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**From:** roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>  
**Sent:** Friday, 19 March 2021 1:56 PM  
**To:** RoadSafetyStrategy  
**Subject:** National Road Safety Strategy 2021-30 - have your say submission - Jeremy Lawrence [SEC=OFFICIAL]  
**Attachments:** 210319\_national-road-safety-strategy.pdf

Submitted on Fri, 2021-03-19 13:55

Submitted values are:

**Name**  
Jeremy Lawrence

**Organisation**  
Streets Alive Yarra

**Email**  
[REDACTED]

**State**  
Vic

**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, Governance, Infrastructure planning and investment , Vulnerable road users

**What is your primary area of interest in road safety?**

We believe that people (of all ages and abilities) should be able to safely access any property (in our cities and towns) irrespective of whether they choose to walk, cycle, use public transport or drive. "Safely access" means not being exposed to hazards that carry the risk of death or serious injury.

We also believe that people have the right to free and safe independent movement to support mental and physical health, even if they can't drive, e.g. children & youth, or seniors. Infrastructure needs to enable this non-driving movement.

**What road safety issues are the most important to address?**

The primary hazard is the kinetic energy of cars. Speed management is critical, e.g. 30 km/h zones, as used in the Netherlands. Also, separation from cars, e.g. protected bicycle lanes and protected intersections, as used in the Netherlands.

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

Clear commitment to Vision Zero, and halving fatalities per capita by 2030. Also, clear commitment to Safe System and an evidence based approach. To achieve this, we'll need strong investment in walking and cycling, including stable funding streams (e.g. transfers from federal or state governments) to local government councils. Also, we agree that we'll need to upskill local government.

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

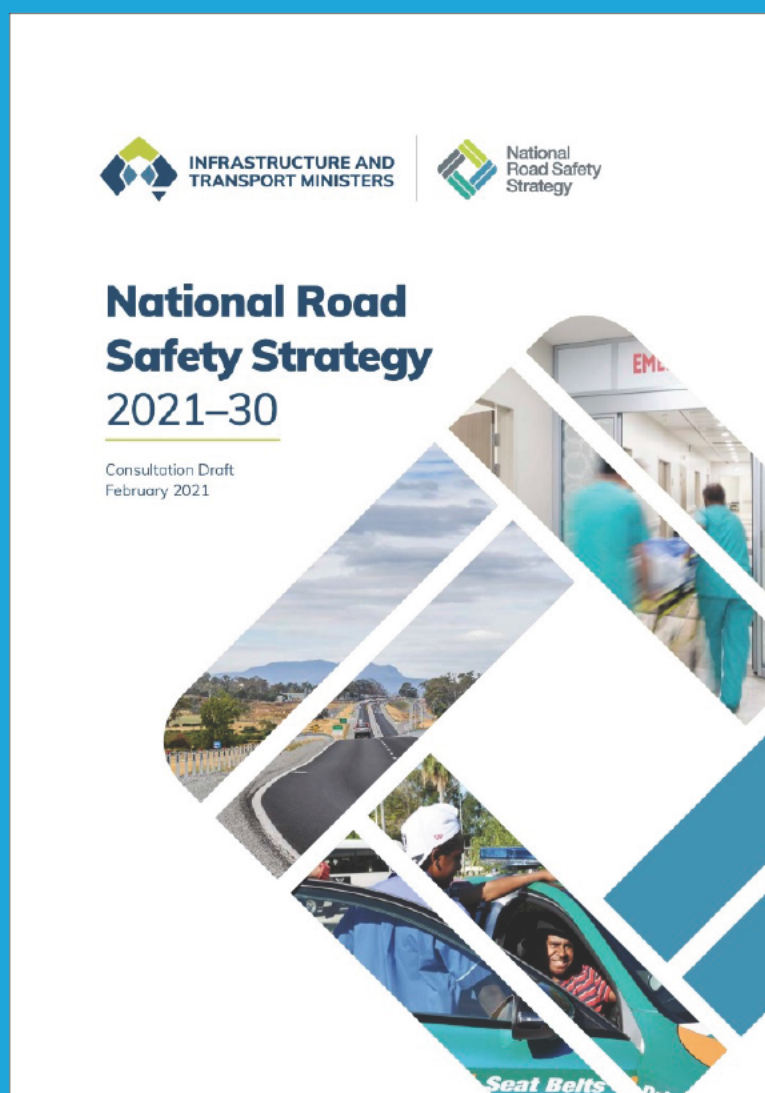
Positive imagery. Have a look at the Netherlands Road Safety Strategy Strategic Plan 2030:  
[https://www.kennisnetwerkspv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels\\_v2.pdf.aspx](https://www.kennisnetwerkspv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels_v2.pdf.aspx).

It would also be good to commit to publishing an Australian version of the NACTO Urban Street Design Guide (just switch all the images from driving on the right to driving on the left).

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

Yes

# NATIONAL ROAD SAFETY STRATEGY 2021-2030



Prepared by: Streets Alive Yarra Inc.  
[streets-alive-yarra.org](https://streets-alive-yarra.org)

## Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they walk, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



*Image credit: OCULUS Landscape Architecture and Urban Design*

Streets Alive Yarra was founded in 2017 and now has over 2,600 likes on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at: [streets-alive-yarra.org/about](https://streets-alive-yarra.org/about).

## Feedback

Streets Alive Yarra applauds the Office of Road Safety for delivering this draft. We support the targets:

- zero deaths and serious injuries by 2050
- halving of deaths per capita by 2030
- 30% reduction in injuries per capita by 2030.

The targets are ambitious yet realistic, and based on a solid foundation of ethics. To achieve the targets, all levels of government will need to collaborate to deliver significant improvements to infrastructure in our cities, including:

- 30 km/h superblocks, or Low Traffic Neighbourhoods,
- best practice networks of protected bicycle lanes,
- best practice networks of protected footpaths and crossings, and
- protected, level-access public transport stops.

We also agree that progress will depend on:

- successful cultural change programs, pointing out that the above changes will deliver more beautiful, liveable and accessible cities and towns,
- upskilling local government, ensuring that each council is able to conduct a Safe System assessment using in-house staff, and
- providing stable funding to local government for investment in Safe System infrastructure, so they can hire staff and commit to a long term program.

Streets Alive Yarra recommends that the draft be adopted.

## Concluding remarks

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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