



Safe Travel Strategy 2010-2015

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Outcomes and Achievements

The Strategy

The Darebin *Safe Travel Strategy 2010-2015* adopted a new and innovative approach to safe and healthy travel, focusing on protecting our most vulnerable road users – people walking and riding their bikes – whilst also continuing to protect vehicle drivers and passengers.



The Targets

Reduce crash rates on local roads to or better than VicRoads' targets

- VicRoads aspire to the targets of *Victoria's Road Safety Strategy 2013-2022* which respectively aims for a 30% reduction in deaths and serious injuries during that time.
- There was a **27% reduction in fatal crashes** in City of Darebin between 2011 and 2015 compared to the previous five years.
- We also experienced a **31% reduction in serious injuries** in the City of Darebin between 2011 and 2015 compared to the previous five years.¹

Lower the number of crash injuries and fatalities on Darebin roads compared to metropolitan Melbourne

- The total number of all crash injuries in Darebin did not change, and the metropolitan Melbourne rate of all crash injuries reduced by 2%.
- Although we did not reach the 30% target, there was a **27% reduction in fatal crashes** in City of Darebin between 2011 and 2015 compared to the previous five years. Metropolitan Melbourne experienced a similar reduction of 24%.

Zero deaths of vulnerable road users on Darebin roads

- In the five years between 2011 and 2015, four people died while walking in Darebin and no people died while riding a bicycle. Though the target of zero deaths was not met, there was a **55% reduction** in deaths of vulnerable road users compared to the preceding five years.

Reduction of proportion of serious injuries attributed to vulnerable road users

- The proportion of serious injuries attributed to vulnerable road users compared to all road users increased by 3% to 18.67% during 2011 to 2015.

Increased mode share for walking, cycling and public transport by 15% for all trips by 2015

- The 2014 Darebin Household Survey shows that the way we are travelling to work has not changed much in recent years. However, a 25% increase in bike riding between 2011 and 2015 has been recorded through our Super Tuesday counts, indicating that Darebin is an increasingly attractive place to ride.

¹ In 2012/2013 there was a change in Victoria to the reporting of serious injuries. Only hospital admissions are now classified serious injuries.

Achievements

The Darebin *Safe Travel Strategy 2010-2015* Action Plan called for a holistic approach to travel safety, including encouragement, education, enforcement and engineering.

As a council, we have achieved a great deal during the life of the strategy. Here is a selection of the highlights.

- ✓ We allocated close to \$1million to support the delivery of the strategy's Action Plan, as well as attracting almost \$600,000 in external funding. The strategy has provided a basis for us to secure grants for infrastructure, Blackspot projects, travel to school projects, safety audits, and safe and sustainable travel programs.
- ✓ Our *Safe Travel Strategy 2010-2015* received a finalist placing in the Innovative Practice/Service Delivery Award as part of the 2011 Institute of Public Works Engineering Australia Awards for Excellence.
- ✓ Over 350 locals have participated in our bike skills courses, which aim to get more people riding safely.
- ✓ Safe Routes to School audits have been conducted at 19 of our 36 primary schools, assisting us to prioritise the delivery of new and upgraded walking and riding infrastructure for students. These projects include new schools crossings at Preston North East, Bell and St Stephen's primary schools.
- ✓ We developed Drive With Your Heart, a neighbourhood-initiative that encourages more activity on local streets. When one Preston street took part, the incidence of speeding dropped by 30%.
- ✓ We were the first council in Victoria to purchase a speed trailer. From 2011 to 2015 it was placed on over 130 streets throughout Darebin to remind motorists of their speed as part of our Not So Fast program.
- ✓ Our successful Blackspot submissions have resulted in the upgrade of the traffic signals at the Separation Street and Victoria Road intersection in Northcote, and at Wood Street and High Street in Preston.
- ✓ We supported 27 teachers at 10 of our schools to be trained in Bike Ed. We have also provided a bike fleet, training materials and other financial assistance to our schools that provide Bike Ed to their students.
- ✓ The Reservoir Streetscape Master Plan was developed and its delivery has included improved pedestrian safety through upgraded crossing points and the introduction of a 40km/h zone for the shopping strips at Broadway and Edwardes Street.
- ✓ Further speed limit reductions have been achieved throughout Darebin, creating safer conditions for all road users. A list is available for view at www.darebin.vic.gov.au/safetravel
- ✓ The strategy has also provided a strong foundation from which Council has advocated on behalf of our community for safer travel conditions ranging from speed limit reductions; grade separation at Reservoir and Bell stations and at Grange Road Alphington; upgrades to the St Georges Road sharepath; providing feedback into legislation and policy reform; and advocating for safe and sustainable outcomes for new property developments.
- ✓ Many upgrades to our driving, riding and walking infrastructure have been implemented. A couple of significant wins for vulnerable road users include the pedestrian crossing points and bike lanes installed on High Street Preston near Showers and Raglan Streets; and the improved crossing environment on Victoria Road Northcote near the Northcote Aquatic and Recreation Centre.



The Next Stage

The *Safe Travel Strategy 2010-2015* provided a well-considered method to guide Darebin City Council's work in the area of travel safety. The strategy's approach has been adopted by other councils and it is expected that, as it is still the industry-leading approach, it will also inform the basis of the next Darebin safe travel strategy.

There is still significant work to do in the area of travel safety, especially with regard to the key strategies of education, infrastructure improvements, behaviour change, advocacy, and continuing to create safer conditions for our vulnerable road users. The next strategy will incorporate these into its action plan.



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