2023 - 2030

Road Safety Strategy

Mildura Rural City Council

From the Mayor

Mildura Rural City Council believes that human life and health are paramount.

With the support of our road safety partners, we will continue to strive to eliminate death and serious injury from our roads by adopting the philosophy and principles of the globally recognised Safe System road safety vision.

This will be progressively applied across our 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 serious injuries on our roads.

The Council aims to be Australia's most liveable city. To do this, all residents and visitors must be able to complete 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, educational, recreation, and sporting opportunities, and to the community benefits that come from prosperous businesses, industries, and tourism, all of which can be accessed 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 we work towards that goal, and works towards making Mildura the most liveable city into the foreseeable future.

Cr Liam Wood
Mildura Rural City Council

Table of contents

Abbreviations

ANRAM – Australian National Risk Assessment Model
FSI – Fatal and Serious Injury
MRCC – Mildura Rural City Council
TAC – Transport Accident Commission

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.

2 Federal and State context

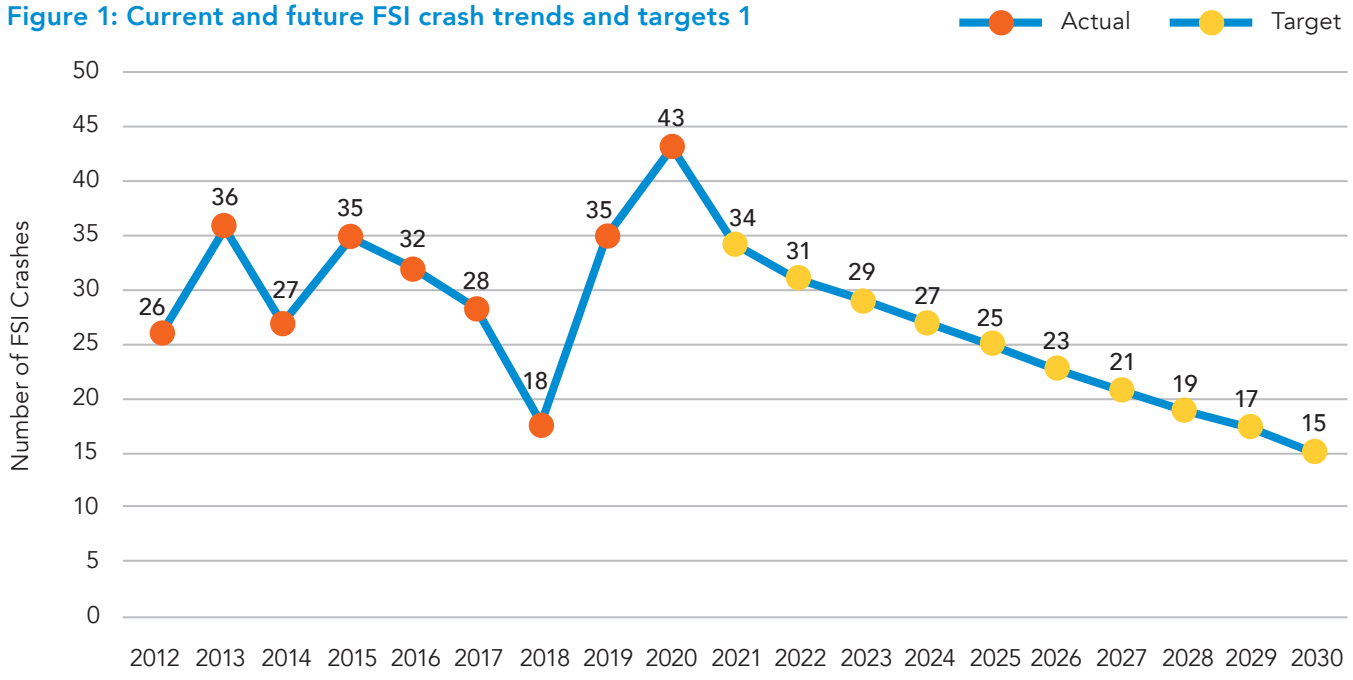
The Mildura Road Safety Strategy has been created in alignment with the *National Road Safety Strategy 2021-2030*, and the *Victorian Road Safety Strategy 2021-2030*.

The National road safety strategy targets to reduce the annual number of fatalities by at least 50 per cent (an estimated reduction in the fatality rate per capita of 55 per cent) by 2030 and to reduce the annual number of serious injuries by at least 30 per cent (an estimated reduction in the serious injury rate per capita of 38 per cent) by 2030. The Victorian Strategy aims for a 50% reduction in deaths and to significantly reduce serious injury by 2030.

Council aims to exceed these road safety expectations and is committed to achieving a 50% reduction in both Fatal and Serious Injuries (FSI) within the municipality by the end of 2030.

Figure 1 shows the existing number of serious crashes over the last 10 years and the projected number of crashes until the end of 2030, assuming we meet our 50% target.

Figure 1: Current and future FSI crash trends and targets 1



1. Data to the end of 2022 is not yet available.

2.1 How does this compare to the last strategy?

Mildura's last road safety strategy started in 2018 and ran for five years. The strategy set a target of 30% reduction in all crash types, based on yearly averages. The starting, target and achieved figures are shown in Table 1.

The data indicate that the 30% reduction targets have not been met in all categories of crashes. Notably, the 5-year fatal and serious injury crash average has remained the same (0% change). Mildura Rural City Council will continue to monitor the crash rates and provide an update on the reduction targets once the crash data up to 2022 has been finalised.

2.2 Our commitment

Mildura Rural City Council commits 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.

Table 1: Comparison of previous targets and actual crashes

Crash severity	Crashes per year in 5 years to 31/12/17	Target per year in 5 years to 31/12/21	Actual crashes per year to 31/12/2021	Actual change
Fatal	2.8	1	3	7%
Serious	28.8	20	28.6	-1%
Other	88.4	61	67.6	-24%
All crashes	120	82	99.2	-17%
All Fatal and Serious Injury crashes	31.6	21	31.6	0%

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 10 years.

Mildura Rural City Council is committed 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

3.1 Principles of the Safe System

The Safe System framework is based upon the following principles, which will be applied 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 everyday 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 Mildura Rural City Council all have a role to play to move Towards Zero.

3.2 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 to 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 where 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.

3.3 Post-Crash Care

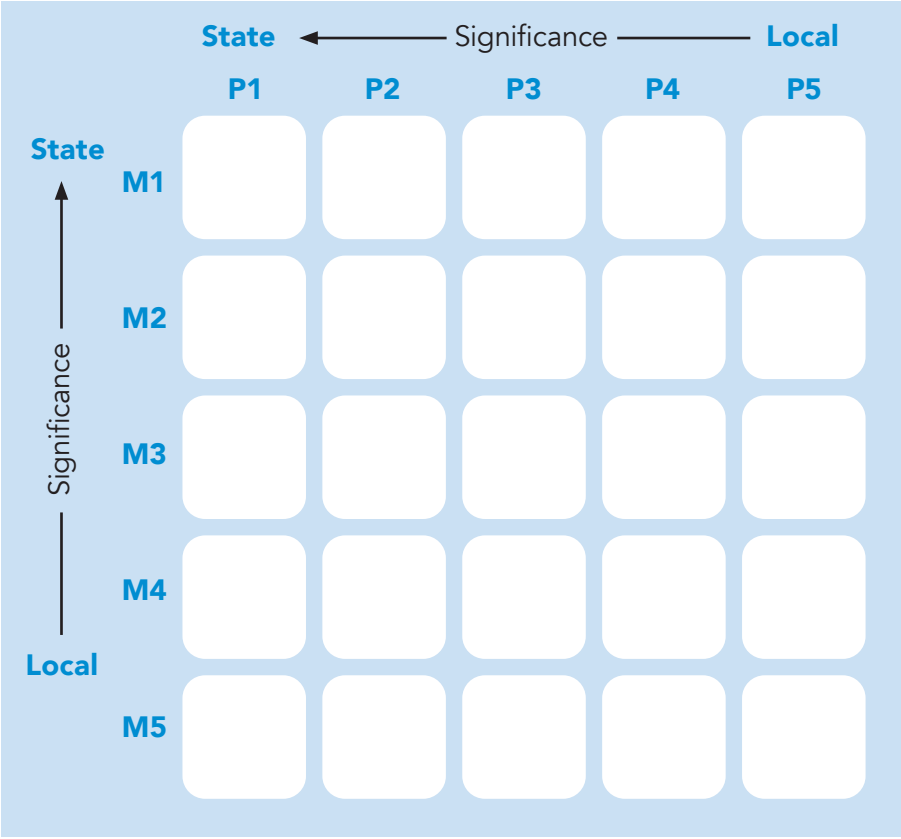
Our ultimate goal of zero deaths and serious injuries will require time to achieve. While we strive to apply the Safe System to our extensive road network, crashes will continue to occur. When a serious crash occurs, emergency services are required to attend the scene. Accessibility to the crash location 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 Movement and Place

At a state level, the Movement and Place Framework has been adopted to translate broad strategic outcomes into priority changes to improve transport outcomes for communities. Fundamental to Movement and Place thinking is recognising that transport corridors perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right. This way of thinking means that when we plan and develop the transport network, we need to consider the breadth of community needs, expectations and aspirations for the places they live and the roads and streets they pass through.

MRCC will reference and implement the Movement and Place Framework to plan, manage and develop its transport network. Transport corridors may function as a place for people to visit and spend time and/or for people to travel through. Streets and roads may change their function over the course of the day and finding the right balance between these functions is fundamental to integrated transport planning. MRCC's decision making will be influenced by the strategic function of our transport corridors.

Figure 3: Movement and Place Framework



5 What's happening on our roads?

MRCC has a unique set of roads (lots of high-speed, straight roads) and a unique set of causes leading (fatigue, driver distraction, error) to road trauma. To effectively address road safety issues in the region, MRCC must understand the particular set of safety issues present on local 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 valuable insight into the problem locations and reveal crash trends. This is critical to helping 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 solve road safety issues before any incidents occur.

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

5.1 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 overall trend of fatal and serious injury crashes is not declining, the last three years have seen an increase in trauma.

In 2019, 7 fatal crashes were recorded, the highest total within the 10-year period analysed. 43 serious injury crashes were recorded in 2020, the highest total within the 10-year period. Both arterial and local roads experience similar levels of Fatalities, whereas Serious Injuries are more common on local roads.

Figure 4 shows the yearly trend in FSI crashes.

Figure 5 shows the yearly trend in fatal crashes.

Figure 6 shows the arterial vs local road split in FSI crashes.

Figure 4: Yearly trend in FSI crashes Framework

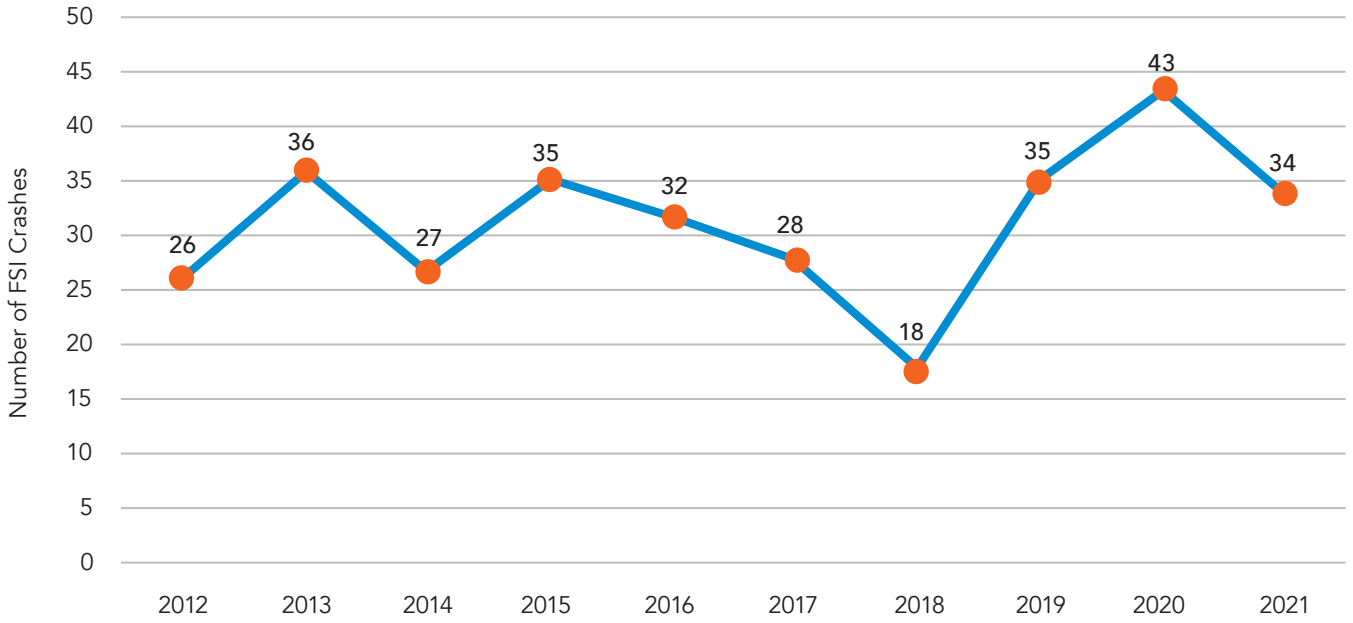


Figure 5: Yearly trend in fatal crashes

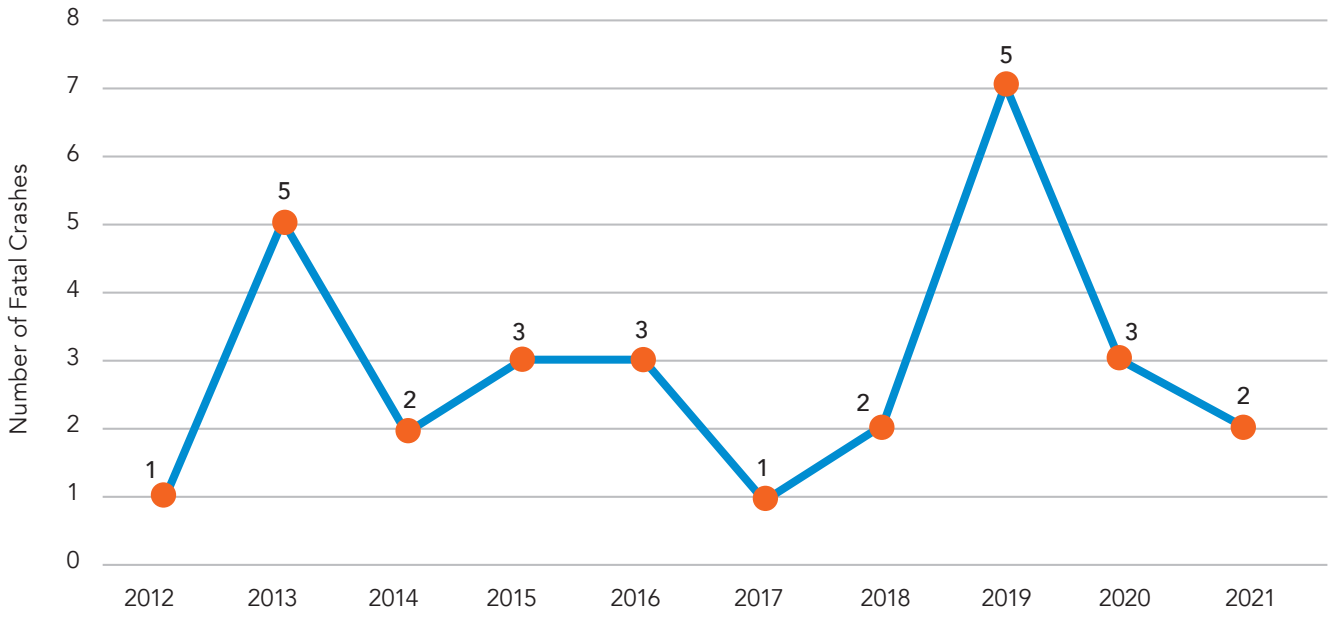
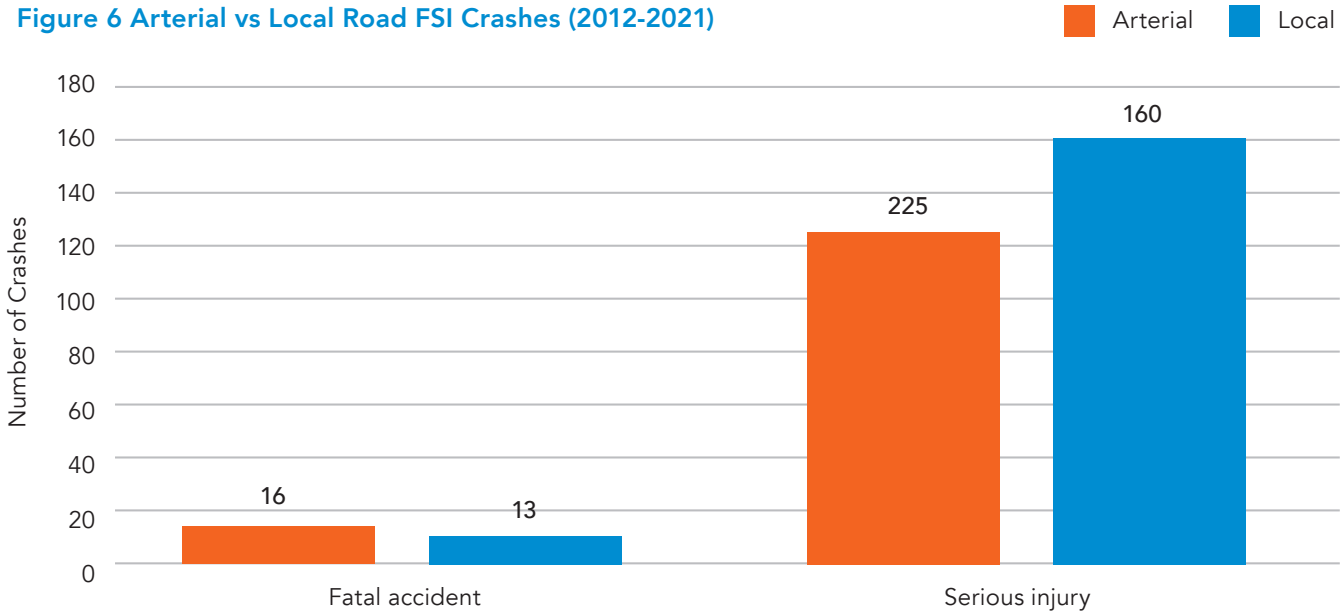


Figure 6 Arterial vs Local Road FSI Crashes (2012-2021)

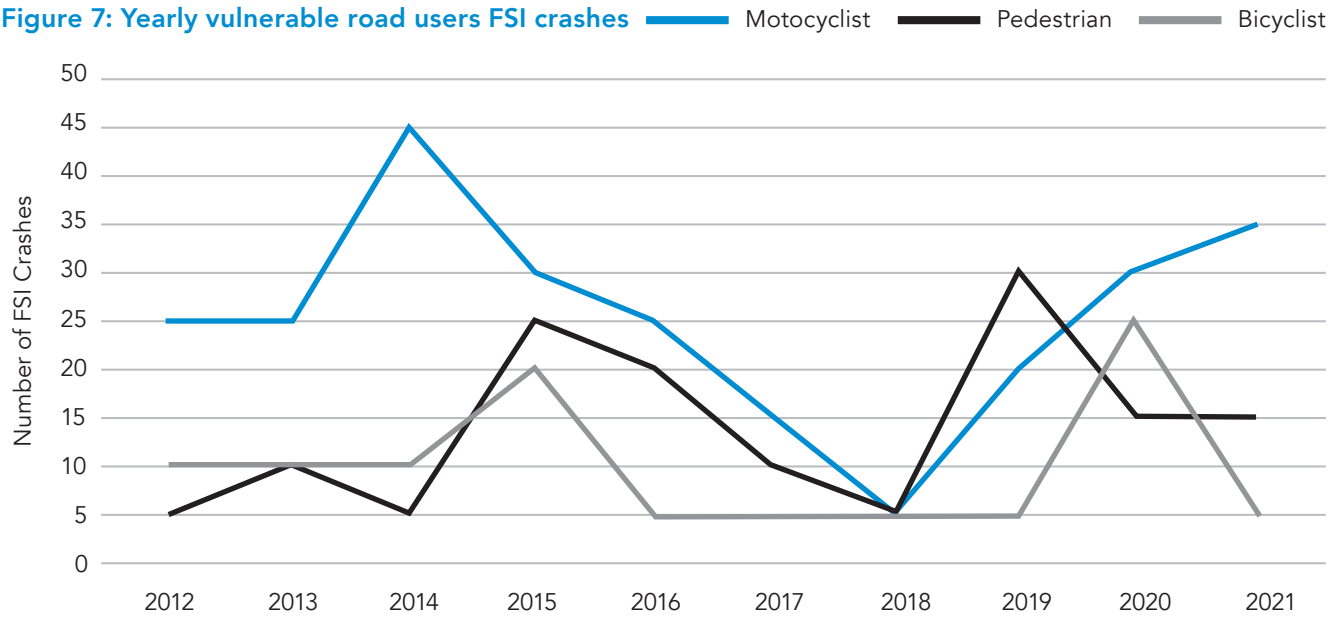


There appears to be a downward trend for vulnerable road user FSI crashes

Vulnerable road users (motorcyclists, pedestrian and bicyclists) FSI crashes appear to be showing a downward trend. Within the 10-year period analysed, no bicyclist fatal crashes have been recorded. No pedestrian fatality has occurred since 2011. Generally, there has been one fatal motorcycle crash per year.

Figure 7 shows the yearly trend in vulnerable road user FSI crashes

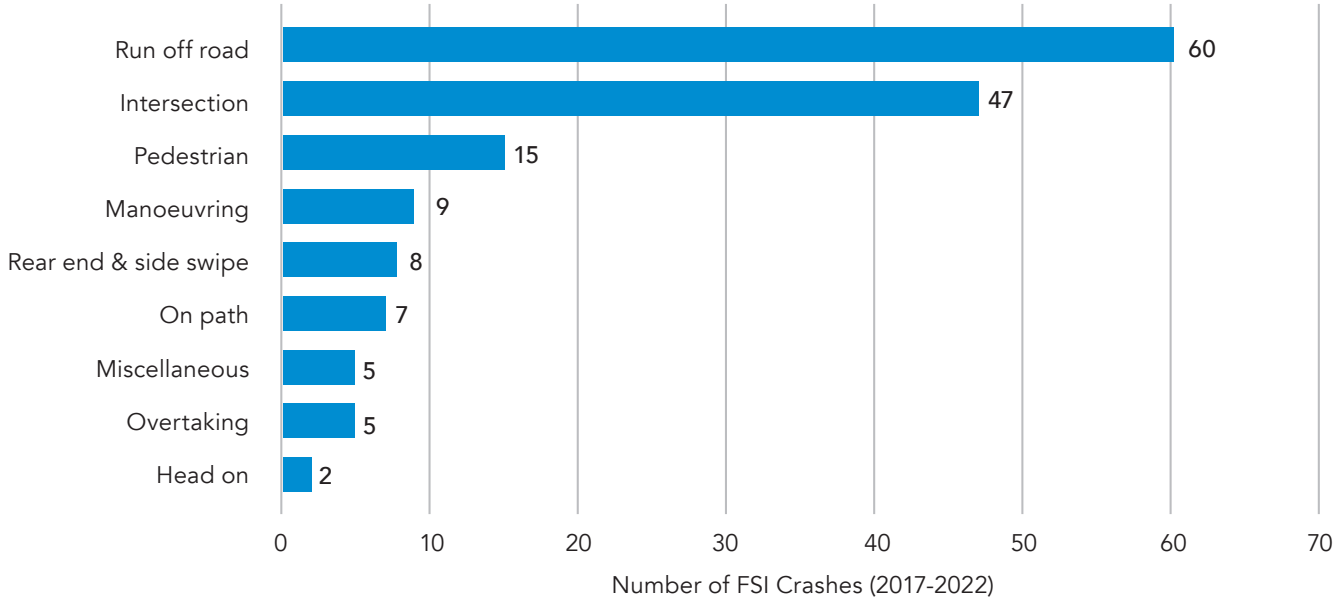
Figure 7: Yearly vulnerable road users FSI crashes



Run-off-road and intersection FSI crashes are the most prevalent

Crashes are grouped into categories, as shown in Figure 8. Examples of crash types in each category are given in the figure below. 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. Both of these crash types are often high-speed, high-energy impacts that lead to severe outcomes.

Figure 8: Prevalence of FSI crash types (2017-2021)



Examples of crash types:

- Run off road: all crashes involving a vehicle leaving the road
- Intersection: 'T-bone' style crashes (at intersections only)
- Pedestrians: all crashes involving pedestrians
- Rear end & side swipe: same direction, lane changing
- On path: animals/objects on road, cyclist hits car door, vehicle hits parked car
- Miscellaneous: passenger/load falls from vehicle, train crashes
- Manoeuvring: U-turns, parking, reversing
- Overtaking: pulling out, cutting in
- Head on: opposing directions

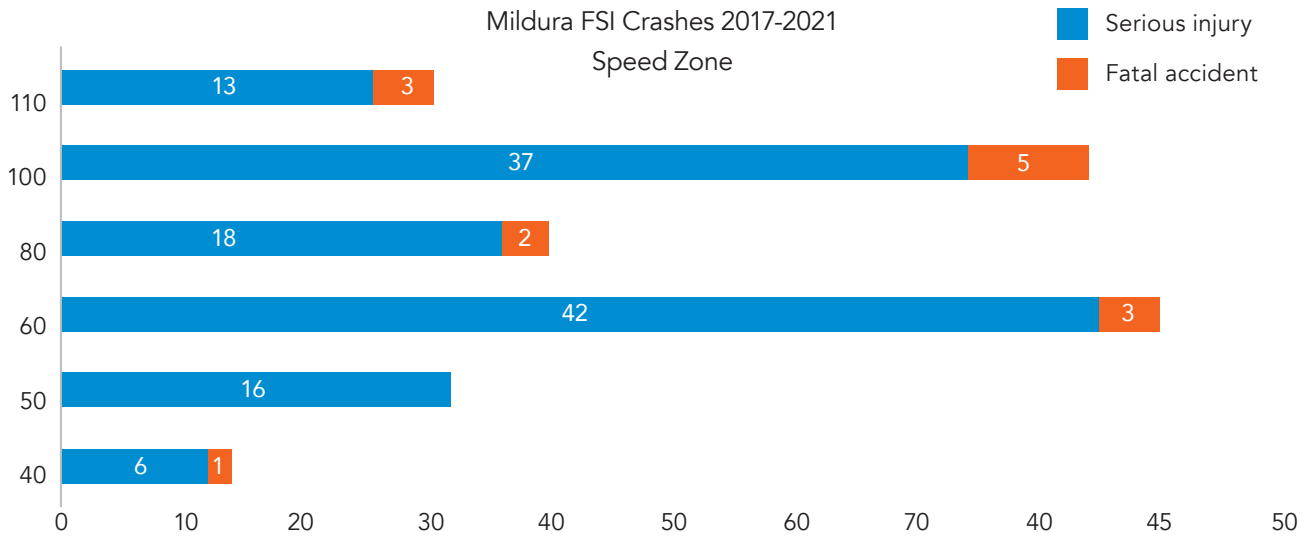
High speed areas are where the bulk of road trauma is occurring

Within the 2017-2021 period, 8 of the 15 fatal crashes occurred on 100km/h roads or higher. Collisions with fixed objects (trees, utility poles) or other oncoming vehicles at these speeds involve significant levels of kinetic energy, more than what the human body can withstand. Therefore, collisions at these speeds are unlikely to be survivable.

The 60km/h speed zone also sees high levels of FSI crashes. The most common crash types within this speed zone are intersections, run off road and pedestrians – collectively accounting for around 78% of FSI crashes.

Figure 9 shows the FSI crashes that have occurred within different speed zones between 2017-2021.

Figure 9 FSI crashes by speed zone (2017-2021)



5.2 What did you tell us?

A community consultation session was held in June 2022. The aim of this session was to gain an understanding of the community's current thoughts on the Safe System elements (Roads, Speeds, People and Vehicles). In addition, the community was also asked to contribute to an online survey on MRCC's YourSay platform. More than 100 contributions were received.

The following are the main findings of these consultation forums:

- Driving in a car is the most common transport choice (with 88% of respondents saying they drive on a daily basis)
- Cycling infrastructure in high-speed environments requires improvement. Some routes feature no sealed shoulders, or shoulders with loose gravel / debris. This forces cyclists to ride in the general traffic lane.
- Cycling routes to schools should be identified. Safe cycling infrastructure should be developed along these routes to increase the uptake in children riding to school.
- We have major movement corridors for general traffic and heavy vehicles. Cycling priority networks should also be developed.
- Driver distraction (including mobile phone use) appears to be increasing.
- Young males are typically over-represented in crash statistics. Increased messaging and engagement with this demographic would be beneficial.
- New vehicles have improved safety features – yet older cars tend to be the first car of our youngest drivers.
- There are multiple changes in speed limits (Mildura to Ouyen provided as an example). This can increase the level of driver frustration and decrease the level of compliance.
- People may not understand the meaning of a "built-up area" and therefore not comply with the speed limit.
- Police presence and enforcement of speeding (both in marked and unmarked vehicles) is effective in gaining long-term compliance.

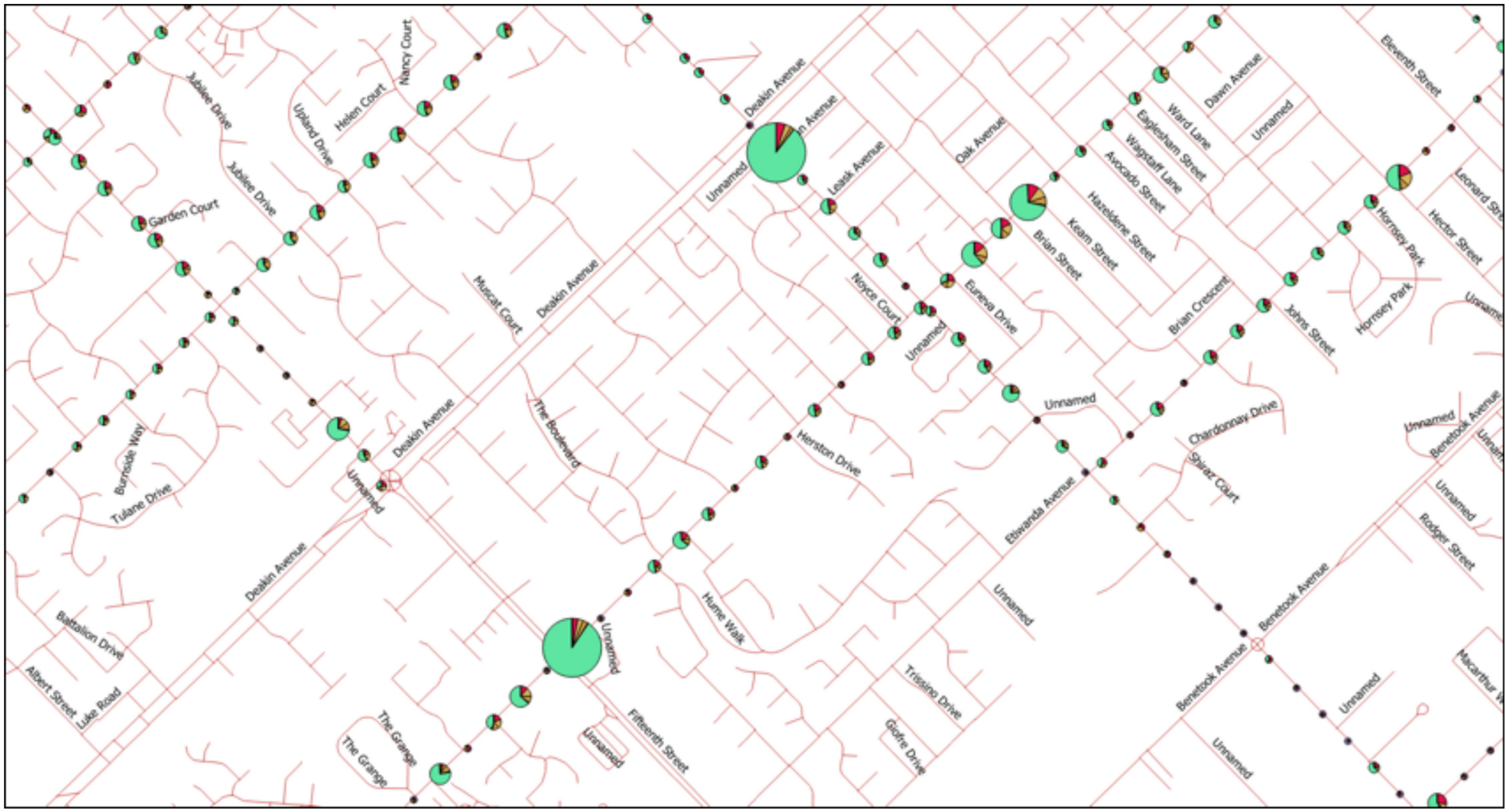
5.3 ANRAM

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. MRCC has been working to produce these maps, an example of which is shown in Figure 10, 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 10: Example of ANRAM map produced by Council

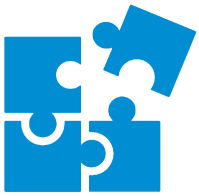


6 What works and what doesn't?

There is a lot of information available on road safety and the effects of different safety measures. This provides an excellent starting point when deciding what methods and initiatives should be implemented. Research[2] 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 Department of Transport, 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

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
- Continue to reference and update MRCC's Speed Management Plan – a snapshot of this has been provided in **Appendix A.**

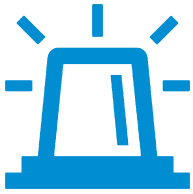
2. Fylan, F., Hempel, S., Grunfeld, B., *Conner, M., Lawton, R. (2006), Effective Interventions for Speeding Motorists. Road Safety Research Report No. 66.* London: Department for Transport.

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



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
- When proposing infrastructure upgrades, referencing the Victorian Movement and Place Framework to ensure treatments match and support transport objectives. High-level aspirational cross-sections developed with the Movement and Place Framework in mind has been provided in **Appendix B.**

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 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.[3]
- 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 (Department of Transport).

3 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

7 Moving Towards Zero

Achieving an 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 MRCC, road designers, or road users, but rather, it is a joint effort that requires the prioritisation of road safety from everyone involved.

Council will be a road safety leader for the 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.

Develop our transport network with Movement and Place principles in mind

Movement and Place (as explained in Chapter 4) has been adopted at a state-level and is a useful resource in defining strategic priorities for our transport network. The Mildura CBD has already been analysed using the Movement and Place Framework, with multiple actions described in the "Mildura CBD Plan 2020-2035". Having our transport projects underpinned by the Movement and Place principles ensures we are better aligning the MRCC network with the community's desires and aspirations.

Monitor our progress

Periodically review the level of road trauma occurring within the region. As discussed in Section 2, MRCC has set targets to meet both State and Federal road safety action plans. Achieving zero fatal and serious injury crashes across the transport network will require the monitoring crash statistics, identifying trends as well as treating Black-spot areas.

Address the most severe risk locations and risk factors

While Mildura has addressed many of blackspots over the past 10 years there are still locations of high risk on the 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 people volunteer to help protect our community and demonstrate their commitment to help eradicate road trauma. 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

MRCC will work in partnership with both the State and Federal Government to ensure the region receives its fair share of investment in road safety. It will also look at what can be done to help the state and the nation, from volunteering in pilot programs to standing up and supporting evidence based state-wide and national initiatives.

The 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 Council must ensure people are safe on the roads as the region grows. While there are good checks and balances in place to make sure new projects and developments are safe, Council will formalise these processes and help ethically responsible developers provide safe and efficient developments.

Reduce risk for active transport users

Council has committed to increasing active transport, including walking and cycling. It's important that people of all ages feel safe as they improve their health by walking and riding their bikes. Council will work with both those inside and outside the vehicle to improve behaviour. Council will also endeavour to 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 things can be done 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.

Maximise Federal and State Governments funding programs

There are a number of road safety grants and funding streams applicable to MRCC. Funding may be used to cover the costs or subsidise road safety projects, training for staff, community road safety messaging, road safety strategies etc. MRCC will continue to look into these avenues to support our road safety initiatives from sources including:

- TAC Community Road Safety Grant Program, TAC Local Government Grants, TAC Small Grants Program
- VicRoads Community Road Safety Grants Program
- Federal Black Spot Program

MRCC will also liaise with VicRoads and Road Safety Victoria to identify any new funding streams that become available.

8 Targets and Action Plan

Council's long-term goal is to achieve zero deaths and serious injuries on local roads. Setting targets motivates and engages us and creates a standard to monitor progress. By monitoring progress, successful initiatives and improvements can both be recorded.

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.

Council's target through this strategy is to achieve a 50% reduction in fatalities and serious injury crashes across the municipality by 2030. Based on the research, analysis, consultations, and application of best practice in road safety management MRCC has collated a list of actions to achieve this goal. These actions require ongoing examination. MRCC will continually monitor the road safety performance of local roads and check if the Strategy and Action Plan are still appropriate.

"We will be a place to live, belong and visit with infrastructure and development that enhances our lifestyle."

Table 2 Action Plan (2023-2030)

ID	Action	Targets / Measures	Priority	Timeframe
1	Regularly review crash data to identify key issues and trends and to inform planning, projects, and operations	Review crash data annually and determine insights (including crash attributes e.g. number of motorcyclist crashes, crash type prevalence, location etc.)	High	Annual
2	Council to familiarise relevant staff with the: - National Road Safety Strategy - State Road Safety Strategy - Police Road Safety Strategy	Promote the strategies and provide copies to all relevant staff. Formally consider the implications of the strategies and how they affect council strategies, plans, targets, and operations Regularly review and align council operations and targets with the strategies	High	Year 1
3	Develop a list of funding sources and register to online mailing lists for the TAC Grants Program, Department of Transport (DoT) Community Road Safety Grants, and Federal Government Grants.	Establish a funding applications program and supporting procedures Make annual applications as appropriate.	High	Year 2
4	Review current safe driving policy, update in line with Safe System principles, and communicate to staff.	Safe driving policy requirements understood and formally accepted by all staff that use fleet vehicles	Medium	Year 2

ID	Action	Targets / Measures	Priority	Timeframe
5	Conduct Road Safety Audits on local roads, particularly where there are any changes made to the road environment (e.g., new development) or where issues are identified by Council or the community.	Minimum of 3 RSAs per annum	Medium	Annual
6	Identify Black Spot sites with high numbers of crashes. Assess what treatment is required for each Black Spot. Submit application for funding to improve Black Spot safety	Review crash data annually and determine insights	High	Annual
7	Undertake traffic speed monitoring surveys in areas of poor speed compliance as identified by the Police or community	Conduct speed surveys	Medium	Annual
8	Encourage schools to deliver Bike-Ed programs.	Establish a municipality wide engagement program.	Medium	5 Years
9	Provide information to Council staff and stakeholders on the relationship between speed, safety, and liveability, and advocate the Movement and Place framework.	Establish a Movement and Place policy.	Medium	5 Years
10	Establish a prioritised program of Safe Access Audits (starting with transport hubs) to improve pedestrian and cycle access to key areas	Minimum of 3 Safe Access Audits per annum	Low	10 Years
11	Investigate areas of concern as noted by our community – including issues provided in the Road Safety Strategy engagement sessions.	Minimum of 6 site investigations per annum	High	Ongoing
12	Investigate mobility issues within townships	Minimum of 6 site investigations per annum	Medium	5 Years

4. Mildura Rural City Council (2020) Council Plan 2021-2025

9 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:

9.1 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

9.2 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.

9.3 Safer roads and speeds

- Report all road faults and hazards on local roads to Mildura Rural City Council (03 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.

10 Areas for improvement

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

- High speed crashes. The majority of 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 edge barrier systems on high-speed roads in rural areas.
- 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. 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.
- Safe cycling networks. There is lots of variation in the quality and type of cycling infrastructure present across Mildura. In consultation with the community, Council needs to determine where priority cycling networks lie and invest in infrastructure to encourage safe cycling in these areas.
- 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: Speed Management Plan – Snapshot

KEY

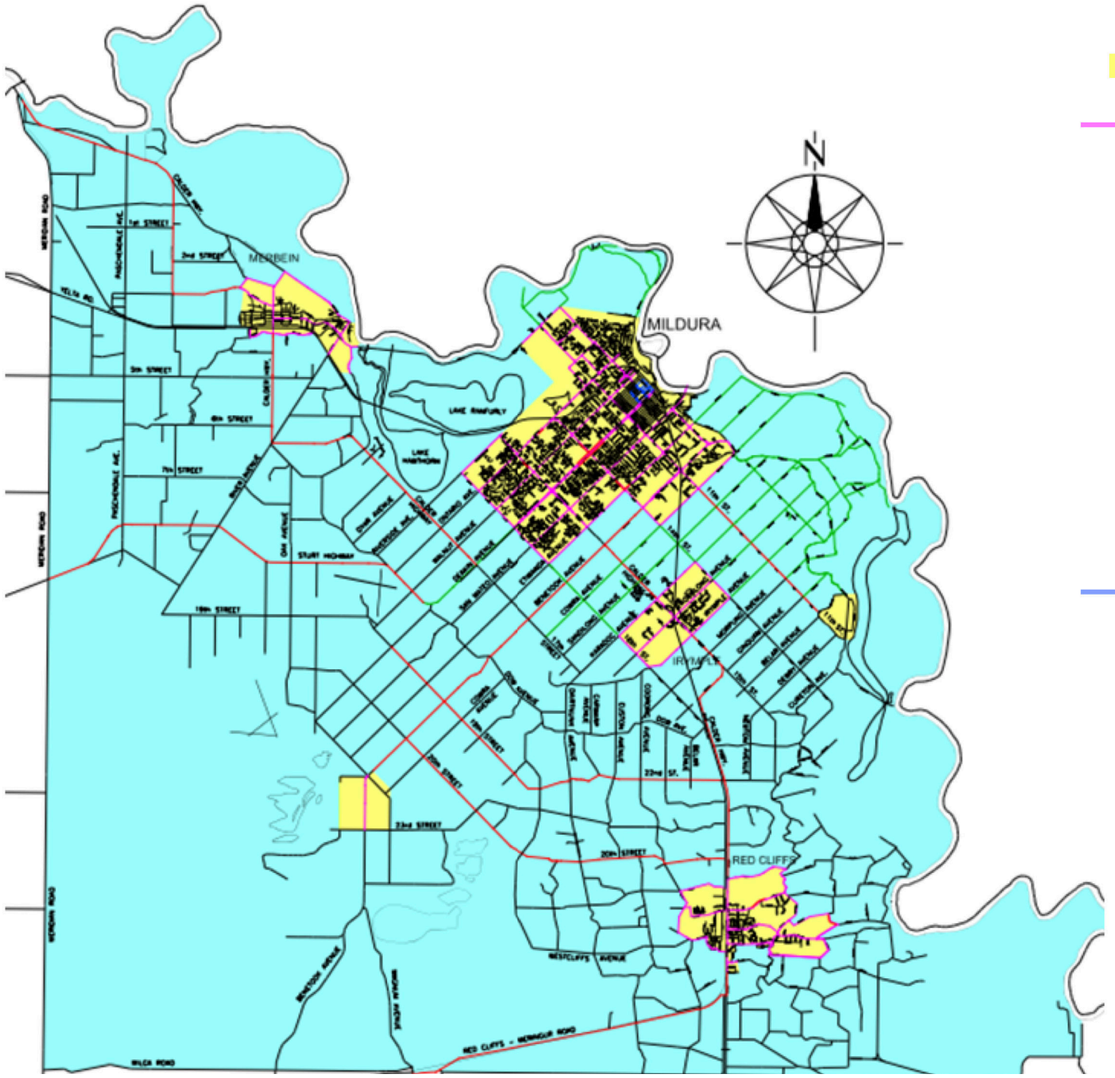
PROPOSED 80KM/H REGION

CONSIDER RAISING SPEED LIMIT FROM 80KM/H IF:

- Arterial road
- Divided road
- Barriers in place
- Sealed shoulders
- Rumble strips / RRPMs
- Suitable horizontal and vertical geometry
- Limited number of intersecting roads
- Low crash history

CONSIDER LOWERING SPEED LIMIT FROM 80KM/H IF:

- Residential area
- Unsealed shoulders
- Unsealed roadway
- Narrow road with width <6m
- Poor visibility
- Crash history



KEY CONT.

PROPOSED 40KM/H REGION

CONSIDER RAISING SPEED LIMIT FROM 40KM/H IF:

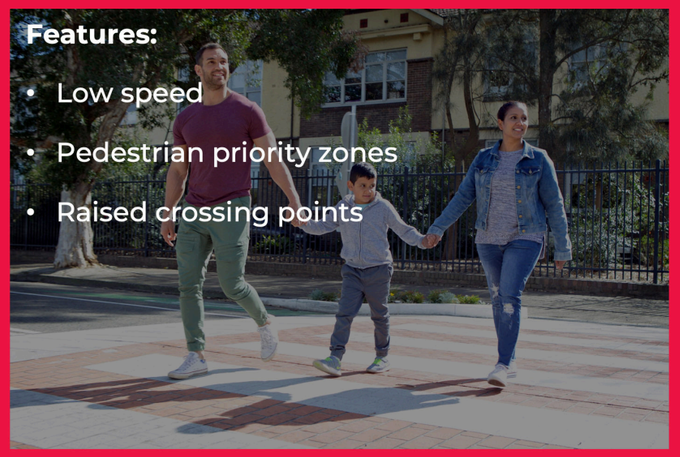
- Arterial road
- Divided road
- Low pedestrian / cyclist activity
- Low crash history
- Suitable street lighting
- Appropriate intersection control (roundabouts or signalised intersections)

CONSIDER LOWERING SPEED LIMIT FROM 40KM/H IF:

- High pedestrian activity
- Narrow traffic lanes
- Minor local road
- Low vehicle traffic volume
- Public facilities located in the area (shops, pubs, park etc.)
- Suitable Local Area Traffic Management in the area (wombat crossings, pedestrian refuges etc.)

Appendix B: Aspirational cross-sections

HIGH PEDESTRIAN MOVEMENT



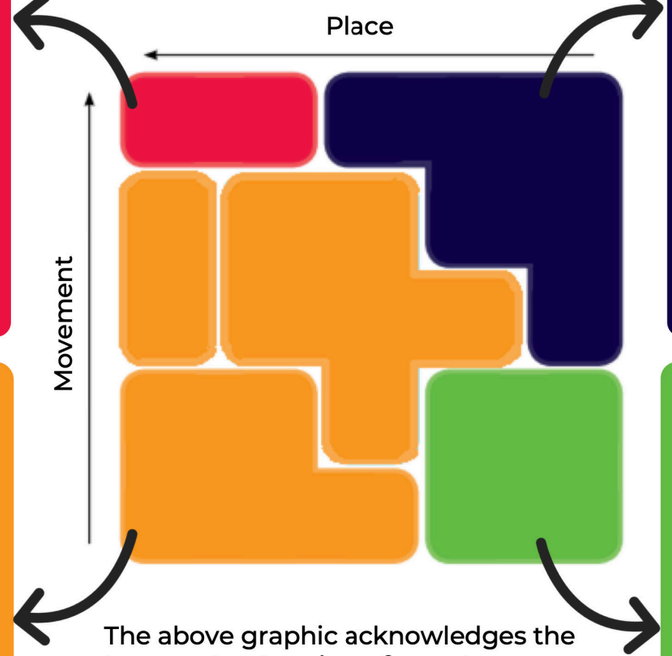
Features:

- Low speed
- Pedestrian priority zones
- Raised crossing points

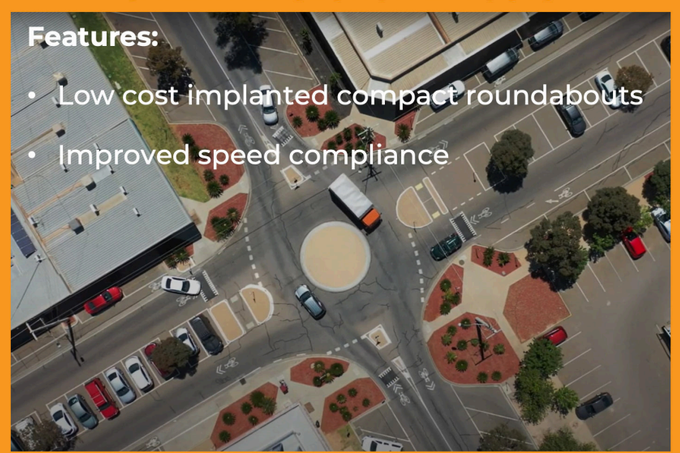
HIGH VEHICLE MOVEMENT

Features:

- High speed
- Arterial road
- Flexible barrier systems (median and edge)



SAFE INTERSECTION LAYOUTS



Features:

- Low cost implanted compact roundabouts
- Improved speed compliance

LOW VEHICLE MOVEMENT

Features:

- Lower speed
- Local road

The above graphic acknowledges the transport network performs two functions:
1. movement of people and goods and
2. serving as a place (a destination in its own right)

Adapted from Department of Transport's "Movement and Place in Victoria"

Mildura Rural City Council

03 5018 8100

mildura.vic.gov.au