



Road Safety Strategy

2019 - 2024

Table of Contents

1. Executive Summary.....	3
2. Introduction.....	5
2.1 Why have a Road Safety Strategy?	5
2.2 The role of Bayside City Council in road safety	5
2.3 Vision and objectives for safer travel within Bayside	6
2.4 Goals and strategic objectives	6
3. Planning and Policy Context	7
3.1 State Government Context	7
3.2 Local Government Context	7
3.3 Road Safety Stakeholders	9
3.4 Development of the Road Safety Strategy.....	10
4. Key Response Areas, Goals and Actions.....	11
5. Action Plans	12
6. Appendix	19

1. Executive Summary

Purpose and Alignment

The Bayside City Council's strategy to reduce the number and severity of road crashes within our municipality is a commitment to meeting community expectations that are addressed by Goal 2 – Transport of the Council Plan 2017 - 2021:

“Sustainable transport is the mode of choice, facilitated through the creation of a well-connected, safe, accessible and convenient transport system that positively contributes to a strong economy, the health and wellbeing of the community and a low-carbon future within Bayside.”

Reducing road trauma by improving road and path safety and promoting safer user behaviour with the community is a demonstration of the Bayside Better Place Approach, whereby Council's dedicated professional staff, with an ongoing focus on efficiency, provide core services to improve liveability for the Bayside community.

The Bayside Integrated Transport Strategy (ITS), which was adopted by Council in 2018, also identifies road safety as a strategic objective to influence Council's operations, and scheduled the review and development of a revised Road Safety Strategy as a high priority deliverable to achieve this objective.

The Problem

Road safety affects the lives of drivers, cyclists, passengers and pedestrians within our community. Although Council routinely undertakes works on roads and footpaths to ensure they provide a high level of service for users, incidents of injury and fatal crashes still do occur. The analysis of actual crash data compiled between 2013 and 2018 has been used to inform the goals and actions within this Strategy.

Vision

The following vision has been set for this strategy:

“Reducing the number of fatalities and injuries on our road and path network so that people of all ages and abilities can travel safely, easily and confidently within Bayside.”

Council is committed to improving the safety of all users of the transport system within Bayside and is well placed to assist in reducing road trauma given its strong community links. Council will coordinate its efforts internally across Council departments, and externally with both local and state-wide stakeholders who can play a role in road safety.

Key Response Areas and Goals

This vision is described further by seven key response areas that are supported by goals. These have been used to guide the development and implementation of the Road Safety Strategy, and are presented in the following table.

Table 1. Key Response Areas and Goals

No.	Key Response Areas	Goals
1	Coordination and leadership of road safety planning and action	In partnership with key agencies, provide strong direction, leadership, coordination and service in road safety, for the benefit of all residents and visitors to Bayside.
2	Young children and their families	Encourage parents and carers to protect young children when they are in vehicles / within the street environment.
3	Developing and maintaining a safe road and path network	Ensure that the current and future road and path network across the municipality is as safe as possible for all users.
4	Older road users and road users with limited mobility	Reduce the incidence of road trauma in older road users and road users with limited mobility.
5	Safety for pedestrians including mobility scooter users	Improve pedestrian and motorised scooter safety and accessibility.
6	Safer cycling	Improve bicycle safety and accessibility.
7	Safer driving, safer vehicles	Promote safer driving and motorcycling, and safe operation of Council's fleet vehicles.

Costs of the Strategy

While most of the actions listed to achieve the vision and goals of the Strategy are considered core business for Council and involve officer time, projects to deliver infrastructure improvements will be considered as part of the deliberations for the annual capital works budget.

2. Introduction

2.1 Why have a Road Safety Strategy?

The purpose of a Road Safety Strategy is to set the direction and corresponding actions that will have the greatest impact on reducing the number and severity of road crashes within our community.

This Strategy links directly to the Integrated Transport Strategy and will guide the implementation of road safety activities to improve safety for all road users within Bayside.

2.2 The role of Bayside City Council in road safety

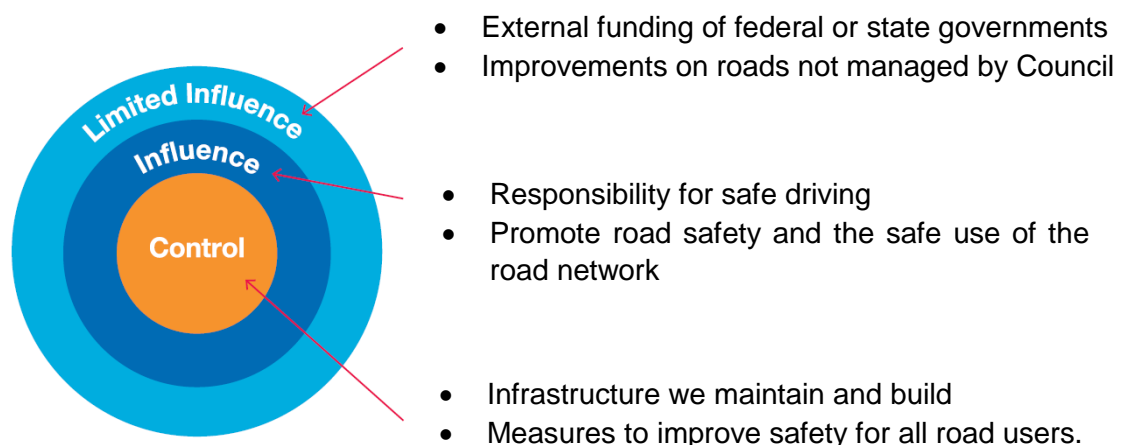
Bayside City Council recognises the need to provide a safe, well connected, accessible and convenient transport system that positively contributes to a strong economy, the health and wellbeing of the community and a low carbon future within Bayside and Council is committed to undertaking activities that encourage safe travel behaviour.

All members of the community must take responsibility for improving safety on our roads, whether they be drivers, cyclists, passengers or pedestrians. Local government is well placed to advocate for and promote road safety messages to their communities in order to reduce the number and severity of road crashes.

Whilst traffic engineering has an important role to play in improving road safety, a complementary program of education and social marketing activities is also required to address the behaviour of road users. This Strategy will be a tool for sharing knowledge with the wider community and encouraging the development of a culture of responsibility and shared beliefs, resulting in the creation of safer roads and safer road user behaviour.

The 'Sphere of Influence' below shows examples of Council's extent of control and influence in relation to road safety but not limited to the following:

Figure 1. Council's extent of control and influence in road safety



2.3 Vision and objectives for safer travel within Bayside

The Bayside Road Safety Strategy provides specific actions aimed at achieving our vision:

“Reducing the number of fatalities and injuries on our road and path network so that people of all ages and abilities can travel safely, easily and confidently within Bayside.”

Council is committed to improving the safety of all users of the transport system within Bayside and is well placed to assist in reducing road trauma given its strong community links. Council has led the development of the Strategy as part of its civic leadership role, and will also lead its implementation. Council will coordinate its efforts internally across Council departments, and externally with both local and state-wide stakeholders who can play a role in road safety.

2.4 Goals and strategic objectives

The main objectives of the Strategy are to:

- Reduce the number of people killed or injured in road crashes within Bayside;
- Enhance safety and accessibility for pedestrians, cyclists and public transport users, as they are the most vulnerable users of our transport system; and
- Focus on the safety needs of school children, young drivers and older members of the Bayside community.

The vision and objectives will be addressed by:

- Providing road safety education programs that encourage road users to make safe transport decisions;
- Providing social marketing and behavior change activities to encourage the community and visitors to adopt safe travel behavior through their own actions;
- Advocating to State and Federal Government to bring about policy, legislative and infrastructure improvements for road safety; and
- Establishing and fostering strong relationships with stakeholders who can assist Council in delivering road safety programs.

3. Planning and Policy Context

The Road Safety Strategy is informed by existing plans and strategies at both the State and local government level, as outlined within this section.

3.1 State Government Context

'Towards Zero 2016 – 2020', Victoria's Road Safety Strategy and Action Plan

The Road Safety Strategy incorporates the key elements of the Towards Zero Safe System approach, including the following four main aspects listed below in Table 1:

Table 2. Actions from 'Towards Zero 2016 – 2020'

Aspects	Government and community actions
Safer Road Users	Road users have an obligation to follow the road rules to ensure their own safety and the safety of other road users. At local level, this involves raising awareness of the risks people face and the steps they can take to reduce the risks, supported by enforcement.
Safer Vehicles	Achieved at state-wide and national level through a market driven and regulatory approach, with government and manufacturers working together, and at local level through fleet safety policies and programs.
Safer Roads & Safer Speeds	Making local and busy places safer including intersection improvements, speed calming measures on local streets where appropriate and more bike and pedestrian paths to make neighbourhoods more people-friendly.

3.2 Local Government Context

Bayside Community Plan 2025

The Bayside Community Plan 2025 sets the long term vision and goals for the community. The community aspiration is:

“By 2025, it will be safe and convenient for the Bayside community to choose their preferred mode of transport. Bayside will be more easily accessed on foot and on bike, and road users will consider the safety of others when sharing the road network.”

Bayside Integrated Transport Strategy 2018 – 2028

The Bayside Integrated Transport Strategy sets Council's direction for transport planning for the next 10 years and beyond. The Integrated Transport Strategy recognises that the streets within Bayside provide access for a range of users, including pedestrians, cyclists, public transport and private vehicles, and need to be managed to provide the safest and most efficient transport system possible. Ensuring the safety of street users is considered to be the most important aspect of any user friendly street.

The following are the goals of the Integrated Transport Strategy:

- Enabling Sustainable Transport Choices;
- Improving Local Accessibility;
- Better Public Transport;
- User Friendly Streets;
- Integrated Transport and Land use; and
- Optimising Parking Opportunities.

User friendly streets are those which incorporate measures such as reduced vehicle speeds and volumes, enable greater sharing between users of streets and public spaces and provide various transport modes and users with a balanced and appropriate level of priority. However, ensuring the safety of street users through the reduction of traffic conflicts and crashes is considered to be the most important aspect of any user friendly street.

Bayside Wellbeing for All Ages and Abilities Strategy 2017 - 2021

The Road Safety Strategy complements Council's Wellbeing for All Ages and Abilities Strategy by addressing trauma on the road and path network, and assisting in the achievement of safer environments for people of all ages and abilities within Bayside.

3.3 Road Safety Stakeholders

The roles of the main partners in road safety in Bayside are set out as per table below:

Table 3. Road Safety Stakeholders and their roles

Agency	Main roles in road safety improvement	
Bayside City Council	Civic Leadership	<ul style="list-style-type: none"> Setting directions, considering safety in all decision making. Undertaking advocacy for road safety. Strategic planning, land use planning, social planning.
	Practical Support	<ul style="list-style-type: none"> To coordinate, drive, administer and monitor implementation of the Road Safety Strategy. Communication and promotion.
	Integration	<ul style="list-style-type: none"> Integration of road safety into Council's policies, plans and general programs to provide a 'whole-of-Council' approach. Fleet vehicle safety program.
	Infrastructure	<ul style="list-style-type: none"> Developing and maintaining a safe local municipal road and path network.
	Partnership	<ul style="list-style-type: none"> Helping to establish and maintain partnerships with, and between, agencies to support road safety initiatives.
	Education	<ul style="list-style-type: none"> Public education, road safety promotion, advocacy and advice.
VicRoads (South Eastern Metropolitan Region)	Infrastructure	<ul style="list-style-type: none"> Construction and maintenance of highways and declared arterial roads. Provision of funding for engineering improvements on declared arterial and local municipal roads.
	Support for Local Government	<ul style="list-style-type: none"> Information, advice and guidance material on a range of road safety issues. Internet Crash Stats and other information relating to crashes occurring within the municipality.
Victoria Police	Enforcement	<ul style="list-style-type: none"> Moorabbin Highway Patrol.
	Encouragement	<ul style="list-style-type: none"> Community policing through Moorabbin Proactive Unit.
	Education	<ul style="list-style-type: none"> Public education, media promotion, advocacy, advice and training.
RoadSafe South East	Support for Local Government Road Safety Programs	<ul style="list-style-type: none"> Develop and implement community program that will target the behaviour and attitudes of road user groups, vehicles or road environment.

3.4 Development of the Road Safety Strategy

The Road Safety Strategy 2019 – 2024 has been developed through the following stages:

- Review of relevant State Government and Council strategies and policies;
- Analysis of road crash data using VicRoads Interactive Crash Stats 2013 – 2018 contained in section 4 of the strategy;
- Review actions and measures listed in the preceding Road Safety Strategy 2014 – 2019;
- Evaluate the success of the preceding Strategy and identify improvements on previous actions and measures;
- Discussion with key internal Council staff selected from the following functional units that relates to safe travel on roads within Bayside; and
 - Disability Inclusion
 - Healthy Ageing
 - Urban Design
 - Infrastructure Delivery
 - Youth and Family Services
 - Transport Planning
 - Fleet
 - Traffic Management;
- Development of action plans.

Based on consultation with key stakeholders and the crash data analysis, 7 key response areas with associated action plans have been developed to address the main road safety challenges and opportunities facing Bayside and its key partners in road safety – Victoria Police, VicRoads and RoadSafe South East.

4. Key Response Areas, Goals and Actions

The findings presented in the appendix have been used to develop key response areas and corresponding goals presented below in Table 4.

The actions to achieve these goals are directed at various aspects of the issues, and take account of the needs of all sections of the community from newborn infants to older people and people with disabilities. As far as possible, multi-faceted and multiagency actions are proposed, as these have been proven to generally be more effective than one-off or single-action approaches.

Table 4. Road Safety Strategy Key Response Areas (KRA) and Goals

No.	Key Response Areas	Goals
1	Coordination and leadership of road safety planning and action	In partnership with key agencies, provide strong direction, leadership, coordination and service in road safety, for the benefit of all residents and visitors to Bayside
2	Young children and their families	Encourage parents and carers to protect young children when they are in vehicles / within the street environment
3	Developing and maintaining a safe road and path network	Ensure that the current and future road and path network across the municipality is as safe as possible for all users
4	Older road users and road users with limited mobility	Reduce the incidence of road trauma in older road users and road users with limited mobility
5	Safety for pedestrians including mobility scooter users	Improve pedestrian and motorised scooter safety and accessibility
6	Safer cycling	Improve bicycle safety and accessibility
7	Safer driving, safer vehicles	Promote safer driving and motorcycling, and safe operation of Council's fleet vehicles

5. Action Plans

KRA 1: Coordination and leadership of road safety planning and action

Strategic objective: Council will partner with key agencies to provide strong direction, leadership, coordination and service in road safety.

Goal	Actions	Timeframe	Costs	Responsible	Deliverable
In partnership with key agencies, provide strong direction, leadership, coordination and service in road safety, for the benefit of all residents and visitors to Bayside	Bayside City Council to take a proactive lead role in implementing the Road Safety Strategy in collaboration with stakeholders, the community and other council officers.	Strategy adopted by June 2019 Actions to be implemented over the lifespan of the Strategy	Officer time	Sustainability and Transport	Adoption of Road Safety Strategy (RSS) by Council Annual evaluation of RSS to assess implementation of actions
	Coordinate and implement community road safety programs and planning in conjunction with RoadSafe South East, Victoria Police and other road safety partnerships.	Immediate and ongoing			Attend meetings with key stakeholders as required and collect data
	Seek opportunities within the various strategic planning cycles to ensure that road safety is appropriately incorporated into all relevant strategies and plans including, but not limited to, the Council Plan, Municipal Strategic Statement and the Bayside Wellbeing for All Ages and Abilities Strategy.	In accordance with Council planning cycles			Ensure road safety is reinforced in all relevant strategies, plans and policies

	Identify and address any new issues relating to road safety within Bayside municipality.	Annually from July 2019			Undertake an annual review of crashes in Bayside using VicRoads Crash Database to identify changing trends
	Develop and implement an annual communication plan to support the Road Safety Strategy and to promote road safety messages and education within the municipality.	July 2019			Media releases and articles in 'Let's Talk Bayside' as appropriate to the time of the year
	Advocate to State and Federal governments for improved infrastructure, services and funding that will improve road safety for residents of and visitors to Bayside. In particular, Council will advocate to the State Government to fund projects from the Blackspot Program (as and when required).	Immediate and ongoing			Ongoing advocacy to the appropriate level of government

KRA 2: Young children and their families

Strategic objective: Council will encourage parents and carers to protect young children when they are in vehicles.					
Goal	Actions	Timeframe	Costs	Responsible	Deliverable
Encourage parents and carers to protect young children when they are in vehicles.	Promote to parents/guardians to make use of regular child restraint checks by a qualified restraint fitter, resourced through Council's Maternal Child Health service.	Ongoing	Officer time	Community Services (Family Services)	Maternal child health services distributing child restraint resources.

KRA 3: Developing and maintaining a safe road network

Strategic objective: Council will ensure the current and future road and path network across the municipality is as safe as possible for all users.

Goal	Actions	Timeframe	Costs	Responsible	Deliverable
Ensure that the current and future road and path network across the municipality is as safe as possible for all users.	Advocate to VicRoads for the lowering of speed limits to 40km/h on the following Major Activity Centres: <ul style="list-style-type: none"> Sandringham Activity Centre, Sandringham Black Rock Activity Centre, Black Rock Dendy Village (Hampton Street), Brighton East 	At least one street per year from 2019/2020 throughout the lifespan of the strategy	Officer time and subject to capital budget proposals	Sustainability and Transport	Advocate on 40km/h speed limit reduction to VicRoads for centres identified.
	Identify and rank high risk crash locations within the municipality by conducting an annual review of available crash data, traffic speed and volume data for Bayside, supplemented by inspections, local knowledge and community input.	Annually from July 2019	Officer time		An annual crash analysis will be undertaken to identify any new issues Inspection of relevant sites (as and when required)
	For those high risk crash locations on Council managed roads, investigate and implement measures to improve safety for all road users.	Throughout the lifespan of the strategy	Officer time and subject to capital budget proposals		Number of Local Area Traffic Management measures implemented

	For those high risk crash locations on the arterial road network, advocate to State Government for actions that will improve safety for all road users.	Throughout the lifespan of the strategy	Officer time	Advocacy to State Government Number of measures implemented by State Government
	Ensure road safety issues for all users are addressed in the design, implementation and promotion of all transport infrastructure upgrades and street works, with particular attention provided to the needs of vulnerable road users such as pedestrians and cyclists.	Throughout the lifespan of the strategy		Road safety issues considered and, where required, addressed within projects

KRA 4: Older road users and road users with limited mobility

Strategic objective: Council will reduce the incidence of road trauma in older road users and road users with limited mobility					
Goal	Actions	Timeframe	Costs	Responsible	Deliverable
Reduce the incidence of road trauma in older road users and road users with limited mobility	Provide and promote relevant information to encourage aged persons to become safer drivers. Examples of programs that will be delivered in Bayside include 'Wiser Driver'.	Throughout the lifespan of the strategy	Officer time	Community Services (Healthy Ageing)	Number of programs delivered subject to funding from VicRoads grant.
	Provide information to older people about the range of transport options and support services available for them to remain confident, safe and				

	mobile and to assist in remaining connected to their community. Examples of programs that will be delivered in Bayside include 'Wiser Walker, Wiser Traveller'.				
	Provide travel and road safety information for seniors in Bayside.				Information included within Bayside Seniors Newsletter

KRA 5: Safety for pedestrians, including motorised mobility scooter users

Strategic objective: Council will improve pedestrian and motorised scooter safety and accessibility					
Goal	Actions	Timeframe	Costs	Department Responsible	Deliverable
Improve pedestrian and motorised scooter safety and accessibility.	Seek to deliver the 'Safer Scooter and Wiser Wheelchair' education program to wheelchair users and motorised scooter users. This program covers issues such as road rules and legal requirements, choosing the right mobility scooter and developing safe travel routes. The caveat of delivering this action will be dependent on the continuity of a Metro Access/Disability Inclusion Officer at Bayside and success of obtaining the program grant from VicRoads.	Throughout the lifespan of the strategy	TBA	Open Space, Recreation and Wellbeing	Number of programs delivered subject to funding from VicRoads grant.
	Ensure that the needs of motorised scooter users are considered in streetscape design.	Throughout the lifespan of the strategy	Officer time	Urban Strategy, Sustainability and Transport, and City Assets and Projects	Needs of motorised scooter considered and, where required, addressed within projects.

	Review pedestrian waiting times at controlled signals in key locations to ensure suitable waiting and crossing times, especially for older people and adults with young children.	September 2019 and ongoing	TBA	Sustainability and Transport	Number of sites assessed and result of assessment
--	---	----------------------------	-----	------------------------------	---

KRA 6: Safer cycling

Strategic objective: Council will improve bicycle safety and accessibility					
Goal	Actions	Timeframe	Costs	Department Responsible	Deliverable
Improve bicycle safety and accessibility	Provide and promote relevant information to educate cyclists in relation to road safety and the safe use of the road network.	Throughout the lifespan of the strategy	Officer time	Sustainability and Transport	One article per year to be included within 'Let's Talk Bayside'
	Work in partnership with Victoria Police, VicRoads, Cycling Victoria and other relevant stakeholders to improve conditions for cyclists within Bayside Municipality.	Throughout the lifespan of the strategy			Number of coordinated activities delivered
	Promote bicycle safety leading up to summer and at the end of daylight savings, aimed at increasing visibility, helmet wearing and responsible behaviour on the shared path network.	April / October 2019. Repeated annually.			Include an article within 'Let's Talk Bayside'
	Through the Bayside Bicycle Action Plan, improve safety for cyclists at those locations on the Metropolitan Bicycle Network where cyclist crashes / relevant safety issues have been identified.	Coordinated through the implementation of the Bayside Bicycle Action Plan			Number of sites treated.

KRA 7: Safer driving and safer vehicles

Strategic objective: Council will promote safer driving and motorcycling, and safe operation of Council's fleet vehicles					
Goal	Actions	Timeframe	Costs	Department Responsible	Deliverable
Promote safer driving and motorcycling, and safe operation of Council's fleet vehicles.	Provide and promote information to young drivers about the responsibilities of safe driving, including but not limited to mobile phone use when driving and vehicle confiscation legislation, through schools, sporting clubs and young people's venues and networks.	Throughout the lifespan of the strategy	Officer time	Community Services (Youth services)	Distribution of information to relevant young people's venues and networks
	Assist learner drivers to gain supervised experience safely through programs and resources such as L2P.	Immediate and ongoing		Community Services (Youth services)	Number of learner drivers assisted in L2P program
	Ensure that all new fleet vehicles comply with a minimum 5 star Australian New Car Assessment Program (ANCAP) safety rating.	Immediate and ongoing		Finance Department (Fleet Management)	Number of new fleet vehicles complying with ANCAP 5 star safety rating
	Promote the use of VicRoads car door sticker packs to remind drivers and passengers to look out for bike riders before getting in and out of vehicles.	Immediate and ongoing		Finance Department (Fleet Management) / Sustainability and Transport	Number of sticker packs distributed All council fleet vehicles to display stickers

6. Appendix

Using data obtained from VicRoads Interactive Crashstats 2013 - 2018, a detailed crash analysis has been undertaken for Bayside managed roads. The roads managed by Bayside include: laneways; service lanes; local, collector and secondary arterial and limited arterial roads; located within the Bayside municipality.

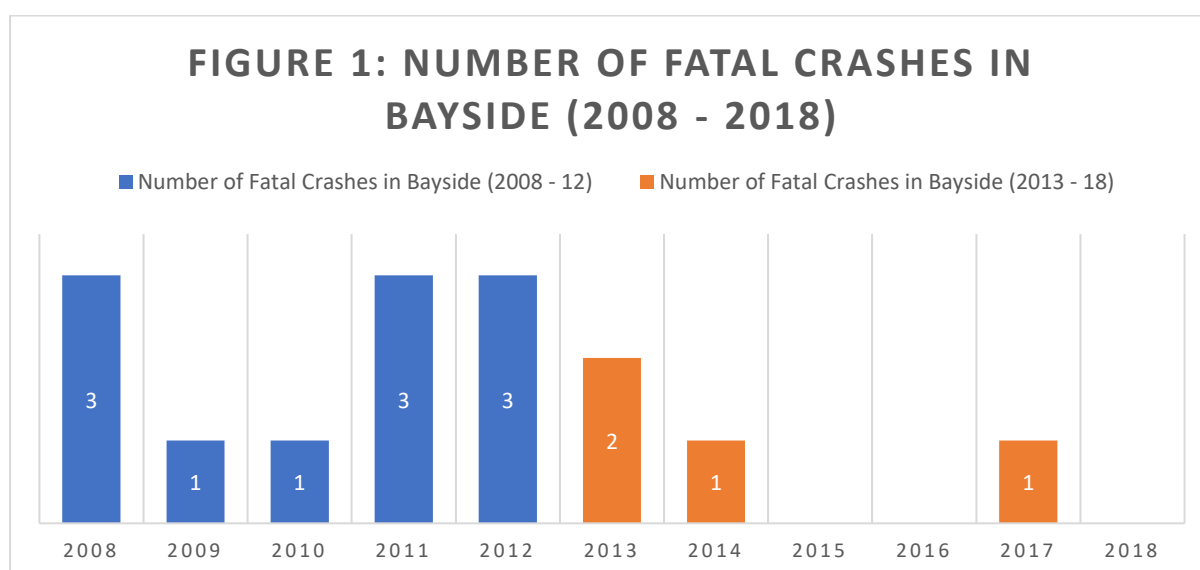
Crashes resulting only in vehicle and/or property damage, and those where the police did not attend, have not been included in this analysis.

The definitions of fatal crashes, fatality and injury are defined as below:

- Fatal Crashes – Number of crashes where a fatality occurs.
- Fatality – Number of people killed as a result of a crash.
- Injury – An instance of being injured

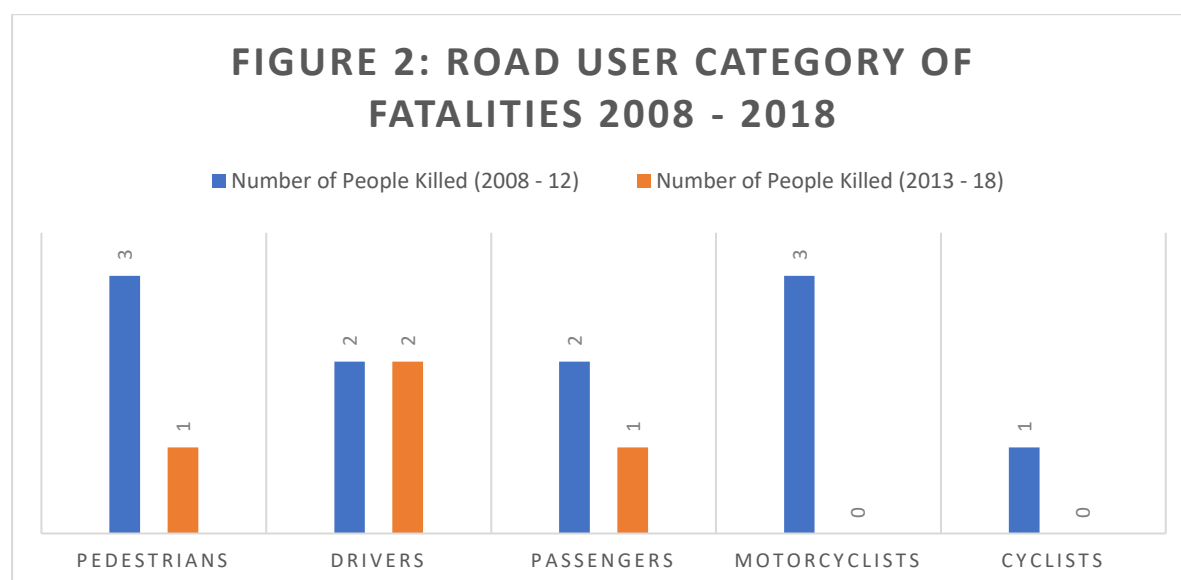
6.1 Fatal Crashes, 2008 - 2018

The number of fatal crashes that have occurred in Bayside has reduced during implementation of the Road Safety Strategy 2013 - 2018. During this period, 4 fatal crashes were recorded on Bayside managed roads. In comparison, there were 11 fatal crashes recorded in Bayside in crash analysis from 2008 to 2012. This data is represented below in Figure 1.



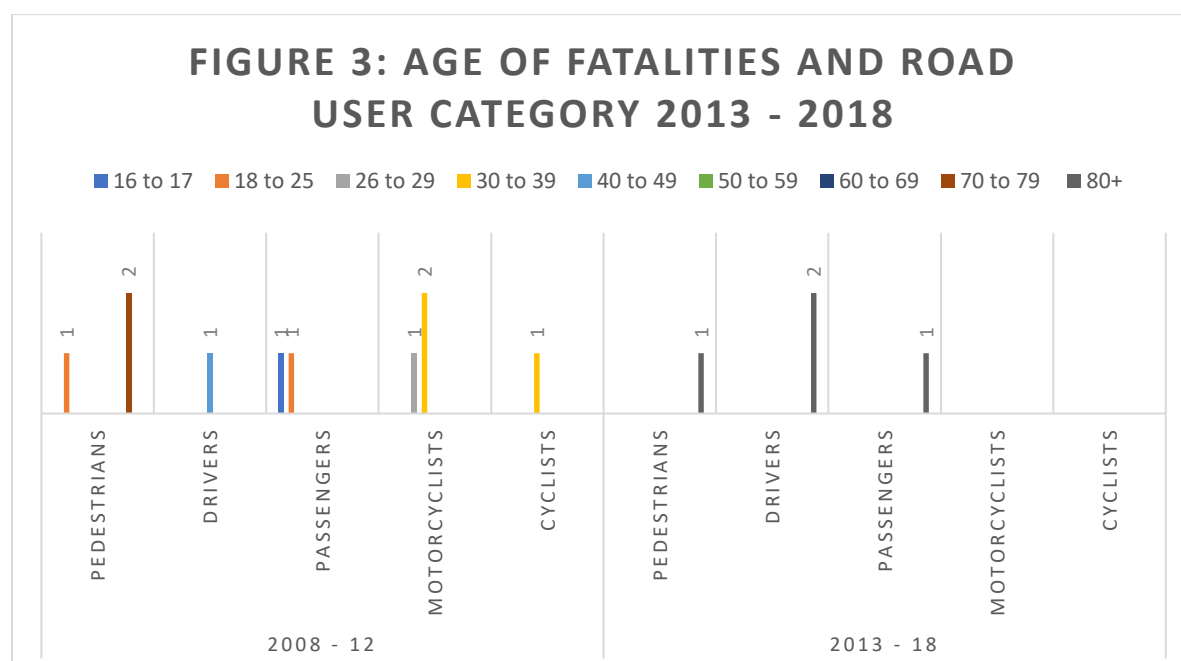
6.2 Fatalities by Road User Category, 2008 - 2018

As shown in Figure 2, there were 4 fatalities recorded on Bayside managed roads in 2013 - 2018 in contract to 11 fatalities recorded in 2008 - 2012. Drivers are the user group representing the highest number of fatalities occurring on Bayside managed roads during 2013 - 2018. In comparison to 2008 - 2012 crash analysis, pedestrians and motorcyclists were the highest user groups at 3 fatalities.



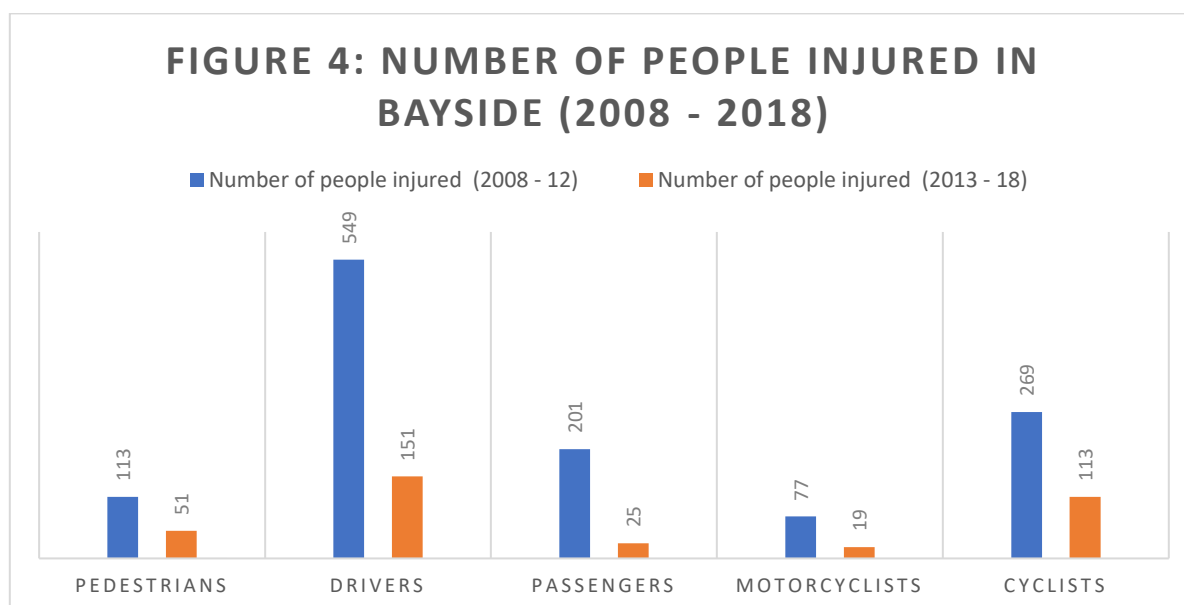
6.3 Age of Fatalities and Road User Category, 2008 - 2018

Elderly drivers represent the road user group most involved in fatal accidents on Bayside managed roads between 2013 and 2018. In the 2008 - 2012 crash analysis, elderly pedestrians were the road user group with the highest number of fatalities. Age groups that are not reflected in Figure 3 have not been involved in fatalities in Bayside during 2008 - 2018.



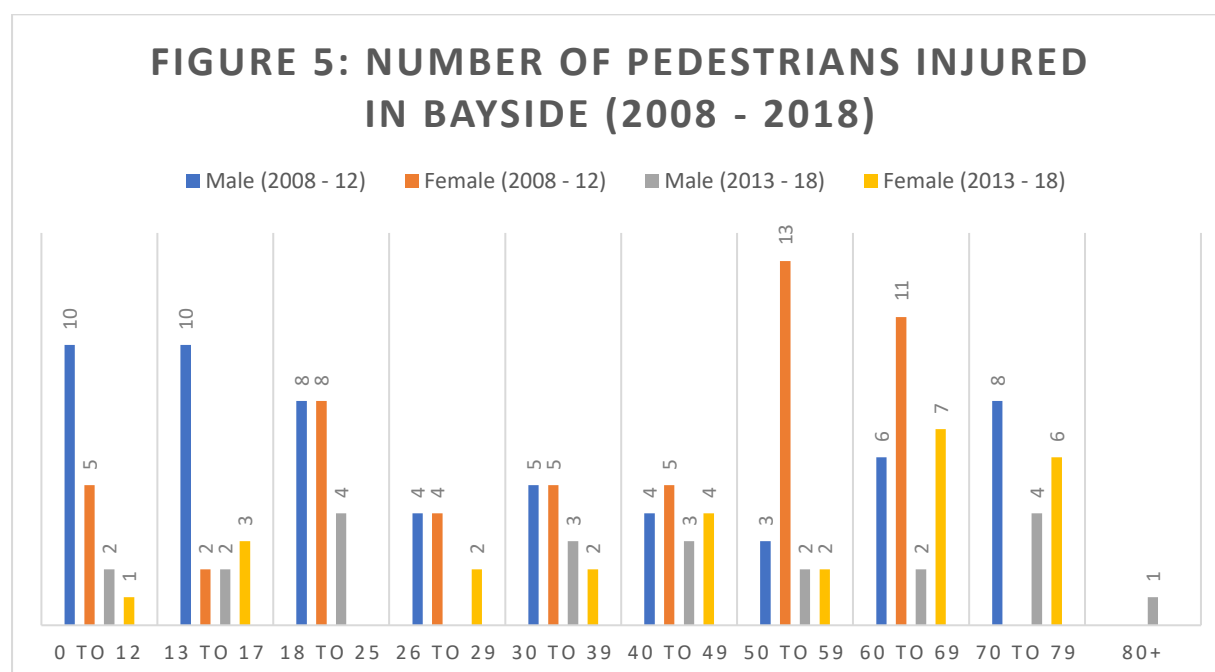
6.4 People Injured by Road User Category, 2008 - 2018

As shown in Figure 4 below, drivers and cyclists are the group of road users most injured on Bayside managed roads in 2013 - 2018. This is similar to crash data analysed for 2008 - 2012. However, the reduction in the number of people injured across all groups of road users in 2013 - 2018 is a significant improvement.



6.5 Pedestrian Injuries by Age, 2008 - 2018

Elderly pedestrians, in particular females, represent the highest pedestrian group injured on Bayside managed roads. This is consistent with the crash data findings for 2008 - 2012. The highest cluster of injuries occurred in Brighton within the proximity of Church and Bay Streets activity centres. Age groups that are not reflected in Figure 5 have not been involved in any pedestrian injuries in Bayside during 2008 - 2018.

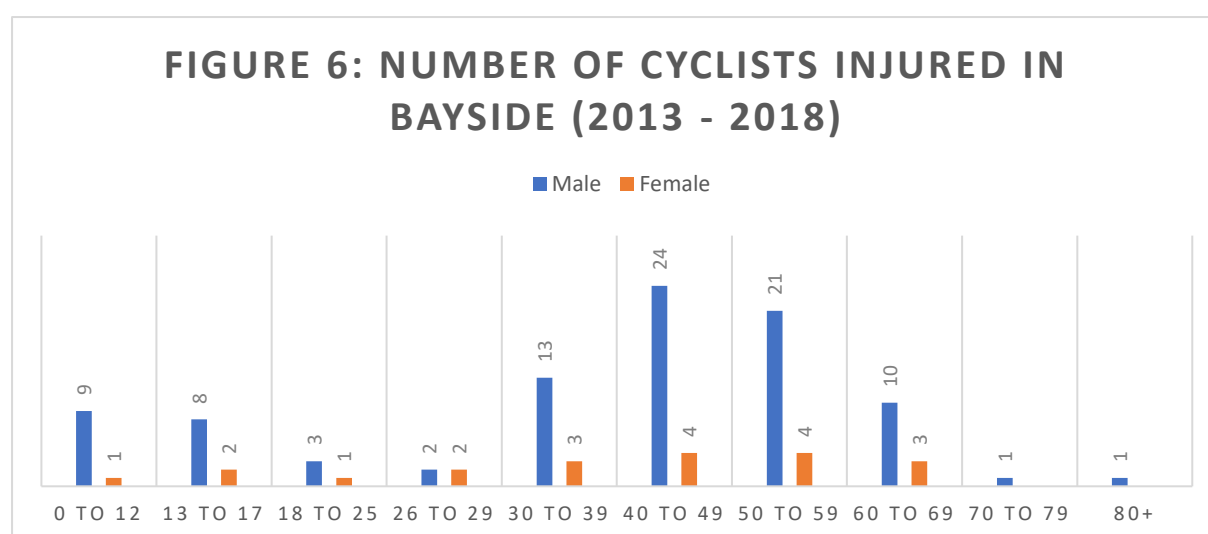


6.6 Analysis of Injuries by Age and Gender, 2013 - 2018

A comparison between crash statistics data for 2008 - 2012 and 2013 - 2018 is not possible as data for 2008 - 2012 is no longer available within the current VicRoads Interactive Crashstats records. As such, the following figures 6 to 12 are limited to reporting on the 2013 - 2018 period.

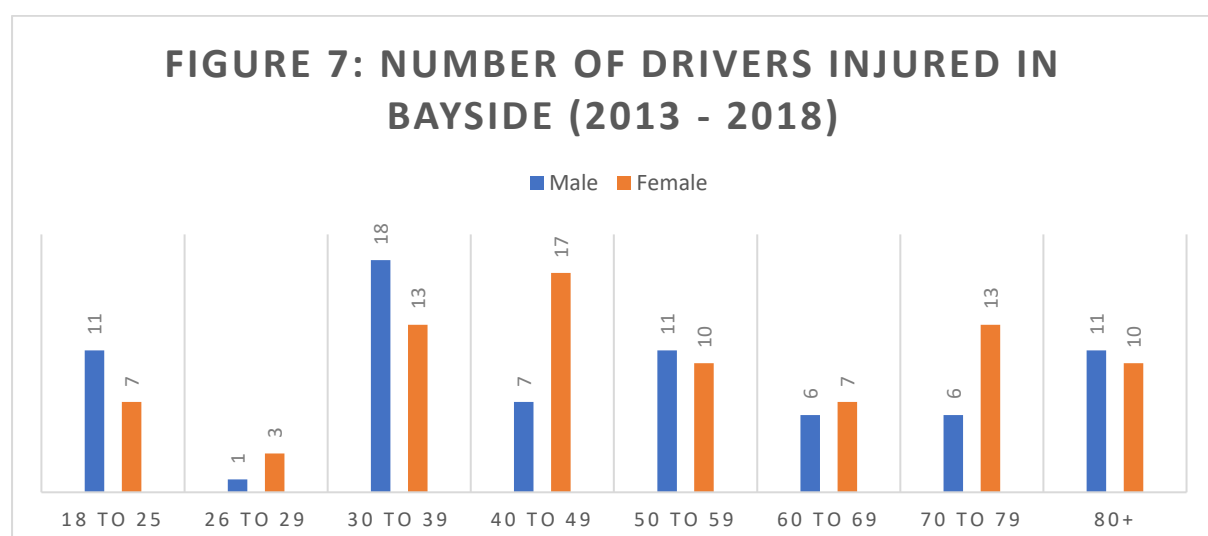
Cyclists

As shown in Figure 6, the highest number of cyclists injured were in the 40 to 49 year old age group, with 28 injuries on Bayside managed roads. The highest cluster for cyclist injuries occurred along New Street. It is noted these injuries occurred before the on-street bicycle lane treatments were delivered in 2015.



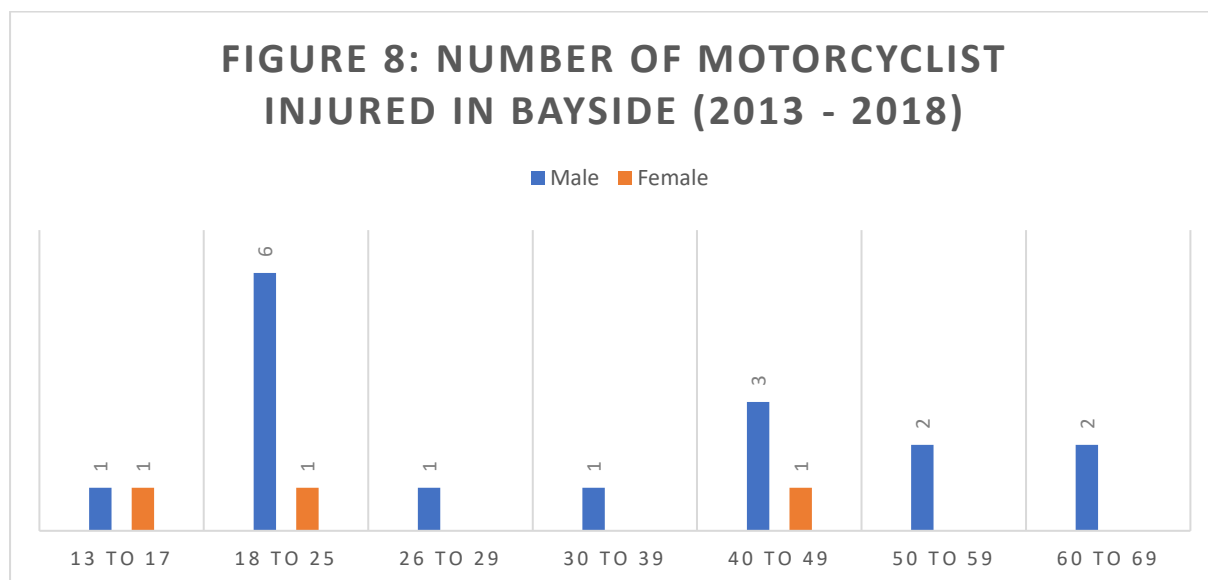
Drivers

As shown in Figure 7, female drivers injured on Bayside managed roads outnumbered male drivers for the 5 year period, with middle-age drivers aged 30 to 39 sustaining the highest injury count. The highest cluster of injuries occurred north of South Road, within Brighton and Brighton East.



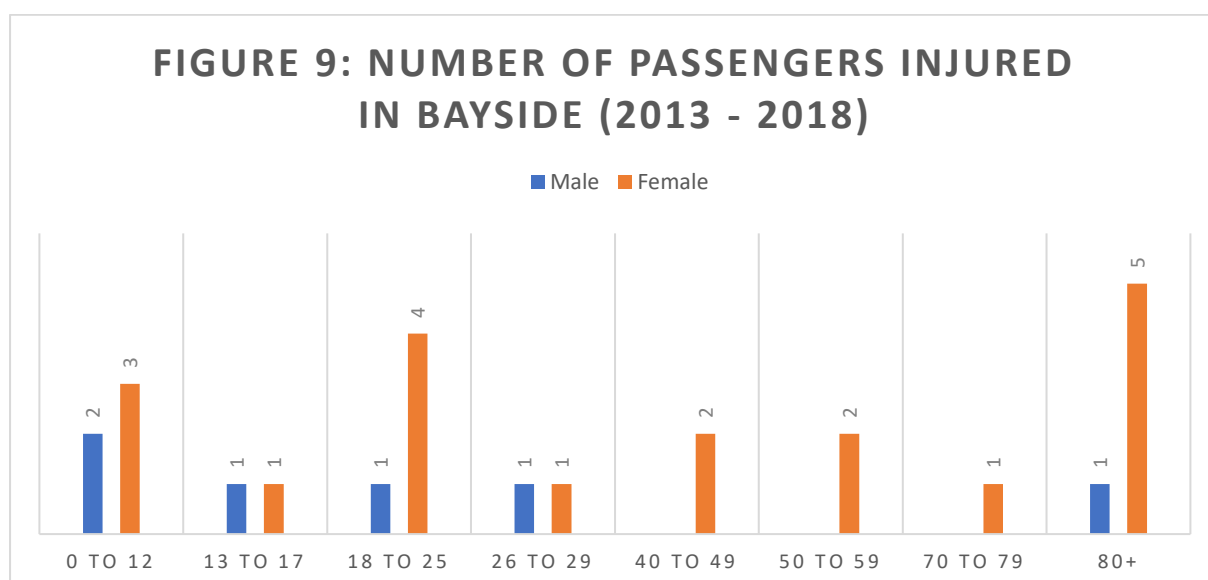
Motorcyclist

As depicted in Figure 8, male motorcyclists injured on Bayside managed roads outnumbered female motorcyclists for the 5 year period, with motorcyclists aged 18 to 25 sustaining the highest injury count. The highest cluster of injuries occurred in Brighton.



Passengers

As shown in Figure 9, female passengers injured on Bayside managed roads outnumbered male passengers for the 5 year period, with young people aged 18 to 25 and elderly passengers aged 80+ sustaining the highest injury count. The highest cluster of injuries occurred in Brighton.



6.7 Analysis of Fatalities and Injuries by Gender and Location 2013 - 2018

Figures 10 and 11 show the fatalities and injuries that occurred on Bayside managed roads by gender in 2013 - 2018.

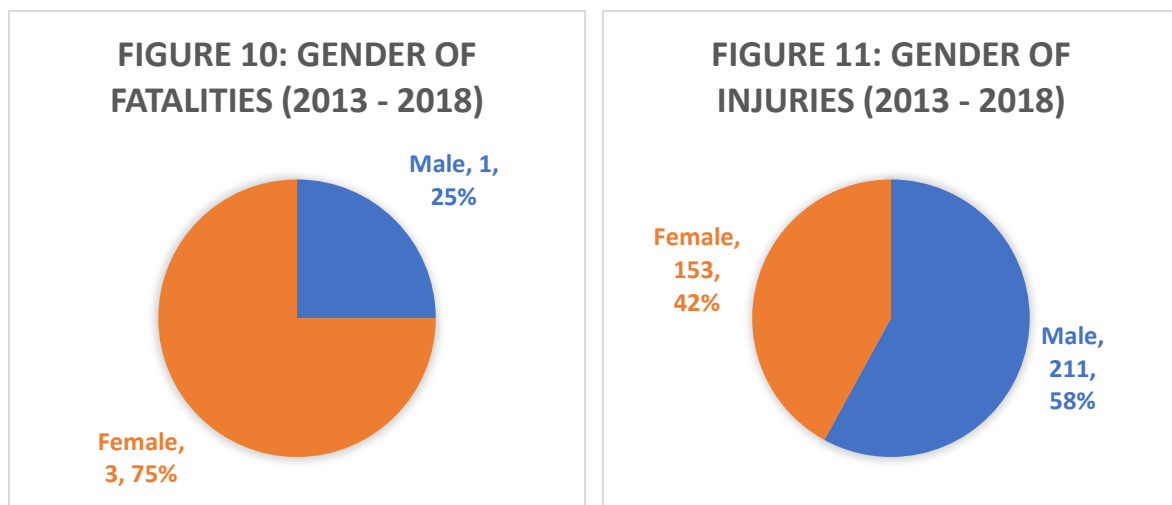
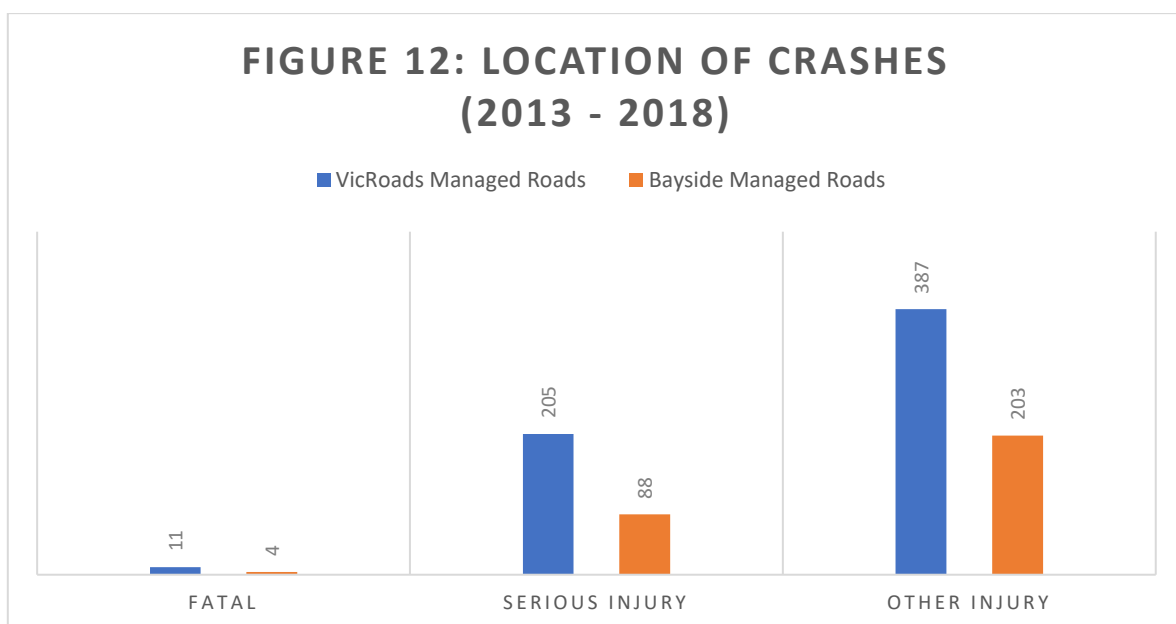


Figure 12 shows the location of fatalities and injuries on VicRoads managed roads, and Bayside managed roads, within the Bayside municipality.



6.8 Identified Trends and People at Risk as Per VicRoads Road Safety Performance Ranking, 2013 – 2017

The following points describe the trends from the data presented.

- The majority of the recorded casualty crashes on Bayside managed roads occurred on a clear day, during day time.
- The highest type of crashes recorded on Bayside managed roads were side impact crashes at intersections, followed by rear end crashes, with the lowest crash type due to overtaking
- In comparison with neighbouring Councils such as Port Phillip, Glen Eira and Kingston, Bayside scored the second lowest number of fatal accidents.
- The majority of accidents occurred on a road with an operating legal speed limit of 60km/h, followed by 50km/h and 40km/h. These speed limits are the typical speed limits within Bayside managed roads.
- Most accidents on Bayside managed roads occurred during normal business and commuting hours.
- The following user / age groups travelling on Bayside managed roads are at high risk of accidents:
 - Bicycles: aged 40 to 59
 - Pedestrians: aged 60 to 79
 - Passengers: aged 18 to 25 and 80+
 - Drivers: aged 30 to 49
 - Motorcyclists: aged 18 to 25



Bayside City Council
76 Royal Avenue
Sandringham VIC 3191
Tel (03) 9599 4444
Fax (03) 9598 4474
enquiries@bayside.vic.gov.au
www.bayside.vic.gov.au

We acknowledge the Boon Wurrung people of the Kulin Nation as the traditional owners of this land and we pay respect to their Elders past and present. We acknowledge that together we share a responsibility to nurture this land, and sustain it for future generations.