

City of Whittlesea

DRAFT Road Safety Plan

2026-36



City of
Whittlesea

Whittlesea
2040
A place for all



Artwork © Mandy Nicholson, 2017

Acknowledgement

We recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the City of Whittlesea.

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Executive summary

The City of Whittlesea’s Road Safety Plan 2026–36 provides strategic direction to Council to improve road safety for all road users in our municipality.

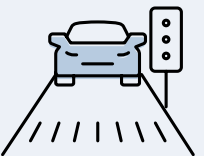
The plan contains an evidence-based approach towards road safety and sets targeted actions to effectively reduce the number and severity of road casualty crashes in the municipality.

A set of road safety principles have been identified to support Council’s work in achieving the long-term benefits of the Road Safety Plan.

The following four elements of road safety adopted in this plan are aligned with the Safe Systems Approach:



Safer road users



Safer streets



Safer speed



Safer vehicles

If the plan is fully implemented, the community can expect to benefit from:

- improved safety for all road users
- enhanced protection for vulnerable road users
- reduced road trauma and number of crashes
- reduced fatalities and serious injuries
- improved health and wellbeing outcomes
- better quality of life.

Overview

The Road Safety Plan sets the framework for reducing fatal and serious injury crashes on our road network in an efficient manner over the coming years.

29 fatal and 776 serious injury crashes have occurred on our roads the past 5 years. The estimated social cost¹ of fatal and serious injuries (FSIs)² in the City of Whittlesea is \$336 million.

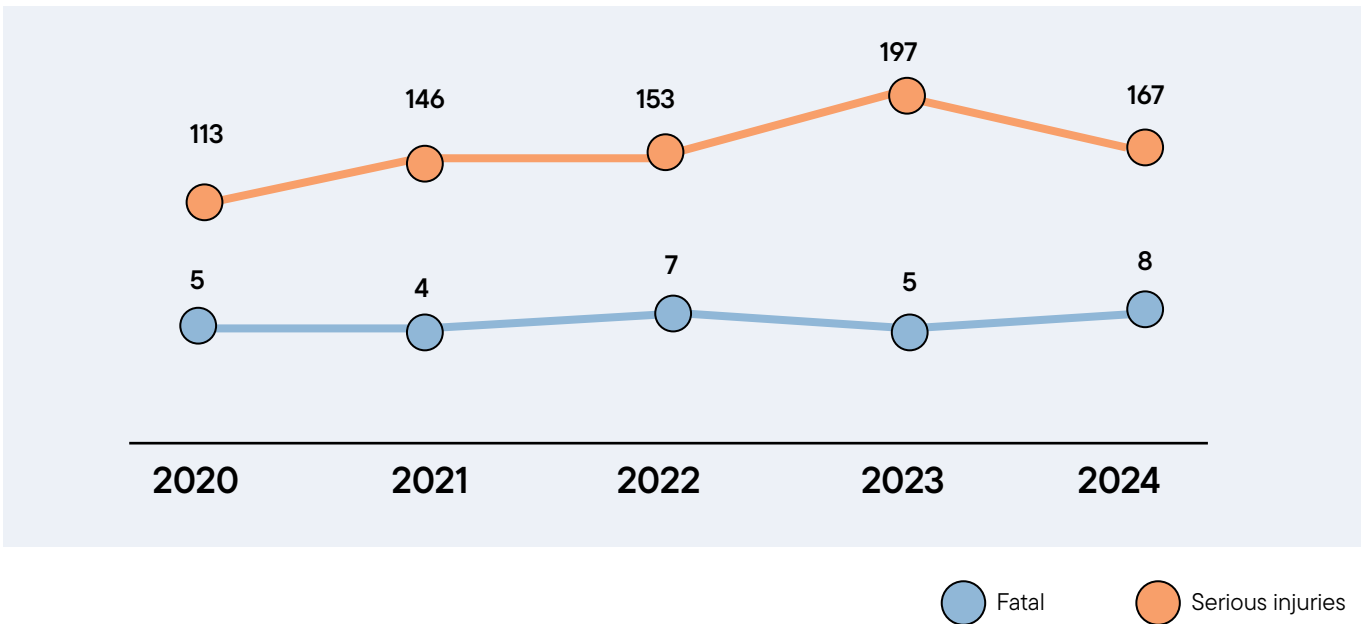
65% crashes happened on State roads vs. 35% crashes on local roads.

18–29 year-olds are involved in 38% of fatal and serious injury crashes. Males with 59% are more likely than females with 38% to be involved in fatal and serious injury crashes. Vulnerable road users including pedestrians, cyclists and motorcyclists are involved in 34% of fatal and serious injury crashes.

Our approach towards road safety

At the City of Whittlesea, we commit to implementing the Safe System approach through our current and future road safety projects and initiatives to achieve road trauma reductions within our municipality. Through the implementation of this plan, we are targeting a 50% reduction in fatal and serious injury crashes on our roads over the next 10 years.

Number of crashes in City of Whittlesea



¹ Estimated social cost using national unit crash costs (source: crashdash.crowdlab.com.au)

² In Victoria, fatalities are recorded when a person dies within 30 days of the crash due to injuries sustained in that crash. A serious injury is generally defined as a crash outcome where the injured person requires hospital admission (VicRoads Crash data).

Goals

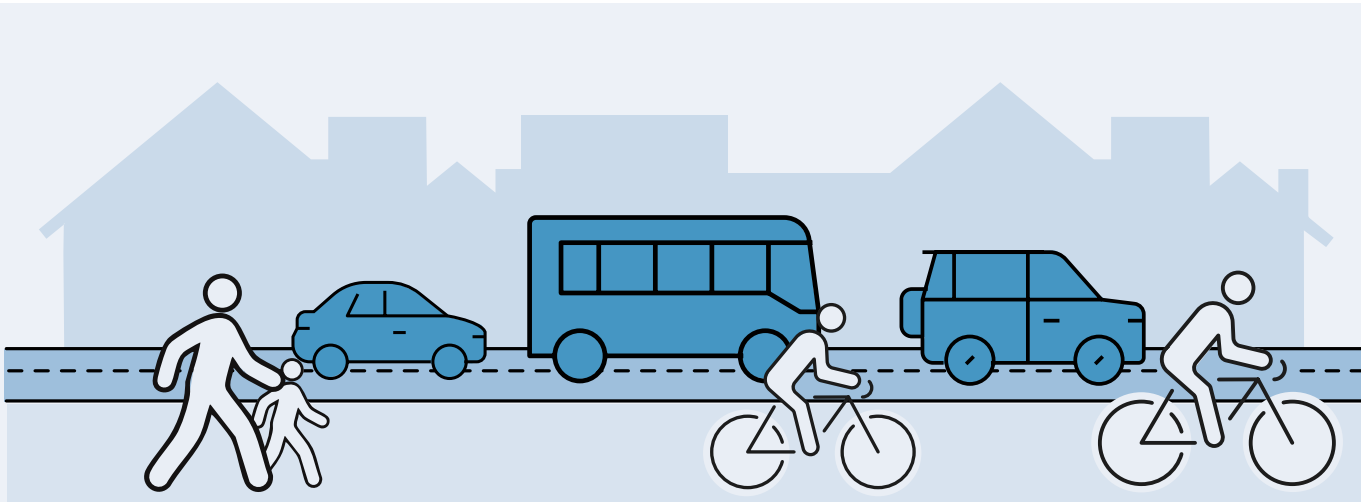
We are committed to the Safe System approach in this Road Safety Plan, which aims to reduce road trauma and improve safety for everyone who uses our roads, and aligns with the state and federal road safety vision.

Australia’s National Road Safety Strategy 2021–2030 and the Victorian Road Safety Strategy 2021–2030 both reflect Safe System principles and seek to achieve zero deaths by 2050. The Victorian Strategy outlines an intermediate objective of halving road deaths and reducing the incidence of serious injury by 2030.

We acknowledge and align with the “Vision Zero” principle of road safety, whereby it is not acceptable that fatalities and lifelong injuries should occur on our streets. Vision Zero also aims to reduce the number of deaths and serious injuries in half in next ten years and eliminate road fatalities by 2050.

The Road Safety Plan also supports the vision of the City of Whittlesea’s Integrated Transport Plan 2024-34 (ITP), which was developed on a set of nine guiding principles, including safety for all road users. This principle states Council will implement a Safe Systems approach to ensure our road network is designed so that everyone can travel safely across our municipality. The preparation of this plan was an action item of the ITP.

To guide this work, we undertook a comprehensive review of key road safety issues in the municipality, the analysis of crash history and the Infrastructure Risk Rating assessment framework developed by Department of Transport and Planning (DTP). The evidence-based road safety analysis helped us developing the road safety goals in the City of Whittlesea.



In this plan, we have established the following road safety goals

- That our transport network is safe for all people in our municipality. Including pedestrians, cyclists, people travelling in motor vehicles or using public transport.
- That we have safe, accessible, and sustainable transport options that strengthen connections between people and places. Improving liveability, health, wellbeing and amenity for the community.

The strategic role of National, State and Council in road safety

The strategic role of National, State and Council in road safety is summarised as three Es approach. It includes key measures related to engineering, education and enforcement.

Road Safety Measures	Role of State and National government	Role of Local government
Safe Street environment-through good urban design and engineering measures	• Set up road safety strategies and goals • Manage freeway and arterial network • Manage public transport network • Provide funding for major transport projects.	• Review state/national strategies and community contributions • Develop Road Safety Plan: outlining suite of road safety countermeasures for implementation across the local road network • Manage local road network • Create safe, accessible paths, and design calmer, slower streets that reduce exposure of risks between pedestrians, bike riders and motor vehicles to create safer walking and riding environments. • Advocate and liaise with Victorian Government and other agencies to address road safety concerns and deliver solutions.
Education measures	• Cooperate with local government to deliver education campaigns.	• Organise road safety education campaigns • Encouraging community ownership to further drive the road safety message through regular programs and projects within the communities particularly at risk.
Enforcement measures	• Victoria Police to organise enforcement campaigns.	• Collaborate with Victoria Police to deliver enforcement campaigns.

Why do we need a new road safety plan?

The City of Whittlesea continues to experience significant population growth, placing pressure on road infrastructure, traffic management, and the safety of vulnerable road users including both pedestrians and cyclists.

The municipality encompasses a diverse landscape, including an established urban area in the south, growth suburbs such as Epping North, Wollert and Donnybrook, and rural areas in the north including the Whittlesea township.

The unique interface between urban, growth, and rural precincts highlights complex road safety challenges.

This duality of urban and rural roads requires a range of targeted safety measures to address increased traffic congestion on urban roads, high-speed traffic on rural roads and vulnerability of cyclists and pedestrians as a part of our road network.

Since the previous road safety strategy was prepared in 2017, population has continued to grow accompanied by an increase in fatalities, serious injuries, and other injuries as demonstrated in Figure 1.

Number of road crashes

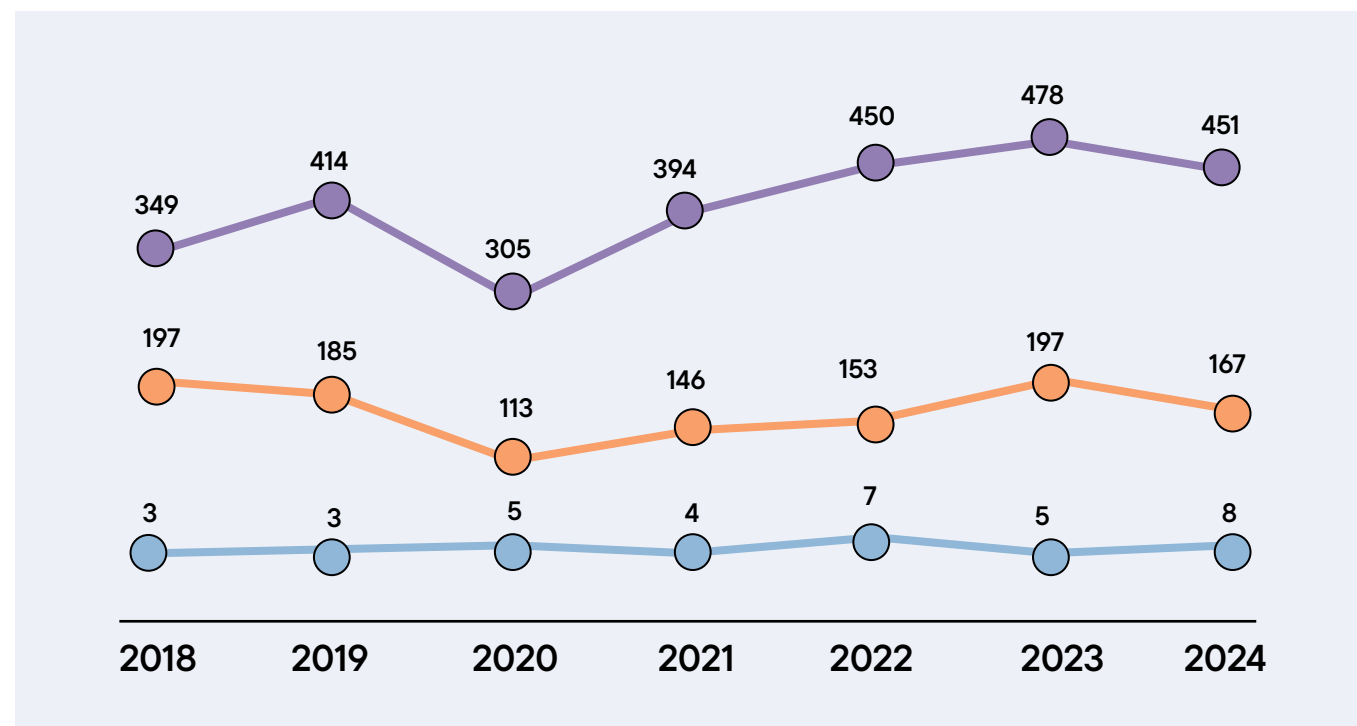


Figure 1: Number of fatalities, serious injuries, and other injuries in the City of Whittlesea 2018-2024 (source: VicRoads Crash data)

● Fatalities ● Serious injuries ● Others

What is happening on our roads?

In addition to the information obtained from the crash data on our roads, we have used road risk rating to understand our road safety needs.

The Road Risk Rating provides us with a snapshot of the risk along all roads based on characteristics such as speed, road geometry, roadside furniture, and safety provided to road users. This can further help identify locations where high risks exist but are not reflected in the crash history, and locations where crashes may have occurred but are unlikely to reoccur due to low risks at the crash location.

The average value of corridor collective risk³ (CCR) for a safer road network is considered between 40 to 60 percent. In comparison, the City of Whittlesea records an average of 66.5 percent, indicating a greater crash risk across the road network.

A comparison with nearby Local Government Areas (LGAs) is shown in figure 2 below.

This elevated risk highlights the need for a comprehensive set of actions to counter network-wide crash risks in next ten years.

Corridor collective relative risk by LGAs

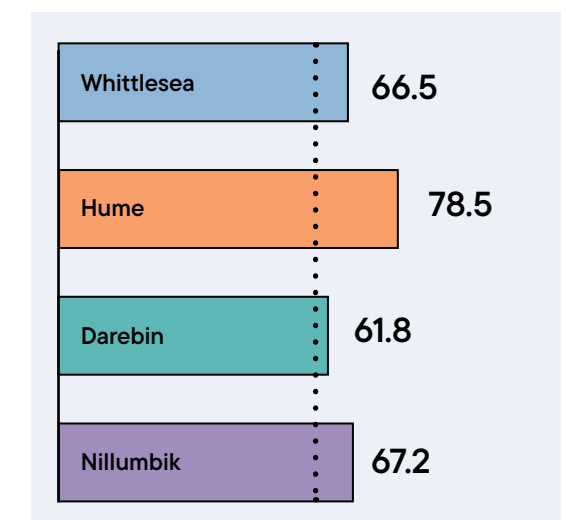


Figure 2: Corridor collective risk by LGAs (source: VicRoads Crash DATA)

... Average of peer group

³ Corridor collective risk is the total fatal and serious injuries (FSI) per km on a road segment, per five years. In this fact sheet, Collective Risk is calculated across the whole LGA road network

What does the crash data show?

Crashes on different types of roads

The majority of crashes within the City of Whittlesea occur on roads managed by the State Government, through the Department of Transport and Planning (DTP), as shown in Figure 3. This includes freeways and arterial roads such as the Hume Freeway, Plenty Road and High Street. This is reflective of the amount of movement on these corridors compared to the Council managed roads.

Map 1 further identifies crash hotspots on the DTP road network based on data between 2020-2024. In general, the crashes on the DTP road network are clustered along the major corridors, such as High Street, Plenty Road, Cooper Street, Metropolitan Ring Road, within the established suburbs. This indicates a strong relationship between crashes and exposure, including traffic volume and population density in built-up urban areas across the municipality.

Crashes on road types

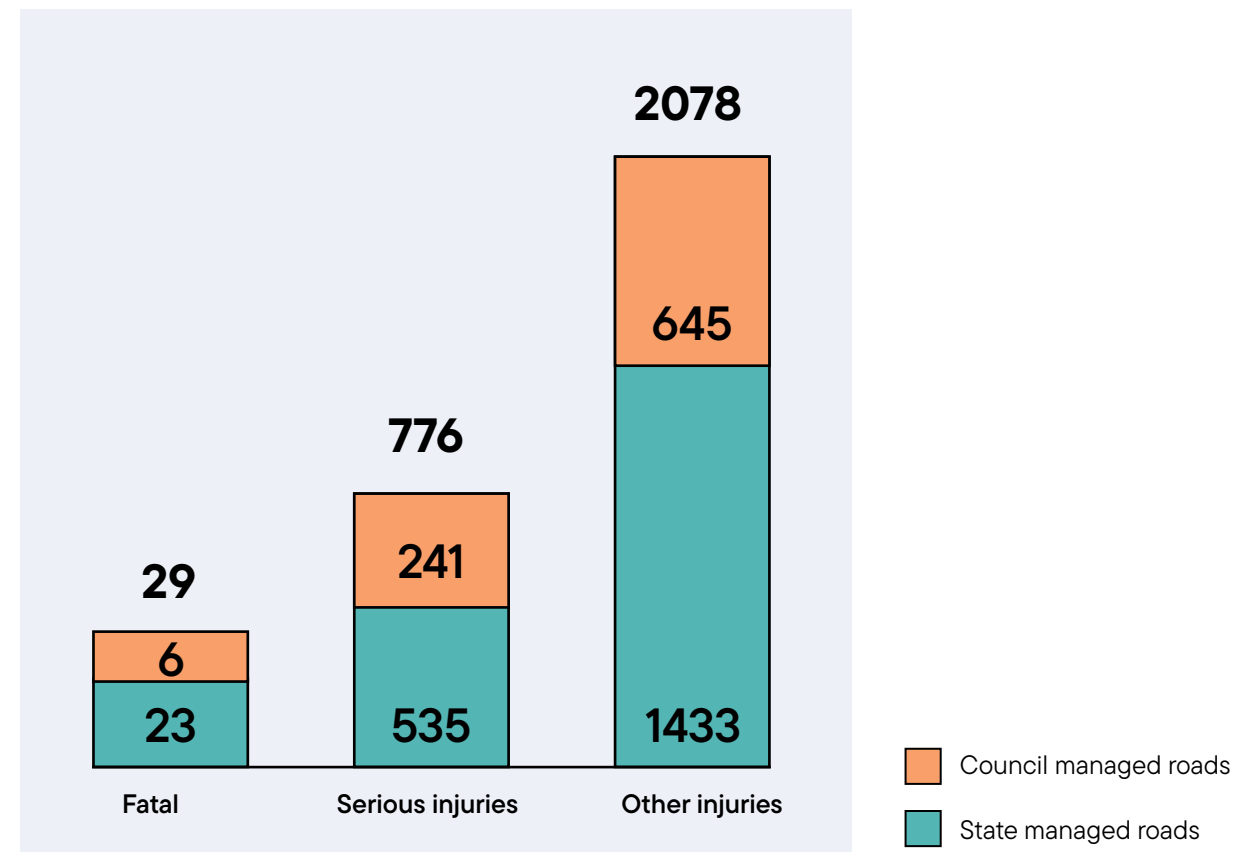
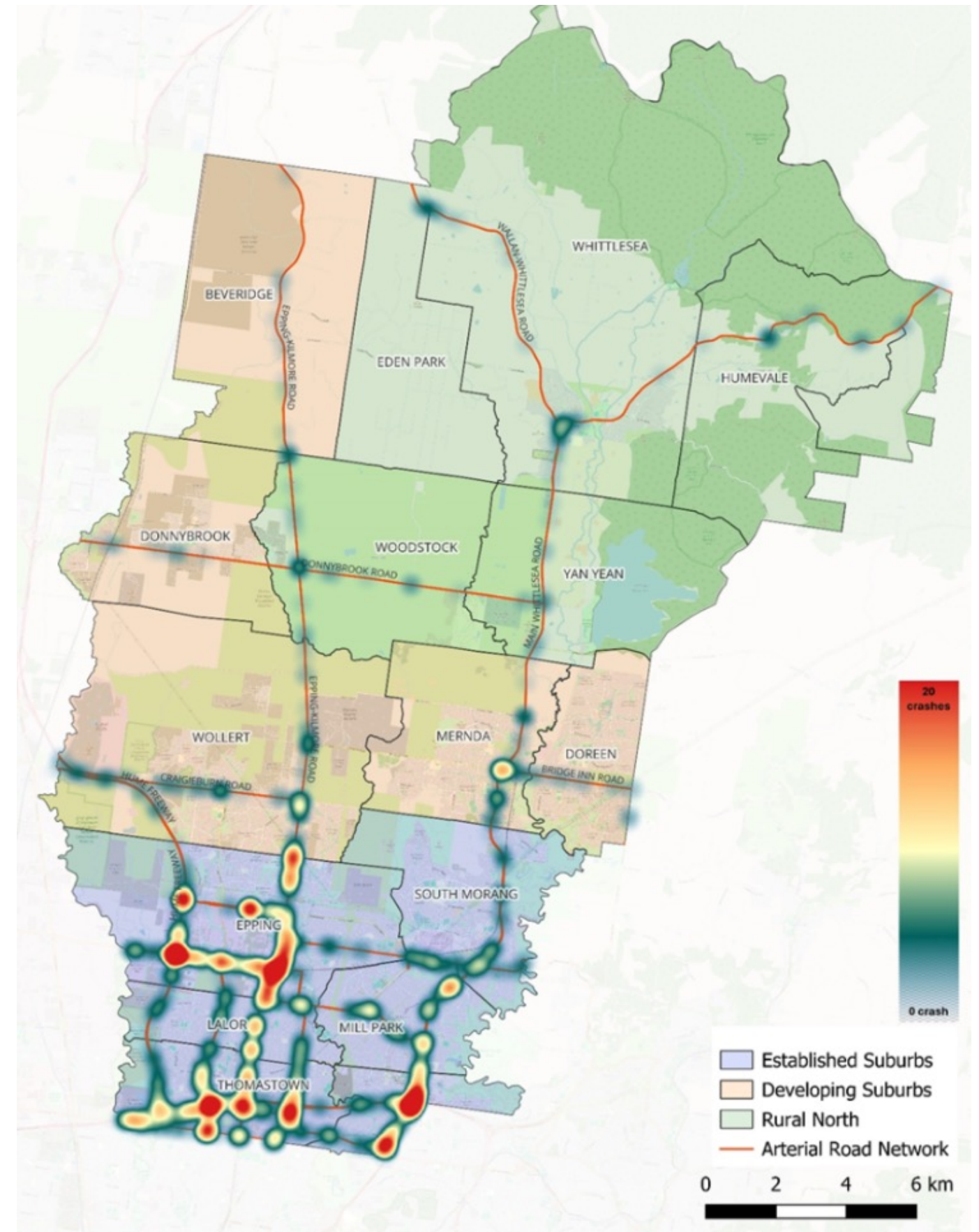


Figure 3: Crashes on State roads and Council roads 2020-2024 (source: Vic Roads crash data)



Map 1: Crash hotspots on state managed arterial road network 2020-2024 (source: Victoria road crash data)

Crashes by speed

The highest number of crashes occurred on roads where the speed limit was 60km/h or less, as typically found across our established areas. There was also an increase in number of crashes on roads with a speed limit of 100km/h (typically found on rural roads).

Crashes by speed

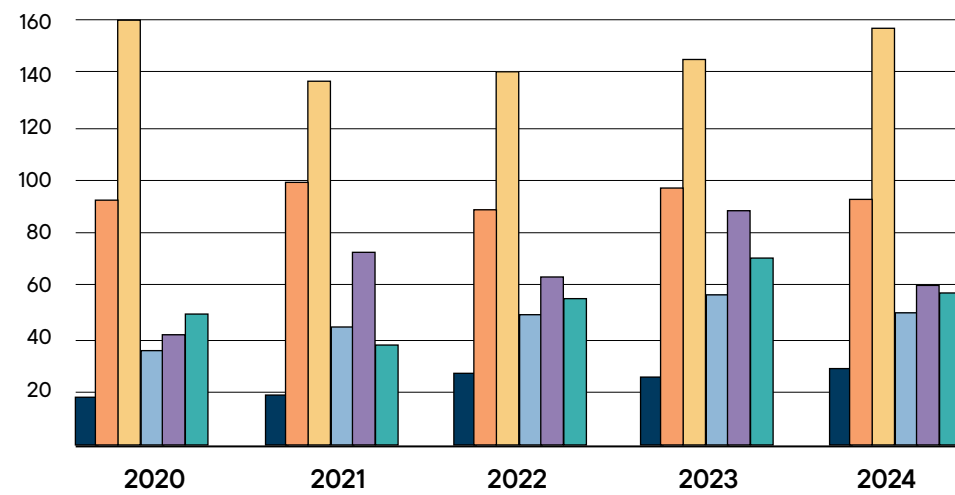


Figure 4: Crashes by Speed in the City of Whittlesea 2020-2024 (source: Vic Roads crash data)

40Km/h 50Km/h 60Km/h 70Km/h 80Km/h 100Km/h

Crash types

As shown in Figure 5, the most common types of crashes in the City of Whittlesea over the last five years were same-direction crashes and side-on collisions. Additionally, there is an increase in the number of crashes involving pedestrians.

Crashes by type

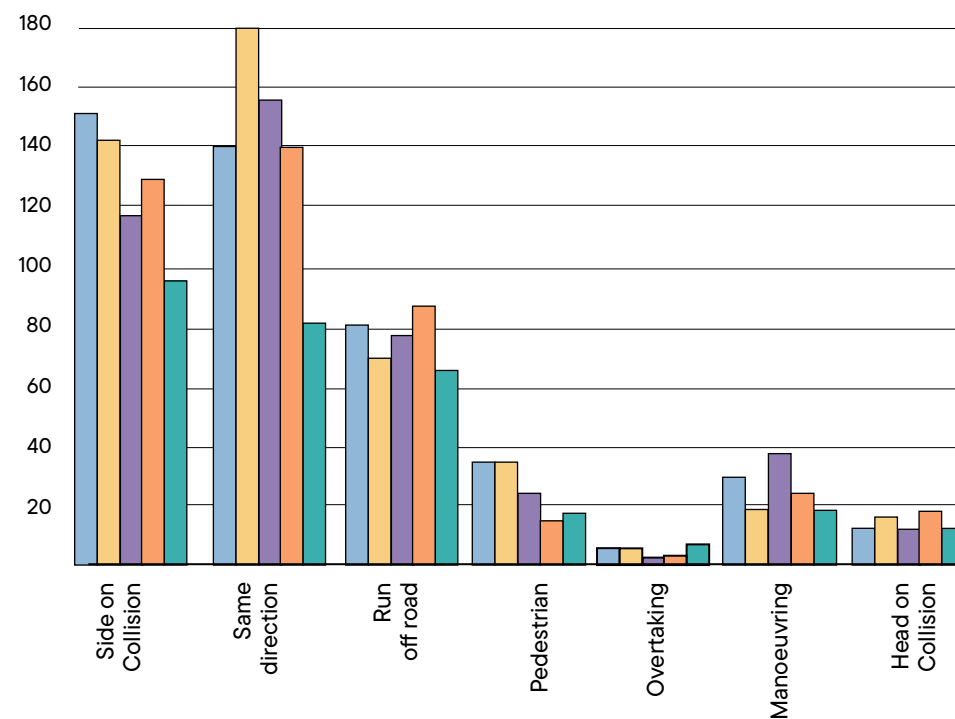
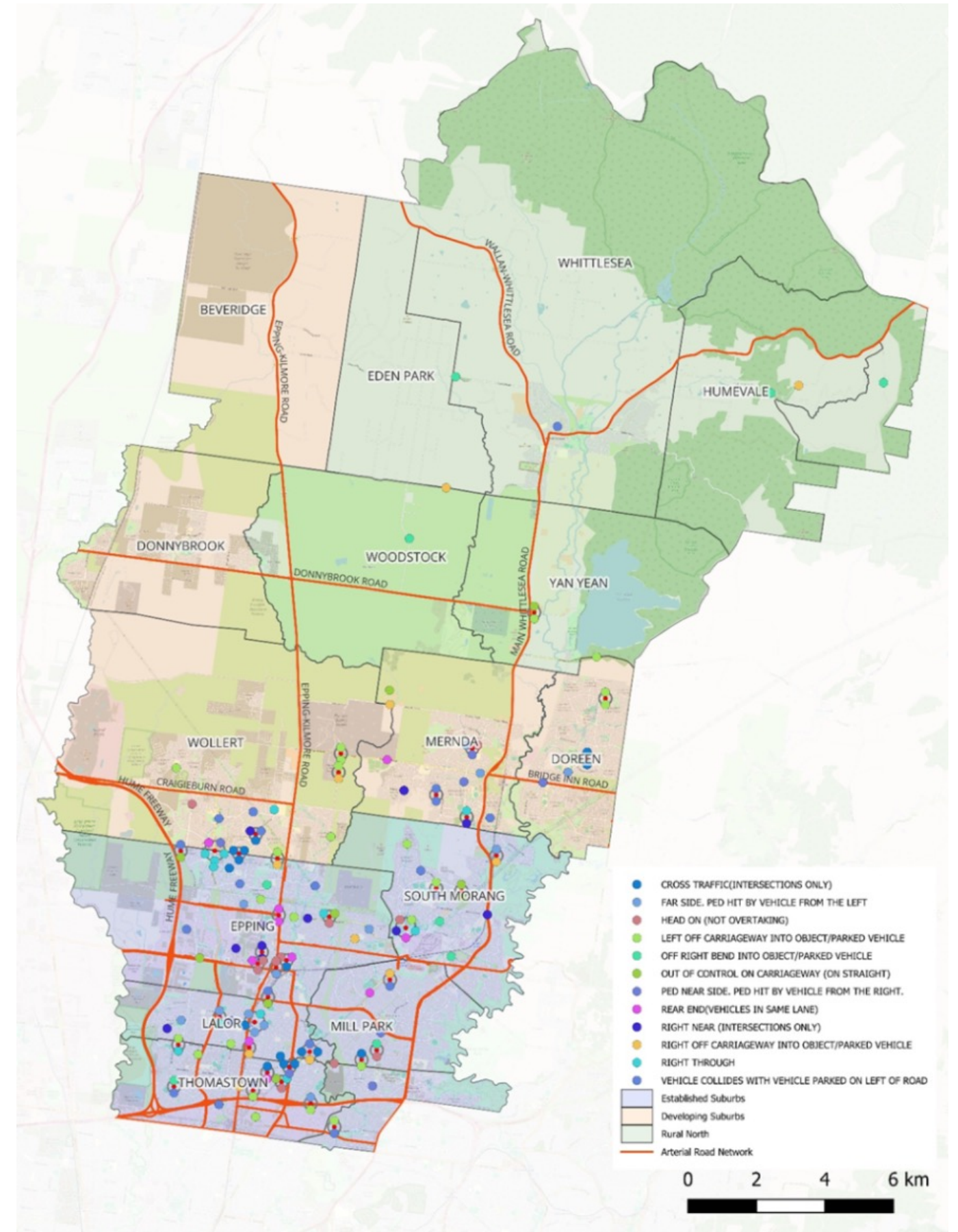


Figure 5: Crash types in the City of Whittlesea 2020-2024 (source: Victoria road crash data)

2024 2023 2022 2021 2020



Map 2: Crash Hotspots On Council Roads 2020-2024 (Source: Vic Roads Crash Data)

Crashes by age group

Figure 6 compares the percentage of population involved in road crashes by age group in the City of Whittlesea. The data shows, there is a high representation of crashes amongst the 18 to 21 years age group, potentially linked to factors such as inexperience, and a higher propensity for risk-taking behaviours often exhibited by those in this group.

Figure 7 shows that the younger age cohort, between 18-29 years, accounts for approximately 38 per cent of the total fatal and serious injuries in the City of Whittlesea.

City of Whittlesea population involved in serious injuries and fatality, by age

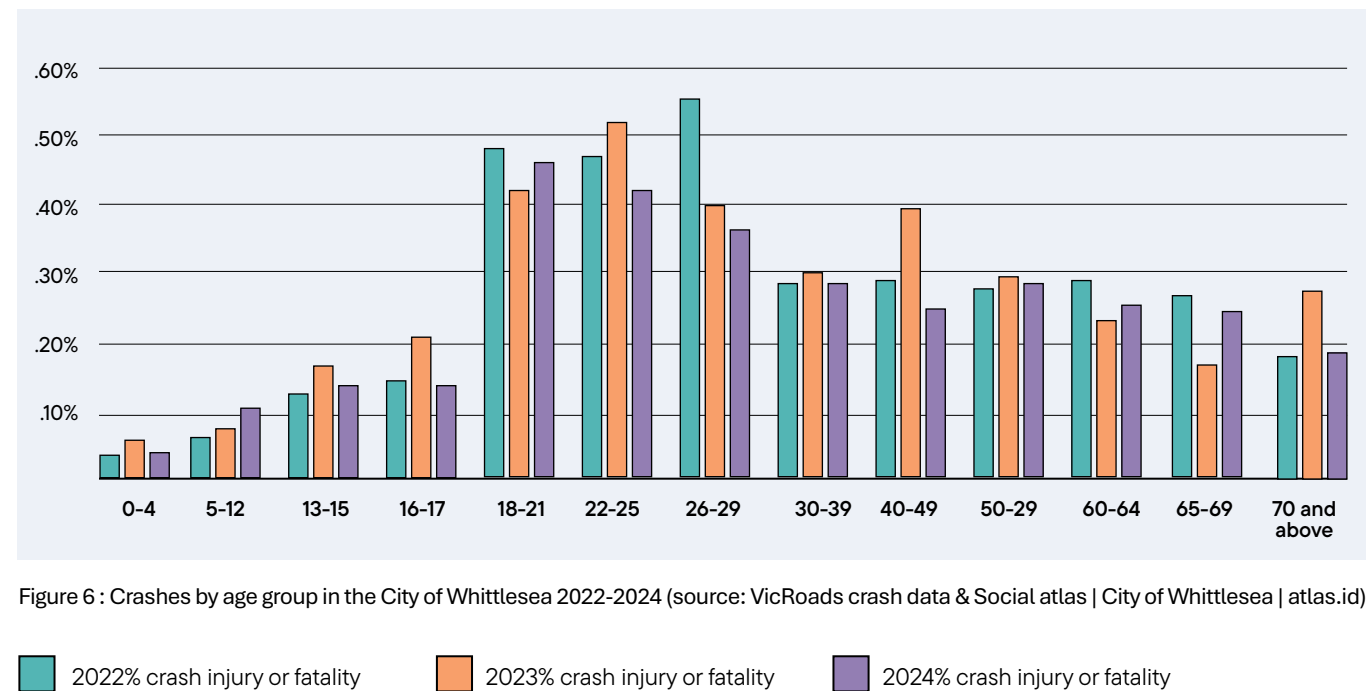


Figure 6 : Crashes by age group in the City of Whittlesea 2022-2024 (source: VicRoads crash data & Social atlas | City of Whittlesea | atlas.id)

Fatal and serious injuries by age groups 18-29

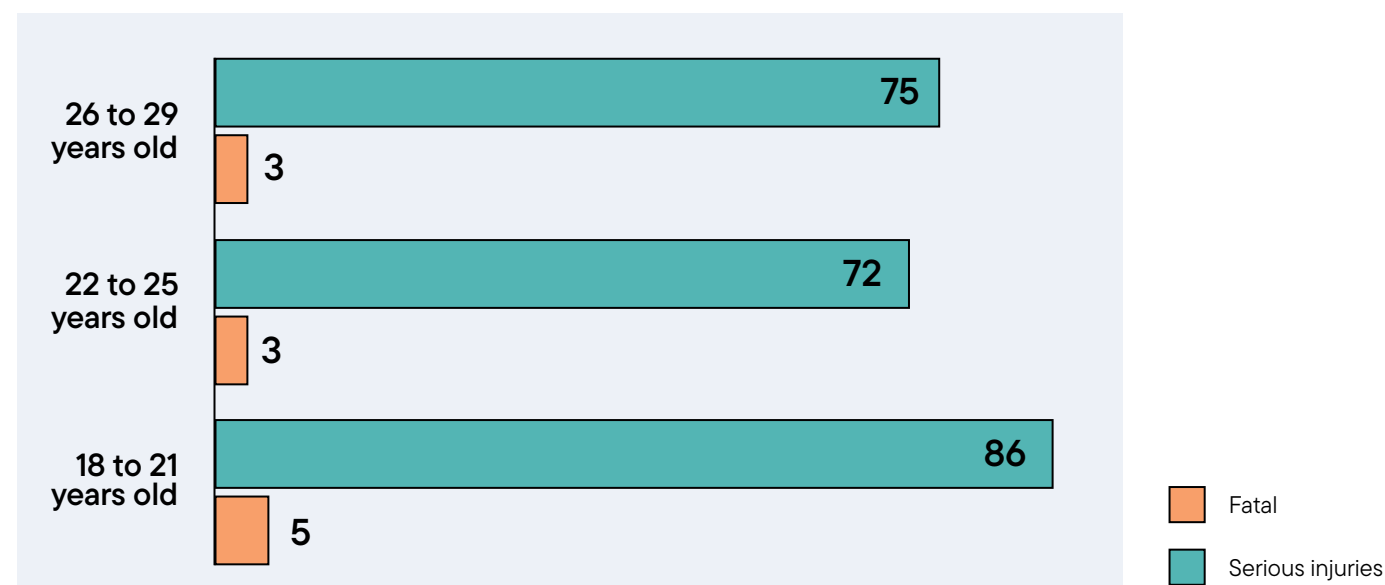


Figure 7: Fatal and serious injuries among young cohorts 18-29 years in the City of Whittlesea 2020-2024

Crashes by road user type

Drivers represent the largest proportion of road users involved in crashes within the City of Whittlesea. Other road users' involvement includes motorcyclists (18 per cent of crashes), pedestrians (10 per cent), and bicyclists (6 per cent) as shown in Figure 8.

Figure 9 shows crashes involving vulnerable road users. Overall, an increase is shown in all three categories in the last five years, however concerning bicyclists' involvement in crashes have almost doubled in the last two years and motorcyclists' crashes have also increased.

There is also a growing national trend in the use of micromobility devices, including e scooters and e bikes, and concerning there has been an increase in emergency department presentations from e-scooters and e-bikes with children and young adults representing a high proportion of admissions.

We know that these devices are being used in the City of Whittlesea and the community has been impacted by incidents involving e-scooters and e-bikes.

Crashes by gender

The number of males involved in crashes was higher than the number of females across all travel modes.

Fatal and serious injury crashes by road user types

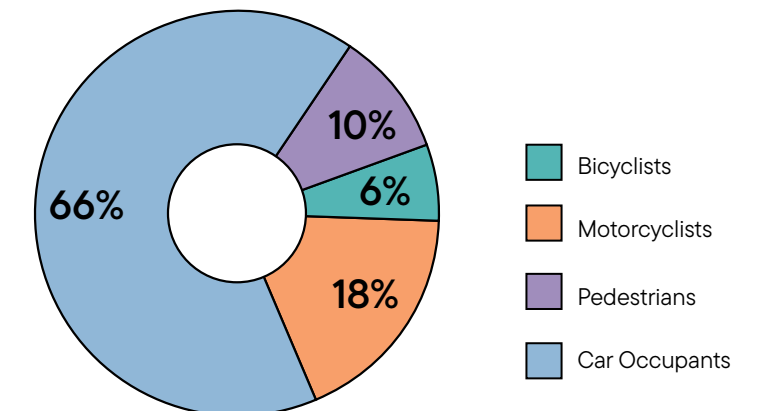


Figure 8: Crashes by road users in the City of Whittlesea 2020-2024 (source: VicRoads crash data)

FSI involving vulnerable road users

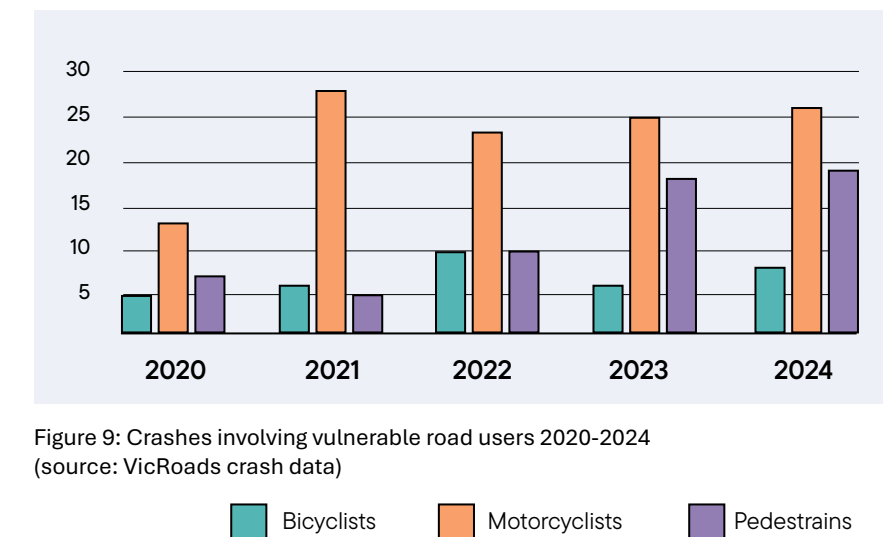


Figure 9: Crashes involving vulnerable road users 2020-2024 (source: VicRoads crash data)

Crashes by gender

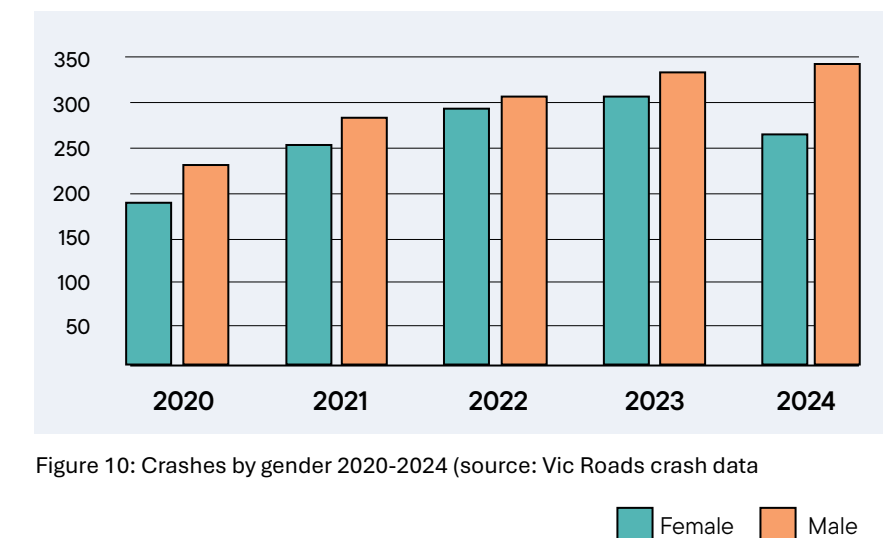
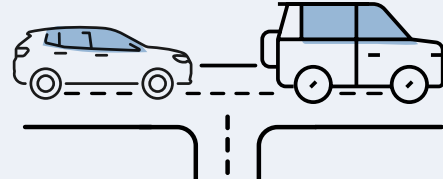


Figure 10: Crashes by gender 2020-2024 (source: Vic Roads crash data)

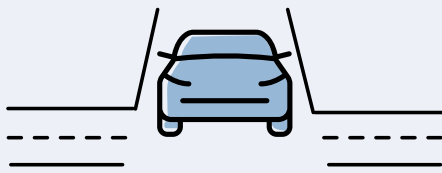
Overall, detailed analysis of crashes 2020-2024 showed that:



Across the whole network, the majority of crashes (around **65%**) happened on state managed roads, and **35%** on Council managed roads.



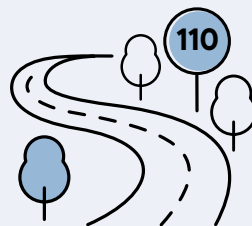
Many of the crashes in our established areas were at intersections (i.e. **40%** of crashes at cross-intersections and **18%** at T-intersections)



Around **72%** of crashes occurred at mid-block locations and **28%** occurred at intersections.



6% bicyclists' crashes are involved in FSI crashes.



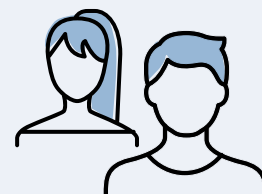
Many crashes on our **high-speed rural** roads were run-off-road crashes.



Most crashes occurred where the speed limit was **60 km/h** or less, generally in our built-up areas.



Crashes where the speed limit was **100 km/h** were also common, generally on our rural road network.



18-29 years old age group shows **38%** FSI.

The top five contributing factors towards crashes

Following are main contributing factors towards crashes on our roads:



Inappropriate speed
25%



Unsafe driving behaviour
23%



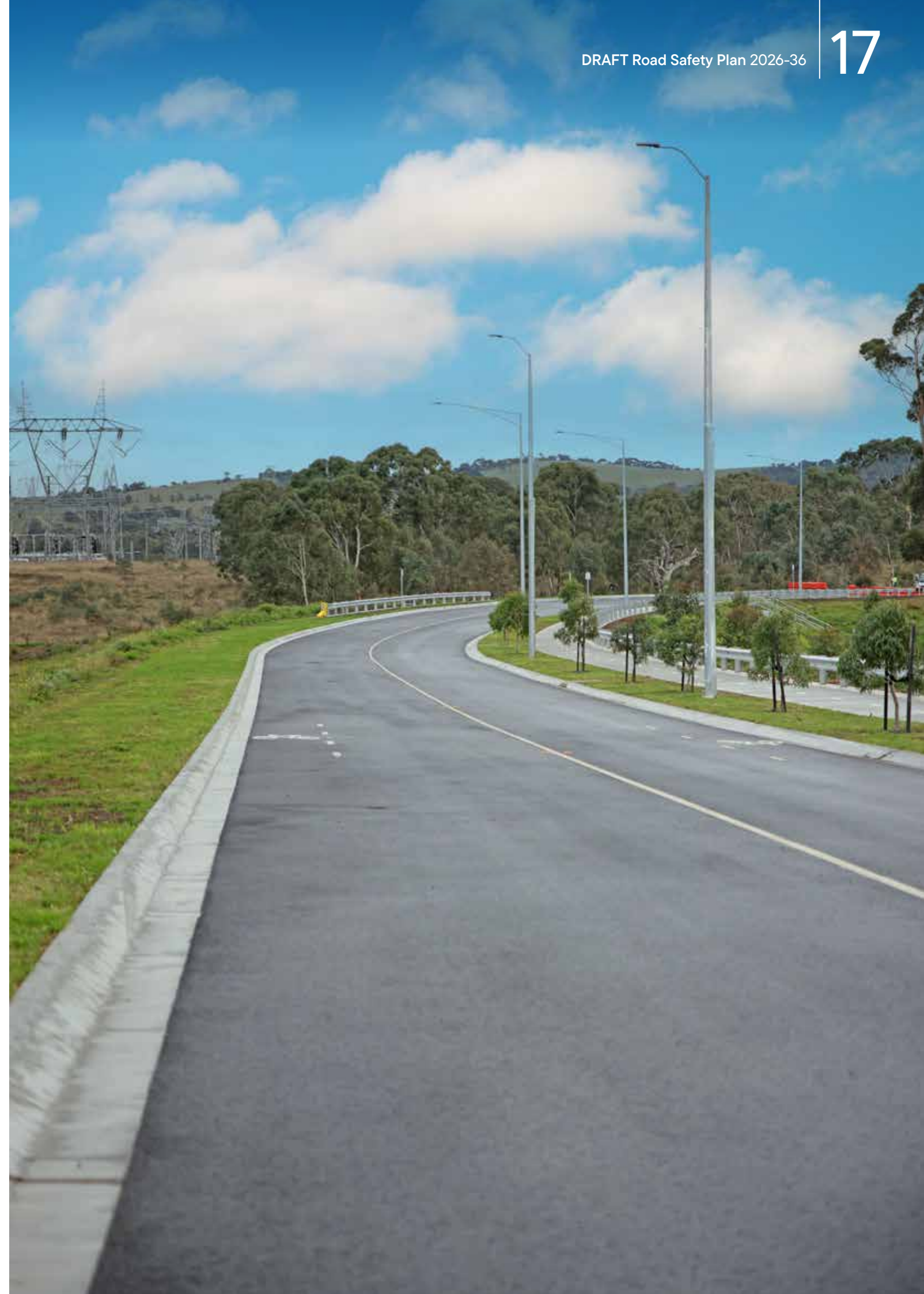
Road conditions
20%



Drink and drug driving
18%



Fatigue
8%



Infrastructure Road Risk Rating

Infrastructure Road Risk Rating (IRR) is a road assessment methodology designed to assess road safety risks at network level.

The key advantage of IRR is that it not only considers existing FSIs but also anticipates the implications of land uses and forecasts the chances of crashes in future. The IRR is calculated by considering types of roads and the following nine roadside features.

1. Land use
2. Road stereotype
3. Lane and shoulder width
4. Horizontal alignment
5. Roadside hazards
6. Intersection density
7. Access density
8. Traffic volume – rural roads only
9. Speed limit – rural roads only

The road network spatial data, crash data, and IRR findings are combined to bring a fundamental understanding of potential systemic risk at the network level. This helps to focus on addressing the high-risk corridors of road prior to the crash.

By using the findings from the IRR database, the road lengths and share of FSI has been further identified and categorised by road hierarchy.

Figure 11 shows that urban collector roads have the highest crash share in the City of Whittlesea. The urban collector roads are Council-owned roads that channel traffic from local access streets to higher-capacity link and arterial roads, providing essential connections between residential areas and local facilities.

For our rural roads, access and collector types make up most of the total road length. Many of these roads have narrow lanes and shoulders, curved alignments, and unsealed surfaces. They generally have lower traffic volumes but higher speed limits (up to 100 km/h). These conditions can increase safety risks, particularly where roads are unsealed or have roadside hazards.

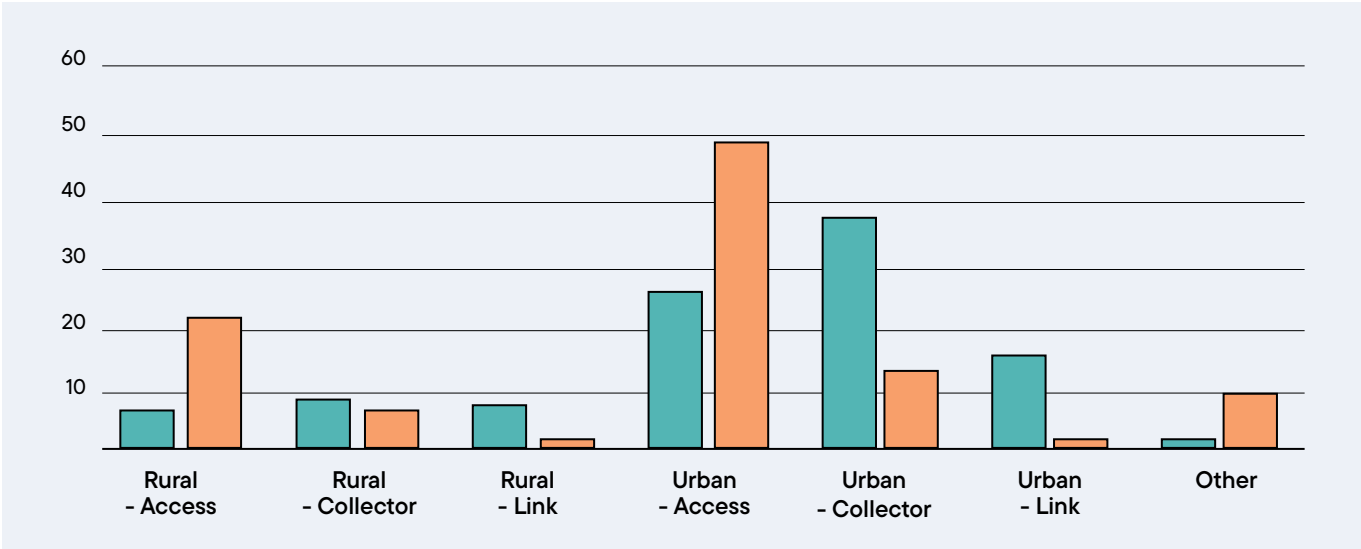


Figure 11: IRR based road classification and share of FSI in the city of whittlesea (source: infrastructure risk rating dashboard)

Share of FSI crash (%)

Share of length (%)

The IRR characteristics in table 1 below further compares road types across rural and urban settings, examining their geometric, surface, and operational characteristics, alongside crash distribution.

The results show that the high and medium-high risk network (at-risk) in the City of Whittlesea often has non-straight alignment and a very narrow shoulder width. Additionally, the rural road network consists of many unsealed, narrow lane widths, severe levels of roadside hazards and high-speed limit sections.

The IRR analysis also reflects the need for the future development of a Network Safety Plan for the council. The Network Safety Plan will be a strategic document to prioritise road safety infrastructure projects and investment in council roads, intersections and shared user paths projects providing a guiding framework where it will have the most impact in the municipality.

Based on IRR findings, over the next ten years a focus on infrastructure investment and road safety measures must be prioritised in targeted rural and growth areas infrastructure improvements. Urban areas would also benefit more from traffic calming and user safety measures, especially around key walking and cycling routes and high footfall areas like schools, train stations and shops.

Characteristics	Rural – Access	Rural – Collector	Rural – Link	Urban – Access	Urban – Collector	Urban – Link
Total length	344km	120km	13km	815km	232km	28km
Non-straight alignment	67.8%	51.6%	0%	84.1%	73.4%	65.3%
Unsealed	46.4%	32.6%	17%	12.9%	7.8%	16.9%
Narrow lane width (<3.0m)	63.5%	56.6%	100%	0%	0%	0%
Very narrow shoulder width (0m to < 0.5m)	96.9%	79.6%	33.2%	96.1%	68.4%	29.8%
Severe level roadside hazard	38.4%	27.6%	17%	0%	0%	0%
AADT >6000vpd	2.5%	12%	66.8%	0.2%	2.8%	34.2%
Speed limit 100km/h	65.3%	58.2%	100%	0.6%	0%	0%

Table 1 : Summary of irr ranking in Whittlesea (source: infrastructure risk rating dashboard)

Engagement with local community

The development of the Road Safety Plan has been informed by community and stakeholder consultation. The City of Whittlesea sought feedback from the community to obtain an understanding of the key road safety issues in the municipality.

Engagement activities included:

Digital engagement: Organic social media posts reached 9,800 people. An online post on Council's Engage page website there were found generated 826 impressions, driving 54% of traffic to the website. The campaign received 202 direct views contributing 32% of total community feedback.

Community events: One community pop-up event attracted over 70 participants. A social mapping activity was used by 210 participants, while 92 individuals completed the online survey (an activity also mirrored in the in-person Community Festival pop-up).

Through these consultations, the following road safety priorities were reported, shaping the Road Safety Plan:

1. Speed limits on residential roads
2. Driving behaviours
3. Local roads and shared paths
4. Bicycle infrastructure
5. Pedestrian infrastructure

The digital Engage page also hosted a social map activity for participants to drop a pin on an area that they felt was unsafe or safe across the City of Whittlesea. The top four suburbs that received the most pin drops for unsafe roads, paths and other reasons are as follows:

- South Morang (15%)
- Wollert (14%)
- Donnybrook (13%)
- Epping (11%)



“Use of speed reduction devices to slow down traffic and discourage local traffic using this road as a shortcut to the back of the estate and regular speeding”.

– Kestrel Road, South Morang



“Dangerous speeding along this stretch of road requires speed humps or similar to reduce excessive speeding.”

– Gordons Road, South Morang



“The pedestrian crossing is unsafe. Vehicles don't always stop for pedestrians at this crossing. Need proper red light pedestrian crossing.”

– Main Street, Thomastown

Engagement with stakeholders

As a part of the engagement process for developing the road safety actions, an online workshop was conducted with representatives of a diverse range of stakeholder organisations including the DTP, Victoria Police, Transport Accident Commission (TAC), and Road Safe Metro Northeast.

During stakeholder discussion sessions, emphasis was placed on enhancing ongoing collaborative support on future infrastructure upgrades where DTP and TAC would co-fund such as roundabouts, raised crossings, and speed reduction treatments in high-risk areas of the City of Whittlesea. They also highlighted need of effective use of crash and injury data provided by Victoria Police and TAC to help the Council's traffic and transport team in setting road safety targets and related interventions.

Existing road safety initiatives

The City of Whittlesea continues to build on safety measures for all who utilise our roads.

Existing initiatives include:

1. Local Area Traffic Management (LATM) plans, most recently completed in Mill Park.
2. Bicycle facility improvements and connections including the introduction of separated bicycle paths in our growth areas.
3. Pedestrian crossing facility improvements, including new signalised crossings, raised pedestrian crossings and zebra crossings.
4. Local and Collector Road Traffic Management Programs
5. Speed limit reviews and reductions on local roads.
6. Annual funding for new footpaths and shared paths.
7. Annual blackspot application process to seek funding for priority road safety projects.
8. Road Safety and Speed awareness measures and monitors.
9. Council's Town Centre Revitalisation Program which improves overall amenity and pedestrian safety at local shops
10. Ongoing collaboration and partnership with industry partners/stakeholders such as Victoria Police, DTP, and TAC.

A map for road safety in the City of Whittlesea

The Road Safety Plan acknowledges road safety as our shared responsibility and sets line of actions for Council, relevant stakeholders and local community by adapting the principles of safe system approach.

Safe System Approach- The way we move towards zero trauma

Road transport is a complex system consisting of the interactions between road users, vehicles, and road infrastructure. The Safe System recognises that all the elements of the road transport system must work together to create a safe system, to prevent crashes and limit the severity of injuries and road trauma.

The City of Whittlesea commits to implementing the Safe System Approach by focusing on the four elements as strategic focus areas in our road safety projects and initiatives, with a key aim to minimise road trauma on our roads according to the safe system principles.

The Safe System is summarised in the diagram below.

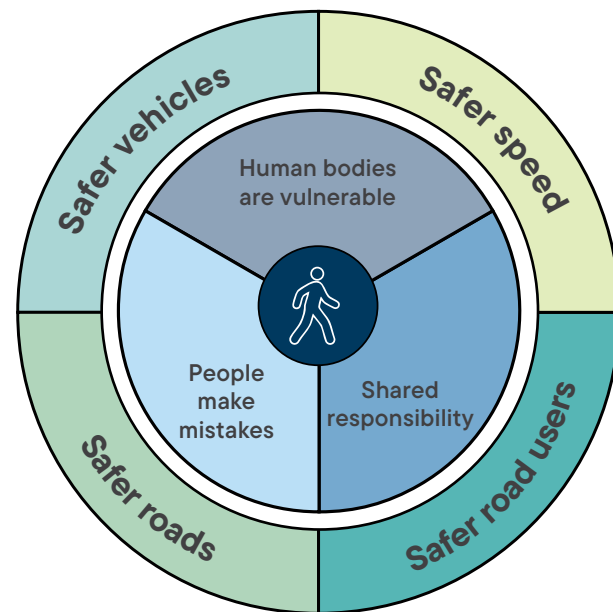


Figure 12: Safe system elements in road safety
(source: <https://www.Vic.Gov.Au/road-safety-action-plan-2>)

Elements of Safe System Approach

The action plan for road safety is based on following four key elements of the safe system approach:

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 minimise the likelihood of driver error and be forgiving of errors when they do occur, providing the safest possible outcome in adverse circumstances.

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.

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.

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

Our ultimate goal of zero fatalities and serious injuries will require time to achieve. While we strive to apply the Safe System to our extensive road network, crashes will continue to occur, and post-crash care is vital. When a serious crash occurs, emergency services are required to attend the scene. The time required for emergency response personnel to reach individuals injured in a crash can be a critical factor in determining the severity of the injury. As such, it is essential that emergency response times, accessibility for emergency vehicles, and communication to emergency services are considered in our road safety planning.

Principles of the Safe System

The Safe System framework is based upon the following three principles. We will apply these principles to current and future projects in the City of Whittlesea.

1. Human bodies are vulnerable

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

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

Natural tolerances to physical forces are outside of our control, but there is a lot that we can do to control the safety elements that are within our influence. We can reduce or avoid physical impacts greater than those that can be withstood by the human body by addressing the elements of the Safe System.

2. People make mistakes

Human errors will be there, and while we continue to control our vehicles manually, our errors will continue to result in crashes. However, such crashes should not result in a death or serious injury. The Safe System recognises the unavoidable nature of human error, and rather than placing the blame on the road user, it recognises the need for those involved in road design, road maintenance, and road use to share responsibility for the large variety of factors that contribute to a crash. This approach addresses a broader range of road safety issues without diminishing the responsibilities of road users. We all make mistakes, but no one should have to pay for them with their life or a life changing injury.

3. Shared responsibility

Creating a safe road network is everyone's responsibility. Businesses, organisations, individuals, and the City of Whittlesea we acknowledge all have a role to play for us to move Towards Zero.

NOTE: Council acknowledges that there are many methods and means of creating slower and safer environments for pedestrians, cyclists and cars alike. Council will continue to build evidence and research to improve safety for all users in our streets.

The role of community in road safety

We all have a shared responsibility for the safety of everyone on the road network. As a community, we can:

1. Make safer choices when considering transport mode and route
2. Choose safer travel speeds and behaviours, including low vehicle speeds where there are pedestrians and cyclists, not driving if fatigued, not using phones while driving, being mindful of other road users and safe e-scooter behaviour.
3. Wear appropriate personal protective equipment (helmets and safety gear) when on a motorcycle, scooter or bicycle
4. Set a good example and teach the youngest members of our community safe travel choices and behaviours
5. Let Council know about road safety concerns, for example hazards
6. Report hoon behaviour to Victoria Police.

By sharing our responsibilities together, we can make the roads in the City of Whittlesea safe for all.

The role of the City of Whittlesea in road safety

The Council is committed to providing a leadership role in road safety and will support the delivery of the Victorian Road Safety Strategy 2021-2030. We will:

1. Prioritise road safety impacts in planning decisions and new developments
2. Advocate for road safety on the arterial road network
3. Collaborate with key partners to support improved safety outcomes
4. Seek state government funding investment in road safety projects and infrastructure
5. Deliver road safety improvements through our capital works program
6. Work with the community to help identify road safety concerns and priorities
7. Encourage safe travel behaviour
8. Undertake regular monitoring and review, undertake research and adapt for future strategies and best practice methods in improving road safety.



Action Plan

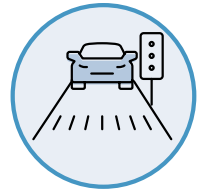
This action plan aims to identify road safety risk factors and implement appropriate remedial measures. The proposed road safety actions are developed according with the four key elements of the Safe System approach and aligned with the foundational pillars of road safety - engineering, education and enforcement. In the table below, these pillars are represented by the colours brown, green and yellow respectively.



Safer Road Users

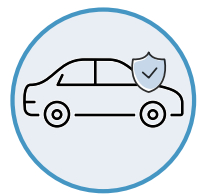
Actions	Time frame	Partnership
Safety of Pedestrians and Cyclists		
1.1 Provide best practice pedestrian and cycling infrastructure, including paths, crossings, and connections to existing networks and in new subdivision work and ensure all new projects and developments are reviewed through the safe system lens.	On-going	DTP/TAC
1.2 Undertake road safety audits at locations with high pedestrian and cyclists use such as town centres, local shops, public transport stations etc. to inform Council investment, including reviewing compliance of path with standards and DDA requirements. The safety audits also complement the outcomes of the Town Centre Revitalisation Program of the City of Whittlesea which aims to create a safer, greener and more welcoming shopping strip for the community.	On-going	DTP/TAC
1.3 Address gaps or discontinuities in the existing footpath/shared path network as part of missing link project	On-going	DTP/TAC
1.4 Promote safe behaviour campaign for cycling, including: - Infrastructure improvements such as decals and signage - Support state-wide campaigns that communicate safe sharing of shared paths, and tailor communications to local community - Public awareness on safety requirements and legal use of micromobility devices. Note: Micromobility includes movement by small, lightweight vehicles such as e-scooters or e-bikes that are designed for short-distance transport and use the network in a similar manner to bicycles, often sharing spaces with pedestrian as appropriate in the road rules. (Adapted from Victoria's Active Transport Plan)	Annual	DTP /TAC/ Whittlesea BUG
1.5 Advocate for increased targeted enforcement and use of technology to address speeding, illegal vehicles (e-bikes and e-scooters) and other behaviours that place vulnerable road users at risk.	On going	Victoria police /DTP
1.6 Undertake research and provide internal Council training into best practice approaches to slow speeds and improve pedestrian and cycling safety, including understanding the psychological influences on speeding behaviour.	2027-2028	DTP/TAC/ Victoria Police/ Academia

Actions	Time frame	Partnership
Safer travel to school		
1.7 Deliver a comprehensive neighbourhood level analysis of traffic management and spatial risks in school precincts where there are often a mix of road users at busy school drop-off and pickup times – with vehicles parking to drop-off/ collect children, people completing their active travel journey and others walking from parked vehicles into the school grounds. Conduct safe access audits or road safety audits for school precinct. - Design safe walking and riding routes to school - Identify recommended improvements - Apply for road safety grants targeting vulnerable road users - Prioritise and program actions/improvements Enforce traffic/parking laws during drop and pick up times by Council's Parking Services team and Victoria Police.	On-going	DTP/TAC/ Victoria Police/ Schools
1.8 Develop a prioritised list of crossing locations requiring safety improvements. Identify safety treatments and develop a program of improvements.	Annual	DTP/TAC
1.9 Promote road safety education for children and parents providing information to be distributed via school newsletters. Include road safety and active transport as agenda items in any formal meetings with schools. Seek opportunities to promote and support safe walking and cycling campaigns.	On-going	DTP/TAC
Safety of motorcyclists		
1.10 Advocate for counter measures to reduce the likelihood and severity of motorcycle crashes on the arterial network; including road pavement conditions, speed reduction, and motorcycle friendly safety barriers.	On-going	DTP /TAC/ Road Safe Metro North- East (MNE)
1.11 Educate local community about motor cyclists' safety and celebrate annual Motorcyclists' Safety Day.	On-going	DTP /TAC/ Road Safe MNE
1.12 Promote the use of protective gear and safety features on motorcycles and facilitate training opportunities.	Annual	DTP /TAC/ Road Safe MNE / Harley Owners Group.
Safety of drivers		
1.13 Implement physical speed management measures through Local Area Traffic Management (LATM) and other road safety capital work programs and projects.	On-going	DTP
1.14 Develop a prioritised list of intersections requiring safety improvements. Identify safety treatments and develop a program of improvements.	Annual	DTP
1.15 Partner with Road Safe Metro Northeast to identify and deliver safety messages using VMS and other campaigns	On-going	Road Safe MNE
1.16 Explore collaborative opportunities for educational campaign on road rules and safety risks for all road users, including senior citizens and vulnerable road users.	Annual	DTP /TAC/ Vic Police/ Road Safe MNE



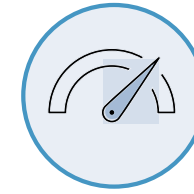
Safer Streets

Actions	Time frame	Partnership
2.1 Develop a Network Safety Plan to evaluate the systematic road safety risks across the whole road network of the City of Whittlesea.	2026-2027	DTP/ TAC
2.2 Review crash data and high-risk locations to identify areas requiring intervention. Assess what treatments are required and submit applications for funding to improve black spot safety.	On-going	DTP
2.3 Ensure road design and intersections in new developments as per Neighbourhood design manual incorporate safe system principles	On-going	DTP
2.4 Ensure maintenance of potholes, ruts, depressions and cracks on council managed roads as per the City of Whittlesea's Road maintenance plan 2025 and advocacy for state managed roads.	On going	DTP
2.5 Review safety issues associated with heavy vehicle risks/routes and propose suitable treatments.	On-going	DTP



Safer Vehicles

Actions	Time frame	Partnership
4.1 Advocate and promote relevant information to educate the Council staff, and local businesses in relation to fleet safety including 5-star ANCAP rating - latest vehicle safety technologies - maximum vehicle and fleet age - drivers trained and encouraged to use safety features	Annual	DTP/TAC
4.2 Advocate and promote safety ratings of vehicles to the community to encourage purchase of safer vehicles in partnership with Road Safe Metro Northeast.	Annual	Road Safe MNE



Safer Speeds

Actions	Time frame	Partnership
3.1 Review speed limits around schools and activity precincts, including the consideration of application for 30km/h speed limit zones.	On-going	DTP
3.2 Conduct speed zoning reviews with the aim of achieving safer and more consistent speed limits across all roads.	On-going	DTP
3.3 Continue to conduct regular speed monitoring surveys and monitoring in response to community requests Consider need for: - Speed management treatments - Request for police enforcement at confirmed high speed locations/areas - Use of the speed trailers to promote appropriate driving behaviour, especially in areas adjacent to schools.	On-going	DTP
3.4 Identify high risk locations in municipality for speed enforcement activity, including rural sealed and unsealed road as identified in the Network Safety Plan.	Annual	DTP /TAC
3.5 Undertake speed campaigns in collaboration with Victoria Police and continue working with TAC to promote education about the importance of safer speeds.	On-going	TAC/ Victoria Police
3.6 Advocate to the State Government for greater investment in high-speed urban and rural roads for increased maintenance and improvements.	On-going	DTP

Monitoring and Evaluation

The City of Whittlesea will keep track of crash records to closely monitor the effectiveness of the actions proposed in the action plan. By collaborating with other government agencies such as DTP, Victoria Police, TAC, and stakeholders within the Council, we will produce an annual review of implemented actions and safety trends. The result of the review process will help to adjust the action plan accordingly to ensure the crash reduction targets are on track and the actions remains relevant, responsive and grounded in what matters most to our community.





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