Roadmap to Zero

Safe Travel Strategy and Action Plan 2026-31

Version 2.1, 24 November 2025

City of Port Phillip

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Contents

Vision

The *Plan for Port Phillip 2025 to 2035* articulates our commitment to creating a safe and liveable city. This is a city where everyone who travels on our roads and streets can arrive safely. Protecting human life and health sits at the centre of every decision we make about how people move through our city.

We proudly commit to Vision Zero 2050. Vision Zero recognises that no death or serious injury on our roads and streets is acceptable. It is both a target and a philosophy that places human life and wellbeing above other transport objectives. Like safety in the workplace, it reflects a belief that serious harm is preventable when systems are designed to protect people.

Vision Zero requires transformation of the entire transport system. The system includes roads and streets, vehicles, speeds and people. It acknowledges that while we can improve people's behaviour using the roads and streets, everyone inevitably makes mistakes, but those mistakes should not lead to death or lifelong injury. The Safe System Approach is how we bring Vision Zero to life. It ensures every part of the transport system works together to keep people safe through safe roads and streets, safe speeds, safe vehicles, safer people and effective post-crash care.

Everyone who walks, scoots, rides, drives or takes public transport should be able to do so safely. Achieving this will take time and consistent effort, but it is an achievable goal when we plan, design and invest with human life and health at the centre of every choice we make.

The Plan for Port Phillip's six Strategic Directions:

Purpose

Roadmap to Zero: Safe Travel Strategy and Action Plan 2026-31 sets out how the City of Port Phillip will deliver Vision Zero locally. It explains the Safe System Approach and how it will guide our design, planning and investment decisions so that our transport network moves steadily toward a safer future.

Traditional road safety strategies have focused on responding to crash data, identifying high-risk locations and applying treatments to reduce future crashes. While this remains useful for prioritising effort, crash data alone cannot create a truly Safe System. Crashes have a degree of randomness and are dispersed, so spot fixes will never be enough. Instead, we need to systematically lift safety across the entire network. Just as workplaces do not wait for injuries before improving safety, our roads and streets must be designed to prevent harm before it occurs.

The Safe System End State provides a blueprint for this future. It defines what a safe network will look like by 2050, describing the conditions, vehicle speeds and designs that eliminate death and serious injury. Vision Zero planning uses this End State to map out the steps, policies and investments needed to get there. This Strategy and Action Plan form that pathway, ensuring each decision moves us closer to a network that protects everyone who walks, rides, drives or takes public transport.

The Strategy also aligns with Council's wider direction, including the *Plan for Port Phillip 2025 to 2035*; *Move, Connect, Live: Integrated Transport Strategy 2018-2028;* and the *Community Safety Plan*, ensuring safety remains at the heart of how we shape our city's transport future.

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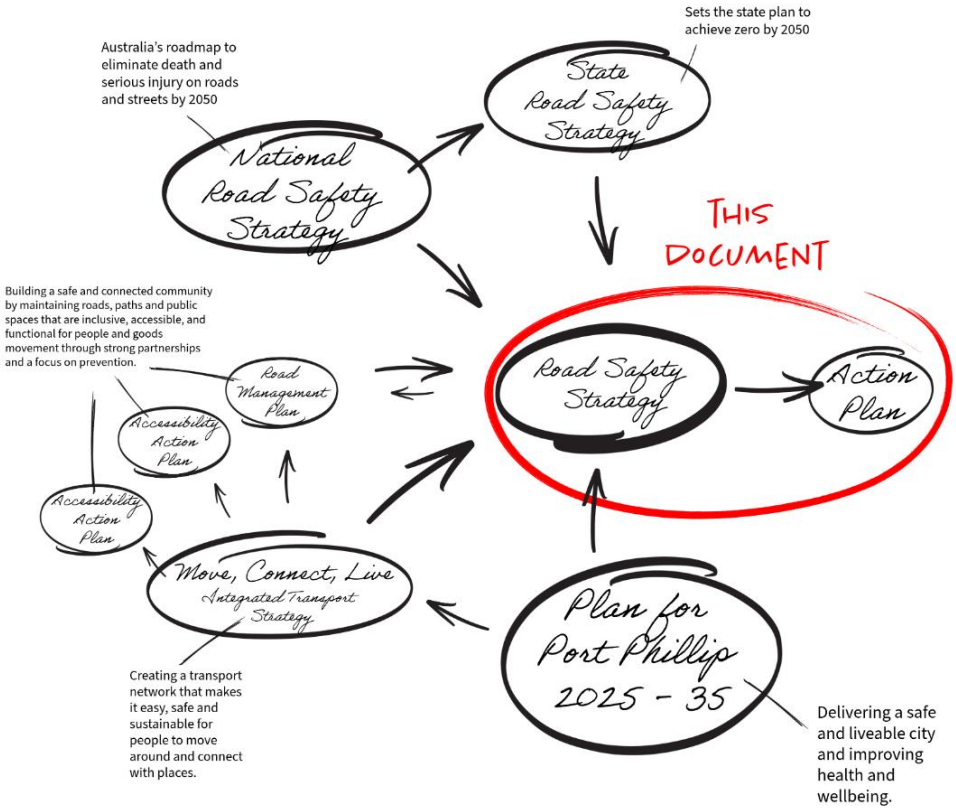


About Our City

The City of Port Phillip is one of Melbourne's most dynamic and densely populated municipalities.

Located south of the central business district along Port Phillip Bay, it combines established urban areas, major activity centres and growing renewal precincts. The municipality includes diverse neighbourhoods such as St Kilda, South Melbourne, Port Melbourne and Elwood, each with its own distinctive character, heritage and community life.

Port Phillip's location makes it a gateway between Melbourne's central city and the bay. Its mix of residential, commercial and industrial areas, along with major regional attractions, supports a strong visitor and tourism economy. Each year, the city welcomes large numbers of local, interstate and international visitors who come for its beaches, restaurants, entertainment precincts and cultural events.

As Melbourne continues to grow, Port Phillip is experiencing significant population increase and urban renewal. Developments in Fishermans Bend, St Kilda Road, and South Melbourne will see thousands of new residents and jobs over the coming decades. This growth brings opportunities for a more connected and vibrant community but also creates challenges for safety, access and mobility on busy roads and streets.

The transport network reflects the city's complex inner-urban setting. Several major arterial roads carry large volumes of regional traffic, while the local street network supports trams, buses, walking, cycling and freight movement. The municipality contains some of Melbourne's most iconic tram routes, providing essential access between neighbourhoods and the CBD. However, the network of walking and cycling infrastructure remains incomplete, with gaps and inconsistencies that limit safer and more continuous active transport connections.

Council is responding to these challenges by improving the integration of land use and transport, promoting walking and cycling for local trips, and working with state agencies to manage arterial roads more safely and sustainably. Balancing the needs of movement and place remains a key focus for ensuring Port Phillip continues to be a liveable, inclusive and well-connected city.

Road Safety in the City of Port Phillip

The City of Port Phillip has a strong record of making roads and streets safer through better design, lower speeds, education and advocacy.

Road and Street Upgrades

Safety has been improved at key sites through the Federal Black Spot Program and council-funded projects, including the Alma Road crossing upgrades and the Kerferd Road safety trial. And we continue to develop and design safety upgrade projects such as the Inkerman Safe Travel Corridor.

Speed Limits

Lower speed limits now cover around 90 per cent of local streets. The City continues to work with the Victorian Government to reduce speeds around schools, shopping areas and pedestrian zones and is preparing to introduce more 30 km/h limits under the new Victorian Speed Zoning Policy.

Community Road Safety Efforts

Road safety is central to the City's Community Safety Plan. Local programs, safer school access projects and 34 supervised school crossings help people move safely every day.

Planning and Advocacy

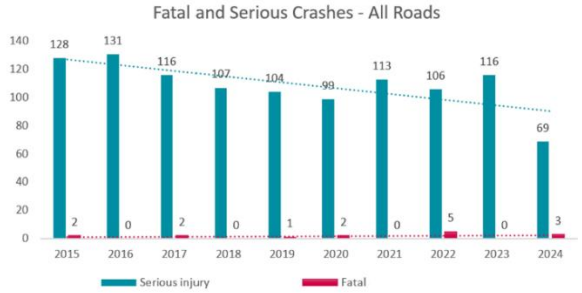
The City advocates for safer design on major roads, including separated bike lanes on St Kilda Road and improved crossings on arterials such as Williamstown Road. Through the Integrated Transport Strategy and Advocacy Strategy, the City continues to promote safer, people-focused transport planning.

Trauma Analysis

These combined efforts, together with the work of State and Federal Governments, industry partners and our community, have helped maintain stable levels of road trauma in Port Phillip even as population, transport activity and visitor numbers have grown.

However, keeping trauma at the same level is not enough. The City of Port Phillip is committed to eliminating deaths and serious injuries by 2050 and achieving significant reductions in the years ahead.

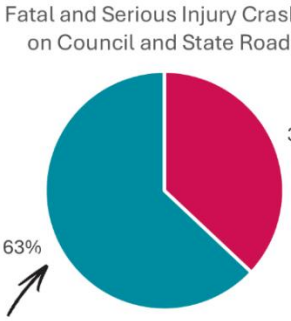
To identify the most effective starting points for action, we analyse both crash cluster locations and broader areas of systemic risk. This helps us find the best pathways and priorities for investment and delivery. The crash data presented below is used to guide prioritisation rather than to suggest that these are the only areas requiring attention.



Serious Injury crashes are trending down, but fatal crashes have a slight upward trend

How we compare to our peers (fatal and serious injuries on local roads per 100k population)

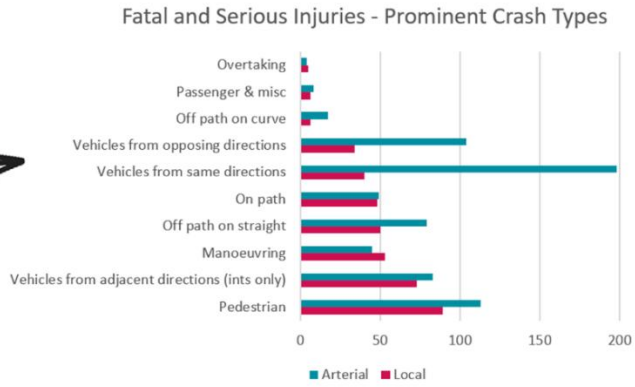
BAYSIDE	17.89
MOONEE VALLEY	22.48
STONNINGTON	23.35
DAREBIN	25.05
GLEN EIRA	27.14
HOBSONS BAY	27.20
MARIBYRNONG	27.65
YARRA	27.94
PORT PHILLIP	39.72
MELBOURNE	61.46

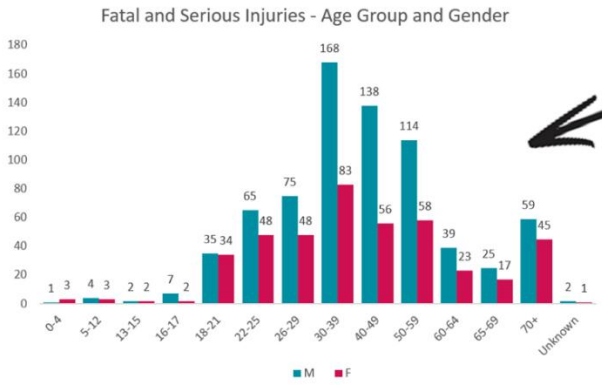


Local Government Managed Roads and Streets

State Government Managed Roads

Pedestrian crashes are the most common type on local roads, while crashes involving vehicles travelling in opposing directions (such as rear-end and sideswipe collisions) are most frequent on State-managed roads.





Males are overrepresented in fatal and serious injury crashes, with people aged 30 to 59 accounting for the highest number of casualties. Age groupings reflect standard state reporting categories.

An in-depth analysis of road trauma in the City of Port Phillip can be found in the technical supplement report to this strategy document.

Vision Zero and the Safe System

Vision Zero - a road and street network free of death and serious injury by 2050. It recognises that every death and serious injury is preventable and that the design of our transport system determines the outcome of crashes. Vision Zero focuses on protecting human life and health by creating a transport environment that is safe for all.

The Safe System Approach is the method we use to achieve Vision Zero. It is a people-centred way to eliminate death and serious injury on roads and streets. It both aims to reduce crashes, but also accepts that people make mistakes and that the human body has limited tolerance to crash forces. This means the transport system must be forgiving. For us this means designing every part of the system to prevent crashes where possible and to reduce harm when crashes occur.

The core elements are:

- Safe roads and streets
- Safe speeds
- Safe people
- Safe vehicles

These pillars guide how we plan, design and operate our network and how we work with partners to manage risk.

Why City of Port Phillip adopts this approach

City of Port Phillip is a compact, mixed-use and growing municipality with major activity centres, renewal precincts and a high volume of visitors. Our roads and streets carry local, regional and freight traffic alongside people walking, cycling and using trams. This mix creates complex interactions that demand a Safe System lens in every decision about movement, design and investment.

A Safe System Approach allows Council to prioritise safety and liveability together. It helps us determine where investment, maintenance and behaviour programs will most reduce harm, and it aligns with Council's broader community safety goals, including the local area speed program and network improvements for people walking and cycling.

The Safe System End State

The concept of a Safe System End State describes what a safe transport network will look like by 2050. It sets clear conditions for zero deaths and serious injuries and shows how design, speed and technology must work together to achieve them.

For Port Phillip, it provides a blueprint for how our roads and streets should function, the speeds that are appropriate, and the types of vehicles that should have access. It allows us to measure how much of our network meets these target conditions and to track progress with clear indicators, leading to faster and more lasting reductions in deaths and serious injuries.

Each road and street will have its own Safe System End State. Activity streets will prioritise walking, cycling and public life, supported by low vehicle speeds. Connector streets will move people and goods efficiently while keeping vulnerable users protected through separation and design. City hubs will combine activity, access and safety through integrated street design and appropriate speed management.

By planning with a Safe System End State in mind, we can work backwards from the desired future to identify the actions, policies and investments needed today to make it real.

Vehicles of the future

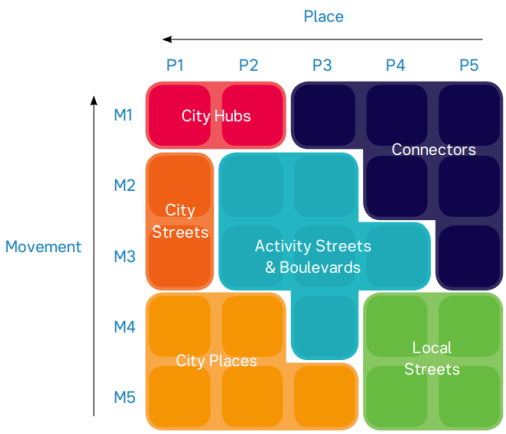
Vehicles are changing rapidly, and these advances are a key part of the Safe System. Technologies such as automated emergency braking, lane-keeping assistance, intelligent speed adaptation, connected vehicle data and higher levels of automation are already reducing crash risk and severity.

As these features become standard, they will interact with road and street design to create safer conditions. Council will take these advances into account in decisions about road and street design, planning and investment, ensuring new infrastructure complements and maximises the benefits of emerging vehicle safety technologies.

Movement and Place in a Safe System context

Every road and street serves both a movement role and a place role. The Movement and Place framework helps balance these by considering who uses the space, how it functions, and what speeds and design features are appropriate.

Applying this framework within a Safe System context ensures that decisions about design, speed and land use align with human safety and the intended purpose of each street. It guides what a road or street should look and feel like, and which treatments will achieve the conditions needed for a Safe System End State.



What this means for Port Phillip

Adopting Vision Zero and the Safe System Approach means:

- Designing roads and streets for human safety first
- Setting speeds that match the street's purpose and human tolerance to impact forces
- Using Safe System End States to guide investment and renewal priorities
- Anticipating future vehicles and technologies when designing today's network
- Applying the Movement and Place framework to balance access and liveability while maintaining safety

This approach ensures Port Phillip's transport system evolves toward a future where every journey is safe, sustainable and people-centred.

Developing and delivering our Safe System End State

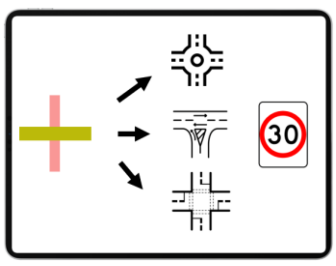
The City of Port Phillip is progressing a six-step process to deliver our Safe System End State that supports Vision Zero 2050:

Refine Our
Safe System End State

We are refining our vision of what a fully safe transport network will look like by 2050. This work draws on national and state guidance, including the Austroads *Charting a Path to Zero* framework, Victorian Government Network Safety Plan Guidance and our local strategies, policies and plans. Local crash and network data are being analysed to ensure the Safe System End State reflects the specific risks, travel patterns and conditions within Port Phillip.

Apply and Update
Movement and Place

We are continually clarifying the strategic function of our roads and streets in the Movement and Place framework. This ensures safety, speed and access decisions match each street's role and how people use it, creating roads and streets that are both safe and vibrant.

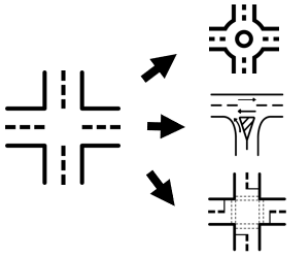


Developing a
Safe System Treatment Menu

We will develop a treatment menu that applies Safe System principles to each street type. It includes both long-term End State treatments and short-term Step-Towards options that allow progressive, affordable and community-supported upgrades while still delivering real safety improvements.

Prioritisation Via
Quantified Risk

We are identifying the highest-risk roads and intersections using both crash data and the characteristics of roads and streets we know create risk. This helps pinpoint where serious injuries and fatalities are most likely to occur. Each location is then reviewed to determine the most effective Safe System treatments that align with the street's function, surrounding land use and community needs. This assists in prioritising the rollout of our Safe System End State.



Treatment Selection
using the
Safe System Treatment Menu

We will then assess the highest-risk roads and intersections through detailed analysis and targeted site visits. Each location will be reviewed against its Movement and Place role, local conditions and strategic context to determine the most effective Safe System treatments. Where suitable, interim treatment options are identified to provide staged, practical improvements that move each street closer to its Safe System End State.

Delivery Coordination

We must focus on the most cost-effective actions to save lives and prevent serious injuries. Within this framework, each proposed treatment will be assessed based on its expected reduction in deaths and serious injuries. This analysis helps prioritise projects that deliver the greatest safety benefit for investment. The plan will be regularly updated as new data, programs and funding opportunities emerge, ensuring ongoing progress toward Vision Zero 2050.

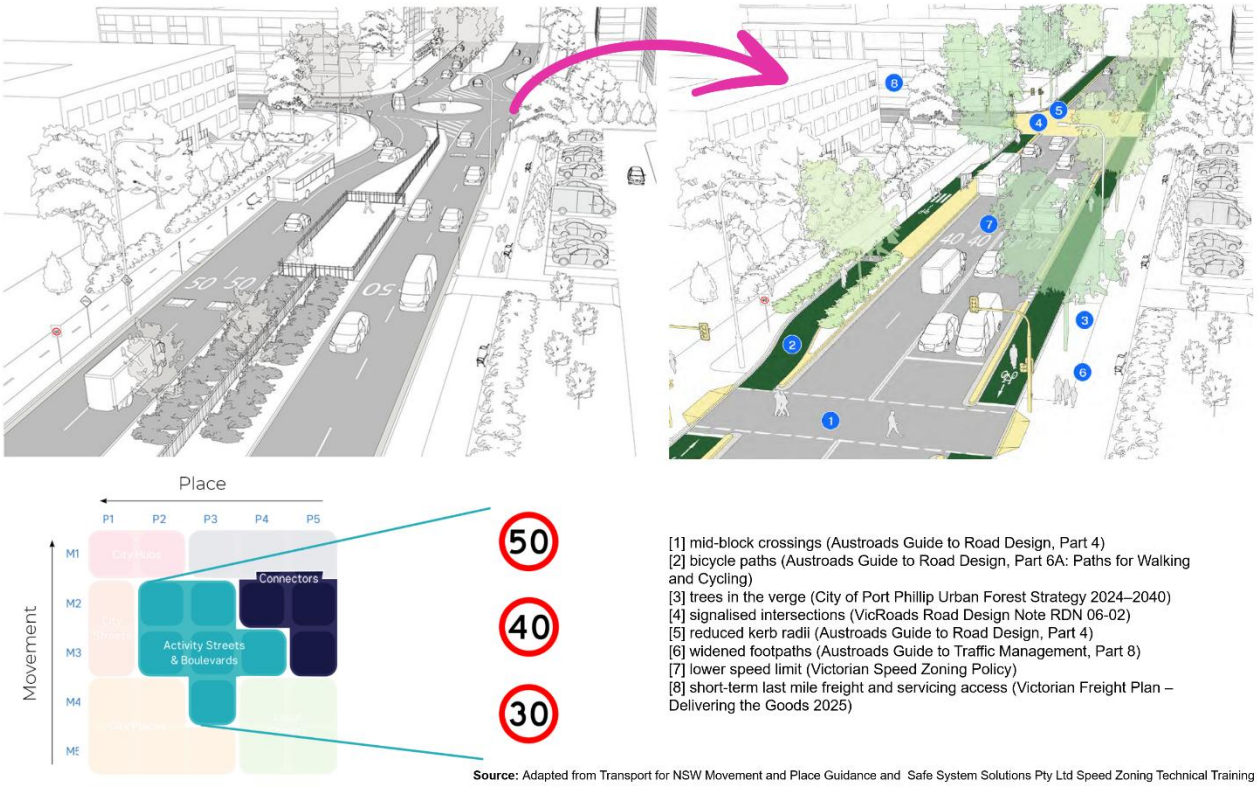
Example Safe System End States

Below are conceptual examples of Safe System End States in practice and the kinds of transformations that may be possible. These are not confirmed projects but illustrations that show how the Safe System principles could be applied in different contexts.

Connectors and Higher Order Activity Streets and Boulevards

Example Roads/Streets:

- Canterbury Road, St Kilda West
- Ferrars Street, South Melbourne
- Pickles Street, Port Melbourne
- Williamstown Road, Port Melbourne



Source: Adapted from Transport for NSW Movement and Place Guidance and Safe System Solutions Pty Ltd Speed Zoning Technical Training

Other treatments may include:

Raised Crossings at Roundabouts

Continuous Footpaths on Side Roads

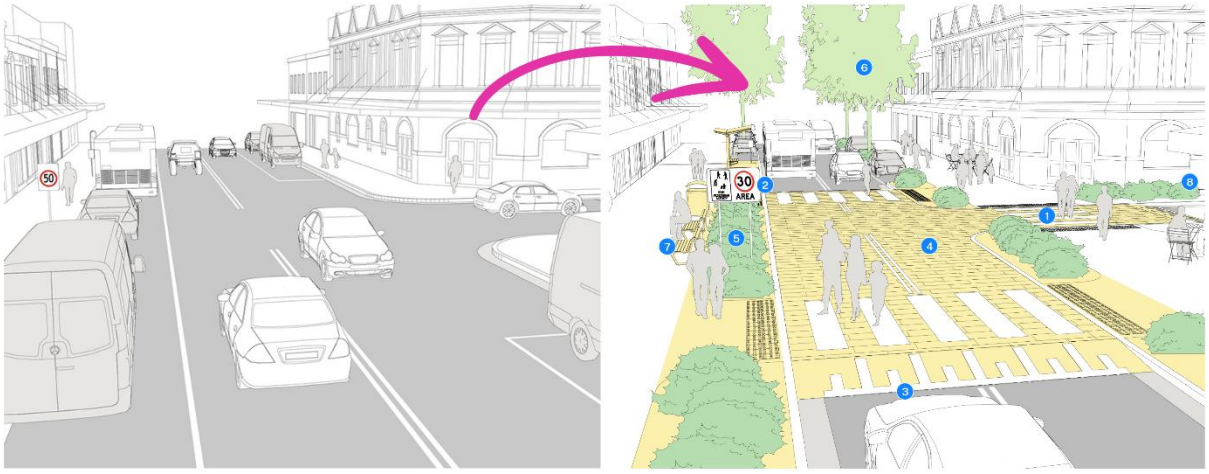
Protected Intersections

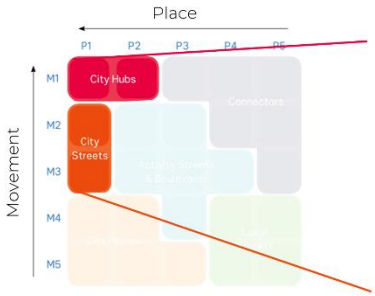
Raised Pedestrian Operated Signals

City Hubs and City Streets

Example Streets:

- Coventry Street, South Melbourne
- Bridge Street, Port Melbourne
- Grey Street, St Kilda
- York Street, South Melbourne





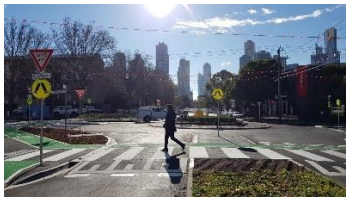
[1] mid-block crossings (Austroads Guide to Road Design, Part 4)
[2] lower speed limit (Victorian Speed Zoning Policy)
[3] narrowed lanes (Austroads Guide to Traffic Management, Part 8)
[4] raised safety platforms (Victorian Government RDN03-07 Raised Safety Platforms)
[5] low verge buffer planting (City of Port Phillip Urban Forest Strategy 2024-2040)
[6] tree planting within kerb extensions (City of Port Phillip Nature Strip and Street Garden Guidelines and Urban Forest Strategy)
[7] places to stop and rest (Urban Forest Strategy)
[8] freight and servicing access (Victorian Freight Plan – Delivering the Goods 2025)

Source: Adapted from Transport for NSW Movement and Place Guidance and Safe System Solutions Pty Ltd Speed Zoning Technical Training

Other treatments may include:

Raised Crossings at Roundabouts

Continuous Footpaths on Side Roads



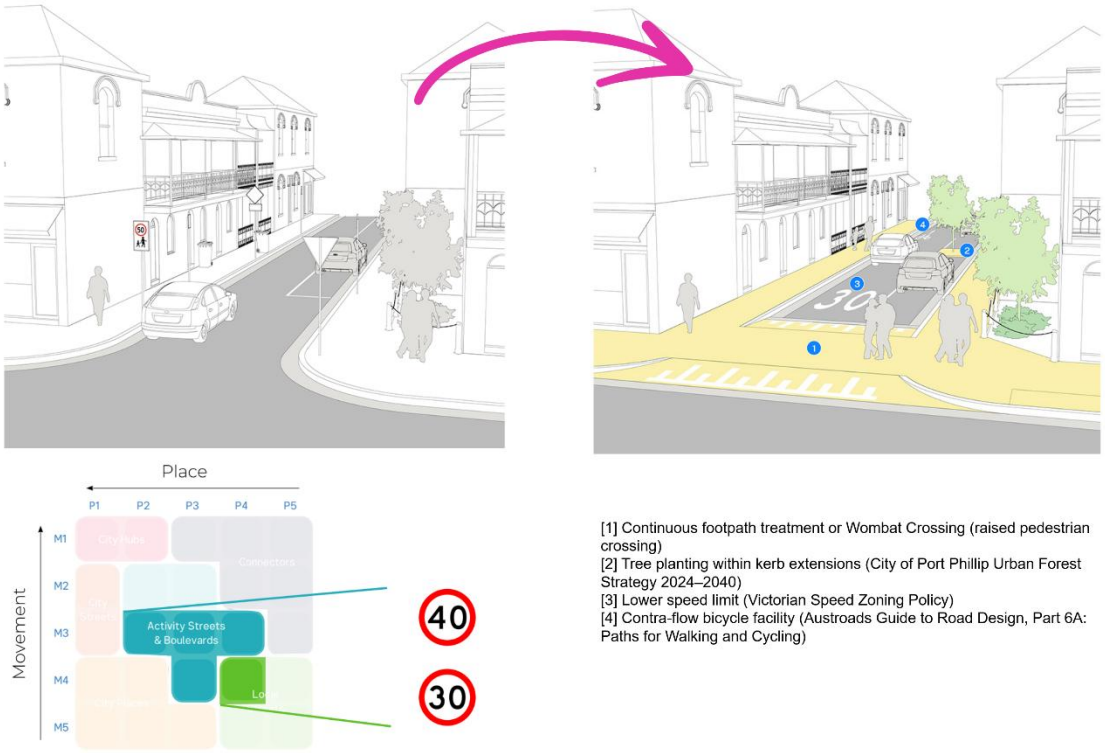
Protected Roundabouts and Midblock Wombat Crossings

Raised Pedestrian Operated Signals

Lower Order Activity Streets and Boulevards, and Higher Order Local Streets

Example Roads/Streets:

- Herbert Street, Elwood
- Lansdowne Road, St Kilda East
- Bank Street, South Melbourne



Source: Adapted from Transport for NSW Movement and Place Guidance and Safe System Solutions Pty Ltd Speed Zoning Technical Training

Other treatments may include:

Local Area Traffic Management (e.g Speed Humps, Slow Points)

Wombat Crossings (Raised Pedestrian Crossings)

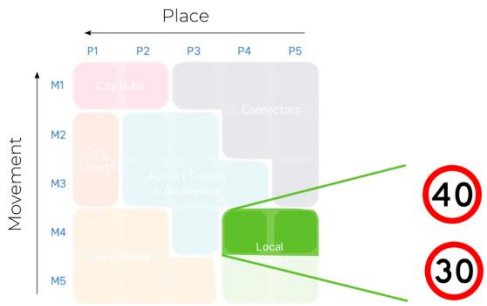
One Way Streets

Raised Intersections

Local Streets (Neighbourhood Connectors)

Example Streets:

- Raglan Street, South Melbourne
- Page Street, Middle Park



[[1] Trees in the verge (City of Port Phillip Urban Forest Strategy 2024–2040)
[2] Footpaths (Austroads Guide to Road Design, Part 6A: Paths for Walking and Cycling)
[3] Painted thresholds (Austroads Guide to Traffic Management, Part 8)
[4] Slow points (Austroads Guide to Traffic Management, Part 8)
[5] Tree planting within kerb extensions (Urban Forest Strategy)
[6] Kerb extensions or build outs (Austroads Guide to Road Design, Part 4)

Source: Adapted from Transport for NSW Movement and Place Guidance and Safe System Solutions Pty Ltd Speed Zoning Technical Training

Other treatments may include:

Local Area Traffic Management (e.g Speed Humps, Slow Points)

Model Filters (Pedestrian and Cyclist Only Points)

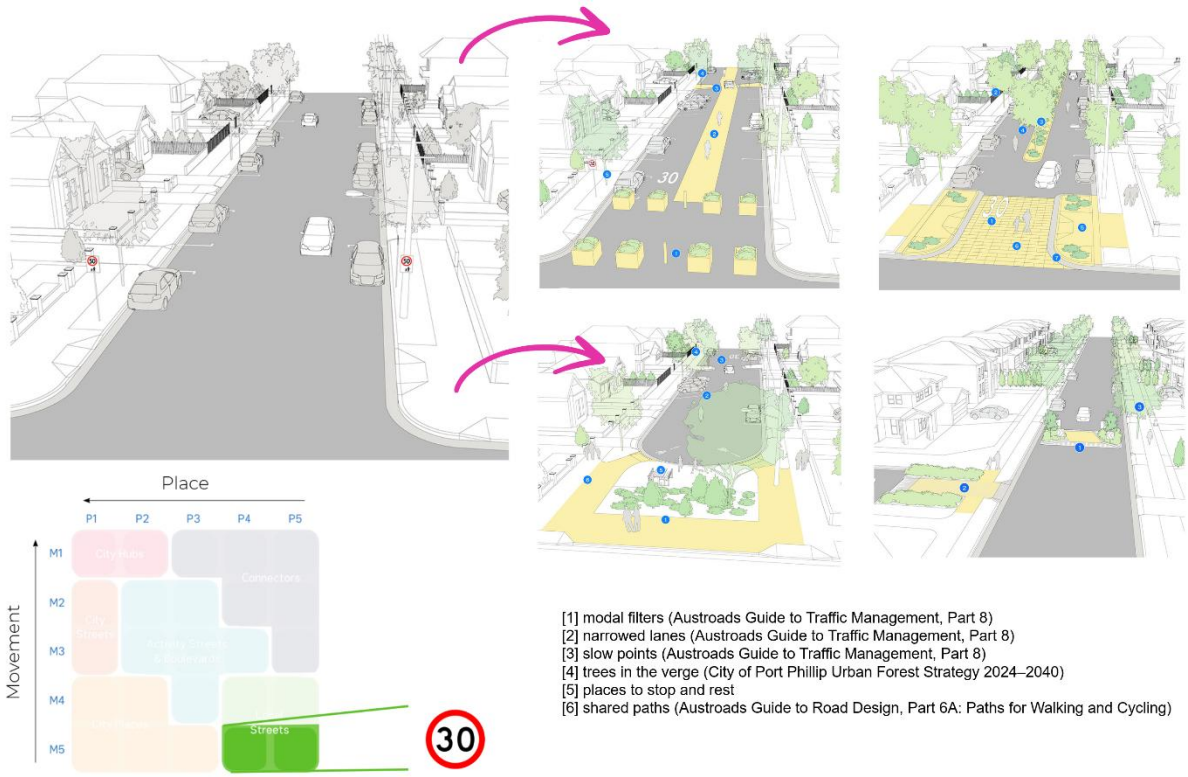
One Way Streets

Raised Intersections

Local Streets (Access Streets)

Example Streets:

- Milton Street, Elwood
- Wordsworth Street, St Kilda
- Nimmo Street, Middle Park



[1] modal filters (Austroads Guide to Traffic Management, Part 8)
[2] narrowed lanes (Austroads Guide to Traffic Management, Part 8)
[3] slow points (Austroads Guide to Traffic Management, Part 8)
[4] trees in the verge (City of Port Phillip Urban Forest Strategy 2024–2040)
[5] places to stop and rest
[6] shared paths (Austroads Guide to Road Design, Part 6A: Paths for Walking and Cycling)

Source: Adapted from Transport for NSW Movement and Place Guidance and Safe System Solutions Pty Ltd Speed Zoning Technical Training

Other treatments may include:

Local Area Traffic Management (e.g Speed Humps, Slow Points)

Model Filters (Pedestrian and Cyclist Only Points)

One Way Streets

Shared Zones

Roles and Responsibilities

Creating a safe network of roads and streets relies on everyone working together. The City of Port Phillip leads locally, but achieving our goal of zero deaths and serious injuries depends on close cooperation between all levels of government, key agencies and our community.

Council's role

Council is responsible for managing the local road network, including paths, crossings and public spaces. We ensure these are safe, accessible and well maintained.

As a planning and design authority, Council applies Safe System principles to all local projects and policies. This means our decisions about speed, layout and street design always consider human safety and vulnerability.

Council also supports positive travel behaviour. We deliver local education programs, awareness campaigns and initiatives that encourage safer and more sustainable travel choices.

As an advocate, Council works with the Victorian and Australian Governments to align priorities, seek funding and influence policies that improve safety for people who live, work and travel in Port Phillip.

Victorian Government and partner agencies

The Victorian Government provides the overarching direction for road safety across the state. The Department of Transport and Planning manages arterial roads, sets speed zoning policy, and coordinates delivery of the Victorian Road Safety Strategy and Action Plan.

The Transport Accident Commission focuses on community education, research, funding and support for people affected by crashes.

Victoria Police enforces road rules and deters unsafe behaviour through targeted operations, testing and community engagement.

These agencies work together under the Road Safety Partners framework to deliver a coordinated and evidence-based approach.

Australian Government

The Australian Government sets national direction through the National Road Safety Strategy and Action Plan. It regulates vehicle safety standards, collects national data and funds programs that enable state and local road safety initiatives.

Community and local partners

Our community, schools, local businesses and organisations also play an important part. Every person who travels in Port Phillip can contribute to a safer environment by being attentive, considerate and aware of others. Local groups can help identify issues, promote safety messages and support initiatives that improve safety for all.

Working together

Each partner has a specific role, but we all share the same purpose: to protect human life and health. Through partnership and consistent action, we can create a transport system in Port Phillip where everyone arrives safely.

Action Plan

Action Plan

The following actions set the direction for the first five years of our journey toward Vision Zero 2050. Some actions focus on refining the Safe System End State, our blueprint for a transport network that is free of death and serious injury by 2050. Others focus on maintaining and strengthening the work already underway to support safe and appropriate use of our roads and streets.

We will continue to pursue funding from State and Federal Governments and seek opportunities to work with industry and the community where shared benefits can be achieved.

Each action is assessed to ensure it aligns with our strategic objectives, is measurable and contributes directly to reducing deaths and serious injuries on our roads and streets. While we cannot commit others to deliver specific actions, we can commit to supporting, advocating and influencing action through partnership and leadership.

Actions are grouped into five themes:

1. Refining and implementing the Safe System End State and delivery plan.
2. Safe Roads: Upgrading and building safer infrastructure.
3. Safe Speeds: Moving travel speeds toward Safe System End State levels.
4. Safer People: Enabling people to use roads and streets safely through education, awareness and community partnerships.
5. Safe Vehicles: Supporting the transition to safer vehicles.

Safe System End State Delivery Plan Development:

Action #	Title	Description	Goal	Performance Measure	Timeframe	Prioritisation	Responsibility	Council Role
1.1	**Refine and Finalise the Safe System End State Blueprint**	Build on the existing Safe System End State work to finalise a documented vision of what a safe transport system will look like in 2050 for Port Phillip. This will draw from previous analysis, Movement and Place mapping, and alignment with State and Federal Vision Zero frameworks. The refined blueprint will describe the desired road, street, speed, vehicle and user conditions that together create a Safe System.	Establish a clear, evidence-based and locally relevant Safe System vision that guides all future planning, design and investment decisions.	Safe System End State blueprint completed and endorsed by Council; integrated into relevant strategies, design standards and funding frameworks.	Year 1	High	City Planning and Sustainability	Delivery
1.2	**Create a Safe System Treatment Menu and Delivery Framework**	Develop a treatment menu linking Safe System principles to Movement and Place street types, including both End State and Step-Towards treatments. Use this as a consistent reference for project planning and design.	Ensure all new and renewed projects apply Safe System treatments that match street context and function.	Treatment menu and framework approved and embedded in design and project processes.	Year 1	High	City Planning and Sustainability	Delivery
1.3	**Develop the Safe System Network Safety Plan**	Apply the End State and Treatment Menu to the existing network to identify gaps and priority corridors for action. Combine crash data and infrastructure risk ratings to target areas where Safe System principles will deliver the greatest benefit.	Create a prioritised plan that guides investment toward the highest-risk areas and most effective safety outcomes.	Network Safety Plan completed and endorsed; annual progress reports on priority corridors delivered.	Year 1 and ongoing	Medium	City Planning and Sustainability	Delivery
1.4	**Build Capacity and Partnerships for Implementation**	Deliver training and knowledge-sharing sessions for Council staff, consultants and partners on Vision Zero planning and Safe System delivery. Collaborate with State agencies, neighbouring councils and industry to share learnings.	Strengthen local capability and align regional and state-wide approaches to Vision Zero.	Number of staff and partner participants trained; documented partnerships and joint initiatives established.	Year 2 and 3	Medium	City Planning and Sustainability	Delivery

Safe Roads:

Action #	Title	Description	Goal	Performance Measure	Timeframe	Prioritisation	Responsibility	Council Role
2.1	**Safe Intersections**	Identify the highest-risk intersections using established road and street risk assessment techniques. Investigate these locations through Road Safety Audits or Safe System Assessments and develop upgrades consistent with the documented Safe System End State.	Reduce risk at the most dangerous intersections and transition them toward their Safe System End State.	Number of intersections improved to their Safe System End State each year.	Year 1: identify, assess and design upgrades. Years 2–5: deliver upgrades at two intersections per year.	High	Engineering	Delivery
2.2	**Safe Activity Streets/Areas**	Identify the highest-risk activity streets and areas using established risk assessment methods. Conduct detailed audits or Safe System Assessments and design upgrades that align with the Safe System End State for each location.	Reduce risk in priority activity streets and areas and transition them toward their Safe System End State.	Number of activity streets or areas improved to their Safe System End State each year.	Year 1: identify, assess and design upgrades. Years 2–5: deliver one upgrade per year.	High	Engineering	Delivery
2.3	**Safe Streets Around Schools**	Identify the highest-risk school precincts using road and street risk assessment techniques. Undertake Safe System Assessments and develop upgrades that align with the Safe System End State, incorporating input from school communities through consultation. Linked with Safe Speed Action 3.3.	Reduce risk around schools and transition these streets toward their Safe System End State, reflecting community priorities.	Number of school precincts improved to their Safe System End State each year.	Rolling program of two schools investigated per year.	Medium	Engineering	Delivery
2.4	**Integrating Safe System End State into Engineering and Planning Policies, Guides, Processes**	Review Council policies, guidelines, processes and standard drawings to assess alignment with the Safe System End State. Where gaps exist, develop updates or pathways for change to ensure all future works align with Vision Zero 2050.	Ensure Council's engineering and planning processes fully align with the Safe System End State and Vision Zero 2050.	Review completed and updates identified, documented and scheduled for implementation.	Year 2-3	Medium	City Planning and Sustainability	Delivery
2.5	**Ensuring State Investments Align with the State's Safe System End State for Arterial Roads**	Review all State-led arterial road projects in the City of Port Phillip to ensure they support the Safe System End State and State Vision Zero 2050 commitments. Provide feedback and advocate for design alignment where needed.	Ensure all arterial road investments within Port Phillip contribute to achieving the Safe System End State.	100 per cent of State-led arterial road projects reviewed, with documented Safe System alignment.	Ongoing	Medium	City Planning and Sustainability	Delivery and Advocacy

Safe Speeds:

Action #	Title	Description	Goal	Performance Measure	Timeframe	Prioritisation	Responsibility	Council Role
3.1	**Targeted Speed Limit Reviews on Council Managed Roads and Streets**	Identify the highest-risk Council-managed roads and streets using established risk assessment methods. Undertake Safe System Speed Limit Reviews that compare current and operating speeds with Safe System End State speed expectations. Where consistent with the Victorian Speed Limit Policy, adjust limits accordingly. Where not, align as closely as possible and advocate for future guideline improvements.	Reduce risk on Council-managed roads and streets and bring operating speeds closer to Safe System End State levels.	Number of Safe System Speed Limit Reviews completed each year.	Years 1–5: one Safe System Speed Limit Review per year.	High	Engineering	Delivery
3.2	**Safe Speeds Advocacy**	Identify the highest-risk State-managed roads using established risk assessment methods. Request that the State undertakes Safe System Speed Limit Reviews and advocate for appropriate speed limits aligned with Safe System End State speeds.	Reduce risk on State-managed roads and support the transition toward Safe System End State operating speeds.	Number of Safe System Speed Limit Reviews undertaken by the State with Council advocacy support.	Ongoing	Medium	City Planning and Sustainability	Advocacy
3.3	**Safe Speeds Around Schools**	With the release of the 2025 Victorian Speed Zoning Policy, progressively transition all school speed zones on Council-managed roads to 30 km/h to better align with Safe System principles and child safety needs.	Reduce risk around schools and ensure school precincts operate at Safe System End State speeds.	Percentage of school speed zones on Council-managed roads reduced to 30 km/h (target 100% within five years).	Rolling program Years 1-5	High	Engineering	Delivery
3.4	**Advanced Speed Monitoring**	Investigate advanced speed monitoring systems that use vehicle probe data to provide network-wide insights into operating speeds. Assess feasibility, cost and opportunities for integration into Council systems.	Improve Council's ability to monitor and respond to speeding trends across the entire network.	Feasibility assessment completed and recommendations documented.	Year 2-3	Medium	City Planning and Sustainability	Delivery
3.5	**Enhanced Enforcement**	Partner with Victoria Police, the Department of Transport and Planning, and the Department of Justice and Community Safety to share intelligence on speeding concerns identified through monitoring and community reports. Where End State treatments are pending, advocate for targeted enforcement to manage interim risks.	Improve speed compliance and reduce harm in high-risk locations through targeted enforcement and collaboration.	Number of formal enforcement requests submitted. Two coordination meetings held each year.	Ongoing	Medium	City Planning and Sustainability	Delivery and Advocacy

Safe People:

Action #	Title	Description	Goal	Performance Measure	Timeframe	Priority	Responsibility	Council Role
4.1	**Community Road Safety Education**	Support and promote existing State and local road safety education programs through Council communication channels, including newsletters, community events, website and social media.	Increase awareness and participation in safe road user programs across the community.	Number of programs promoted annually. Reach and engagement metrics from communication channels.	Ongoing	Medium	Communications and Engagement	Delivery and Advocacy
4.2	**Safe Behaviour on Shared Paths**	Encourage safe and courteous behaviour on shared paths through pavement markings, signage and targeted communication campaigns.	Improve safety and user experience on shared paths for all users.	Number of shared paths with behaviour signage and markings installed. Community feedback on path safety.	Ongoing	Low	Engineering	Delivery
4.3	**Young Road Users and Schools Engagement**	Partner with schools to support programs that teach young people about safe walking, cycling and driving. Promote initiatives such as the TAC Road to Zero exhibit and local safety campaigns.	Improve safety awareness and habits among young people travelling to and from school.	Number of schools participating in road safety programs.	Years 1–5	Medium	Community Development	Delivery and Advocacy
4.4	**Senior Road User Support**	Support State initiatives and local outreach programs that help older drivers and pedestrians maintain mobility and safety. Work with local health and community organisations to share information and resources.	Improve safety and confidence of older road users while supporting their continued mobility.	Number of senior road user information sessions or outreach activities held each year.	Ongoing	Medium	Community Development	Advocacy
4.5	**Safe Routes to School**	Review and promote safe routes to school for walking, cycling and public transport. Engage with students, parents and school communities to identify barriers and prioritise improvements.	Ensure every school has safe, connected travel options aligned with Safe System End State conditions.	Number of schools with reviewed and promoted Safe Routes. Number of upgrades completed.	Rolling program, Years 1–5	High	Engineering	Delivery

Safe Vehicles:

Action #	Title	Description	Goal	Performance Measure	Timeframe	Priority	Responsibility	Council Role
5.1	**Safe Council Fleet**	Maintain and strengthen Council's fleet policy to ensure all vehicles have a minimum 5-star ANCAP safety rating, that staff are trained in using safety features, and that vehicle age is managed to meet best practice standards.	Ensure Council's fleet meets high safety standards and reflects Safe System principles.	Annual compliance review confirming all vehicles meet safety and age requirements.	Ongoing	High	Fleet Management	Delivery
5.2	**Community Awareness of Safer Vehicles**	Promote the benefits of choosing safer vehicles across the community through Council communication channels. Share practical information on safety technologies, vehicle colour visibility, and access to resources such as *How Safe Is Your Car*.	Increase community awareness and uptake of vehicles with higher safety performance.	Number of community communication campaigns delivered per year. Engagement levels and reach of campaigns.	Ongoing	Medium	Communications and Community Development	Advocacy and Education
5.3	**E-Mobility Safety and Regulation**	Work with State and Federal partners to enhance the safety of e-mobility devices such as e-scooters and e-bikes. Collaborate with enforcement agencies to address unsafe or non-compliant devices and promote safe use when sharing roads and paths.	Improve safety outcomes for people using e-mobility devices and those sharing spaces with them.	Number of partnership meetings or joint actions with State agencies. Number of community safety messages or materials produced.	Ongoing	Medium	City Planning and Sustainability	Delivery and Advocacy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