

[REDACTED]

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 7:52 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Jaqueline Patricia De Oliveira Haupt [SEC=OFFICIAL]
Attachments: draft-national-road-safety-strategy-comments.docx

Submitted on Tue, 2021-03-23 19:49

Submitted values are:

Name

Jaqueline Patricia De Oliveira Haupt

Organisation

Main Roads Western Australia

Email

[REDACTED]

State

WA

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

The themes – safe roads, safe road use, safe vehicles and speed management , Indigenous Australians, Vulnerable road users

What is your primary area of interest in road safety?

Road safety infrastructure research

What road safety issues are the most important to address?

Safe speeds, vulnerable road users, data governance and monitoring of road safety improvements, road safety infrastructure.

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

- Adoption of the Movement and Place framework and Social Model Approach;
- Being specific about network-wide safety improvements to be implemented in Regional Roads such as: flexible barriers, audio-tactile line markings, shoulder widening or sealing etc;
- Prioritising the safety of Indigenous Australians.

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

- Strategies to support reduction of car dependency such as proposed by the 2021 International Transport Forum report "Reversing Car dependency"(R. 181);
- Strategies to incentivise and provide for safe and increased uptake of micromobility (e-bikes, e-scooters, etc.) such as proposed by 2019 Waka Kotahi NZ Transport Agency research report 674 "Mode shift to Micromobility".

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

Yes

Comments on the Draft National Road Safety Strategy

Speed management

How are we going to prevent Speed Management from becoming diluted and taking lower priority within the action plan now that Safe Speeds is no longer a cornerstone?

Can we specify some speed limit and default speed limit reductions to Safe Speeds where Safe System infrastructure is not planned for the 2021-30 period such as:

- all CBDs, town centres and vicinities to have a 40 or 30km/h speed limit.
- regional roads with substandard shoulders or clear zones to have speed limit reduced to 90 or 80km/h.

Indigenous Australians (p.17)

The actions here seem too vague. While we want to make sure actions are community-led, we also want to make sure there will be funds for priority actions. Shouldn't specific priority actions be agreed with Indigenous Australian groups and included in the action list? If we do not do that, there is no way to monitor improvement in this regard.

Vulnerable road users (p.18)

This seems almost to suggest that vulnerable road users should be inside a private car. It is important to also acknowledge that road deaths and severe injuries are vastly caused by automobiles. If we could have a significant mode shift from cars to active and public transport, we would also have a significant improvement in road safety along with important congestion, health, community, economic and environmental benefits. Therefore, active and public transport should be incentivised and car usage disincentivised. Actions that will promote active and public transport and should be part of the Strategy action list include:

- Allocating more space to walking, cycling and micromobility (e-bike, e-scooter etc.) by:
 - Expanding dedicated cycling lane network, making at least all bike and micromobility trips safe within all CBDs.
 - Planning expansion of Principal Shared Paths to accommodate increasing uptake of micromobility.
 - Widening footpaths to accommodate shared use (pedestrian, cyclists and e-riders) where cycle paths/lanes installation is not feasible.
- Improving priority for pedestrian, cyclists and micromobility users through: legislation and priority crossing installation as well as creation of more shared zones (VRUs + cars) and pedestrian or VRU only malls.
- Improving public transport quality (comfort, reliability, express routes etc.), increasing fare subsidy and expanding free transit zones.