

From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 5:14 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Phillip Devon [SEC=OFFICIAL]
Attachments: national-road-safety-strategy-submission.pdf

Submitted on Tue, 2021-03-23 17:13

Submitted values are:

Name

Phillip Devon

Organisation

Northern Beaches Council

Email

State

NSW

Which area/s of the draft Strategy are you commenting on (select all that apply):

Targets for reducing deaths and serious injuries , Movement and place, The social model , Vulnerable road users , Risky road use

What is your primary area of interest in road safety?

Northern Beaches Council has a goal to reduce deaths and serious injuries, and to identify the most effective methods of doing this. The Local Government Area has been identified as one of the higher areas in NSW for serious injuries and crashes, although it is 2% lower than the Sydney Metropolitan average . Our approach to road safety is via a multi-pronged approach; through a combination of infrastructure, using the movement and place model, through changing road user behaviour via education campaigns, and through engaging with the community in line with the social model.

What road safety issues are the most important to address?

For many reasons the residents of Northern Beaches Council LGA rely heavily on their cars. Too many motorists are aggressive on the roads, speeding and posing a risk to vulnerable road users through their driver behaviour. Further, many road users are too complacent when they are on or near the road environment, and engage in risky behaviour. The LGA also has 80 schools with many families aiming to park as close to the school as possible, with little regard to safety for the vulnerable children.

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

- * Having a clear vision
- * Having a ten year strategy, giving time to implement plans and campaign for road user behavioural change
- * Recognising inappropriate speed is an issue and can be addressed within each of the 4 themes of Safe Roads, Safe Vehicles and Safe Road Use
- * Having achievable and clearly identified strategic directions with respect to Safe Roads, Safe Vehicles, Safe People, Safe Speeds – responsible road use and Safe People – irresponsible road use
- * Having a goal that all tiers of government will work together to deliver a national approach to road safety that transcends borders and modes of travel
- * Specifying the common risky behaviours
- * Identifying some specific performance monitoring indicators

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

1. There are some licensing standards that need changing that will make a difference to safety on our roads
 - The modifying the requirements for people 85 and including an on road driving test
 - Recognising that many other countries do not have the same high standards in licensing as Australia, and the need to add a requirement to do an on road driving test to qualify for an Australian license. There are currently many on the road who have gained their license overseas without doing a practical driving test
2. The Social Model has potential to be a very powerful tool. To best meet this potential involves a level of resources that Council's do not have, and as such it would be helpful if the strategy provides information on how communication and

working partnerships can be established with organisations and other government bodies.

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

Yes

Northern Beaches Council submission

Northern Beaches Council commends the Federal Government for this strategy. Our council is already implementing many of the directions and approaches.

Social Model

Northern Beaches Council is currently using this model to influence and encourage road safety in our community, such as through including road safety requirements in Development Applications. This is the only authority means we have, otherwise we use educational campaigns to encourage behaviour change. Council is very limited in resources to fully utilise this model. It requires an approach from a number of organisations working together.

Movement and Place

Northern Beaches Council is increasingly recognising some road environment zones as shared places to include people with traffic, such as the Streets as Shared Spaces Program. Some speed zones have been reduced to 30km and 40km in high pedestrian and traffic environments, such as Manly and Dee Why. Street furniture in existing car parking spaces has been provided to encourage the use of some of these places by people. These changes are also accompanied by education on speed to encourage behavioural change.

However, we have a community that is very vocal on any changes that impact individuals. We are very limited in where we can place traffic calming devices such as speed humps because of the noise impact to residents and loss of parking.

Vulnerable Road Users

Council implements behavioural change campaigns to improve safety of road users. We are proactive in running campaigns with seniors, bicycle riders, motor bike riders and pedestrians.

In addition, with 80 schools within the LGA we continue to liaise with the schools on road safety for school children and develop resources to promote safety around schools. However, we recognise that there is often very little road safety taught in schools. A campaign by the government to increase road safety resources to schools would be valuable, rather than Council being the only 'voice' with this message.

Risky Road Use

Northern Beaches Council also provides education on risky road actions, such as with illegal phone use, child car seats restraints, hoon driving and educating motorists in sharing roads safely with bicycle riders.

We also recognise our local migrant Tibetan community and have plans for translating resources on issues such as; walking near roads after using alcohol or drugs, running red lights, unlicensed driving, overcrowding vehicles and driving to conditions.

On the Northern Beaches alcohol use is one of the top 3 issues identified by Transport for NSW in 2019. However it would be helpful to have access to these statistics, which are currently not made available.

Northern Beaches Council uses education campaigns – limitations – needs to be long term – therefore needs commitment of long term adequate funds.

Northern Beaches Council aims to implement a trial project with DriveRisk DriveCam technology to address risky behaviour through both an analysis of driver behaviour and through support of correction of risky behaviour.

The limitation on all our behavioural change campaigns is that we need assurance of both long term and adequate funding before we can commit to any of these campaigns.

In conclusion, Northern Beaches Council looks forward to working with government to improve the road safety in our community over the next ten years.

Sincerely,



Phillip Devon
Manager, Transport Network

Transport Network



northernbeaches.nsw.gov.au

