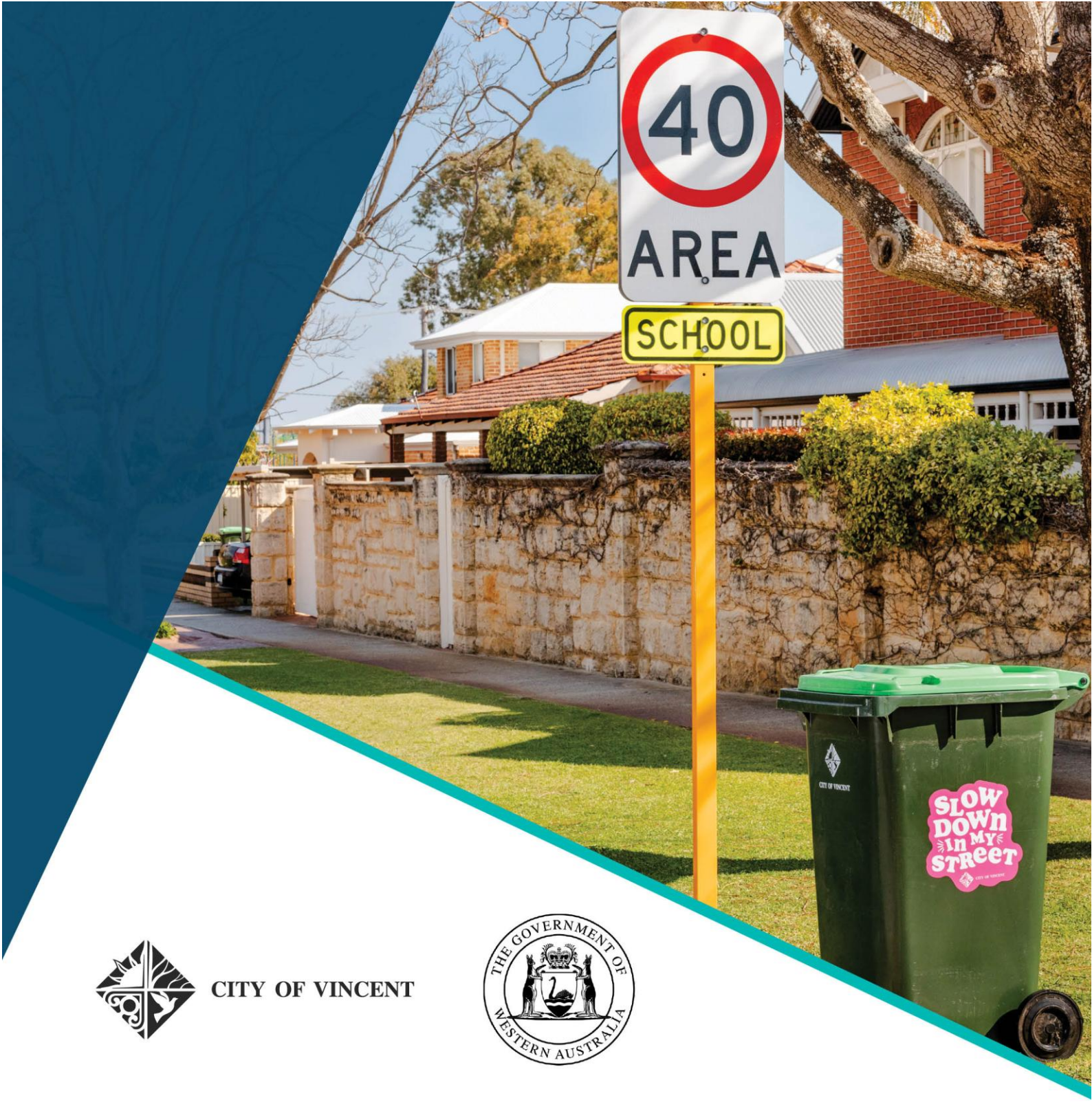


CITY OF VINCENT

THE GOVERNMENT OF WESTERN AUSTRALIA

2025 – 2030

ROAD SAFETY MANAGEMENT PLAN

Foreword

The City of Vincent in developing this Road Safety Management Plan are committed to reducing road trauma on the local road network throughout the city. This is to be achieved by adopting Safe System principles and by accepting that people will always make mistakes on our roads but should not be killed or seriously injured as a consequence and acknowledging that there are known limits to the forces the human body can tolerate without being seriously injured. The City of Vincent agrees that our local road transport system should be designed and maintained so that people are not exposed to crash forces beyond the limits of their physical tolerance.

The aim of our Road Safety Management Plan is to understand the road safety risk on the local road network throughout the City of Vincent and set out both reactive and proactive actions to address the risks. The city with support from our partners aim to implement the actions outlined in this plan and monitor the road safety outcomes of these actions over the term of the plan.

Our Road Safety Management Plan was endorsed by the City of Vincent Executive Management Committee on 10 December 2022.

The delivery of the actions set out in the plan are to be achieved as the result of the City of Vincent and our partners working collaboratively to achieve good road safety outcomes for the people who live, work and travel on the local road network in the city.

Our Partners

RoadWise
WALGA
RoadWise is funded by the State Government and supported by Local Government
www.roadwise.asn.au

WA POLICE

mainroads WESTERN AUSTRALIA

ROAD SAFETY COMMISSION

THE GOVERNMENT OF WESTERN AUSTRALIA
Department of Transport

Contents

State Road Safety Strategy 2025 - 2030

The Road Safety Strategy for Western Australia '*Driving Change'* sets out the journey over the next 10 years towards a shared vision and the steps to take to improve road safety infrastructure, vehicles and the cultural change needed to achieve it.

Road safety is an important public health issue and saving more lives depends on an important cultural shift towards greater acceptance of road safety as everybody's responsibility and less acceptance of road trauma as part of the journey.

People are at the heart of our transport system and the vision is for all Western Australians to connect with the places where they live, work, learn and play safely. WA's population is growing and ageing and more people are choosing other transport options alongside private car use, including walking, cycling, public transport and on-demand transport.

Since 2008, the greatest improvements have been in:

	Killed or Seriously Injured Baseline[9]	2019	% change
Young road users 17-19	350	108	▼ 69%
Seatbelt not worn	216	68	▼ 69%
Speed related	640	301	▼ 53%
Motor vehicle occupants	2,385	1,258	▼ 47%

But, areas where we still need more focus include:

	Killed or Seriously Injured Baseline[9]	2019	% change
Metro intersections	1,054	607	▼ 42%
Regional and Remote	1,062	676	▼ 36%
Pedestrians	210	137	▼ 35%
Crashes involving errors, tiredness and inattention	2,104	1,414	▼ 33%
Cyclists	100	87	▼ 13%
Motorcyclists	364	320	▼ 12%

WA's population has doubled since the 1970s and road deaths have halved. Since WA published the previous Road Safety Strategy in 2008, there has been a 19% reduction in road deaths and a 43% reduction in serious injuries.

Despite the downward trend in road trauma over time, there are still too many preventable deaths and serious injuries on WA roads.

In addition to the huge personal, social and health impacts of road trauma, the economic cost of each death on WA roads has been estimated at over $7 million. The average cost of each hospitalised injury is over $300,000. Road trauma costs Western Australia approximately $2.4 billion every year.

The numbers of lives and livelihoods affected by road trauma are unacceptably high and these people and their loved ones are the hidden victims of road trauma.

Our Target

The *Driving Change* strategy aims to reduce the numbers of people killed, severely or seriously injured by **50 – 70 %** by **2030**. *(evaluated on the baseline average crash data from 2015 to 2019)*

Achieving a 50 % reduction will see WA keep pace with the rest of Australia, whereas achieving a 70 % reduction will see WA catch up with the best performing Australian jurisdictions. WA could save up to 723 lives and prevent approximately 8,000 fewer people suffering from serious and life-changing injuries over the next decade.

This is achievable by doing more of what works, embracing new technology and engaging with the community and stakeholders to develop a cultural shift in road safety attitudes and behaviours. While the city has adopted the Accessibility City strategy that will contribute to the least 'car centric' environment, the intension of pedestrian, cyclist and other road users with cars and heavy vehicles remain.

Safe System Principles

The Safe System approach underpins our *'Driving Change'* state strategy. It was pioneered in Sweden and acknowledges the physiological and psychological limitations of humans and puts ultimate responsibility on the designers and operators of the road system to accommodate these human limitations.

Safe System philosophy is founded on:

- **Ethics** – no one should be killed on our road network;
- **Crash Force** – understanding the survivable forces of the human body in relation to crash types; and
- **Human Error** – accepting that humans are fallible and will continue to make mistakes.

Safe System is a road safety approach adopted by Federal and State Government that is promoted to Local Governments to generate improvements in road safety. The Safe System approach is underpinned by three guiding principles:

- people will always make mistakes on our roads but should not be killed or seriously injured as a consequence;
- there are known limits to the forces the human body can tolerate without being seriously injured; and
- the road transport system should be designed and maintained so that people are not exposed to crash forces beyond the limits of their physical tolerance.

Safe System principles require a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. This is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, bicyclists, and commercial and heavy vehicle drivers. Consistent with a long-term road safety vision, it recognises that people will always make mistakes and may have road crashes, but the road system should be forgiving, and those crashes should not result in death or serious injury.

Central to the Safe System approach is human tolerance to crash impacts and the management of kinetic energy transfer so these are within survivable limits. The Safe System approach is based on the following four Safe System pillars:

• **Safe Roads and Roadsides** - roads and roadsides are designed and maintained to reduce the risk of crashes occurring, and to lessen the severity of injury if a crash does occur.

• **Safe Speeds** – speeds are managed to complement the road environment and ensure crash impact forces are within human tolerances.

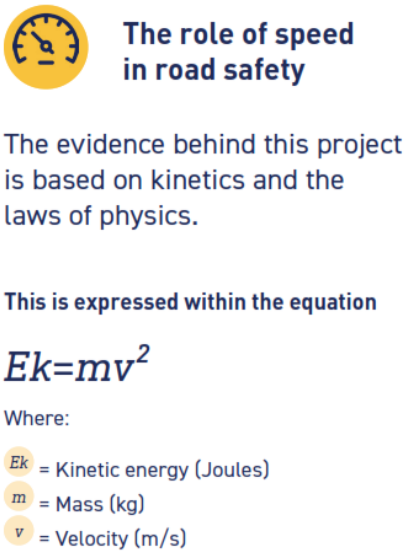
• **Safe Vehicles** – vehicles that lessen the likelihood of a crash and protect occupants and other road users.

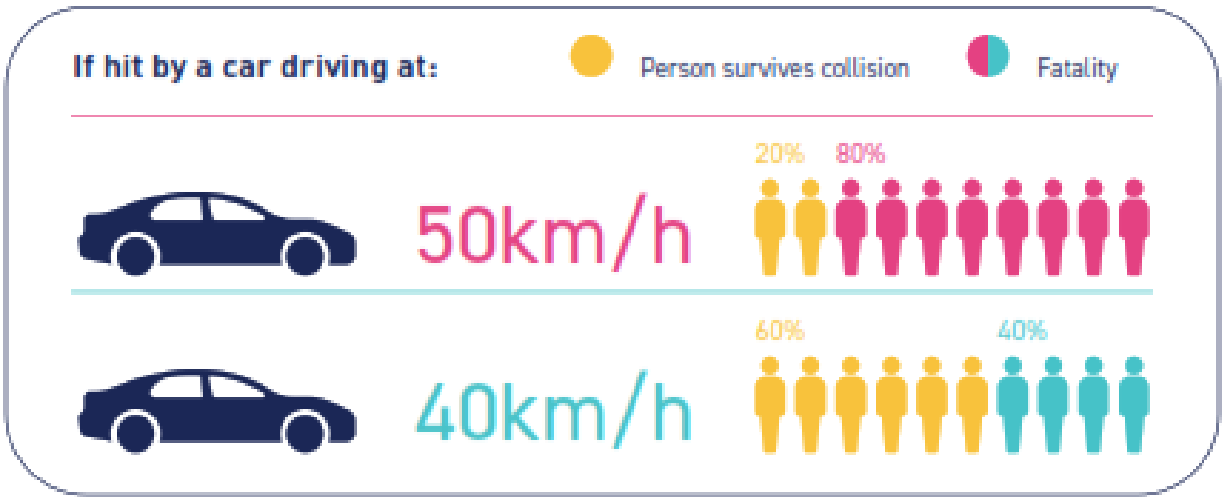
• **Safe People (road use)** – road users that are skilled, competent, alert and unimpaired.

Survivability of Crashes – the chances of surviving a crash decreases rapidly above certain impact speeds, dependant on the nature of the collision:

- Car/pedestrian (vulnerable road users): **30 km/h**
- Car/motorcyclist (vulnerable road users): **30 km/h**
- Car/tree or pole (run off road impact object): **40 km/h**
- Car/car (side impact – right angle): **50 km/h**
- Car/car (head-on): **70 km/h**

The City of Vincent acknowledges in the assessment of crash risk throughout the local road network in the city, that any recorded crash of the types listed above that occur in a location that is likely to exceed the associated speed threshold has the potential to result in a higher severity outcome. Therefore, in accordance with Safe System principles all locations identified that demonstrate the risk of a high severity crash outcome will be evaluated and treated on that basis.



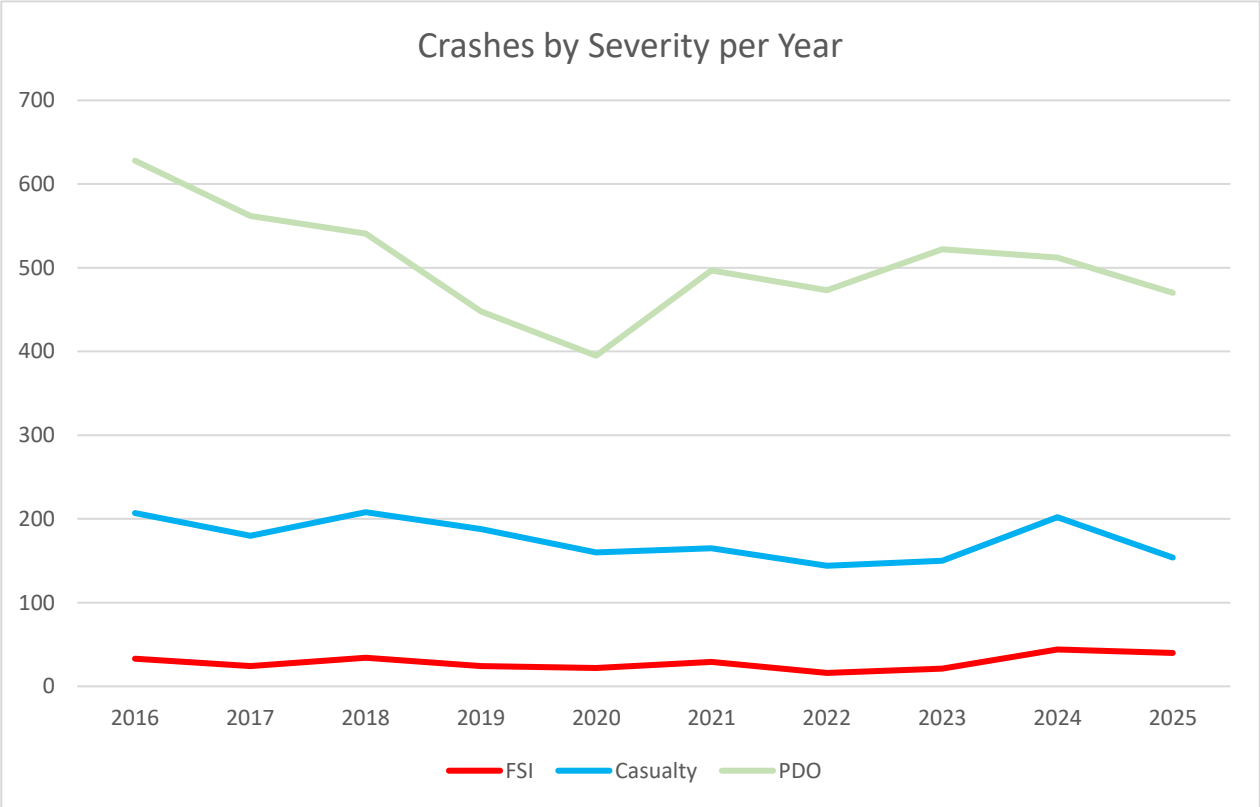


Understanding Our Road Safety Risk

The purpose of the following charts and tables is to provide an understanding of the existing crash risk in the City of Vincent based on the recorded crash history that has occurred on the local road network. This information outlines the key crash severity and crash nature statistics as well as an individual summary of crashes involving vulnerable road users.

The City of Vincent acknowledge that this plan is based on a reactive road safety approach, as unfortunately the results of proactive models such as AusRAP and ANRAM are currently unavailable for the local road network. However, other proactive road safety approaches will be considered by the city in the interim period such as: utilising the Austroads Infrastructure Risk Rating Tool (IRR) in combination with the Route and Intersection Risk Assessment Tools in Crash Map; working towards developing a 'Network Safety Plan' to identify suitable road stereotypes (cross-section and intersection designs) to provide consistent and improved safety outcomes on road networks and corridors; conducting Road Safety Audits on proposed changes to local roads; undertaking Road Safety Inspections at locations of concern; and taking a risk based approach to crash analysis. The long-term aim of the city is to work with our partners to develop personal and collective risk crash maps for the city to work towards taking a more proactive approach to addressing crash risk.

Crash Severity per Year



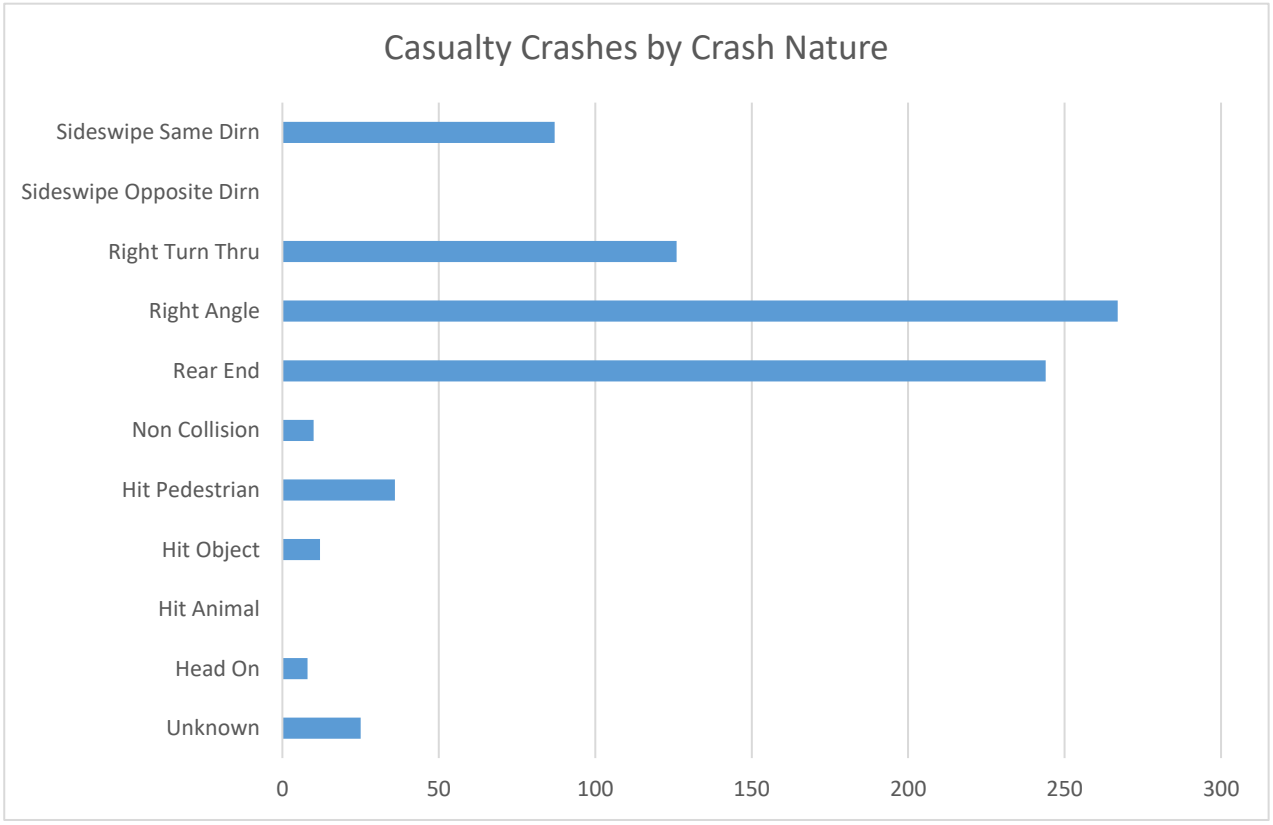
(FSI – Fatal and Serious Injury crashes / Casualty – fatal, hospital and medical severity crashes / PDO – Property Damage Only crashes)

The above crash statistics shows that through COVID, there had been a steady decline in the number of crashes that resulted in property damage, casualty severity and fatal and serious injury (FSI) on the local road network in the City of Vincent. When comparing the COVID period to 2024, there has been significant increases particularly in Casualty Crashes and FSI Crashes.

All Crash Severities by Year

Year	PDO Crashes	Casualty Crashes	FSI Crashes
2016	628	207	33
2017	562	180	24
2018	541	208	34
2019	448	188	24
2020	395	160	22
2021	497	165	29
2022	473	144	16
2023	522	150	21
2024	512	202	44
2025	470	154	40
Total	**5048**	**1758**	**287**

Casualty Crashes by Crash Nature



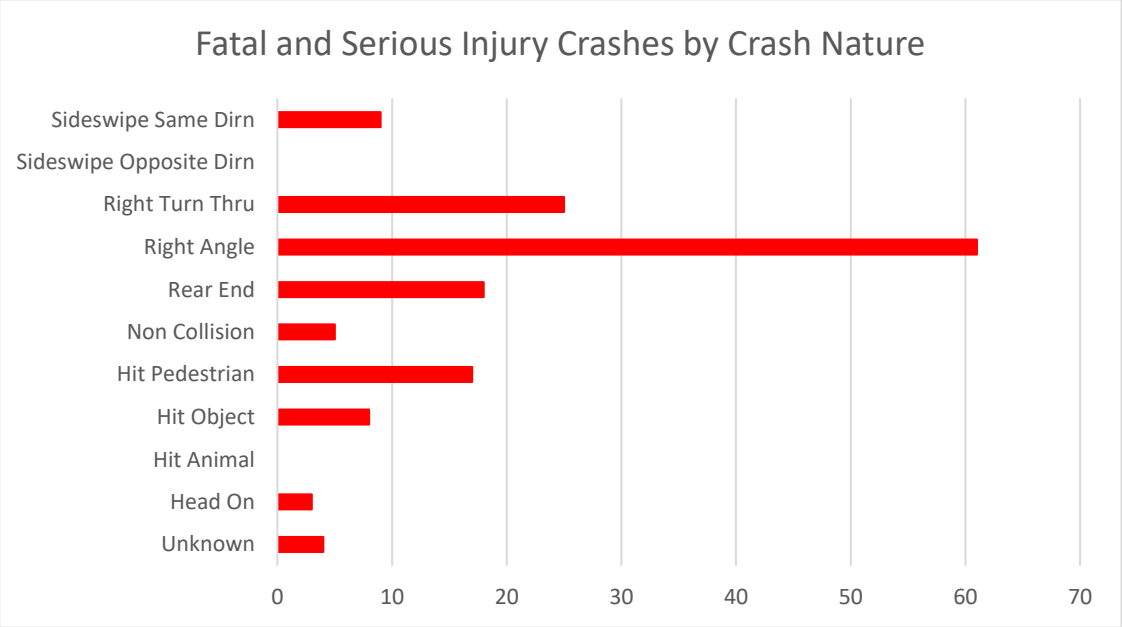
(Casualty – fatal, hospital and medical severity crashes)

Casualty Crashes by Crash Nature

Casualty Crash Nature	No. of Crashes	%
Unknown	25	3.07
Head On	8	0.98
Hit Animal	0	0
Hit Object	12	1.47
Hit Pedestrian	36	4.42
Non Collision	10	1.23
Rear End	244	29.94
Right Angle	267	32.76
Right Turn Thru	126	15.46
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	87	10.67
Total	**815**	**100.0**

The information above shows that the predominant casualty crash nature in the period from 2021 to 2025 on the local road network in the City of Vincent are right angle crashes, followed by rear end and right turn through crash types.

Fatal and Serious Injury Crashes by Nature



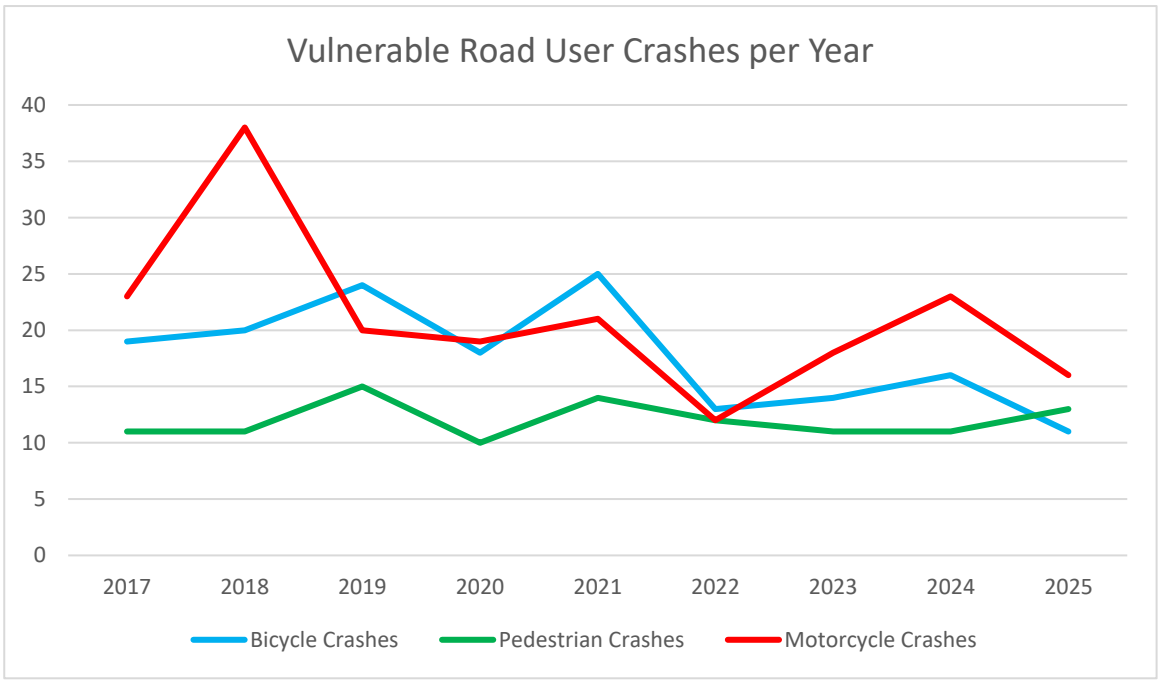
(FSI – Fatal and Serious Injury crashes)

Fatal and Serious Injury Crashes by Crash Nature

Fatal or Serious Injury Crash Nature	No. of Crashes	%
Unknown	4	2.67
Head On	3	2
Hit Animal	0	0
Hit Object	8	5.33
Hit Pedestrian	17	11.33
Non Collision	5	3.33
Rear End	18	12
Right Angle	61	40.67
Right Turn Thru	25	16.67
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	9	6
Total	**150**	**100.0**

It is important to understand the differences in the predominant crash natures when comparing fatal and serious injury (FSI) crash outcomes with casualty crashes. The information above shows that the predominant fatal and serious injury (FSI) crash nature in the period from Jan 2021 to Dec 2025 on the local road network in the City of Vincent are right angle crashes, followed by right turn through and rear end crash types.

Vulnerable Road User Crashes per Year



Pedestrian Crashes by Severity

Pedestrian Crashes By Severity	No. of Crashes
Fatal	2
Hospital	18
Medical	22
PDO Major	3
PDO Minor	16
Total	**61**

Bicycle Crashes by Severity

Bicycle Crashes By Severity	No. of Crashes
Fatal	1
Hospital	18
Medical	43
PDO Major	2
PDO Minor	15
Total	**79**

Motorcycle Crashes by Severity

Motorcycle Crashes By Severity	No. of Crashes
Fatal	1
Hospital	24
Medical	31
PDO Major	15
PDO Minor	19
Total	**90**

The crash statistics involving vulnerable road users shows that the predominant vulnerable road user involved in the majority of fatal and serious injury crashes on the local road network in the City of Vincent are motorcycle crashes closely followed by bicycle crashes.

Key Areas of Focus

Predominant Crash Types

The review of the recorded crash history on the local road network in the City of Vincent has found that right angle crashes are over-represented when compared to all other casualty crash types. Right angle crashes are also over-represented for fatal and serious injury (FSI) crashes, followed by right turn through and hit pedestrian crash types.

The City of Vincent plans to focus its efforts on the above predominant crash types when prioritising improvements and conducting maintenance activities on the local road network.

The City of Vincent aims to develop a better understanding of the road safety risks on the local road network using available training, tools and resources.

Proactive Initiatives and Activities

The city and its partners aim to promote and be actively involved in road safety educational initiatives and support road safety enforcement activities throughout the city as outlined in our action plan. The city intends to utilise the Austroads Infrastructure Risk Rating Tool (IRR) in combination with the Route and Intersection Risk Assessment Tools in Crash Map; work towards developing a 'Network Safety Plan' to identify suitable road stereotypes (cross-section and intersection designs) to provide consistent and improved safety outcomes on road networks and corridors; proactively conduct Road Safety Audits on proposed changes to local roads; and undertake Road Safety Inspections on individual locations and routes of concern throughout the local road network.

The city aims to work with our partners to create personal and collective risk maps for the routes in the city to work towards taking a more proactive risk assessment approach. The city also intends to conduct local area assessments in our suburbs to work towards improving road safety within our communities.

Knowledge and Skills Development

The City of Vincent will take all opportunities to further develop and build a road safety knowledge base in the city to build capacity and to assist improvement of road safety outcomes.

Action Plan Delivery

The city with the support from our partners intends to deliver the Safe System cornerstone actions detailed in our action plan.

Progress Tracking and Monitoring

The City of Vincent will monitor our Road Safety Management Plan objectives and progress in relation to the targets set out in State Road Safety Strategy and re-evaluate proposed actions as required.

Action Plan

Safe Roads and Roadsides – *Safety Performance Indicators*				
Item	**Action**	**Supporting Tools and Resources**	**City / Partner Commitment**	**Target**
1.1	Conduct road safety assessments to identify potential locations for Black Spot funding submissions (reactive and proactive site selection)	Crash Map Road View – route assessment video tool Road Safety Engineering – Treatment of Crash Locations training Austroads Guide to Road Safety Part 2: Safe Roads Austroads Safe System Roads for Local Government	City of Vincent	State Road Safety Strategy Target
1.2	Conduct high risk route and intersection assessments at known sites of concern	Crash Map Road View - route assessment video tool Regional Road Safety Program – LG Roads Austroads Infrastructure Risk Rating Tool	City of Vincent / Main Roads	State Road Safety Strategy Target
1.3	Apply the Austroads Safe System Assessment Framework to assess infrastructure changes alignment with Safe System principles	Austroads Safe System Assessment Framework Road Safety Engineering – Treatment of Crash Locations training	City of Vincent	July 2026
1.4	Adopt the Austroads Model Road Safety Audit Policy template for Local Government	Austroads Model Road Safety Audit Policy template for Local Government	City of Vincent	July 2026
1.5	Conduct Road Safety Audits on permanent changes to the road network and conduct Road Safety Inspections at locations of concern	Road Safety Audit training to build auditor resources in the city	City of Vincent	July 2026
1.6	Ensure most development projects that involve a permanent change to the road environment are Road Safety Audited at design stages	Austroads Model Road Safety Audit Policy template for Local Government	City of Vincent	July 2028
1.7	Commitment to allocate internal budget funding for road safety delivery	Austroads Local Government Road Safety Management Guidance	City of Vincent	July 2026

1.8	Work with our partners to create personal and collective risk maps for strategic routes in the city	Austroads Local Government Road Safety Management Guidance Crash Map Road Safety Engineering – Treatment of Crash Locations training Austroads Infrastructure Risk Rating Tool	City of Vincent / Main Roads	July 2027
1.9	Develop a Local Area Traffic Management (LATM) priority list for the treatment of town centres and local activity areas to create safe and liveable road environments particularly for vulnerable road users	Austroads Guide to Traffic Management Part 8: Local Street Management Road Safety Engineering – Treatment of Crash Locations training Crash Map	City of Vincent	July 2027
1.10	Conduct monitoring to evaluate the road safety performance of all permanent changes to the local road network	Crash Map Monitoring Tool	City of Vincent	July 2027

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Safe Speeds – *Safety Performance Indicators*				
Item	**Action**	**Supporting Tools and Resources**	**City / Partner Commitment**	**Target**
2.1	Conduct speed monitoring to identify locations or in response to public concern to request potential speed enforcement by WA Police	WA Police Force – Cameras Traffic Map Austroads Guide to Road Safety Part 3: Safe Speed	City of Vincent / WA Police	July 2025
2.2	Conduct speed monitoring to identify locations or in response to public concern to request potential speed limit reductions where feasible	Main Roads – Speed Zoning TrafficMap Austroads Infrastructure Risk Rating Tool Crash Map	City of Vincent / Main Roads	July 2025
2.3	Assist to promote, support and cascade speed awareness campaigns from the Road Safety Commission	Road Safety Commission – Speeding Road Safety Commission – Event Grants Road Safety Commission – Project Grants Road Safety Commission – Information sheets	City of Vincent / Road Safety Commission	July 2026
2.4	Introduce gateway treatments to entrances to townsites from high-speed road environments	Austroads Speed Reduction Treatments for High-speed Environments	City of Vincent	July 2029
2.5	Identify potential high risk urban locations for speed management by Local Area Traffic Management	Austroads Guide to Traffic Management Part 8: Local Street Management Crash Map	City of Vincent	July 2026
2.6	Identify potential locations for speed activated warning signs	Austroads Speed Reduction Treatments for High-speed Environments Crash Map	City of Vincent	July 2025
2.7	Take advantage of WALGA RoadWise courtesy speed display signs to be deployed at high-risk locations or sites of concern	WALGA RoadWise – Courtesy Speed Display Signs	City of Vincent / WALGA RoadWise	July 2026

Safe Vehicles – *Safety Performance Indicators*				
Item	**Action**	**Supporting Tools and Resources**	**City / Partner Commitment**	**Target**
3.1	Commitment to purchase five-star ANCAP rated vehicles for the city fleet	ANCAP	City of Vincent	Entire Vehicle Fleet by Month 2030
3.2	Assist to promote, support and cascade safe vehicle information from the Road Safety Commission	Road Safety Commission – Safe Vehicles Road Safety Commission – Information sheets	City of Vincent / Road Safety Commission	July 2028
3.3	Assist to promote, support and cascade vehicle child car restraint information from WALGA RoadWise	WALGA RoadWise – Child car restraints	City of Vincent / WALGA RoadWise	July 2027
3.4	Adopt RoadWise Fleet Safety Policies	WALGA RoadWise – Fleet Safety Resource Kit	City of Vincent / WALGA RoadWise	July 2027
3.5	Assist to promote, support and cascade safe vehicle information to the public when purchasing a vehicle	How Safe is Your Car Online Resource Road Safety Commission – Buying a Safe Vehicle guidance	City of Vincent / Road Safety Commission	July 2029

Safe People (Road Use) – *Safety Performance Indicators*				
Item	**Action**	**Supporting Tools and Resources**	**City / Partner Commitment**	**Target**
4.1	Assist to promote, support and cascade safe road use initiatives and campaigns from the Road Safety Commission and WALGA RoadWise	Road Safety Commission – Campaigns WALGA – RoadWise Road Safety Commission – Event Grants Road Safety Commission – Project Grants	City of Vincent / WALGA RoadWise / Road Safety Commission	July 2026
4.2	Promote and support road safety initiatives at schools	WALGA RoadWise – Safety Around Schools	City of Vincent / WALGA RoadWise	July 2026
4.3	Identify suitable urban locations that could be converted to Safe Active Streets	Safe Active Streets – Department of Transport Crash Map	City of Vincent / Department of Transport	July 2026
4.4	Take advantage of WALGA RoadWise Road Safety Display Trailers to promote road safety messages at community events	WALGA RoadWise – Road Safety Display Trailers	City of Vincent / WALGA RoadWise	July 2026
4.5	Assist to promote, support and cascade mobile phone use and driving initiatives and enforcement	WALGA RoadWise – Mobile Phone Use WA Police Force Road Safety Commission – mobile phones Road Safety Commission – Event Grants Road Safety Commission – Project Grants	City of Vincent / WALGA RoadWise / WA Police / Road Safety Commission	July 2026
4.6	Support schools in applying for traffic warden controlled children's crossings and provide any necessary infrastructure changes at approved children's crossing locations	WA Police Force – Children's Crossings	City of Vincent / WA Police	July 2026

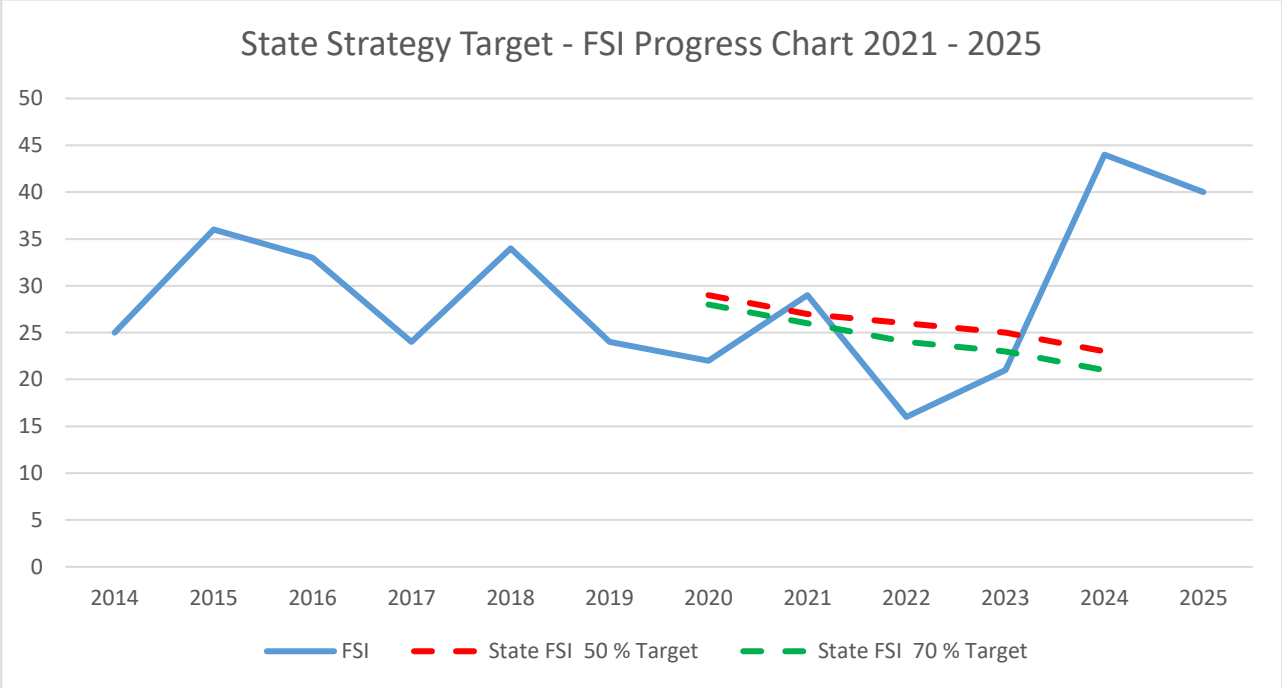
State Strategy Target Tracking

Progress Report 2021 – 2025

The following tables and chart outline the progress of the City of Vincent towards the State's Road Safety Strategy target of **50 - 70 %** reduction in fatal and serious crashes by 2030 over the period from 2021 to 2025.

Crashes per Year by Severity

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2014	752	158	25	-	-
2015	670	214	36	-	-
2016	628	207	33	-	-
2017	562	180	24	-	-
2018	541	208	34	-	-
2019	448	188	24	-	-
2020	395	160	22	29	28
2021	497	165	29	27	26
2022	473	144	16	26	24
2023	522	150	21	25	23
2024	512	202	44	23	21
2025	470	154	40		



Casualty Crashes by Nature (to be updated in 2026)

Casualty Crash Nature	2017 - 2021	2021 - 2025	Percentage Change (%)
Unknown	9	25	+177.78%
Head On	3	8	+166.67%
Hit Animal	0	0	0 %
Hit Object	5	12	+140%
Hit Pedestrian	31	36	+16.13%
Non-Collision	9	10	+11.11%
Rear End	162	244	+50.62%
Right Angle	174	267	+53.45%
Right Turn Thru	89	126	+41.57%
Sideswipe Opposite Dirn	0	0	0 %
Sideswipe Same Dirn	48	87	+81.25%
Total	**530**	**815**	**+53.8%**

Action Plan Update 2025

The following items in the action plan have been completed based on results from the monitoring of the progress report from 2021 to 2025.

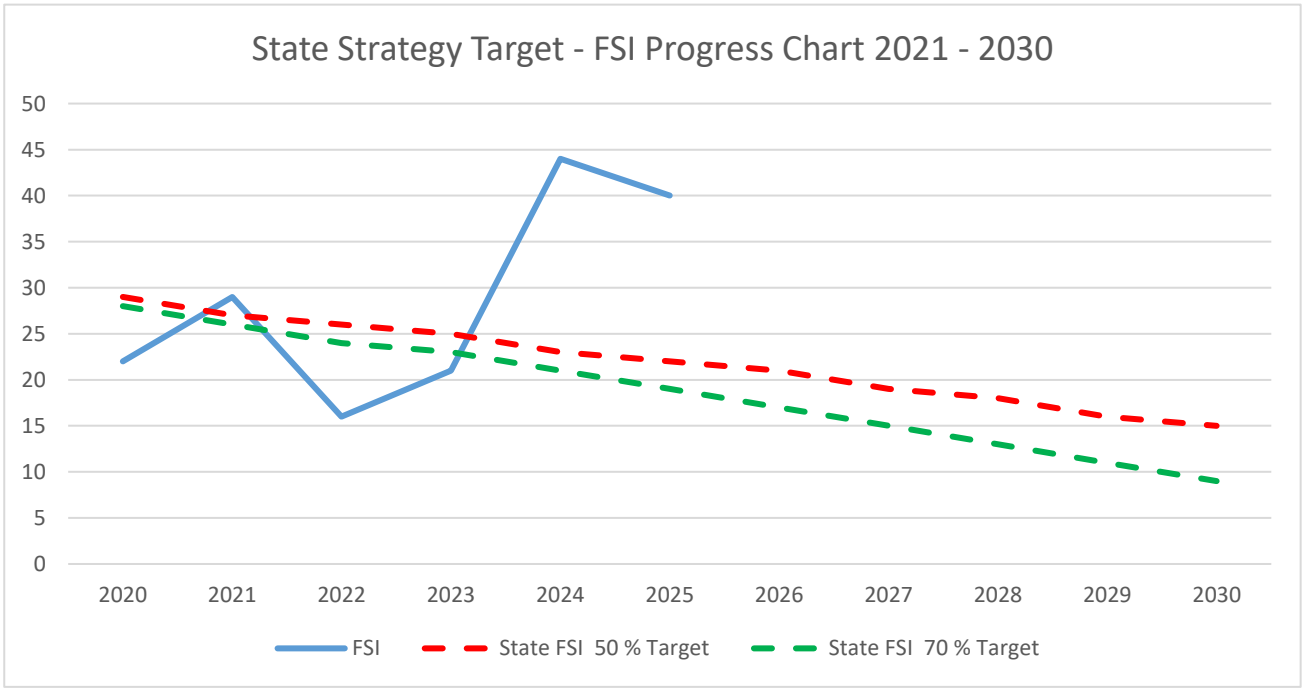
Item	Action Update	Available Tools and Resources	City / Partner Commitment	Completed Target
1.1	Conduct road safety assessments to identify potential locations for Black Spot funding submissions (reactive and proactive site selection)	Crash Map Road View – route assessment video tool Road Safety Engineering – Treatment of Crash Locations training Austroads Guide to Road Safety Part 2: Safe Roads Austroads Safe System Roads for Local Government	City of Vincent	State Road Safety Strategy Target
1.2	Conduct high risk route and intersection assessments at known sites of concern	Crash Map Road View - route assessment video tool Regional Road Safety Program – LG Roads Austroads Infrastructure Risk Rating Tool	City of Vincent / Main Roads	State Road Safety Strategy Target
2.1	Conduct speed monitoring to identify locations or in response to public concern to request potential speed enforcement by WA Police	WA Police Force – Cameras Traffic Map Austroads Guide to Road Safety Part 3: Safe Speed	City of Vincent / WA Police	July 2025
2.2	Conduct speed monitoring to identify locations or in response to public concern to request potential speed limit reductions where feasible	Main Roads – Speed Zoning TrafficMap Austroads Infrastructure Risk Rating Tool Crash Map	City of Vincent / Main Roads	July 2025
2.6	Identify potential locations for speed activated warning signs	Austroads Speed Reduction Treatments for High-speed Environments Crash Map	City of Vincent	July 2025

Progress Report 2021 – 2030

The following tables and chart outline the progress of the City of Vincent towards the State's Road Safety Strategy target of **50 - 70 %** reduction in fatal and serious crashes by 2030 over the period from 2021 to 2030.

Crashes per Year by Severity

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2020	395	160	22	29	28
2021	497	165	29	27	26
2022	473	144	16	26	24
2023	522	150	21	25	23
2024	512	202	44	23	21
2025	470	154	40	22	19
2026	0	0	0	21	17
2027	0	0	0	19	15
2028	0	0	0	18	13
2029	0	0	0	16	11
2030	0	0	0	15	9



Casualty Crashes by Nature (to be updated in 2026)

Casualty Crash Nature	2021 - 2025	2026 - 2030	Percentage Change (%)
Unknown	25	0	+/- 0 %
Head On	8	0	+/- 0 %
Hit Animal	0	0	+/- 0 %
Hit Object	12	0	+/- 0 %
Hit Pedestrian	36	0	+/- 0 %
Non Collision	10	0	+/- 0 %
Rear End	244	0	+/- 0 %
Right Angle	267	0	+/- 0 %
Right Turn Thru	126	0	+/- 0 %
Sideswipe Opposite Dirn	0	0	+/- 0 %
Sideswipe Same Dirn	87	0	+/- 0 %
Total	**815**	**0**	**+/- 0 %**

Results and Concluding Statement

The City of Vincent is advancing its strategic road safety agenda through targeted initiatives, including the successful rollout of the slower speeds project, which has reduced all local road speed limits from 50 km/h to 40 km/h. Key milestones have been achieved, such as comprehensive speed monitoring, traffic data collection, deployment of speed radar signage, and the completion of detailed Road Safety Audit reports.

Despite a recent uptick in serious injuries and casualty crashes compared to COVID-19 periods, the city remains committed to a proactive, long-term approach. Continued investment in blackspot programs and traffic calming measures underpin this strategy, aiming to mitigate risks and enhance safety outcomes.

Furthermore, the City of Vincent is now undertaking precinct-wide traffic analysis studies to inform strategic planning. These studies are foundational to achieving the target of a 70% reduction in serious injuries and fatalities by 2030, while also anticipating future challenges related to population growth, infill development, and evolving transport demands. This strategic approach ensures that safety interventions are data-driven, adaptable, and aligned with the city's broader urban planning objectives.