feedback Summary - What you told us –June 2016.

### Public Transport

The community want our railway stations and public transport interchanges to be more accessible, well-lit, clean and have adequate seating and shelter. They seek support to advocate for the provision of lifts at railway stations and to reduce the steepness of access ramps at railway stations. There is strong support for removing level crossings at Rosanna and Macleod. The community place a high value on safe connections between all forms of public transport – train, tram, bus and taxi.

### Active Transport

Parents and children would like to be able to walk and cycle safely to school, the shops, sporting activities and community activities. Safe walking and cycling are significant for their physical and social well-being. The cycling community value the provision of exclusive on-road cycle lanes and good safe connections between on-road and off-road cycle facilities.

The community supports pedestrian priority in our activity and neighbourhood centres and requests the progressive upgrading of key pedestrian routes, including allowing more green time for pedestrians to cross safely at traffic signals.

### Freight and Private Vehicular Transport

There is concern about the volume of freight and private vehicular traffic on our arterial roads causing major congestion and a perception of reduced road safety. This congestion leads to vehicles leaving the main road system, using local roads as an alternative route. The community has expressed concern at the speed of vehicles on all roads in Banyule.

## **Respect and Education**

The community identified respect towards fellow transport users, for example, cyclists showing respect for pedestrians on shared trails; car drivers showing respect towards cyclists on roads as a priority to achieve a safe travel City. Respect could be fostered through promotion and education activities. An ageing population has also brought forward some new safe travel issues around education and training for mobility scooter riders.

Key stakeholders such as Victoria Police and VicRoads highly value the opportunity to work collaboratively with Council and other partners to resolve road safety issues in Banyule.



## 2. Our Vision for safe travel

### **Vision**

#### ***Pathways to safer journeys – moving freely via people-friendly streets***

The vision and key themes for safe travel in Banyule were developed through consultation with key stakeholders including Council, VicRoads and Victoria Police, and amended on the basis of community feedback via Council's website, online survey and advice from Banyule's advisory committees. They reflect our goal as a community to make travel safer in Banyule, especially for people not using a private car on their journey.

#### **Themes and objectives**

Four themes and objectives have been identified.

#### **Safer walking, cycling and travelling by public transport**

*Improve the safety of walking, cycling and travelling by public transport in Banyule.*

*Remove barriers to safe, convenient and confident local journeys on foot, by bike, and by bus, tram and train.*

#### **Reduce vehicle impacts**

*Reduce towards zero the negative impacts of vehicular road traffic on the health, safety and well-being of local people and visitors to Banyule, and on the long term health of the planet.*

*Reduce the number, distance and speed of vehicular journeys within Banyule.*

#### **Think safe travel**

*Integrate safe travel thinking into all policy, planning and operational decisions within Banyule Council.*

*Seek to embed safe travel thinking into decisions made by Council's partners.*

#### **Shift community safety culture**

*Shift community awareness towards a clearer appreciation of the negative effects of private vehicular transport in Banyule.*

*Obtain active support and participation by individuals, community groups and businesses in efforts to achieve safe travel.*

### 3. Policy and standards framework and context

#### International policy perspective

##### **International Standard ISO 39001-2012: Road traffic safety (RTS) management systems – Requirements with guidelines for use**

International Standard ISO 39001-2012: *Road traffic safety (RTS) management systems – Requirements with guidelines for use* was first published in 2012. It provides a coherent, systematic strategic framework for a range of organisations who manage or use the road system as a major part of their activities.

It is applicable to road management authorities such as Banyule City Council and VicRoads. It also provides guidance for Banyule City Council in relation to safe travel responsibilities and initiatives that extend well beyond those of a road management authority. These include responsibilities for the health and wellbeing of the local people, and the need to engage stakeholders and partners in the work of reducing the potential harm done by road traffic. It also provides guidance to improve safety of travel generated by Council's own activities, as a major road user within Banyule.

The Banyule Safe Travel Plan 2016-2026 aligns closely with ISO 39001.

#### National policy perspective

##### **National Road Safety Strategy 2011-2020 (NRSS)**

The National Road Safety Strategy 2011–2020 represents the commitment of federal, state and territory governments to an agreed set of national goals, objectives and action priorities; setting out a path for action to reduce fatal and serious injury crashes on Australian roads.

The Strategy aims to elevate Australia's road safety ambitions through this decade and beyond. It is firmly based on Safe System principles and is framed by the guiding vision that no person should be killed or seriously injured on Australia's roads. As a step towards this long-term vision, the strategy presents a 10-year plan to reduce the annual numbers of both deaths and serious injuries on Australian roads by at least 30 per cent.

The casualty reduction targets for 2020 are ambitious but achievable. However, the level of trauma reduction that can actually be achieved by 2020 will depend on the costs and policy changes that the community is prepared to accept in return for a safer road transport system.

The strategy sets out a range of high-level directions and interventions to drive national road safety performance to the end of 2020. These focus on the main areas where there is evidence that sustained, coordinated effort can lead to large gains. There is also a focus on measures which may not see results for some time but which will lead to long-term improvement.

The National Road Safety Strategy represents the commitment of federal, state and territory governments to an agreed set of national road safety goals, objectives and action priorities. It is supported by a comprehensive performance monitoring and reporting regime.

##### **National Road Safety Action Plan 2015-2017**

The National Road Safety Action Plan is intended to support the implementation of the National Road Safety Strategy 2011-2020. It addresses key road safety challenges identified in the 2014 review of the

strategy and details a range of priority national actions to be taken by governments over the three years 2015 to 2017.

The Action Plan was developed cooperatively by Commonwealth, state and territory transport agencies, and was endorsed by the Transport and Infrastructure Council in November 2014. It does not replace the broader 10-year agenda of the National Road Safety Strategy 2011–2020, but will help to ensure that national efforts in the three years 2015-2017 are focused on strategically important initiatives.

Actions are grouped as follows:

- Prioritising our investments in infrastructure
- Improving the safety of our vehicle fleet
- Encouraging safer road use
- Advancing the Safe System.

### National Health Priorities:

The National Health Priority Areas (NHPAs) are diseases and conditions that Australian governments have chosen for focused attention because they contribute significantly to the burden of illness and injury in the Australian community. The Australian Institute of Health and Welfare (AIHW) publishes information on the NHPAs and their associated indicators and risk factors, across the Australian population and focusing on particular populations of interest. Injury is one of the nine current National Health Priorities, which are set out in Figure 2.

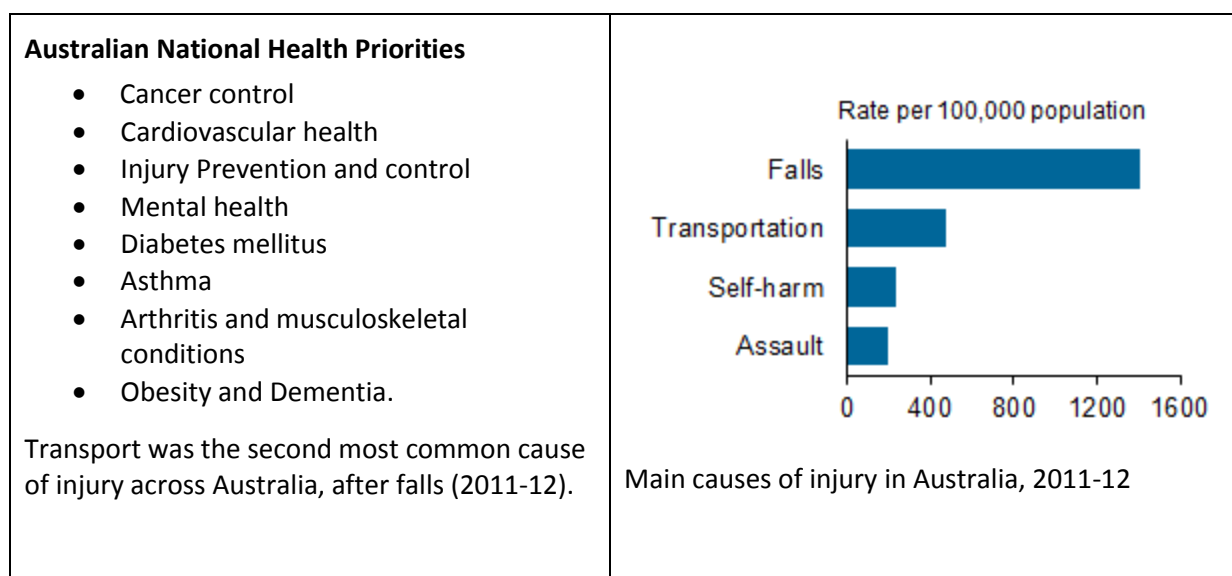


Figure 2: Australian National Health Priorities

### Funding opportunities at Federal level: Black Spot funding

The Federal Black Spot Program is part of the commitment to reduce crashes on Australian roads. Black Spot projects target those road locations where crashes are occurring most frequently. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

The Black Spot Program makes an important contribution in reducing the national road toll under the National Road Safety Strategy and Action Plan. Local municipalities can apply for funding for specific site upgrades and funding is allocated according to crash history and benefit-cost ratio.

The Australian Government has committed \$500 million to the Black Spot Program from 2014-15 to 2018-19, which includes an additional \$200 million over two years from 2015-16 to improve road safety across the nation. New changes to the program's eligibility criteria has reduced the minimum crash history of sites from 3 to 2 casualty crashes over five years or 0.13 casualty crashes per kilometre per year over 5 years.

The criteria have also been amended to allow more funding for the proactive treatment of unsafe roads. Consultative Panels will be able to allocate up to 40% of funding to sites on the basis of a road safety audit.

## Victorian perspective

### Victorian Road Safety Strategy 2013-22

This strategy outlines an approach that will lead to major improvements in safety on our roads – improvements that will make a dramatic difference, reducing the Victorian road toll by more than 30 per cent to below 200 deaths per year, a number which was thought impossible less than a decade ago.

The next sub-section of this report draws on Victorian Government information about the strategy.

### Towards Zero

Towards Zero is a vision for a future free of deaths and serious injuries on our roads.

It acknowledges that as humans, we make mistakes. But when those mistakes happen on our roads we come off second best, because our bodies aren't designed to absorb high impact speeds. That's why we need to ensure we have a safe road system in place. A system that protects us from our own mistakes and those of others. A system that will change road safety for good.

Towards Zero group initiatives are coordinated through Victoria's Road Safety Strategy. The associated Victorian Road Safety Action Plan 2013-2016 details the steps to be taken to achieve the vision, targets and direction outlined in Victoria's Road Safety Strategy 2013–22.

Towards Zero is in effect an enhanced *Safe System* approach established by Government and key partners including VicRoads, TAC, Victoria Police, RACV and others.

## The Safe System

The Victorian Road Safety Strategy and Towards Zero initiatives focus on a *Safe System* approach: Safe Roads, Safe Speeds, Safe Vehicles, Safe People. This is also the main focus of ISO 39001 and of the National Road Safety Strategy.

The Safe System approach to improving road safety involves a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. It is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial and heavy vehicle drivers. Consistent with our long-term road safety vision, it recognises that people will always make mistakes and may have road crashes—but the system should be forgiving and those crashes should not result in death or serious injury.

### The Safe System Approach

In 2004 VicRoads adopted the *Safe System* approach in the delivery of its road safety programs. The *Safe System* is derived from the Swedish model 'Vision Zero' which is based on the following principles:

- Road users are likely to make mistakes (even with a focus on education/prevention);
- System designers and vehicle manufacturers are responsible for building in safety so that when crashes occur, the road design, vehicle and speed limit ensure that crashes are survivable; and,
- Road users are responsible for obeying the road rules.

The Banyule Safe Travel Plan is aligned with the *Safe System* approach, including the following key elements:

Aspect	Government and community actions
<b>Safer roads and roadside environments</b>	Improvements to the safety of the roads and roadsides including clear zones, separation between moving vehicles and unprotected road users, intersection improvements, guardrail and lower speed limits.
<b>Safer vehicles</b>	Achieved at statewide and national levels through a market-driven and regulatory approach, and at local level through fleet safety policies and programs.
<b>Safer road users</b>	Road users have an obligation to follow the road rules to ensure their own safety and the safety of other road users. At community level, this involves raising awareness of the risks people face and the steps they can take to reduce the risks, supported by enforcement.  These messages are conveyed through local media and community networks, to bring the key principles closer to home and generate a greater sense of community ownership of road safety improvement.

### Maximum tolerable impact speeds

The *Safe System* is based around maximum impact speeds that the human body can withstand. These are set out in Figure 3. (source: Victorian Transport Accident Commission).

Common crash types and maximum tolerable impact speeds	
Head-on	70 km/h
Side-impact	50 km/h
Turn-against	50 - 70 km/h
Pedestrians	30 km/h
Roadside poles / trees	30 - 50 km/h



Figure 3: Risk of fatality versus speed(kph)

### Victoria Police Road Safety Strategy 2013-18 and associated Action Plan 2013-2016

The *Victoria Police Road Safety Strategy 2013-2018* provides the policing framework for reducing road trauma and making our roads safer. The *Victoria Police Road Safety Action Plan 2013-18* provides detail on the key road user behaviours and road user groups contributing to Victorian road trauma and Victoria Police's approach to tackling these areas.

### Victorian Public Health and Wellbeing Plan 2015-2019:

The second *Victorian Public Health and Wellbeing Plan* establishes an ambitious vision for the state: a Victoria free of the avoidable burden of disease and injury, so that all Victorians can enjoy the highest attainable standards of health, wellbeing and participation at every age. Consistent with this vision, and with the objective of the Public Health and Wellbeing Act 2008, the overarching aim of this plan is to reduce inequalities in health and wellbeing.

One of the Health Priorities is *Preventing violence and injury*, which includes as one of its strategic directions - "Continue to reduce the injury-related mortality and morbidity from transport-related injury, workplace hazards, falls (particularly for older Victorians) and sports".

### Plan Melbourne

Plan Melbourne establishes Melbourne's long-term strategy for growth and development. It includes key goals and directions for critical city-shaping transport projects. Plan Melbourne 2016 will maintain the focus on:



- providing for employment in an expanded central city, and state-significant employment clusters and industrial precincts
- transforming the transport system to support a more efficient, productive city with improved travel options to increase social and economic participation
- directing growth and increased development intensity to strategic locations
- achieving a city of '20-minute neighbourhoods'

The transport challenge is described in Plan Melbourne:

An additional 7 million extra road, public transport, cycling and pedestrian trips will occur per day on Melbourne’s transport network by 2040. As the city grows, Melbourne’s transport network will be under increasing pressure. We must ensure new housing is supplied in locations with good access to transport to ensure that Melbourne remains equitable and prosperous. According to VicRoads’ Traffic Monitor 2013-2014, in the ten-year period 2005-2014, traffic volumes on Melbourne freeways increased by 50%.

## Banyule City Council policy and strategic context

### Banyule City Plan 2013-2017

The Banyule City Plan sets out Council’s key directions, and directs Council’s efforts, with direct links to Council’s financial and resource planning.

It articulates the following vision for Banyule:

**Vision**  
*(What we strive for)*

**Banyule, a green, liveable and prosperous city, sustaining a healthy and engaged community.**

The Core Principles that guide Council to achieve its vision are:

**Principles**

- Sustainability for our future
- Community wellbeing
- Community participation
- Fairness in all we do
- Maintaining our community’s trust

The first three principles apply directly to the task of planning for safer travel in Banyule.

## Banyule People: Health and Wellbeing Policy and Strategy 2013-2017

The Banyule People Plan is Council’s municipal public health and wellbeing plan. This fulfils Council’s legislative responsibility to plan for the health and wellbeing of its people. The key objectives, with links to the Council plan, are shown in Figure 4.

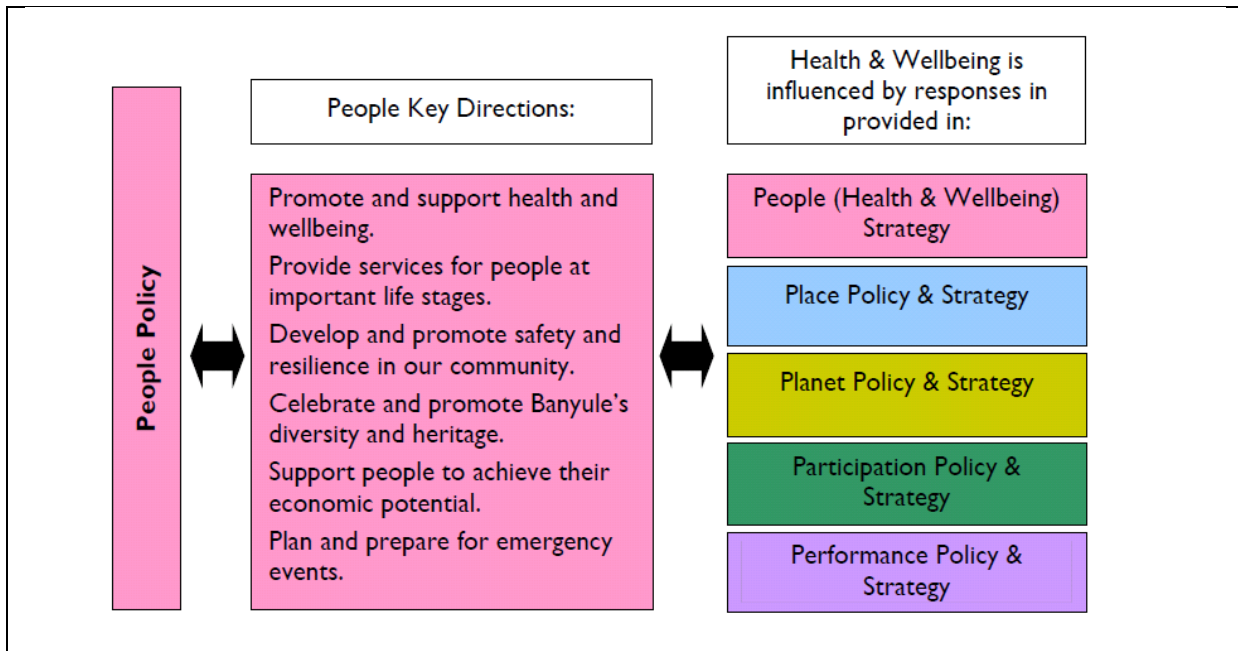


Figure 4: Banyule People : Health and Wellbeing Policy and Strategy 2013-2017 Objectives

## Banyule Age Friendly Cities and Communities Program

Banyule City Council became a member of the WHO Global Network of Age-friendly Cities and Communities in December 2014. This time also marked the commencement of the inaugural Banyule Age-friendly Advisory Committee (BAFCAC) which brings together residents, government and local agencies to support Banyule in being an age-friendly City. The BAFCAC advises Council on a range of issues that may influence policy, service and program development as it affects older people. This advice will assist Council to identify, articulate and respond appropriately to new and emerging issues and to develop and implement plans that benefit the community.

Banyule has also established an *Age-friendly City Champion* program. Interested residents are provided with free training which provides an understanding of active ageing and creating age-friendly communities. The purpose of the Program is to invite ‘our champions’ to assist Council in a number of different activities which will influence and shape Banyule’s age-friendly journey. Several of the Age-friendly City Champions participated in the Safe Travel Forum in March 2016 as part of the development of this Safe Travel Plan.

## Strategic Transport Planning within Banyule

Banyule City Council has developed a range of transport strategies covering various transport topics, many with relevance to safe travel. Council has also expressed advocacy positions in relation to transport issues impacting Banyule and its community.

The first Banyule Road Safety Strategy was produced in 2000. Two revisions of the Strategy followed: – the 2003-2006 Strategy and the 2010-2015 Plan. It is intended that the Banyule Safe Travel Plan 2016-

2026 will essentially be a Safe Travel Action Plan that will assist in delivering safer travel, describing key strategic objectives of making City of Banyule a safe, vibrant, and environmentally balanced place to live. The new Plan aligns closely with Council's recent Banyule Integrated Transport Plan 2015-2035 which was adopted by Council in 2015.

Key strategic transport documents adopted by Council that set a vision for safe and sustainable future are set out below.

### **Banyule Integrated Transport Plan 2015-2035**

This is a plan for managing transport in the City of Banyule over the 20-year period. The BITP promotes a new approach to transport management with focus on modifying travel behaviour and increasing patronage of public transport and active transport rather than continued capital expenditure on road infrastructure.

### **Banyule Bicycle Strategy 2010-2020**

Banyule's Bicycle Strategy is dedicated to developing a combination of appropriate off-road and on-road bicycle networks to ensure cycling becomes a realistic travel choice for all residents and visitors to Banyule. The Bicycle Strategy and Action plan identifies key local bicycle infrastructure required to provide a safe and connected network for all users.

### **Banyule Activity Centre Car Parking Policy and Strategy**

Banyule's Activity Centre Car Parking Policy (ACPP) was introduced in 2010 to guide the management of car parking in and around Activity Centres. This is a long term policy applying to all retail and shopping centres in Banyule, with individual parking plans being developed for each Activity Centre over time and in consultation with residents, traders, employees and visitors to the area.

### **Council's Transport Advocacy**

There are many transport networks and services that operate in Banyule and are run by the State through VicRoads and Public Transport Victoria (PTV). Council often has an opinion on how these might be improved for the ongoing benefit of the Banyule community. At such times Council takes an advocacy role to seek to influence the Victorian Government and state wide agencies on behalf of Banyule's community. Council has adopted a key Transport Advocacy stance on a range of transport issues.

## 4. The Banyule community – people, place, risk profile

### People and place

Banyule is home to 125,000 people, over one third of whom are 50 years or older, which is higher than the average for Greater Melbourne. The population is increasing at both ends of the age spectrum: the older age groups, and also among pre-school ages.

A total of 16% of the population comes from non-English speaking backgrounds, with over 120 different languages spoken at home across Banyule. Over 5,000 people within Banyule need help in their daily lives due to a disability.

Banyule has three Activity Centres and 10 Neighbourhood Centres, as shown in the following map which comes from the *Banyule Integrated Transport Plan 2015-2035*.

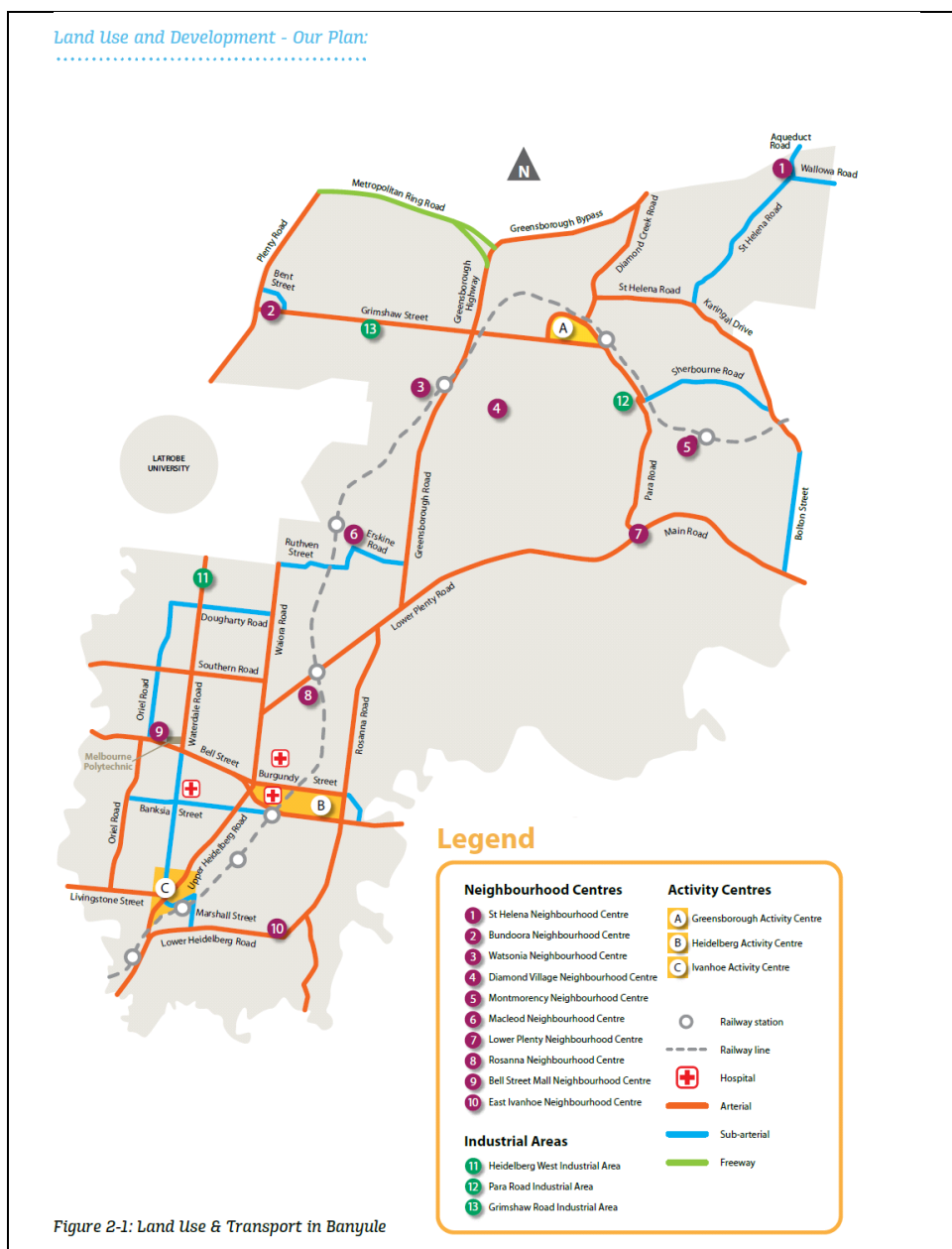


Figure 5: Land Use and Development (Banyule Integrated Transport Plan 2015-2035)

Banyule is well served by the Hurstbridge train line which runs the length of the municipality. Radial transport is provided by three orbital Smart Bus services. The 86 Tram runs along Plenty Road which forms part of the western border of the municipality. Most suburbs are served by local buses.

The terrain is a mixture of flatter areas to the west and along the Yarra River flood plain. Upper Heidelberg Road runs along a ridge, with steep slopes down to the Yarra River in the east and gentler slopes towards the Darebin Creek, forming the western border of the municipality. The terrain is relatively hilly in the north east around Greensborough which can make travel by foot and bike difficult.

### Who is at risk in Banyule?

This section presents crash analysis mainly from VicRoads CrashStats data base. The database was changed in February 2016, resulting in the latest available detailed data being up to the end of 2013. As the new crash statistics system continues to be developed, more recent data will become available. Most fatal and serious injury crashes in Banyule occur on arterial and sub-arterial roads.

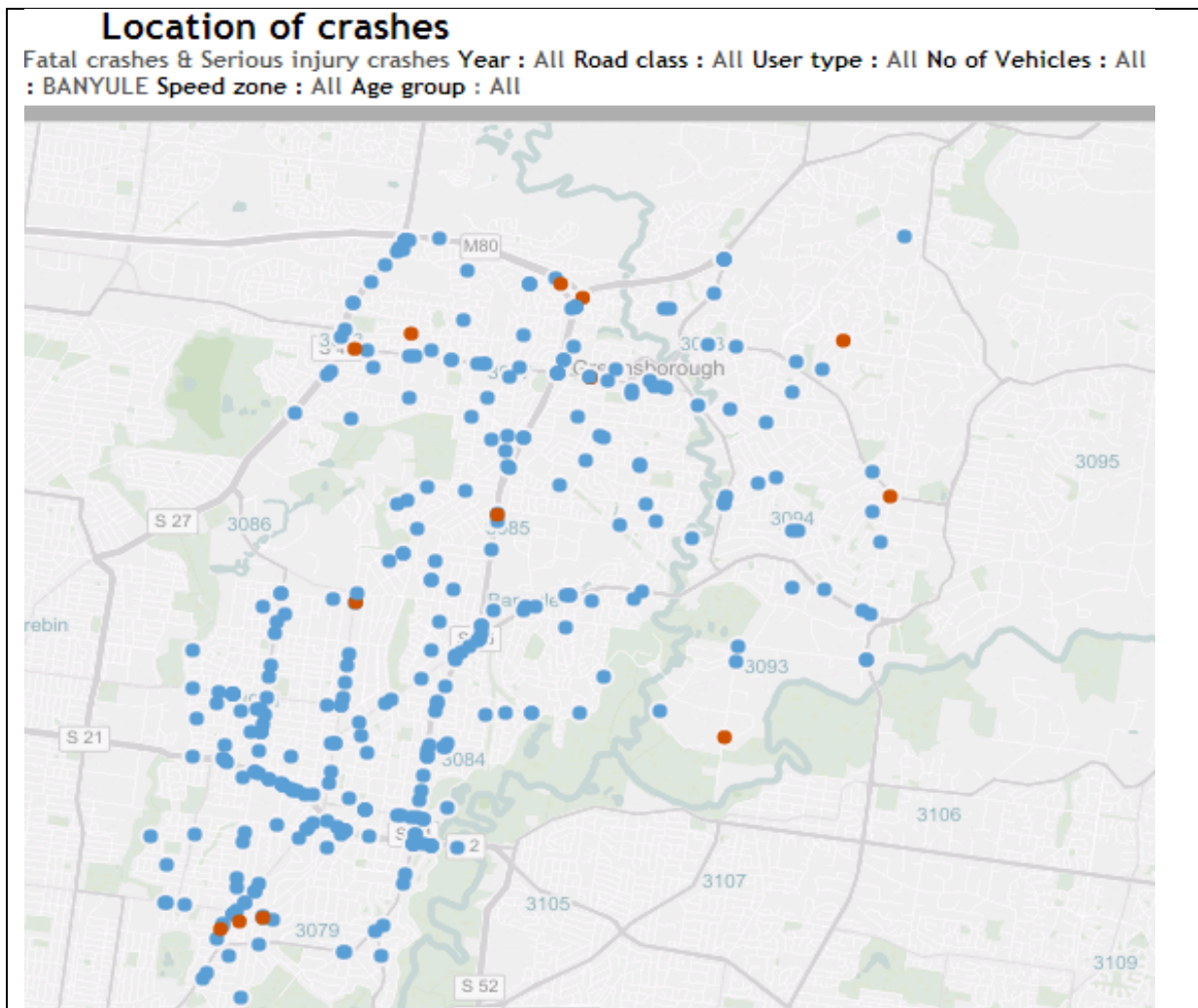


Figure 6: Location of fatal and serious injury crashes in Banyule, 2010-2015. Red dots indicate fatal crashes; blue dots indicate serious injury crashes.

The location of fixed speed and red light cameras in the region are shown in Figure 7 (source: [www.camerassavelives.vic.gov.au](http://www.camerassavelives.vic.gov.au)). Only two camera locations are indicated in Banyule. There is only one camera indicated on Greensborough Highway/Rosanna Road/Lower Heidelberg Road. The location of safety cameras does not match the location of serious injury crashes.

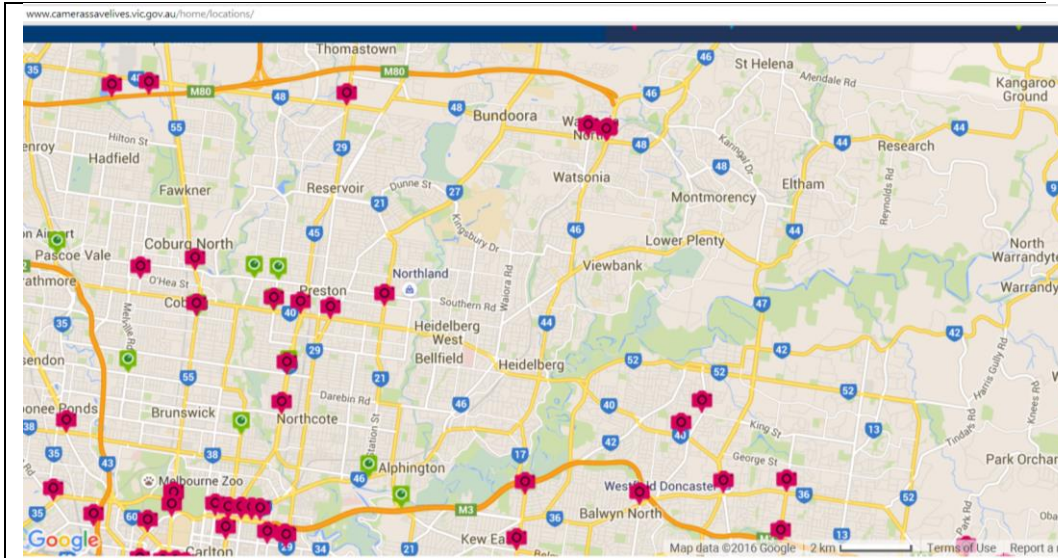


Figure 7: Fixed speed and red light camera locations in the north eastern suburbs

The road user groups killed in road crashes in Banyule are shown below (Figure 8). One female and 12 males died during the most recent five-year period for which detailed data is available.

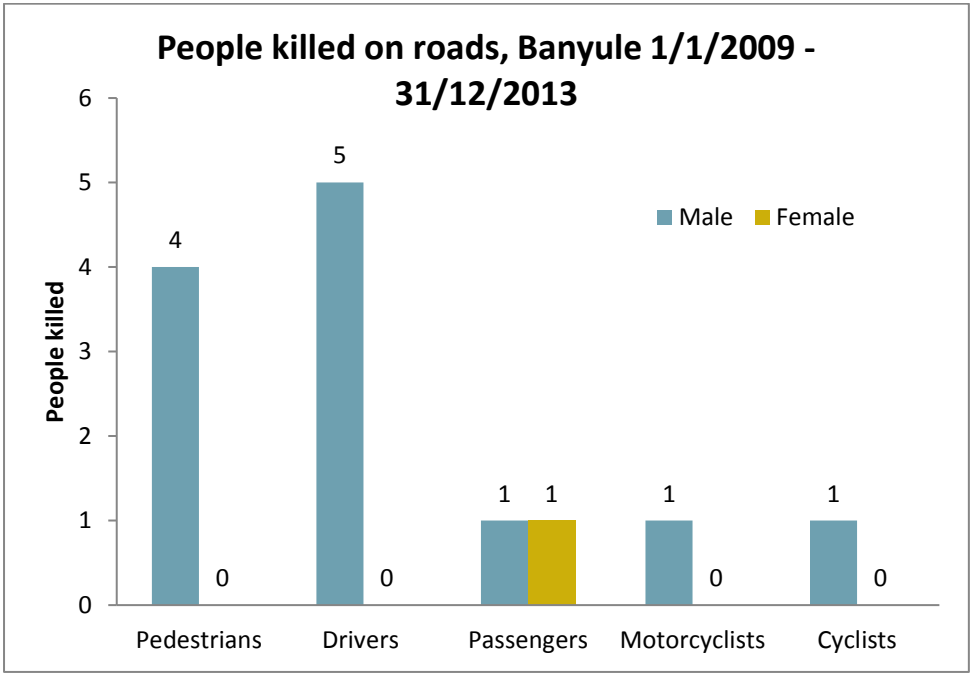


Figure 8: Road user groups killed in Banyule



The age and gender of people killed in Banyule are shown below (Figure 9).

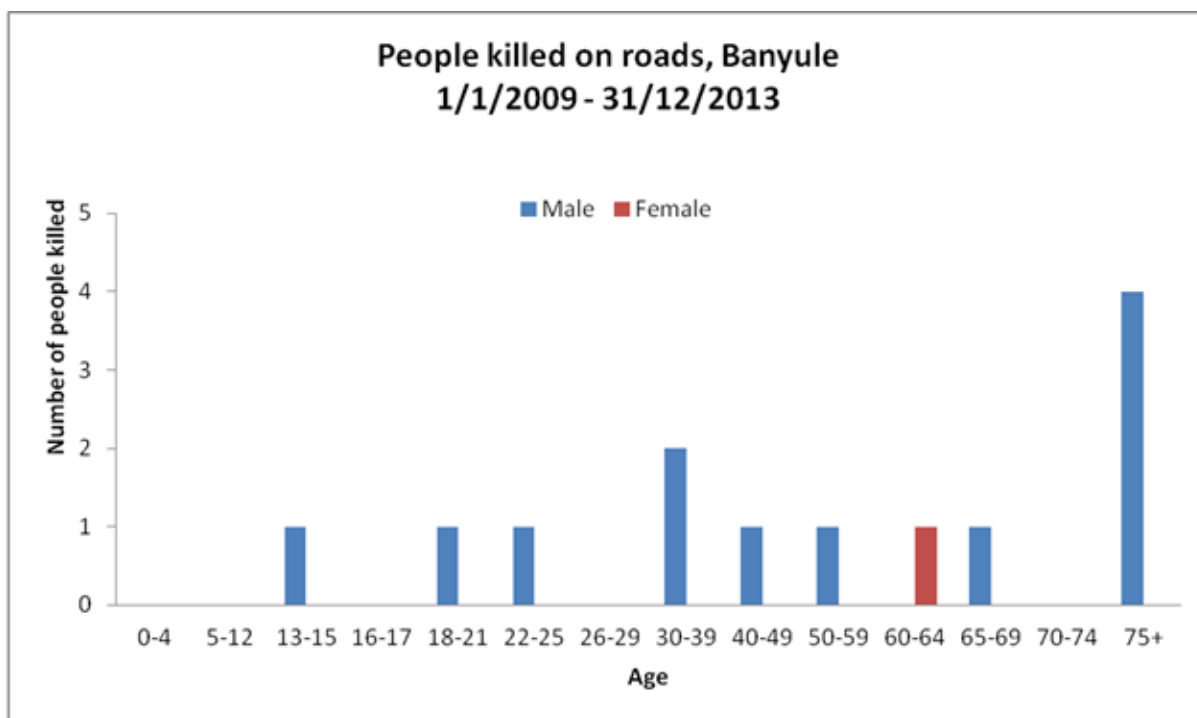


Figure 9: Age of people killed on roads in Banyule

The risk of serious injury to pedestrians is shown below. The age groups are of different sizes. Therefore, the risk is calculated as the number of pedestrians seriously injured divided by the number of years in each age category. The risk of serious injury is greatest for males aged 18-25 years.

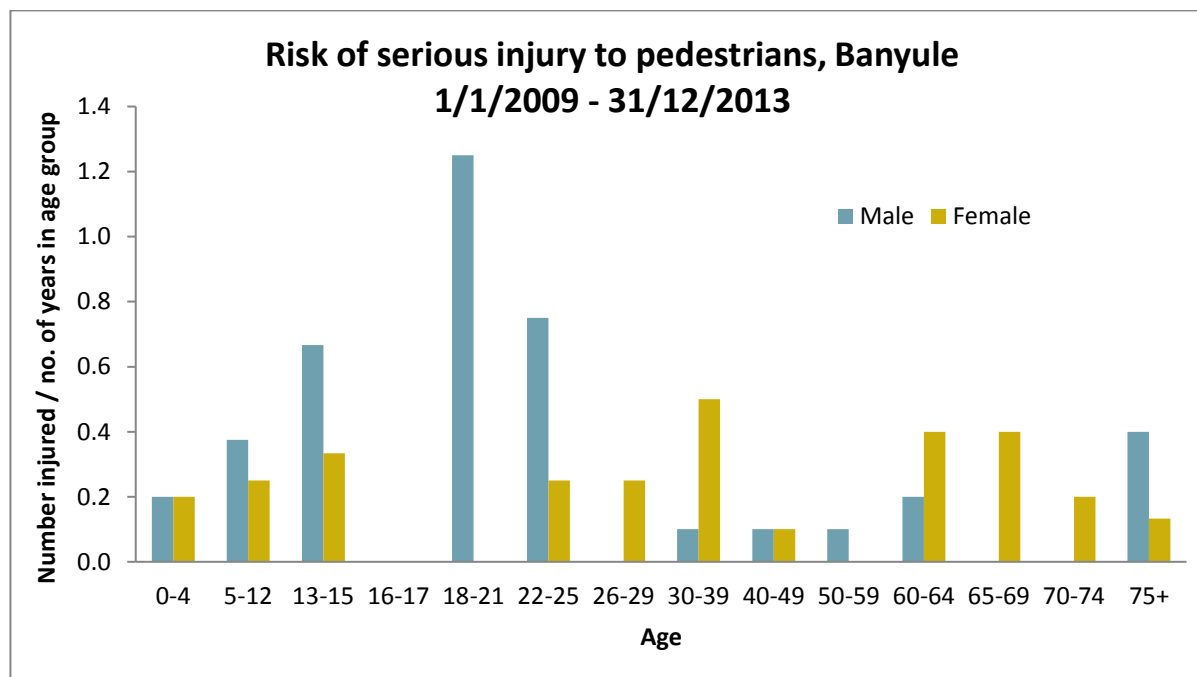


Figure 10: Risk of serious injury to pedestrians

The risk of serious injury to drivers is greatest for 18-21 year-old females.

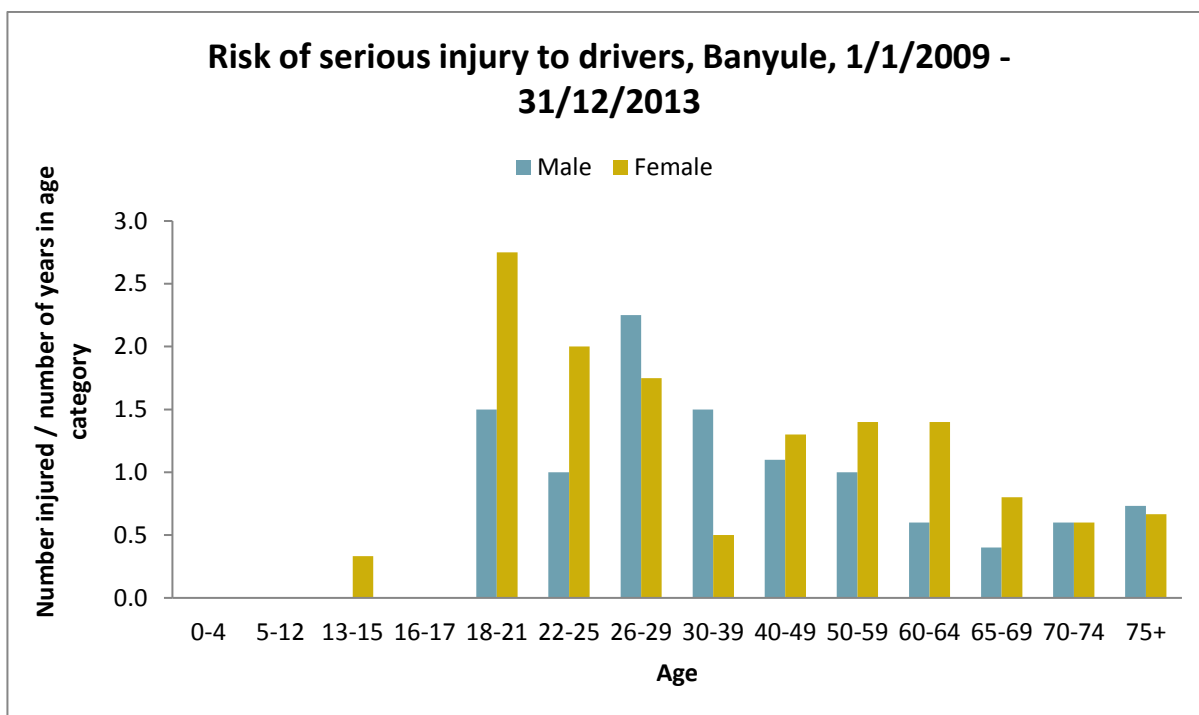


Figure 11: Risk of serious injury to drivers

Passengers at greatest risk of serious injury are 16-17 year-old females.

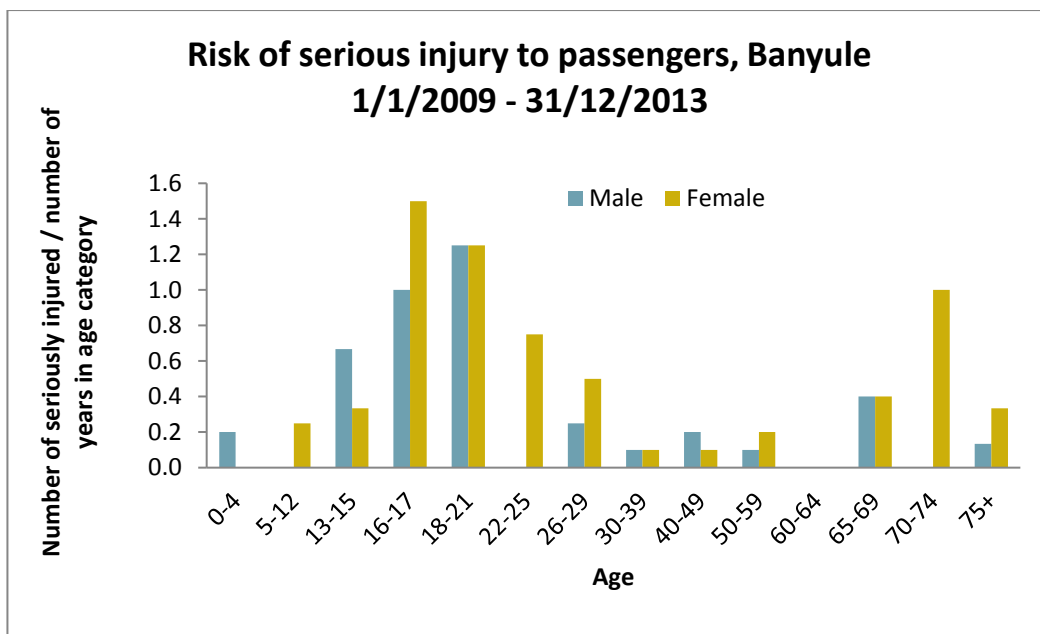


Figure 12: Risk of serious injury to passengers

Males are at greatest risk as motorcyclists, especially those aged 22-29 and 50-59.

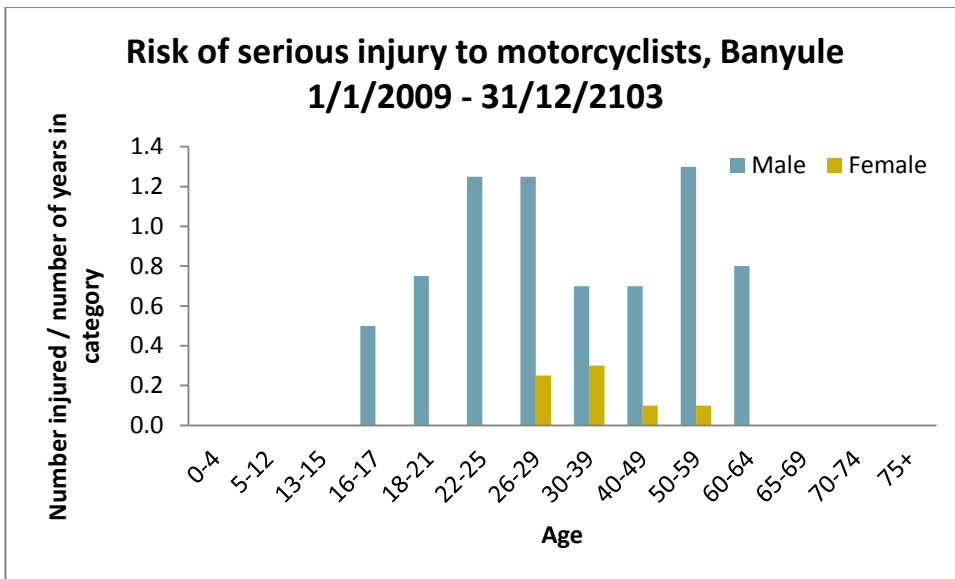


Figure 13: Risk of serious injury to motorcyclists

Males aged 18-49 years are at greatest risk as cyclists.

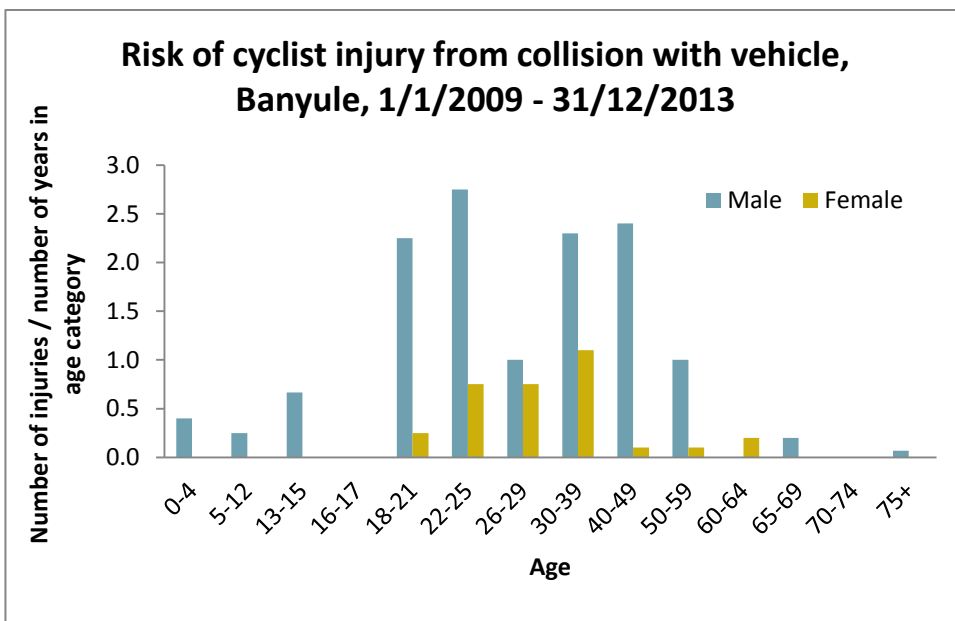


Figure 14: Risk of injury to cyclists

## 5. Partnerships

All sectors of our community have a role to play in ensuring that the road and travel environment is safe. A collaborative approach to safe travel is essential to achieving the aims of the Banyule Safe Travel Plan. In developing this plan, a wide variety of community members and agencies gathered at a number of different forums, workshops and meetings to discuss how they could work with Council and other agencies to ensure the safest travel environment for Banyule and its community.

Council is committed to working with professional and community stakeholders to influence the behaviour of all transport users. The major stakeholders include, but are not limited to:



## 6. Banyule Safe Travel Strategic Directions and Actions

Draft strategic directions and actions (A) were developed based on stakeholder consultations and analysis of crash statistics and other information. These were then amended based on feedback from the Banyule Safe Travel Plan forum in March 2016.

The Banyule Safe Travel Plan takes a holistic approach to promoting safe and healthy travel within Banyule. By taking this broader approach which encompasses all aspects of safe travel, the actions in the Plan will be more effective. The Banyule Safe Travel Plan encourages all road users to demonstrate more responsible behaviour and show courtesy to other road users.

The actions listed in the Plan aim to address safe travel in an integrated way by introducing a broad range of initiatives covering infrastructure and behavioural measures. The actions are designed to effect change so that people of all ages and abilities in Banyule will be able to travel on the local road and path network to their chosen destinations safely and with confidence.

### ***Implementation of the Action Plan***

Many of the actions in this plan will require further study and/or consultation. The implementation plan sets the time frames, partnerships, external stakeholders and resources required to enable the successful completion of each of the actions identified within the Plan.

Delivery of actions is prioritised into short term (1-2 years), medium term (3-5 years) and long term (6-10 years). Ongoing actions have also been included.

## Key Theme 1: Safer Walking, Cycling and Travelling by Public Transport

Improve the safety of walking, cycling and travelling by public transport in Banyule.

Remove barriers to safe, convenient and confident local journeys on foot, by bike, and by bus, tram and train.

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 1: Remove physical barriers to safe, convenient and confident local journeys</i>							
A1	In consultation with each local community, plan and conduct a sequential program of safe pedestrian, cyclist and mobility scooter access audits at: <ul style="list-style-type: none"> <li>each of the 10 neighbourhood centres in Banyule.</li> <li>other high pedestrian activity locations, such as libraries, sports fields, schools, meeting places.</li> </ul> Provide obvious, obstruction-free, safe and direct pedestrian access to and within each neighbourhood centre.	Banyule City Council Local Community Local Businesses Banyule Bicycle Users Group	+++	+++	+++		\$\$
A2	Periodically review pedestrian and cyclist access and safety within each of Banyule's three activity centres.	Banyule City Council Local Community Local Businesses Banyule Bicycle Users Group				+++	○
A3	Progressively upgrade key pedestrian routes, providing shelter, drinking fountains and high seating with armrests, to assist people of all abilities to utilise these routes.	Banyule City Council Local Community				+++	○
A4	Maintain clear paths of travel on footpaths in shopping strips. Apply disability access guidelines and enforce footpath trading conditions. Educate the community on the importance of unobstructed paths of travel for people of all abilities.	Banyule City Council Local Community Local Businesses				+++	○
A5	Work with Public Transport Victoria (PTV) and other relevant stakeholders to ensure user-friendly and direct safe pedestrian and cyclist access to all railway platforms and bus stops at railway stations and public transport interchanges.	Banyule City Council Local Community Public Transport Victoria				+++	○



No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
A6	Review and improve signage, security, shelter, seating and lighting conditions at public transport interchanges and public transport stops.	Banyule City Council Public Transport Victoria	+++	+++			\$\$
A7	Continue to advocate for additional road crossing facilities for pedestrians on arterial roads such as Lower Heidelberg Road and Greensborough Highway.	Banyule City Council VicRoads				+++	○
A8	Support state wide media campaigns that highlight the dangers of pedestrians, cyclists and drivers being distracted by mobile devices.	Banyule City Council RoadSafe Transport Accident Commission				+++	○
<i>Strategic Direction 2: Remove logistical barriers to safe, convenient and confident local journeys</i>							
A9	Advocate for better-timed connections between transport services to minimise perceived exposure to personal safety risks while waiting at public transport stops.	Banyule City Council Public Transport Victoria				+++	○
A10	Advocate for and improve if necessary, modal interchange security, especially at Activity Centres.	Banyule City Council Public Transport Victoria Trader Associations				+++	○
A11	Advocate for community transport to and from local shopping centres via Council partnerships with local service clubs, social clubs and traders' associations.	Banyule City Council Local Service and Social Clubs Trader Associations				+++	○
A12	Review pedestrian signal phase durations and "green" time, with a view to allowing longer crossing times for slower walkers in areas frequented by older people, children or people with disabilities. Review potential for priority start for pedestrians (before the vehicles get a green light).	Banyule City Council Local Community VicRoads	+++	+++			\$
A13	Review and reduce "call up" or "wait" times at pedestrian signals, to encourage pedestrian use of formal crossings and to improve pedestrian confidence and compliance at traffic lights.	Banyule City Council Local Community Public Transport Victoria	+++	+++			\$
A14	Review uncontrolled right hand turns at high-risk pedestrian and vehicle crash locations.	Banyule City Council Public Transport Victoria	+++	+++			\$

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 3: Build confidence among local people to walk or ride instead of travelling by car</i>							
A15	Publicise safe routes, and current or recent safety improvements to the road and path network, so as to build confidence in walking and cycling.	Banyule City Council VicRoads				+++	○
A16	Advocate to Parks Victoria for improvements to connections between paths and improved amenity along trails, including high seating with armrests and water fountains.	Banyule City Council Parks Victoria				+++	○
A17	Advocate for secure bicycle parking (such as Parkiteer) at all train stations in Banyule.	Banyule City Council Public Transport Victoria Bicycle Network	+++			+++	○
A18	Continue to provide wayfinding signage to local destinations for people walking or cycling.	Banyule City Council Local Community				+++	○
A19	Identify and publicise suitable “shimmy routes” – namely, quieter streets suitable for cycling, parallel to busier roads.	Banyule City Council Bicycle Network Local Community	+++	+++			\$
A20	Promote walking as a viable travel option for all ages and abilities, to various local destinations.	Banyule City Council Public Transport Victoria	+++	+++		+++	○
A21	Encourage use of public transport via “live information” signs at bus stops and railway stations, and through real time timetable information such as TramTracker combined with the PTV Journey Planner.	Banyule City Council Public Transport Victoria				+++	○
A22	Link local schools to available programs promoting safe school travel, and to community based approaches, such as: <ul style="list-style-type: none"> <li>• TravelSmart Travel Planning;</li> <li>• Safe Routes To School;</li> <li>• Ride2School/Walk2School;</li> <li>• Park Part Way;</li> <li>• Walking School Bus, Streets Ahead and Red Sneaker Routes.</li> </ul>	Banyule City Council Local Primary, Secondary Schools. Tertiary Institutions	+++			+++	○

**Key:** ○ Already resourced or budgeted; \$ \$0 - \$10K; \$\$ \$10 - \$100K;

## Key Theme 2: Reduce Vehicle Impacts

Reduce towards zero the negative impacts of vehicular road traffic on the health, safety and well-being of local people and visitors to Banyule, and on the long term health of the planet.

Reduce the number, distance and speed of vehicular journeys within Banyule.

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 4: Reduce vehicle speed limits in Banyule to speeds compatible with the design speed and safe use of roads by all road users, at each level of the road hierarchy, according to specific road use and conditions.</i>							
A23	Continue to advocate to VicRoads to review and progressively reduce speed limits in those activity centres and neighbourhood centres in Banyule subject to a 50km/h or 60km/h speed limit.	Banyule City Council VicRoads	+++				○
A24	Advocate to VicRoads to consider extending 40km/h speed limits to local roads across the municipality, based on need.	Banyule City Council Local Community VicRoads		+++			○
<i>Strategic Direction 5: Encourage and enforce compliance with speed limits</i>							
A25	Continue to work with Victoria Police to identify and target locations where speed limits are frequently exceeded and/or where speeding contributes to a high risk of crashes.	Banyule City Council Victoria Police				+++	○
A26	In collaboration with Victoria Police and RoadSafe Metropolitan North Eastern, deploy active messages on roadsides using speed trailer and electronic variable message signage, aimed at speeding, driver inattention and other threats to safe travel.	Banyule City Council Victoria Police Road Safe Metropolitan North Eastern				+++	○
A27	Advocate for additional fixed traffic safety cameras (speed and red light cameras) at key locations in Banyule, particularly on Lower Heidelberg Road, Greensborough Highway, Banksia Street and Bell Street.	Banyule City Council Victoria Police VicRoads				+++	○

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
A28	Continue to progressively design streetscapes to encourage safer walking and cycling which will in turn result in a safer driving environment.	Banyule City Council Local Community	+++	+++	+++		○
A29	Heighten awareness of active police enforcement campaigns and the increased risk of being detected if speeding, especially through roadworks zones and school zones. <ul style="list-style-type: none"> <li>Promote related penalties.</li> <li>Promote the message that better driver compliance leads to better safety and less road trauma, via newspapers, social media and the Banyule Banner.</li> <li>Promote targeted messages through community groups, education and business sectors.</li> </ul>	Banyule City Council Local Community Victoria Police	+++	+++	+++		○
<b>Strategic Direction 6: Support and Educate Young Drivers</b>							
A30	Continue to support the L2P program, which assists young drivers who do not have access to supervised driving practice, to achieve 120 hours supervised learner driver practice.	Banyule City Council VicRoads LLEN				+++	○
A31	In partnership with VicRoads and RoadSafe Metropolitan North Eastern, continue, and expand to more schools, the delivery of young driver programs in secondary schools including <i>Keys Please</i> (Year 10), <i>Fit2Drive</i> workshop (Year 11) and <i>Looking After Our Mates</i> (Year 12 and community settings).	Banyule City Council VicRoads RoadSafe Metropolitan North East				+++	\$
A32	Encourage sporting clubs to take up and implement the <i>Good Sports</i> program policies and practices.	Banyule City Council Social Clubs	+++			+++	○
A33	Promote to learners and novice drivers key messages around sharing the roads with cyclists, motorised mobility device users, pedestrians and people with prams or using wheelchairs or walking frames.	Banyule City Council Road Safe Metropolitan North East Local Community	+++	+++	+++		\$

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
A34	Promote the advantages of vehicles with enhanced safety features, especially for inexperienced drivers, via relevant programs and websites.	Banyule City Council	+++	+++	+++		○
<i>Strategic Direction 7: Support and Educate Drivers with reduced capabilities</i>							
A35	Promote education programs ( <i>Wiser Driver</i> and others) and alternatives to driving ( <i>Wiser Walker, Wiser Traveller, Community Mobility for Older People</i> ) for drivers whose ability may be reduced by age, disability or ill-health. Ensure sessions are interactive, relevant and meaningful to each group.	Banyule City Council VicRoads				+++	○
A36	Encourage seniors groups to host speakers and make information available to their members about safe driving and safe local travel in older age. Provide opportunities for seniors to hear key messages about recognising and living safely with increasing vulnerability and fragility.	Banyule City Council VicRoads RoadSafe Metropolitan North East				+++	○
A37	Promote the uptake of vehicles with enhanced safety features to help protect older drivers and passengers.	Banyule City Council Local Community	+++	+++	+++		○
A38	Promote the range of available transport options to people, based on RACV information and VicRoads publication <i>Getting Around Without A Car</i> .	Banyule City Council Road Safe Metro North East Local Community	+++	+++	+++		○
<i>Strategic Direction 8 : Discourage high risk driving</i>							
A39	Encourage people to report high risk driving to Crimestoppers online or by phone 1800 333 000, via information and a link on Council's website.	Banyule City Council Victoria Police				+++	○
A40	Encourage drivers to use arterial roads and main roads in preference to local streets where possible. Discourage "rat running" to reduce the volume and speed of cars using local streets.	Banyule City Council VicRoads RoadSafe Metropolitan North East				+++	○
A41	Help promote and reinforce state wide media campaigns that: <ul style="list-style-type: none"> <li>highlight the dangers of drivers being distracted by mobile devices.</li> <li>promote wearing of seatbelts by all truck and car drivers and passengers.</li> </ul>	Banyule City Council VicRoads Transport Accident Commission	+++	+++	+++		○

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 9: Discourage drink driving and drug driving</i>							
A42	Promote sober driving and designated driver initiatives via licensed venues, sporting clubs and events. Highlight the likelihood of being caught offending.	Banyule City Council Victoria Police Local Community	+++	+++	+++		○
A43	Encourage all licensed venues and groups that meet at licensed premises to make breath testing for alcohol available to patrons.	Banyule City Council Social Clubs Victoria Police	+++	+++	+++		○
A44	Advocate for and publicise targeted drug and drink driving enforcement.	Banyule City Council Victoria Police	+++	+++	+++		○

**Key:** ○ Already resourced or budgeted; \$ \$0 - \$10K; \$\$ \$10 - \$100K;

### Key Theme 3: Think Safe Travel

Integrate safe travel thinking into all policy, planning and operational decisions within Banyule Council.

Seek to embed safe travel thinking into decisions made by Council's partners.

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 10 : Incorporate safe travel considerations into all key planning documents of Council</i>							
A45	In alignment with Council's four-year planning cycle, progressively review all key Council planning documents to identify places where each plan could be amended to strengthen Council's efforts to ensure safe travel for Banyule residents and visitors of all ages and abilities. Plans to be reviewed include: <ul style="list-style-type: none"> <li>• Municipal Strategic Statement</li> <li>• City Plan</li> <li>• People Plan (Health and Wellbeing Plan)</li> <li>• Youth and Family Services Strategic Plan</li> <li>• Positive Ageing Plan, WHO Age-Friendly Cities Plan.</li> </ul>	Banyule City Council	+++	+++			○
<i>Strategic Direction 11: Include safe travel in relevant Council officers' position descriptions and in operational work plans</i>							
A46	Include safe travel in the position descriptions of Council officers with responsibility for designing, constructing and maintaining roads, paths and public space.	Banyule City Council	+++	+++	+++		○
A47	Incorporate safe travel into day to day work by Council officers who are in contact with target groups that include people at risk on the road and path network and on public transport.	Banyule City Council	+++	+++	+++		○
A48	Ensure that safe travel considerations and opportunities for safe travel promotion are incorporated into all key operational work plans of Council. Encourage external partner agencies to do likewise.	Banyule City Council External Partnerships	+++	+++	+++		○

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 12: Ensure that safe travel considerations are included in all road works and new developments</i>							
A49	Conduct formal road safety audits of all new or changed roads and paths including new property developments, early in the design process and again prior to opening. Focus on safe walking for people of all abilities, safe cycling, and safe and direct pathways to public transport.	Banyule City Council	+++	+++	+++		\$\$
A50	Upgrade planning specifications, to embed optimum safe travel standards into the Planning Scheme.	Banyule City Council State Government	+++	+++	+++		\$
A51	Conduct regular inspections of active road works sites to ensure safe conditions for all road users and construction workers throughout the construction period.	Banyule City Council VicRoads	+++	+++	+++		○
A52	Facilitate safe access for pedestrians and cyclists including people with disabilities, at all roadworks zones and places where a section of the road reserve is temporarily closed to the public as part of the process of building construction or utilities maintenance.	Banyule City Council VicRoads Developers/Utilities	+++	+++	+++		○
A53	Ensure that all infrastructure planning and decision-making is compatible with <i>Age Friendly Cities</i> program aspirations and standards.	Banyule City Council State Government	+++	+++	+++		○
<i>Strategic Direction 13: Promote safer vehicles and safer driving policies</i>							
A54	Implement Council's vehicle fleet management policy and program, including the action to Improve safe use of the fleet through education, inspection, reporting and rectification of faults and monitoring driver behaviour. Consideration to be given to drug and alcohol testing.	Banyule City Council	+++	+++	+++		○
A55	Encourage local businesses to develop and implement fleet safety policies and programs.	Banyule City Council Local Businesses	+++	+++	+++		○
A56	Encourage reporting of transport infrastructure issues via user-friendly reporting systems, to improve safety across the network for all road users. This may include automated reporting using electronic location and communication methods.	Banyule City Council External Partnerships	+++	+++	+++		○



No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
A57	Implement Council's <i>Green Travel Plan</i> including: <ul style="list-style-type: none"> <li>Promotion of walking and cycling/public transport use.</li> <li>Scheduling of meetings to coincide with public transport.</li> <li>Displaying public transport information in all Council facilities.</li> <li>Sharebike program/ Carpooling/Car Share.</li> </ul>	Banyule City Council	+++	+++	+++		\$
<i>Strategic Direction 14: Promote safe cycling</i>							
A58	Continue to implement the Banyule Bicycle Strategy Action Plan with a strong focus on safe cycling routes to primary and secondary schools. The aim is to establish lifelong safe travel habits among young people.	Banyule City Council External Partnerships	+++	+++			○
A59	In collaboration with local cycling groups, promote: <ul style="list-style-type: none"> <li>skill and knowledge development for inexperienced adult bike riders.</li> <li>cyclist safety education including Bike Ed for primary school students.</li> </ul>	Banyule City Council Bicycle Network Banyule Bicycle Users Group Local Schools	+++	+++	+++		○
A60	Continue to promote <i>Ride2Work</i> and <i>Ride2Work Day</i> , and "leverage" these activities to promote cycling more broadly. Use these events to generate feedback from the local community about opportunities to make cycling in Banyule safer and more attractive.	Banyule City Council Banyule Bicycle Users Group Local Schools Local Businesses	+++	+++	+++		\$
A61	Promote and distribute Banyule TravelSmart maps in a targeted way across the community, especially through all levels of education and through community groups, venues and workplaces, subject to available funds. Consider partnerships and advertising to help fund the maps.	Banyule City Council External Partnerships	+++	+++	+++		\$
A62	Work to improve driver attitudes to sharing the road with cyclists. Raise driver awareness of and respect for cyclists, using a range of media and available resources.	Banyule City Council Bicycle Network VicRoads	+++	+++	+++		\$
A63	Publicise recent and proposed cycling safety infrastructure upgrades to encourage cycling.	Banyule City Council				+++	○
A64	Ensure roadworks and temporary road closures cater for the needs of cyclists, including location of signage and barriers.	Banyule City Council VicRoads	+++	+++	+++		○

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 15: Identify and access relevant funding opportunities for improving safe travel</i>							
A65	Prepare a working list, in calendar form, of funding application deadlines and funding purposes, to assist in implementation of the safe travel plan.	Banyule City Council				+++	○
A66	Encourage and support relevant Council departments and/or external partners to apply for safe travel funding as opportunities arise.	Banyule City Council External Partnerships				+++	○
A67	Obtain information regarding relevant current funding sources: TAC Safer Infrastructure Grants program, TAC Local Government Grants and TAC Community Grants, Federal and State Blackspot programs, VicRoads Community Road Safety Grants, VicHealth Walk to School Grants and other funding as opportunities arise.	Banyule City Council	+++				○

**Key:** ○ Already resourced or budgeted; \$ \$0 - \$10K; \$\$ \$10 - \$100K;

## Key Theme 4: Shift Community Safety Culture

Shift community awareness towards a clearer appreciation of the negative effects of private vehicular transport in Banyule.

Obtain active support and participation by individuals, community groups and businesses in efforts to achieve safe travel.

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
<i>Strategic Direction 16: Identify and access relevant funding opportunities for improving safe travel</i>							
A68	Promote safe travel through a range of communications and marketing activities.	Banyule City Council				+++	○
<i>Strategic Direction 17: Promote safe, active travel and road safety educational programs to families taking young children to pre-school</i>							
A69	Encourage families to enrol their children at pre-schools that are close to their home, to make walking more feasible. This might include changes to enrolment systems and procedures at state and local level, to take into consideration minimising of car travel and encouraging walking, as a valuable component of young children's overall life education and socialisation.	Banyule City Council Local Community				+++	○
A70	Encourage all children's services agencies to promote safe travel messages and programs to their client families, utilising <i>Starting Out Safely</i> program training and resources, covering: <ul style="list-style-type: none"> <li>child restraints</li> <li>pedestrian safety</li> <li>cyclist safety.</li> </ul>	Banyule City Council External Partnerships				+++	\$
<i>Strategic Direction 18: Promote safe active travel and road safety educational programs to students and families accessing local primary schools and secondary schools</i>							
A71	Continue to implement the Banyule <i>Walk to School</i> Program. Draw on the experience to plan and implement safe walking routes to all primary schools in Banyule.	Banyule City Council VicHealth Local Schools	+++	+++	+++		\$

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
A72	Promote VicRoads <i>Safe to School</i> and <i>Kids on the Move</i> programs to all local primary schools. Disseminate the information about these programs and how to access them, as set out at the end of this plan.	Banyule City Council Local Schools	+++	+++	+++		\$
A73	Promote best practice secondary school road safety and safe travel programs to all local secondary colleges and technical education providers. Ensure schools are provided with details of relevant programs and ways to gain access to them, including associated web links.	Banyule City Council Local Schools	+++	+++	+++		\$
A74	Continue to promote uptake of <i>Ride2School</i> and associated special events. Combine this with gathering student feedback on impediments to safe riding to school.	Bicycle Network Local Schools	+++	+++	+++		\$
A75	Provide safe travel information for inclusion in school newsletters, including news of any road or path improvements or safe travel information relevant to each school.	Banyule City Council Local Schools				+++	○
A76	Encourage families to think about safe travel options to and from school when choosing a school.	Banyule City Council Local Schools				+++	○
A77	Implement “transition to secondary school” personalised travel planning sessions in class for Grade 6 students about to leave primary school, including partnering with local secondary students.	Local Schools	+++	+++	+++		○
<b><i>Strategic Direction 19: Encourage local partners including community groups and schools to develop and promote safe travel initiatives</i></b>							
A78	Engage with interested local groups and provide information on safe travel programs and funding opportunities for existing best practice programs and innovative programs. Encourage and collaborate with community groups to apply for road safety funding to conduct road safety programs targeted at local road safety issues and local people.	Banyule City Council VicHealth Local Community	+++	+++	+++		○
A79	As opportunities arise, engage and collaborate with local businesses, service clubs and other organisations to conduct road safety campaigns and programs.	Banyule City Council Businesses Service Clubs	+++	+++	+++		○

No.	Action	Key Stakeholders and Partnerships	Timeframe				Resources
			Short Term (1-2yrs)	Medium Term (3-5yrs)	Long Term (6-10yrs)	Ongoing	
A80	In collaboration with interested community charitable groups, instigate and conduct community and family walking event(s) in Banyule. This could include a “ <i>Discover Banyule on Foot</i> ” walk or series of walks.	Banyule City Council Local Community	+++	+++	+++		\$
A81	Encourage seniors groups to host guest speakers promoting safe travel and the benefits of active transport.	Bicycle Network Senior Groups	+++	+++	+++		○
A82	Provide information and training sessions on personalised, individual Safe Travel Plans in partnership with local schools, community groups, seniors groups and neighbourhood houses.	Banyule City Council Local Schools Local Community				+++	\$
A83	Collaborate with La Trobe University and other local tertiary providers and relevant agencies within the <i>La Trobe National Employment Cluster</i> to promote safe travel to their students and staff including engaging with international students to inform about road rules, driver licensing and responsibilities, and local road conditions.	Banyule City Council La Trobe University External Partnerships				+++	○

**Key:** ○ Already resourced or budgeted; \$ \$0 - \$10K; \$\$ \$10 - \$100K;

## **Appendix 1: Consultation Paper – Feedback Summary – What you told us June 2016**

## **Appendix 2: Community road safety programs and opportunities in Victoria**

Cover artwork developed by children at the Banyule Arty Farty Festival March 2016.



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