

[REDACTED]

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 2:38 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Carlyle Ginger [SEC=OFFICIAL]
Attachments: esc-submission-to-draft-nrss-2021-30.pdf

Submitted on Tue, 2021-03-23 14:37

Submitted values are:

Name

Carlyle Ginger

Organisation

Eurobodalla Shire Council

Email

[REDACTED]

State

NSW

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

Targets for reducing deaths and serious injuries , The themes – safe roads, safe road use, safe vehicles and speed management , Movement and place, The social model , Data and performance management, Infrastructure planning and investment , Regional roads , Remote areas, Other/not listed

What is your primary area of interest in road safety?

Local Road authority

What road safety issues are the most important to address?

Infrastructure planning and investment. Education.

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

Safe systems approach to road safety. Recognising alignment with state and local plans, the strategy identifies that this is a whole of community and whole of government challenge. .

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

Importance of creating or maintaining clearances to off road hazards and proving traversable run off zones. We consider this is the best way to provide the safest and most forgiving road environment, reducing the risk of serious injuries and fatalities. The alternate option of installing protective fencing (which is a road side hazard in itself is programmatic and the cost to maintain and renew is an additional burden to the community and environment.

Do you give permission for your submission to be published on this website following the end of the consultation period?

Yes

Tuesday, 23 March 21

National Road Safety Strategy 2021-30

Eurobodalla Shire Council supports the development of the National Road Safety Strategy 2021-30 (consultation draft Feb 2021).

This strategy generally aligns with our own Eurobodalla Road Safety Plan 2019-2022, reinforcing our efforts to reduce loss of life and road related trauma in our shire – a whole-of-community and whole-of-government challenge.

We support the safe systems approach to road safety and accept responsibility for the local and regional road network under our control, while recognising continuing partnerships with the NSW and Australian Governments to deliver whole-of-network outcomes.

Like councils across Australia, our efforts are constrained by available funding. Road safety needs to be a priority across all levels of government and the draft NRSS is a welcome addition.

We address specific issues on the pages following. If you require any further information, please phone [REDACTED] [REDACTED]

[REDACTED].

Yours sincerely

[REDACTED]

Carlyle Ginger
Divisional Manager technical Services

Eurobodalla Shire Council supports the development of the draft National Road Safety Strategy 2021-30. Broadly, we support:

- including movement and place within the strategy and embedding speed management within the three pillars of safe roads, safe vehicles and safe road use.
- the use of per capita values and targets, which better explain crash statistics in rural and regional areas.
- a national data hub to collect relevant information in one location, which requires access and use by all stakeholders. Movement and place should be included in data collection.

Our responses to specific page items follow.

Page2

We applaud the 2030 reduction per capita targets: fatalities, 50 percent; serious injuries, 30 per cent.

Sustainable and resilient networks could be added as a priority or an implementation goal.

Although health is a state issue, aftercare at/from crash sites should be acknowledged as part of a reduction Towards Zero, including mental health impacts on first responders.

Page5

The relationship between the ' Hospitalised injuries are increasing 'and the '28.8% reduction 'graphics are+ unclear; superficially, they look contradictory. Suggest rewording to '28% Reduction in injuries per capita 'to clarify.

Page9

Provide clarity on why '(interim target)' terminology is used for the 30% reduction in serious injury graphic.

Page13

This diagram is unclear. Presumably, the blue lines indicate a direct connection between priorities and the dotted green lines an indirect connection. However, the relationships appear arbitrary.

Further, this diagram would be better placed after the explanations of the nine priorities on pages 15-18.

Page15-16

We question the classification of 'Regional' and 'Remote' and emphasis on moderate to high volumes of traffic. About 90% of public roads in Australia are in non-city environments. This includes many small towns with suburbs linked by 'rural type' roads, many of which are low volume. Actions should also be attributed to these roads.

'For roads with higher traffic volumes: staged safe system treatments including median and roadside flexible safety barriers'. This should include clear zone and vehicle run off zones as treatments.

'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'. This should include clear zone and vehicle run off zones as treatments.

Page20

We strongly support the sentiment and actions under 'Upskilling Local Government', and attach the Eurobodalla Road Safety Plan 2019-22.

Eurobodalla Shire Council actively educates residents and visitors on road safety, including state-based campaigns. A national strategy could help strengthen the relationships and respective roles of different levels of government in providing road-safety education to the community.