



# 01

## A safer transport system

Providing for the safe movement of people and goods is a fundamental transport system requirement.

The Government aims to reduce the number of transport-related deaths and serious injuries, the associated trauma for those involved and their families and friends, and the costs to the community, business and the economy.

It also aims to improve safety on the public transport system and to provide better conditions for pedestrians and cyclists, so that people will be more at ease when travelling by these modes and will choose to use them more often.

# 01

## Strategies

- Reduce road deaths and serious injuries
- Improve safety and access for pedestrians and cyclists
- Provide safer and better access to public transport
- Ensure the safety and security of transport infrastructure

## A safer transport system

The Victorian Government's *arrive alive!* road safety strategy comprises a range of initiatives targeted at driver behaviour, pedestrian, cycling and public transport safety, heavy vehicle safety, road design and other key aspects of road safety.

The Government also aims to improve safety on the metropolitan rail system, particularly in the evenings or at other times of low demand, and to provide better protection for pedestrians and cyclists within the road environment. Improved safety for users of these modes is fundamental to increasing transport choice and to fostering a more sustainable transport system.

To make Melbourne a fairer city, the Government will improve mobility and access for people with limited transport choices, such as the very young, disabled, injured or elderly.

### The Facts

- In recent years there has been a significant downturn in the number of metropolitan road deaths. However, the number of serious injuries arising from accidents on metropolitan roads has been increasing (see Figures 2 and 3).
- Major factors causing road deaths and injuries are speeding, driving under the influence of alcohol and other drugs and fatigue. The introduction of the 50 km/h urban default speed limit has reduced casualty accidents by 12–13 per cent and accidents involving pedestrians by 22 per cent.
- Enforcement of drink driving laws has resulted in a reduction of drink drivers on the road. Random roadside drug testing is the next road safety initiative.
- Forty-four per cent of fatalities and 60 per cent of serious injuries occur at intersections in middle and inner Melbourne. More than half a million 'running a red light' infringements occur in Victoria each year as too many people continue to demonstrate poor driver behaviour at intersections.

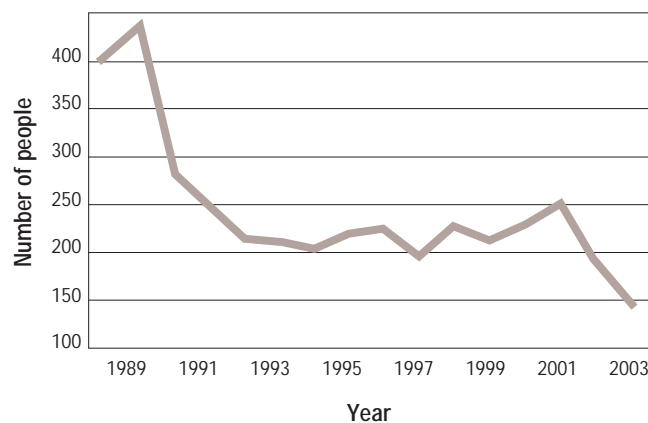


Figure 2. Metropolitan road user fatalities 1989–2003

Source: VicRoads 2004

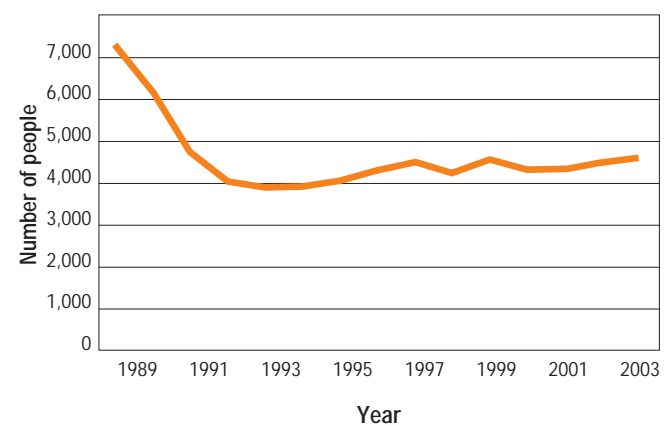


Figure 3. Metropolitan road user serious injuries 1989–2003

Source: VicRoads 2004

- Accidents involving pedestrians and cyclists make up a greater percentage of total accidents in inner and middle suburbs than in outer suburbs (see Figures 4 and 5). Pedestrians and cyclists benefit from lower motor-vehicle speeds and from better management and design of the physical road environment. In 2003, the number of pedestrians killed in metropolitan Melbourne was 48 per cent lower than the average of the previous five years. The introduction of the 50 km/h default speed limit in built-up areas has contributed to this improvement.
- In the outer metropolitan area, loss-of-control and run-off-road accidents account for 55 per cent of road deaths and 40 per cent of serious injuries. From 1999 to 2003, 34 per cent of fatalities and 19 per cent of serious injuries in outer areas resulted from collisions with poles or trees.

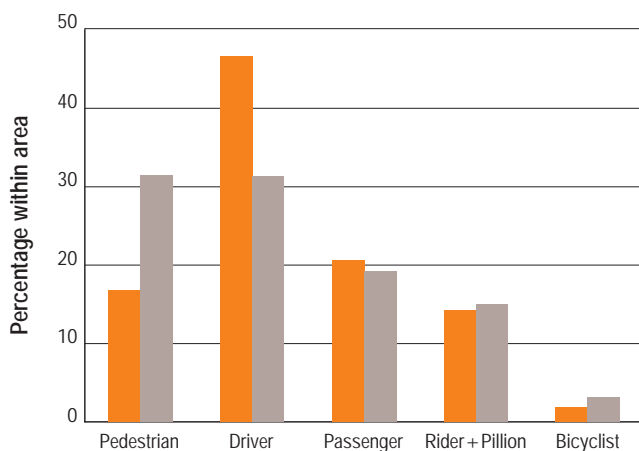


Figure 4. Road user fatalities 1999–2003

■ Outer MSD ■ Inner/Middle MSD (\*MSD=Melbourne Statistical Division)  
 Source: VicRoads 2004

- Outer metropolitan roads generally have more space for infrastructure improvements to reduce accidents – such as carriageway separation and widening, improved intersection treatments, separate turn lanes and improved road geometry, the removal of roadside hazards, the installation of safety barriers and specific provisions for pedestrians, cyclists and public transport. Due to space limitations, some of these measures are impractical in inner and middle metropolitan areas.
- While the number of fatalities resulting from collisions involving trams and buses is low, the safety of passengers alighting and boarding trams is still a major issue. Falls within trams are also common, often caused by a sudden braking of the tram as other road vehicles encroach on to the tram tracks.

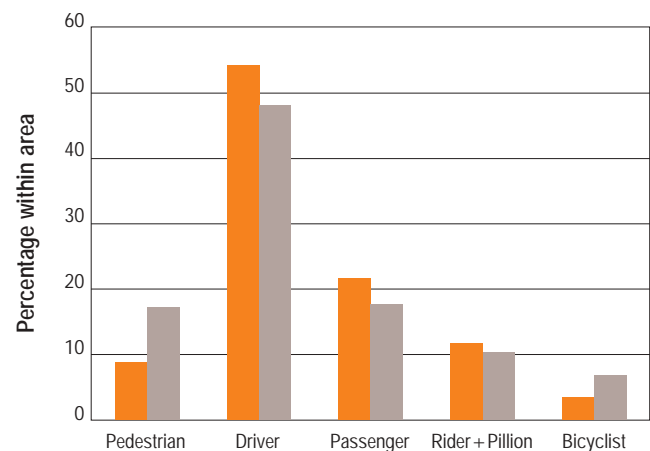


Figure 5. Road user serious injuries 1999–2003

■ Outer MSD ■ Inner/Middle MSD (\*MSD=Melbourne Statistical Division)  
 Source: VicRoads 2004

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- The safety of pedestrians and people using wheelchairs and mobility aids at pedestrian railway level crossings has been a major concern.
  - Customer surveys show that some passengers do not feel secure while travelling on public transport, especially at night. This is particularly the case for travel on trains and at railway stations and surrounding car parks.
  - To ensure the public transport system operates safely, rail managers and operators are required to establish management systems in which all risks are identified and properly controlled.
  - Train and tram operators are also required to maintain infrastructure assets in good condition under Partnership Agreements. The State has the power to inspect assets and ensure that operators are complying with relevant performance indicators.
  - Recent international terrorism events have prompted the Government to increase its focus on the management of security risks and the protection of critical infrastructure including roads, ports and public transport. This has become a major issue in the freight and logistics industry, especially for businesses involved in international trade.



# strategy 1.1

## Reduce road deaths and serious injuries

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The Victorian Government aims to reduce the number of deaths and serious injuries arising from accidents on Victoria's roads by 20 per cent over the period 2002–2007.

### Priority actions

#### General

- Implement the Government's road safety strategy *arrive alive!* This comprehensive strategy is referred to on p.7 and details of the action plan are available on the web site.

#### Motorcycles

- Consult with motorcyclists about their travel and safety issues.
- Identify and introduce improved motorcyclist training programs for novice riders and those returning to riding after a long absence.
- Develop motorcycling safety initiatives that relate to commuter, business and other travel in the metropolitan area.

#### Heavy vehicles

- Pursue uniform national reforms on road safety regulation for heavy vehicles, together with enforcement and transport security.
- Establish metropolitan truck stops to enable truck drivers to take rest breaks, particularly at major freight terminal locations such as the Port of Melbourne and strategic locations on the outskirts of Melbourne.
- Through improved compliance with standards, address community concerns about larger vehicles and council limits on access to local areas.

- Develop performance-based standards and a regulatory framework to promote the development of safe and innovative vehicles.
- Encourage the use of in-vehicle technology, such as Global Positioning System (GPS) navigation, to offer safety and productivity benefits.



# strategy 1.2

## Improve safety and access for pedestrians and cyclists

The Victorian Government aims to provide safer travel for pedestrians and cyclists, and to increase the number of people walking and cycling, through improved management of existing road space and the provision of more off-road paths and access.

### Priority actions

#### Pedestrians

- Introduce more appropriate speed limits in shopping strips.
- Encourage through-traffic to avoid shopping strips and to use alternative routes where feasible.
- Improve the amenity of areas of intense pedestrian activity alongside arterial roads.
- Improve pedestrian safety near schools located on arterial roads through a Statewide program of school speed limits.
- Improve safety and provide more equitable access for pedestrians in high-use areas such as Transit Cities and multi-modal facilities via the Walk Safe program and other innovative and cost-effective measures.
- Establish a program to provide greater priority for pedestrian access across busy arterial roads which sever community activities.

#### Cyclists

- Improve the standards for bicycle facilities by providing safer measures that separate cyclists from busy traffic streams.
- Implement projects using the proposed new standards to demonstrate and evaluate a strategic route management approach on selected major cycling routes in the central and inner areas of Melbourne.
- Highlight bicycle lanes in potential conflict areas with green paving to improve visibility and safety. This initiative is consistent with standards in New South Wales, Queensland, South Australia and the Australian Capital Territory.

- Continue to build the Principal Bicycle Network (PBN) on arterial roads, with priority given to improving cycling access to activity centres, schools and public transport. Subject to funding, the target is to complete the PBN by 2015.
- Develop and implement guidelines to improve the linking of arterial road cycling facilities, off-road routes and suitable nearby local roads, where competing demands preclude development of sections of the PBN.
- Provide planning assistance to local government on complementary projects for cyclists on local roads.
- Review regulations to improve the visibility of cyclists through improved standards of lighting and the wearing of reflective vests.
- Provide better storage facilities for bicycles at activity centres and railway stations, starting with the installation of 250 new lockers in 2004 and 2005. From early 2005, all bicycle lockers at stations will be free of charge.



# strategy 1.3

## Provide safer and better access to public transport

The Victorian Government aims to improve safety on public transport by increasing on-system staffing, implementing safety technology and incorporating safety as a key design feature of public transport infrastructure works.

The Safe Travel Task Force has been established to bring together Victoria Police and other government agencies, transport operators, union and industry representatives and local government, to address personal safety and security issues and to coordinate initiatives.

The Government also aims to ensure that public transport services will be accessible to people with disabilities or with limited or restricted mobility. The Commonwealth *Disability Discrimination Act 1992* (DDA) requires all public transport services to be accessible by 2022. A combined effort from government agencies, transport operators and local government is necessary to meet this 2022 target, as well as interim accessibility targets.

### Priority actions

#### Rail users

- Provide additional staff on trains and at railway stations.
- Provide improved lighting and monitoring of railway stations and their environs, and develop design guidelines to maximise the visibility on platforms and approaches to stations.

#### Tram and bus users

- Improve the safety of people at and around tram and bus stops through road improvements.
- Review road rules in relation to trams and other road users to ensure measures are in place to protect public transport users at tram and bus stops, and reduce the need for sudden braking by public transport vehicles.
- Launch an education and enforcement program concerning road rules related to trams to reduce the number of incidents involving cars passing stationary trams.

- Introduce CCTV on trams to deter and detect motorists who endanger passengers by passing stationary trams or otherwise cause danger to public transport users.

#### Safety and access for people with disabilities

- Implement DDA access improvements to the public transport system including:
  - > continuing vehicle replacement programs which provide for vehicles with low floors and better access
  - > improving access at rail stations and tram stops
  - > designing a range of cost effective DDA compliant tram stops to suit a variety of traffic environments, including facilities for ramp deployment
  - > working with local government to ensure bus stops (which are the responsibility of councils) are accessible.
- Increase safety at rail level crossings, particularly for people using mobility aids, and implement the remaining recommendations of the Wheelchair Safety at Rail Level Crossings Taskforce.



# strategy 1.4

## Ensure the safety and security of transport infrastructure

The Victorian Government aims to ensure that transport security programs are prepared and improved security is provided around important transport infrastructure – including ports, rail, roads and structures.

Safety regimes for public transport services are included in public transport operator agreements and are supported by mandatory accreditation regimes and audits. Operators are required to have comprehensive safety and risk management systems in place, as well as the financial capacity and insurance to meet reasonable potential accident liabilities.

### Priority actions

#### Operational safety

- Pursue uniform national reforms on rail operating practices and support a co-regulatory safety framework for rail.
- Install train protection systems for trains operating on the regional fast rail corridors and in other designated areas over time.
- Install data loggers and brake upgrades on the suburban rail fleet, undertake an upgrade of the deadman device and review the train signalling system.

#### Infrastructure maintenance and renewal

- Review the adequacy of the metropolitan rail system infrastructure in terms of age, efficacy and ability to cope with higher utilisation in the future.
- Further develop maintenance and asset renewal plans for the metropolitan rail network and ensure their effective implementation.
- Improve heavy vehicle compliance with mass and speed limits to protect road infrastructure.
- Undertake works to reduce the risks of road accidents at high risk locations.

#### Security

- Assess preparedness for incidents that threaten critical infrastructure for all relevant modes, as well as response and recovery capabilities, and improve these where necessary.
- Develop State security strategies and contribute to national security requirements.



Spencer Street Station – to be renamed Southern Cross Station (artist's impression).

