

National Road Safety Strategy

Consultation Outcomes Report

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This report has been prepared by Elton Consulting on behalf of the Office of Road Safety.

Ownership of this document rests with Department of Infrastructure, Transport, Regional Development and Communications.

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1 Executive summary

Currently, around 1,200 people are killed each year on our roads, and almost 40,000 are seriously injured. The National Road Safety Strategy for 2021-30 (Strategy) will set targets to reduce these numbers over the next 10 years, setting us on the path to achieve Vision Zero (zero deaths and serious injuries) by 2050.

The draft Strategy was open for comments from 23 February to 23 March 2021. During this consultation period stakeholders and community members were invited to attend one of ten online consultation sessions and provide written comment via email, webform or post.

A total of 110 written submissions were received from stakeholders in the transport, government and community sectors, including the heavy vehicle industry, automobile associations, motorcycle rider associations, road safety advocates and researchers, community and volunteer organisations, pedestrian and cycling advocacy groups, and individuals from urban, rural and regional settings.

Comments received during the consultation period are summarised in this report that has been prepared by Elton Consulting on behalf of the Office of Road Safety.

The report is intended to capture the key sentiments and breadth of views of the stakeholder consultation process – they do not represent government policy. Additionally, it does not represent every comment made by stakeholders individually, rather it aims to broadly represent the issues raised.

Overall, most submissions noted their general support for the draft Strategy and its objectives to reduce deaths, serious injuries and the associated community impacts of road trauma. Many submissions made recommendations to strengthen the draft Strategy and improve safety for all road users. A number of submissions were critical of the Strategy as falling short, particularly in its ambition regarding targets and around issues such as the clarity of actions, implementation, governance and accountability.

Most submissions were supportive of the safe system approach, key themes, priorities and the enabling actions. Several submissions called for transparent implementation and application of the themes and priorities and better throughout the duration of the 10-year Strategy.

Within the safe system approach, speed management was highly regarded as a key enabler of improved road safety outcomes. While several submissions commended the integration of speed management within the Movement and Place approach and the three themes of Safe Roads, Safe Vehicles and Safer Road Use, alternative views suggested speed management should be included as a standalone theme. Many submissions noted that the community has polarised views on the topic.

A lack of ambition throughout the Strategy was noted in a number of submissions. Stakeholders identified a need to be forward thinking and agile in responding to changes in the transport sector, lifting design standards for roads and vehicles and adopting new technology.

Representatives of some vulnerable road user groups (motorcycle riders, bicycle riders and pedestrians) requested separate consideration and individually tailored solutions. Advocates also recommended that older people, children and those with disabilities should be better catered for.

Stakeholders requested greater clarity and inclusion of performance indicators, tied to funding and evaluation. Feedback from Local Government stakeholders highlighted insufficient resources within the sector to address road safety outcomes.

Further detail on comments and feedback are provided within this report. Comments received have informed the finalisation of the Strategy and development of the five-year National Road Safety Action Plan. The final Strategy and Action Plan will be provided to governments for endorsement and is expected to be released in 2021.

2 Introduction

2.1 About the National Road Safety Strategy

The National Road Safety Strategy (Strategy) 2021-30 will set out Australia's road safety objectives, key priorities for action, and road trauma reduction targets for the decade to 2030. It will also lay the groundwork for the longer-term goal of zero deaths and serious injuries by 2050.

The new Strategy will replace the current National Road Safety Strategy 2011-20.

It is an important national initiative and, when finalised, will be endorsed by all of Australia's nine federal, state and territory governments and the Australian Local Government Association.

The Strategy was developed cooperatively by the Australian Government, state and territory road and transport agencies, the Australian Local Government Association, along with Australia New Zealand Policing Advisory Agency (ANZPAA), the National Transport Commission, National Heavy Vehicle Regulator (NHVR) and Austroads. It was approved by Infrastructure and Transport Ministers for public consultation, on a no prejudice not government policy basis and was open for public comments from 23 February to 23 March 2021.

The Strategy provides the direction to improve road safety outcomes across Australia over the decade. It will also continue to be refined to be responsive to changing environments due to technology, emerging trends in evidence or new disruptions.

State, territory, local governments and other groups will take their broad direction from the national Strategy as they renew their commitment to improving road safety outcomes. These are all at different stages in their respective planning cycles.



2.2 Purpose of this report

This Consultation Outcomes Report has been prepared to summarise the key consultation activities and feedback received from the community and interested stakeholders during the exhibition of the draft National Road Safety Strategy 2021-2030.

This report provides:

- » a summary of consultation activities held during the consultation period
- » details of how many submissions were received
- » a summary of the key themes of feedback.

3 Consultation process

3.1 Publication of the draft Strategy

The draft National Road Safety Strategy for 2021-2030 was made publicly available for comment from 23 February 2021 to 23 March 2021. During this period, stakeholder notification emails were sent and a number of stakeholders were also phoned directly, a project webpage was established, and a series of online consultation meetings were held.

3.1.1 Stakeholder notification emails

Notification emails about the submission were sent to 187 stakeholders at the commencement of the consultation period. The notification emails advised stakeholders about the release of the draft Strategy, planned consultation activities and how to provide feedback.

Stakeholders were encouraged to attend one of a series of 10 online consultation meetings to learn more about the draft Strategy, providing an opportunity to ask clarifying questions of the Office of Road Safety.

The first notification email was sent on 24 February 2021 and identified the consultation process and opportunity for stakeholders to provide input to the draft Strategy before it was finalised by governments. The email encouraged stakeholders to provide written comments via an online submission form on the Office of Road Safety website. A second email was sent a week later reminding stakeholders about the online consultation meetings and to submit a formal written response.

Additionally, two newsletters and an email alert were also sent to the Office of Road Safety subscribers list.

3.1.2 Project webpage

A project webpage for the draft Strategy was hosted on the Office of Road Safety website at <https://www.officeofroadsafety.gov.au/nrss>.

The webpage included explanatory information about the draft Strategy, an introductory video, a series of fact sheets and a downloadable PDF of the full draft Strategy.

The webpage listed the dates and times for the online consultation meetings, provided an avenue to register for the online events (and to cancel or update registration) as well as functionality to lodge written comments via a webform.

It also listed email and postal contact details for stakeholders to ask questions and provide comment during the consultation period electronically or in hard copy.

3.2 Online consultation meetings

Ten 60-minute online consultation meetings were held between 1 March 2021 and 12 March 2021 for interested stakeholders and members of the public to find out more about the draft Strategy. The purpose of these meetings was to provide an opportunity for stakeholders to ask clarifying questions about the draft Strategy directly to Gabby O'Neill, Head of the Office of Road Safety.

There were 87 registrations received with a total of 74 people attending the series of online consultation meetings. The meetings were independently facilitated by road safety specialists David Shelton from Safe System Solutions and Dr Julie Hatfield.

Each of the 10 sessions followed the same agenda and provided the same brief introductory information before an extended period for a facilitated discussion. During the meetings, the Office of Road Safety responded to stakeholders' pre-submitted queries along with live questions and comments during the facilitated discussion.

Any questions that were not able to be answered during individual sessions, for example queries submitted in the chat feature during closing remarks, were responded to after the final meeting directly to stakeholders by email, phone or a follow up meeting.

3.2.1 What we heard during the meetings

Several common discussion themes and topics were explored:

- » Make-up of the vulnerable road users grouping, including pedestrians, pedal cyclists or motorcycle riders, and the differing road safety solutions needed for them
- » clarification of the social model and its implementation
- » ways to encourage fleet renewal and the adoption of electric vehicles, higher safety standards and in-vehicle safety systems
- » regional and rural road safety issues as distinct to urban road safety concerns
- » the collaboration required across all levels of government and the roles and responsibilities of state and territory agencies and Local Government in adopting and implementing the Strategy when finalised
- » speed management and how to build community acceptance on speed limits, regulation and enforcement
- » avenues to achieve lasting behavioural change and embed road safety outcomes across diverse communities
- » the need to collect and harmonise data nationally
- » greater ambition regarding targets, particularly as serious injury reduction numbers are lower than fatality reduction numbers
- » accountability and consequences to not meeting objectives

During the consultation meetings, stakeholders were encouraged to provide written submissions during the consultation period. Stakeholders were advised written submissions would inform the finalisation of the draft Strategy and development of the five-year National Road Safety Action Plan.

3.3 Submissions process

Stakeholders were encouraged to provide formal written submissions as the key method to contribute to the draft Strategy and inform the Action Plan.

Several methods were available to make a submission including:

- » web form on the dedicated webpage
- » email to roadsafetystrategy@infrastructure.gov.au
- » hardcopy submitted via post to: Office of Road Safety, GPO Box 594, CANBERRA ACT 2601.

All submission received were reviewed and analysed according to key themes, targets, priorities, actions and implementations.



3.6 Summary of issues and analysis

The draft Strategy has three key themes: Safe Roads, Safe Vehicles and Safe Road Use. Speed management is embedded within all three themes, supported by the Movement and Place approach. The draft Strategy identifies long term and interim targets, nine priorities and six enabling actions.

Overall, most submissions commended the draft Strategy noting their overall support and identifying additional recommendations to strengthen the Strategy and improve safety outcomes for all road users. A number of submissions were critical of the Strategy as falling short, particularly in its ambition regarding targets and around issues such as the clarity of actions, implementation, governance and accountability.

The following sections of this report examine formal feedback received on the draft Strategy.

The most frequently discussed topics across all submissions included:

- » infrastructure planning and investment
- » speed management
- » vulnerable road users
- » lack of ambition for targets
- » the implementation approach.

Infrastructure planning and investment is one of the nine priority areas of the draft Strategy. It was often linked across all priority areas as a key factor to create safer roads throughout urban and regional Australia, for all users including vulnerable road users and heavy vehicles. There was emphasis on the need for greater funding, as well as assessing outcomes to ensure effective road safety countermeasures are maintained and the priorities are relevant.

Speed management is embedded within the three key themes of the safe system approach. There was strong support for the safe system approach, however, many submissions requested greater clarity on its impact within the draft Strategy. Speed management was often referred to through speed limit setting, which received mixed feedback debating the benefits of lowering or raising limits and the relationship to safe roads. Importantly, it was recognised that speed management works in conjunction with all themes and many priorities to reduce road trauma and does not solely rely on speed zoning and enforcement.

There were a range of submissions advocating the positions of different **vulnerable road user** groups. These groups tended to advocate for pedestrians, cyclists and motorcyclists to be considered separately within the draft Strategy and for individually tailored solutions for each group. Comments received recommended improved technology, infrastructure and awareness to ensure safety across all users.

A number of submissions pointed to a **lack of ambition** within the Strategy. Many submissions called for more ambitious targets than those in the consultation draft, in order to effectively reduce road trauma in Australia. Many submissions queried why serious injury reduction numbers are lower than fatality reduction numbers, with submissions indicating that the reduction target for serious injuries is not as ambitious as it could be.

The implementation approach received strong feedback relating to the governance framework and accountability, as well as reflecting a desire to understand the implementation of the Strategy through its associated action plans. Stakeholders requested greater clarity and inclusion on performance indicators, funding resources, meeting targets, measuring results and improving outcomes. Submissions noted a lack of detail around the strategic approach and requested elaboration on the draft Strategy's objectives and actions.

The following sections of this report examine feedback on the various sections of the draft Strategy, including the themes, targets, priorities, enabling actions and implementation.

3.6.1 Feedback provided on the Strategy themes

These themes represent a continued commitment to the safe system approach and aim to strengthen all elements of the road transport system. The safe system approach ensures all elements of the road transport system work together to prevent crashes. People, vehicles and road infrastructure need to interact in a way that creates a high level of safety.

Most submissions were supportive of the safe system approach and key themes, however, many requested clearer application of these themes throughout the draft Strategy and greater clarity on the impact they will have within the draft Strategy. Safe roads, safe vehicles and safe road use are all integral parts of the safe system approach, with submissions acknowledging that improvements are needed across these three key areas.

"We believe in the safe systems approach to road safety. That drivers will always make mistakes and to significantly reduce the road toll we must ensure the system in which we are driving is as safe as possible."

A range of stakeholders raised the importance of post-crash care, which is not mentioned in the draft Strategy, and suggested it be its own pillar to the safe system approach. This should include crash response times, post-crash support and mental health care.

There were a range of further recommendations for each theme to strengthen the draft Strategy, as explained in the following table.

Table 1 Feedback received on the key themes

Key themes	Feedback/ Issues
Safe system approach	<ul style="list-style-type: none"> » A high level of support was noted within submissions for the safe system approach, and the key themes of Safe Roads, Safe Vehicles and Safe Road Use. » Some stakeholders applauding the speed management approach and others criticising what was perceived as a partial application of the safe system approach within the draft Strategy. » Some submissions suggested a more holistic safe system approach should not only reduce the number of crashes but also increase the importance of post-crash care. Stakeholders raised the importance of post-crash care as its own pillar to the safe system approach, with outcomes relating to: <ul style="list-style-type: none"> > recognising the traumatic nature and long-term psychosocial impact of road trauma > inclusion of post-crash mental health care > enabling automatic referrals for post-crash support after a serious road traffic incident > combating crash response times in remote areas: submissions from non-truck drivers highlighting truck drivers (often the first on the scene) should be trained to provide first aid, contradicted with submissions from truck drivers stating this is not their responsibility. » A small number of submissions highlighted the safe system approach should not discount human behaviour; human error is still at the core of most crashes.
Movement and Place	<ul style="list-style-type: none"> » There was strong support for the emphasis in the Strategy on Movement and Place and the opportunities it provides for liveable communities. However, submissions mentioning the Movement and Place approach, requested greater clarity on the impact it will have on the Strategy and improved knowledge on how using this approach will benefit safety, across both rural and regional areas. It was noted there are no action areas addressing Movement and Place.

	<ul style="list-style-type: none"> » Concern was raised that the Movement and Place methodology is not currently reflected in newly designed road projects. » The Movement and Place approach emphasises good design, however, some submissions highlighted good design should specify safe design. » Submissions from some heavy vehicle stakeholders noted that the Movement and Place approach must not be used to restrict delivery truck access to streets designated as 'places'. Alternatively, it can improve first and last mile vehicle options.
Safe Roads	<ul style="list-style-type: none"> » Feedback was received supporting the concept of Safe Roads as an integral component of a safe system approach. Specific comments supported the importance of infrastructure improvements and improved road maintenance to delivering self-explaining and therefore safe roads. » Submissions raised the importance of local and state government building better roads: <ul style="list-style-type: none"> > heavy vehicle stakeholders mentioned bypass routes for regional townships as well as more passing lanes on regional highways as vital for improving road safety; > vulnerable road users raised the importance of better roads to address all road user needs including upgrading of planning guidelines with cycling requirements; > car manufacturing and insurance stakeholders raised the importance of better new roads working with newer vehicle technology to create operational efficiencies and a safer system. » Public transport was raised by government groups, some researchers and individuals as a method to create safe roads through mode-shift and broader land use changes (for example growing public and active transport and sharing freight demand across both road and rail networks).
Safe Vehicles	<ul style="list-style-type: none"> » Safe vehicles was recognised as an integral part of the safe system approach, with acknowledgement that improvements are required to upgrade the fleet and ensure modern safety features in vehicles and that vehicles are fit for purpose. » Some stakeholders mentioned that technology will change during the life of the Strategy and this should be considered. » Submissions from vulnerable road users noted motor vehicles should be designed to better protect vulnerable road users such as pedestrians and cyclists, particularly with the use of speed assistance technologies.
Safe Road Use	<ul style="list-style-type: none"> » Safe road use by all drivers is a key contributor to the safety of all road users including vulnerable road users, regular drivers and heavy vehicles across urban and regional locations. » Several comments were made about the importance of mental health considerations, along with suicide prevention and post-crash care in responding to a range of road safety concerns. » Education was suggested as a solution to improving road use. <ul style="list-style-type: none"> > Educating all road users on sharing the road safely with all other road users including heavy vehicles, cyclists and motorcyclists. Particularly, heavy vehicle stakeholders raised the importance of educating motorcyclist's and driver's safety around their vehicles. > The high crash casualty rate of young novice drivers was recognised, with consistent suggestion to promote improved driving behaviours to learner drivers.
Speed management	<ul style="list-style-type: none"> » Speed management was highly regarded as a key enabler of road safety outcomes and important theme of the draft Strategy. Some submissions suggested it should be its own theme while others supported its integration along with the Movement and Place throughout the Strategy.

- » There was opposing feedback regarding raising or reducing speed limits, which depended on stakeholder group and locality:
 - > Speed limit reduction on regional roads was not favoured in submissions from vulnerable users (such as motorcyclists) and regional stakeholders.
 - > Speed limit reduction across Australia in urban localities was favoured by researchers and vulnerable road users such as pedestrians.
 - » While there is high regard for speed management, comments were raised on the lack of methods on how this will be achieved. It was noted there is no stand-alone recommendation assigned to managing speed in the draft Strategy.
 - > Mixed opinions were demonstrated towards the use of speed cameras as both an enforcement method to support safety and a means of raising revenue.
-

Social Model

- » There was a high level of support for use of the social model, however many submissions requested greater clarity on the social model approach, the implementation to measure its effectiveness and better acknowledgement on the interconnectedness between the key themes and priorities.
 - > Some submissions requested a definition of the social model to be included.
 - > Local Council stakeholders expressed concern with their lack of resources to implement the social model and requested greater detail on how working partnerships could be established with organisations and other government bodies.
 - » When referring to the social model, some stakeholders expressed concern it may result in a 'blame the driver' approach to road safety, rather than its intended outcome.
-

3.6.2 Interim targets for reducing deaths and serious injuries.

The draft Strategy aims to reduce the rates of death and serious injury from road crashes over the next ten years, and to support the long-term 'vision zero' by 2050. Currently, around 1,200 people are killed each year on the road and almost 40,000 are seriously injured. The draft Strategy set reduction targets of:

- » a 50% reduction in deaths per 100,000 population by 2030 (approximately a 41% reduction of deaths in real terms, to 689)
- » a 30% reduction in serious injuries per 100,000 (approximately an 18% reduction in serious injuries in real terms, to 33,373)

Generally, there was consistent support within all submissions for the long-term vision of zero by 2050. However, a number of submissions raised concerns including:

- » more ambitious targets than those consulted upon are needed to effectively reduce road trauma in Australia
- » querying why serious injury reduction numbers are lower than fatality reduction numbers, with submissions indicating that the reduction target for serious injuries is not as ambitious as it could be
- » ensuring Australia's national targets are consistent with global targets of 50% reductions in real terms of both fatal and serious injuries (not the rate)
- » recommendations to report on actual numbers to reinforce the statistics represent real people
- » how the draft Strategy's targets will be achieved and whether they are realistic
- » noting the prior Strategy had fallen short of achieving its targets and doing more of the same would result in a similar outcome
- » improved wording when expressing the targets and greater clarity on the use of 'per capita' rates and population targets
- » interim targets falling short of reaching long-term vision.

Feedback referenced the short-fall of reaching the National Road Safety Strategy 2011–2020 targets and the need for stronger action, funding and strengthened Government leadership to deliver the new targets. It was identified that significant work would need to occur to achieve the new targets. It was suggested that improved data will be needed to evaluate performance. It was also suggested that the target proportion for reduction in serious injuries should not be less ambitious than the target for reduction in deaths.

A small number of stakeholders suggested the targets are too unrealistic and insufficiently supported by actions, funding or clarity in key performance indicators or governance to be achieved, particularly in the absence of seeing what would be included in the National Action Plan, with some suggesting the action plan should also be consulted on.

"Strong oversight will be essential in achieving a significant decrease in the national road trauma fatalities and serious injuries by 2030, and towards zero by 2050."

3.6.3 Priorities

The draft Strategy identifies nine priority areas including: regional road safety; heavy vehicle safety; infrastructure planning and investment; vehicle safety; Indigenous Australians; vulnerable road users; risky road use; remote road safety; and workplace road safety.

These nine priority areas were previously tested and refined through a targeted consultation process with national stakeholders prior to the development of the draft Strategy. They were identified through analysis on available data on road crash deaths and serious injuries; expert views; along with detailed and targeted feedback from a wide range of stakeholders during previous consultation on what will achieve the greatest reductions in trauma.

Stakeholders supported the priorities noting a need to be forward thinking and noting suggestions to best implement them throughout the duration of the 10 year Strategy. Submissions highlighted the importance of funding and measuring outcomes to keep priorities relevant, with suggestions for improving infrastructure safety star ratings, ANCAP safety ratings and adopting new technology.

Most submissions linked infrastructure upgrades across priority areas throughout urban and regional Australia, to create safer roads for all users particularly vulnerable road users and heavy vehicles.

Further commentary was provided by stakeholders on the priorities in the chart and table below.

Figure 4: Submissions received per priority in the Strategy.

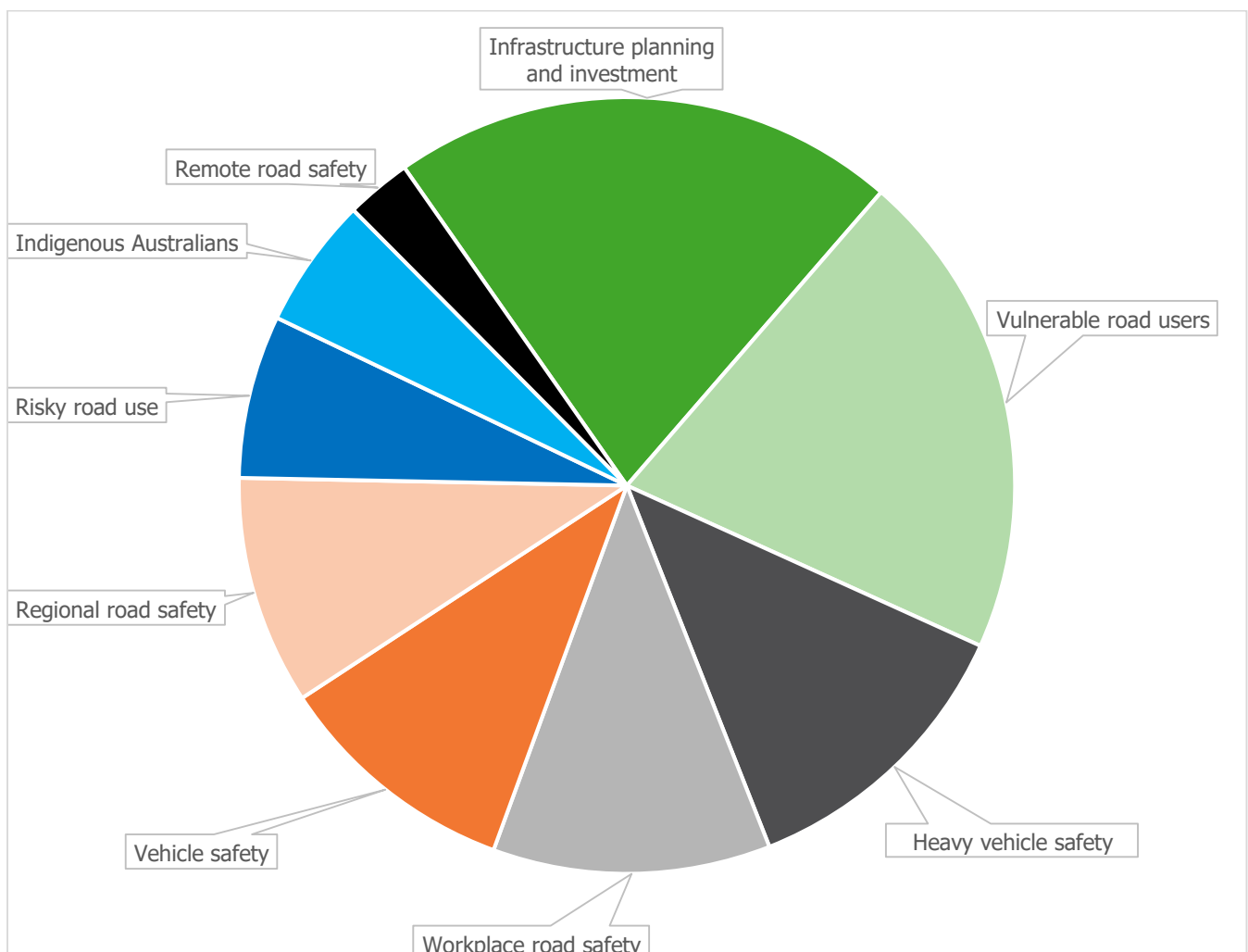


Table 2 Feedback received on the Strategy priorities.

Priorities	Feedback/ Issues
Infrastructure planning and investment	<ul style="list-style-type: none"> » There was strong support for infrastructure creating a future-focused safe system, particularly if the necessary funding is provided. There was support for the government to provide ongoing funding through programs such as the Road Safety Program. <ul style="list-style-type: none"> > It was noted that infrastructure funding should be linked to measurable improvements in safety. » Some submissions received on infrastructure improvements were focused on regional highway upgrades and urban improvements to accommodate all types of road users. <ul style="list-style-type: none"> > Heavy vehicle focused submissions acknowledged that infrastructure priorities should focus on highways. > Vulnerable road user groups highlighted the lack of recorded actions to enhance the safety of all road users including cyclists and pedestrians. » Other submissions noted investment in infrastructure upgrades should correlate to new vehicle technology that is able to communicate to roadside infrastructure. » Safety star ratings were noted as missing from infrastructure planning and investment, and as part of the draft Strategy's actions, safety star ratings should be made public.
Vehicle safety	<ul style="list-style-type: none"> » It was noted that greater preparation should be included in the draft Strategy for the implementation of new technologies and automated vehicles, including infrastructure, community expectations and road laws. » It was noted, the extra expense for improved vehicle technology results in a slow-uptake in the Australian market. To improve affordability to the wider community, proactive funding could be supplied to reduce the purchase price. » The draft Strategy should recognise upcoming disruption to vehicle and road use over the short to medium term of the new Strategy, such as: the effects of the recent COVID-19 pandemic, the increasing gig economy and emerging technologies improving vehicle safety features. » Several submissions noted improved vehicle safety through the introduction of autonomous vehicles. However, it was recognised that the roll out of autonomous vehicles would take many years and in the interim tests and trials should continue in order to provide the best quality vehicles. <ul style="list-style-type: none"> > Autonomous Emergency Braking was noted within several submissions as promising new technology. » There was support to adopt proven technological improvements for all vehicle types through new Australian Design Rules, with some submissions specifically mentioning the inclusion of Intelligent Speed Assist (ISA) in the priority technologies. » There was strong support for the inclusion of promoting vehicle safety technologies with support of the Australasian New Car Assessment Program (ANCAP), with suggestions noting: <ul style="list-style-type: none"> > Provision of implementation guidelines to ensure 5-Star ANCAP vehicles are also 'Fit-for-Purpose'. > Vulnerable road user stakeholders mentioned greater enforcement on preventing the importation and sale of motor vehicles that fail the ANCAP safety test for vulnerable road users, with motorcyclists noting the current ANCAP program does not rate motorcyclist safety. » A small number of submissions showed concern with vehicles being rated as 'unsafe' by ANCAP, being allowed for sale within the Australian Design Rules, resulting in a lower purchase price and therefore being attractive to some consumers.

Priorities	Feedback/ Issues
	<ul style="list-style-type: none"> » Some stakeholders suggested adopting either European or Japanese standards in the Australian Design Rules to raise minimum import standards. » A number of submissions provided general feedback to improve vehicle safety with technology including: Autonomous Emergency Braking, GPS tracking and Intelligent Speed Adaption.
Indigenous Australians	<ul style="list-style-type: none"> » There was consistent support for the approach to deal with the overrepresentation of Indigenous Australians in road trauma statistics, particularly in partnering with the Indigenous community to achieve a positive outcome. » It was noted that specific priority actions should be agreed with Indigenous people and included in the action list of the draft Strategy to monitor outcomes over the next 10 years. While minimal additional feedback was noted on this priority, the strongest comments reflected that this approach should be applied across all targeted community groups.
Regional road safety	<ul style="list-style-type: none"> » There was strong support for risk reduction treatments including: wide medians, widened shoulders, roadside flexible safety barriers and suggestions to regularly trim roadside vegetation. » Bicycle advocate groups expressed concern some regional road safety infrastructure improvements such as median and side barriers, trade off their safety on the road for improvements for vehicles. » Government stakeholders supported network safety plans but reiterated the importance for greater funding and resources for this to be achieved, particularly within regional roads. » There was little support to reduce open road speed limits from road users such as motorcyclists and regional stakeholders. It was recognised that the slowing of speeds in approaching regional towns is necessary, but in travelling between towns, higher speed limits should be maintained. » A small number of submissions included specific regional road upgrade examples, predominantly received by Queensland based stakeholders.
Heavy vehicle safety	<ul style="list-style-type: none"> » Recognition of heavy vehicle safety was raised by transport and heavy vehicle driver stakeholders. <ul style="list-style-type: none"> > Heavy vehicle driver submissions supported the incentivisation of road safety technologies. > Emphasis was placed on educational campaigns to inform behaviour of other road users around heavy vehicles. > Regional highway upgrades such as additional lanes will assist with heavy vehicle safety. » Submissions received by technology suppliers suggested GPS tracking and Intelligent Speed Assistance (ISA) technologies. » A small number of submissions recognised that caravan and safe towing practice techniques and education needs greater attention. » Suicide by truck was acknowledged as a particular issue for the heavy vehicle industry and this is not mentioned in the draft Strategy.
Vulnerable road users	<ul style="list-style-type: none"> » Across vulnerable user stakeholders there was desire for pedestrians and cyclists versus motorcyclists to be considered separately within the Strategy. This separation will create the opportunity for individually tailored road safety solutions for each group within the action plan including improvements to infrastructure, technology and risky road use.

Priorities	Feedback/ Issues
	<ul style="list-style-type: none"> > Cyclists requested improved reporting on minimum passing distance for cyclists. However, motorcyclists emphasised that the overtaking rule for cyclists should not force other vehicles into the incorrect lane and expose other road users to harm. > Motorcyclist advocates stated that reducing lane space to create cycle lanes adjacent to the footpath creates a more dangerous road environment for motorcyclists. > A number of motorcyclist submissions emphasised the importance of promoting and wearing protective clothing. » Several comments from vulnerable road users highlighted the lack of their visual representation in the draft Strategy. There were suggestions to include positive imagery of all vulnerable road users to emphasise road safety includes everyone. » Vulnerable road users require infrastructural improvement to roads to support improved safety outcomes. » Advocates also recommended older people, children and those with disabilities should be specifically represented in the Strategy and actions.
Remote road safety	<ul style="list-style-type: none"> » Government submissions recognised the difficulty of sustainable community transport for remote communities but appreciate that improvement is necessary. » Remote road safety often overlapped with regional road safety. » Some submissions referred to the need to improve post-crash care, particularly with assistance immediately after a crash in remote areas. Acknowledgement was made to truck-drivers being the first on the scene and often the source of lengthy first aid treatment. They too require post-crash and mental health care after the event.
Workplace road safety	<ul style="list-style-type: none"> » It was recognised that improvement is needed on workplace road safety through improved vehicle technology, stronger work management and updated data. » A small number of submissions raised the Chain of Responsibility laws in relation to fatigue management in the workplace with a need for better communication and consultation with operational staff, compliance managers and auditors. » Work site safety was raised within some submissions, noting: <ul style="list-style-type: none"> > There needs to be better data collection around incidents involving road workers as there is a current lack of formalised reporting on these numbers. > Greater education needs to take place to the public on the need for speed limit reductions in and around work sites. » Workplace road safety often overlapped with vehicle safety and heavy vehicle safety. There were many commonalities in good practice approaches to road safety across both light and heavy vehicles used for work purposes. » Support was received to increase the safety of workers in the gig economy, particularly due to its recent growth during COVID-19. Motorcycle stakeholders indicated there is no specific mention of safety for motorcycle delivery riders. » A small number of submissions recognised that privately owned vehicles used for work purposes would not always meet safety standards.
Risky road use	<ul style="list-style-type: none"> » Risky road use, novice drivers, hoon driving and automated behaviour such as mobile phone use was acknowledged in many submissions. » Education was a key priority to combating risky road use with suggestions including: <ul style="list-style-type: none"> > Enhanced level of driver education. > Educational programs on consequences of risky road use. » There was specific mention to the need for education around self-explaining roads, if they are to be achieved. However, a small number of submissions raised that self-

Priorities	Feedback/ Issues
	<p>explaining roads should not be an action below risky road use as it is not tackling road user behaviour, but rather road treatment.</p> <ul style="list-style-type: none">» A small number of submissions raised the necessity for more permanent and compulsory drug testing.

3.6.4 Enabling actions

The draft Strategy identified three key broad enabling actions including: transformation of the system, data and cultural change supported by further enabling work in: upskilling local government; Indigenous Australians; and reduction in the age of the fleet.

Overall, there was support for the enabling actions, however, there was emphasis on the need for them to be better targeted. Once again, funding, support and data collection were reiterated as necessary for successful outcomes. There is a consistent need for collaboration to harmonise data, achieve cultural change and support Local Governments. A number of submissions also highlighted the importance of the quality of analysis of the data and of acting upon both international best-practice and research.

Commentary provided by stakeholders on the enabling actions, outlined in the table below.

Table 3 Feedback received on the enabling actions.

Enabling actions	Feedback/ Issues
Transformation of the system and data	<ul style="list-style-type: none"> » There was strong support for the need to collect and harmonise data nationally and the new National Road Safety Data Hub as a key feature implemented from the start of the 10-year draft Strategy. <ul style="list-style-type: none"> > There is a strong desire for meaningful road safety data for ongoing assessment, analysis and research. » It was noted that a reporting system was not implemented in the previous 2011-2020 Strategy, leading to question on standardising data to implement a sound reporting system within this Strategy. » A desire for the publications of safety star ratings for roads and with infrastructure safety was requested within some submissions.
Cultural change	<ul style="list-style-type: none"> » It was acknowledged that cultural change towards road safety was needed within the community. Partnering with industry and the community was noted as a valuable point to achieving cultural change. » There was strong support for embedding speed management into society. <ul style="list-style-type: none"> > A small number of submissions indicated low traffic neighbourhoods and safe speeds should be mentioned within the cultural change enabling action. > Further comments on speed management can be found in the Key Themes table 3.7.1. » Workplace and heavy vehicle stakeholders highlighted the importance of industry adoption of safety management practices. » Education was a strong point in most submissions addressing cultural change for acceptance of road safety solutions. Suggestions included: <ul style="list-style-type: none"> > road safety resources in schools. > consistent driver learning programs. > extended educational programs on safety for all road users. » A small number of submissions raised importance on low traffic neighbourhoods and increasing community understanding on these benefits.
Upskilling Local Government	<ul style="list-style-type: none"> » Local Government submissions were in favour of the support to embed road safety in business as usual but acknowledged that significant support is required by the sector for this to be achieved.

- » There were mixed reactions from Local Government submissions surrounding the specific actions such as reporting, reviewing and undertaking road safety risk assessments.
 - > Some Local Government responses rejected the imposition of reporting, while others demonstrated general acceptance.
 - > It was reiterated that greater support (resources, investment and capability building) would be needed to carry out the mentioned actions.
 - » Non-Local Government submissions noted monitoring and refinement of the Local Government actions would be necessary to ensure sustained success.
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| Indigenous Australians | <ul style="list-style-type: none"> » Feedback in relation to Indigenous Australians is included in Table 2 above. » Submissions identified the need for suitable solutions to be determined. |
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| Reduction in age of the fleet | <ul style="list-style-type: none"> » Support was provided for the development of the reduction in the age of vehicle fleets to include a continued roll-out of vehicle technology with advanced safety features. However, it was noted that there are no practical actions proposed. Additionally, as there was no reduction to the age of the fleet under the previous Strategy, a new approach should be considered. » Submissions from heavy vehicle stakeholders were in support of modern safety features within their vehicles. » It was noted there is a slow up-take rate within the Australian market of modern vehicles, with mention to novice drivers upkeeping older cars. |
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3.6.5 Implementation approach

The draft Strategy will only be successful if all levels of government act and the broader community become part of the changing culture to accept road safety solutions. All levels of government in Australia have responsibilities for road safety, both within the transport sector and more broadly in other sectors that influence safety outcomes.

There was strong feedback within submissions relating to the implementation, governance and accountability of mentioned themes and actions. Stakeholders requested greater clarity and inclusion on performance indicators, funding resources and ultimately measuring and improving results and outcomes.

Submissions noted a lack of detail around the strategic approach and requested elaboration on:

- » agreed actions to attain the draft Strategy's objectives
- » clear delegation of responsibility to these actions
- » consistent reporting against safety performance indicators
- » accountability and consequences to not meeting objectives.

Accountability

Accountability across all jurisdictions was recognised as a necessary step to the draft Strategy, to ensure the delivery of actions and the adjustment of actions where there is a need for change. Some submissions requested greater clarity on the future role and form of the Office of Road Safety and detail on reporting mechanisms across all jurisdictions to achieve the stated aims. Across jurisdictions and projects, submissions raised the need for greater funding contributions to be tied to demonstrated road safety outcomes.

Independent review and analysis was supported as a key feature to accountability, however, it was noted that an advisory group may not have enough influence to upkeep accountability within government. There was consistent support rather, to the establishment of a national Parliamentary Standing Committee of Road Safety, believed to be more binding. It was noted that a committee of this level would allow stakeholders to have a say in road safety policy making and elected officials to hear from experts on constructing policy. Stakeholders emphasised that in providing this additional layer of oversight and support, ongoing scrutiny of the progress of the Strategy will keep it updated and accountable.

"At its core, the Consultation Draft remains silent on what proposed measures are aimed at holding state and territory governments to account for their road safety commitments in return for Commonwealth funding."

Reporting on implementation

The draft Strategy acknowledges several methods to monitor progress, including safety performance indicators and the creation of a new National Road Safety Data Hub.

Submissions emphasised the importance of specific safety performance indicators to show transformation and improvements to the system. Stakeholders acknowledged that these are yet to be published, however, requested consultation on their development before they are finalised.

There was consistent support for the establishment of a new National Road Safety Data Hub to measure reductions in deaths and serious injuries. It was noted there will be significant benefits to receiving new data and identifying system performance gaps. However, the time frame for the delivery of the data hub being over the course of four years, was recognised as problematic. For effective road safety intervention, crash and injury data will be critical in assessing the policies and actions are working. Delaying the acquisition of this data will delay positive outcomes. Additionally, it was noted for the Data Hub to be beneficial the public must have access easily

understandable data and information. Clarification was requested on the transparency of the Data Hub as to whether it will be an open resource available to the public for individual inquiry.

Role of Federal Government

All levels of government in Australia hold responsibility to road safety. It was acknowledged that the Federal Government has a crucial role in vehicle safety standards, funding, resource allocation and data collection. Submissions asked for the role of the Office of Road Safety to be more clearly detailed. Submissions also suggested:

- » minimum vehicle safety standards for importation and consumer awareness of vehicle features
- » commitment to increase funding, resources and training to Local Government. It was suggested that providing infrastructure funding to states and territories should be supplied if reporting obligations and safety performance indicators are met, to maintain transparency
- » consolidating data at a federal level to assist in identifying system performance gaps.

Role of State Government

The draft Strategy highlights the role of the State Government to invest and operate the road networks. Submissions were received by local councils or supporting governing bodies commenting on the role of the State Government, which mostly focused on the delegation of broader implementation to the State Government, including:

- » speed zoning related matters
- » safety proofing road networks, particularly in regional and remote areas
- » a call to state governments to provide a share of revenue, information, and support to local government.

Role of Local Government

There was mixed feedback on the role of Local Government in planning, designing and operating the road networks in their local areas. While all levels of government have to take responsibility for road safety, there has been a gap in the local government sector. Submissions from community members and business groups supported the emphasis on Local Government, however, submissions from Local Government requested greater support and funding if they are to increase their focus on road safety. Most feedback from Local Government focused on capability building and increased funding, including:

- » a clearer explanation of the distribution of funds to Local Government to implement actions
- » the creation of genuine partnerships and solid foundations for the best possible road safety outcomes for communities across Australia
- » the shortfall of resources within Local Government, particularly noting the differences in size, capability and capacity between metropolitan rural and regional councils and the size of the road network requiring management
- » greater clarity on initiatives to empower Local Governments.

There was some negative reception to embedding road safety as a key reporting requirement for the local government sector, with comparatively a lack of measurable reporting imposed on State and Federal Government.

“Increasing expectation of council in the national Strategy without meaningful engagement and support at a local level is unfair and unrealistic.”

Conclusion

This Consultation Outcomes Report summarises the feedback received in written submissions made during the public consultation period for the draft National Road Safety Strategy for 2021-30.

A total of 110 written submissions were received from stakeholders in the transport, government and community sectors. Overall, most submissions noted their support for the draft Strategy and its objectives to reduce deaths, serious injuries and the associated community impacts of road trauma.

Many submissions identified recommendations to strengthen the draft Strategy and improve safety for all road users. A number of submissions were critical of the Strategy as falling short, particularly in its ambition regarding targets and around issues such as the clarity of actions, implementation, governance and accountability.

This report captures key sentiment and high level suggestions received during the consultation period.

Key feedback includes:

» **Support for the safe system approach, Movement and Place approach, and Social Model**

Feedback requested greater clarity on the concepts and their impact within the draft Strategy. Speed management and compliance and enforcement were noted as polarising issues within the community.

» **Support for the nine priorities, with reference to infrastructure planning and investment as a key factor to create safer roads**

Stakeholders want to see improved design standards and increased funding made available to improve the national road network with a shared responsibility across all levels of government, business and the community. Many submissions referred to the different solutions required across metropolitan, rural and regional areas, and for different road user groups.

» **Desire to see a strong and transparent implementation approach with strengthened governance and accountability framework and the release of the full National Action Plan.**

Stakeholders requested greater information on performance indicators, funding resources, measuring results through KPIs and continuous improvement. There was strong desire for clearer identification of responsibilities across the multiple agencies and for strong national leadership through the Office of Road Safety.

The report is intended to capture the key sentiments and breadth of views of the stakeholder consultation process, it does not represent every comment made by stakeholders individually, rather it aims to broadly represent the issues raised.

The draft Strategy was developed cooperatively by the Australian Government, state and territory road and transport agencies, the Australian Local Government Association, along with ANZPAA, the National Transport Commission and Austroads. It was approved by Infrastructure and Transport Ministers for public consultation, on a no prejudice not government policy basis and was open for public comments from 23 February to 23 March 2021.

The draft Strategy provides the direction to improve road safety outcomes across Australia over the decade. It will also continue to be refined to be responsive to changing environments due to technology, emerging trends in evidence or new disruptions.

Comments received have informed the finalisation of the Strategy and development of the five-year National Road Safety Action Plan. The final Strategy and Action Plan will be provided to governments for endorsement and is expected to be released in 2021.

Appendices

A Appendix – List of submitters

A Appendix – List of submitters

The following stakeholders provided submissions and consented to their submission being made public (not all submitters are listed).

- ANCAP – Australasian New Car Assessment Program
- Australasian College of Road Safety (ACRS)
- Australasian Trauma Society (ATS)
- Australian Automobile Association (AAA)
- Australian Institute of Health & Safety (AIHS)
- Australian Motorcycle Council (AMC)
- Australian Road Safety Foundation (ARSF)
- Australian Trucking Association (ATA)
- Bicycle Network
- Bicycle NSW
- Bicycle organisations joint submissions: Amy Gillett Foundation, AusCycling, Bicycle Queensland, BikeSA, Pedal Power ACT, We Ride Australia, West Cycle, Bicycle NSW, 30 Please, World Cycling Alliance
- Bike Adelaide
- Bob Henry
- Bus Industry Federation
- Cadd Transport Yorketown
- Centre for Accident Research & Road Safety – Queensland (CARRS-Q)
- Central Coast Council
- Deakin University
- ECOSAFE
- Eurobodalla Shire Council
- Federal Chamber of Automotive Industries (FAI)
- Fit to Drive Foundation Inc
- Graeme Bell
- Heavy Vehicle Industry Australia
- Ian Mason
- Injury Matters
- Institute of Public Works Engineering Australia (IPWEA) NSW and ACT
- Insurance Australia Group (IAG)
- International Safety Foundation Inc (ISF)
- International Road Assessment Program (iRAP)
- Jay Shree
- John Gaffeny
- John Gillett
- Kerry Willis
- Kilcoy Chamber of Commerce and Community Inc
- Lauchlan McIntosh
- Lee Mapstone
- Local Government Association Queensland (LGAQ)
- Local Government Association South Australian (LGASA)
- Little Blue Dinosaur Foundation
- Local Government Association of Tasmania
- Main Roads Western Australia
- Mark Baker
- Mark Fletcher
- Michael Lane
- Michael McNeilly
- Michael Timms
- Mobility & Accessibility for Children in Australia (MACA)
- Monash Uni
- Motorcycle Advocacy Group Queensland
- Motorcycle Council of NSW
- Municipal Association of Victoria (MAV)
- National Growth Areas Alliance (NGAA)
- National Heavy Vehicle Regulator (NHVR)
- National Road Safety Partnership Program (NRSPP)
- NatRoad
- Noel O'Brien
- Northern Beaches Council
- Northern Territory Road Transport Association (NTRTA), Western Roads Federation (WRF) and TraumaSim Pty Ltd (joint submission)
- Panache Driver Training
- Panache Driver Training
- Parry Logistics
- Pedestrian Council Aust
- Queensland Walks
- Roads Australia
- Rohan Gillis P/L
- Rosalie Dows
- School of Psychology, University of Adelaide
- SEATS - South East Australian Transport Strategy
- Society of Road Safety Ambassadors (SORSA)
- Streets Alive Yarra
- Toowoomba Regional Council
- Transafe WA
- Transport Australia society
- Transport for NSW, Planning & Programs Branch
- Transurban
- Truck Friendly caravan road safety program
- Uber
- Vineet Nand
- WA Local Government Association (WALGA)
- Youthsafe

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