SAFE SYSTEM SOLUTIONS

ROAD SAFETY · AUDITING · ENGINEERING · PROJECT DEVELOPMENT



Bass Coast Shire Council

Road Safety Strategy

DRAFT

BASS COAST

Acknowledgment of Country

Bass Coast Shire Council acknowledge the Bunurong peoples as the Traditional Owners and Custodians of the lands and waters, and pays respect to their Elders past, present and emerging, for they hold the memories, the traditions, the culture and lore, as well as other Aboriginal and Torres Strait Islander people who live, work and play in the area.

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List of abbreviations

ANCAP	Australasian New Car Assessment Program
DEECA	Department of Energy, Environment and Climate Action
DTP	Department of Transport and Planning
FSI	Fatal and Serious Injury
HVRA	Heavy Vehicle Rest Area

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L2P	TAC L2P Learner Driver Mentor Program
NHVR	National Heavy Vehicle Regulator
NSP	Network Safety Plan
RRPM	Raised Reflective Pavement Marker
SLRIP	Safer Local Roads and Infrastructure Program
SUP	Shared Use Path
TAC	Transport Accident Commission
WRAP	Wildlife Roadtoll Action Program

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Vision

Bass Coast has identified a long-term vision for transport in their *Connected* Integrated Transport Strategy 2025 - 2045:

> *Our transport system is connected, enhances the vibrancy of our townships and offers sustainable, safe and healthy transport choices to everyone.*

In addition to this, Bass Coast has also aligned itself with state and national road safety strategies, committing to halving road fatalities by 2030 and eliminating death by 2050.

For Bass Coast to accomplish its vision, a structured Road Safety Strategy and Action Plan is required. This document operationalises the Safe System approach and provides a framework to enhance the safety and amenity of Bass Coast's transport systems.

Whether you walk, ride, scoot, travel by bus, vehicle or motorcycle, Bass Coast is committed to improving road safety within the region by working together with road safety partners and the community.

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State and National Road Safety Strategy summary

This Road Safety Strategy and Action Plan (Strategy) has been developed to align with the key principles and objectives established in National and State Road Safety Strategies. These documents commit to the ambitious target of eliminating death and serious injury on our roads. To achieve this goal, a multi-faceted and localised approach is required. Key Bass Coast policies, strategies, guidelines and local plans have been referenced to ensure this Strategy reflects the nuances, characteristics and charm of our community.

The aims and priority areas identified by the National Road Safety Strategy have a clear trickle-down effect for State and Local Governments, as shown by Figure 1.

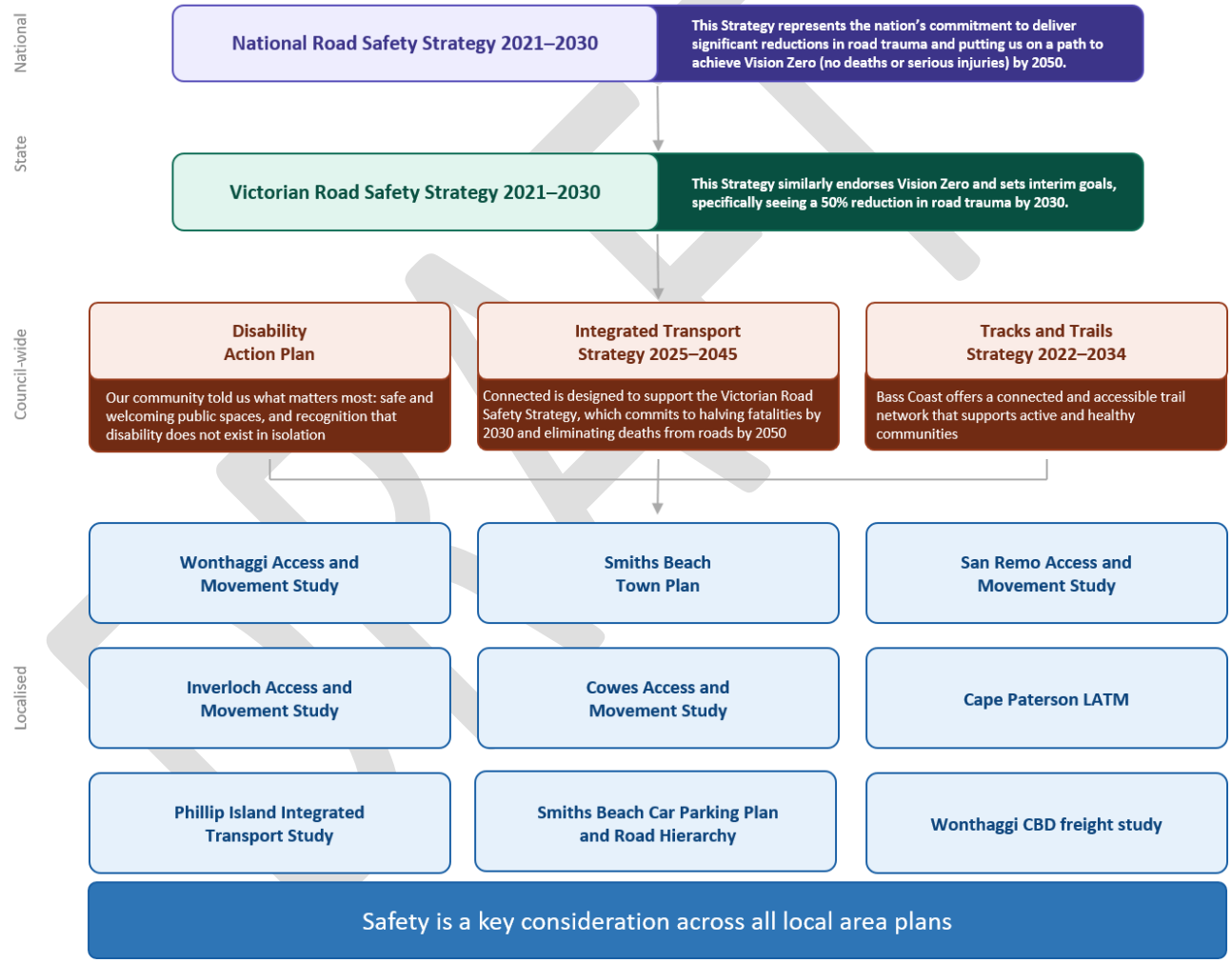


Figure 1: National, State, Council and Local frameworks reviewed and integrated into this Strategy

The Integrated Transport Strategy 2025-2045 identifies the vision for transport in Bass Coast as a **transport system that is connected, enhances the vibrancy of Bass Coast townships and offers sustainable, safe and healthy transport choices to everyone**.

Bass Coast Shire Council has also adopted the Safe System approach, targeting to halve 2021 fatalities and significantly reduce serious injuries by 2030 and eliminate deaths on Bass Coast roads by 2050. This goal aligns with State and National road safety objectives, including the National Road Safety Strategy 2021–2030 and its trajectory toward Vision Zero.

To achieve this vision and objective, Bass Coast has identified six guiding principles:



Figure 2: Six guiding principles of Connected (Integrated Transport Strategy 2025-2045)

Through extensive data analysis and stakeholder analysis, Council has identified several major challenges across the shire and several key actions that will help accomplish the challenges. These challenges and actions are summarised in Figure 3.

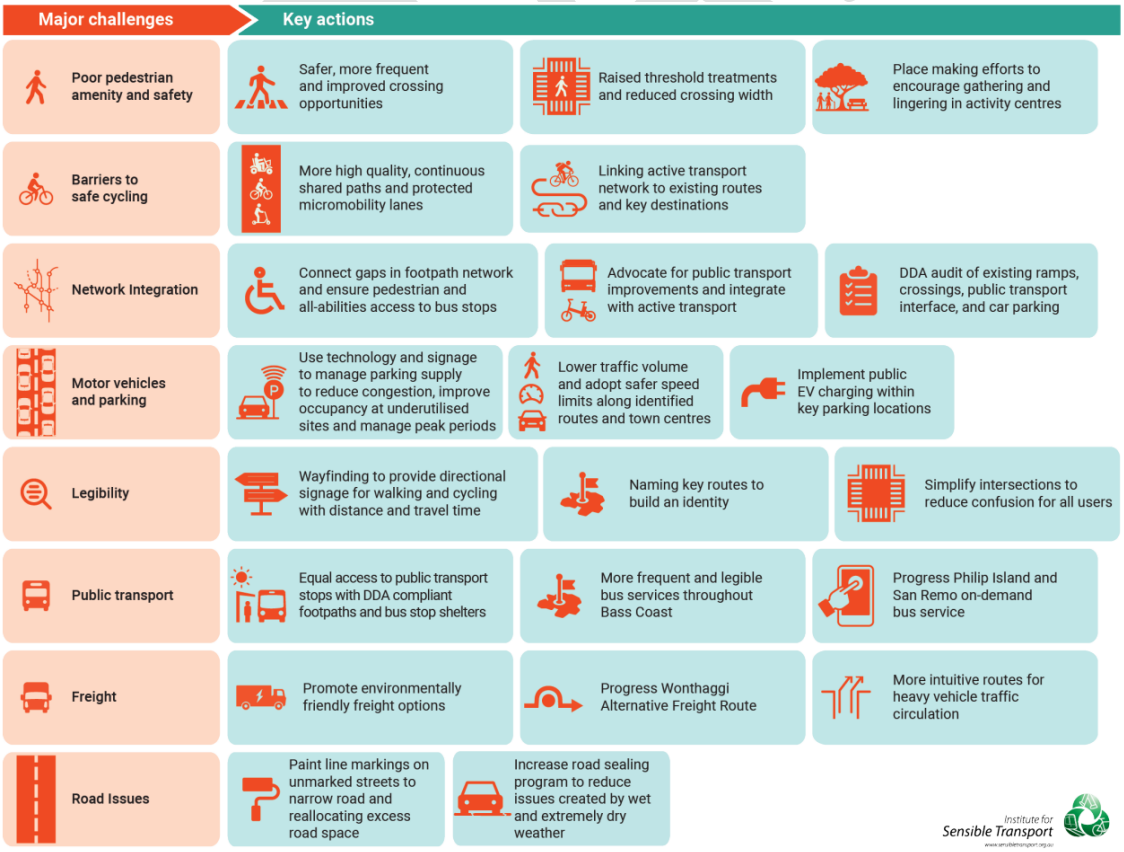


Figure 3: Bass Coast major challenges and key actions (Integrated Transport Strategy 2025-2045)

Movement and Place

Another key reference in managing a transport network is the Movement and Place framework. This framework, endorsed by the state government, is a fundamental acknowledgement that our transport network performs multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right.

At its heart, the framework organises transport links by their 'place' and 'movement' roles into road and street types. A set of priority uses, performance measures and potential interventions are then developed for each road and street type.

Bass Coast will prioritise investment that matches and enhances a transport link's 'place' and 'movement' function.

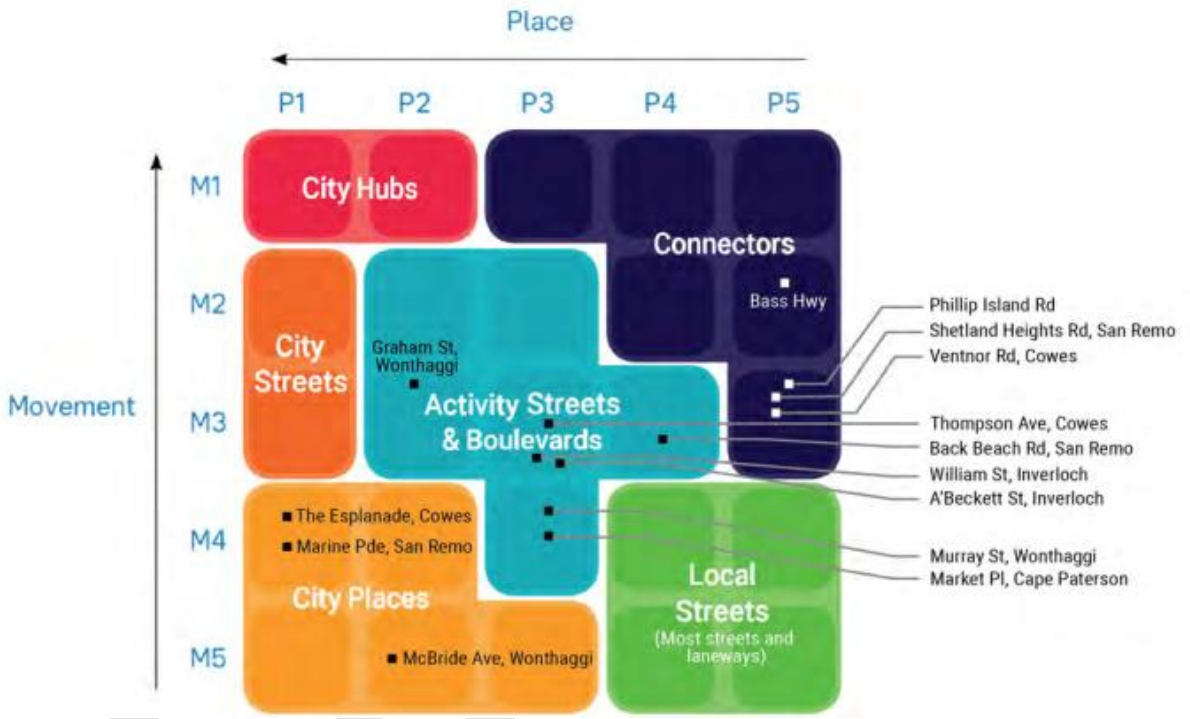


Figure 4 Movement and Place in Bass Coast (Integrated Transport Strategy 2025-2045)

Bass Coast context

Bass Coast stretches across the southern coastline of Victoria, from Western Port Bay and Phillip Island in the west to the Bass Strait coastline around Inverloch in the east. Ours is a diverse municipality, bringing together regional towns, coastal holiday townships, farming districts and hinterland communities.

This geography helps define who we are. We are a community shaped by our coastline, productive farmland and strong local connections. Each of our towns has its own character, from Cowes and San Remo to Grantville and Inverloch, while Wonthaggi provides the Shire's principal centre for employment, education, health care, shopping and other services.

Bass Coast has one of the highest population growth rates in Victoria, with a permanent population of 40,789 as per 2021 with the population almost doubling during peak periods during peak holiday periods[1], as visitors are drawn to Phillip Island, our beaches and our natural landscapes. The Shire is also visited by a large volume of Melbourne's international visitors each year, placing significant seasonal demand on our local road network. Long-term residents sit alongside a growing number of new coastal lifestyle movers and retirees, with 38.6% of our resident population aged over 60[2], giving our community a distinct and ageing profile that shapes how we plan for road safety.

Agriculture and tourism are the twin pillars of our local economy. Dairy and cattle farming remain the agricultural backbone across much of the Shire, with boutique and emerging industries such as viticulture and venison farming also taking root. Alongside this, tourism drives much of our economic activity, supported by strong seasonal demand for accommodation, hospitality and retail.

Employment across the municipality also includes construction, health care, education and community services. Visitors are drawn to Phillip Island's wildlife and attractions, our beaches and coastal scenery, local food and events, and the open landscapes that make our region distinctive.

Our transport network supports all of these activities. It connects farms with markets, residents with services and visitors with destinations across the region. It also needs to meet the everyday needs of people walking, cycling, driving and using public transport within our towns.

The road environment varies considerably. It includes highways and arterial roads, busy town-centre streets, local residential roads, agricultural access routes and a mix of sealed and unsealed rural roads. These different settings create a wide range of travel patterns and infrastructure needs.

Council manages approximately 995 kilometres of local roads. Around 617 kilometres are sealed, while approximately 378 kilometres are unsealed. Approximately 100 kilometres of our unsealed roads are located in urban areas[3]. Maintaining this network across a growing and geographically varied region is one of Council's most significant responsibilities.

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[1] Institute for Sensible Transport, "Connected Bass Coast Integrated Transport Strategy 2025 - 2045," Bass Coast Shire Council, Bass Coast, 2025

[2]Australian Bureau of Statistics, "2021 Bass Coast, Census All Persons QuickStats | Australian Bureau of Statistics," abs.gov.au.
Available: https://abs.gov.au/census/find-census-data/quickstats/2021/LGA20740

[3] Bass Coast Shire Council, Improving Amenity by Sealing Urban Roads.
Available: https://engage.basscoast.vic.gov.au/urban-roads

Declared arterial roads and highways are managed by DTP. These routes provide essential connections between our towns and neighbouring regions and carry substantial freight, visitor and through traffic, particularly during peak holiday periods. Council-managed roads provide the local links between homes, farms, schools, businesses and community facilities. Figure 5 has been provided to show the distinction between 'arterial' (DTP-managed) and 'local' (our responsibility).



Figure 5: Bass Coast arterial and local roads

Our seasonal population swings mean many of our roads carry markedly different volumes and types of traffic depending on the time of year. At the same time, our town centres support shorter local trips and provide opportunities for people to walk and cycle between homes, schools, shops, parks and community services.

Together, these characteristics make Bass Coast a unique place to live, work and visit. They also reinforce the importance of a transport network that supports strong communities, a productive economy and safe access for both residents and the large numbers of visitors we welcome each year.

Road safety roles and responsibilities

Responsibility for maintaining roads and roadsides across Bass Coast is shared between Council, DTP and the Department of Energy, Environment and Climate Action (DEECA). Council's Register of Public Roads identifies the roads, or parts of roads, for which Council is responsible.

Road maintenance is an important part of managing the transport network. This includes maintaining road and path surfaces, repairing potholes and damaged or missing pit lids, and managing roadside vegetation.

The Safe System

The Safe System is an internationally recognised framework to reduce road trauma, based on the success in Sweden, which achieved a reduction of fatalities by 40% over 10 years. This has been recognised in Australia and many other countries as best practice. Bass Coast is committed to using the Safe System in our transport projects and practices.

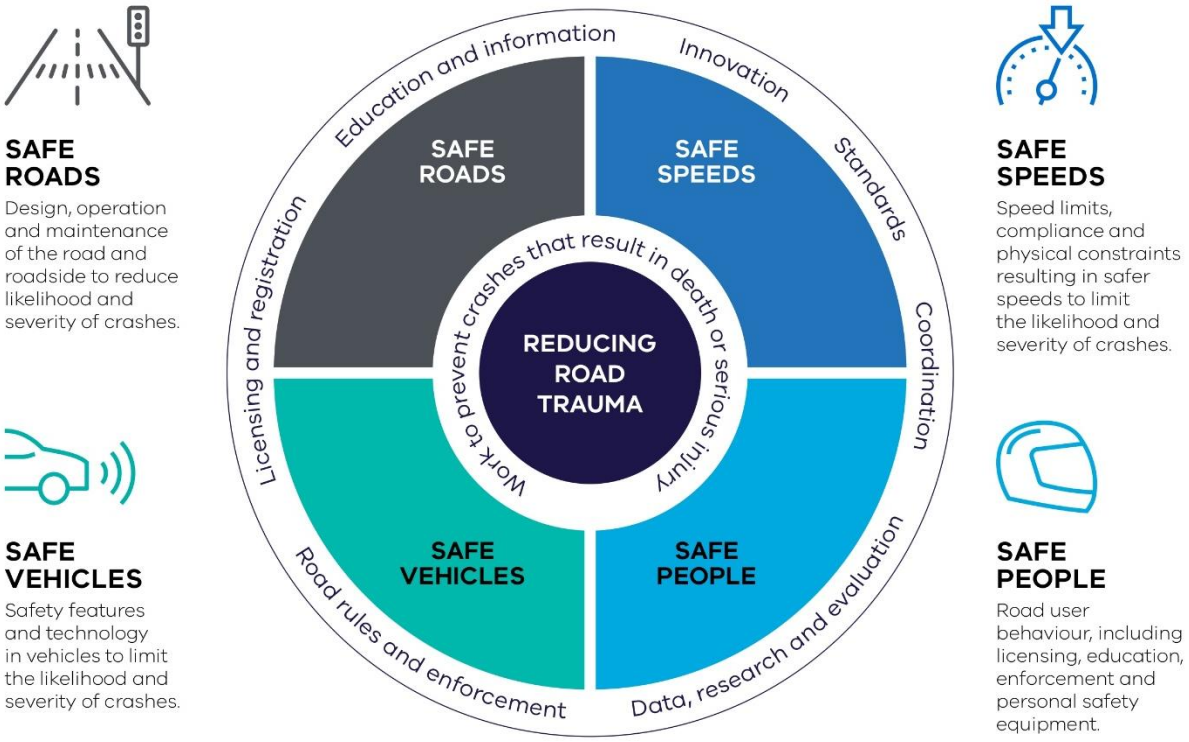


Figure 6: The Safe System (Source: Victoria Road Safety Action Plan 2)

Principles of the Safe System

- *Goal is to reach zero fatalities and serious injuries on our roads*
- *Vulnerability of people*
- *People are prone to making errors*
- *Shared responsibility for road safety*

1. The only acceptable number of fatalities or serious injuries on our roads is zero

Road safety needs to be focused towards reducing fatal and serious injuries. Loss of life or serious injury is not an inevitable price to pay for operating a transport network. Trying to prevent every low-speed, minor collision (e.g. fender-benders), would require an unrealistic restriction on mobility. Instead, the Safe System concentrates on the reduction of crashes that are harming the health of our communities.

2. People are vulnerable

If vehicles crash at high-speed, then our bodies are subject to forces 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: 30 km/h

While our natural tolerances to physical forces are outside of our control, there is a lot that we can do to reduce or avoid physical impacts greater than what can be withstood by the human body.

3. People make mistakes

Human error is inevitable. On our roads, human error can result in crashes and serious trauma. However, crashes need not (and should not) result in death or serious injury. This is why the Safe System acknowledges that not every crash can be prevented but aims to ensure that the inevitable mistakes people make do 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 vehicle design, vehicle maintenance, road design, road maintenance, and road use to share responsibility for the large variety of factors that contribute to a crash.

4. Shared responsibility

Creating a safe road network is everyone's responsibility. Businesses, organisations, communities, individuals, state and local governments all have a role to play in moving towards zero trauma on our roads.

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Elements of the Safe System

The Safe System comprises four interacting elements that together encompass all the factors contributing to a crash. Council's level of responsibility will vary across these elements, and some factors are beyond what Council can influence on its own. This creates opportunities for Council to work alongside key partners to address them.

1. Safer roads

Road infrastructure plays a vital role in helping to reduce the likelihood of crashes and/or the severity of injuries if there is a crash. Therefore, it should be designed to minimise both. Our roads should be forgiving of road user errors and provide the safest possible outcome when errors occur.

2. Safer speeds

When a crash occurs, the weight and speed of the vehicle at the moment of impact determine how much force is transferred to the people involved. Based on understanding of the tolerances of the human body, the 'Safe Speeds' element aims to ensure that speed environments are appropriate, road users travel at speeds that are safe for the conditions and are compliant with the set limits.

3. Safer people

Crashes often involve an element of human error, and based on the understanding that road safety is a shared responsibility, safe road use is an important factor to consider. This includes a wide range of areas, including road user behaviour, licensing, education, training and personal protective equipment. Examples of this may include taking power naps to prevent driving while fatigued, wearing appropriate safety equipment whilst riding a motorcycle, such as an approved crash helmet and protective clothing, promoting regular fitness-to-drive assessments for older drivers, and ensuring child car seats are correctly fitted in vehicles.

4. Safer vehicles

Better safety features are continually being introduced to vehicles. These features can assist in preventing crashes by automatically detecting dangerous situations and reacting appropriately, or by reducing the impact forces on those involved in a crash. Training in how to use these features and how to ensure a vehicle is maintained and in good condition contributes to a safer vehicle.

Post-crash care

When a serious crash occurs, emergency services are required to attend the scene. The length of time between when the crash occurs and when emergency treatment is received is a critical factor in the severity of a crash. It is essential that emergency response times and accessibility for emergency vehicles are considered in our transport planning.

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What is happening on our roads?

To better understand the risks on our roads and paths, we carried out a detailed analysis of road safety data covering the 10-year period from 2015 to 2024. This analysis provided insight into the types of crashes occurring, when and where they happened, the prevailing conditions, and the road users involved.

Over this period, 822 crashes were recorded, comprising 333 Fatal and Serious Injury (FSI) crashes and 489 other injury crashes. The FSI crashes consisted of 22 fatal crashes and 311 serious injury crashes, as shown in Figure 7.

There is a downward trend of FSI crashes over the 10-year period. However, this decline is most likely attributable to COVID-19. The reductions in trauma during 2020 and 2021 was notable. If these years are removed from the analysis, there is still a slight downward trend of FSI crashes.

Fatal crashes show a slight upward trend, driven by the six fatal crashes recorded in 2023. Excluding 2023, fatal crashes consistently ranged between 0 and 3 per year.

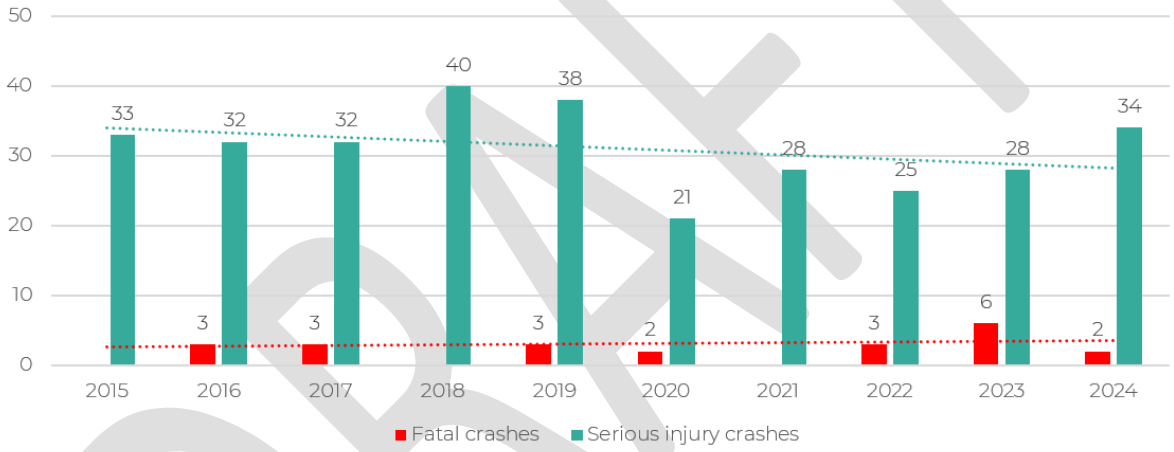


Figure 7: FSI crashes per annum

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Where are the crashes happening?

Figure 8 shows the distribution of all injury crashes across Bass Coast.

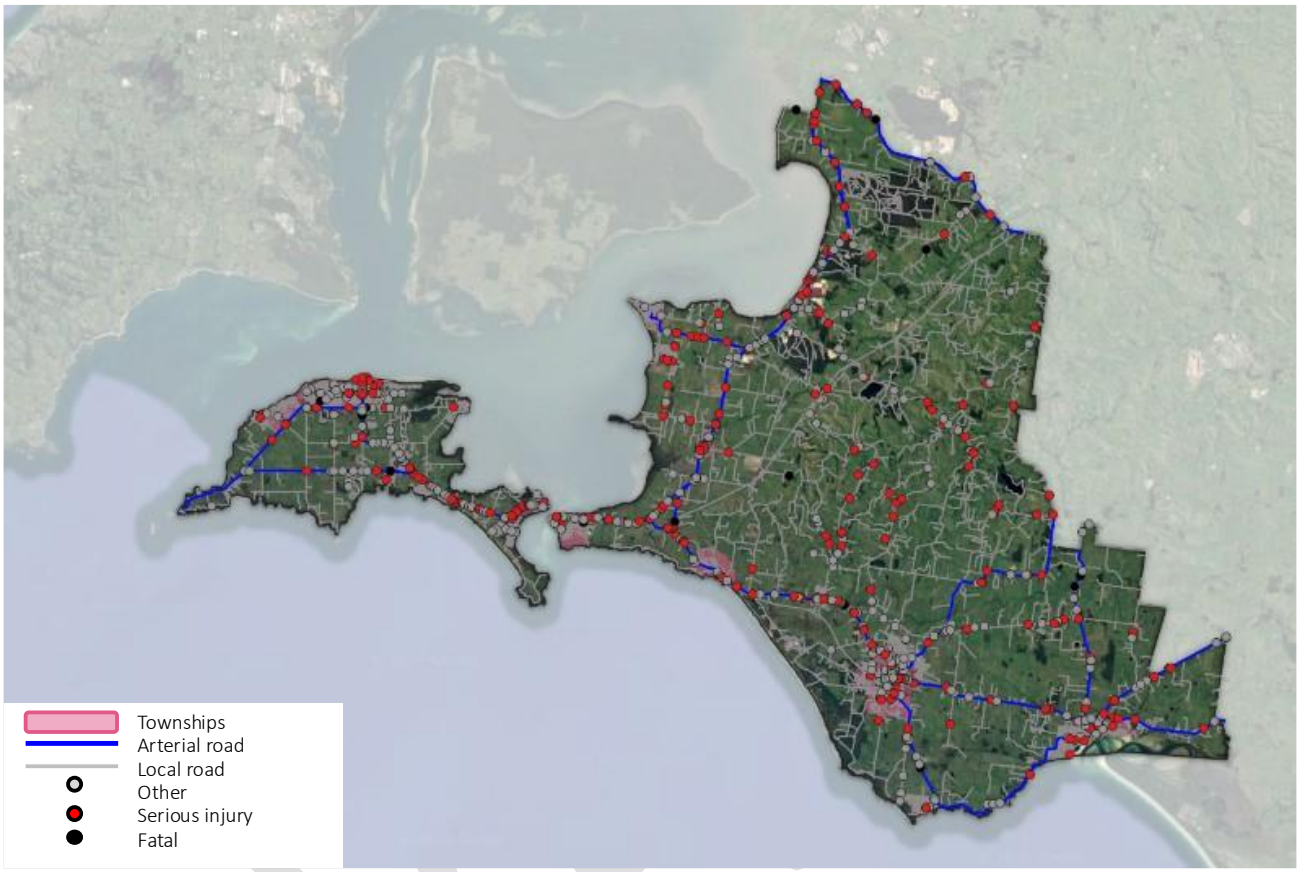


Figure 8: Crashes across Bass Coast on arterial and local roads

From Figure 8, we can identify two key findings:

- Most of the crashes occur along arterial roads.
- Large clusters of crashes are located in townships, especially in Cowes, Wonthaggi and Inverloch.

Arterial vs local roads

As shown in Figure 9, 61% of FSI crashes occurred on DTP-managed roads, while 39% occurred on Council-managed roads. Typically DTP-managed roads carry much higher volumes of traffic, which is an important factor in the risk of crashes. While Bass Coast does not have responsibility for these roads, we can work with DTP to advocate for safety improvements.

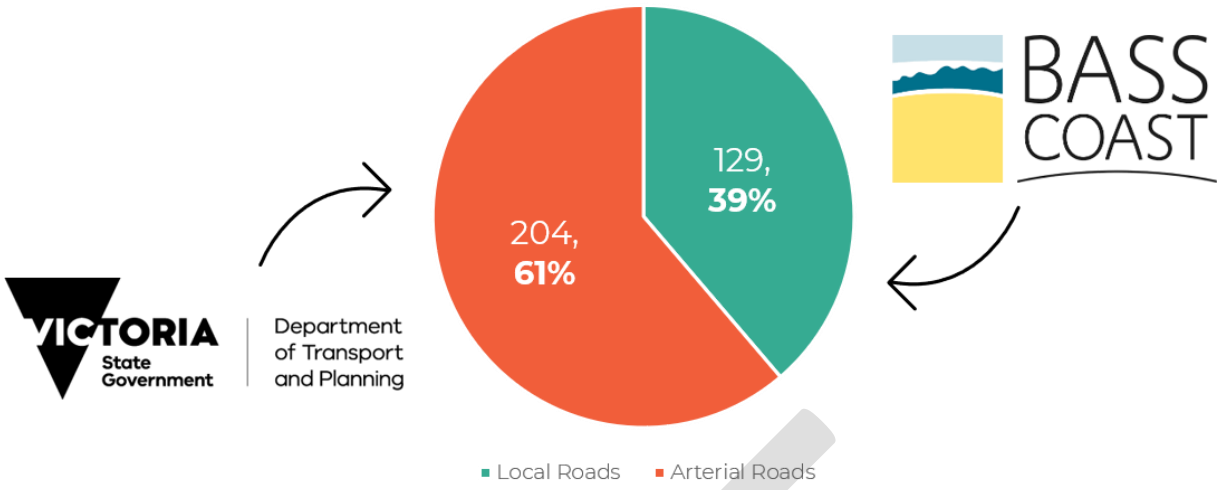


Figure 9: FSI crashes on local and arterial roads

What are the most common types of crashes?

Predominant FSI crash types on local and arterial roads are shown in Figure 10.

The two most common crash types on local and arterial roads involved vehicles leaving the traffic lane, either on a straight section of road or on a curve. This includes 70 FSI crashes on local roads and 65 crashes on arterial roads. To reduce the risk of future 'off path' crashes, reviewing the road delineation and roadside conditions is imperative. Potential responses may include improved line marking and guideposts, clearer curve delineation, sealed shoulders and roadside protection such as safety barriers.

Motorcyclists were involved in 58 crashes between 2015 and 2024, representing approximately 18% of all FSI crashes. This includes 34 crashes on local roads and 24 crashes on arterial roads. Motorcyclists have little physical protection, so crashes that would be minor for vehicle occupants often result in serious injury or death. Potential responses include clear curve delineation and advance warning, well-maintained road surfaces free of loose gravel and potholes, motorcyclist-friendly barrier systems (such as underrun protection), and safer speeds on high-risk routes.

Intersection crashes (vehicles from adjacent directions) are the next most predominant crash type, with 9 crashes on local roads and 41 crashes on arterial roads. These crashes consist primarily of right-turn-against, through-movement or vehicle failing to select an appropriate gap in traffic collisions, for which the risk can be reduced by upgrading the intersection and fully controlling movements with traffic signals, improving sightlines, reducing speed limits and installing roundabouts.

Crashes involving vehicles travelling in the same direction (including rear-end, sideswipe, lane-change crashes and crashes associated with overtaking) and vehicles travelling in opposing directions (including head-on crashes) were considerably more common on arterial roads.

Pedestrian crashes were equally common on local and arterial roads, with 11 crashes on each. Pedestrian crashes require us to consider the presence and adequacy of safe crossing facilities, the presence and amenity of existing footpaths and pedestrian connectivity along desire lines.

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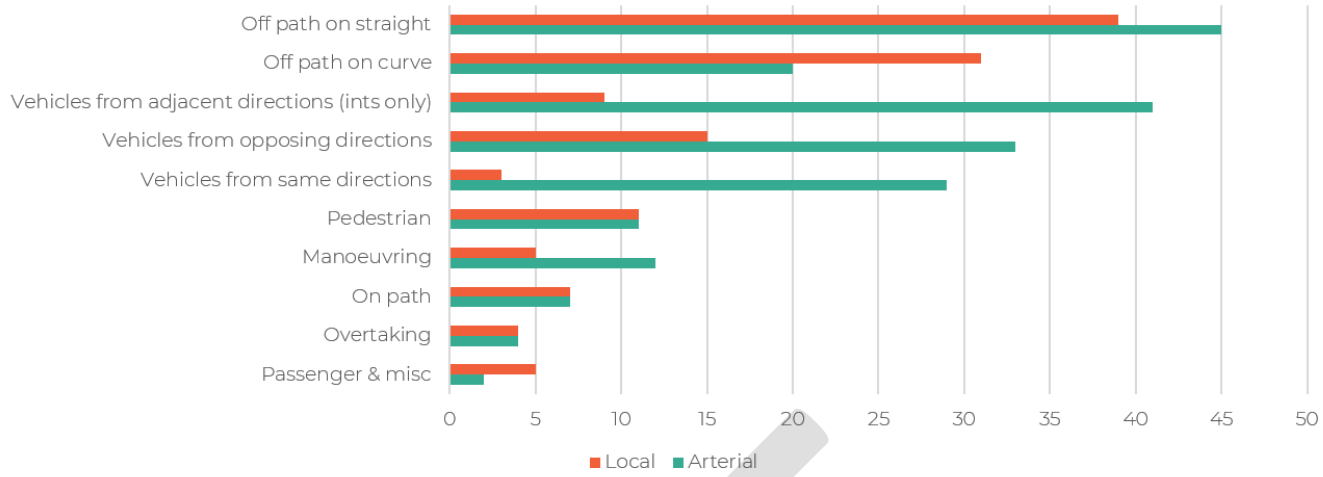


Figure 10: FSI crash types on local and arterial roads

Who is involved in crashes?

The distribution of FSI crashes for different age groups and sex is shown below in Figure 11. We see a much higher number of male FSIs as compared to female FSIs, with 239 male to 152 female FSIs. We see significant peaks in male crashes between the age groups of 18-21 and 40-49. The highest numbers are among people aged 70 years and older.

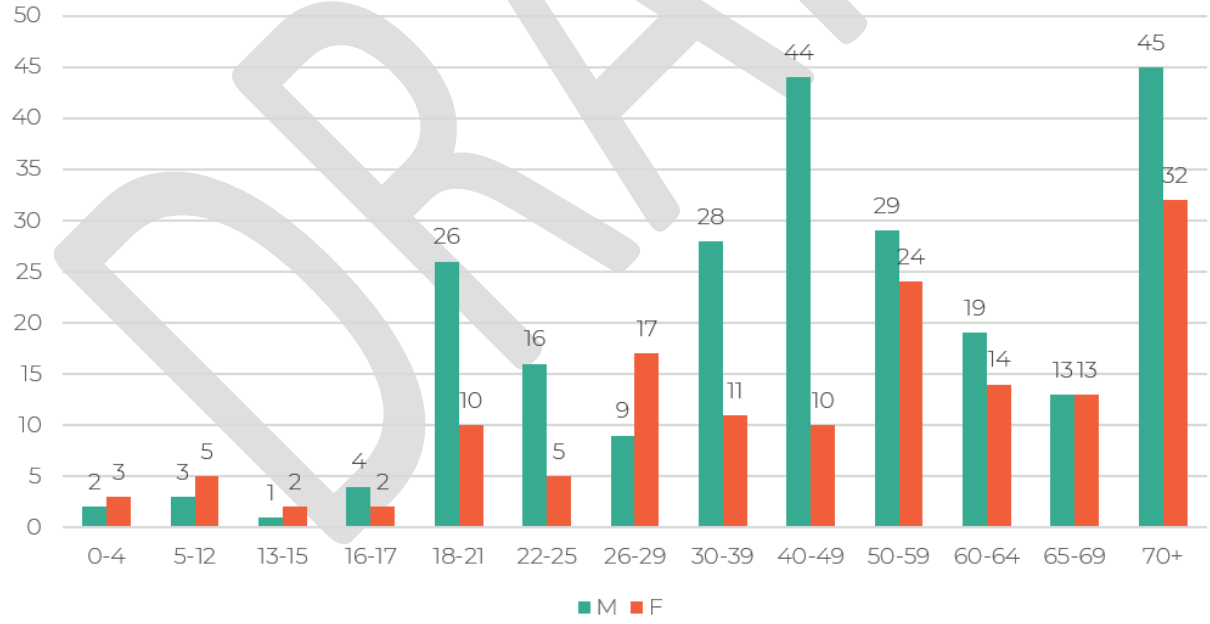


Figure 11: FSI crashes by age group and sex

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What did you tell us?

Our Road Safety Strategy and Action Plan belongs to all of us. Together we need to identify the issues that matter to us and develop an action plan that prioritises how we allocate our effort and resources. We asked for your input through workshops in Cowes and Wonthaggi, as well as through an online survey, and the response was excellent. We received over 200 responses from residents of Bass Coast.

This data provided valuable information to supplement our crash data and enable us to focus on road safety issues that concern our community. This is what you told us.

Travelling in Bass Coast

Bass Coast is a car-based community. 95% of respondents nominated a car as their primary mode of transport, with heavy vehicles, walking, cycling and public transport making up the remainder.

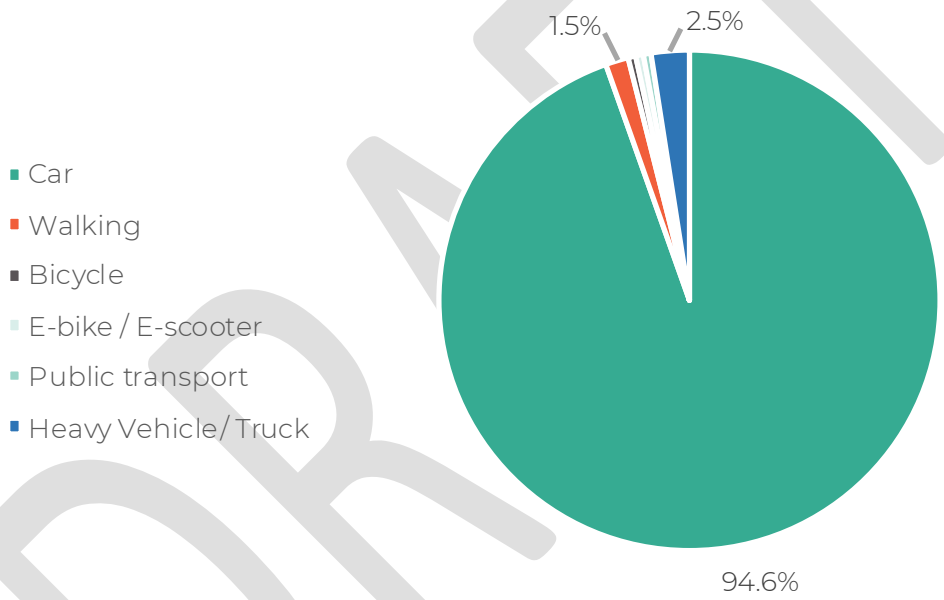


Figure 12: Primary modes of transport

However, when considering the second most common mode of transport, 71% nominated walking or cycling. Public transport was a minor mode in both questions, reinforcing that access to key destinations across the Shire is largely by car, on foot or by bike.

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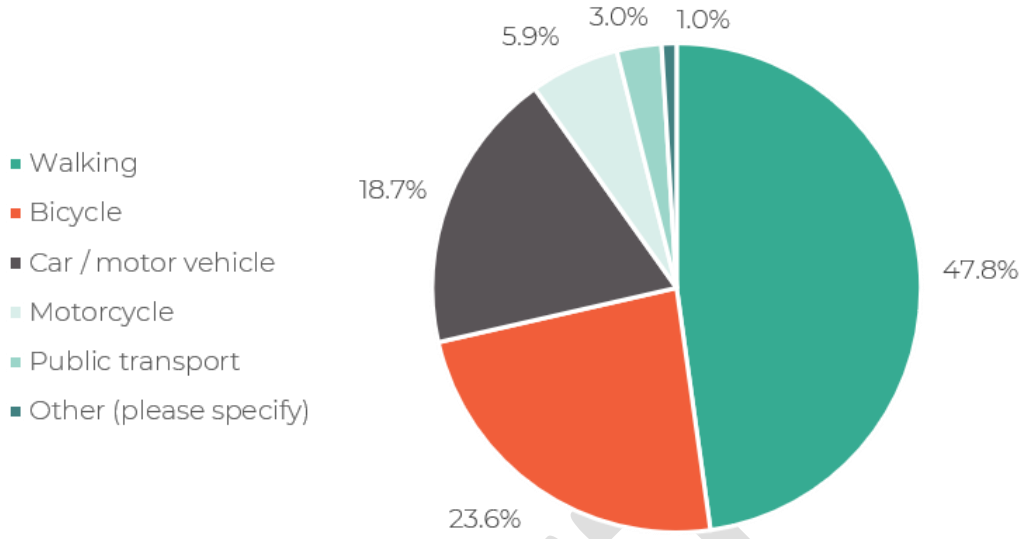


Figure 13: Secondary modes of transport

Travel on roads

> "Roads need to be fixed, not just patched when potholes appear."

Regarding roads, 40% of people felt roads were either poor or very poor, compared with 21% who rated them good or excellent. 79% of respondents felt that the roads were either average or poorer. Many respondents raised concerns regarding potholes and deteriorating road surfaces, the standard of repairs, and roadside vegetation obscuring sightlines and signs at intersections. Where respondents described what they meant by road condition, most referred to potholes and maintenance, rather than the width or alignment of the road.

These concerns exist both on DTP (arterial) roads and local roads (Council-managed). Based on map data from the community engagement, three out of eight responses relating to road conditions were on arterial roads, while the remaining five were on council-controlled roads. In the survey, when the community was asked where road safety is a concern (multiple answers permitted), 71% of respondents selected arterial roads, 56% selected collector roads, and 45% selected local streets.

Moreover, these concerns are particularly relevant to motorcycle riders across the region. People who ride motorcycles require smooth surfaces to maintain stability and clear sight lines to react and avoid hazards.

Travel on footpaths

> "There's literally times you can't see people who are forced to walk on the road due to lack of footpaths."

Regarding footpaths, 26% of respondents felt that footpaths were either poor or very poor, while 35% rated them good or excellent. The concerns the community raised show that the issue is largely the absence of footpaths rather than the condition of the paths that already exist. Missing or substandard footpaths were a concern for 65% of respondents, followed by safe walking routes to key destinations such as shops, schools and the beach (37%), lighting at night (36%), crossing roads safely (32%) and sightlines at intersections and driveways (22%).

Travel by bicycle

> "I am interested in better access to bike paths not shared with cars. Would ride my bike into Wonthaggi from Cape Paterson but it is too dangerous."

Regarding bicycle and shared paths, 26% felt that paths were either poor or very poor, while 33% rated them good or excellent. The majority of concerns were around the lack of separated and continuous paths, gaps in the network and riding in close proximity to traffic. Almost 60% of respondents ride a bike, e-scooter or similar at least occasionally, and a quarter ride regularly. A further 8% told us they would ride if it felt safer, meaning two-thirds of respondents either ride now or want to.

Community road safety priorities

Respondents were asked to select up to five road safety concerns. Road conditions were the most commonly selected concern, identified by 79% of respondents, followed by too many speed limit changes at 47% and inconsistent speed limits at 35%. Insufficient or inadequate footpaths were selected by 32% of respondents, and insufficient or inadequate safe cycling paths by 24%.

Behavioural concerns were selected far less often, with mobile phone distraction selected by 10% of respondents, drink and drug driving by 8%, unlicensed drivers by 6% and non-use of seatbelts by 1%.

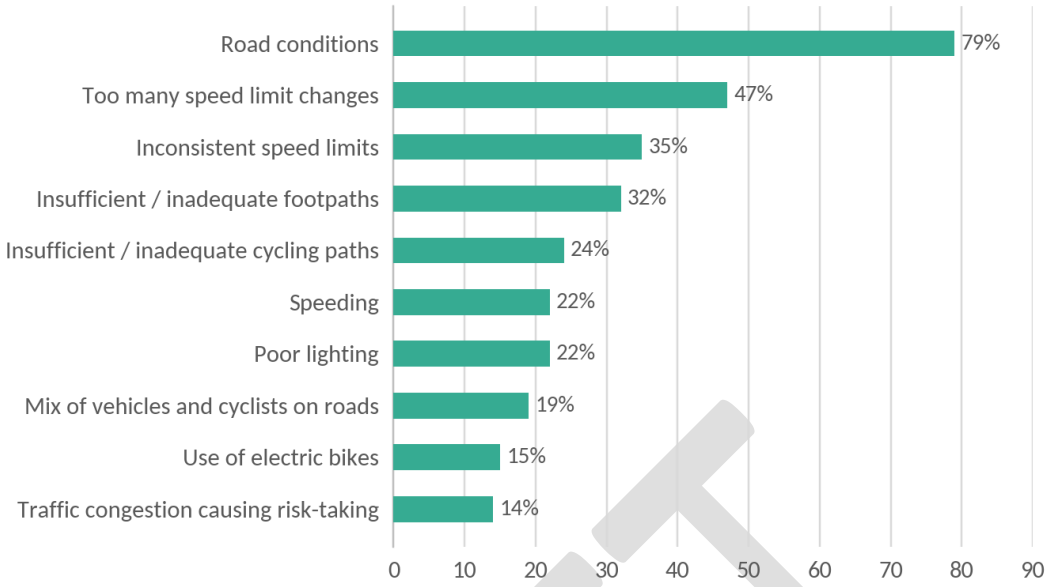


Figure 14: Community views on road safety priorities for Council

Community concerns

Alongside the survey, we asked the community to drop a pin on a map of the Shire and tell us what the concern was at that location. We received 63 individual markers, covering locations across Bass Coast. Each comment has been categorised by the type of concern raised, as shown in Figure 15.

Intersections were the most commonly identified issue, raised at 16 locations, followed by walking and cycling at 14 and speed management at 12. Road condition accounted for 8 markers, roadside hazards such as vegetation blocking sightlines for 6, traffic volumes through local streets for 4, and wildlife for 3.

The markers cluster in the same places the crash data does. Wonthaggi, Inverloch, Cowes and the townships along Phillip Island Road account for the majority of locations identified, with the remainder spread along the Bass Highway and the rural road network. Within those townships, the concerns are mostly about crossing the road safely, turning in and out of side streets and driveways, and the speed of traffic on the streets people walk along. On the rural network, the concerns shift to intersection sightlines, road surface and wildlife.

This mapping does not measure risk, and a location without a marker is not necessarily safe. It does tell us where the community experiences the network as unsafe, which is valuable for identifying issues that do not appear in crash data, including near misses and locations people avoid altogether. Several of the locations identified are on arterial roads managed by DTP, and we will refer these to DTP and advocate for their investigation.

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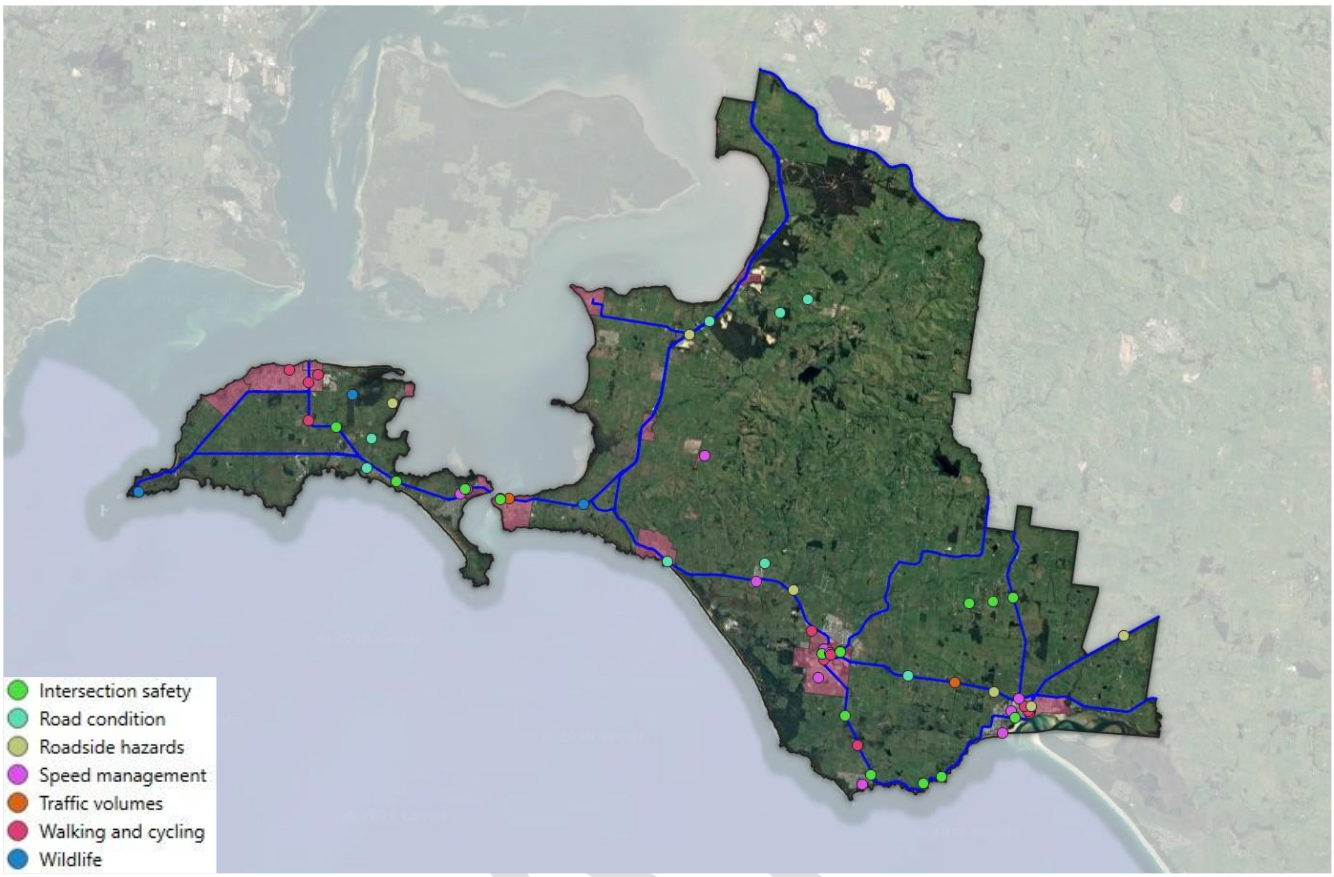


Figure 15: Locations of concern identified by the community

What this tells us is that our community sees road safety in Bass Coast primarily as a question of the condition of the road network and the provision made for people walking and riding. Our crash data points to vehicles leaving the road and to intersection crashes as the dominant sources of death and serious injury, which are affected by delineation, roadside hazards, sightlines, surface conditions and speed. Both data sources have informed the actions in this Strategy.

What we plan to do

There is a lot of information available on road safety and the effects of different safety measures. We have collated this research into Best Practice. This provides us with an excellent reference to enhance the safety of the transport network.

Best Practice

Research 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
- ✓ We adopt safety measures that have shown to be effective in the past[4]

The following approaches and initiatives have proven to be effective in addressing some of the most common problems on our roads and as such they have influenced our strategy and our Action Plan, see Table 1.

Furthermore, in alignment with the Safe System approach and the recognition that road safety is a shared responsibility, there are several ways that both Council and the community can make a difference.

What Council will do

Safe Roads

- As a road authority, we have a primary responsibility for the safety of the roads we manage, including a duty of care towards road users. We will adopt the Safe System approach in the development and maintenance of our transport assets. Our Register of Public Roads identifies the roads we are responsible for, and our Road Management Plan sets out the inspection, maintenance and intervention standards we apply to them.
- As a planning authority, and responsible authority under the Planning and Environment Act 1987, we have a duty to consider the implications of decisions regarding land use and developments and ensure that road safety is not compromised. We will work with our development partners to ensure transport networks are connected, accessible and safe for all users.
- We will also lobby DTP to enhance the safety on arterial roads within Bass Coast.

Safe Speeds

[4] Fylan F., Hempel. S., Grundelf, B., Conner, M., Lawton, R. (2006), *Effective Interventions for Speeding Motorists. Road Safety Research Project 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 (2003). *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

- Review recent speed limit changes to ensure consistency along the local Bass Coast network.
- Work with community and other stakeholders to identify where other speed limit changes should be investigated.
- Install infrastructure to reinforce appropriate speeds throughout the Council's road network.
- Lobby and collaborate with DTP for appropriate speed limits throughout the arterial road network.

Safe People

- Lobbying higher levels of government for funding of road safety campaigns and marketing which will benefit the community.

Safe Vehicles

- As an employer and fleet operator we have a duty to ensure the safety of our staff and safe operation of our vehicles (applying these principles and practices to our contractors) and to provide leadership to other organisations and the broader community in improving standards.
- Lobbying higher levels of government for changes to legislation which may have a particular impact on its community, e.g. statewide initiatives to improve safety around E-Mobility devices.

What you can do

Safe Roads

- Report all local road hazards to Bass Coast Shire (1300 BCOAST (226 278)) and arterial road hazards to DTP (13 11 70).
- Report any crashes or incidents to Victoria Police so that they can be added to the State Government database of crashes.

Safe Speeds

- Travel at a safe speed that is appropriate to the conditions.
- Never exceed the speed limit, but also remember that it is a limit, not a target, and always drive to the conditions.
- Allow plenty of time for your trip so you do not feel the need to rush.
- Report hoon behaviour (driving in a reckless manner) to the Crime Stoppers Hoon Hotline on 1800 333 000. More information is available on this link – Hoon Driving

Safe People

Everybody

- Role model the travel behaviour you want to see in our community.
- Share roads and paths by being mindful of other road users.
- Concentrate when you are driving, riding and walking – beware of distractions.
- Do not use your mobile phone whilst driving, riding or crossing the road.
- Watch out for cyclists when driving, parking and opening your car door.

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- Always wear full safety gear if you travel on a motorbike or scooter.

Young Drivers

- Visit the VicRoads website to access or find out about programs that help young drivers while they are on their Ls. Check out:
    - Learner Kits; Your Ls; myLearners; Road Smart; L2P; Fit to Drive; keys2drive; DriveSmart
- Direct young drivers to SaferPplaters.com.au to reduce their risks in their first years of driving.
    - Find out about more about this from this link – L2P Driver Education Program
- Consider becoming an L2P mentor to help a young driver without access to a supervisor get vital driving practice.
- Assist a young driver to get 120 hours of supervised driving practice, making them safer when they become a probationary driver.
- Encourage your sporting club to undertake a Looking After Our Mates education session.

Active Transport

- Consider walking, cycling, scooting and using public transport to reduce congestion and to improve health.
- Identify a safe route to school for your children and teach them to use that route.
- Keep your nature strip clear of obstructions, allowing your community to walk around your neighbourhood safely and ensure clear sightlines when exiting and entering driveways.
- Always wear a helmet when cycling and be “bright at night” by fitting lights to your bike.
- When cycling, scooting or walking, on shared paths be courteous and mindful of other users, and remember that erratic behaviour can lead to a collision.

Safe Vehicles

- Review the safety rating of your current or next car using ANCAP or TAC’s How Safe is Your Car
- Consider purchasing vehicles fitted with Advance Driver Assistance Systems such as Intelligent Speed Assist, Lane Keep Assist, Blind Spot Detection, and Emergency Brake Assist.
- 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

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Best Practice

The following table provides a list of some factors that have been demonstrated as being effective in improving the outcomes across each of the Safe System Pillars (roads, speeds, people and vehicles). Council plays a variety of roles across these factors, from leading to facilitating and co-ordinating with key road safety partners such as DTP and Victoria Police.

Table 1: Best practice across Safe System pillars

	What works
SAFER ROADS	• 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 crossing and roadside barriers. • Upgrading common motorcycle routes to feature motorcycle safety treatments. • Conduct Local Area Traffic Management studies and install traffic calming treatments.
SAFER SPEEDS	• Reducing speeds where the crash risk is high. • Reducing travel speeds to below 30 km/h in locations where there is an elevated 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. • Reducing the number and frequency of speed limit changes.
SAFER PEOPLE	• Communicating the Safe System philosophy to the community. • Promoting a safer driving culture in local communities. • Involving schools in road safety education and programs. • Using resources available from DTP, the TAC and other road safety agencies. • Enforcement at locations with high risk of crashes.
SAFER VEHICLES	• Encouraging vehicle purchasers to buy ANCAP five-star safety rated vehicles. • Encouraging people to use the TAC How Safe is Your Car website when looking for a second-hand car. • Company policies that promote the purchase and use of the safest vehicles, and safe driving practices.

Action Plan

Keeping us on track to achieve our goals

BASS COAST



Photo:
Inverloch to Wonthaggi Trail

Action Plan

Actions have been developed in reference to each Safe System pillar. Some are focused around implementing new practices into the Council, whilst others are focused on maintaining and strengthening existing works which are underway to support road safety.

Safe Roads

Initiative	Action	Performance Measure	Council Role
1.	Continue to resource road safety, road safety education and advocacy	• Continued road safety funding, road safety education and advocacy activities aimed at improving safety on our roads through the Sustainable Transport and Movement team.	Deliver
2.	Support road safety partners to promote road safety.	• Support Department of Transport and Planning to promote infrastructure improvements at risk locations on the arterial road network. • Work with Public Transport Victoria and bus service operators to improve the safety of public transport and links for pedestrian and cyclists. • Liaise with road safety partners and establish recurring meetings, advocating for Bass Coast Shire Council and collaborating with stakeholders to improve safety across the road network.	Partner
3.	Advocate for reduction of the volume of heavy vehicles travelling through local roads and activity centres.	• Continued advocacy to Department of Transport and Planning for alternate routes/restrictions on heavy vehicles to reduce their presence on local roads and through activity centres.	Advocate

4.	Ongoing commitment to advocate for Road Safety funding for Bass Coast.	• Review all available grant funding schemes and prepare a provisional and prioritised program of applications such as:
		  ○ TAC funding (TAC Local Government Grant Program, Safe Local Roads and Streets Program)
		  ○ Federal funding (Blackspot program, Safer Local Roads and Infrastructure Program (SLRIP))
		  ○ Department of Transport and Planning funding (Community Road Safety Grants Program, Motorcycle Levy Program, Safe System Pedestrian Infrastructure Program)
			Advocate

5.	Advisory speed signage rollout to improve safety on unsealed roads	Investigate and implement large-format advisory speed signs on suitable unsealed and gravel road sections. • Each year, numerous requests are received to seal and upgrade unsealed roads; however, the associated costs have risen significantly, making upgrades challenging. Given the extensive unsealed road network, these roads will remain a key part of our transport infrastructure into the future. • Upgrading most unsealed roads would not be an efficient use of limited funds due to the significant modifications required, including changes to road geometry, vertical and horizontal alignment, and potential land acquisition to remove high-risk sections such as sharp bends. • Continue trials and aim for the implementation of the Maximum Advisory Speed Signs program which aims to install advisory speed signs on roads which have been identified as unsafe • Around 378 km of Council's 995 km road network is unsealed. Continue advocacy to the State Government for funding to seal targeted unsealed roads (upgrading them from gravel to a sealed surface) through the annual road spray seal program, consistent with action M7 of Connected. Sealing should be prioritised where it delivers a clear safety and whole-of-life benefit, such as roads with higher traffic volumes or a history of loss-of-control crashes and roads where ongoing grading and maintenance costs exceed the lifecycle cost of a sealed surface. Upgrades should include provision for bike lanes and paths in the design where appropriate.	Deliver / Advocate

Initiative	Action	Performance Measure	Council Role
6.	Consideration of Road Safety on new development applications	• Amend the Bass Coast Planning Scheme to require developers to design and build new transport networks (and tie-in to existing networks) with Safe System principles • Strengthen planning requirements to ensure new developments provide adequate transport infrastructure.	Deliver
7.	Develop a Network Safety Plan (NSP) for the local road network. The aim of an NSP is to facilitate informed decision-making for future capital and operational expenditure to improve road safety.	• A Network Safety Plan is an assessment of the safety deficiencies across the network supplemented by the assessment of benefits against costs of specific road safety interventions to reduce risk. • Create a Safe System aligned investment plan which can be budgeted for and implemented as funds become available • Identify priority road corridors and network sections, and the complementary safety treatments that can be delivered in conjunction with planned renewal works such as resurfacing, kerb renewal, path renewal and pavement reconstruction.	Deliver
8.	Ongoing review of Road Safety across the Council network Establish a Road Safety Policy that ensures all Council road and intersection upgrades, as well as developer led works, align with Safe System principles	Consider the following as part of the Road Safety Policy: • Undertake audits/assessments of routes using criteria such as high crash rates, Movement & Place, Infrastructure Risk Rating or Star Rating tools. • Engage an independent team to conduct Road Safety Audits at high-risk locations. • Engage an independent team to conduct a Safe System Assessment at the early stages of major road projects. • Undertake assessments of road configuration, alignment and traffic volumes to inform a program of road upgrades. • Introduce a Safe Systems principles check on road infrastructure upgrades, including signage and line marking improvements. • Undertake an audit of the Council road network, including Link, Collector and Access roads (both sealed and unsealed), for delineation improvements - including centrelines, edge lines RRPMs, signage and guideposts. Prioritise the audit by road hierarchy and crash history, starting with Link and Collector roads.	Deliver
9.	Ensure consistent maintenance of road assets & vegetation on the road network/off-road paths	• Strengthen advocacy for arterial road condition improvements in collaboration with the Department of Transport and Planning (DTP). • Maintain a program of vegetation and grass management at intersections and on curves on Council-managed roads, responding to the sightline obstructions raised through community engagement. Where obstructions are identified on DTP-managed roads, refer these to DTP and advocate for their treatment. • Complete pothole and pavement repairs on local roads, focusing on roads that have exceeded their design life, and seek funding for full pavement rehabilitation where short-term repairs are no longer effective – in accordance with our Road Asset Management Plan.	Deliver / Advocate
10.	Obtain funding for active transport infrastructure to promote walking and cycling	• Ensure paths are well connected between services and residential areas. • Complete missing pedestrian/cycling links. • Prioritise areas with the greatest opportunity for mode shift such as the urban areas of Wonthaggi, Inverloch, Cowes and San Remo	Deliver / Advocate
11.	School Zone Safety Improvements	• Advocate for on-site school parking solutions and ‘Kiss and Go’ zones at high-risk school sites to reduce congestion and improve student safety. • Work with the Department of Education for implementation of on-site school parking solutions	Advocate / Partner
12.	Active Transport Action Plan	• Develop an Active Transport Action Plan to enhance cycling and shared-user path networks	Deliver

Initiative	Action	Performance Measure	Council Role
		• Undertake network mapping and prioritisation of new walking and cycling facilities along with upgrades of existing facilities • Identify external funding opportunities to improve active transport facilities within the Shire. • Prioritise the high priority projects identified in the Tracks and Trails Strategy 2022-2032, including the Inverloch-Wonthaggi Surf Parade (Ozone St to Goroke St), Ventnor Rd shared path (from Thompson Av to Red Rocks Rd) and Cowes-Rhyll Rd (Coughlan Rd to Redwood Dr)	
13.	Aim to reduce the number of wildlife strikes throughout the Shire	• Continue to work with Wildlife Victoria in the Wildlife Roadtoll Action Program (WRAP) and explore further opportunities to work with Wildlife Victoria. • Consider measures to improve awareness of the risk of wildlife on the road, including social media campaigns & signage. • Consult with the Department of Transport and Planning, Department of Energy, Environment and Climate Action (DEECA) and other stakeholders to address wildlife-related crash risks. • Focus on routes with high recorded wildlife strikes and work with Phillip Island Nature Parks. Complete Stage 2 of the Phillip Island Speed Review over the next 18 months, working with DTP, including any revision of the review recommended by DTP. • Update Council documents and practices so outdoor staff are able to record data about roadkill collected. • Make local updates to the Infrastructure Design Manual to embed biodiversity sensitive design into the design of new local roads and infrastructure, aligned with the planned Biodiversity Sensitive Urban Design Policy and the update of the Infrastructure Design Manual in line with the Urban Forest Strategy.	Deliver / Partner
14.	Implement the road safety actions identified in township studies	• Maintain a consolidated register of the road safety actions from the Cowes, Wonthaggi, Inverloch and San Remo Access and Movement Studies, the Cape Paterson Local Area Traffic Management Study and the Smiths Beach Town Plan. • Report progress annually and use the register to inform capital works bids and funding applications.	Deliver
15.	Advocate for safety improvements at priority locations on the arterial network	• Maintain a prioritised advocacy register for arterial locations identified through crash analysis and community engagement, including the Phillip Island Road corridor, the Smiths Beach Road and Coghlan Road intersection, the Gap Road crossing at Wimbledon Heights, access to Phillip Island Road at San Remo, and the Bass Highway between Wonthaggi and Inverloch. • Support DTP business cases and funding submissions for these locations.	Advocate
16.	Roads accommodating safer vehicles.	• Review and respond to industry requirements for line marking and signage for Advance Driver Assist Systems (e.g., Lane Keep Assist) to ensure the road network is at a high standard to accommodate these safety features.	Deliver
17.	Explore technology for enhanced Road infrastructure maintenance and condition audits	• Review of relevant systems and develop business case	Deliver

Safe Speeds

Initiative	Action	Performance Measure	Council Role
18.	Continue to review speed zones within the Shire to ensure that speed limits align with Safe System principles.	• Ensure that Safe Speed is always considered as part of the Local Area Traffic Management process. • Advocate for new safer speed limits where appropriate. • Ensure speed limits are appropriate with constant changes to land use and traffic volumes.	Deliver / Advocate
19.	Traffic Calming Policy and Toolkits	• Develop a Traffic Calming Policy and Toolkit to guide investigations into local traffic issues, speeding and hooning. • Provide clear guidelines for applying traffic calming measures in new residential subdivisions (could be part of Network Safety Plans established as part of this Action Plan)	Deliver
20.	Monitor speeding and other unsafe road user behaviour.	• Review community feedback in relation to speeding and rat-running. • Notify Victoria Police of areas identified as having issues with speeding or hoon behaviour.	Partner
21.	Improve motorist awareness of the need to drive to conditions	• Consider measures to improve awareness on driving at the speed which is appropriate for the conditions (weather, road geometry) including signage and social media campaigns.	Deliver
22.	Advocate for lower speed limits in school zones and activity centre environments with pedestrian and cyclist activity	• Identify activity centres which would meet Victorian Speed Zoning Guidelines for a reduced speed limit and undertake a speed zoning assessment. • Undertake speed zoning assessments for schools and seek DTP approval for 30 km/h school zone limits on surrounding local roads.	Advocate
23.	Review speed limits on high-speed rural roads	• Work with the Department of Transport and Planning to review speed limits on rural roads where the road environment does not support the posted limit, including the hilly 100 km/h roads identified in action RS3 of Connected.	Advocate

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Safe People

Initiative	Action	Performance Measure	Council Role
24.	Promote positive road safety behaviour and courtesy on Shared Use Paths (SUPs)	• Installation of pavement marking and signage to promote courteous and positive behaviour on SUPs. • Promote positive road safety behaviour on paths	Deliver
25.	Community Education and Campaigns Promote community road safety messaging and education campaigns, including programs for younger road users	Incorporate annual or regular road safety campaigns and school based education sessions, delivered in partnership with Victoria Police and organisations such as the Little Blue Dinosaur Foundation. https://www.littlebluedinosaur.org Other avenues for promoting community road safety may include: • Improve publicity and outreach of existing road user programs including the TAC L2P program, Wiser Driver Program and Women in the Driver's Seat program. • Promote road safety in the community by participating in National Road Safety Week, supporting safe driving campaigns, and sharing partner messages through community newsletters and social media. • Support youth road safety by promoting the Road Safety Education Victoria website and its resources to local schools.	Partner
26.	Support senior road users	• Support delivery of campaigns for safe walking, mobility scooters, driving and the use of public transport. • Support State Government initiatives for enhanced check-ups for senior drivers to ensure they are still fit to drive. • Collaborate with retirement and lifestyle villages to deliver road safety information and programs to older residents, alongside the work with schools under Initiative 28.	Partner
27.	Driver reviver pit stops, pause stop sites or truck rest areas.	• Liaise with DTP to promote Driver Reviver and rest stop areas within the Shire • Identify opportunities to upgrade existing rest areas or install new rest areas under programs such as the Heavy Vehicle Rest Area (HVRA) initiative. • Identify opportunities to upgrade existing rest areas, or establish new ones, at scenic lookouts and visitor attractions to encourage drivers to stop and rest. • Install advisory signage at appropriate turnout opportunities for "slow vehicle turnout" to reduce unsafe overtaking	Partner / Advocate
28.	Investigate the implementation of enhanced safety initiatives around schools	• Support schools in initiatives to enhance safety such as the roll-out of high-visibility vests to be worn by children walking to school • Encourage schools to collaborate with Council in developing/updating active transport plans	Partner
29.	Road user education for new road related projects.	• Ensure communication and education are associated with any Council road related projects, particularly for non-standard treatments.	Deliver
30.	Increased support for international drivers and visitors.	• Liaise with TAC and DTP to discuss the potential for promotional and education campaigns to provide training and support for international drivers and visitors to the Shire. • Work with tourism operators, accommodation providers and Phillip Island Nature Parks to reach the visitors who make up a large share of traffic in peak periods, including information on wildlife, unfamiliar intersections and seasonal congestion.	Partner
31.	Lead by example in sustainable and active travel.	• Incentivise Council employees and volunteers to use active transport to commute to work, including walking, cycling and public transport, consistent with action A5 of Connected.	Deliver

Safe Vehicles

Initiative	Action	Performance Measure	Council Role
32.	Develop a Council Motor Vehicle Policy	• Develop a Motor Vehicle Policy covering the purchase, use, maintenance and replacement of Council's fleet. • Facilitate sale of Council fleet vehicles into the local market • Promoting ANCAP five-star ratings and the TAC How Safe is Your Car website to the community • Encouraging local businesses, tourism operators, transport providers and contractors to adopt safer fleet purchasing practices.	Deliver
33.	Bypass and Heavy Vehicle Advocacy	• Continue advocacy for arterial and heavy vehicle bypass routes to reduce local road pressures and safety risks. • Continue advocacy and partnership with the State Government to implement the Wonthaggi Alternative Freight Route and to develop a High Productivity Freight Vehicle network plan that prioritises alternative routes to main streets, consistent with actions M2 and M5 of Connected. • Review heavy vehicle access on local roads, including General Access Vehicle use of roads in the hills and residential estates, and work with the NHVR to update load and size limits where road geometry or access is not suitable. • Review existing NHVR permits and freight routes in Cowes and Inverloch (such as Coghlan Road and Bear Street) and identify the infrastructure upgrades required to bring these roads up to the standard needed for gazettal.	Deliver / Advocate
34.	Assist in managing e-mobility devices (such as E-scooters and E-bikes).	• Advocacy for government for stricter controls on the legal framework in the purchase and operation of e-mobility devices. • Alignment of Council strategies with any State wide initiatives to ensure they are operated safely within the community • Provide community education on where e-bikes and e-scooters may be used and the road rules that apply.	Advocate

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