

[REDACTED]

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety
<roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 9:34 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Hugh Eriksson [SEC=OFFICIAL]
Attachments: draft-national-road-safety-strategy-for-2021-30-submissionpdf.pdf

Submitted on Tue, 2021-03-23 21:33

Submitted values are:

Name
Hugh Eriksson

Organisation
Willoughby City Council

Email
[REDACTED]

State
NSW

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 , Movement and place, Infrastructure planning and investment , Regional roads , Remote areas, Heavy vehicle safety

What is your primary area of interest in road safety?

As a elected local government Councillor I have a keen interest in road policy. I devote much of my time to looking as ways we can improve movement on our road network.

What road safety issues are the most important to address?

Fatigue and travel times on major motorways and highways and ways to improve this. Please see my submission attached.

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

The focus on working across all levels of government and greater investment in roads.

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

Looking into trails to increase speed limits and improve travel times on major motorways and highways and a means to improve road safety and amenity to Australians.

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

Yes



WILLOUGHBY
CITY COUNCIL

City of Diversity

23 March 2021

Director
Office of Road Safety
GPO Box 594
Canberra ACT 2601
Via online submission portal

Cc: **Hon Michael McCormack MP** – Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development

Cc: **Hon Scott Bucholz MP** – Assistant Minister for Road Safety and Freight Transport

Re: Draft National Road Safety Strategy for 2021-30

Dear Director

Thank you for the opportunity to comment and make a submission on the draft **National Road Safety Strategy for 2021-30**.

Road safety and road policy is an issue close to my heart, as well as being an elected Local Government Councillor and former Deputy Mayor I also own a primary production property in the Central West of NSW. My family and I drive tens of thousands of kilometres every year across all types of roads and locations.

I would like to concentrate my comments on the section of the draft that concerns itself with regional roads and speed management (page 15). My concern is, along with many other road users, is the automatic perception that speed is the major contributor to road trauma. While there is no doubt that speeding is a major issue and there is both a need for reviews of limits, enforcement and infrastructure upgrades, there also needs to be a greater focus on 'dangerous driving' and 'poor/bad driving'. An experienced driver on a good motorway in light traffic in clear weather should not be considered 'dangerously driving' if they are exceeding the limit by a few kms, however a driver going under the limit but is distracted should be considered a greater threat to other road users.

It is a concern that its proposed there be a review to lower the default rural limit and look to decrease limits on other roads, Australia already has some of the lowest speed limits in the world on major highways. This proposal will lead to increased travel times and increase in fatigue. The government, to its credit, has upgraded highways to an excellent standard yet we still apply motorway limits that were in place when motor vehicles did not have seat belts. Vehicles and roads are safer than ever before.

May I suggest that in addition to looking at lowering limits we also look are where limits could be increased. On motorways where significant improvements have been made, for example the Pacific Motorway in NSW. Increasing the limit and/or applying a variable limit such as is the case in France (110km/h wet weather - 130km/h dry weather on dual carriageways/highways) would improve travel times, decrease fatigue incidents and improve safety for light vehicles around heavy vehicles (ease of overtaking).

Speed limits can be used to improve road safety by both decreasing and increasing them. There is cynicism in the community with government lowering limits in lieu of fixing infrastructure especially as standard safety equipment in vehicles improves every day and once roads are upgraded there is no increase to the limit on those roads.

Once again thank you for the opportunity to comment, I look forward to reading the final report.

Yours sincerely

Hugh Eriksson



Councillor - Willoughby City Council

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