



City of Port Phillip

Roadmap to Zero

Safe Travel Strategy 2026–31



City of Port Phillip

99a Carlisle Street
St Kilda, VIC 3182

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Diversity

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Wominjeka.

Council respectfully acknowledges the Traditional Owners and Custodians of the Kulin Nation. We acknowledge their legacy and spiritual connection to the land and waterways across the City of Port Phillip and pay our heartfelt respect to their Elders, past, present, and emerging. We acknowledge and uphold their continuing relationship to this land.

August 2026

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Mayor's Message

Everyone deserves to be safe getting where they need to be, no matter how they get around. As our City continues to grow and densify, our streets are carrying more people, placing increasing pressure on our limited road space to do more, and to do so safely.

That is why Council is committed to the Australian and Victorian Government's Vision Zero principle of zero deaths and serious injuries on our roads by 2050. Reaching this goal means recognising that crashes are not inevitable. When every part of the road transport system, including street and vehicle design, speeds, behaviours, enforcement and post-incident responses, work together, collisions can be prevented or their impacts made survivable.

Local governments in Victoria have a statutory responsibility to plan, manage and maintain safe local roads and footpaths. This means Council plays a direct role in shaping how safe our streets are for people getting around, and how they are used. *Roadmap to Zero: Safe Travel Strategy and Action Plan 2026–31* will directly support our *Plan for Port Phillip 2025–35* to deliver a safe and liveable city and the implementation of *Move, Connect, Live: Integrated Transport Strategy 2018–28*.

The *Roadmap to Zero* sets out how we will put safety, health and liveability first. This matters because our streets are not just traffic routes. They are places where people walk, travel, meet, shop and spend time. Every day, they carry a complex mix of people walking and riding, alongside buses, trams, cars and freight. These interactions require careful, people focused decisions about how our streets are designed, managed and delivered, guided by the internationally recognised Safe System Approach.

Shaped by community safety survey feedback and informed by best practice, *Roadmap to Zero* helps us identify where we can make the greatest difference. It aligns with Council's broader community safety priorities, including the local area speed program and the continued improvement of connected, comfortable and accessible walking and riding networks.

We gratefully acknowledge the Transport Accident Commission's \$50,000 Local Government Grant, which directly supported the development of this work. We also thank Victoria Police, schools, community members and partner organisations for their insights, data and ongoing collaboration.

Each life lost or serious injury on our roads is one too many. By working together, we can create streets that are safer, calmer and healthier for everyone.



Cr Alex Makin
Mayor
City of Port Phillip



1 Vision

The background of the slide is composed of several overlapping geometric shapes, primarily triangles and quadrilaterals, in various shades of green and teal. The colors range from a light, minty green to a dark, forest green. The shapes are arranged in a way that creates a sense of depth and movement, with some shapes appearing to recede into the background while others come forward. The overall effect is a modern, minimalist aesthetic.

Our Vision for a Safe and Liveable City

The *Plan for Port Phillip 2025–35* 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.

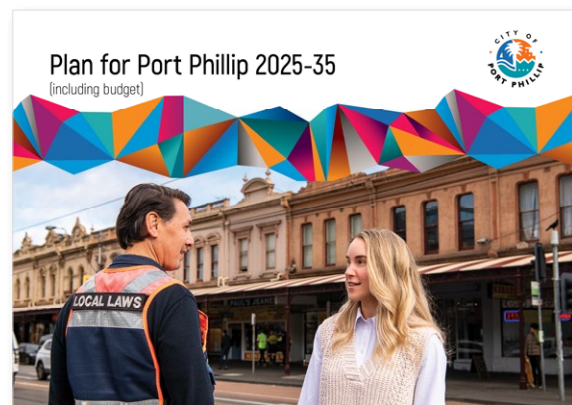
We proudly commit to Vision Zero 2050. Vision Zero recognises that no death or serious injury on our roads and streets is acceptable. It is both a target and a philosophy that places human life and wellbeing above other transport objectives. Like safety in the workplace, it reflects a belief that serious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



A healthy and connected community



An environmentally sustainable and resilient city



A safe and liveable city



A vibrant and thriving community



An engaged and empowered community



A trusted and high performing organisation

2 Context

The background of the slide is composed of several overlapping geometric shapes, primarily triangles and quadrilaterals, in various shades of green and teal. The colors range from a light, almost white-green to a deep, dark teal. The shapes are arranged in a way that creates a sense of depth and movement, with some shapes appearing to be in the foreground and others receding into the background. The overall effect is a modern, minimalist aesthetic.

Strategic Purpose

Roadmap to Zero: Safe Travel Strategy and Action Plan 2026–31 outlines 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.

This Strategy and five-year Action Plan will develop a vision for this future and plan for how to get there. It will define what a safe network will look like by 2050, describing the conditions, vehicle speeds and designs that eliminate death and serious injury. It will develop a map for the steps, policies and investments needed to get there. Each decision we make brings us closer to creating a network that protects everyone who walks, rides, drives or takes public transport.

Roadmap to Zero's implementation will be aligned with Council's broader strategic framework, including the *Plan for Port Phillip 2025–2035*, *Move, Connect, Live: Integrated Transport Strategy 2018–2028*, and the *Community Safety Plan*, ensuring that safety remains central to how we plan, design and manage our transport network.

Any future road safety projects will be developed in accordance with Council's *Community Engagement Policy 2025*.

See *Figure 1: How the Strategy is informed*.

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, riding 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 riding 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 riding for local trips, and working with state agencies to manage arterial roads more safely and sustainably. Balancing the needs of *Movement and Place* remain a key focus for ensuring Port Phillip continues to be a liveable, inclusive and well-connected city.

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.

Under the *Road Management Act 2004*, Council is responsible for the local road network. The arterial road network in the City of Port Phillip is the responsibility of the Victorian Government. While Council works closely with the Victorian Government's Department of Transport and Planning on ongoing operational matters, our capacity to influence improvements on State-managed arterial roads is limited to advocacy.



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.

Road safety projects led by the City of Port Phillip are required to undertake community engagement in accordance with Council's *Community Engagement Policy 2025*.

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 under the *Speed Zoning Policy 2025*, and coordinates delivery of the *Victorian Road Safety Strategy and Action Plan 2021-30* that applies to both State-managed arterial roads and locally managed Council roads.

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



Australian Government

a coordinated and evidence-based approach.

Australian Government

The Australian Government sets national direction through the *National Road Safety Strategy and Action Plan 2021-30*. 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.



3 Road Safety in Port Phillip Today

Current approach

The City of Port Phillip is committed to making roads and streets safer through better design, lower speeds, education and advocacy. As a statutory road manager, our current approach to road safety includes the following initiatives:

Road Safety Partnerships

Council relies on funding from both Australian and Victorian governments to support the development and delivery of road safety improvements. Safety has been improved at key sites through the Australian Government's Black Spot Program, as well as the Victorian Government's Safer Roads Program.

These road safety programs are underpinned by Safe System principles, directing investment towards treatments that reduce crash risk, manage vehicle speeds and improve protection for all road users.

Speed Limits

City of Port Phillip was a leader in the adoption of 40km/h speed limits which now cover around 90 per cent of our local streets. The City continues to work with the Victorian Government to improve safety by reducing speeds around schools, shopping areas and high pedestrian zones.

Community Road Safety Efforts

Road safety is central to the City's *Community Safety Plan 2023*. Local programs, safer school access projects and 34 supervised school crossings help people move safely every day.

Planning and Advocacy

City of Port Phillip is responsible for advocating for safety improvements on the City's arterial roads which are managed by the Victorian Government. Arterial roads include major highways like Kings Way and Nepean Highway, and connectors and activity streets like Glen Huntly Road and Beaconsfield Parade.

Examples of road safety advocacy from City of Port Phillip to the Victorian Government in the leadup to the 2026 State Election include:

- Pedestrian safety improvements on arterial roads near schools including Port Melbourne Secondary College, Elwood College, MacRobertson Girls' High School.
- Safer speeds (40km/h) on Glen Eira Road through the Ripponlea local activity centre.
- Safer riding conditions on arterial road Strategic Cycling Corridors, including completion of the St Kilda Road Bike Lanes Project from St Kilda Junction to Carlisle Street.
- Pedestrian operated signal (POS) crossings at Williamstown Road (at Prohasky Street), Salmon Street, Beacon Road, Bridge Street, and Boundary Street in Port Melbourne and Hotham Street in Ripponlea.
- Funding a feasibility study into the delivery of a permanent pedestrian overpass of Kings Way at Albert Road to provide safer connection between MacRobertson Girls' High School, Albert Park Lake and Anzac Station.

Through *Move Connect Live: Integrated Transport Strategy* and our *Advocacy Strategy*, the City continues to promote safer, people-focused transport planning.



Trauma Analysis

Our current approach, together with strategic direction from the Victorian and Australian governments, and contributions from industry partners and the community, has helped maintain relatively stable levels of road trauma in Port Phillip despite growth in population, transport activity and visitation.

However, maintaining current levels of road trauma is not sufficient. Fatalities have increased in recent years, and local roads managed by the City of Port Phillip record some of the highest rates of fatal and serious injuries among inner Melbourne municipalities, frequently involving pedestrians.

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.



Rate of Fatal and Serious Injuries (FSI) on locally managed roads (per 100,000 people)

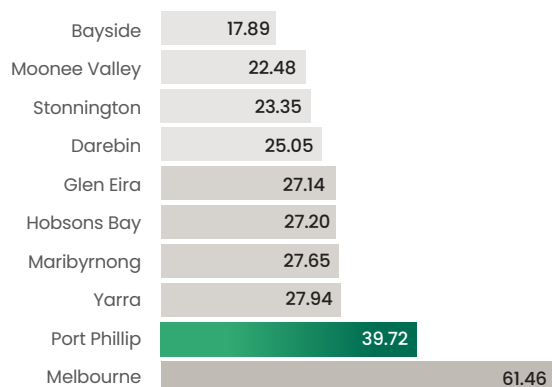


Figure 2: Port Phillip has a high number of fatal and serious injuries on local roads per 100k population, compared to our peers in similar local government areas.



Fatal and Serious Crashes: All Roads

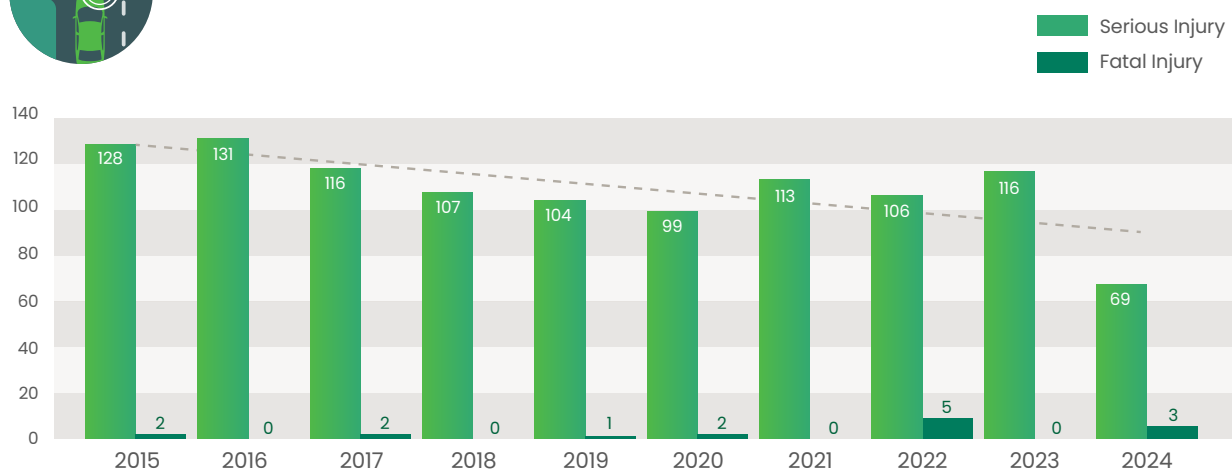


Figure 3: Serious crashes are trending down, but fatal incidents have seen a moderate increase in recent years (Transport Victoria, 2025).



Injuries on State vs Council Roads

State Government Managed Roads and Streets

Local Government Managed Roads and Streets

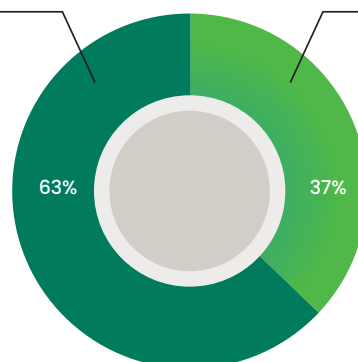


Figure 4: Fatal and Serious Injury Crashes on Council and State Government Roads between January 2014 and December 2024 (Transport Victoria, 2025).



Injuries by Age Group and Gender

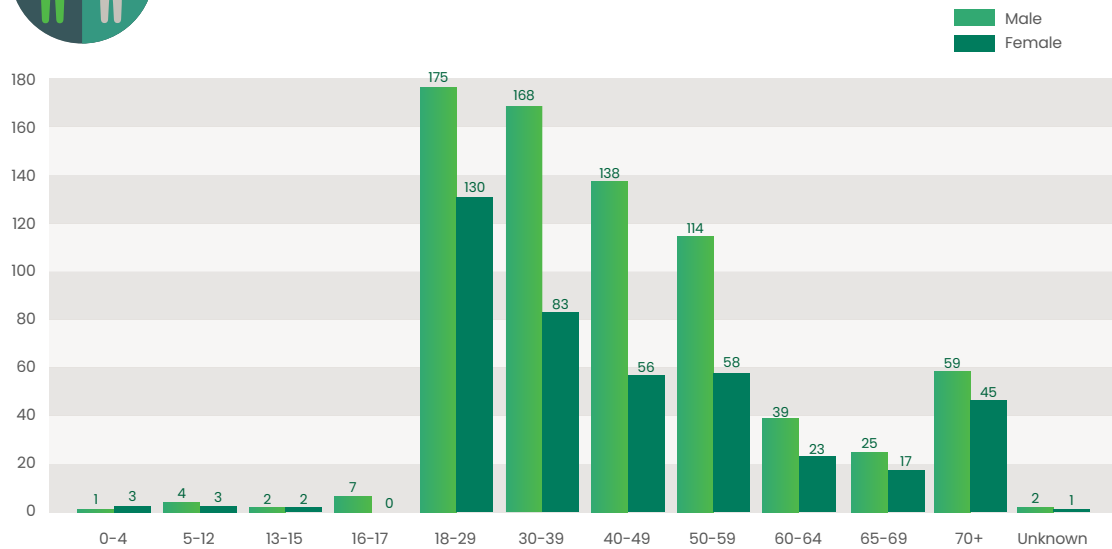


Figure 5: Between January 2014 and December 2024, men aged 18-49 in Port Phillip are 1.8 times more likely to be involved in a fatal or serious crash (Transport Victoria, 2025).



Prominent Crash Types Resulting in Injury

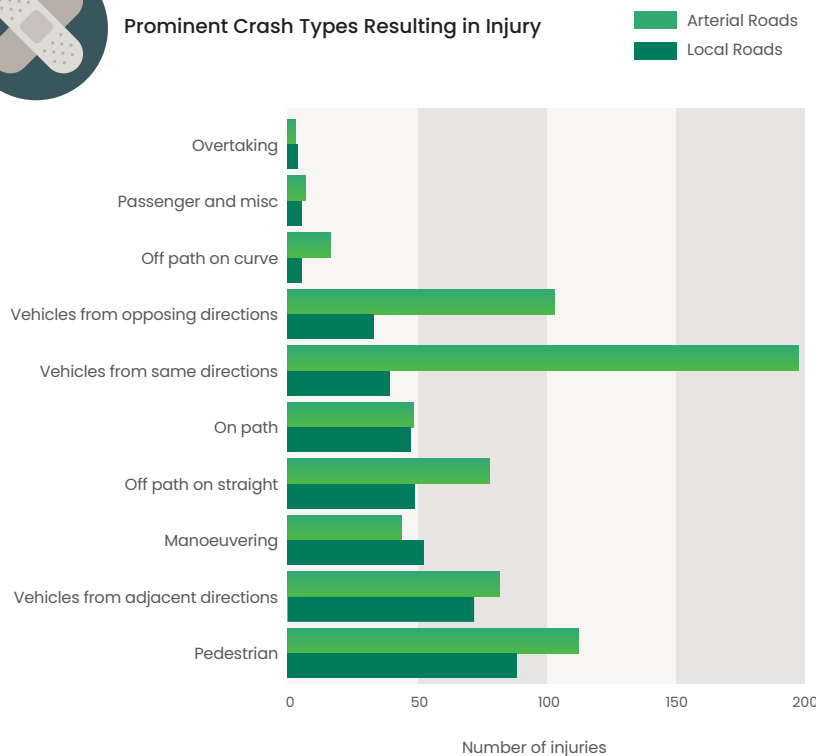


Figure 6: Between January 2014 and December 2025, the most common crash types on locally managed roads involved pedestrians (Transport Victoria, 2025). Crash types are classified using the *Definition for Classifying Accidents* (DCA), which describes the initial movement of road users (e.g. on-path = same direction; off-path = run-off-road). Full DCA definitions are available from the Transport Victoria Open Data Portal.



4 Community Engagement



How we engaged

Community and stakeholder engagement was undertaken to inform this strategy. Engagement was undertaken between 27 January and 22 February 2026 and aimed to understand community and stakeholder priorities for road safety in Port Phillip and identify any refinements to the Action Plan.

Feedback was collected through multiple channels to support both breadth and depth of input. During the survey period we received:

- 535 online surveys completed by community members. Survey questions included multiple-choice and open-text questions aligning with Safe System principles and the Action Plan's themes. The 535 survey participants included a wide spectrum of people who live, work, and regularly visit City of Port Phillip including:
 - 297 survey participants lived in City of Port Phillip
 - 77 survey participants both lived and worked in City of Port Phillip
 - 65 survey participants worked in City of Port Phillip
 - 96 survey participants both live and work elsewhere but regularly visit or travel through City of Port Phillip.
- Four targeted discussions with key stakeholders, including local area representation from Victoria Police, on local area road safety matters.
- Nine one-on-one qualitative interviews with community members who registered to participate on the project *Have Your Say* page.
- Seven written submissions from community members, schools and advocacy groups.

Overall, the engagement process resulted in more than 555 individual contributions from community members and stakeholder group representatives.

What we heard

Protecting vulnerable road users through targeted measures

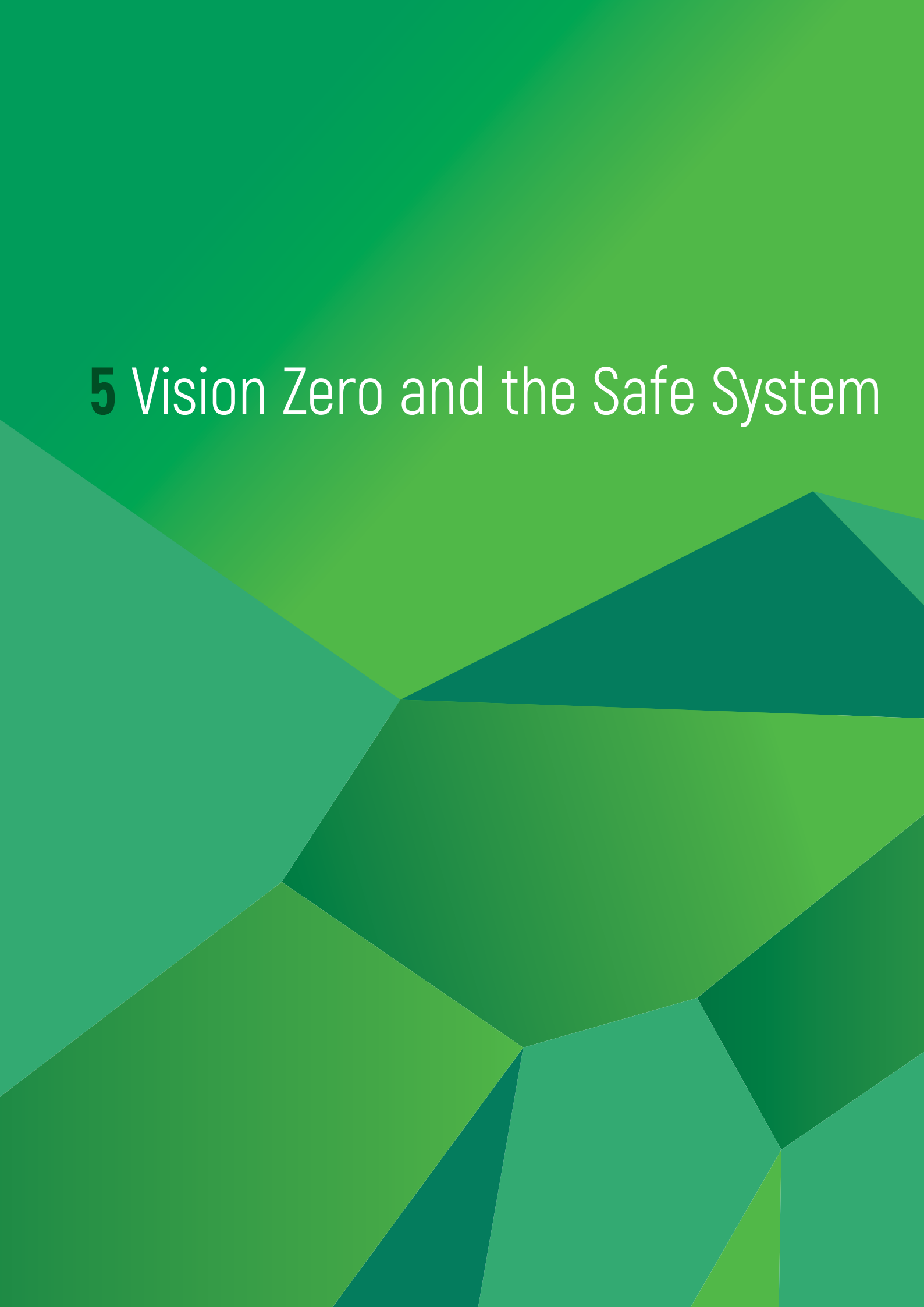
- Strong consensus that school precincts warrant targeted, place-based interventions, including safer speeds, improved crossings and traffic calming. The most prioritised environments for safety infrastructure improvements were pedestrian crossings, streets around schools and intersections. There was also consistent support for introducing safer speeds in higher-risk locations, particularly on local streets near schools, activity centres and major roads.
 - This feedback has influenced the decision to elevate the prioritisation of school precinct safety related actions to 'High'.

Asset Maintenance

- Feedback emphasised the importance of Council maintaining its existing road infrastructure to a standard that ensures safety.
 - This feedback has influenced the decision to include an additional action (Action 2.6) reinforcing City of Port Phillip's existing responsibility to the *Road Management Act 2004* and Council's *Road Management Plan 2025*.

A full detailed summary of the findings of all engagement activities is provided in the *Engagement Summary Report* which is available on the *Roadmap to Zero Have Your Say* page on City of Port Phillip's website.

5 Vision Zero and the Safe System

The background of the slide is an abstract composition of various shades of green and teal. It features several large, overlapping geometric shapes, including triangles and polygons, which create a sense of depth and movement. The colors range from a deep forest green to a bright, almost lime green, with many intermediate tones in between. The overall effect is a modern, clean, and visually engaging design.

Vision Zero

Vision Zero – a road and street network free of death and serious injury by 2050 – 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 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.



Figure 7: Principles of the Safe System Approach

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, riding and taking public transport. 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 riding.

Movement and Place in a Safe System context

In 2019, the Victorian Government released the *Movement and Place in Victoria*, a new framework for planning transport in the State, which recognises that every street has two roles:

- a **movement role** helping people, goods, and services move around
- a **place role** recognising the importance of place for local economy, community and everyday life.

The *Movement and Place Framework* helps balance these roles by considering who uses a street, how it functions, and what speeds and design features are most appropriate.

The framework also recognises that different streets and places serve different roles and need to be treated differently. As our city changes, we will periodically review the *Movement and Place* functions of streets to ensure they continue to support safe, efficient and vibrant communities.

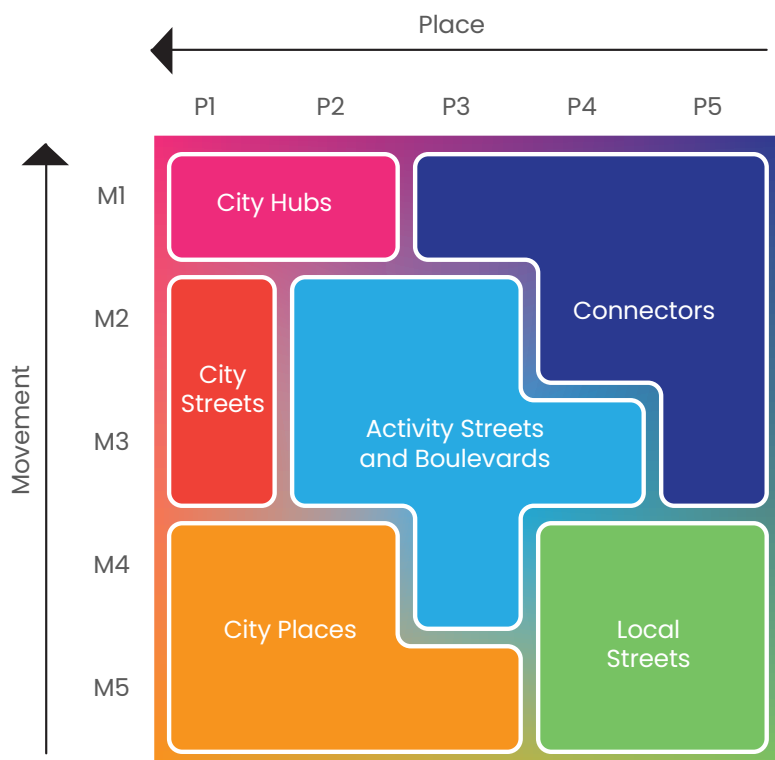


Figure 8: Movement and Place Framework, illustrating the spectrum of street types from high movement (M1) to low (M5); and high place function (P1) to low (P5)

Victoria's Speed Zoning Policy 2025

In 2025, the Victorian Government updated its *Speed Zoning Policy*, which establishes the State-wide framework for determining appropriate speed limits on Victorian roads. The policy is informed by the Safe System principles of the *Victorian Road Safety Strategy 2021–2030* and the *Movement and Place Framework*.

While Council is responsible for assessing and proposing speed limit changes on local roads, speed limits must be consistent with the Victorian Government's *Speed Zoning Policy 2025* and are subject to review and approval through the Department of Transport and Planning. Accordingly, Council can only pursue speed limit changes where they are supported by this State policy framework and applicable approval processes.

Council will inform the community of speed limit changes through signage and, where appropriate, other communication channels. In situations where there may be more than one suitable option to address a risk or road environment, Council may seek community feedback to help inform its preferred approach.

The following table summarises the road and street environments relevant to the City of Port Phillip and the corresponding speed limit ranges identified in the Victorian Government's *Speed Zoning Policy 2025*. The ranges shown are provided as policy guidance and do not indicate that Council can independently select any speed limit within those ranges.



Speed Zoning Policy 2025: Recommended Speed Limit Ranges

Road / Street type	Description	Speed limit range
Shared Zones	Streets where pedestrians have priority over vehicle traffic along the road.	10 km/h
Car Parks and Recreational Reserves	Car parks, recreational reserves and other similar areas where vehicles and pedestrians mix.	20 km/h
City Place	Areas of high pedestrian and cyclist activity and lower levels of vehicle movement. There is frequent mixing of travel modes.	10–30 km/h
City Streets	City Streets' aim to support businesses, on-street activity and public life while ensuring excellent connections with the wider transport network.	30–40 km/h
Activity Streets and Boulevards	Activity Streets and Boulevards aim to ensure a high-quality public realm with a strong focus on supporting businesses, traders and neighbourhood life.	30–50 km/h May be time based
Schools	Streets around schools serve as active transport precincts for student access which need to safely support children riding and walking.	30–40 km/h
Local Streets	Local Streets provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride.	30–50 km/h
Higher Movement local streets	Local streets with a higher movement function that connect local streets to neighbourhood facilities.	50–60 km/h
Urban Connector (undivided)	Connectors provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	50–60 km/h (undivided) 60–80 km/h (divided)



Our Safe System Future

The Safe System provides the basis for the 'blueprint' of how our transport network will need to adapt 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 City of Port Phillip, it provides a roadmap towards 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.

Activity streets will prioritise walking, riding 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 these Safe System outcomes 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.

What this means for Port Phillip

Implementing Vision Zero and the Safe System Approach through the *Movement and Place Framework* will guide how Port Phillip plans, designs and manages its transport network over time. This means:

- **Designing streets for human safety first**, recognising that people make mistakes and ensuring roads are responsive to local place functions, community use, and the needs of vulnerable road users.
- **Improving transparency and consistency in decision-making**, through a clear, place-based framework that defines street function and considers place in the consideration of appropriate safety treatments across the network.
- **Setting safer speeds based on risk and human tolerance to impact**, aligning speed limits with street function and emerging state guidance, including the considered and evidence-based use of lower speed environments, such as 30 km/h zones, in school precincts and activity centres.
- **Applying a consistent, evidence-based approach to decision-making**, using Safe System principles, risk assessments and network planning to prioritise investment where it will have the greatest impact on reducing serious injury.

- **Taking a long-term, system-wide view of safety**, supported by data, partnership with state agencies, and alignment with national and Victorian road safety strategies.
- **Preparing for future changes in travel behaviour and technology**, including new vehicle types, shared mobility and evolving transport patterns.
- **Balancing safety with movement, access and local amenity**, ensuring streets continue to support liveability, economic activity and community wellbeing.

This approach provides a clear and coordinated framework for how Council will make future decisions about road safety. It supports a shift from reactive, site-by-site interventions to a more proactive and strategic approach, focused on reducing the risk of serious harm across the entire network.

Ultimately, it ensures Port Phillip's transport system evolves toward a future where every journey is safer, more sustainable, and designed around people.





6 Delivery



Delivering Safe System Outcomes for City of Port Phillip

We will progress the following steps to deliver the Safe System in the City of Port Phillip, reflecting our local needs while supporting Australia and Victoria's shared vision of eliminating road death and serious injury by 2050.

Step 1 Prepare and Endorse City of Port Phillip's Safe System Blueprint

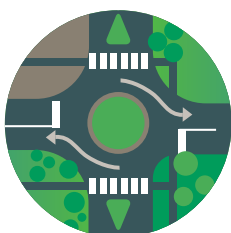


We will refine our vision of what a safe transport network will look like by 2050. This work will draw on National and State guidelines, including the Austroads *Charting a Path to Zero* framework, Victorian Government Network Safety Plan Guidance, and our local strategies, policies and plans. Local crash and network data will be analysed to ensure the *Safe System Blueprint* reflects the specific risks, travel patterns and conditions within Port Phillip.



This step will be implemented through actions under Theme 1 the five-year *Roadmap to Zero Action Plan*.

Step 2 Apply and update Movement and Place Framework



We also continuously review the strategic function of our roads and streets within the *Movement and Place Framework*, ensuring safety, speed and access match each street's role and how people use it.

This step is guided by Outcome 1 of City of Port Phillip's *Move, Connect, Live: Integrated Transport Strategy 2018-28*.



Step 3 Develop a Safe System Treatment Menu



We will develop a Treatment Menu that applies Safe System principles to each street type. It will include both long-term treatments and short-term 'step-toward' options that allow progressive and affordable upgrades while still delivering real safety improvements.

This step will be implemented through actions under Theme 1 the five-year *Roadmap to Zero Action Plan*.



Step 4 Prioritisation via Quantified Risk



We will identify 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 safety. This assists in prioritising the rollout of Safe System outcomes.



This step will be implemented through actions under Theme 2 and 3 of the five-year *Roadmap to Zero Action Plan*.

Step 5 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* classification, 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 future.



This step will be implemented through actions under Theme 2 and 3 of the five-year *Roadmap to Zero Action Plan*.

Step 6 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.



This step will be implemented through actions under Theme 2 and 3 of the five-year *Roadmap to Zero Action Plan*.

Together, these steps will provide City of Port Phillip with a roadmap to identify risk and prioritise investment to support delivery of Safe System outcomes.

Example Safe System Outcomes

The examples of Safe System outcomes provided in this section are illustrative rather than prescriptive and are intended to demonstrate how street function, context and characteristics can influence the selection of appropriate and proportionate safety treatments.

They are grouped by existing defined *Movement and Place* street types and represent typical treatment outcomes that could be expected through application of the Safe System Treatment Menu.

CONNECTORS AND ACTIVITY STREETS AND BOULEVARDS

These are some of our busiest and most important streets, supporting movement across the City while connecting people to shops, services, jobs, and community destinations. **Connectors** should provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. **Activity Streets** and **Boulevards** should provide access to shops and services by all modes.

These streets are typically managed by both the Victorian Government and City of Port Phillip.

Raised pedestrian ('wombat') crossings on side streets

This treatment prioritises pedestrians and increases their visibility, while slowing vehicles approaching or turning from the adjoining connector road.

Example image: Smith Street, Port Melbourne (at Williamstown Road)



Pedestrian outstand (kerb extension) with reduced radii on side street

Outstand increases pedestrian visibility and reduced radii slows vehicles turning into the local street from connector road.

Example image: McGregor Street, Middle Park (at Canterbury Road)



Fully separated bike lane (protected)

On-road bike lane that is separated from vehicular traffic by physical separation. This type is most suited to Strategic Cycling Corridors on roads with very high volumes of vehicular traffic.

Example image: St Kilda Road at Anzac Station



Pedestrian operated signals (POS)

Pedestrian operated signals balance safe crossing opportunities for pedestrians, while maintaining efficient traffic flow on major arterial roads.

Example image: Canterbury Road, Middle Park



Signalised mid-block crossing (POS)

Signalised mid-block crossings provide a safe, controlled point between intersections, improving pedestrian access within busy activity centres while maintaining efficient movement on high-traffic roads.

Example image: Bay Street, Port Melbourne



Protected roundabout

Protected roundabouts separate riding from vehicles, minimise conflict points.

Example image: Moray Street, South Melbourne



Raised pedestrian ('wombat') crossings

Wombat crossings are raised pedestrian crossings that prioritise people walking by increasing their visibility and slowing vehicles down.

Example image: Cecil Street, South Melbourne



Buffered bike lane (painted)

On-road painted lane that is segregated from other traffic and/or parking by an additional painted buffer on the left, right or both sides.

Example image: Inkerman Street, St Kilda East final design



CITY STREETS AND CITY PLACES

City Streets aim to support local businesses, on-street activity, and public life while ensuring safe and convenient connections with the wider transport network. **City Places** are streets and lanes with high demand for pedestrian activities and lower levels of vehicle movement. These streets are typically managed by City of Port Phillip.

Shared zone

A shared zone is a low-speed street environment where people walking, riding and driving share the same space. This treatment type prioritises pedestrians in our busiest precincts, creating attractive public spaces while maintaining vehicle access.

Example image: Cavell Street, St Kilda



Raised pedestrian ('wombat') crossing with outstand area

Wombat crossings are raised pedestrian crossings that prioritise people walking by increasing their visibility and slowing vehicles down. Outstand areas increase visibility for drivers and pedestrians.

Example image: Rouse Street, Port Melbourne



One-way streets

One-way streets direct all vehicle traffic in a single direction, reducing conflict points and improving safety and traffic flow for all road users. They are particularly useful in managing traffic on narrow streets where there are competing demands for road space.

Example image: Ward Street, South Melbourne



Contra-flow riding with modal filter

This treatment allows people walking and riding to travel in both directions on a street while restricting through access for motor vehicles. It helps reduce vehicle volumes in quiet residential areas near busy precincts, while maintaining safe, direct and convenient connections for people walking and bike riding.

Example image: Acland Street, St Kilda (at St Leonards Ave)



LOCAL STREETS

Local Streets aim to provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and facilitate local community access.

Most locally managed streets in City of Port Phillip are classified as Local Streets and can provide both 'higher movement' around neighbourhoods and provide property access for residents.

Raised pedestrian ('wombat') crossing with sharrows

Wombat crossings are raised pedestrian crossings that prioritise people walking by increasing their visibility and slowing vehicles down. Sharrows help guide people riding and increase awareness of people riding for other road users.

Example image: Moubray Street, Albert Park (at Albert Park Primary School)



Kerb extension (reduced radii) with planting in verge

This treatment reduces kerb return radii at intersections to shorten crossing distances, improve visibility and slow turning vehicles. Kerb extensions make it easier and safer for people to cross the street, while verge planting enhances the streetscape and creates a more attractive pedestrian environment.

Example image: Lyell Street, South Melbourne (at Nelson Road)



Raised safety platform

Raised safety platforms are elevated sections of road designed to slow vehicle speeds at intersections. They reduce conflict between vehicles at intersections, and the level surface improves pedestrian access and visibility.

Example image: Sycamore Grove, Balaclava (at Glen Eira Ave)



Slow points

Slow points are localised road narrowing treatments that reduce the available carriageway width and encourage drivers to slow down or give way. They help discourage excessive speeds, improve safety for all road users, and can provide opportunities for landscaping and water sensitive urban design.

Example image: Grosvenor Street, Balaclava



