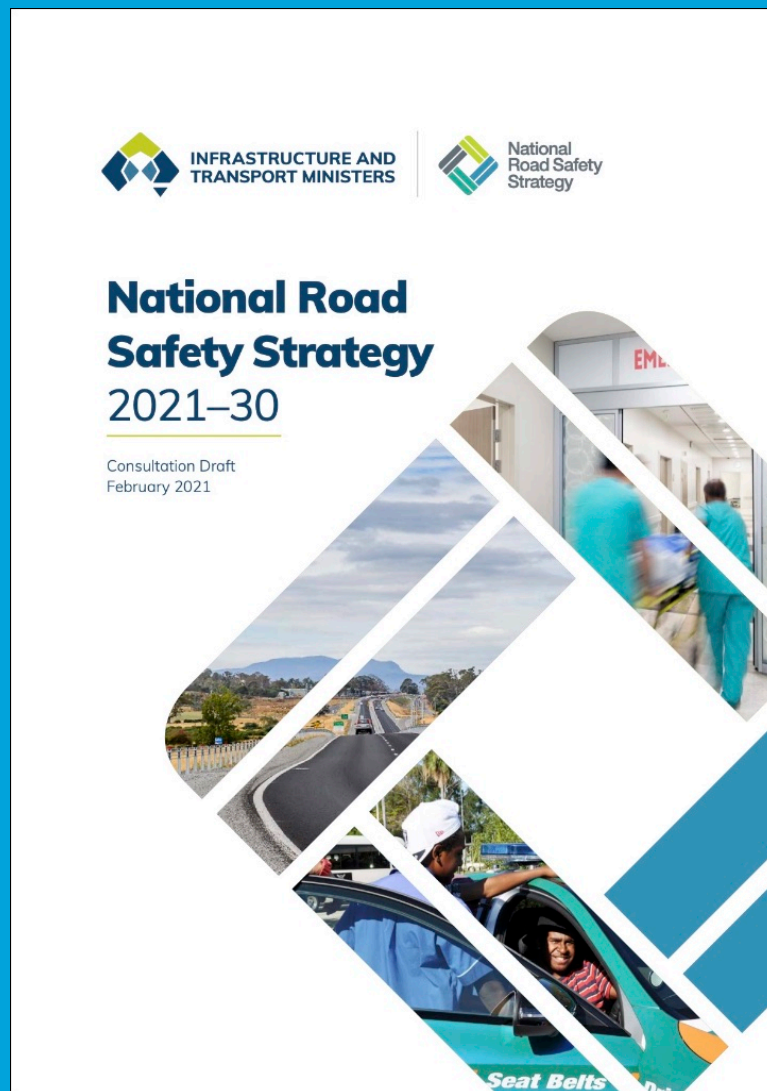


NATIONAL ROAD SAFETY STRATEGY 2021-2030



Prepared by: Streets Alive Yarra Inc.
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Foreword

Streets Alive Yarra is a non-profit, volunteer, resident and ratepayer action group with a [vision](#) for more trees, wider footpaths and vibrant businesses in thriving [neighbourhoods](#). We see our streets being used by people from [all ages](#), irrespective of whether they walk, cycle, use public transport or drive. Residents and shoppers should be able to move safely, comfortably, and conveniently around Yarra; and park near shops.



Image credit: OCULUS Landscape Architecture and Urban Design

Streets Alive Yarra was founded in 2017 and now has over 2,600 likes on Facebook. A network of local champions develops concepts and proposals for how to improve their local street or precinct. Streets Alive Yarra is also Yarra's Walkability Action Group (WAG) representative for Victoria Walks.

Further information is available at: streets-alive-yarra.org/about.

Feedback

Streets Alive Yarra applauds the Office of Road Safety for delivering this draft. We support the targets:

- zero deaths and serious injuries by 2050
- halving of deaths per capita by 2030
- 30% reduction in injuries per capita by 2030.

The targets are ambitious yet realistic, and based on a solid foundation of ethics. To achieve the targets, all levels of government will need to collaborate to deliver significant improvements to infrastructure in our cities, including:

- 30 km/h superblocks, or Low Traffic Neighbourhoods,
- best practice networks of protected bicycle lanes,
- best practice networks of protected footpaths and crossings, and
- protected, level-access public transport stops.

We also agree that progress will depend on:

- successful cultural change programs, pointing out that the above changes will deliver more beautiful, liveable and accessible cities and towns,
- upskilling local government, ensuring that each council is able to conduct a Safe System assessment using in-house staff, and
- providing stable funding to local government for investment in Safe System infrastructure, so they can hire staff and commit to a long term program.

Streets Alive Yarra recommends that the draft be adopted.

Concluding remarks

Streets Alive Yarra would be delighted to provide further detail or explanation of the themes raised in this document.

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