



Mildura Rural City Council

MINUTES

Ordinary Meeting of Council

5.30pm Wednesday 24 January 2018

VENUE:

**Committee & Council Room
76 Deakin Ave, Mildura**

**NEXT ORDINARY COUNCIL MEETING
5.30pm Wednesday 28 February 2018**

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GERARD JOSÉ

CHIEF EXECUTIVE OFFICER

1 PRAYER AND ACKNOWLEDGEMENT OF COUNTRY

The Mayor read the Council prayer and paid respects to the traditional land owners.

2 OPENING AND WELCOME

The Mayor welcomed the public to this meeting.

3 PRESENT

Councillors

Cr Mark Eckel	Mayor
Cr Ali Cupper	Deputy Mayor
Cr Greg Brown	
Cr Anthony Cirillo	
Cr Simon Clemence	
Cr Glenn Milne	
Cr Jason Modica	
Cr Min Poole	

Officers

Gerard José	Chief Executive Officer
Matt George	Acting General Manager Development
Martin Hawson	General Manager Community
Chris Parham	General Manager Corporate
Richard Sexton	Manager Corporate Administration

4 APOLOGIES

2018/0001

Moved: Cr Glenn Milne

Seconded: Cr Greg Brown

Council accept the apology from the following Councillor:

Cr Max Thorburn

CARRIED

5 CONFIRMATION OF MINUTES

2018/0002

Moved: Cr Anthony Cirillo

Seconded: Cr Min Poole

That the Minutes of the Ordinary Council Meeting held on Thursday 14 December 2017 be confirmed as a correct record.

CARRIED

2018/0003

Moved: Cr Min Poole
Seconded: Cr Glenn Milne

That the Minutes of the Confidential Council Meeting held on Thursday 14 December 2017 be confirmed as a correct record.

CARRIED

6 CONFIRMATION OF ASSEMBLY OF COUNCILLORS

In accordance with Section 80A of the Local Government Act 1989 (the Act), records of Assemblies of Councillors must be reported at the next practicable Council meeting and recorded in the minutes.

An Assembly of Councillors is defined in Section 76AA of the Act as a meeting at which matters are considered that are intended or likely to be the subject of a Council decision or the exercise of a delegated authority and which is either of the following:

- A meeting of an advisory committee where at least one Councillor is present; or
- A planned or scheduled meeting that includes at least half the Councillors and at least one Council officer.

The record is therefore presented for Council's noting.

2018/0004

Moved: Cr Glenn Milne
Seconded: Cr Jason Modica

That Council note the Assembly of Councillors records for the following meetings:

- Council Forum – 7 December 2017
- Planning Forum – 11 December 2017

CARRIED

RECORD OF ASSEMBLIES OF COUNCILLORS

Assembly Details	Councillor Attendees	Officer Attendees	Matters Discussed	Conflict of Interest Disclosures
Council Forum 7 December 2017 1pm	Cr Greg Brown Cr Anthony Cirillo Cr Simon Clemence Cr Ali Cupper Cr Mark Eckel Cr Glenn Milne Cr Jason Modica Cr Min Poole Cr Max Thorburn	Gerard José, Chief Executive Officer Chris Parham, General Manager Corporate Services Martin Hawson, General Manager Community Mandy Whelan, General Manager Development Richard Sexton, Manager Corporate Administration Ben Piscioneri, Public Relations Officer	<ol style="list-style-type: none"> 1. Draft Mallee Floodplain Management Strategy 2. Mallee Catchment Management Authority Sustainable Diversion Limits Project 3. Mallee Catchment Partnership Agreement 4. Mildura Airport Pty Ltd Annual Report 2016-2017 5. Mildura Airport Master Plan Submissions 6. Monthly Management Report 7. Property Valuations Update 8. Mildura Riverfront Commercial Trading Policy and Guidelines 9. Building Better Regions Funding Application: Mildura South Regional Sporting Precinct 10. Confidential Item 11. Mildura Planning Scheme Amendment C98 12. Councillor Surveys 2017 13. Councillor Issues & Questions 	Nil
Planning Forum 11 December 2017 5.30pm	Cr Simon Clemence Cr Ali Cupper Cr Mark Eckel Cr Glenn Milne Cr Jason Modica Cr Min Poole Cr Max Thorburn	Mandy Whelan, General Manager Development Matthew Jackson, Acting Statutory Planning Coordinator	<ol style="list-style-type: none"> 1. Planning Permit Application 005.2017.00000136.001 	Nil

7 NOTIFICATION OF ABSENCE

Nil

8 MAYORAL REPORT

8.1 MAYOR'S REPORT DECEMBER 2017

Summary

The following is a report on the activities and functions attended by the Mayor during the month of December 2017, as confirmed by the Mayor.

2018/0005

Moved: Cr Ali Cupper
Seconded: Cr Jason Modica

That Council note the contents of this report.

CARRIED

NB: In addition, the Mayor spoke regarding recognition of Sister Grace Rogers' life of service.

9 COUNCILLORS REPORTS

9.1 COUNCILLOR'S REPORT DECEMBER 2017

Summary

The following is a report on the activities and functions attended by Councillors during the month of December 2017, as confirmed by the Councillors.

2018/0006

Moved: Cr Glenn Milne
Seconded: Cr Simon Clemence

That Council note the contents of this report.

CARRIED

NB: In addition Cr Milne spoke regarding New Years' Eve at Nowingi Place and commended staff for a fantastic evening.

NB: In addition Cr Milne spoke regarding the storm damage at Mildura, Merbein, Irymple, Nichols Point and Chateau Mildura and commended staff for their post-event efforts in responding to the damage and clearing of debris.

NB: In addition Cr Milne advised that he also attended the following:

- MC for Carols by Candlelight
- Opened Red Cliffs Carols by Candlelight
- Toured Belectric Solar Farm
- Meeting with Mildura Ambulance (crossover)
- Meeting with Mildura Regional Development
- Attended the Upland Sister City Christmas Function
- Attended Rail Freight Advisory Group Meeting
- Chaired Rail Freight Alliance Meeting
- Attended the Ministerial Freight Reference Group Meeting

10 RESPONSES TO COUNCILLORS QUESTIONS

Nil

11 QUESTIONS FROM COUNCILLORS

11.1 CR ANTHONY CIRILLO LEVER JARY PROJECT UPDATE

File Number: 08/04/05

"In relation to the Lever Jary Project which I brought up at the last Council Meeting or could even have been in November – so to my knowledge the project's been delayed till completion in February and I was just wondering what was the cause of that delay especially when we were told it was going to be completed between 4-6 weeks?"

Matt George, Acting General Manager Development took this question on notice.

11.2 CR GLENN MILNE SOLAR FARMS – MOIA & FARMING ZONE

File Number: 13/10/01

"Can we raise at the Councillor only meeting tomorrow, the matter of organisation a meeting with Planning Minister Wynne to address the issue of Solar Farms in the MOIA in particular and the Farming Zone in general?"

The Mayor, Cr Mark Eckel advised that this matter can be raised at the Councillor only Meeting due to be held on Thursday 25 January 2017.

11.3 CR GLENN MILNE**PASSENGER RAIL FEASIBILITY STUDY****File Number: 15/08/02**

“Where are we at with the Passenger Rail Feasibility Study? When will the process to appoint a consultant to do the work begin?”

Gerard José, Chief Executive Officer advised that whilst the study had not progressed as quickly as anticipated, a meeting has been scheduled with Councillors for 13 February 2018 to discuss & confirm their willingness to participate.

11.4 CR GLENN MILNE**RIVERFRONT PLANS - BOAT RAMP AREA****File Number: 13/03/08**

“What is the plan with the riverfront area near the Mildura boat ramp that is currently fenced?”

Matt George, Acting General Manager Development advised that the fence was installed for safety reasons due to the obvious erosion issues on the bank. Mr George further advised that before any works can commence on that area, some culturally sensitive issues are currently being worked through. Following this process it is anticipated that repairs will be completed in the near future.

11.5 CR GLENN MILNE**PLANNING ONLINE****File Number: 13/05/01**

“When will planning “go live” online? We have been discussing this for about five years but as far as I’m aware we haven’t progressed to that point – is there a day, date, time?”

Chris Parham, General Manager Corporate advised that an internal project team has been established and is currently working through the requirements of an electronic application process. Mr Parham further advised that several internal changes required to move away from paper to become more electronic will be implemented in the very near future and these changes will also facilitate the adoption of an electronic application process. Whilst an exact “go live” date cannot be forecast, Mr Parham provided assurance that Council is moving in that direction.

12 NOTICES OF MOTION

12.1 HUGH KING DRIVE & CURETON AVENUE - HOON DRIVING

MOTION

2018/0007

Moved: Cr Simon Clemence
Seconded: Cr Glenn Milne

That Council:

- i. investigates appropriate action to reduce incidents of Hoon driving in Hugh King Drive and Cureton Ave by increasing road calming initiatives including speed humps, and;
- ii. investigates the use and appropriateness of CCTV as a tool to reduce Hoon driving in these areas; and
- iii. outlines its concern regarding Hoon driving in Hugh King Drive to Victoria Police Local Command requesting on going attention.

CARRIED

13 PETITIONS

13.1 PETITION - RURAL ACCESS WORKER POSITION

Summary

A petition has been received requesting for the continuation of Council's Rural Access Worker position.

The petition contains 98 signatures.

A copy of both the correspondence and attached petition has been distributed directly to Councillors because of privacy issues that prevent inclusion directly within the Agenda.

2018/0008

Moved: Cr Glenn Milne
Seconded: Cr Min Poole

That Council note the petition and that this matter be considered within the February 2018 Ordinary Council Meeting.

CARRIED

14 MANAGEMENT REPORTS

14.1 DELEGATION TO DALI - SISTER CITY

Cr Mark Eckel declared that he held a direct conflict of interest and accordingly left the meeting and remained outside while the vote was taken, having taken no part in the debate, the time being 5.43pm.

At this point, the Deputy Mayor took the chair.

Before the vote was taken, Gerard José, Chief Executive Officer advised that as the itinerary for the Mayor's proposed visit to China has become clearer, so have the financial implications for the visit and these were outlined to Councillors as follows:

The costs associated with the visit to Dali will be minimal as the Mayor has advised that he will personally meet all international airflights from Melbourne to China return, and the Dali prefecture have offered to meet all expenses incurred within Dali.

Council's contribution therefore will be the airflights between Mildura and Melbourne (return), flights from Wuhan to Dali and Dali to Chengdu, and if any accommodation in Wuhan and Chengdu (to be confirmed).

Summary

This report stems from an invitation received from Mr Tain Jian Quan, Deputy Governor of Dali Bai Autonomous Prefecture of Yunan Province, People's Republic of China, inviting the Mayor of Mildura Rural City Council to lead a delegation to visit Dali in early March 2018.

The proposed delegation to Dali is being coordinated through Mildura SuniTafe and aims to strengthen the sister city link between Dali Prefecture and Mildura Rural City Council, promote both educational opportunities for Chinese students to study in Mildura and general tourism and participate in Dali University's International Day.

2018/0009

Moved: Cr Glenn Milne
Seconded: Cr Anthony Cirillo

That Council approves for Mayor Cr Mark Eckel to lead the planned delegation to Dali, China between 2 March 2018 and 13 March 2018 to promote both educational opportunities for Chinese students to study in Mildura and participate in Dali University's International Day.

CARRIED

Cr Mark Eckel returned to the meeting, and the Deputy Mayor vacated the chair, the time being 5.45pm

14.2 ADOPTION OF MEMORIALS & PLAQUES POLICY CP043

Summary

The purpose of this report is to present the Memorials & Plaques Policy CP043 and seek Council's resolution to adopt the new policy.

2018/0010

Moved: Cr Glenn Milne
Seconded: Cr Simon Clemence

That Council adopt the Memorial & Plaques Policy CP043 as presented.

CARRIED



Mildura Rural City Council

Memorials & Plaques Policy

Policy – CP043

Prepared	Reviewed	Approved	Date	Council Minute No.
Governance	ELT	Council	24 January 2018	2018/0010
Trim File: 18/02/01			To be reviewed: January 2022	
Document Owner: Manager Corporate Administration			Review Frequency: Four Years	

1. The purpose of this policy is

To provide consistency with which Council commemorates the contribution of members of the community to the social, cultural or political aspects and development of the Mildura Rural City Council.

This policy provides the framework for the application and installation of all memorials and plaques whether in or on buildings, on the pavement, in parks, gardens streets or public open spaces and defines the conditions under which Council will accept such requests.

2. Policy Statement

Mildura Rural City Council recognises that members of the community may wish to establish a memorial for persons, events or disasters in public open spaces and road reserves.

Council will deal sensitively with all requests for the establishment of memorials.

3. Principles

Requests for memorials and plaques must be made to the Chief Executive Officer by completing an *Application to Place a Memorial on a Council Owned or Controlled Asset (Land Manager's Consent)* and a Council resolution will be required to approve the installation of a memorial or plaque.

In dealing with requests, the following criteria will be considered:

- Outcomes of the Land Manager's Consent pre-approval process and assessment of the design and wording.
- In respect to public open spaces, only memorials recognising a significant contribution by an individual or group to the cultural, political or social development within the Mildura Rural City Council municipal area, or identifying the location of a significant event or disaster, will be approved.

- Applications require the endorsement of any appropriate cultural guardians, authorities/organisations or family relevant to the nomination.
- A memorial should be located in a position where it will not distract drivers' attention, interfere with the role of any traffic control item, be hazardous to passing traffic or hinder use of a Council facility.
- The amenity and particular values of public open space remains protected after the establishment of a memorial.
- A memorial should not prevent appropriate maintenance of a road reserve (VicRoads' Clear Zone Guidelines should be used to assess this).
- Applicants should be made aware of any possible risks in visiting roadside memorials and should be advised on safe practices in this regard, eg stopping clear of traffic.
- The establishment & maintenance of a memorial will bear no cost to Council.
- The location should be chosen to minimise risk.

Council may decommission a memorial on the following basis:

- High levels of community anxiety and negative feedback.
- Changes to the open space environment that may impact negatively on the memorial.
- At the request of the applicant (and at no cost to Council).
- Where the level of significance may have waned considerably.

Memorials and Plaques Establishment Procedure details the process to be followed for the establishment of memorials and plaques in the Mildura Rural City Council.

4. Implementation

This policy and its implementation will be managed and monitored by the Chief Executive Officer.

5. Definitions

Plaque	Flat tablet of metal, stone or other material which includes text or images which commemorate a person, event or historical information relative to the location or a new public artwork of significance.
Memorial	An object or planting established in memory of a person, association, anniversary or event and includes a monument.
Public Open Space	Open space refers to all land owned and/or managed by Council that is zoned Public Park and Recreation Zone or Public Conservation Resource Zone and is available for public access. Typically open space includes parks, gardens, trails, habitat corridors, utilities reserves, foreshores, waterways, sportsgrounds and conversation reserves. It does not include vacant municipal land zoned for other purposes.

Public Place Public Place refers to road reserves, Municipal Buildings, Streetscapes and other council lands that are owned and/or managed by Council.

6. Legislation and other references

6.1 Legislation

For further information related to this policy see:

- VicRoads Clear Zone Guidelines

6.2 Documents

- Memorials & Plaques Establishment Procedure
- Application to Place a Memorial on a Council Owned or Controlled Asset (Land Manager’s Consent)
- Land Manager’s Consent Policy CP061
- Asset Management Policy CP031

6.3 Risk Assessment Reference

Please tick the corporate governance risk(s) that this policy is addressing.

Risk Category	✓	Risk Category	✓
Asset Management	✓	Financial Sustainability	
Committees		Human Resource Management	
Compliance – Legal & Regulatory		Leadership & Organisational Culture	✓
Contract Management		Occupational Health & Safety	
Contract Tendering & Procurement		Organisational Risk Management	✓
Corporate Governance		Project Management	
Environmental Sustainability		Public Image and Reputation	✓

14.3 CREATION OF CAPITAL WORKS RESERVE

Summary

Under the Financial Reserves Policy OP216, formal Council approval is required for the creation of a discretionary reserve if the value is expected to exceed \$250,000 at any time. Therefore, Council approval is sought to create the proposed Capital Works Reserve.

2018/0011

Moved: Cr Glenn Milne
Seconded: Cr Greg Brown

That Council:

- (i) approves the establishment of a capital works reserve to hold funds for approved capital works projects; and
- (ii) approves the transferral of approved capital works projects' funds into a future period.

CARRIED

14.4 QUARTERLY FINANCIAL MANAGEMENT REPORT - DECEMBER 2017

Summary

This report presents Council's draft financial position for the period ending 31 December 2017 through a number of standard reports that have been prepared using generally accepted accounting principles.

In summary, these reports show:

- a surplus of \$39.509 million
- capital expenditure of \$12.127 million
- cash and cash equivalents balance of \$22.599 million
- investments greater than 3 months of \$18.600 million.

2018/0012

Moved: Cr Glenn Milne
Seconded: Cr Anthony Cirillo

That Council note the contents of the Quarterly Financial Management Report for the period ending 31 December 2017.

CARRIED

**MILDURA RURAL CITY COUNCIL
INCOME STATEMENT
For the period ending 31 December 2017**

	Annual	YTD Budget	YTD Actuals	Variances		
	Budget	31 December	31 December			
	2017/ 2018	2017	2017			
	\$'000	\$'000	\$'000	\$'000	%	Ref
Income						
Rates and charges	66,550	65,550	65,982	432	1	
Statutory fees and fines	2,147	1,233	1,398	165	13	
User fees	6,237	3,154	3,452	298	9	
Grants - Operating	21,423	15,434	16,680	1,246	8	
Contributions - monetary	344	130	213	83	64	
Other Income	4,739	2,273	3,238	965	42	1
Total Income	101,440	87,774	90,963	3,189	4	
Expenses						
Employee benefits	45,673	22,453	21,917	536	2	
Materials and services	40,566	22,295	21,349	946	4	
Bad and doubtful debts	85	-	-	-	-	
Depreciation and amortisation	19,663	9,831	9,831	-	-	
Borrowing costs	1,151	562	586	(24)	(4)	
Other expenses	1,111	563	619	(56)	(10)	
Total Expenses	108,249	55,704	54,302	1,402	3	
Surplus/(Deficit) from operations	(6,809)	32,070	36,661	4,591	14	
Grants - capital	4,254	2,127	2,140	13	1	
Net gain on disposal of property, infrastructure, plant and equipment	310	155	92	(63)	(41)	
Contributions - monetary (capital)	525	262	616	354	135	2
Surplus/(deficit)	(1,720)	34,614	39,509	4,895	14	
Other comprehensive income items that will not be reclassified to surplus or deficit in future periods:						
Net asset revaluation increment / (decrement)	5,000	-	-	-	-	
Share of net profits/(losses) of associates and joint ventures accounted for by the equity method	8,882	-	-	-	-	
Total Comprehensive result	12,162	34,614	39,509	4,895	14	

**MILDURA RURAL CITY COUNCIL
INCOME STATEMENT
VARIANCE EXPLANATION REPORT
For the period ending 31 December 2017**

<u>Ref</u>	<u>Item</u>	<u>Explanation</u>
1	Other Income	Receipt of insurance disaster recovery funds for the reimbursement of costs relating to last financial years flood and storm events.
2	Contributions - monetary (capital)	Developer Contributions received are greater than forecast due to increased economic activity around the municipality.

**MILDURA RURAL CITY COUNCIL
BALANCE SHEET
As at 31 December 2017**

	Annual Budget 2017/ 2018 \$'000	YTD Actuals 31 December 2017 \$'000
Assets		
Current assets		
Cash and cash equivalents	9,361	22,599
Trade and other receivables	6,408	49,283
Other financial assets	10,271	18,600
Inventories	821	630
Other assets	568	41
Total current assets	27,429	91,153
Non-current assets		
Trade and other receivables	5,049	5,129
Investments in associates	50,664	42,699
Property, infrastructure, plant and equipment	737,437	711,952
Other financial assets	0	1,750
Intangible assets	6,229	5,977
Total non-current assets	799,379	767,507
Total assets	826,808	858,660
Liabilities		
Current liabilities		
Trade and other payables	5,656	8,367
Trust funds and deposits	1,967	1,246
Provisions	11,618	8,959
Interest bearing loans and borrowings	813	358
Total current liabilities	20,054	18,930
Non-current liabilities		
Provisions	17,495	16,271
Interest bearing liabilities	18,954	20,471
Total non-current liabilities	36,449	36,742
Total liabilities	56,503	55,672
Net assets	770,305	802,988
Equity		
Accumulated Surplus	311,600	351,092
Reserves	458,705	451,896
Total equity	770,305	802,988

MILDURA RURAL CITY COUNCIL
CASH FLOW STATEMENT
As at 31 December 2017

	Annual	YTD Budget	YTD Actuals	Variances		
	Budget 2017/2018 Inflows (Outflows) \$'000	31 December 2017 Inflows (Outflows) \$'000	31 December 2017 Inflows (Outflows) \$'000	\$'000	%	Ref
Cash flows from operating activities						
Rates and charges	66,481	24,329	22,064	(2,265)	(9)	
Statutory fees and fines	2,147	1,359	1,398	39	3	
User fees	6,491	3,133	3,452	319	10	1
Grants - operating	22,494	17,358	17,514	156	1	
Grants - capital	4,467	1,931	4,927	2,996	155	2
Contributions - monetary	869	398	870	472	119	3
Interest received	1,292	527	756	229	43	4
Trust funds and deposits taken	6,000	2,130	3,000	870	41	5
Other receipts	3,447	1,318	2,748	1,430	108	6
Net GST refund / payment	2,463	773	1,022	249	32	
Employee costs	(45,127)	(23,653)	(24,171)	(518)	2	
Materials and services	(44,034)	(17,735)	(21,923)	(4,188)	24	7
Trust funds and deposits repaid	(6,000)	(2,620)	(3,427)	(807)	31	8
Other payments	(1,111)	(562)	(619)	(57)	10	
Net cash provided by/(used in) operating activities	19,879	8,686	7,611	(1,075)	(12)	
Cash flows from investing activities						
Payments for property, plant & equipment	(33,690)	(11,797)	(12,127)	(330)	(3)	
Net proceeds from financial assets	-	-	(15,818)	-	100	9
Proceeds from sale of property, infrastructure, plant and equipment	510	257	459	202	(79)	10
Net cash provided by/(used in) investing activities	(33,180)	(11,540)	(27,486)	(15,946)	(138)	
Cash flows from financing activities						
Repayment of borrowings	(711)	(355)	(342)	13	4	
Finance costs	(1,151)	(600)	(586)	14	2	
Net increase/(decrease) in cash & cash equivalents	(1,862)	(955)	(928)	27	3	
Net increase/(decrease) in cash & cash equivalents	(15,163)	(3,809)	(20,803)	(16,994)	446	
Cash at beginning of financial year	24,524	24,524	43,402	18,878	77	
Cash and cash equivalents at the end of the period/financial year	9,361	20,715	22,599	1,884	9	

MILDURA RURAL CITY COUNCIL
 CASH FLOW STATEMENT
 VARIANCE EXPLANATION REPORT
 For the period ending 31 December 2017

Ref.	Item	Explanation
1	User fees	Bitumen Services Private works receipts have exceeded expectations and is greater than forecast.
2	Grants - capital	Timing around the receipt of capital grants. This is often difficult to predict with certainty when profiling in advance.
3	Contributions - monetary	Developer Contributions received are greater than forecast due to increased economic activity around the municipality.
4	Interest received	Due to investments being higher than anticipated Council interest income received has exceeded budget expectation.
5	Trust funds and deposits taken	Trust funds and deposits taken is volatile in nature and difficult to predict.
6	Other receipts	Receipt of insurance disaster recovery funds for the reimbursement of costs relating to last financial years flood and storm events.
7	Materials and services	Timing of payments to the Mildura Airport Pty Ltd for the Mildura Airport Runway project.
8	Trust funds and deposits repaid	Trust funds and deposits repaid is volatile in nature and difficult to predict.
9	Net proceeds from financial assets	This is from the increase in term deposits held with a maturity greater than 90 days. This has the effect of cash becoming a financial asset and not cash and equivalents.
10	Proceeds from sale of property, infrastructure, plant and equipment	This is from the sales of plant and equipment and is difficult to predict.

**MILDURA RURAL CITY COUNCIL
STATEMENT OF CAPITAL WORKS
As at 31 December 2017**

	Annual Budget 2017/ 2018	YTD Budget 31 December 2017	YTD Actuals 31 December 2017	Variances
	\$'000	\$'000	\$'000	\$'000
Property				
Land	944	632	568	64
Total land	944	632	568	64
Buildings				
Buildings	2,087	1,111	596	515
Total buildings	2,087	1,111	596	515
Total property	3,031	1,743	1,164	579
Plant and equipment				
Plant, machinery and equipment	2,220	1,366	1,532	(166)
Fixtures, fittings and furniture	181	351	159	192
Computers and telecommunications	848	383	415	(32)
Library books	325	301	197	104
Total plant and equipment	3,574	2,401	2,303	98
Infrastructure				
Roads	13,688	2,231	3,096	(865)
Bridges	229	117	83	34
Footpaths and cycleways	1,114	88	126	(38)
Drainage	6,773	1,514	2,968	(1,454)
Recreational, leisure and community facilities	530	539	132	407
Waste management	2,332	1,116	788	328
Parks, open space and streetscapes	2,139	2,006	1,430	576
Off street car parks	280	42	37	5
Total infrastructure	27,085	7,653	8,660	(1,007)
Total Capital Works	33,690	11,797	12,127	(330)

14.5 ADOPTION OF ROAD SAFETY STRATEGY 2018-2022

Summary

The purpose of this report is to present the *Road Safety Strategy 2018-2022 Towards Zero Trauma* and seek Council's resolution to adopt the strategy.

2018/0013

Moved: Cr Glenn Milne

Seconded: Cr Min Poole

That Council adopt the Road Safety Strategy 2018-2022 as presented.

CARRIED

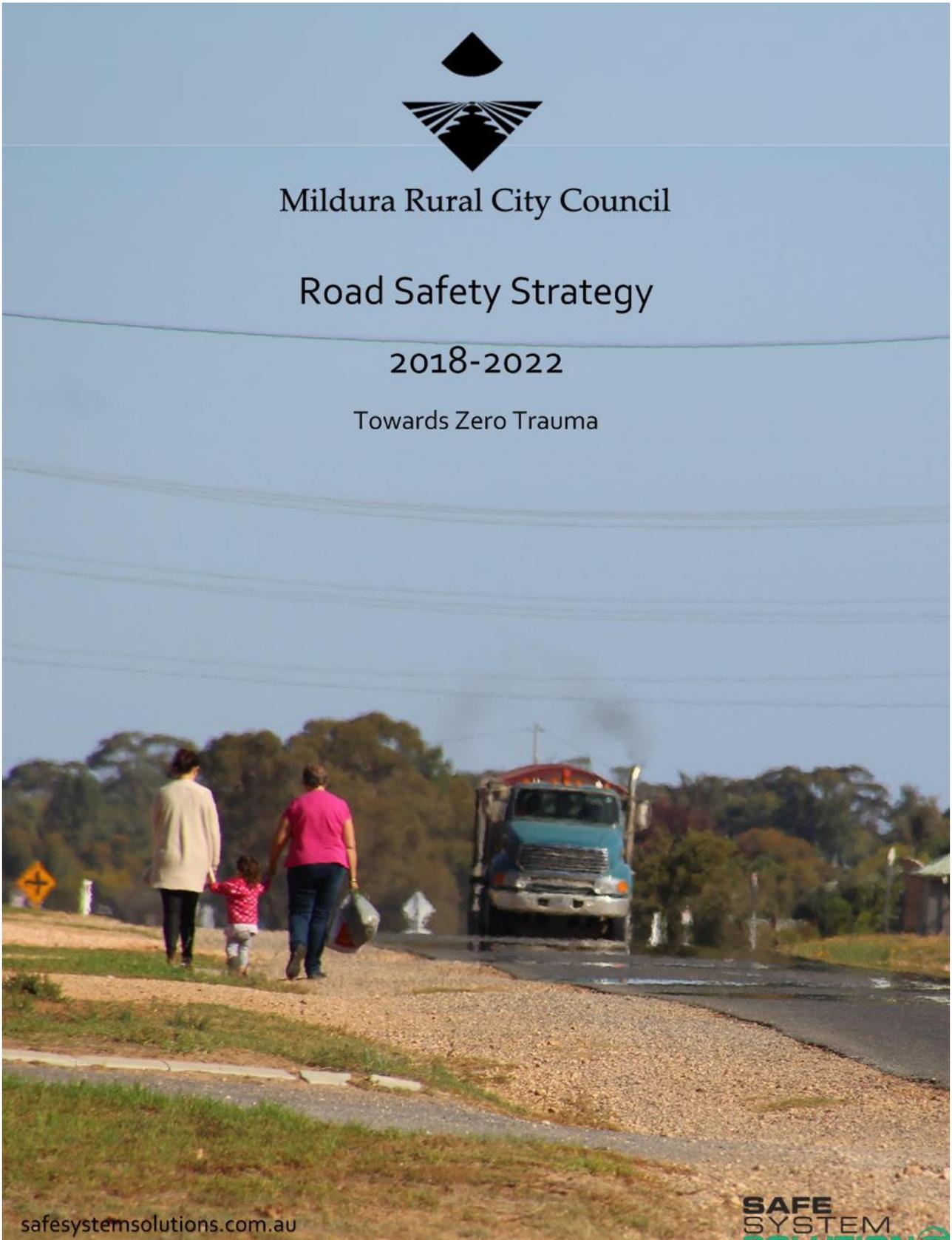


Mildura Rural City Council

Road Safety Strategy

2018-2022

Towards Zero Trauma



safesystemsolutions.com.au





From the Mayor

Mildura Rural City Council believes that human life and health are paramount. The Council, with the support of its road safety partners, will strive to eliminate death and serious injury from its roads by adopting the philosophy and principles of the globally recognised Safe System road safety vision.

The Safe System will be progressively applied across the municipality, prioritised according to problems and places where the greatest savings in severe trauma can be made. This will be in line with the Victorian Government's Towards Zero strategy that seeks to bring the road toll down to zero. This will take time but there are many things that we can do in the short term to reduce the number of deaths and the number of serious injuries on our rural and city roads.

The Council aims to be Australia's most liveable city. To do this, all residents and all visitors must be able to make their journeys safely.

To make us the most liveable city means having good access to all destinations; those within and those outside the Council area. We have many places of natural beauty and cultural significance and we want residents and visitors to be able to see them, appreciate them, and be protected from road crashes while they do so. This means that access should be within a predictable and reasonable time, and not necessarily in the shortest time possible.

Residents and visitors also want good access to health services and to educational, recreational and sporting opportunities, and to the community benefits that come from prosperous and value-adding businesses, industries and tourism. This access can be by motor vehicle, bicycle or walking.

Active forms of travel, such as walking, cycling and public transport use can make us all healthier. So, making sure that we have high-quality public spaces and an environment where the air is clean and free of harmful noise also support our health, our social connection and our enjoyment of life. The threat to life and health from undertaking everyday activities, including travel, needs to be as low as practicable and this Strategy helps to make sure that Council works towards that goal, and works towards making Mildura the most liveable city into the foreseeable future.



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1. Our Vision

Mildura Rural City Council’s long term vision is to achieve the Towards Zero target of zero deaths and serious injury crashes on our roads and create the most liveable, people friendly community in Australia.

Our safety vision is to ensure safe travel within the Mildura Council road network for our local community and our visitors. The objective of this strategy is to set the framework for reducing death and serious injury on our roads and to set the framework to do this in a fast and efficient manner over the coming years.

2. Federal and State context

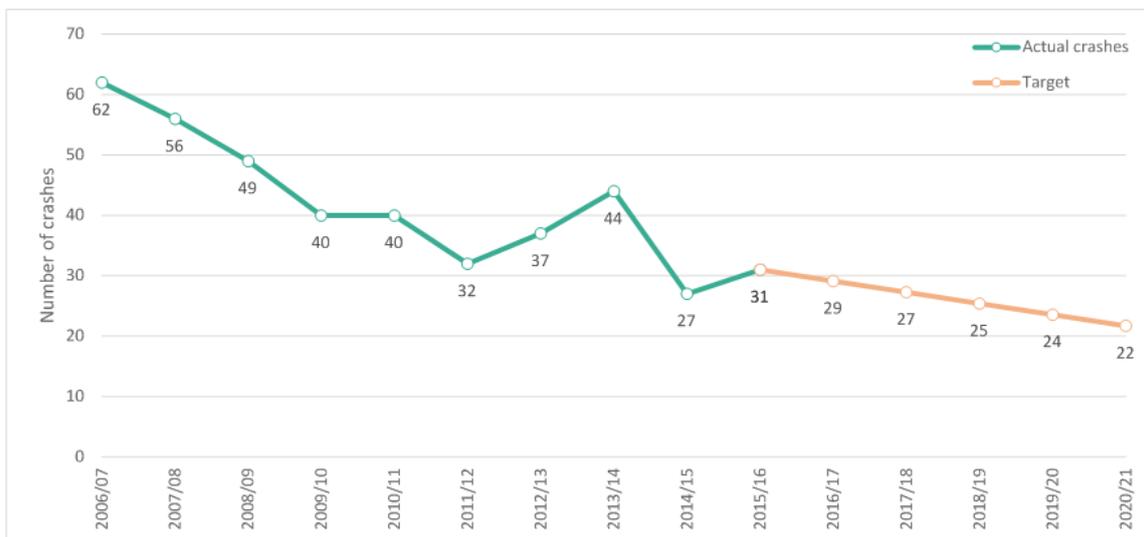
The Mildura Road Safety Strategy has been created in alignment with the *National Road Safety Strategy 2011-2020*, and *Towards Zero 2016-2020-Victoria’s Road Safety Strategy and Action Plan*.

The road safety targets set out by the National strategy aim for a reduction in fatalities and serious injuries of 30% over a period of 10 years. The Victorian Strategy aims for a 20% reduction in deaths and a 15% reduction in serious injury over a five-year period.

We aim to exceed these road safety expectations and are committed to achieving a 30% reduction in both fatalities and serious injuries (FSI) within our shire by the end of the five-year life of this strategy.

Figure 1 shows the existing number of serious crashes over the last 10 years and the projected number of crashes over the next five years, assuming we meet our 30% target.

Figure 1: Current and future FSI crash trends and targets





How does this compare to the last strategy?

Mildura's last road safety strategy started in 2010 and ran for seven years. The strategy set a target of 30% reduction in all crash types, based on yearly averages. The starting, target and actually achieved figures are shown in Table 1.

Table 1: Comparison of previous targets and actual crashes

Crash severity	Crashes per year in 5 years to 31/12/08	Target per year in 7 years to 31/12/16	Crashes per year in 6.8 years to 31/10/16 ¹	Actual change
Fatal	5.8	4	2.3	-60%
Serious	51	36	28	-45%
Other	113	79	66	-41%
All crashes	169.8	119	96.3	-60%
All Fatal and Serious Injury crashes	56.8	40	30.3	-47%

The data indicate that the 30% reduction targets have been far exceeded in all categories of crashes. It is very unlikely that this rate of reduction can be maintained into the future. Problematic areas of the network typically lead to clusters of crashes ("blackspots"). Treating these blackspots generally leads to large reductions in crash numbers, as the problems causing the crashes are removed. As the number of blackspots reduces over time, due to the road safety work being undertaken to treat them, the opportunity for large reductions in crash numbers also reduces. The remaining crashes are typically isolated and often have no obvious cause that can be treated. It is this effect that makes it difficult to keep achieving large crash reductions, and why the rate of reduction typically reduces over time.

While our proposed reduction target (30%) is less than that already achieved (60%) it is considered to be a realistic target going forward.

¹ Data to the end of 2016 is not yet available.



Our commitment

At Mildura Rural City Council, we commit to aligning with the National and State strategies by setting an ultimate goal of zero deaths and serious injuries on roads within our region. We also commit to implementing the Safe System through current and future road safety projects and initiatives.

Our road safety strategy considers not only the road safety improvements possible within its lifetime, but also plans for an ability to continue road safety efforts into the future.

The strategy will implement Post-Crash Care as an element of road safety in line with the latest Safe System principles, and ensure that future works maximise the ability for emergency services to reach road trauma victims in a timely manner.



3. The Safe System

The Safe System is internationally regarded as the most appropriate framework with which to dramatically reduce road trauma. The approach was pioneered in Sweden, and by adopting this framework, that country has reduced fatalities and serious injuries by almost 40 per cent over the past ten years.

At Mildura Rural City Council, we commit to implementing the Safe System through our current and future road safety projects and initiatives to achieve road trauma reductions within the municipality.

The Safe System is depicted in the diagram below.

Figure 2: The Safe System





Principles of the Safe System

The Safe System framework is based upon the following principles. We will apply these principles to current and future projects in Mildura:

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

There is no one someone won't miss!

Road safety needs to focus on the reduction of fatalities and life changing injuries.

2. People are vulnerable

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

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

While our natural tolerances to physical forces are outside of our control, 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 can be withstood by the human body by addressing the elements of the Safe System.

While it may not be possible to prevent all impacts, the energy levels of crashes should be contained to levels that are low enough to prevent fatalities or serious injury.

3. People make mistakes

To err is human, and while we continue to control our vehicles manually, our errors will continue to result in crashes. However, such crashes need not (and should not) result in death or serious injury.

The Safe System recognises the unavoidable nature of human error, and rather than placing the blame on the road user, it recognises the need for those involved in road design, road maintenance, and road use to share responsibility for the large variety of factors that contribute to a crash. This approach addresses a broad range of road safety issues without diminishing the responsibilities of road users.

We all make mistakes, but no one should have to pay for it with their life or a life changing injury.

4. Shared responsibility

Creating a safe road network is everyone's responsibility. Businesses, organisations, individuals, and the Mildura Rural City Council all have a role to play in order for us to move Towards Zero.



Elements of the Safe System

The Safe System is composed of four interacting elements. These elements encompass all the factors that contribute to a crash. Understanding our local road environment and where these elements can be better applied allows us determine the measures that will best contribute to improving road safety.

The Safe System elements are described below:

1. **Safer roads**– Road infrastructure plays a vital role in helping reduce crashes and minimising the severity of injuries if there is an accident. Our roads should be designed and maintained in a manner in which risk is avoided or minimised for road users, and the severity of potential crashes is reduced. Our roads should be forgiving towards errors by road users and provide the safest possible outcome in adverse circumstances.
 2. **Safer speeds** – When a crash occurs, the weight of the vehicle and its speed at the moment of impact determine how much force is transferred to the people involved. For our fragile bodies, even a small difference in speed can mean the difference between life and death. The 'Safe Speeds' element is concerned with ensuring that appropriate speed limits are applied and road users travel at speeds that are safe for the road conditions.
 3. **Safer people** – Crashes often have an element of human error involved. We must all therefore be careful to ensure that we are aware of the rules, aware of other road users, and are using the road network in a manner where we are able to dedicate the attention and reasoning required for our chosen mode of transport.
 4. **Safer vehicles** – Newer and better safety features are continually being implemented in vehicles. These safety features can assist in preventing crashes by automatically detecting dangerous situations and reacting appropriately, or reducing the impact on its occupants once a crash has occurred. Increasingly safe vehicles play an important role in increasing personal safety and reducing road trauma.
-



Post-Crash Care

Our ultimate goal of zero deaths 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. When a serious crash occurs, emergency services are required to attend the scene. Accessibility to the crash location affects the time required for emergency response personnel to reach individuals injured in the crash. The length of time between when the crash occurs and when emergency treatment is received can be a critical factor in determining the severity of the crash. As such, it is essential that emergency response times and accessibility for emergency vehicles are considered in our road safety planning. All road safety projects undertaken by Council will incorporate consideration for post-crash care.



4. What's happening on our roads?

MRCC has a unique set of roads and a unique set of causes leading to road trauma. In order to effectively address road safety issues in our region, we must understand the particular set of safety issues present on our roads. This is accomplished by combining the following two analyses:

- **What road safety concerns are highlighted by crash data trends?**

Data from previous crashes in the region provide us with valuable insight into the problem locations and reveal crash trends. This is critical to helping us understand the locations where crashes occur, and the issues for which road safety improvements are most critical.

- **What road safety concerns are highlighted by the road users?**

Information obtained from the local community can identify high risk locations, areas with many near misses or nuisance crashes, and areas where particular groups of road users do not feel safe on our roads. This information, which is often missing from the recorded data, can help us to solve road safety issues before any incidents occur.

The analysis and combination of these elements allow us to create a strategy and action plan tailored to address the most pressing road safety concerns in Mildura. The relevant results are presented below.

What does the data show?

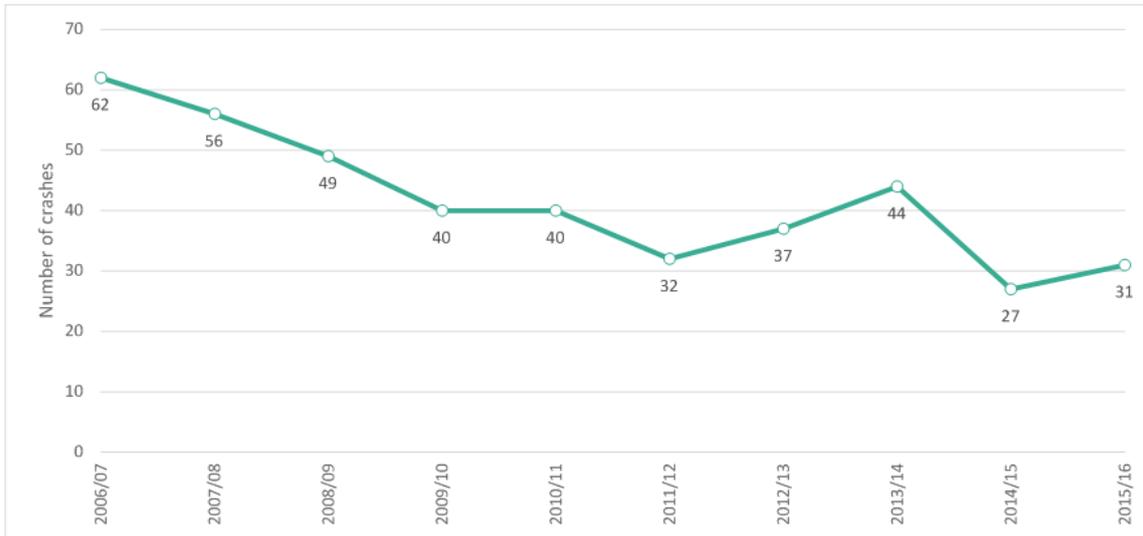
Data from the last 10 years of crashes in Mildura have been analysed. Some of the most notable findings are presented below. The complete set of data is available in the Mildura Rural City Council Road Safety Strategy 2018-2022 Technical Report.

Fatal and serious injury is declining

As we have already seen, the number of fatal and serious injuries on our roads is declining. Aside from a couple of upward movements, the overall trend is clear. Figure 3 again shows the yearly trend in FSI crashes.

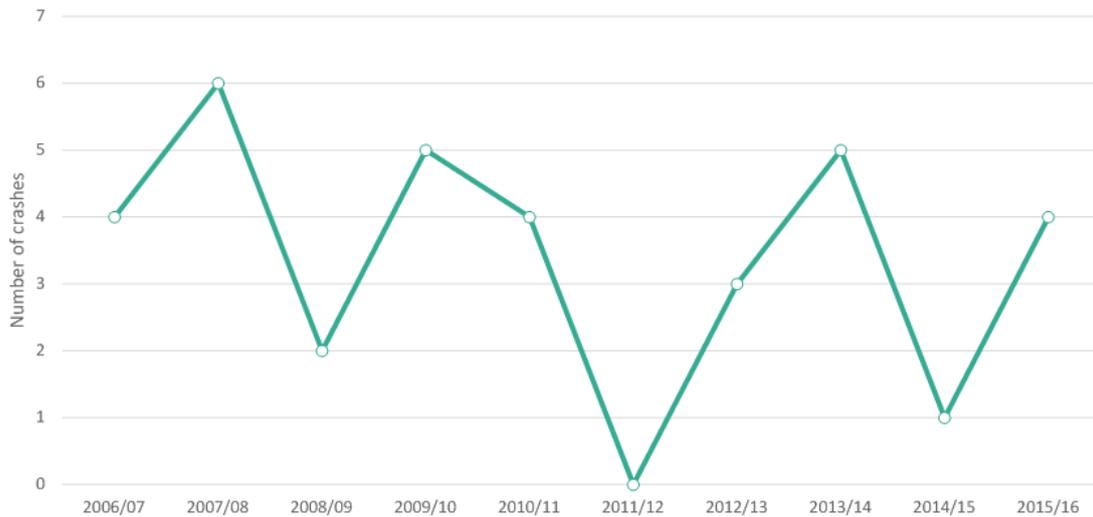


Figure 3: Yearly trend in FSI crashes



When we look at fatal crashes only, it is encouraging to see that we had a fatality-free year in 2011/12. The data available at the time of writing show a total of four fatal crashes at the end of 2015/16, which is the same as 10 years earlier. While there is a general downward trend, more work can be done to reduce the number of fatal crashes.

Figure 4: Yearly trend in fatal crashes

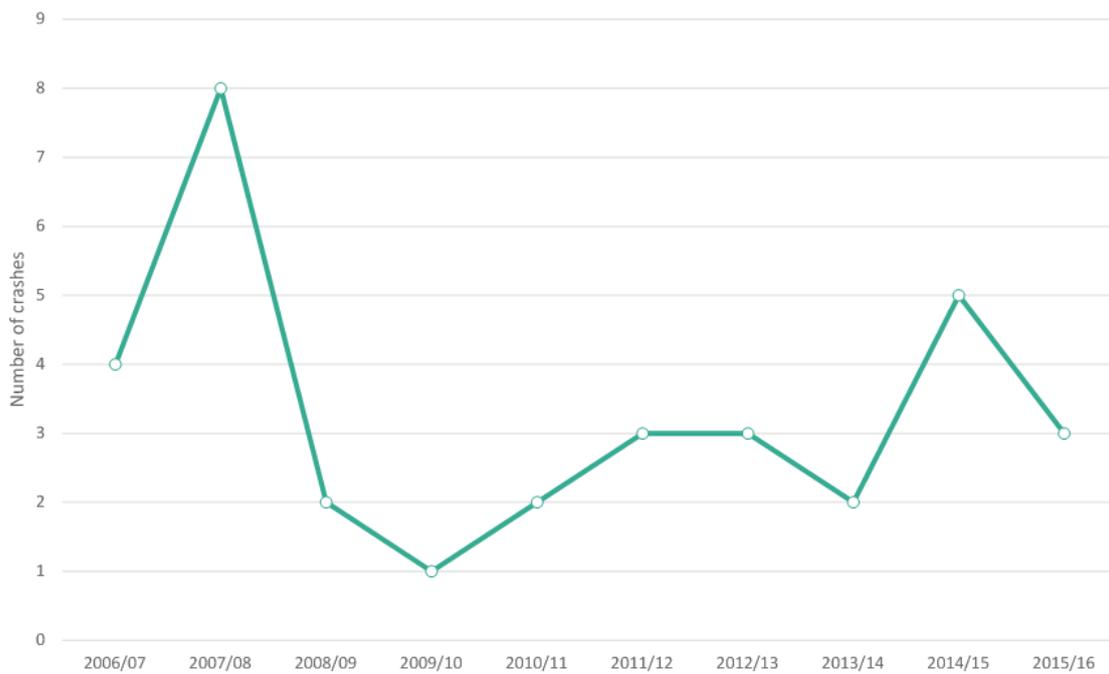




There appears to be an upward trend in pedestrian crashes

Looking at pedestrian FSI crashes, we can see that there are significantly fewer than in 2007/08, but also that they now appear to be on an upward trend, which is worrying.

Figure 5: Yearly pedestrian FSI crashes

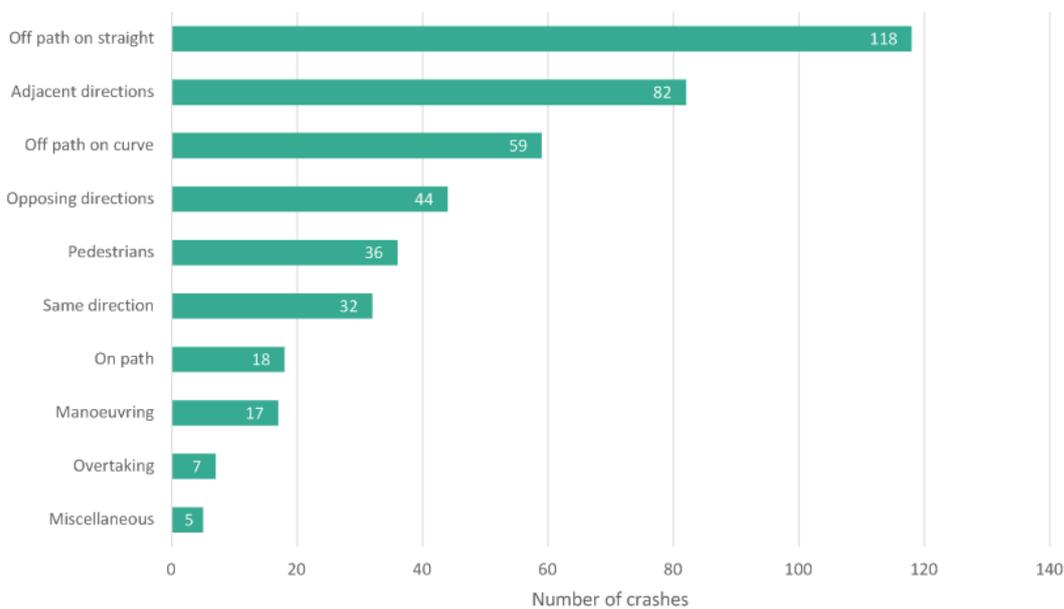




Intersection and run-off-road crashes are the most prevalent

Crashes are grouped into categories, as shown in Figure 6. Examples of crash types in each category are given below the figure and diagrams of all crash types are included in Appendix A. As is common in regional areas, most FSI crashes have involved vehicles leaving the road, either on a straight or on a curve. The second most common crash type involves 'T-bone' style crashes at intersections. These cross-type crashes are often high speed, high energy impacts that lead to severe outcomes. Head-on style crashes and pedestrian crashes also feature highly.

Figure 6: Prevalence of crash types



Examples of crash types:

- Pedestrians: all crashes involving pedestrians
- Adjacent directions: 'T-bone' style crashes (at intersections only)
- Opposing directions: head on (but not while overtaking), right turner fails to give way
- Same direction: rear end, lane changing
- Manoeuvring: U-turns, parking, reversing
- Overtaking: head on, pulling out, cutting in



- On path: animals/objects on road, cyclist hits car door, vehicle hits parked car
- Off path on straight: all crashes involving a vehicle leaving a straight section of road
- Off path on curve: all crashes involving a vehicle leaving a curved section of road
- Miscellaneous: passenger/load falls from vehicle, train crashes

What did you tell us?

Online questionnaire survey

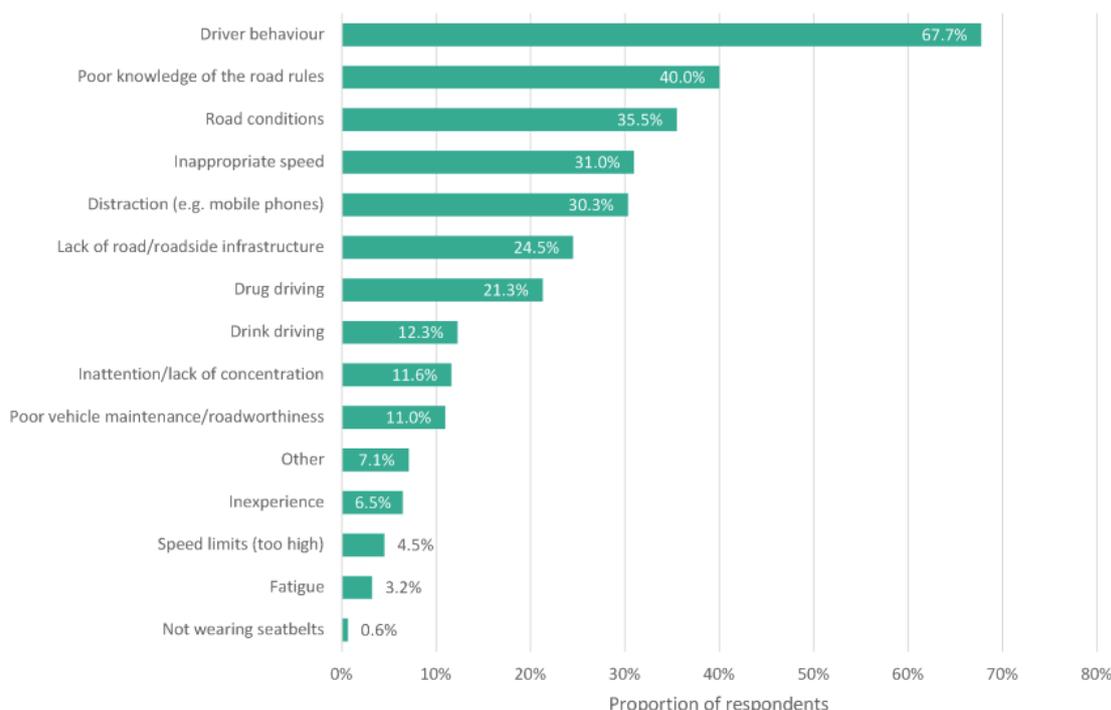
Residents were asked to fill in an online survey about their views on road safety in Mildura. In total, 180 people responded to the survey, although some chose not to answer some questions. The answers to some of the key questions are shown below.

Highest priority problems

People were asked which three road safety problems should have the highest priority and their answers are shown in Figure 7. 155 people responded to this question. Note that as people could provide more than one answer, the totals add up to more than 100%.



Figure 7: Highest-priority areas to target in Mildura (respondents' top three)



Eleven people listed Other as a reason. Generally, the responses provided fitted a reason that that person had already given. These have been left as Other. In one case the response fitted a reason that had not already been given. In this case, the response has been reassigned and the Other selection removed.

Two-thirds of people suggested driver behaviour as one of the primary causes of crashes. Unfortunately, driver behaviour is very difficult to address. Indeed, research² by the Monash University Accident Research Centre and the Office of Road Safety at Main Roads WA indicates that the biggest gains in roads safety will come from road infrastructure improvements, speed management (both enforcement and speed reduction) and vehicle safety features, rather than from addressing driver behaviour, which is inherently hard to do. This is why we will focus our attention on the principles of the Safe System and target road safety initiatives that we can implement and that we know work.

² Corben, B et al (2009). Strengthening road safety strategy development 'Towards Zero' 2008–2020: Western Australia's experience scientific research on road safety management



How to prevent run-off-road crashes

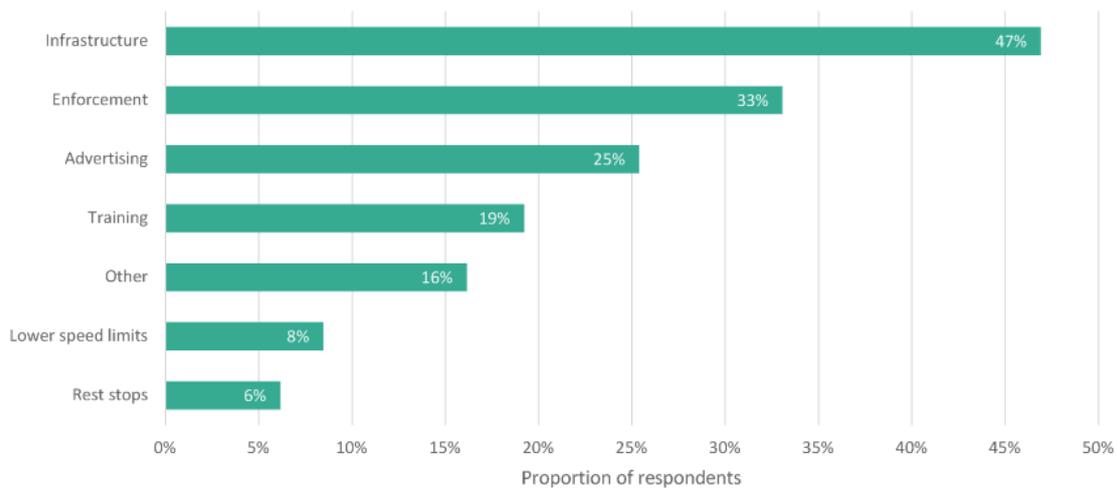
People were asked what they thought needed to be done to prevent run-off-road crashes. 130 people answered this question and were able to provide up to three answers. People were able to answer this question freely and a great variety of answers were received. These answers have been grouped into the following general categories:

- Road infrastructure. Suggestions included wider lanes, more overtaking lanes, more roadside barriers and better signage and line marking.
- Enforcement. Responses generally focused on mobile phone use and drink and drug driving, but also included speeding, general 'bad driving' and minor infringements such as not indicating. This category also includes an increased police presence.
- Advertising. This category includes public awareness campaigns and the like (including road safety messages on signs), but not direct driver education.
- Training. This includes all direct driver education such as that provided in school and driver training courses.
- Lower speed limits.
- Rest stops. A number of people simply listed 'fatigue' (the problem) while others mentioned 'rest stops' (the solution). All have been considered as rest stops.
- Other. A number of responses that did not easily fit into any of the above categories.
- Removed. A small number of responses have been removed as they were either 'don't know', unclear or inappropriate.

The answers are shown in Figure 8.



Figure 8: Suggestions as to what can be done to prevent run-off-road crashes (respondents' top three)



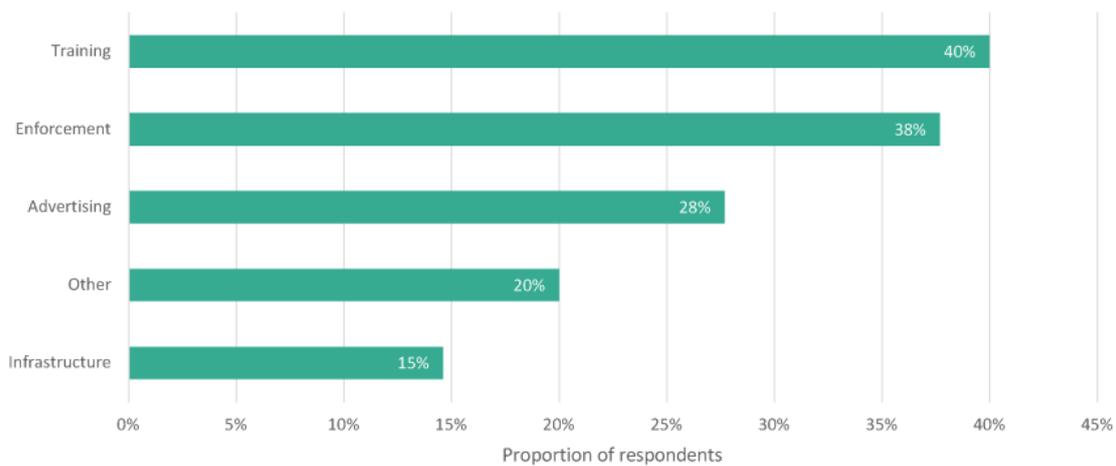
Nearly half of all respondents suggested that better road infrastructure would be the best way of reducing run-off-road crashes. We know that certain treatments, such as wire rope safety barriers, can lead to large reductions in crash numbers and crash severity. Council will investigate ways in which it can roll out these treatments to help reduce trauma on our roads.

Improving driver behaviour

When people were asked which road safety problems should have the highest priority, the most common answer was driver behaviour. When asked the best way to improve driver behaviour, the following answers (Figure 9) were received. Again, 130 people responded to this question and a great variety of answers were received. They have been consolidated into the same categories as in the previous question.



Figure 9: Suggestions as to what can be done to improve driver behaviour (respondents' top three)

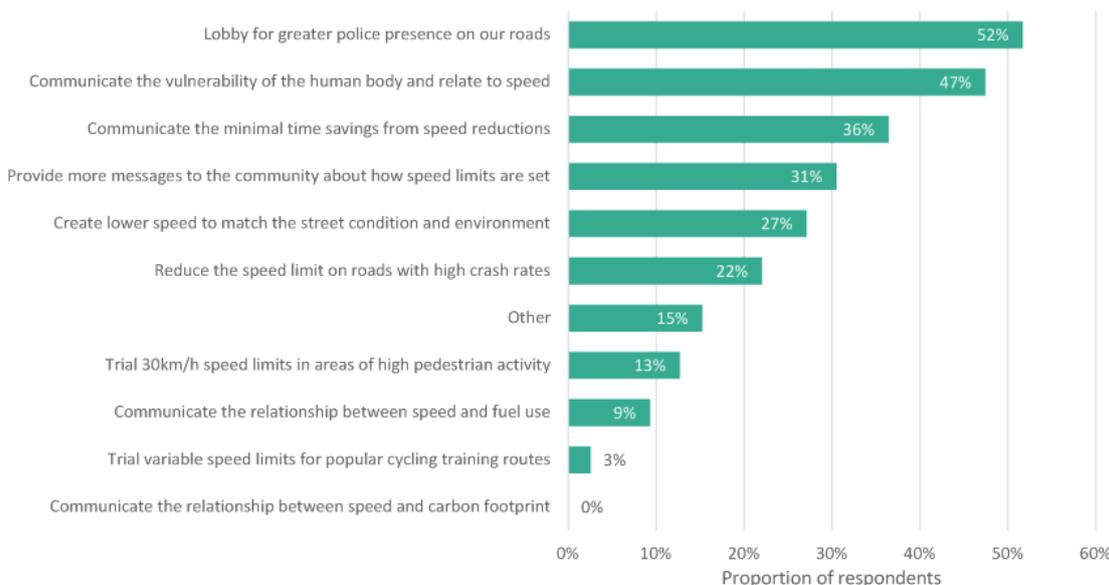


Managing speed

People were asked to select from a list of possible actions what they thought had the most potential to manage speed (speed limits, compliance, speed in dangerous areas, etc). 118 people responded and up to three answers could be given. The answers are shown in Figure 10.



Figure 10: Suggestions as to what could be done to manage speed (respondents' top three)



Community focus groups

A number of community consultation sessions were held in January 2017. The aim of these sessions was to gain an understanding of the community’s current thoughts on speed limits, liveability, consistency and safety. Opinions on the proposed speed management plan were also sought.

The following are the main findings of the consultation:

- All groups were car dominated. There was little to no use of other transport modes
- All groups had a higher level of concern for personal safety than for road safety
- There was generally good knowledge of speed limits in the Mildura area, but with some confusion and debate. There was some acknowledgement of the flaws in speed zoning when there is a default limit
- All groups expressed a need for consistency in speed limits
- There was general concern with road user behaviour
- There was generally high level of support for speed limit plans in principle. There were some discussions about the implementation. Highest level of support was for 40 km/h speed limits in residential areas. All felt that communicating that some roads will have their speed limits increased will be important
- There was disagreement about whether there is a link between infrastructure and liveability (i.e. footpaths, crossing points, etc.)

- There was similarly some disagreement about whether there is a link between speed limits, liveability and safety
- All acknowledged the link between speed limits and safety
- All felt that there are too many speed zones, too much confusion, and that more consistency is required
- There were some safety concerns with speed limits – especially in residential and education areas

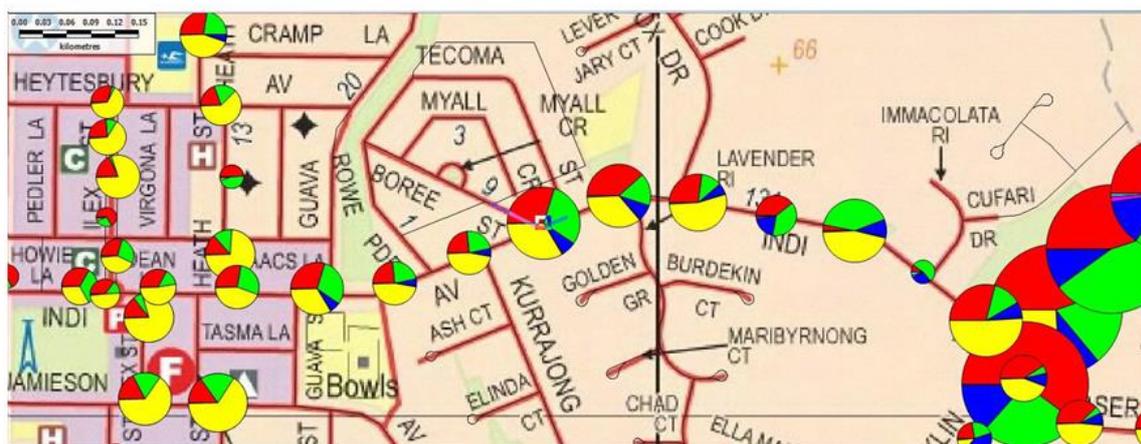
ANRAM

The Australian National Risk Assessment Model (ANRAM) is a system that enables road agencies to identify road sections with the highest risk of severe crashes. The system uses three types of input to produce risk scores for road sections:

1. Risk assessment module, which calculates the relative risk of FSI crashes due to the effect of various road features, speed limits and potential for conflict.
2. Crash prediction module, which uses safety performance data to predict the frequency of FSI crashes given various road characteristics, such as section length, traffic flow, road infrastructure and speed.
3. Crash validation module, which computes expected FSI crashes by comparing and combining predicted FSI crashes (from the crash prediction module) and observed FSI crashes (from crash data) to produce ANRAM FSI crash estimates.

The output is an estimate of road safety risk on road sections, which can be displayed in map form for easy interpretation. Mildura has been working to produce these maps, an example of which is shown in Figure 11, and these will assist in prioritising roads for infrastructure upgrades. In the map, the size of the pie charts represents the number of crashes in that location, while the slices represent the types of crashes that have occurred.

Figure 11: Example of ANRAM map produced by MRRC





5. What works and what doesn't?

There is a lot of information available on road safety and the effects of different safety measures. This provides us with an excellent starting point when deciding what methods and initiatives we should implement in order to achieve the results we want. Research³ has shown that road trauma can be reduced when:

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

The following approaches and initiatives have proven to be effective in addressing some of the most common problems on our roads:

Education and experience

- ✓ Road safety programs for all ages that are not delivered as one-off sessions
- ✓ Promoting a safer driving culture in local communities
- ✓ Engaging the youth, their parents, and other partners who can deliver road safety messages to young drivers
- ✓ Involving schools in road safety education and programs
- ✓ Ensuring that educators on road safety are properly trained
- ✓ Ensuring that programs are interactive, age appropriate and engaging
- ✓ Delivering programs, especially for teenagers, that focus on the social competence of students to assist them develop resilience, coping strategies, refusal skills and self-efficacy to behave in a safe manner
- ✓ Using resources available from VicRoads, the TAC and other road safety agencies
- ✓ Ensuring that adequate driving experience (120 hours or more) with a supervising driver is achieved for learner drivers
- ✓ Targeted campaigns addressing road safety issues and identifying actions for road user groups

³ Fylan, F., Hempel, S., Grunfeld, B., Conner, M., Lawton, R. (2006), *Effective Interventions for Speeding Motorists. Road Safety Research Report No. 66*. London: Department for Transport.

Darnton, A. (2008) *Lessons from theory to practice: Summary of Findings from GSR Behaviour Change Knowledge Review*. London: University of Westminster.

Health Communication Unit (2004). *Changing Behaviours: A Practical Framework*. Toronto: Centre for Health Promotion, University of Toronto

RACV (2007) *The Effectiveness of Driver Training as a Road Safety Measure*. Monograph.

VicRoads (2014) *Youth Road Safety – Effective Practice*, www.vicroads.vic.gov.au

**Speed management**

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

Enforcement

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

Infrastructure improvements

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

Vehicle safety features

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



Knowing what doesn't work is just as important as knowing what does. Investing in an approach that yields poor results can cost our community a lot of money, resources and time, and in some cases, result in declining road safety outcomes. Based on statistics from previous implementation, here are some of the things that we know are **not** effective in reducing road trauma:

- × A culture of blame instead of looking at what can be done to improve the system as a whole
- × Training that involves off-road driver training and especially any driving skill-based programs such as 'advanced driver training'. This has been shown to increase risk taking behaviour by drivers.⁴
- × Stand-alone one day or one-off events, forums and expos
- × Fear appeals such as trauma ward visits, or testimonials from crash victims or offenders
- × Relying on driver simulators
- × Encouraging participation or membership of racing car clubs or go-karting
- × Unnecessarily restricting the movement of pedestrians or cyclists
- × Increasing speed limits in any form
- × Isolated Council works without support from relevant State Government authorities such as VicRoads and Public Transport Victoria.

⁴ RACV (2007) *The Effectiveness of Driver Training as a Road Safety Measure*. Monograph.
VicRoads (2014) *Youth Road Safety – Effective Practice*, www.vicroads.vic.gov.au



6. Moving Towards Zero

Achieving our ultimate goal of zero fatal and serious injury crashes will take time and effort and will be achieved through a set of coordinated and carefully planned steps. It is not an ambition that can be reached solely by council, road designers, or road users, but rather, it is a joint effort that requires the prioritization of road safety from everyone involved.

Council will be a road safety leader for the local community by creating opportunities for members of the community to get involved in the push for greater road safety. Council will also be a road safety leader to local businesses by demonstrating safer driving policies and systems that can be duplicated and modified by local businesses.

To become a road safety leader for our community, Mildura Rural City Council will:

Embrace the Safe System approach as the model for road safety

The Safe System (as explained in Chapter 3) is the basis of this strategy and the Federal and State Government road safety strategies. We will embrace the Safe System by building capabilities, encouraging people to operate in manners consistent with the Safe System, and ensure that Safe System solutions are developed and delivered.

Build on our success

Because of the significant declines in serious crashes shown in Figure 3, Mildura is recognised as a national road safety leader in the development and implementation of road safety infrastructure. We have also had great success in obtaining State Government grants to implement evidence based road safety initiatives.

Our road toll is dropping; however, we're not going to rest on our laurels. We're going to build on our success and fill any gaps to continue to eliminate trauma on our roads.

Address the most severe risk locations and risk factors

While Mildura has addressed many of our blackspots over the past ten years there are still locations of high risk on our road network. These are areas of crash history or areas with potential for crashes to happen in the future. These can be identified by crash analysis, risk assessments, road safety audits or by talking to community members who drive, ride and walk the road every day.

Engage community and businesses to participate in road safety activities and projects

The Mildura community is passionate about reducing road trauma. Every week, many people volunteer their time to help protect our community. Over 300 community members have been involved in the development of this strategy and have reconfirmed their commitment to help eradicate road trauma in our community. Council will continue to engage with the community and businesses to make it easier for these groups and individuals to make a positive change.



Engage with State and Federal governments for participation and funding for road safety activities and projects

We will work in partnership with both the State and Federal Government to make sure Mildura receives our fair share of investment in road safety. We will also look at what we can do to help the state and the nation, from volunteering in pilot programs to standing up and supporting evidence based state-wide and national initiatives.

Our community has spoken strongly about the need for improved driver behaviour. Mildura will facilitate improvements where possible through education, encouragement and support for enforcement activities, using existing programs and resources available from the State Government. The Mildura Rural City Council will also be a model in the community for road safety practices.

Only accept safe developments, projects, designs and construction

Mildura is a rapidly growing area and we must make sure we keep people safe on the roads as we grow. While we have good checks and balances in place to make sure new projects and developments are safe, we will formalise these processes and help our ethically responsible developers provide safe and efficient developments.

Reduce risk for active transport users

Mildura has committed to increasing active transport, including walking and cycling. We want all ages of our community to be and to feel safe as they improve their health by walking and riding their bikes. We will work with both those inside and outside the vehicle to improve behaviour, we will improve the road and roadside environment, and promote good practice in the community.

Manage road safety risks of roads awaiting maintenance activities

Roads, just like houses, require constant maintenance to keep them safe, efficient and in proper working order. Council works with contractors to distribute road maintenance funds in a strategic manner that takes into account the safety, strategic function and condition of roads. Not all roads can be fixed immediately, but we can do things to manage the risk of these roads until maintenance activities are undertaken. Council will update its policies and processes to ensure they reflect the community's needs.



7. Targets

Our long-term goal is to achieve zero deaths and serious injuries on our roads. Setting targets for ourselves along the way motivates and engages us, and creates a standard for us to monitor our progress against. By monitoring our progress, we can identify initiatives that are successful, and ones we need to review.

Our target by the end of this strategy is to achieve a 30% reduction in fatalities and serious injury crashes throughout the municipality.

Progress on delivering the strategy will be continually monitored by council with public reporting after 18 months and after 3 years. Yearly updates on the progress of the strategy will be documented and reviewed. These reviews will be provided to councillors along with police reported crashes within the life of the strategy. These reviews will also provide an opportunity to update and adjust the strategy for future conditions.

More frequent monitoring may be introduced if the targets are not being achieved.



8. What you can do

Council is delighted by the support and enthusiasm shown by the community towards increasing road safety. Here are some of the ways that we can all contribute towards safer road in Mildura:

Safer people

- Behave the way you want your community to behave while travelling. Keep to the speed limit and don't use your mobile phone while driving.
- Always wear full safety gear if you travel on a motorbike or scooter.
- Watch out for cyclists when entering and exiting parking spots and when opening your car door.
- When riding a bike, always wear a bicycle helmet and "be bright at night" by fitting lights to your bike.
- Report hoon behaviour to the Hoon Hotline on 1800 333 000.
- Never exceed the speed limit, but also remember that it's a limit, not a target, and always drive to the conditions.
- Share the road by being mindful of all other road users.
- Allow plenty of time for your journey so you don't feel the need to rush.
- Identify a safe route to school for your children and teach them to use that route.
- Encourage your sporting club to undertake a Looking After Our Mates education session.
- Assist a young driver to get 120 hours of supervised driving practice, making them safer when they become a probationary driver.
- Consider becoming an L2P mentor to help a young driver without access to a supervisor get vital driving practice
- Direct young drivers to SaferPplaters.com.au to reduce their risks in their first years of driving
- Download road safety apps, including the VicRoads Road Mode Android app, to silence incoming text messages and calls while you're driving, or the BikeBell app to warn you of cyclists in the area



Safer vehicles

- Make sure that your next car is ANCAP 5 Star Safety rated
- Consider purchasing an intelligent speed assist device to make sure you don't exceed the speed limit.
- Ensure your car is always in roadworthy condition and is regularly maintained.
- Lobby your employer to provide the safest car in its class as your work vehicle; this will help filter safer cars into the second-hand car market.

Safer roads and speeds

- Report all road faults and hazards on local roads to Mildura Rural City Council (5018 8100), and on arterial roads to VicRoads (13 11 71).
 - Report any crashes or incidents to Victoria Police so that they can be added to the State Government database of crashes.
-



9. Areas for improvement

Based on community input received and the crash data analysed to date, the following areas should be prioritised for road safety improvements:

- Pedestrian crashes. There has been an upward trend of pedestrian crashes in recent years which needs attention. The majority of these crashes have occurred in Mildura CBD in 50 and 60 km/h zones. Nearly half of these were 'pedestrian near side' and 'pedestrian far side' crashes, which involve pedestrians being hit by a vehicle as they cross the road. This would include pedestrians stepping out into the road. Measures to reduce vehicle speeds in the CBD and other activity centres should be investigated.
- Further to the above, measures to protect all vulnerable road users (pedestrians, cyclists and motorcyclists) should be provided in activity centres.
- High speed crashes. The majority of non-pedestrian crashes have occurred on 100 km/h roads. While this is likely to be a reflection of the number of 100 km/h roads, it nevertheless indicates that the majority of FSI crashes are high speed, high energy incidents. The appropriateness of 100 km/h speed limits on some of the narrow, two-way roads in rural areas should be reviewed, particularly where the roads provide access to private properties.
- Run-off-road crashes. Taken together, off path on straight and curve crashes are the most prevalent FSI crash type in Mildura. Consideration should be given to installing continuous wire rope safety barriers on high speed roads in rural areas, particularly where there are hazards such as trees at the roadside.
- Intersection crashes. The second most prevalent category of FSI crashes is 'T-bone' style crashes at intersections. Most of these have occurred in 60 and 100 km/h zones. It is likely that the crashes on 100 km/h roads were high severity incidents. In line with Safe System principles, measures to reduce speeds through intersections to 50 km/h or less, or to reduce the number of conflict opportunities (by banning turns for example), should be investigated. As crashes on 100 km/h roads are most prevalent, these roads should be prioritised.
- Head-on crashes. Also in the top five FSI crash types, road infrastructure, such as centre line wire rope safety barriers, should be considered on high speed roads to prevent head-on crashes.
- Education. Road safety education should start in primary school and Council can encourage this by providing funding for education programs in its schools.
- Lobbying. Council has limited opportunity to influence some aspects of road safety, such as licencing policies and vehicle standards, as these are generally handled at the state and national levels. However, Council can still lobby the State and Federal Governments for better road safety policies, and vehicle manufacturers for better safety features in all vehicles.



Appendix A: Crash diagrams
(Definitions for classifying accidents)



vic roads

PEDESTRIAN ON FOOT IN TOY / PRAM	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING
 NEAR SIDE 100	 CROSS TRAFFIC 110	 1 - WRONG SIDE 2 - OTHER HEAD ON (not overtaking) 120	 VEHICLES IN SAME LANE 1 → 2 → REAR END 130	 2 → 1 → 2 U' TURN 140
 EMERGING 101	 RIGHT FAR 111	 RIGHT THROUGH 121	 VEHICLES IN SAME LANE 1 → 2 → LEFT REAR 131	 U' TURN INTO FIXED OBJECT PARKED VEHICLE 141
 FAR SIDE 102	 LEFT FAR 112	 LEFT THROUGH 122	 VEHICLES IN SAME LANE 1 → 2 → RIGHT REAR 132	 LEAVING PARKING 142
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 103	 RIGHT NEAR 113	 RIGHT/LEFT 123	 VEHICLES IN PARALLEL LANES 1 → 2 → LANE SIDE SWIPE 133	 ENTERING PARKING 143
 WALKING WITH TRAFFIC 104	 TWO TURNING RIGHT 114	 RIGHT/RIGHT 124	 VEHICLES IN PARALLEL LANES 1 → 2 → LANE CHANGE RIGHT (not overtaking) 134	 PARKING VEHICLES ONLY 144
 FACING TRAFFIC 105	 RIGHT/LEFT FAR 115	 LEFT/LEFT 125	 VEHICLES IN PARALLEL LANES 1 → 2 → LANE CHANGE LEFT 135	 REVERSING 145
 ON MEDIAN/FOOTPATH 106	 LEFT NEAR 116		 VEHICLES IN PARALLEL LANES 1 → 2 → RIGHT TURN SIDE SWIPE 136	 REVERSING INTO FIXED OBJECT - PARKED VEHICLE 146
 DRIVEWAY 107	 LEFT/RIGHT FAR 117		 VEHICLES IN PARALLEL LANES 1 → 2 → LEFT TURN SIDE SWIPE 137	 EMERGING FROM DRIVEWAY - LANE 147
 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 108	 TWO LEFT TURN 118			 FROM FOOTWAY 148
OTHER PEDESTRIAN 109	OTHER ADJACENT 119	OTHER OPPOSING 129	OTHER SAME DIRECTION 139	OTHER MANOEUVRING 149

1. Definition for classifying accidents (DCA) should be determined by first selecting a column using the text above & then by diagrammatic sub-division.
2. The sub-division chosen should describe the general movement of vehicles involved in the initial event. It does not assign a cause to the accident.
3. Supplementary codes have been defined for most sub-divisions. These codes give further detail of the initial event.



DEFINITIONS FOR CLASSIFYING ACCIDENTS

OVERTAKING	ON PATH	OFF PATH ON STRAIGHT	OFF PATH ON CURVE	PASSENGER AND MISCELLANEOUS
HEAD ON (not sideswipe) 150	PARKED 160	OFF CARRIAGEWAY TO LEFT 170	OFF CARRIAGEWAY RIGHT BEND 180	FELL IN/FROM VEHICLE 190
OUT OF CONTROL 151	DOUBLE PARKED 161	LEFT OFF CARRIAGEWAY INTO OBJECT - PARKED VEHICLE 171	OFF RIGHT BEND INTO OBJECT/PARKED VEHICLE 181	LOAD OR MISSILE STRUCK VEHICLE 191
PULLING OUT 152	ACCIDENT OR BROKEN DOWN 162	OFF CARRIAGEWAY TO RIGHT 172	OFF CARRIAGEWAY LEFT BEND 182	STRUCK TRAIN 192
CUTTING IN 153	VEHICLE DOOR 163	RIGHT OFF CARRIAGEWAY INTO OBJECT - PARKED VEHICLE 173	OFF LEFT BEND INTO OBJECT/PARKED VEHICLE 183	STUCK RAILWAY CROSSING FURNITURE 193
PULLING OUT - REAR END 154	PERMANENT OBSTRUCTION ON CARRIAGEWAY 164	OUT OF CONTROL ON CARRIAGEWAY 174	OUT OF CONTROL ON CARRIAGEWAY 184	PARKED CAR RUN AWAY 194
	TEMPORARY ROADWORKS 165	OFF END OF ROAD 'T' INTERSECTION 175		
	STRUCK OBJECT ON CARRIAGEWAY 166			
	ANIMAL (not ridden) 167			
				OTHER 198
OTHER OVERTAKING 159	OTHER ON PATH 169	OTHER STRAIGHT 179	OTHER CURVE 189	? UNKNOWN 199

4. The number 1,2 identify individual vehicles involved when the DCA is linked with other vehicle/driver information.
 5. These codes were used for 1987 accidents and replace the Road User Movement (RUM) code.

15 URGENT BUSINESS

Nil

16 PUBLIC QUESTIONS

16.1 ANIMAL SHELTER

File Number: 04/02/04

“Regarding the animal shelter:

- 1) *Where does the funding come from?*
- 2) *Where is it spent?*
- 3) *When will the isolation unit be built/finished?*
- 4) *What is the definition of Duty of Care?*
- 5) *What qualifications do staff have in assessing animals for vet care?*
- 6) *Are the camera’s at the shelter recording inside/outside the facility as this would be helpful for overnight footage to see if animals are distressed?*
- 7) *Discount desexing & education programs?”*

Gerard José, Chief Executive Officer took these questions on notice.

CONFIDENTIAL BUSINESS

5.50pm

2018/0014

Moved: Cr Anthony Cirillo

Seconded: Cr Greg Brown

The meeting move into Confidential to deal with:

- **Contractual matters;**
- **Any other matter which the Council or special committee considers would prejudice the Council or any person;**

CARRIED

17 CONFIDENTIAL REPORTS

17.1 SECTION 89(2)(H) - (ANY OTHER MATTER WHICH THE COUNCIL OR SPECIAL COMMITTEE CONSIDERS WOULD PREJUDICE THE COUNCIL OR ANY PERSON)

- MILDURA ARTS CENTRE ADVISORY COMMITTEE APPOINTMENTS

17.2 SECTION 89(2)(D) - (CONTRACTUAL MATTERS)

- TENDER AWARD - SUPPLY OF BULK FUEL – CONTRACT 2003-0107

18 CLOSURE

There being no further business the meeting closed at 5.54pm.

Date of Confirmation: 28 February 2018

Signed: _____



Chairperson