

[REDACTED]

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 3:34 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Tom Andraszek [SEC=OFFICIAL]
Attachments: tomandraszek_nationalroadsafetystrategy2021-30.pdf

Submitted on Tue, 2021-03-23 15:29

Submitted values are:

Name

Tom Andraszek

Email

[REDACTED]

State

Qld

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 , Vulnerable road users , Other/not listed

What is your primary area of interest in road safety?

Protecting vulnerable road users. Increasing the share of trips by public and active transport.

What road safety issues are the most important to address?

Safety by design.

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

Yes. See the attachment.

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

Yes

23 Feb 2021

Gold Coast, Queensland

Australian Government

Office of Road Safety

Re: National Road Safety Strategy 2021–30, Consultation Draft, February 2021

Hi,

I think the draft document is **too weak**:

1. It does not call for **30 km/h speed limits in residential areas**. When a pedestrian or cyclist is hit by a car at 30 km/h, 10% die. At 50 km/h the number is 80%. At 60 km/h it approaches 100%. Our state and local governments keep designing unprotected bike lanes on 50-80 km/h roads. These are death traps. A national standard should force local and state governments to follow the best world practice, as implemented for example in The Netherlands, and shown in an interesting way in the Not Just Bikes videos:

https://www.youtube.com/watch?v=c1l75QqRR48&ab_channel=NotJustBikes

2. It does not **require car manufacturers to better protect vulnerable road users**. For example, the EU makes Intelligent Speed Assistance (ISA) and other safety features mandatory in all new models from 2022:

<https://www.europarl.europa.eu/news/en/press-room/20190410IPR37528/parliament-approves-eu-rules-requiring-life-saving-technologies-in-vehicles>

We have knowledge, technology, and money to design safer roads and cars. All we need is a bit of empathy and business sense to have significant progress within a **few years**, not by 2050.

Kind regards,

Tom Andraszek