National Road Safety Strategy for 2021-30 – Submission from SEATS

Infrastructure planning and investment actions noted in draft strategy

Infrastructure funding at all levels will be linked to measurable improvements in safety.

SEATS Response:

- Heavy vehicle bypass routes for regional townships are key and within the South East of Australia we an ever-growing list of alternative heavy vehicle freight routes in the planning stage which specifically focus on greatly improving road safety. B Doubles and Semi's must avoid township centres and the development of legacy road networks must continually be adapted to reflect our growing regional industrial community.
- More passing lanes on regional highways and roads are vital for improving road safety. Local and State governments must be encouraged to continually review the need for passing lanes based upon agreed metrics
- Continuing the road duplication on the Princes Highway is important due to the convergence of freight and passenger vehicles increasing the over-all volume of vehicles travelling on this highway.
- Illawarra alternative heavy vehicle escarpment crossing via Nerriga and Tarago will reduce trucking volume on Mt Ousley Highway. This supports the principle of ensuring that not one highway or road gets burdened with a high percentage of freight volumes and that the overall freight volumes have access to alternative freight corridors
- Undertake a review of "Intelligent Speed Assistance (ISA) technologies. ISA uses a speed sign-recognition video camera and/or GPS-linked speed limit data to advise drivers of the current speed limit and automatically limit the speed of the vehicle as needed. ISA systems do not automatically apply the brakes, but simply limit engine power preventing the vehicle from accelerating past the current speed limit unless overridden. Vehicles with this kind of ISA system factory fitted are already on sale – helped in part by Euro NCAP's decision to reward extra points for vehicles that include ISA.
- Continue in the roll-out of vehicle technology including well-designed vehicles with advanced safety features can help prevent crashes and help absorb and reduce the forces of impact on occupants and other road users if a crash occurs. When crash forces are reduced, there is lower risk of death or serious injury. This includes features designed into vehicles, such as air bags, electronic stability control (ESC), autonomous emergency braking (AEB), lane departure warning (LDW) and lane keeping assist (LKA), adaptive cruise control (ACC) and fatigue

warning systems. Other related safety features include equipment like helmets, child restraints and motorcycle rider clothing.

Deliver systematic safety improvements on a corridor basis.

SEATS Response:

- The major highways in the South East include the Barton, Monaro, Snowy Mountain, Kings and Princes Highway. Local governments apply much road safety focus to these highways by advocating for road duplication, passing lanes, heavy vehicle freight bypasses, B Double decoupling yards (where needed), and road barriers. In addition, we advocate for mobile telephony resilience in times of natural emergency and ensuring that vegetation does not encroach upon the roads and highways.

Regional Roads actions noted in draft strategy:

1. *Development of network safety plans, to prioritise road safety treatments where they will have the most impact.*

SEATS Response:

- In rural areas, roads need to be designed to allow people to move around safely, including features such as good road surface and skid resistance, sealed road shoulders, adequate clear zones, appropriate line-marking and delineation as well as protection from run off road and where appropriate head on crashes.
- Creating urban environments with lower actual vehicle speeds is important to creating a safer environment.
- Speed zoning and the role of government to ensure consistency of application across the States. This must be applied in a practical and consistent manner, differentiating urban spaces from those roads required to efficiently move goods and people. It is recognised that artificially low speed zones in areas of low enforcement are an ineffective road safety measure