



Safe Travel Strategy

2018 – 2028



Making Travel Safer

The Darebin Safe Travel Strategy supports higher participation rates in low impact modes of travel, such as walking, wheeling* and riding bikes, in Darebin. It uses an innovative approach to protect these vulnerable road users and make Darebin a safer and more sustainable place to travel.

Making it safer to get around Darebin

Darebin City Council is committed to reducing the risk of injury on our roads and pathways to a level where there are no fatalities. We want people of all ages and abilities to be free to travel on the road and path network to their chosen destinations safely, and with confidence.

The *Darebin Safe Travel Strategy 2018-2028* reflects the trend towards an increasing uptake of lower impact modes of transport in Darebin. Council supports this change in mode share, as it helps make Darebin a more sustainable place for people to live, with less congestion and pollution. However, these lower impact modes, including walking, wheeling and riding bikes, also represent the most vulnerable road users of our transport network, due to the lack of protection available when these road users are involved in crashes.

This Strategy aligns with the Safe System approach that follows three basic principles (VicRoads, 2018):

1. Humans are fallible, and will inevitably make mistakes when driving, riding or walking or wheeling.
2. Despite this, road trauma should not be accepted as inevitable. No one should be killed or seriously injured on our roads.
3. To prevent serious trauma, the road system must be forgiving, so that the forces of collisions do not exceed the limits that the human body can tolerate.

This directly underpins Victoria's strategic approach to road safety, which focuses on:

- ✓ Safer roads
- ✓ Safer speeds
- ✓ Safer vehicles
- ✓ Safer road users

By incorporating these aspects of the Safe System approach into the Strategy, Darebin Council is supporting the work of the Victorian Government's *Towards Zero Strategy (2016–2020)*, to maintain our goal of zero deaths on our roads.

The *Darebin Safe Travel Strategy 2018–2028* focuses on the ways we can improve road safety using this approach, including by:

- ✓ Reducing the number of vehicle trips within Darebin by encouraging more people to cycle, walk and use public transport through the implementation of programs and infrastructure;
- ✓ Reducing vehicle speeds and speed limits, particularly in areas where high volumes of people choose to walk and cycle;
- ✓ Encouraging safer driving through a combination of education, enforcement and infrastructure;
- ✓ Advocating for better systems for the collation of data and evidence.

*The use of the term **pedestrian, walking** and **wheeling** throughout this strategy includes people who use a wheelchair or mobility scooter, walking frame or other mobility aid.

Why are we doing this?

In 2007, Council adopted *Going Places -Darebin Transport Strategy 2007–2027* (DTS) to guide the City’s transport and traffic needs for a 20-year period. The DTS focuses on Darebin residents being able to get wherever they want with ease, and addresses the environmental and social issues caused by our existing car-based transport system. The Safe Travel Strategy supports this work by considering the impact of all road users on the safety of each other.

The previous *Darebin Safe Travel Strategy 2010–2015* set out a well-considered method to guide Council’s work in the area of travel safety, in support of the DTS. As a Council, we achieved a great deal during the life of the previous Strategy, so we are continuing this work with the new Strategy. Successes from the previous Strategy included:

- ✓ Speed limit reductions from 60 to 50 km/hr on 21 km of our local roads, reducing the number of crashes on those roads by approximately 36 per year.
- ✓ Upgrades to walking, wheeling, riding and driving environments with: over 20 new and improved pedestrian crossing points including raised thresholds, school crossings and pedestrian refuges; five advanced bike boxes at intersections; bike lanes on three main routes in Northcote, Thornbury and Preston, and bike markings on four shimmy routes.
- ✓ The delivery of Council Bike Skills workshops to over 350 people, and support for 27 teachers at 10 of Darebin’s primary schools to be trained in Bike Ed.
- ✓ Safe Routes to Schools audits of 32 Darebin primary schools, resulting in the prioritisation of new and upgraded walking, wheeling and cycling infrastructure for students, including 11 new school crossings.

Outcomes and achievements of the Safe Travel Strategy 2010-2015

Reduce crash rates on local roads to or better than VicRoads’ target of a 30% reduction over 10 years.

Decrease in fatal crashes in Darebin by
↓ 27%
2006–2010 vs. 2011–2015

Decrease in serious injury crashes in Darebin by
↓ 31%
2006–2010 vs. 2011–2015

Reduction of proportion of serious injuries attributed to vulnerable road users.

Increase in serious injury attributed to vulnerable road users in Darebin
↑ 3%
2006–2010 vs. 2011–2015

Zero deaths of vulnerable road users on Darebin roads.

Decrease in deaths of vulnerable road users in Darebin
↓ 55%
2006–2010 vs. 2011–2015

Lower the number of crash injuries and fatalities on Darebin roads compared to metropolitan Melbourne.

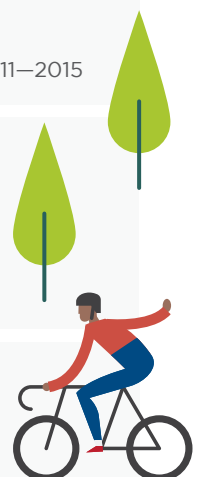
Same number of crash injuries in Darebin
↓ 0%
2006–2010 vs. 2011–2015

Decrease in all crash injuries in Melbourne
↓ 2%
2006–2010 vs. 2011–2015

Increased mode share for walking, cycling and public transport by 15% for all trips by 2015.

Increase in travel to work for Darebin
↑ 8%
2011-2016

Increase in cycling in Darebin (Super Tuesday)
↑ 25%
Super Tuesday counts: Bicycle Network



Our Community Travel Profile



The number of Darebin residents choosing to ride to work has increased.

The number of Darebin residents choosing to ride to work has increased since 2011 by around 500 people, and almost two percentage points of the total mode share. The number of people using public transport has also increased, whereas the proportion of those driving has decreased.⁽ⁱ⁾



Unemployment has increased since 2011 from 3.6% to 4.4%.

Although the weekly median income for Darebin residents is above the State average (\$650 compared with \$645), the proportion of people earning less than \$300/week is high at more than 1 in 4.⁽ⁱ⁾ Access to public transport and good walking, wheeling and cycling paths is especially important to these residents.



Approximately 1 in 5 Darebin residents identifies as having a permanent long-term disability.

These residents rely on the provision of good quality paths and easy access to public transport.⁽ⁱⁱ⁾



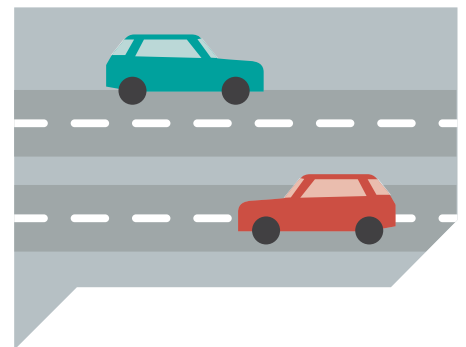
The population of Darebin is increasing steadily.

The population of Darebin is increasing steadily, with an increase of more than 12,000 people between 2011 and 2016.⁽ⁱ⁾ It is forecast that the population will increase by a further 40,000 people by 2028.⁽ⁱⁱⁱ⁾



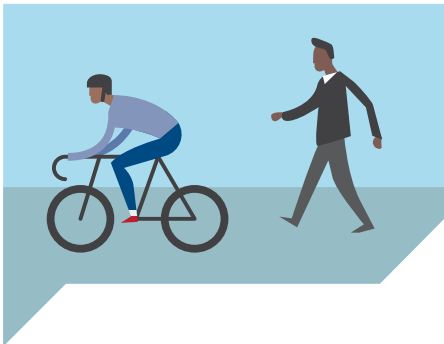
40% of Darebin residents were born overseas.

40% of Darebin residents were born overseas,⁽ⁱ⁾ so safe travel messages must be presented in a range of different languages and in a way that most people can understand.



Car ownership is increasing.

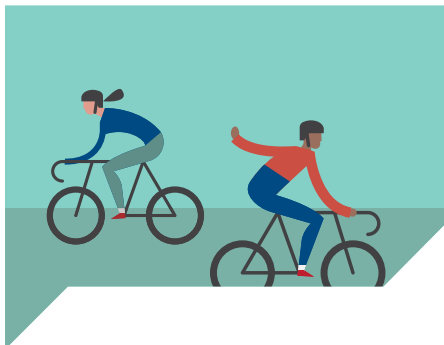
The total number of cars owned by Darebin residents has increased and the number of vehicles per dwelling has also increased. This creates pressure on traffic conditions through increased congestion and competition for parking. 59% of residents still use cars as their primary mode of transport to work, compared with 8% who walk or ride, and 24% who use public transport.⁽ⁱ⁾



all road users are pedestrians at some point.

Pedestrians formed 22 percent of all fatalities and serious injury crashes on Darebin's roads between 2011 and 2015.^(iv)

Unlike car drivers, pedestrians are relatively unprotected. This makes those who choose walking as their preferred mode of transport the most vulnerable road users, along with people who ride bicycles or use a mobility device, in relation to risk and safety.



Deaths of people on bicycles have fallen.

Deaths of people on bicycles have fallen by an average of 4% per year in Victoria. However, people on bicycles are the only road users to have recorded a rise in the number of serious injuries, with an 8% increase between 2007 and 2015.^(v)

With cycling becoming an increasingly popular mode of travel, it is important that cyclist safety is also prioritised on our roads.



The proportion of Australians aged over 65 years increased from 14 % in 2011 to 16 % in 2016.

The proportion of older people in Australia aged over 65 increased from 14% in 2011 to 16% in 2016. The proportion of people aged 85 and over also increased, from 2.3% in 2011 to 2.5% in 2016.⁽ⁱ⁾ It is forecast that by 2028, a further 5,300 older people (over 65 years) will be living in Darebin.⁽ⁱⁱⁱ⁾ There is an increasing trend for older people to remain mobile until later in life, and to be healthier than in previous generations,^(vi) resulting in an increased demand for travel options such as good walking paths and accessible public transport.

33% of pedestrians killed on Victorian roads in 2015 were aged over 60, and 1/3 of these were on roads signposted at 60km/hr or less. This number increased to over 50% for serious injury crashes.^(iv) Furthermore, older pedestrians are only at fault in approximately 12% of crashes affecting them.^(vii)



Declining levels of active transportation in children.

Declining levels of active transportation in children has been linked with a decline in independent mobility and an increased dependence on motor vehicles and parents 'chauffeuring' children places.^(viii)

In Australia, sales of children's bicycles decreased by 22% between 2007 and 2017. The impacts are not only on health and physical activity levels, but also on spatial skills and developmental wellbeing.^(ix) One study concluded that young people who actively travel to school were 30% more likely to use active modes of travel to other neighbourhood destinations.^(x)

Road safety and the perception of safety is an important motivator for parents allowing children to use more active modes of transport.



Objective and Goals

The objective of this Safe Travel Strategy is to set the foundation for future investment to *Make Darebin's roads and paths safe for everyone to use.*

We have identified four key goals that underpin the objective. The actions which form the delivery of the Strategy stem from these goals and can be delivered at a pace that reflects the priority of a given activity at that time, and within allocated resources, noting that fully realising the outcomes of these goals will likely continue beyond the 10-year life of this Strategy.

Goal 1: Prioritise the safety of vulnerable road users

The focus of the *Darebin Safe Travel Strategy 2018-2028* is to provide a safe experience for road users, in particular vulnerable road users, and to encourage people to walk, ride bicycles or take public transport. Vulnerable road users are more likely to be injured or killed in a crash as they have less external protection. Added to this, the vulnerable road user group is generally comprised of more at risk and disadvantaged people within our community including older people, children, people with disabilities, people that are unemployed and new arrivals to our country.

This group also has the lowest negative impact on the road safety of other users in Darebin, such as those that drive.

Actions include:

Engaging with vulnerable groups to identify and prioritise issues, including older people; monitoring and reporting road safety issues; delivering high priority school route safety treatments and continuing to audit school routes.

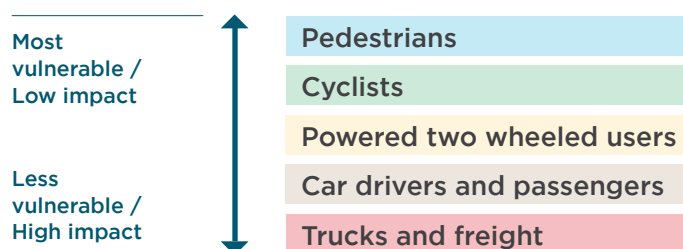
Goal 2: Reduce the negative effect of high impact road users on the safety of others

High impact road users have the most negative impact on road safety in Darebin. The speeds at which high impact road users are able to travel and their weight differentials are dangerous to vulnerable road users. Statistics show that from 2011–2015, high impact road users were involved in the majority of road crashes in Darebin which led to death and injuries. Overall, drivers, passengers and motorcycle users accounted for 65% of all fatalities and serious injury crashes.

This Strategy places responsibility on high impact road users to be more aware of vulnerable road users and encourages them to demonstrate responsible behaviour and show courtesy to other road users.

Actions include:

Developing remedial measures to support safe movement of vulnerable road users where they are in contact with high impact road users; reducing speed limits to 40 km/hr, and investigating opportunities for 30 km/hr speed reductions; promoting safe driving and awareness of other road users; promoting professional installation of child restraints in vehicles.



Goal 3: Encourage more people to adopt active and sustainable modes of transport

Council has a strong commitment to make it easier for more people to walk and ride bicycles. The Darebin Safe Travel Strategy will aim to provide a high quality transport environment that encourages more people to use these modes of travel. This will include improving cycling paths, footpath and shared paths and removing hazards such as overhanging branches to make walking, wheeling and bike riding more attractive options. Higher numbers of people walking, wheeling and riding bikes will also reduce the number of vehicle based trips and therefore improve road safety in Darebin, along with creating a more sustainable city. Motor vehicle users will not be forgotten as Council continues its focus on black spots and high crash sites.

Actions include:

Advocating for better public transport services; supporting and delivering cycling skills and education to schools and the community; increasing sustainable corporate travel trips; improving walking, wheeling and cycling infrastructure to promote active travel; provide older people with information for managing the shift away from driving, and for mobility impaired people to access alternative modes of transport.



Goal 4: Engage key partners and stakeholders through effective communication

It is important that key stakeholders work together to deliver high quality safe travel outcomes. Darebin Council will work with a number of partner agencies including Victoria Police, VicRoads, Transport for Victoria and the Transport Accident Commission to improve the safety and wellbeing of Darebin residents through the Darebin Safe Travel Strategy.

Actions include:

Promoting safe travel messages to young drivers, children and families, including promoting active and safe travel and awareness to school communities; advocating for traffic management devices such as red light cameras; increasing awareness and enforcement of traffic safety around construction sites, and ensure work sites cater adequately for all road users.



These four key goals are designed to reflect both the broader strategic context and to ensure a focus on actions, both now and into the future, that will most effectively contribute to a safer transport network across the municipality. Darebin City Council can be a positive leader in road safety, as demonstrated by the approach for the *Safe Travel Strategy 2010–2015*. Our previous Strategy has inspired other Council's strategies, and is still the industry-leading approach. Council has used this as the basis for developing the new Strategy.

Making it Happen



Specific targets have been set out to guide and track the work towards the stated goals and actions of this Safe Travel Strategy. It is recognised that these targets and outcomes will require investment over time, estimated at over 10 to 40 years. Council allocates budget annually and can fast-track items where appropriate funding is available, or adjust these to lower budget needs where other programs take priority. Our vision during the life of this Strategy is to continue working towards the long-term targets set out below.

Capital Delivery Targets

Action	Long-term Target
Safe to School Audit recommendations for Octopus Schools	35 Octopus Schools delivered
Speed reduction program (50kmh to 40kmh in residential streets)	60% of Council roads 40km/hr or less
Road Safety and Traffic Management	Top 50 kilometres of highest ranked roads treated
Streets for People	9 corridors delivered

OUTCOMES

Targets and measures	Baseline	Target for 2028	Reporting
Zero deaths of vulnerable road users on Darebin roads.	0 cyclist fatalities annually (2011–2016), 1.2 pedestrian fatalities annually (2011–2016)	Cyclist: 0 Pedestrians: 0	Annual
Reduce the number of serious injuries to vulnerable road users (cyclists and pedestrians) by 30%.	12.2 serious crashes involving cyclists annually (2011–2016), 19 serious crashes involving pedestrians annually (2011–2016)	Cyclist: <8.5 Pedestrians: <13.3	Annual
Reduce crash rates on local roads by 10%.	Total: 328 (2016)	Total: 295	Annual
Reduce the total number of crash injuries by 20%.	Total: 399 (2016)	Total: 319	Annual
Increase the mode share for people on bikes, pedestrians, and public transport users by 20 percentage points.	Total mode share: 36% Journey to work data ABS Census 2016	Total mode share: 56%	2022 (ABS Census 2021) 2027 (ABS Census 2026)
Maintain community perception of safe travel at or above 2017 levels.	Between 67.5% and 83.8% for safe travel statements - Darebin City Council Annual Community Survey Report (2016-17 2nd Quarter)	At or above 2017 levels	Annual

References

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^(vi) O'Hern, S., Oxley, J. and Logan, D. (2015). Older adults at increased risk as pedestrians in Victoria,

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^(vii) Transport Accident Commission. (2015) *Pedestrian Statistics*. [online] Available at: <https://www.tac.vic.gov.au/road-safety/statistics/summaries/pedestrian-statistics>

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