

From: roadsafetystrategy@infrastructure.gov.au on behalf of [Office of Road Safety](#)
To: [RoadSafetyStrategy](#)
Subject: National Road Safety Strategy 2021-30 - have your say submission - Kerry Willis [SEC=OFFICIAL]
Date: Saturday, 20 March 2021 2:36:33 PM

Submitted on Sat, 2021-03-20 14:36

Submitted values are:

Name

Kerry Willis

Organisation

Citizen

Email

[REDACTED]

State

Vic

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, The social model , Regional roads , Indigenous Australians, Vulnerable road users , Risky road use , Other/not listed

What is your primary area of interest in road safety?

Vulnerable road users, pedestrians, environmental impacts

What road safety issues are the most important to address?

Ageing population
Pedestrian crossings
Behavioural change

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

Comprehensive and cohesive approach to road safety issues and solutions
Specific inclusion of Indigenous road users

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

- 1 Data on pedestrian crossing accidents
- 2 Analysis of ways to make pedestrian crossings more user friendly for vulnerable users. Eg at age 77 I am no longer able to walk fast enough to complete crossing the road between Flinders Street Station and Federation Square before the light turns green for traffic. The strategy should set performance indicators for pedestrian signals to allow for older pedestrians and pedestrians with a disability to be able to cross safely at a comfortable speed.
- 3 walking on sections of road not designed for pedestrian traffic is designated as risky behaviour. In regional and outer suburban areas Eg Yarra Ranges, Hepburn Shires, in my experience, it is impossible to walk even to local shops and schools in many small towns without walking on the road. Such shires should be given special grants to install safe walking tracks, not necessarily paved footpaths.
- 4 I note that the Social Model is also referred to as the Social and ECOLOGICAL Model. I can find almost no reference to environmental impacts or benefits. Reference, for example, to optimal speeds of travel to minimise fuel usage may add to the public acceptance of lower speed limits, as well as addressing the social and environmental credentials of the Strategy.
- 5 I would strongly support schemes like the Queensland Government's Remote Indigenous Licensing Program.
- 6 The Strategy addresses the issue of increased risk with higher speed and refers to the small sacrifice in travel time to reduce risk. Examples of key routes eg Geelong to Melbourne would strengthen this line of thought.
- 7 The Social Model identifies key influencers. Consider whether pre-schools, primary and secondary schools, and tertiary educational institutions should be included as influencers. Provide or offer short courses (similar to Monash University's "Applying Behavioural Science to Create Change course) to the "Influencer" organisations.
- 8 Take into account the likely uptake of new developments in transport such as self-driving cars, drones and the Citroen Ami.

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Yes