

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 10:53 AM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Peta SIMPSON [SEC=OFFICIAL]

Submitted on Tue, 2021-03-23 10:53

Submitted values are:

Name

Peta SIMPSON

Organisation

Fit to Drive Foundation Inc.

Email

State

Vic

Which area/s of the draft Strategy are you commenting on (select all that apply):

Other/not listed

What is your primary area of interest in road safety?

The Fit to Drive Foundation's primary area of interest is in road safety for young people (16-25). Providing opportunities for young people and their families to create and build safe/r attitudes towards road use through educational programs and resources.

What road safety issues are the most important to address?

- Solo novice drivers have a 30% risk profile of serious injury & fatal crashes in the first six months of being licensed. By creating safer attitudes and road safe behaviours in young people (even before they become solo drivers), an embedded road safety culture is developed leveraged into multiple communities (school, home, sport etc).
- Where are communities already accessing road safety information, programs and education? How can they be strengthened and mapped against the priorities and actions?

What do you believe are the strengths of this draft Strategy?

- Engaging in Indigenous groups and representatives when developing the 'Indigenous Australians' priority, including young Indigenous Australians.
- Positioning road safety within a social model is positive (as in line with other health promotion issues).

Is there anything important that you think is missing from this draft Strategy?

- Young (novice) licenced drivers are overrepresented in crash and injury statistics, yet are not identified as a specified target anywhere in the strategy. Considering that the greatest impacts on learning and behaviour development occur in young/early years, the capacity to focus on young people in several priority areas (vulnerable road users, risky road use, vulnerable road users, workplace road safety) would have greater impact on the overall social model.
- The actions listed within each priority area are very broad. Will there be further scope as to what drivers of change will be used within that action. Where do education programs, information resources, systems, policies fit into each priority, or will those decisions be up to stage government?
- Many of the priorities do not factor in the different actions required for different age groups. That is, young vulnerable road users require different actions to other age groups of vulnerable road users.
- How will the effectiveness of the social model approach be measured? How do you measure positive road safety beliefs and their impact? What does 'business as usual' for a safe road culture look like?
- Is one of the goals of the strategy to coordinate the NFP and community groups, such as the Fit to Drive Foundation, who are often already working within a social model, to harness their impact and potential to work towards priorities.
- Current driver licensing framework is predominantly based on driver skill -is there capacity to include framework to assess/build safe road user behaviours and attitudes as standard within the framework.

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period?

Yes