SAFE CITY, PROUD COMMUNITIES PLAN

2020-2024

CITY OF MELTON

Conversations with the community led to the identification of a range of themes regarding road and community safety.

9,103

The number of criminal incidents in the City of Melton in 2019. When viewed on a per capita basis, the rate of criminal incidents in the City of Melton is lower than the Victorian average.

(Crime Statistics Agency, 2019)
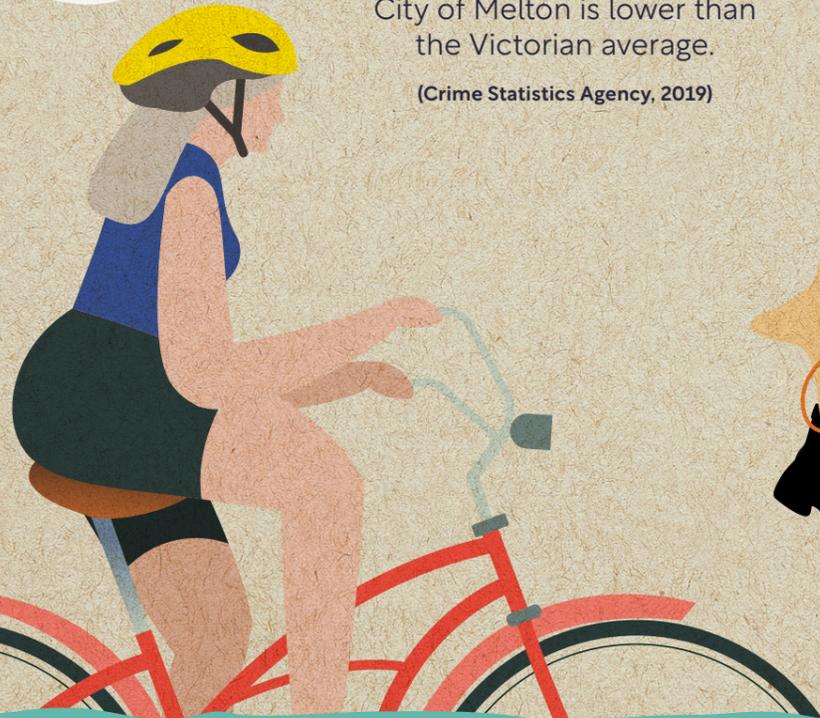
2,528

The number of family incidents reported in 2019. Family violence equated to 28 per cent of all criminal incidents in Melton in 2019.

(Crime Statistics Agency, 2019)

Road and community safety is a key determinant of health and wellbeing.

239

The number of people injured in road crashes in the City of Melton in 2018. Of the 239 people injured, six were fatalities, 43 experienced serious injuries, and 190 experienced other injuries.

(VicRoads, 2019)

Contents

Acknowledgment of Country
Melton City Council recognises and respects the people of the Kulin nations as the original custodians of the land now known as the City of Melton. Council celebrates the rich Indigenous history of our City, the diversity of our Aboriginal communities and their on-going connection to Country. Council acknowledges the past injustices experienced by our First Peoples and is committed to ensuring that these injustices are not repeated. On behalf of the municipality, Council pays respect to Aboriginal Elders and all Aboriginal community members living and working in Melton: past, present and future.

Mayor's Foreword

Cr Lara Carli
Mayor,
City of Melton

I am pleased to present Melton City Council's *Safe City, Proud Communities Plan 2020-2024*, a key strategic document that sets Council's direction for promoting a safer, healthier and more connected municipality with a strong sense of belonging and pride.

Council values, and is committed to strengthening, road and community safety for those who live, learn and work in the City of Melton. This commitment is expressed through our *Council and Wellbeing Plan 2017-2021*, which together with this Plan, aims to bring to realisation our community's vision for a safer municipality, and how we can best achieve this vision together.

The *Safe City, Proud Communities Plan* outlines the following pillars of action aimed at enhancing safety and wellbeing of all community members:

- People and behaviours
- Community and connection
- Environments for safety
- Coordination and collaboration

Creating a safe city and proud community is everyone's responsibility, and Council's role is one of planning, designing, coordinating, facilitating and engaging – ensuring that the community has a voice to build on strengths and address challenges.

The *Safe City, Proud Communities Plan* has been informed by community, stakeholders and a strong evidence-base for what works in building safe and connected communities. The Road2Zero Steering Committee and Community Safety Advisory Committee have also provided guidance and advice in the Plan's development.

On behalf of Melton City Council, I would like to express gratitude to the stakeholders and community members who have contributed to the development of the *Safe City, Proud Communities Plan*.

INTRODUCTION

Overview

Road and community safety is a key determinant of health and wellbeing. Feelings of safety, real or perceived, influence how people go about their daily lives and how they engage within their local community (Community Indicators Victoria, 2011). Building a safer community is a shared responsibility for all in the City of Melton. Melton City Council has a long-standing commitment to working in partnership to enhance road and community safety outcomes.

The Parliament of Victoria's Inquiry into Locally Based Approaches to Community Safety and Crime Prevention (the Parliament Inquiry) (Drugs and Crime Prevention Committee, 2012) notes the importance of incorporating concepts of community engagement, social capital and community capacity building into crime prevention policy and program implementation. Neighbourhoods and communities that residents perceive as safe often correlate with high rates of community activity and participation, and community connectedness (Jackson, 2004). Achieving road and community safety for City of Melton residents is therefore more than reducing and preventing crime and road related incidents – it is about building connected, cohesive and resilient communities where residents can go about their daily lives without fear, risk of harm or injury.

The Safe City, Proud Communities Plan (the Plan) sets Council's direction for enhancing road and community safety over the next four years and into the future. The Plan aligns with the Council and Wellbeing Plan 2017-2021, and aims to contribute to realisation of Melton City 2036: The City We Imagine. The Plan focuses on building community cohesion, social capital, promoting positive behaviours and safe environments as evidence-based approaches for sustained road and community safety (Jackson, 2004; Drugs and Crime Prevention Committee, 2012; Australian Institute of Criminology, 2015). The Plan aims to balance the immediate and longer-term needs of Council's rapidly growing municipality.

The Plan will contribute to building "a safe and equitable community where all people feel welcome, valued and proud"

(Melton City Council, 2017)

What is road and community safety?

The Plan acknowledges that a person's experience of safety in a given situation or environment is shaped by what they have experienced and observed, as well as how they feel. Perceived safety refers to how safe someone 'feels'. Actual safety is how safe someone 'is'. Sometimes perceived and actual safety align, and sometimes they differ. A range of factors influence a person's perceived and actual safety as detailed below and shown in Figure 1.

INDIVIDUAL FACTORS

Personal factors such as age, socioeconomic status, cultural identity, sex, gender, sexual orientation, education levels and personal experiences of crime can all affect how safe or unsafe a person feels. These factors can influence an individual's perceptions of safety while in their homes, workplaces, on roads and when in public spaces.

Media and stereotypes can also affect perceptions of road and community safety. People who live in regions, suburbs or places that the media has negatively portrayed or have negative stereotypes attached to them are more likely to feel unsafe in those areas – regardless of their personal experiences or the actual levels of crime (Currie, et al., 2010). Additionally, harmful media representations and negative stereotypes associated with particular community groups can influence perceptions of road and community safety particularly in the face of changing populations and increasing diversity (Quillian & Pager, 2001).

ENVIRONMENTAL FACTORS

Well-designed, maintained, appropriately lit, effectively utilised and activated roads, public places and spaces contribute to improved perceptions of road and community safety (Healthy Spaces and Places, 2009). These factors can reduce the opportunity for crime to occur. Application of Crime Prevention through Environmental Design (CPTED) principles and the Safe Systems Approach (SSA) to public spaces, infrastructure design and roads can aid in achieving this.

SOCIETAL FACTORS

At a societal level, a number of issues can influence sense of road and community safety. These include:

- access to and types of employment, education and training opportunities
- income
- transport routes and availability
- housing options and status
- social connections.

Communities are more likely to experience improved actual and perceived levels of road and community safety if they have:

- high employment rates and local employment opportunities
- local education and training opportunities
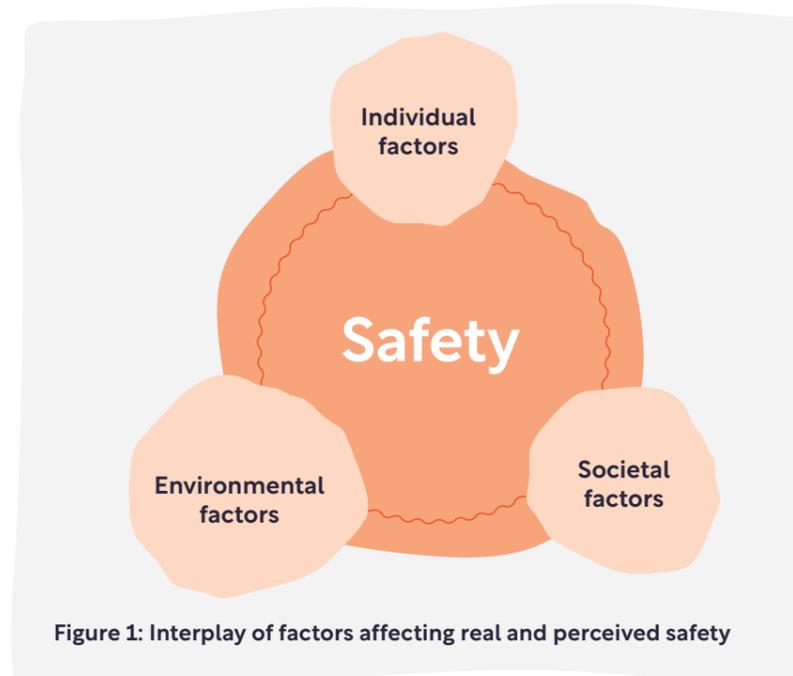
Figure 1: Interplay of factors affecting real and perceived safety

- sufficient and consistent income
- adequate access to transport options including public transport, cycling and walking
- housing stability and low rates of mortgage stress
- high rates of social capital (Chen, et al., 2013; Mcmahon, et al., 2013; Voisin & Neilands, 2010).

The social environment of a community is a key determinant of community and road safety. Council plays a role in undertaking solid community planning, policy and program development and advocacy to ensure that the basic social needs of the community are met. One of the key components of the social environment is social capital. Council plays a direct role in building social capital in the City of Melton by promoting community connection, local leadership and civic participation. Social capital is an integral foundation for a safer community, one that will enable communities to remain resilient in the face of ongoing population growth,

population migration, and external impacts such as disaster and/or economic hardship.

Individual, environmental and social factors can influence actual or perceived safety, both on their own and in combination. The promotion of social capital, safe public infrastructure and equitable social environments is a robust approach to crime prevention and road safety.

National and state context

The three levels of government – Federal, State and Local – all have the responsibility for creating and fostering strong and safe communities (Drugs and Crime Prevention Committee, 2012).

The Australian Commonwealth Government creates and maintains legislation that provides an overall system and framework for laws that govern appropriate conduct and behaviour for a well-regulated and fair society (City of Glen Eira, 2018). The Victorian State Government develops State laws and supporting guidelines, and has a central role in road and community safety, and crime prevention via policing, law enforcement, prison systems, and emergency services (City of Monash, 2015).

The Plan identifies its strategies and direction through review of relevant federal and state government strategy and direction:

- World Health Organisation (WHO), 'Safe Communities' Model for the prevention of injury in whole populations
- Manifesto for Safe Communities, World Health Organisation 1989
- Safe Communities Guidelines, World Health Organisation 2012
- United Nations Development Programme (UNDP): Human Development Project 1994
- UN Decade of Action for Road Safety 2011-2020
- Australian Institute of Criminology, National Crime Prevention Framework 2012
- A Model Performance Framework for Community Based Crime Prevention 2011
- National Road Safety Strategy 2011-2020, Australian Transport Council
- National Road Safety Action Plan 2018-2020, Australian Transport Council
- Victorian Public Health and Wellbeing Plan 2019-2023
- Victorian Public Health and Wellbeing Outcomes Framework 2016
- Victorian Government Community Safety Statement 2018/19
- Environments for health: Municipal Public Health Planning Framework 2011
- Parliament of Victoria Inquiry into Locally Based Approaches to Community Safety and Crime Prevention 2012

Purpose and development

The purpose of the Plan is to build on the approach of the previously endorsed Council plans, Safer City Plan 2015-2017 and the Road2Zero Strategy 2009-2018 to set Council's direction for strengthening road and community safety over the next four years. The Plan will extend on the achievements of these plans to bring a collaborative and holistic approach to road and community safety in the City of Melton.

The Plan was developed through a four-stage approach:

1. stakeholder consultation

2. community conversations

3. assessment of primary and secondary data and literature

4. a review of current practice and key strategic documents

- Plan Melbourne 2017–2050
- Urban Design Guidelines for Victoria 2019
- Victoria's Road Safety Strategy and Action Plan (TAC) – Towards Zero 2016-2020

The Plan also incorporates relevant recommendations and related principles of the Parliamentary Inquiry into Locally Based Approaches to Community Safety and Crime Prevention (Drugs and Crime Prevention Committee, 2012).

About our City

The City of Melton is one of the fastest growing regions in Australia with a growth rate almost four times that of Victoria. The current population of approximately 173,000 will expand to more than 485,000 by 2051. With a land area of 527km², the population has for some time been spread across settlements to the far east and far west of the municipality, with large swathes of farmland and small townships making up the 20 kilometres in between. This has resulted in two quite distinct populations. Growth and development is changing this landscape. There are now several growth fronts (to the north, south and centre of the municipality) that will see the two population centres merge into one large and connected residential area.

Such rapid growth brings swift change. Between 2011 and 2016, the number of overseas born residents increased by over 10,000 and now represents close to a third of the population (Melton City Council, 2019). This trend of increasing cultural diversity is expected to continue. The median age of residents is 33 years, significantly younger than the Victorian average of 37 years. This translates on the ground to many young families making the municipality their home, a trend that is likely to continue. Ageing is also likely to occur for some areas, leading to increases in the number of older children, young adults, working age adults, older adults and seniors.

The City of Melton is a socio-economically diverse community. There is significant variation in the level of disadvantage experienced in different suburbs. One suburb has one of the lowest levels of disadvantage in Australia, while another only kilometres away is one of the most disadvantaged suburbs in Australia. Of the 18 suburbs reported on in the 2016 Census, twelve showed greater disadvantage than the Victorian average. This rating is based upon factors such as education, employment and income. It is not surprising then, that educational attainment, employment in skilled and unskilled roles, income and unemployment rates vary across the municipality.

The geographic spread of the municipality and lagging public transport infrastructure has resulted in high rates of car dependence. A high proportion of residents travel outside the municipality to work (73 per cent) and 75 per cent of residents travel to work by car. City of Melton residents surveyed in Council's 2019 Annual Community Satisfaction Survey (the Survey) reported low average agreement with the statements "There is public transport that goes where I need to go" and "There is access to affordable and efficient public transport". Traffic management rated as a priority area by almost a quarter of residents in the Survey.

A rapidly changing community creates some challenges in the maintenance and development of community cohesion both within suburbs, and between them. This can lead to a disruption in sense of place and belonging, and can influence perceptions of safety.

The Survey measured respondents' sense of community across 16 indicators. In 2019, respondents reported the strongest agreement for the following indicators:

- the Melton community is welcoming and supportive of people from diverse cultures and backgrounds
- Melton is a child-friendly community
- in times of need I/we could turn to neighbours for help
- Melton is an age friendly community.

Survey respondents reported the least agreement for the following indicators:

- it is an active community, people do things and get involved in local issues
- the Melton community is vibrant, accessible and engaging
- I/we feel part of the local community
- there are adequate opportunities to socialise and meet people in the local area.

This demonstrates both a solid foundation, and some areas for action, upon which to promote community cohesion and influence perceptions of safety. Again, responses varied across the municipality supporting the need for place-based initiatives to promote road and community safety.

The environment of growth and change in the City of Melton presents challenges for achieving road and community safety. There are challenges in connecting old and new communities and in fostering the creation and development of strong community identity. It can be difficult to provide and maintain adequate and timely infrastructure and built environments that promote safety.

Working towards positive social conditions that promote safety is an additional challenge that cannot be met by local government alone.

Local context

Evidence shows that a great deal of crime is local in nature and local government is well placed to coordinate and manage crime prevention responses across community. There is also increasing community expectation that local government will assume a level of responsibility for taking action on issues that affect local amenity and quality of life (Drugs and Crime Prevention Committee, 2012).

Council can influence actual and perceived levels of road and community safety through:

- place-based approaches including the delivery and activation of quality infrastructure and urban design
- managing and maintaining public places and spaces
- strengthening partnerships and advocacy
- implementing evidence based community development and health promotion initiatives
- conducting consultation, research and contributing to the evidence base.

Local governments also play a key role in addressing the contributing factors to road and community safety such as building social capital and advocating for local education and employment of the communities that they represent (Wilson & Lowndes, 2001).

Together these identified roles of local government shape the focus of the Plan to ensure that it represents the Council's key areas of influence in promoting road and community safety.

ROAD AND COMMUNITY
SAFETY IN THE CITY OF
MELTON

Perceived safety

Perception of safety in public areas continues to be among the top and prominent priorities raised by City of Melton residents. Following a decline in perceptions of safety in 2017, substantial improvements have returned results back to trend in 2018 and 2019 (Metropolis Research, 2019). Despite these improvements, residents still reported lower perceptions of safety in comparison to the western region, metropolitan Melbourne and other growth council areas.

This was most significant in relation to perceptions of safety in public spaces at night. There were notable differences in perceptions of safety between some localities and populations, including between men and women. 'Safety, policing and crime' was the top priority issue for Caroline Springs residents (19.8 per cent of surveyed residents). In neighbouring Hillside, no residents identified this as a priority issue. 'Safety, policing and crime' was identified as a priority issue for ten per cent and six per cent of respondents in Melton South/Brookfield and Kurunjang, respectively.

Most common reasons cited for poor perceptions of safety in public spaces included fear of crime, fear of gang violence and inappropriate lighting (Metropolis Research, 2019). The majority of residents who reported fear of crime as a reason for feeling unsafe in public spaces specifically noted home invasions as the type of crime/incident. Many residents referred to previous experience of assault or home break ins. Residents who reported fear of gang violence noted young people and specific community groups as their reason for feeling unsafe in public areas. Young people who were consulted at the 2019 Youth Forum also noted

gang related violence in addition to race-related discrimination and violence as key issues (Melton City Council, 2019).

Taken together, this information further supports the need for place-based initiatives and highlights the need to work with key population cohorts including women, older adults and young people.

Furthermore targeted behaviour change with cohorts identified as at high risk is critical for successful change for road and community safety.

Actual safety

CRIME

In 2019, there were 9,103 criminal incidents in the City of Melton. When viewed on a per capita basis, the rate of criminal incidents is 5,530 per 100,000 persons, which is lower than the Victorian average of 6122 incidents per 100,000 persons. In this period, there were 2,528 family incidents[1] reported (Crime Statistics Agency, 2019), equating to 28 per cent of all criminal incidents in Melton in that year. This has been a consistent trend (see Figure 2). Council recognises the significant impact of family violence in the community and has a long-term commitment to preventing family violence presented in a stand-alone strategy 'Equality & Respect 2030'.

Residents from the age of 25-44 years experienced the highest rates of victimisation in the City of Melton in 2015-2019. In 2019, 33 per cent (n=2334) of victim reports were made by women, 35 per cent (n=2568) by men, and 32 per cent (n=2354) by an organisation. For the year ending September 2019, 38 per cent of incidents where women were the victims were family incidents. Of incidents where men were the victims, 9 per cent of those were family incidents. Overall, 78 per cent of all criminal incidents were men in 2019 (Crime Statistics Agency, 2019). Statistically, women are much more likely to be victimised by people they know in their own homes than strangers elsewhere (Australian Institute of Health and Welfare, 2016).

The localities of Melton, Melton West, Melton South

and Caroline Springs consistently experienced the highest number of incidents of crime over the past four reporting years (Crime Statistics Agency, 2019). However, when presented as a rate per population, Rockbank, Melton West and Melton were the localities with the highest incidents rates per population (Crime Statistics Agency, 2019) (Melton City Council, 2019). Survey respondents from Caroline Springs, however, were much more likely to identify 'safety, crime and policing' as a top issue than residents from Melton or Melton West (Rockbank data not available).

ROAD-RELATED INJURY

The Monash University Injury Surveillance Unit (2018) notes road-related unintentional injury is the eighth highest type of unintentional injury for City of Melton residents. VicRoads categorises crash data by fatality, serious injury, other injury and non-injury. In 2018, there were 189 crashes in the City of Melton. Of the 239 people injured, six were fatalities, 43 experienced serious injuries, and 190 experienced other injuries. Two hundred and thirty seven people involved in crashes were classified as a 'non injury' (Vic Roads, 2019).

[1] An incident reported by Victoria Police where a Risk Assessment and Risk Management Report (L17 form) was completed. The report is completed when family violence incidents, interfamilial-related sexual offences, and child abuse are reported to police.
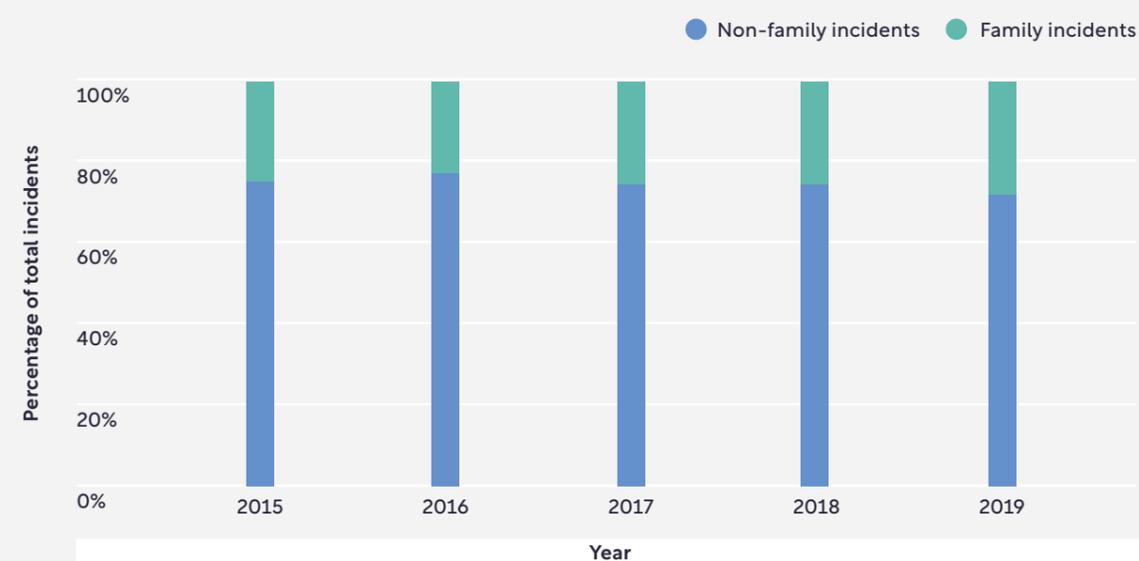
Figure 2: Proportion of total criminal incidents classified as family incidents

Of the fatalities that occurred in the City of Melton, only one occurred on a local road controlled by Council.

Age groups which incurred fatalities were 0-12 years (n=2), 30-39 years (n=3) and 40-49 years (n=1). The age groups that experienced the highest number of serious injuries were young people aged 18-25 years (n=9) and adults aged 30-39 years (n=6) and 40-49 years (n=14). Fatalities affected an equal number of males and females, however males incurred a higher number of serious injuries than females (n=26 to n=16 respectively).

Community conversations

Conversations with the community led to the identification of a range of themes regarding road and community safety. Unprecedented growth was raised as a concern. People spoke of the impact of growth on infrastructure and service demand. They raised concerns regarding residents' sense of community and their connection with others living in their immediate areas. Residents also identified a lot that they valued about the City of Melton including parks and open spaces.

The following overarching themes emerged from community conversations:

1. Infrastructure and services

Community members noted the need for infrastructure planning and delivery timelines that meet the needs of a rapidly growing city. Frustrations were aired in relation to investment in road works and maintenance that responded to current need (such as sealing unpaved roads) but did not address future need (such as adding additional lanes). There was a sense that services did not respond well to need, including public transport. Residents stated that bus services did not alleviate

"Figure 3 shows that although men and women were involved in a similar number of crashes, men were more likely to be seriously injured and this has been a trend over several years (with the exception of 2016)."
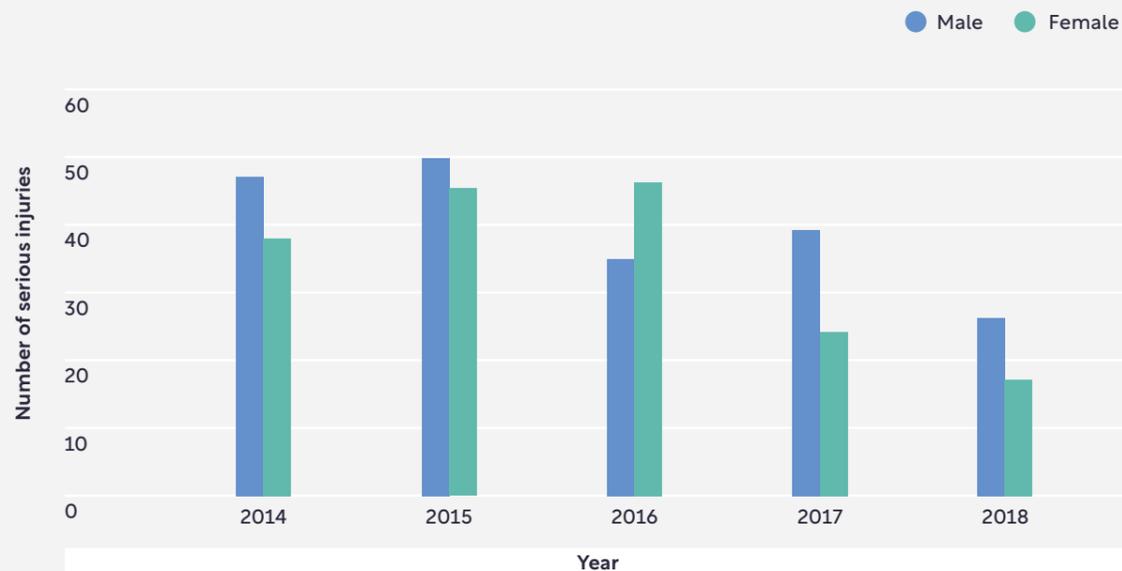

Figure 3: Serious injury by sex

congestion at school drop off due to poor timetabling, and that there was no direct transport link from Caroline Springs to the Melton Township. Residents praised how well Council was doing by working with developers on great parks and recreational spaces in new areas.

2. Transport and road user behaviour

Challenges and opportunities were identified in relation to the ability of residents to move about the City of Melton, particularly in ways that reduce congestion on local roads. Residents raised a need for walking and biking paths that lead to useful destinations, and for end of trip facilities such as bike racks. Safety concerns when crossing or using roads

acted as barriers to walking and riding. Driver behaviour around schools was highlighted, with comments about low compliance with school speed zones, poor parking behaviours during pick up and drop off, and congestion on local roads.

3. Sense of community

Community members discussed a reduced sense of community given growth in recent years and migration of residents across the municipality. It was important to not only feel safe, but also feel like they belong (for existing residents) and that they are welcome (for new residents). Negative portrayal of the area in the media influenced residents' sense of pride in their community, and contributed to increased

perceptions of high crime in certain areas.

4. Places and spaces to visit

The breadth of places and spaces to visit in the City of Melton was a highlight shared by community members. It was noted that there were times when litter, graffiti, overgrown vegetation or groups of people exhibiting anti-social behaviour limited enjoyment of such spaces. Also noted by residents was the need for access to water, toilets and ample shade in green spaces. Residents were very positive about how Council used its existing spaces such as Hannah Watts park to hold events or activities and looked forward to engaging with these opportunities.

Areas for Council action

Consideration of the role of local government in promoting safety, trends in data and community viewpoints enabled the identification of the themes shown in Figure 4:

These are themes further articulated in the Plan's vision and framework.

Environments for safety

Community and connection

Collaboration and coordination

People and behaviours

Figure 4: Areas for action (themes) of the Plan

CASE STUDY

Crime, media, perceptions of safety and Council's response

According to the Crime Statistics Agency (2019), rate of crime in the City of Melton was at its highest in recent years during 2016. This correlates with a rapid decline in perceptions of safety for City of Melton residents captured in the 2017 Household Community Satisfaction Survey. While there was a drop in actual reported crime in following years, perceptions of safety remained low.

Perceptions of safety notably changed in areas where high profile crimes occurred and were reported in a sensationalist manner by media. A murder near Lake Caroline was reported with headlines such as "Caroline Springs stabbing victim's body, long blood trail discovered outside home" reported by the ABC (2017). Throughout this period, there were a number of other high profile crimes in the area that also received media coverage including home invasions, disruptive youth behaviour, and offending by identified groups of community members.

Council's response to the lowered perceptions in safety was primarily a place-based approach focused on both crime prevention and re-activating place through public activities. Council also worked to build relationships with communities that included people at high risk of offending. This response was distinctly separate from the role of Victoria Police in law enforcement and crime reduction through a policing presence.

Council secured funding for and implemented the "Light up Lake Caroline Project" with lighting infrastructure and a CPTED assessment of the area. Additionally Council delivered events, and supported other events (such as a farmers market) to take place around the lake and surrounding area. An African Communities Working Group was developed to improve connections with African communities and Council, to increase community participation and to promote leadership in African communities.

In 2017, almost 51 per cent of Caroline Springs respondents to the Survey identified safety, policing and crime as their top issue. In 2019, this had dropped to under 20 per cent. Survey respondents reported a higher perception of safety at Lake Caroline at night compared with perceptions of safety at night in the municipality as a whole. The number of people feeling safe at Lake Caroline rose 8.2 per cent from 2018-2019. In the same period, the number of residents across the municipality that reported feeling unsafe in their own homes after dark dropped by almost a third.

This example demonstrates the significant impact of media coverage specific to geographic areas and particular cohorts of the community. It shows that Council plays a key role in bringing together infrastructure design, activation of place, and community engagement and development, to improve perceptions of safety. In combination with the law enforcement efforts of Victoria Police, significant change can be made to both actual and perceived safety.

"I feared for my children": Caroline Springs locals mobilising or moving out as youth crime takes toll"

Headline, The Age (Cunningham & Bowden, 2017)

SAFE CITY, PROUD COMMUNITIES PLAN: FRAMEWORK

The Plan aligns with the Council and Wellbeing Plan 2017-2021, and aims to contribute to realisation of Melton City 2036: The City We Imagine.

The Plan adopts a coordinated approach to road and community safety, facilitating change at individual, environmental and societal levels and is framed by themes, which emerged from the evidence for road and community safety. These themes each have an objective and identified strategies, and are linked to short and longer-term changes.

Theme one: People and behaviours

Objective	Enable community awareness and practices that contribute to safer communities and roads.
Why is this important for road and community safety?	Community is comprised of individuals whose behaviours influence on their own safety but also the safety of others in the community and on the road. Addressing individual behaviours is an element of improving road and community safety, one person at a time.
Strategies	• participate in relevant regional and state initiatives • advocate to State Government for resourcing to implement initiatives • deliver individual skill development/education initiatives • support vulnerable community groups to access road and community safety programs.
What will be the short-term change as a result?	Increased individual knowledge and awareness of positive road and community safety behaviours.

Theme two: Community and connection

Objective	Promote attitudes, norms and community participation to improve perceptions of safety.
Why is this important for road and community safety?	A high correlating factor for road and community safety is social capital and community cohesion and connection. Local government plays a key role in building social capital, inclusive norms and promoting civic and community participation. In the face of a growing and changing community, it is integral for Council to ensure that there are ample opportunities for communities to connect and work together to promote inclusive and active communities.
Strategies	• deliver opportunities for community participation and connection • support vulnerable community groups to access community participation and connection opportunities.
What will be the short-term change as a result?	• increased community participation in community connection activities, and road and community safety activities • increased capacity of local stakeholders to promote road and community safety.

The intended long-term outcomes of the Plan include:

- increased perceptions of safety in the City of Melton
- decreased road-related injuries
- increased connection and sense of belonging for City of Melton residents
- decreased reported crime

Theme three: Environments for safety

Objective	Build social and physical environments that enable road and community safety.
Why is this important for road and community safety?	Physical and social environments can promote safety or challenge perceived and actual safety. Council plays a key role in ensuring safe physical environments such as parks, roads, community centres, libraries and other public spaces. These spaces provide opportunity for community to connect and meet their needs. The way in which such spaces are planned, built and maintained has a direct influence on actual and perceived safety. Council also plays a role in the provision of a social environment that promotes safety by working towards: • adequate education and employment opportunities • affordable and diverse housing • the right mix of health and social services • healthy food environments (including responses to liquor licence applications) • safe and efficient transport options.
Strategies	• promote social environments that foster road and community safety • construct, activate, and maintain road and community infrastructure • construct, maintain and activate public spaces.
What will be the short-term change as a result?	Increase in environments and social conditions that promote road and community safety.

Theme four: Collaboration and coordination

Objective	Strengthen Melton City Council's capacity to take a whole-of-organisational approach to road and community safety.
Why is this important for road and community safety?	Many Council business units influence safety through their involvement in individual programs, community connection and inclusion activities, and in the planning, construction, activation and maintenance of public infrastructure. Coordination of a forum through which a safety lens can apply across the organisation will ensure that Council is fulfilling its role in promoting road and community safety and enables organisational responses to opportunities to work with external partners.
Strategies	• coordinate and consult with relevant stakeholders through committees • coordinate a whole-of-council approach to promoting road and community safety • engage with relevant external stakeholders and partnerships where appropriate.
What will be the short-term change as a result?	Strengthened relationships with internal and external stakeholders and a comprehensive understanding of Council's full role in promoting road and community safety.

Implementation and evaluation

Council recognises that achieving road and community safety in the City of Melton is a shared responsibility. The Plan seeks to capitalise on the roles that local government can play in promoting safety. The Plan outlines Council's intended whole-of-organisation approach to road and community safety. A Community and Road Safety Internal Working Group will manage coordination of cross-Council activities. The Community and Road Safety Advisory Committee (the Committee) will guide the delivery of the Plan with contributions from various key stakeholders.

The 2020-2022 Action Plan has been developed and is presented in Appendix Two. An evaluation framework will be developed to guide the monitoring, evaluation and use of learnings from the Plan. Council officers will report achievements quarterly to the Committee. There may be publication and dissemination of relevant evaluation reports aimed at contributing to the broader evidence base of road and community safety.

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Council plan and policy context

Council plans and policies that contribute to road and community safety broadly include:

- Council and Wellbeing Plan 2017-2021
- Equality & Respect 2030: A Strategy to Prevent Violence against Women by Promoting Gender Equity in the City of Melton
- Melton City 2036: The City We Imagine
- Moving Melton – Integrated Transport Strategy
- Gambling Harm Prevention and Reduction Policy
- Council and Community Alcohol (Liquor) Policy
- Graffiti Management Policy
- Intercultural Plan 2017-2021
- Interfaith Strategy 2018-2021

Promoting a safer,
healthier and more connected
municipality with a strong sense
of belonging and pride.

CITY OF
MELTON