[redacted]

From: Adam Mularczyk <[redacted]>
Sent: Friday, 19 March 2021 4:13 PM
To: RoadSafetyStrategy
Subject: Comments Draft National Road Safety Strategy 2021-30
Attachments: draft-national-road-safety-strategy A Mularczyk Comments.docx

Good afternoon

Please find my comments on the attached for consideration.

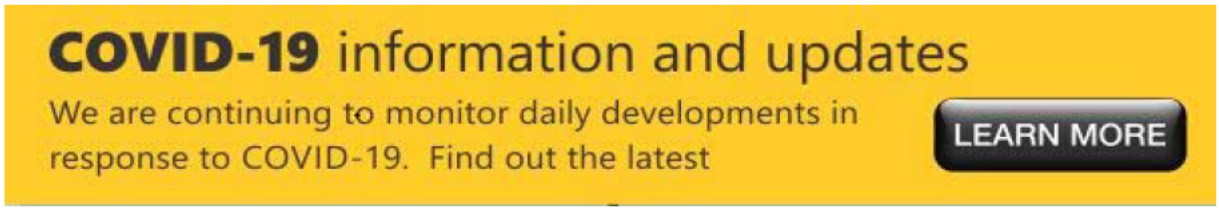
Please note that I am a Local Govt Officer & have been in Local Govt for approx. 40 yrs.

I have a significant interest in road safety & have been involved in assisting Local Govt across NSW in improving their road safety skills & practices.

I would be more than happy to contribute further to improve, particularly local government road safety.

Kind regards
Adam

Adam Mularczyk
Section Manager
Engineering Assessment North
Central Coast Council
P.O. Box 20 Wyong, NSW 2259
t: [redacted]
m: [redacted]
e: [redacted]



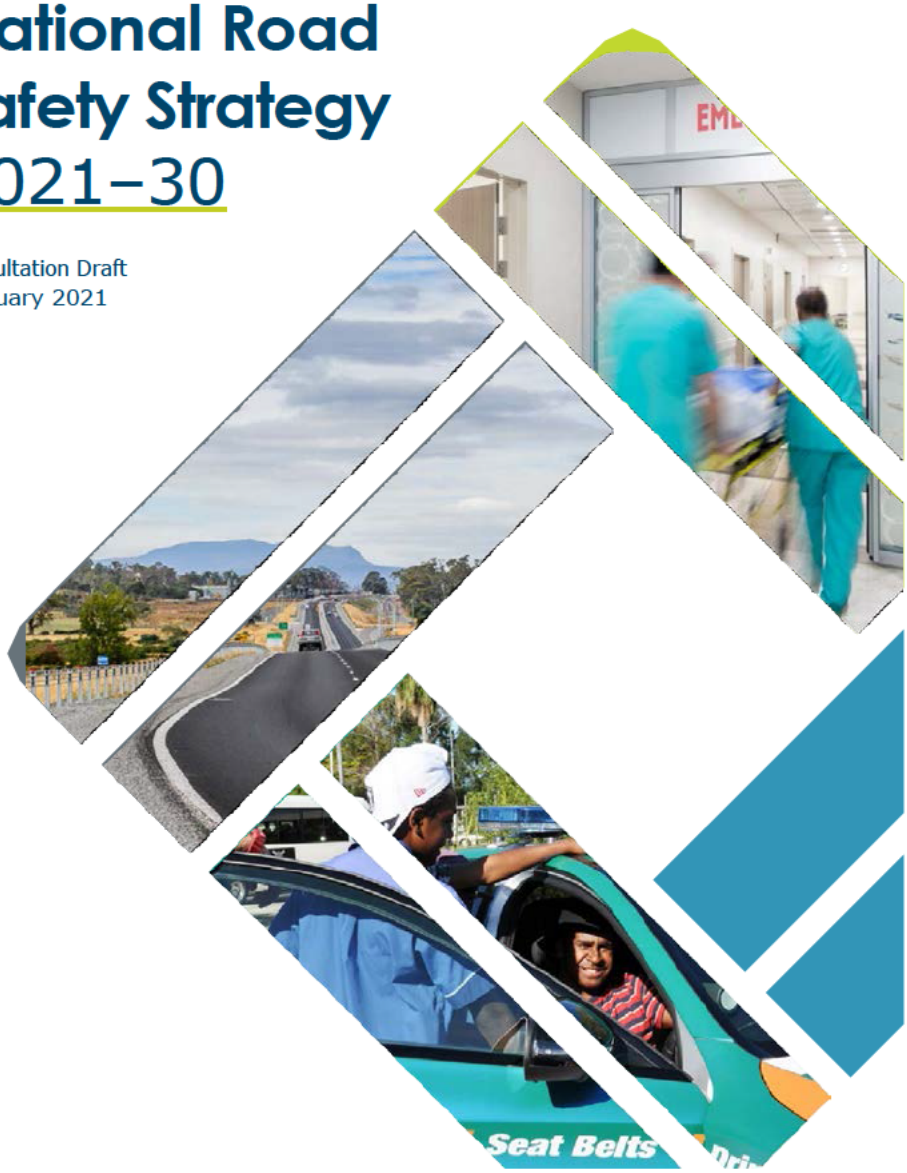
Please consider the environment before printing this email

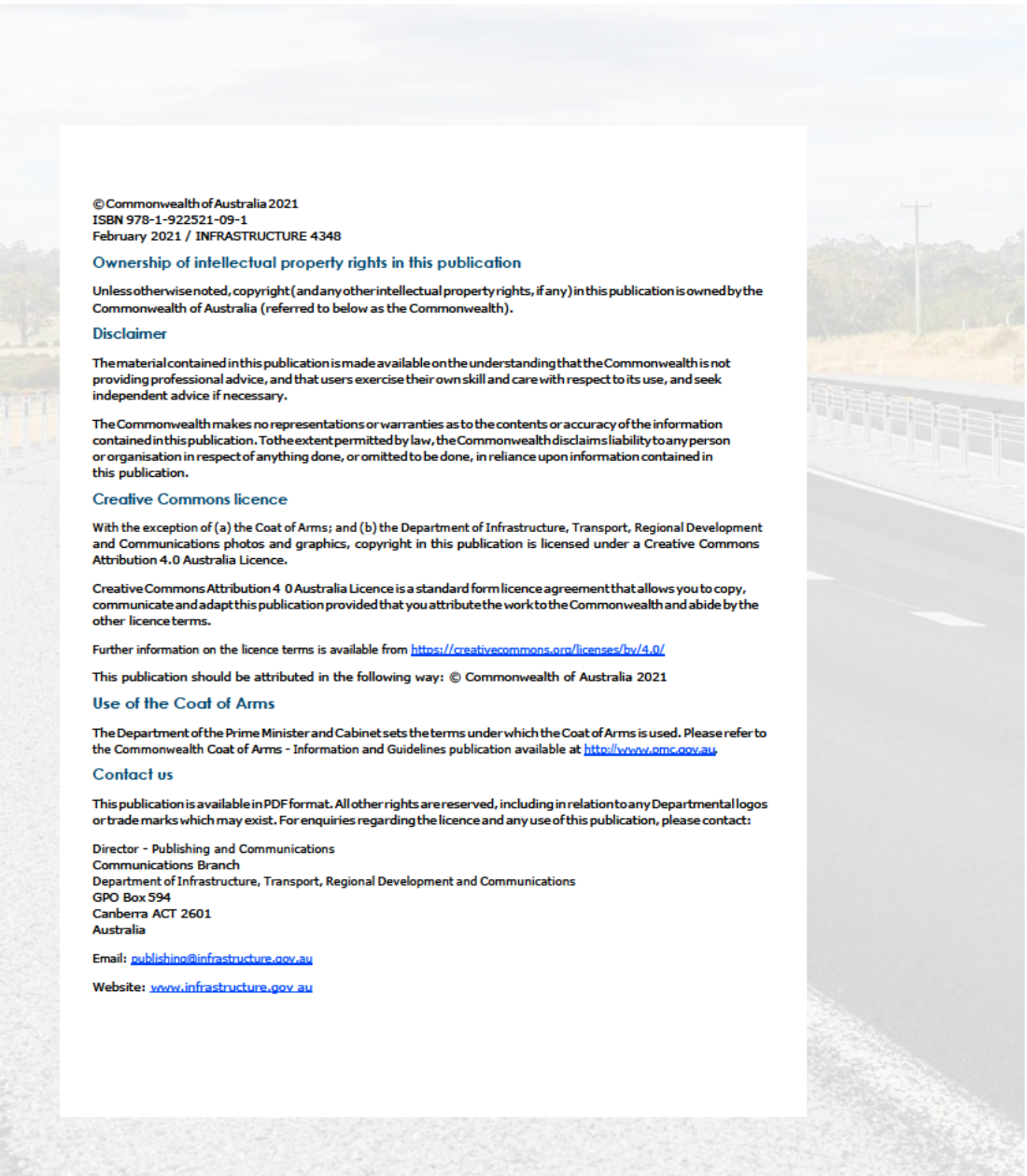
INFRASTRUCTURE AND TRANSPORT MINISTERS

National Road Safety Strategy

National Road Safety Strategy 2021–30

Consultation Draft
February 2021





ISBN 978-1-922521-09-1
February 2021 / INFRASTRUCTURE 4348

Ownership of intellectual property rights in this publication

Disclaimer

Creative Commons licence

Use of the Coat of Arms

Contact us

Director - Publishing and Communications
Communications Branch
Department of Infrastructure, Transport, Regional Development and Communications
GPO Box 594
Canberra ACT 2601
Australia

Email: publishing@infrastructure.gov.au

Website: www.infrastructure.gov.au

Table of Contents

Further information

Nat onal Road Safety Strategy web te
www.off ceofroadsafety.gov.au/nrss

An ongoing series of fact sheets
www.officeofroadsafety.gov.au/nrss/resources-fact-sheets

Commented [AM1]: Could also include a complex urban school environment w th multiple different road users

Foreword

A foreword will be included in the final Strategy

Lorem ipsum dolor s t amet, consectetur adipiscing el t. Vestibulum convallis augue leo, d feugiat sapien faucibus eget. Quisque neque ex, vulputate non tellus eu, venenatis molestie orci. Duis v tae libero quam. Nullam dolor purus, feugiat nec ante eu, feugiat viverra ipsum. Suspendisse ullamcorper mi non el t ullamcorper posuere. Suspendisse fermentum viverra eros eget volutpat. Morbi tempus ligula nisl, at venenatis diam gravida ut. Quisque ut egestas ipsum. Integer finibus sapien vel urna eleifend vulputate vulputate placerat eros. Sed tempus, diam sed porttitor bibendum, quam el tsuscip t magna, egestas efficitur ipsum ipsum vitae turpis. Praesent pharetra ac justo portt tor imperdiet. Praesent non ipsum vel metus fringilla tinc dunt non s t amet lectus. Curabitur a facilisis nisi.

Mauris fringilla mauris s t amet tellus al que euismod. Nam luctus mi tellus, eu pharetra urna trist que eu. Phasellus urna nulla, convallis eget quam non, rhoncus finibus nunc. Integer lobortis nisi ipsum, eu mollis diam iaculis sed. Sed et feugiat justo, ut venenatis orci. Praesent quis nisl felis. Suspendisse facilisis posuere tortor, quis vulputate nisi rhoncus vitae. Nam sodales, dolor vitae iaculis ultricies, leo lorem dictum arcu, eget faucibus urna ex sed ante. Sed euismod sodales leo, at accumsan el teuismod nec. Praesent sagittis orci tortor, id elementum magna grav da a.

Quisque auctor eros in pretium interdum. Suspendisse molestie justo tempor, posuere neque dapibus, pulvinar leo. Curabitur augue orci, commodo eu nisl volutpat, condimentum sagittis arcu. Maecenas pellentesque augue lectus, d imperdiet lorem molestie ut. Maecenas nec lectus sem. Curabitur mi risus, dapibus id placerat nec, al quet eget dolor. Phasellus posuere tempor orci quis vestibulum. Praesent ultrices, turpis a mollis scelerisque, el t mauris malesuada nulla, d convallis odio orci eu magna. Vestibulum et rhoncus diam, eget dapibus elit. Vestibulum quis fermentum erat. Nullam s t amet dapibus nisi. Curabitur dui nisi, feugiat euismod bibendum eu, finibus nec dolor. Etiam at lacus neque. Sed dignissim ullamcorper libero quis laoreet. Cras in egestas nisl.

Fusce augue eros, aliquam eu mauris vitae, hendrer t mollis magna. Etiam s t amet massa sed metus egestas placerat non sit amet dolor. Ut mi tortor, feugiat a bibendum vel, suscip t consequat mauris. Nulla tortor nulla, vulputate at quam non, commodo ornare ante. Nunc laoreet rutrum turpis nec dignissim. Aliquam vitae tempus ligula, in feugiat purus. Suspendisse quis libero tempor ante accumsan dignissim. Proin nec purus sed justo euismod tempus ac in est.

Proin luctus sapien vel hendrerit dignissim. Duis placerat, leo ac bibendum fermentum, dolor ex convallis el t, ac vulputate tortor tortor eu sapien. Cras eu dapibus arcu, vitae vulputate ante. Suspendisse malesuada sodales eros sed hendrer t. Duis non magna nec dolor mollis sodales. Vestibulum ipsum nunc, ornare eget placerat vel, feugiat vitae ligula. Duis eget urna vitae lorem congue viverra. Pellentesque habitant morbi tristique senectus et netus et malesuada fames ac turpis egestas. Pellentesque habitant morbi tristique senectus et netus et malesuada fames ac turpis egestas. Al quam bibendum lacus sit amet lectus mattis ultricies. Vestibulum ante ipsum primis in faucibus orci luctus et ultrices posuere cubilia curae

Strategy at a glance

Targets by 2030

Fatalities per capita reduced by **50%**

Serious injury per capita reduced by **30%**

THEMES

- Safe Roads
- Safe Vehicles
- Safe Road Use

PRIORITIES

- Infrastructure planning & investment
- Vehicle safety
- Indigenous Australians
- Regional road safety
- Heavy vehicle safety
- Vulnerable road users
- Remote road safety
- Workplace road safety
- Risky road use

National Road Safety Action Plan

ENSURING IMPLEMENTATION

- Clear governance arrangements
- Evidence-based policy and programs
- Transparency and accountability: external advisory reference group may conduct reviews
- Published dashboards showing rate of change
- Performance Framework: outcome indicators and safety performance indicators, regularly assessed and published
- Investment tied to improved road safety outcomes
- Future focused research and development

Implementation

Where we want to be

- As a community we no longer accept a transport system that results in death and serious injury to ~~Australians~~ road users on a daily basis.
- Over ten years, we expect a significantly reduced burden on our economy and society from road crashes – in terms of deaths, life-changing injuries, costs on the health sector, and trauma for families, first responders and communities, including mental health impacts.
- We will have safe transport options for all ages and abilities, including the most vulnerable in our communities.

Long term directions

This Strategy primarily focuses on the next ten years but in the context of the drive towards Vision Zero there are longer term directions which guide us and may require enabling actions.

Measure transformation of the transport system

Address disproportionate impact on Indigenous Australians

Local Government supported to embed road safety in business as usual

Cultural change for acceptance of road safety solutions

Reduce the age of the fleet and ensure modern safety features in all vehicles

Adoption of the social model to influence prioritising road safety

Commented [AM2]: road users includes all, whereas not all road users are Australians

Commented [AM3]: The Local Govt item should be a short-med term objective not long term. Look at stats from new subdivis ons, developments, intersections, we add about 0.5-1% each & every year to the existing road network & along with that cyclic trends through different use. Starting with construction traffic, then tradies, then new generally young families w th l ttle transport options, the kids grow up & we get 5 cars per house in eth street w th numerous young drivers, etc, etc

Why do we need action?

1,200
people **die on Australia's roads** every year

OVER **3,000**
people are recorded on the Australian Trauma Registry every year with **very severe injuries**

9% OVER 2011-20 TARGET

1,427 DEATHS
(2011 baseline)

1121 DEATHS
Actual achieved by mid 2020

998 DEATHS
Target to reach by 2020

HOSPITALISED INJURIES ARE INCREASING

Almost **40,000**
Hospitalised in 2017

Increase of 3.3% per annum from 2013

25% hospitalised had high **threat to life injuries**

AS A PROPORTION PER POPULATION, WE ARE MAKING PROGRESS

28.8%
Reduction

* **6.6** (2011 baseline) to **4.7** (2019) deaths per 100,000 population
* **15.1%** population increase over the decade

MAJOR CITY

2.2 Road Deaths per 100,000 (2018)
148.7 Hospitalised Injuries per 100,000 (2017)

REGIONAL

10.9 Road Deaths per 100,000 (2018)
171.4 Hospitalised Injuries per 100,000 (2017)

REMOTE

23.6 Road Deaths per 100,000 (2018)
213.8 Hospitalised Injuries per 100,000 (2017)

$30 BILLION
ANNUAL COST TO THE NATIONAL ECONOMY

Commented [AM4]: it is over this, this is equal to our nat onal defense budget. This is each & every year. Over 10 years it is $300 Bill

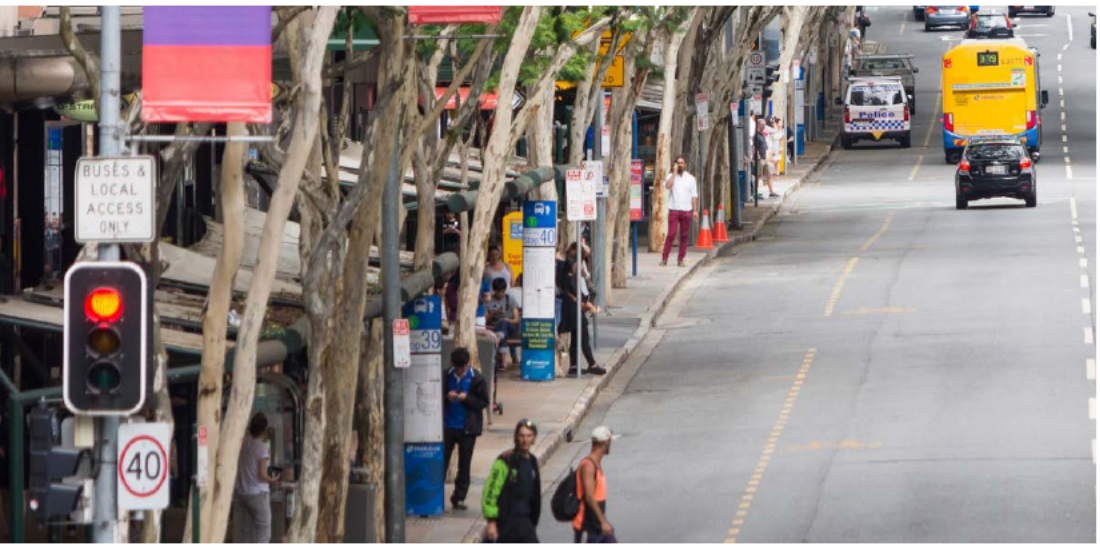
Driving and road use is a significant part of the Australian way of life and business. Australia is a large country and many of us rely on private road transport to get to work or play, and on trucks to deliver our produce and consumer goods. However, ~~this~~ road use currently does not occur, without causing considerable harm.

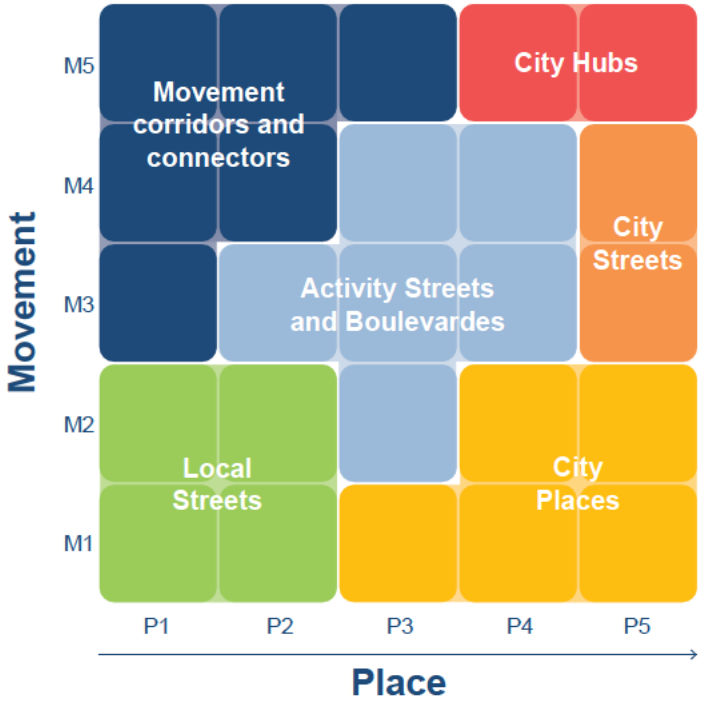
While much was achieved under the previous strategy, we are still seeing increases in ser ous injuries, signif cant costs to the economy from road crashes, and significant impacts on disadvantaged groups.

The way we move both people and goods; and where we live, work and socialise, affects the use of roads and how we prioritise their different functions. A planning approach based on Movement and Place shows how the different functions of roads can be met to varying degrees. Motorways and movement corridors prov de for fast movement w th little or no 'place' function, whereas in vibrant streets, local streets, and places for people (e.g. shared zones) the emphasis is on slow movement, and place is the primary considerat on.

This approach informs road design and is critical to the decisions we make, including those on speed management to ensure that we can drive down road trauma in urban, regional and remote communities.

Commented [AM5]: For the layperson you will need to explain what movement & place is, otherwise this paragraph means l ttle to them. The following information (pages below) should precede this.





Source: Austroads, 2020. Research Report AP-R611-20 Integrating Safe Systems with Movement and Place for Vulnerable Road Users.

What can we achieve?

This Strategy aims to reduce the rates of death and serious injury from road crashes over the next ten years, and to support our long term vision of zero by 2050.

Targets by 2030

Fatalities per capita reduced by **50%**

Serious injury per capita reduced by **30%** (interim target)

Long term goal: zero deaths by 2050 and zero serious injuries by 2050

These target reductions are relative to the average rates per capita of deaths and serious injuries in the baseline period, 2018-2020 [TBC for serious injuries].

A 50% reduction in deaths per 100,000 population by 2030 will represent approximately a 41% reduction in deaths, to 689.

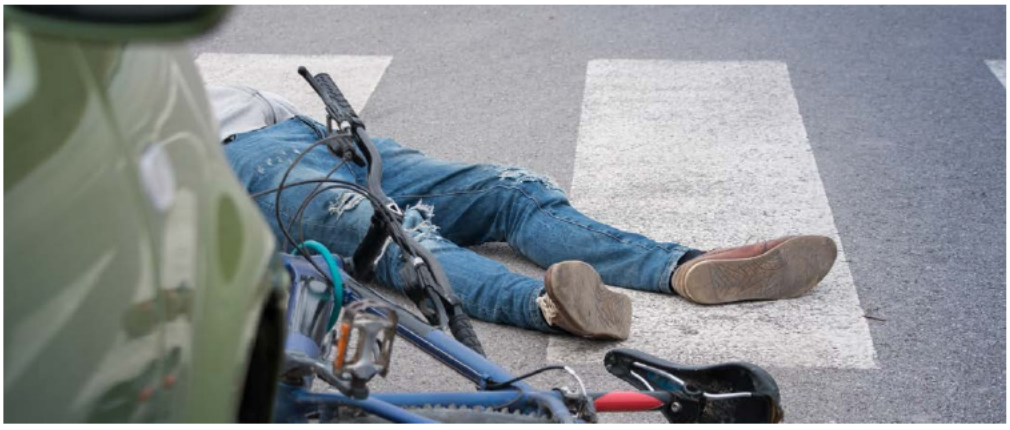
A 30% reduction in serious injuries per 100,000 will represent approximately a 18% reduction in serious injuries, to 33,373.

A person is considered to be seriously injured in a road crash if they are admitted to hospital, irrespective of the length of stay.

Achieving these targets, particularly for serious injury, will be difficult. Driving down serious injuries from road crashes will take time and our efforts and assessment of progress will be better informed by a new national data series.

Our ultimate goal is to reduce deaths and serious injuries to zero by 2050 – not a rate relative to population.

This Strategy has adopted per capita rates for the headline targets because they better show progress in the intervening decades, allowing for disruptions and variations in population growth between jurisdictions, regions, age groups and road user groups. Per capita rates also allows us to compare our progress with leading international jurisdictions, and also highlight which groups are disproportionately affected by road trauma and where things are going well.



Commented [AM6]: 50% reduction by 2030 is a bold vision, should the timeframe be extended to better align with ongoing R & D & possibly improvements in LG in this space & changing ITS?

Commented [AM7]: Although it may not be popular, is it worth trying to set different reduction rate to the different areas, cities, regional & remote?

Commented [AM8]: this is a short baseline to project

Formatted: Highlight

Commented [AM9]: Zero by 2050, although a great & bold aspiration the data suggests & safe systems acknowledges we make mistakes & even with a forgiving road network, safe cars & as safe as possible speeds & drivers we still will get road trauma.
I think some level of realism like "towards zero" rather than "zero by 2050" will also be better received. It is however acknowledged that some cities have accomplished zero fatalities.

Principles

Under this Strategy we have adopted these important guiding principles for the next decade.

A long-term vision

- Zero deaths and serious injuries by 2050: a safe system in which a mistake does not cost a person's life or health.

Safe System approach

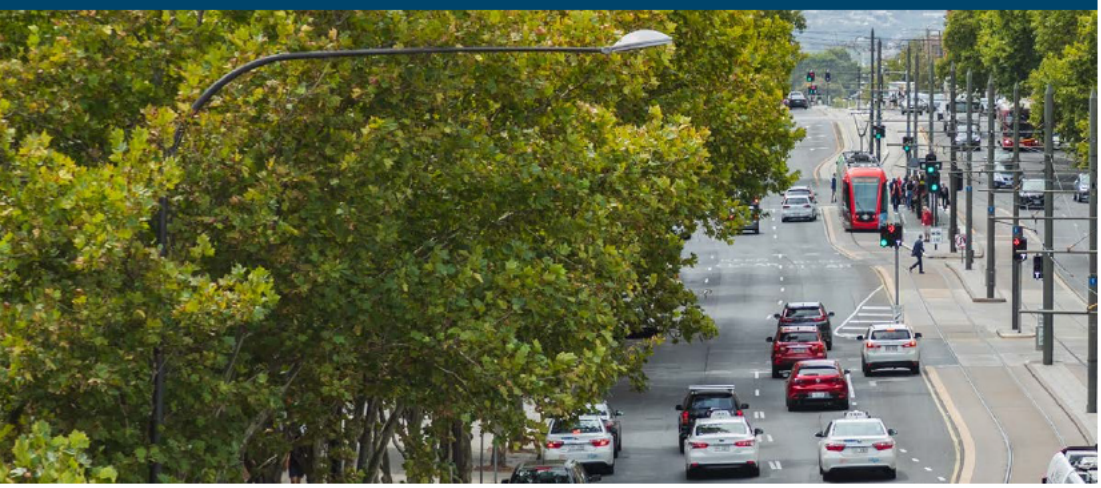
- This is in step with the United Nations approach to global road safety through its Sustainable Development Goals and the second Decade of Action on Road Safety.

Ten-year targets

- To reduce the rate of deaths from road crashes per 100,000 population by at least 50% by 2030: to 689.
- To reduce the rate of serious injuries from road crashes per 100,000 population by at least 30% by 2030: to 33,373.

Evidence-based approach

- National priority actions will be selected on the basis of evidence and effectiveness, enabled by a National Data Hub.



Commented [AM10]: each point is numbered w th a comment
1.Refer above zero deaths by 2050.
2.Great approach, but need to better educate pract tioners on how to apply in all jurisdict ons. Small, LG jobs different SS requirements to major TfNSW Road Safety projects.
3.Refer comments above.
4.Great, to have evidence based action. This should include a proactive &/or pred ctive approach for new projects. Like thousands of new kms of new roads that are created from new subdivisions & developments.
5.Clear governance should better highlight LG responsibility.
6.Noted, although we need to get data & responses/actions out quicker than we do.
7.Noted, but need to also incl LG in this space. This is cr tical.
8.Noted, however what is this vision? LG, industry, others?

Clear governance arrangements

- Responsibility for actions will be clear.

Transparency

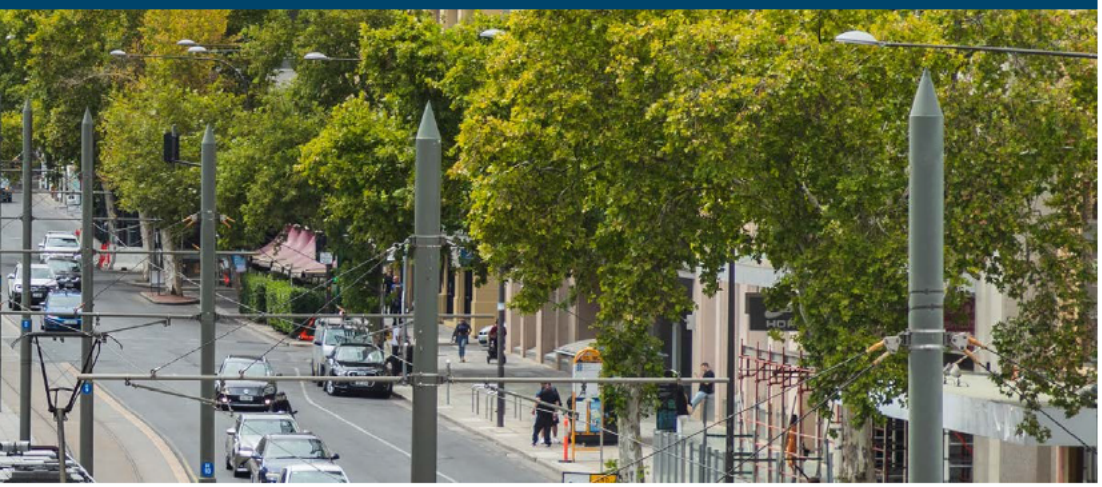
- Progress on implementation, towards targets, and safety performance indicators will be published regularly, enabled by a National Data Hub.

Strong accountability mechanisms

- Continuation of the Office of Road Safety, establishment of a National Data Hub and consideration of an external advisory group to monitor progress under the Strategy and Action Plan.

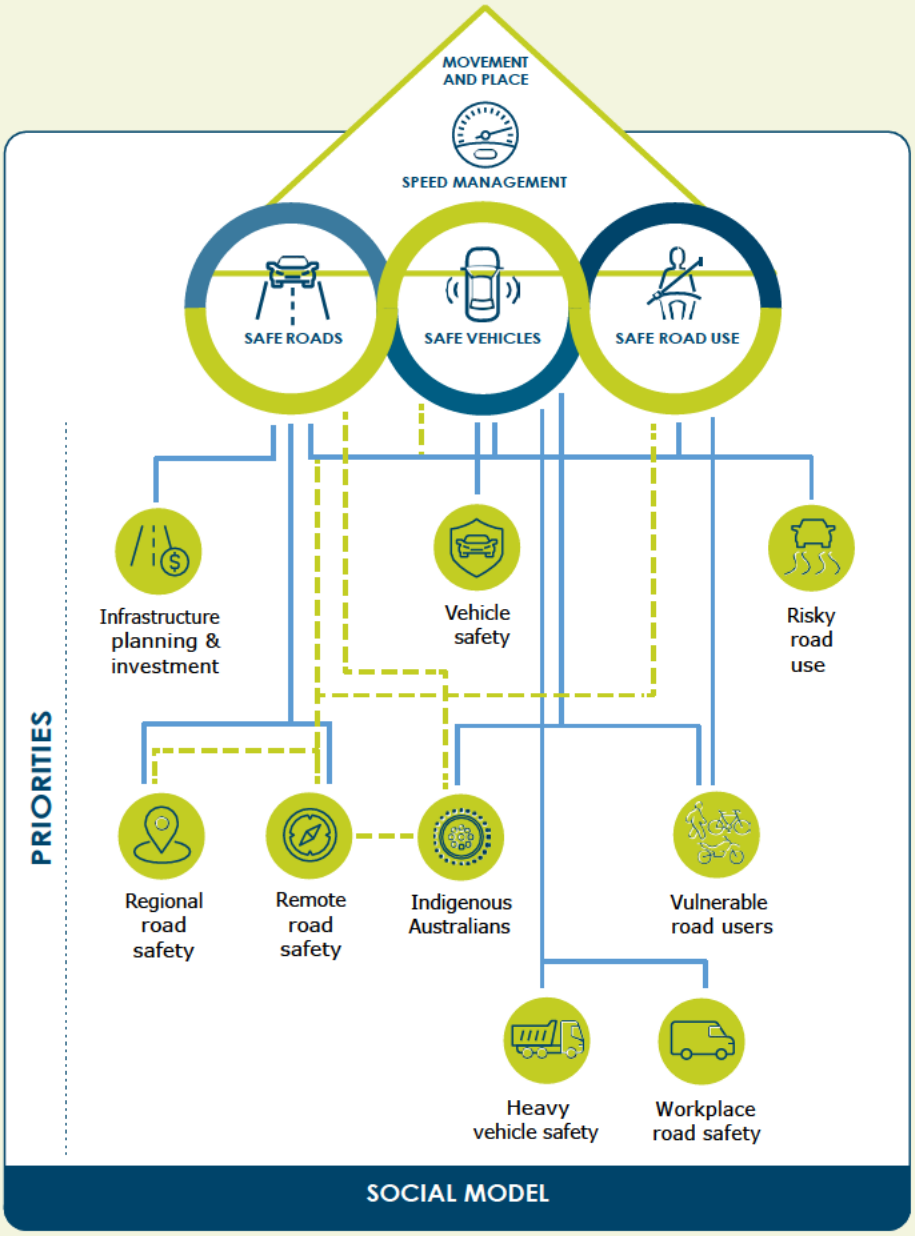
Broad and shared responsibility

- We will continually reach out beyond the transport sector to find new partners to achieve change.



What will we do?

Improving road safety is challenging and complex It requires a system view, with an understanding of how different elements interact. Each of the three main themes for this Strategy has a role to play in addressing each of the priorities, and often they are connected in multiple ways.



Commented [AM11]: This is great, although could add or show that infrastructure planning & investment can come from many areas. Federal, State, Local Govt as well as private (Toll roads, mine roads) & new Subdivis ons (mix of proposed public & private roads), etc.

Following the *2018 Inquiry into the effectiveness of the National Road Safety Strategy 2011-2020*, Australian Governments have responded to the key findings, adopting:

- a long term goal of zero deaths and injuries from road crashes by 2050
- a focused set of key priorities for action
- safety performance indicators focused on how harm can be eliminated in the system
- better targeted road safety investment backed up by better data and analysis
- better whole-of-government coordinat on across portfol os.

Across Australia different solutions are needed to support improved safety outcomes in our road systems, wh ch vary w dely.

To help position Australia to reach Vis on Zero by 2050 we need cultural change. To meet this challenge, all tiers of government will work together to deliver effective policy and programs.

Different solutions are needed to achieve change across the road transport system

Australia has long adopted the safe system approach to road safety, and this Strategy continues following this internat onally recognised approach. In this Strategy the focus is on three main themes: Safe Roads, Safe Veh cles and Safe Road Users.

Speed management is critical

Supported by the Movement and Place approach, speed management is critically important: t will underpin all of the themes and be part of addressing the priority areas for this Strategy.

Speed management is a critical factor in managing the physical forces to wh ch human bodies are subjected in any crash. The risk of death or injury increases markedly and at different speeds depending on the type of collis on & who is involved, as can be seen in the diagram below.

The prev ous strategy presented four separate cornerstone areas (also referred to as 'pillars'). While it is not the intent on under the safe system approach, there has sometimes been a siloed approach to implementat on. This Strategy aims to integrate the safe system cornerstones and show the safe system in a holistic manner focusing on the interact ons and layers of protect on essential to the safe system.

Commented [AM16]: Most state, territory & feds have but not many Local Govts have.

Commented [AM12]: is it possible to work w th all jurisdict ons & identify a staged approach for action with these priorities. These can be incremental, these can be low hanging fruit, etc & not necessarily applied in an orderly fashion to achieve indiv dual milestones that could be meet at future stages?

Commented [AM17]: Should highlight that includes roads des, road related areas, other transport areas interchanges, shared paths, etc

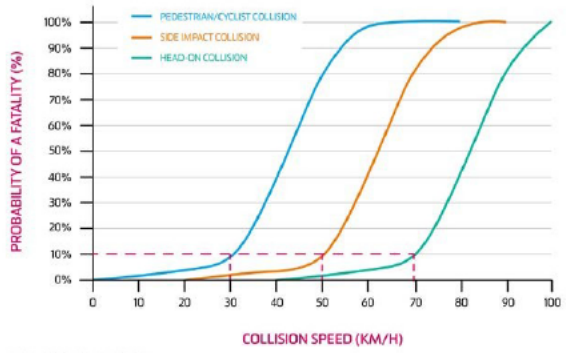
Commented [AM13]: It is critical that we separate targeted black spot funding to investing in educating practit oners of the roading system (Planners, asset, construction, design, project mgt, etc, etc), E.G have reactive as well as pro-active & predictive action plans.

Commented [AM14]: This is great, but need to engage with people that understand operation at all levels to achieve greater outcomes in more simpler ways.

Commented [AM15]: Great & totally agree & we need to understand that types of issues that vary change within the same areas. E.G veh cle types, driver types & different behaviors as generations change, different nationalities migrate to different suburbs, land uses change, vehicle & traff c types change,etc, etc

Commented [AM18]: Siloed approaches are often the result of what areas (silos) can be affected by the agencies involved. Some have controls over roads, some over speed, etc.

Wramborg's model for fatality probability vs vehicle collision speeds



Source: Based on Wramborg (2005)

Nine priorities– where we can reduce harm and head towards Vision Zero

Roads, roadsides, travel speeds and vehicles should be designed to avoid crashes or reduce their impact (so resulting trauma is at a level where fatal or serious injury is not the outcome), but much of the system is not built this way. Solutions are continually being developed and refined to improve our legacy road network. Given the size of the task, we must prioritise the changes that will achieve the greatest reductions in trauma.

The nine priority areas were identified through a process which included analysis of the available data on road crash deaths and serious injuries, taking into account expert views on how best to respond to the greatest road safety challenges over the next decade. The presentation of the priorities was refined after discussion with a wide range of stakeholders.

Infrastructure planning and investment

Governments will focus on designing a safe system that is future focused.

Even relatively low speeds can kill or seriously injure, unless the vehicle and the road and roadside environment take account of the physical vulnerability of all road users. In urban areas there are many serious injuries to vehicle occupants and vulnerable road users, which are avoidable~~can be prevented.~~

Movement and Place frameworks inform infrastructure planning to manage the risk of conflict.

Actions:

- Infrastructure funding at all levels will be linked to measureable improvements in safety.
- Deliver systematic safety improvements on a corridor basis.
- Manage speeds where conflicts between vehicles and road users with infrastructure and roadside hazards cannot be avoided, to avoid crashes resulting in death or serious injury.

Regional roads

Governments at all levels will plan and implement network-wide safety improvements.

Around 55% of road crash deaths are in regional areas (Australian Bureau of Statistics (ABS) Inner and Outer Regional Areas) – with the majority of people killed on these roads from regional areas.

The majority of these deaths result from lane departure crashes (run-off road and head-on crashes).

Actions:

- Development of network safety plans, to prioritise road safety treatments where they will have the most impact.
- For roads with higher traffic volumes: staged or incremental safe system treatments including median and roadside flexible safety barriers.
- For roads with moderate to high traffic volumes: staged implementation of risk reduction treatments including audio-tactile line markings (rumble strips), median treatments, targeted stretches of barrier treatment, shoulder widening and sealing, intersection treatments, and protection on curves and from roadside hazards.
- Speed limits reduced for some roads where infrastructure improvements are not foreseen within the life of the Strategy.
- Development of a Regulation Impact Statement on reducing the open road default speed limit.

Commented [AM19]: or something similar

Commented [AM20]: we keep referring to our existing network, whereas the new networks are as great a problem. If we don't get our new networks planned, designed & constructed with forgiving roads & roadsides they will become our legacy networks of tomorrow requiring even more black spot funding. Now is our line in the sand where we have to ensure that all new road networks need to be designed to safe systems principals as best can be expected for the scope, type, category of project, etc. To do this we need a great educat on project for all road & transport planners (incl town planners), designers, managers, etc.
We keep overlooking & not implementing the many critical items we should be doing first as part of these strategies. This is number one that needs to be done so we stop getting dud road networks.

Commented [AM21]: Need to add an action more LG related, Eg. Any development/new subdivision is to have a minimum 3 star transport network (incl school zones). This applies to shopping precincts, med cal, educat onal, sporting & retail/commercial area.

Commented [AM22]: Not all levels, look at the polls of how many Local Govts have Current Road Safety Plans that are robust & they follow.

Commented [AM23]: These should include educat on & training of staff to ensure safe road outcomes for new roads as well as staff knowing how to assess treatments for existing networks based on crash risk & crash data.

Commented [AM24]: highlight that greenfield compliant treatments not always possible & something that adds value is far better than doing nothing. Doing nothing Is not acceptable.

Commented [AM25]: each segment of road will have different crash occurrences or different crash risks. Suggesting treatments from what appears to be based on traffic volumes could be misleading & not address the crash risk.

Remote areas

Better transport options and assistance.

Based on the rate of deaths per 100,000 people, the risk to an individual of being killed on a road in a remote area (ABS Remote and Very Remote Australia) is eight times the risk of living in a major city. Of the 1,136 people killed in 2018, 116 were in remote areas of Australia. There is a greater proportion of unsealed roads and other lower quality roads with lower traff c volumes and relatively high speed lim ts.

Actions:

- Safe system treatments on roads with higher volumes of traffic and comprehensive risk reduction on roads with moderate volumes, in line with network safety plans and priorities.
- Explore opt ons to address the sustainabil ty of community transport for remote commun ties.
- Improve access to driver licensing programs and other transport assistance.

Vehicle Safety

Pursue technological improvements and uptake of safer vehicles.

Veh cle technology developments and safety systems are increasingly focused on crash avoidance, such as lane keeping support, adaptive cruise control and blind spot detect on. Recently introduced Australian Design Rules are collectively estimated to save almost 850 lives over the next 15 years. Veh cle safety systems will also reduce serious injuries to veh cle occupants and vulnerable road users in urban areas.

Over the longer term, automated veh cles have the potential to substantially improve road safety outcomes by reducing the number of crashes caused by human error.

Actions:

- Pr or tise and adopt proven technological improvements for all vehicle types through new Australian Design Rules as quickly as possible (e.g. systems assisting drivers to stay in their lane, and systems that provide warnings when drivers are drowsy or distracted).
- Encourage and promote voluntary uptake of veh cle safety technologies ahead of regulat on, including through ongoing support of the Australasian New Car Assessment Program (ANCAP) and through fleet purchasing policies.
- Implement new regulatory requirements for veh cles with automated driving systems, to facil tate the safe deployment of these veh cles.

Heavy vehicle safety

Support safe movement of freight and passengers and reduce harm to all road users.

Around 15% of all road crash deaths involve a heavy vehicle. Buses represent only a very small proportion of these deaths. While heavy veh cles crash less often than other vehicles, these crashes are more likely to result in a death or serious injury. Regardless of fault, the greater mass of these vehicles contributes a considerable amount of kinet c energy to a crash, with the other vehicle or vulnerable road user in the collis on often enduring the worst of the impact.

Actions:

- regulate for and promote heavy vehicle safety technologies.
- Strengthen nat onal heavy vehicle operational regulat on.
- Promote and reduce barriers to the uptake of safe new heavy vehicles.
- Protect all road users from confl cts with construction vehicles through state/terr tory government construction contract requirements such as requiring inclusion of safety technologies.

Commented [AM26]: Is there opportun ty to start community educat on at very early stages?

Commented [AM27]: Pract t oners need to be trained in treatments, best bang for your buck, etc to get meaningful outcomes

Commented [AM28]: This can also include sound land use planning practices.

Commented [AM29]: Encourage & increase benefits, systems & connectivity of freight on rail networks instead of continued increase of HVs on roads, increasing road safety issues with HVs which is over represented in FSIs.

Commented [AM30]: Improved regulation of HV driver safety, skills. Override industry pushes for increased productivity.
Improved R & D w th heavy vehicles; sightlines, vehicle performance, etc

Commented [AM31]: greater improvements for loading zones, separations, etc for HVs in shopping precincts, car parks, etc

Workplace road safety

Enable safety culture in organisations to take responsibility for vehicles and roads as a workplace.

In 2018, there were 144 fatalities reported as a result of injuries sustained in the course of work-related activ ty. In total 44 of these (31%) were the result of vehicle collis ons and a further 45 were related to vehicles in other ways, for example, falling from veh cles or being injured while loading vehicles, meaning that a total of 89 fatalities (or 62% of all work fatal ties) were related to vehicles.

Actions:

- Ensure organisations are aware of their WHS duties in relation to veh cles and road safety.
- Encourage and support organisat ons to take responsibil ty for road and vehicle safety across their operat on by taking actions and setting policies that support and enhance the individual responsibility of workers and create a road safety culture.
- W th the increase in cycling and other vulnerable road users including through 'gig economy' delivery work, support the safety of delivery workers for example by provis on of separated bike lanes.

Commented [AM32]: include these items & others in mandatory safe work plans that include development of SMMS, checking, auditing. etc Include construction zones & RSAs on Traffic controls at work sites, nit just checking if TCPs compliant

Indigenous Australians

Address the overrepresentation of Indigenous Australians in road trauma.

Indigenous Australians bear a higher burden of road trauma; Australian Institute of Health and Welfare data shows Indigenous Australians are nearly three times more likely to die in road crashes than non-Indigenous Australians.

There is a growing evidence base supporting community-led programs as the most successful approach for health improvement. Child seat restraint programs, alternative commun ty based transport, targeted approaches and human centred design have led to improved road safety outcomes.

Actions:

- The challenges faced by Indigenous Australians will be addressed in reference to Closing the Gap in conjunction w th reform prior ties, formal partnerships and commun ty control to capitalise on synergies created through shared goals.
- An enabling action will be to partner w th Indigenous Australians on the best way forward.

Vulnerable road users

Provide safe access for all road users.

Roads are shared by many types of road users. Travelling as pedestrians; bike, scooter, or e-bike r ders; or motorbike riders, gives minimal phys cal protect on in the event of a crash, making us more vulnerable than when we are ins de a veh cle. The probability of death or serious injury for unprotected road users like pedestrians and r ders in a crash increases exponentially with increasing vehicle speed: there is an estimated 10% probability of being killed if struck at 30 km/h, but this rises to over 90% at 50 km/h, the default speed lim t in built-up areas. In urban areas, almost one third of all road crash deaths are pedestrians.

Actions:

- Implement Movement and Place frameworks to support best practice speed management and tailored safe system road treatments
- Strengthen graduated licensing arrangements for motorbike r ders.
- Promote consumer information about protective clothing and helmets.
- Adopt best pract ce coordinated enforcement of key behavioural issues including speed lim ts and drug and alcohol laws.

Risky road use

Increase community understanding of risky road use and address through education and enforcement.

Risky road use includes actions that are expl citly illegal, including speeding, drink or drug driving, illegal mobile phone use, not wearing a seat-belt or helmet, running a red light, unl censed driving, and 'hoon' driving. Other high-risk behaviours include driving at inappropriate speeds for cond t ons, driving while fatigued, distracted or inattentive, overcrowding vehicles and walking near or on roads after drinking alcohol or taking illegal drugs.

The diff culty conveying this issue is that it is largely unintentional and unconscious act ons that are normalised, and apply to us all – the average driver and the person w th a good driving record. The challenge is to shift the culture to re-evaluate what is felt to be acceptable.

Road use also needs to be seen in a broader context as the way people live their lives affects use of the roads. Under the social model this Strategy recognises that other preventative health work, for example focusing on mental and physical health, will also impact road safety.

A focus on reducing high-risk behaviour is needed as part of a safe system approach, as are improvements to the road transport system to address compliant road users making unintentional mistakes that result in crashes.

Actions:

- Increase commun ty understanding of what risky behaviours are, and how much they can increase road trauma.
- Apply best practice coordinated enforcement, educat on, new technology and road treatments.
- Work towards the notion of 'self-explaining' roads leading road users into compliance.

Commented [AM33]: Ensure that appropriate movement & place is dentified for routes where the function/purpose of the route is mismatched with speed/volume/visual cues, etc & provide safe systems measures for vulnerable users or change the function/purpose or the route.

Commented [AM34]: include pedestrian & cycle safety tis in education curriculum in schools at a very early age. Doesn't have to be much, just good value add information.

Commented [AM35]: Include new national gu delines for Local Govt for road design- highlighting (& explaining in clear details what is) movement & place – safe systems, speed management treatments, encourage lower order local roads to be designed for low speeds, street where we live, livable neighborhoods, etc

Commented [AM36]: Fabulous (may need to provide an explanation as what is meant by this term), this should also be repeated throughout this document & also include; logical & coherent road networks & design

Enabling actions

Three key broad enabling actions will need to be delivered across the life of the Strategy.

Transformation of the system

This Strategy adopts an enhanced governance framework, and performance management and reporting system. A key element is the focus on safety performance indicators, closely tied to the Nat onal Road Safety Act on Plan to ind cate the extent to which we have transformed the road transport system to be safer overall. This will ensure we are implementing the measures that will make a difference and can adjust plans in response to changes in pr or ty and emerging issues based on results and ev dence.

Data

Better national data and monitoring of road safety across the whole of the system will be key to the success of this Strategy. Currently we have reasonably good nat onal data on crashes resulting in fatalities, but there are many other areas where there is scope for better data collect on and coordinat on, evaluat on of interventions and w der sharing of best pract ce. There are known gaps such as in work-related driving, but improved data and identif cat on of new sources will also shed light on prev ously unknown system issues.

Regarding serious injury data, progress is being made to bring together a national p cture of serious injuries from road crashes by mid-2021. W th a national dataset we will be able to better target the types of interventions needed to prevent the most serious injuries and measure the effectiveness of those treatments. We will work with data custodians across sectors to create a framework to support a timely ongoing data series. Security and privacy, along with the optimisat on of releases and permission flows require a robust framework to ensure all concerns are addressed and results in the regular release of nat onal ser ous injury data.

Although this Strategy has been developed with the benef t of individual states' and terr tories' knowledge about serious injury crashes and trends, once we have a nat onal picture, there will be a need to review and potentially adjust the priorities and actions.

Cultural change

We have had successful cultural change in road safety in the past. Measures that may at first seem extreme, over time become normalised. For most people, wearing motorbike helmets and seatbelts is now automatic, though this was not always the case. Mainstream att tudes to drinking and driving have changed markedly over time, with changes in the law supported by strong education and enforcement campaigns; in part cular the introduct on of random breath testing.

A key challenge for embedding a safe system approach is speed management. Community att tude surveys show a level of understanding of how speed relates to risk on the roads and good general support for speed enforcement; however many also think speed enforcement (part cularly speed cameras) is as much about revenue-raising as safety, and do not appreciate how crash risks compound w th even small increases in speed. Continuing work to change the culture on speed is an immediate prior ty, but also one that will take time to reach its full potential.

Australia has large road networks, and any infrastructure treatments proposed will not be able to be applied to all roads. Speed lim t reviews are a key element of the comprehensive network-w de safety planning approach under this Strategy, especially to support vulnerable road users.

Through the social model we will work over the decade and beyond to increase the range of organisat ons and sectors where road safety becomes a key part of the way they operate. There are so many parties wh ch can influence trauma outcomes, and the social model approach means being open to constantly exploring and finding different levers for change, and expanding the understanding of the safe system across the commun ty. The aim is for road safety to be at the core of every club, business and organisat on to influence indiv duals and achieve cultural change. For example, a starting point could be to work w th a high-profile sporting club to establish a strong road safety policy across all of its operat ons and be a champion for cultural change.

Some of the first steps governments will take to enable the social model approach will be to broaden engagement across portfolios to find opportunities to work together and to influence other strategies, such as the Nat onal Injury Prevent on Strategy.

Commented [AM37]: as ind cated, this is a reactive approach & although good in some situations we also need to be reactive & predictive in management of crash risk, part cularly new greenfield s tes (new subdivisions, town centres, activity centres, schools, etc) where we have signif cantly greater opportunity for improving safer network outcomes.

Commented [AM40]: fabulous as well as driver distraction through device use & also fatigue.

Commented [AM38]: Thi sis great but it neds to happen & be speda more broadly through the industry including Local Govt & consultants (not just Engineers, but planners, project managers, road safety officers (who in many instances do only selected tasks)

Commented [AM39]: we need data outputs qu cker to better evaluate treatments, networks, etc)

Commented [AM41]: This is great, but it needs to start early. Early intervent on in behavior, assessing crash risk in projects (strategic RSAs, etc) are crit cal.

Commented [AM42]: Can we introduce policy change across all roading pract ces. As mentioned, early intervention is key. More bang for your buck at this stage. Make t policy that all new projects need RSAs, SSAF, SSA, etc whatever we can do.
STEP CHANGE..Introduce gradual changes say every 2-3 years in basic practices in planning, road designing, road safety assessing, etc

For some of the priorities enabling action is needed first, particularly to work out how to address some longer term problems and to be able to develop future actions.

Upskilling Local Government

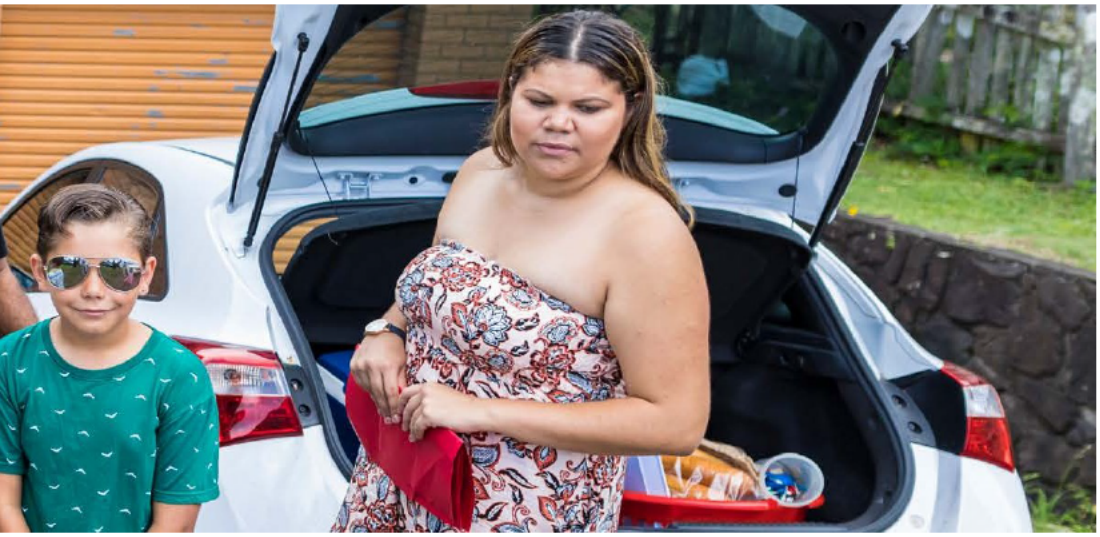
A large part of the road network is under local government control. There is a need to build and retain road safety engineering capability, secure stronger engagement between state governments and their local government cohorts, and work towards embedding road safety as a key reporting requirement for the sector. Review of each state's requirements for local governments may be required in order to establish the clear link of responsibility for the design, safety and maintenance of each local government controlled road network. An initial enabling action will be for each local council to undertake a road safety risk assessment (such as a road network safety plan). The framework for these reviews provided by Austroads is an accessible, low cost method. This will give councils the information they need for the life of the Strategy to prior tise infrastructure investment (w thin their available resources) to improve road safety outcomes and manage network safety gaps across their road assets.

Commented [AM43]: This is great, but is a great challenge. I have done research in this area

Commented [AM44]: This is a huge issue & very welcome, but looks like there is a misunderstanding of the scale, practices in LG, ways to robustly measure gaps (wh ch will move from Council to Council when staff move).
I think this is a one project in tself that we need ALGA's, Office RS, Austroads, ARRB, etc assistance & people that understand & know the issues. Some affiliat ons think they can assist, but in some instances actually contribute to the problems by doing poor training, etc.

Commented [AM45]: each Council will have a different understanding of what is required & respond differently providing outcomes that are not clearly aligned. EG we will be looking at information regarding apples & oranges. We need a set of people with similar understandings to assess each Council of their road safety risk assessment to get informat on that is comparable. I know already, Council's blur or misinform responses so as not to present themselves as potentially liable.

Commented [AM46]: What about Council's that have merged, or lost 100s of millions of dollars. How do we contribute to road safety improvement projects when we can only invest in cr t cal maintenance?



Indigenous Australians

Early work shows we need to have better insight from Indigenous Australians to understand the complex interaction of social, cultural, safety and justice issues more fully before we can proceed w th solution-oriented interventions to address road safety.

The Australian Government will lead work, in close consultation across its portfolios and w th state, territory and local governments, to build an understanding of the authorising environments and the interaction of government pol cies aimed at closing the gap for Indigenous Australians.

Reduction in age of the fleet

Many Australians drive vehicles over ten years old. These older vehicles often lack newer safety features, are more likely to be involved in crashes, and provide less protect on for the occupants and others involved. The Australasian New Car Assessment Program reported in 2017 that vehicles built before 2000 made up 20% of the fleet but featured in 33% of fatal crashes. Newer vehicles built between 2011 and 2016 made up 31% of the fleet, yet were involved in only 13% of fatal crashes.

The Australian heavy vehicle fleet also includes many older vehicles. The benef ts of safer veh cle design and safety technologies for new vehicles are only realised to the extent that these vehicles enter the fleet and replace older, less safe vehicles.

We did not see any reduct ons in the age of the vehicle fleets under the previous strategy. This is an area where research and development is needed to underpin policy development.

How we will do it

What is different about this Strategy?

Following on from the findings of the 2018 Inquiry into the National Road Safety Strategy 2011-2020 and the 2019 Review of National Road Safety Governance Arrangements, this Strategy adopts an enhanced governance framework and performance management and reporting system. This will ensure that all parties to the Strategy are accountable for implementing it, including through establishing clear rigorous performance measures.

Australia has long had a strong ev dence-based approach to road safety. Improved performance monitoring will allow closer analysis of what is working and for corrections to be made as soon as possible. In particular, the progress of this Strategy will be closely monitored through a priority set of safety performance indicators. These provide an understanding of the extent to which the work being undertaken is transforming the system – not just roads but all elements of the safe system – showing whether intervention measures are effective, and whether the Strategy has set the right directions.

During the life of the Strategy a Nat onal Data Hub will guide evidence-based national policy and decision-making, focusing on the implementation of safe system treatments to progress to a safer network, where the roads are more forgiving.

This Strategy remains firmly based on the internationally recognised Safe System approach.

W th this Strategy, we are adopting the social model approach to road safety, reaching beyond the trad t onal transport sector to achieve cultural change. This will require ongoing engagement w th different sectors, to identify fruitful areas for collaboration and novel and creative ways to improve safety.

Embedding the social model approach will take time and will build over the life of this Strategy.

We will explore with multiple sectors and the broader community how we can all influence road safety outcomes.

This might be through community clubs, workplaces, organisations, and government agencies.

There is not a single correct approach: we need a greater application of niche solutions, the need to build change management into acceptance of those solutions and take into account the ~~the~~ length of time it takes to achieve change.

Commented [AM47]: This needs to include educating LG Officers / Engineers what is SS, etc & how this can be applied in new developments/subdivis ons, schools, & how we can better come up with treatments & practices that can reduce crash risk. Be innovative, not doing anything is not acceptable, do works incrementally, plan for future safety enhancements, look at opportun ties when doing routine maintenance, etc, etc

Commented [AM48]: This is great & hopefully will gain momentum & grater acceptance.

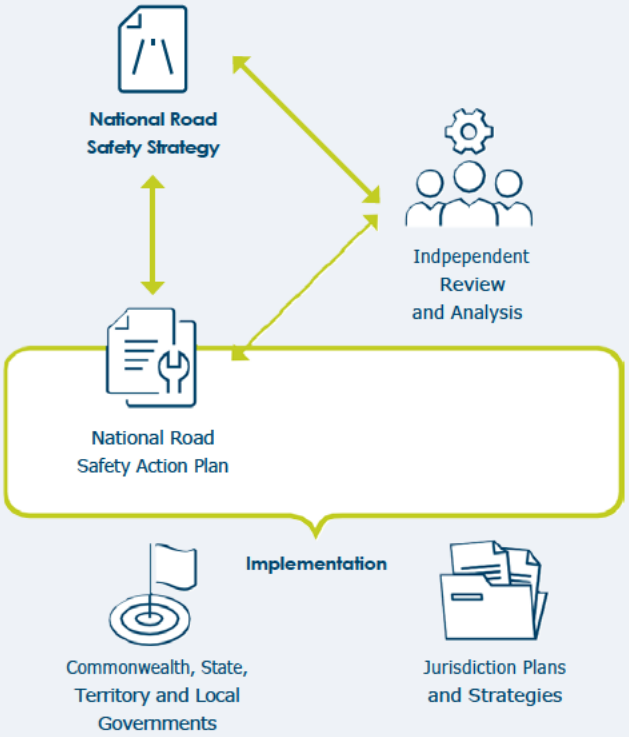
Get organizations through RSOs, etc to take pledges to drive safer, every month, week, day. Increase training $$ (offset from reduced crash or other ways) for people involved in this RS space.

Commented [AM49]: Correct, every road, every locat on, every driver, weather conditions, etc will all be different presenting a need for a different approach in each instance/locat on.

The Strategy will only be successful if all tiers of government take action and our partners and the broader community become part of the changing culture toaccept road safety solutions.

Commented [AM50]: Correct, but each tier needs to understand the issues & we need to develop appropriate measures & treatments accordingly.

How we will work



This Strategy will only be successful if we see change and acceptance adopted outside of traditional government road agencies. All tiers of government and the community must take action.

National Road Safety Action Plan 2021–2025

The nine prior ty areas will be supported by a rolling 5-year Act on Plan, with agreed national actions underpinned by safety performance ind cators.

Commented [AM51]: Refer comments herein, we need to get these right, as there will be big holes that some tiers or practices may fall through. There needs to be redundancy built into the system (safe systems?)

Supporting the three themes and the nine pr or ties of this Strategy is an enhanced governance framework and performance management and reporting system. This will ensure we are implementing the measures that will make a difference and can adjust plans in response to changes in pr ority and emerging issues.

Accountability

This is a Strategy owned by Infrastructure and Transport Ministers, representing all jurisd ct ons together w th the Australian Local Government Association (ALGA) representing the local government sector.

Each jurisdict on is accountable for the delivery of the national actions in the Action Plan. The Infrastructure and Transport Senior Officials' Committee is accountable for monitoring the implementat on of agreed act ons and managing the process for adjustments in act ons where the evidence points to a need for change.

The Off ce of Road Safety, in the Australian Government Department of Infrastructure, Transport, Regional Development and Commun cat ons is coordinating work with states and territories and ALGA on the implementat on of the Strategy, including progress reporting on the fatality and serious injury reduction outcome targets under the Strategy and Action Plans.

Independent review and analysis will be a key feature, such as through an external advisory group, to prov de an annual report to the Infrastructure and Transport Ministers Meeting.

Reporting on implementation

We will monitor progress towards several types of measures:

- the headline trauma reduction targets
- a series of outcome indicators showing progress in reducing key crash types and reducing trauma in particular road user groups
- safety performance ind cators wh ch show transformation and incremental improvements of the system. [A set of Safety Performance Indicators will be finalised with the Strategy, and Actions dentified in the National Road Safety Act on Plan for 2021-25 will focus primarily on achieving improvements in these indicators.]

A new National Data Hub will focus on how effective infrastructure investment and other countermeasures are in delivering reduct ons in deaths and serious injuries. It will also help us to understand the national picture of what needs to be focused on, especially in areas where currently insight is limited.

The Office of Road Safety, together w th states and terr tories, will report annually on the progress of pr or ties outlined in this Strategy and Action Plan.

Commented [AM52]: ALGA needs the resources or to pass to LG within the states to manage a t a grassroots level where there will be a closer assessment, understanding & development of systems for improvement.
It looks like decisions maybe made at the wrong level/s where they may have a false or mislead understanding of what actually is occurring or needed.

Keeping the Strategy relevant

We will conduct a m d-term review of the Strategy and redirect or refine the pr or ties to make sure the focus is where t needs to be.

The first Action Plan is for a five year term. This will allow funding commitments to be made towards concrete and deliverable actions w th safety performance indicators. It will be important to keep all our nat onal road safety efforts aligned with changes to the environment and technologies, the specific pr orities in each state and terr tory strategy and act on plan while remaining alert to emerging issues.

Commented [AM53]: We need to ensure that this is not a missed opportun ty & we will be doing another review in 5 yrs time.

Commented [AM54]: The action plan needs to invest in an improved understanding of Local Govt & training, education, embedding RS into everything it does.

Roles and responsibilities

All levels of government in Australia have responsibil ties for road safety, both within the transport sector and more broadly in other sectors that influence safety outcomes:

Infrastructure and Transport Ministers, together with the Australian Local Government Association, have oversight of this Strategy.

- Cabinet ministers are responsible for reaching across portfolios so that governments take a holist c approach to achieving better road safety outcomes.
- Infrastructure and Transport Ministers have oversight of a number of other important related national in tiatives:
  - the National Policy Framework for Land Transport Technology and Act on Plan
  - the Freight and Supply Chain Strategy and Act on Plan
  - the Freight Data Hub
  - the National Remote and Regional Transport Strategy.

All tiers of government to work together to deliver a national approach to road safety that transcends borders and modes of travel.

The Australian Government regulates safety standards for new vehicles and allocates infrastructure resources across the national highway and local road networks.

- The Office of Road Safety has a national coordination role for road safety.
- In allocating infrastructure resources, the Australian Government ensures that all investments in road infrastructure planning, design and construct on have as an objective: infrastructure that is safer, by having regard for safe system principles and treatments, and align w th this Strategy.
- In addition to investing in road infrastructure, the Australian Government also has a role investing in targeted road safety programs including the Road Safety Innovat on Fund, the Road Safety Awareness and Enablers Fund, and the Australasian New Car Assessment Program.
- The Australian Government regulates safety standards for new veh cles through the Australian Design Rules, harmonising those w th internat onal veh cle regulations where possible and gives cons deration to the adopt on of internat onal vehicle regulations of the United Nat ons World Forum for Harmonization of Vehicle Regulations.
- The Australian Government also has a national coordination role in relation to the health system. This Strategy is aligned w th the National Injury Prevention Strategy which seeks to prevent all forms of injury to Australians, including from road crashes.

Commented [AM55]: we cannot afford to not adequately address the issues. If we do not address the issues, we are as much at fault.

State and territory governments invest in and operate the road networks.

- State and territory governments are responsible for funding, planning, designing and operating safe road networks, including setting speed lim ts. They are responsible for implementing the guidelines set by Austroads, and maintenance of their road networks.
- State and terr tory governments manage vehicle registrat on and driver licensing systems, set the road rules, and are responsible for police enforcement and compliance.
- State and terr tory governments also regulate work health and safety in their jurisd ctions and have responsibil ties in the health sector for public hospitals and emergency services.

Local governments are responsible for funding, planning, designing and operating the road networks and footpaths in their local areas.

- Local governments are responsible for funding, planning, designing and operating safe road networks and footpaths in their local areas, and they engage closely w th their commun ties on the use and design of roads and publ c spaces.
- Local governments also develop planning and local law regulations for local areas (such as local area speed limits and path use rules) and pursue community health and wellbeing programs/in tiatives, linked to state and nat onal initiatives.

National bodies supported collectively by governments also have responsibilities for road safety.

- The Nat onal Heavy Veh cle Regulator is Australia's independent regulator for all veh cles over 4.5 tonnes gross vehicle mass, delivering a comprehensive range of services under a consistent regulatory framework.
- The Nat onal Transport Commission leads nat onal transport reform in support of Australian Governments to improve safety, productiv ty, environmental outcomes and regulatory eff ciency, for example the Australian Road Rules model legislat on.
- The Australia New Zealand Policing Advisory Agency is responsible for providing advice on current and emerging pol cing pr orities and cross-jurisd ct onal coordinat on, for example through co-Chairing the National Drug Driving Working Group.
- Austroads is responsible for conducting research and prov ding advice, informat on, tools and services to assist in delivery of safe, efficient and reliable mobility. These include national gu delines for the design, building and maintenance of road networks. Austroads also provides national services that help transport agencies to operate seamlessly across state borders and bring national eff ciencies to their operations.

Commented [AM56]: This is incorrect, in NSW the Dept Of Planning issues planning approvals for many projects ranging from large developments, mines, hosp tals, schools, etc

Commented [AM57]: In some instances land & Environmant Court may give approvals of developments & dictate requirements.

Commented [AM58]: Private Certifiers have power to issue approvals in NSW for roads that get handed to Council as public roads. They t ck the box that the road complies with the gu delines, however we know that that gu deline compliant designs doesn't necessarily result in a safe road network.
Where do Councils stand where this s tuation or Land & Environment Court conditions result in unsafe road outcomes?
How do we fight these?
Why should Council be placed in a position, in some instances where it has no cho ce but to accept unsafe road systems?

National Road Safety Strategy 2021–30