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From: roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>
Sent: Tuesday, 23 March 2021 4:29 PM
To: RoadSafetyStrategy
Subject: National Road Safety Strategy 2021-30 - have your say submission - Terri-Anne Pettet [SEC=OFFICIAL]
Attachments: draft-national-road-safety-strategy---walga.pdf

Submitted on Tue, 2021-03-23 16:26

Submitted values are:

Name
Terri-Anne Pettet

Organisation
WALGA

Email
[REDACTED]

State
WA

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 , Governance, Infrastructure planning and investment , Regional roads , Remote areas, Other/not listed

What is your primary area of interest in road safety?

Local Government and community involvement in road safety

What road safety issues are the most important to address?

Progressing the adoption, application and implementation of the safe system approach.

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

Results focus;
long term vision and per capita interim targets;
safe system approach, avoiding the cornerstone/pillar silos;
movement and place, applied across the main themes;
regional and remote road safety included in the nine priorities.

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

The foundations necessary for a genuine partnership, with regard to the diverse range of needs, with Local Governments to achieve the best possible road safety outcomes for communities across Australia.

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

Yes



23 March 2021

Our Ref: 05-009-03-0014\TR:TAP

By email: roadsafetystrategy@infrastructure.gov.au

Ms Gabby O'Neill
Office of Road Safety
Assistant Secretary
Department of Infrastructure, Transport, Regional Development and Communications
GPO Box 594
CANBERRA CITY ACT 2601

Dear Ms O'Neill,

Draft National Road Safety Strategy 2021 - 2030

Thank you for the opportunity to review and provide feedback on the Draft National Road Safety Strategy. WALGA acknowledges the importance of having an overarching strategy to guide the work that is needed to position Australia as a leading nation in working towards the elimination of death and serious injury on the roads.

It is pleasing to note that the Draft Strategy incorporates a sound framework based on global best practice, and includes these key features:

- A focus on results, with a long-term vision and per capita interim targets.
- Casts the safe system approach in a manner that avoids the cornerstone/pillar silos of the past.
- Adopts the movement and place model, applied across the main themes.
- Promotes and supports evidence-based priorities and effective actions; and
- Includes regional and remote road safety within the set of nine priorities.

As the peak industry body, WALGA's interest is in representing and advocating on behalf of Western Australia's 139 Local Governments. Through this lens, WALGA acknowledges that the Draft Strategy recognises the need to support Local Governments to embed road safety (page 3). However, the Draft Strategy fails to back this up. It is particularly concerning that the Draft Strategy pre-empts a prescriptive approach and sets the tone for a top-down direction in the "Upskilling Local Government" section (page 20).

This section talks about building the engineering capability of Local Government without due regard for:

- Local Governments' capacity;
- their diverse circumstances and community needs; and/or
- the size and extent of the task.

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The Draft Strategy appears to rely on a single ‘solution’ (network safety plans) and “stronger engagement” between State and Local Governments. This infers that Local Governments will be compelled, through the authority of the States, to meet prescribed actions and reporting requirements. The section sets out requirements of Local Government without any mention of initiatives that will enable and empower (support) Local Governments. WALGA rejects the notion of imposing reporting or other requirements on the sector. It is very unlikely to be effective. Overall this section presents a narrow view of the complex operational issues and decision-making that Local Governments deal with as road managers.

Local Governments play a critical role. Without the willing support and contribution of Local Governments, the long-term vision of zero deaths and serious injuries on roads as well as the National, State and Territory road safety targets will not be achieved. In Western Australia, for example, Local Governments manage 87% of the network where 58% of serious crashes occur. If nothing changes for the local network then there will need to be a 95% reduction in deaths and serious injuries on state and national highways to achieve a 40% reduction in WA by 2030 (the current WA Road Safety Strategy aims for a 50 – 70% reduction in that period).

Local Governments come in all shapes and sizes, with varying degrees of capacity and levels of capability for their many responsibilities and the diverse range of services that communities expect of the sector. As road managers, Local Governments face greater challenges than other spheres of government in working towards transforming the local road network to a safe system standard. These challenges include the sheer size and extent of the task; the legacy of aged, generally lower standard road infrastructure that is injury-tolerant in design; and deficient funding for maintenance, let alone safety upgrades. Some of these challenges were highlighted in the Review of National Road Safety Governance Arrangements, in particular the imbalance in funding available to Local Governments to manage the majority share of Australia’s roads.

The Local Government sector will need support, not only to develop greater engineering capability but also to achieve the necessary level of capacity, in a manner that will enable and empower Local Governments “to make road safety business as usual”. WALGA sees an opportunity for the Commonwealth to recognise the value of Local Governments’ contributions and lead a cultural shift in the relationships between the three spheres of government in terms of delivering road safety outcomes for the community.

The Draft Strategy is underpinned by the social model which highlights the need for cultural change. WALGA proposes that, as the collective responsible owners of the roads, all three spheres of government work together to lead the incremental elimination of serious crashes. Viewed from a community perspective, the roads in Australia are all a part of one network. This approach is also in line with the UN Sustainable Development Goal 17 for inclusive partnerships that are built on the principles and values of a shared vision and shared goals.

From this perspective, WALGA urges the Office of Road Safety to use the National Road Safety Strategy and Action Plan as the catalyst for a formal instrument or forum that facilitates an operational partnership with a united focus on achieving the best possible road safety outcomes for the Australian community. An approach that fosters:

- a genuine partnership with mutual respect and authentic engagement,
- the creation of a culture of inclusivity and co-design,
- regular collaboration for coordinated policies and programs, and
- the sharing of road safety resources (knowledge, funding, data, etc.).

In closing, I'd like to share one example of WALGA's work with Local Governments. WALGA's RoadWise is currently working with three Local Governments in a demonstration project for the adoption and application of the safe system approach, through the development of tailored road safety management systems for each local authority. Each of the three Local Governments is taking a different path, but all three management systems are based on the international standard for road traffic safety management systems (ISO 39001) and the Safe System Guiding Principles for Local Government. This project aims to showcase how Local Governments can strategically and systematically embed road safety as business as usual.

For enquiries please contact [REDACTED]

Yours sincerely

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Nick Sloan
Chief Executive Officer