

RESPONSES TO QUESTIONS TAKEN ON NOTICE

COUNCIL MEETING 6 MAY 2026



Public Question Time

Question from Frank Artuso:

If it's not visible on the street, road safety isn't working. A \$50,000 grant from the Transport Accident Commission (TAC) is funding Council's "Roadmap to Zero: Safe Travel Strategy", due for review and adoption on 17 June 2026. How many intersections on Council managed roads include, continuous footpaths, raised intersections, or raised pedestrian crossings? How many were completed or are under construction in 2025/26? How many are scheduled to begin within the next 12 months? What criteria does Council use to decide where these treatments go? What budget is allocated for them in 2026/27? What measurable safety outcomes and cost efficiencies have been achieved from these treatments, and where? What assessment has Council undertaken on distractions, such as mobile phones, in-car-screens, and noise isolating headsets affecting drivers, cyclists, and pedestrians? What evidence supports speed limit road markings, and where will Council include them in the upcoming road resurfacing programs? What assessment has Council made of speed advisory apps, such as the NSW "Speed Advisor", to improve compliance? What evidence shows lower speed limits reduce infrastructure needs and costs while maintaining safety outcomes?

Response:

Council's road network includes both newer and older infrastructure that haven't been consistently classified to include continuous footpaths, raised intersections, or raised pedestrian crossings. Some legacy treatment (e.g. bluestone crossings) function similarly to modern raised or continuous treatments but are not formally recorded that way. As a result, Council cannot provide an accurate total at this time, but Council is currently updating the asset register which will allow these features to be recorded and monitored to support ongoing maintenance.

During the 25/26 there have been 5 raised pedestrian crossings constructed in Port Phillip. These include:

- *Langridge and Patterson Street, Middle Park (x2)*
- *Clark and Poolman Street, Port Melbourne (x2)*
- *Nightingale Street, Balaclava*

There are 10 proposed raised pedestrian crossings scheduled for commencement in the 26/27 financial year including:

- *Inkerman Safe Travel Corridor, St Kilda – multiple sites between St Kilda Road and Hotham Street (x3)*
- *Beacon Road Active Transport Safety Upgrade, Port Melbourne – intersection with Crichton Avenue (x1)*
- *Princes Street, Port Melbourne (x1)*
- *McGregor Street and Patterson Street, Middle Park (x2)*
- *Swallow Street and Byrne Street, Port Melbourne (x2)*
- *Alma Road, St Kilda East (x1)*

**Please note: Responses to any questions during Public Question Time and Councillor Question Time which were responded to during the meeting are included in the minutes of that meeting.*

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Council currently considers vehicle speeds and volumes, crash history, community requests and proximity to schools and activity centres. The framework developed and proposed through Roadmap to Zero Strategy and Action Plan would ensure a consistent approach across municipality to enhance decision making and ensuring alignment with the Safe System approach.

It should be noted that the 2026/27 budget has not yet been endorsed by Council, so exact funding cannot be confirmed. Draft project budgets (which include more than just raised crossings) are:

- Inkerman Safe Travel Corridor: \$3.4m (a very small portion of which is allocated for raised pedestrian crossings)*
- Beacon Road Active Transport Safety Upgrade: \$690,000*
- Princes Street Wombat Crossing upgrade: \$160,000*
- McGregor Street and Patterson Street Safety Upgrade: \$475,000*
- Swallow Street and Byrne Street Pedestrian Safety Upgrade: \$305,000*
- Pedestrian (Zebra) Crossing on Alma Road: \$270,000*

Council also applies for external grants to support the delivery of projects, but it is not yet known whether funding will be secured.

Council uses crash data and the Safe System approach to identify high-risk locations and decide where improvements are needed most, especially where pedestrians and riders are at greater risk. The safety outcomes are looked at across the whole road network, not just individual projects. This is because road safety depends on a mix of factors, including road design, speed limits, driver behaviour, enforcement, and vehicle safety. Although the number of road incidents has decreased over the past 10 years, the rate of serious injuries and deaths in the City of Port Phillip is still higher than the Victorian average.

When deciding how to invest in projects, Council uses established methods to ensure value for money. This includes applying Benefit Cost Ratio (BCR) requirements for externally funded projects and following Austroads guidelines for internal projects. Decisions are based on factors such as traffic volumes and speeds, the number of vulnerable road users, crash history, and community feedback.

Council does not conduct its own research but supports education and awareness and proposes initiatives through the Roadmap to Zero Action Plan to promote safer behaviour among all road users. The Transport Accident Commission (TAC) leads research and public education in this area.

Council would look to the Victorian Government to implement any such speed advisory app, as has been done in NSW. Council has not undertaken an assessment of speed advisory apps at this stage.

Council's approach is guided by Victorian Government speed zoning policy and Safe System principles, which recognise that lower speeds directly reduce the severity and likelihood of crashes, particularly for vulnerable road users. Nearly one in three fatal and serious injury (FSI) crashes involve people walking or riding, highlighting the importance of managing speed in high-activity areas.

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Lower speed limits, particularly 30 km/h in busy, pedestrian-focused locations help improve safety outcomes while reducing the need for more complex and costly infrastructure. At lower speeds, the impact of crashes is less severe, meaning that more intensive treatments (such as fully separated bike lanes or major physical works) may not always be required. In this way, speed management is a cost-effective, network-wide safety measure.

Council recognises that infrastructure still plays an important supporting role, particularly in helping people understand and comply with the intended speed environment. However, in general, lower speed limits require less intensive infrastructure, allowing Council to deliver safer outcomes more efficiently across the local road network.

10.1 Proposed Local Law Amendment and VicPol Protocol

Question from Councillor Halliday:

My understanding of the Moreton Bay Council case is that it clarified the threshold under which items could be confiscated, especially around consent for the removal of those items. How does that ruling impact our ability remove impound items without the consent of the people?

Response:

The Moreton Bay case reinforced that Councils can only remove or impound items without consent where there is clear legal authority and the required process is followed.

In practice, this means Council can still act without consent where items meet the threshold (for example, abandoned, obstructing or unlawfully placed), but actions must be clearly supported by proportionate and procedurally fair local law powers, including notice where appropriate.

The endorsed amendment has a rigorous process that must be followed to ensure people know what they have to do to be compliant, and that they explicitly understand that Authorised Officers may take encampment equipment, after the welfare first approach outlined in the Procedure and Protocol Manual is followed.

The ruling does not remove Council's ability to act, but it does place greater emphasis on clear authority, evidence and process, which Officers feel has been captured in the Procedure and Protocol Manual for the new Local Law.