

JOINT SELECT COMMITTEE ON ROAD SAFETY

Joint Select Committee on Road Safety

The Joint Select Committee on Road Safety, the second of the 46th Parliament, was established by a resolution of appointment that was passed by the House of Representatives on 25 February 2021 and the Senate on 15 March 2021. It follows the previous [Joint Select Committee on Road Safety](#), which tabled its final report on 30 October 2020.

Building on that earlier work, the committee will inquire into and report on measures that can be taken to reduce trauma and deaths on Australian roads. It will investigate and identify opportunities to improve road safety programs and relevant policy in the health, education, industry, transport and other sectors; embed road trauma prevention across agencies; and reduce road trauma in the workplace, including a focus on heavy vehicles and the gig economy.



Prepared by: Streets Alive Yarra Inc.

streets-alive-yarra.org

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, roll on a wheelchair, 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 2,800 followers 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 a member of the Victoria Walks Walkability Action Group network.

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

Measures to support

(a) measures to support the Australian Parliament's ongoing resolve to eliminate road crash fatal and serious injuries with a focus on ways to achieving Vision Zero by 2050;

Existing measures are inadequate to achieve Vision Zero by 2050. To eliminate road crash fatal and serious injuries, we need to replicate road and street designs from the Netherlands, including:

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

We also need to deliver:

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



Example of infrastructure required to achieve Vision Zero. Note the protected level-access tram stops and the segregated bicycle lanes. Image credit: Google Maps.

Effectiveness of existing road safety programs

(b) the effectiveness of existing road safety programs across Australia; opportunities to improve them and encourage broader take-up of effective approaches;

Existing road safety programs are ineffective, as shown by the low percentage of people cycling to school or work, compared with in the Netherlands. To improve effectiveness, road safety programs require:

- Increased funding, e.g. \$100 per resident (e.g. of a state, territory, or local government council) per year
- Backing from other (non-road-safety) federal laws, e.g. requirements to reduce air pollution or noise pollution in cities, replicating similar laws in the Netherlands.

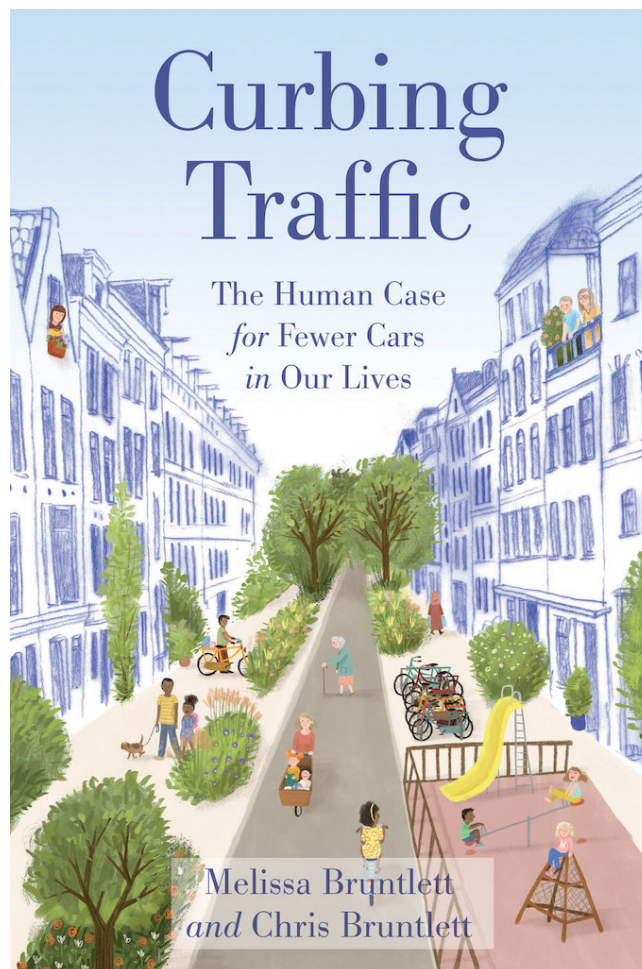


Image credit: Island Press

For further information, refer to:

- <https://streets-alive-yarra.org/penditure/>
- <https://islandpress.org/books/curbing-traffic> (chapters 5 and 6)

Opportunities for government policy

(c) opportunities for government policy in health, education, industry, transport and other areas to contribute to road trauma elimination, integrating Safe System principles;

When more people walk or cycle, population health costs decrease, as can be seen in the Netherlands. This principle applies to both physical and mental health costs. Therefore, infrastructure for walking and cycling should be supported from the health budget.

Government education policy could require schools (that receive federal government education funding) to construct adequate on-site bike parking.

Government transport policy could require state and territory governments (that receive federal government transport funding) to commit to assess the star rating of all roads and streets by 2030, and to upgrade all roads and streets to a 5-star rating by 2050.

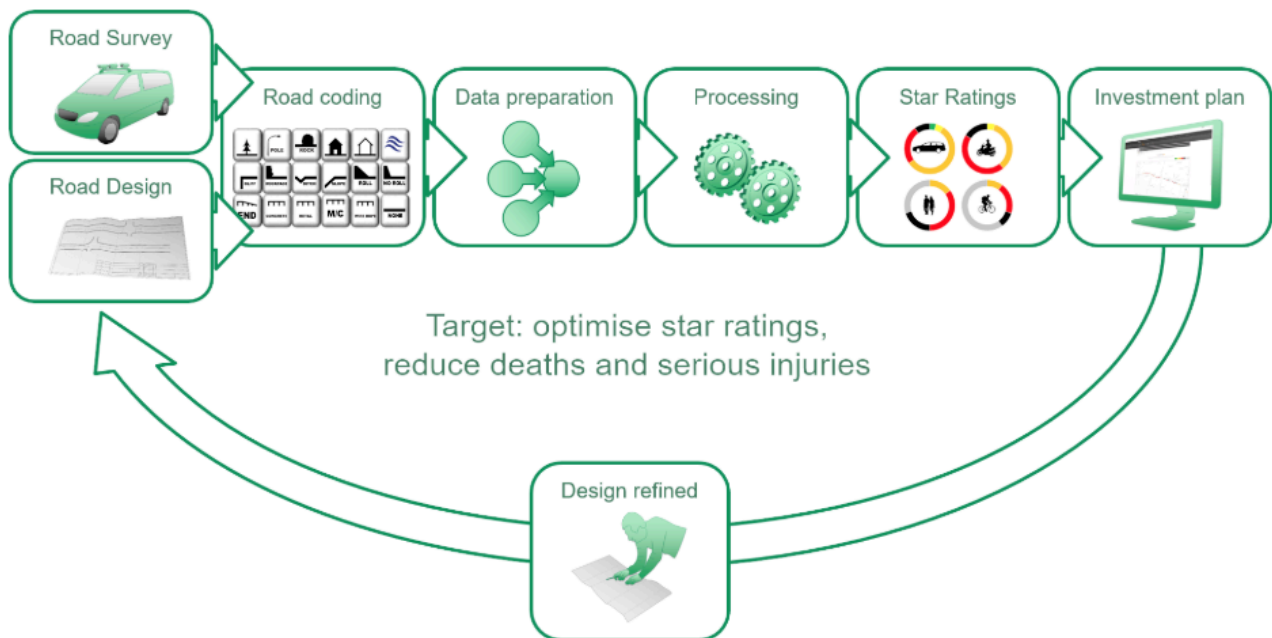


Image credit: iRAP

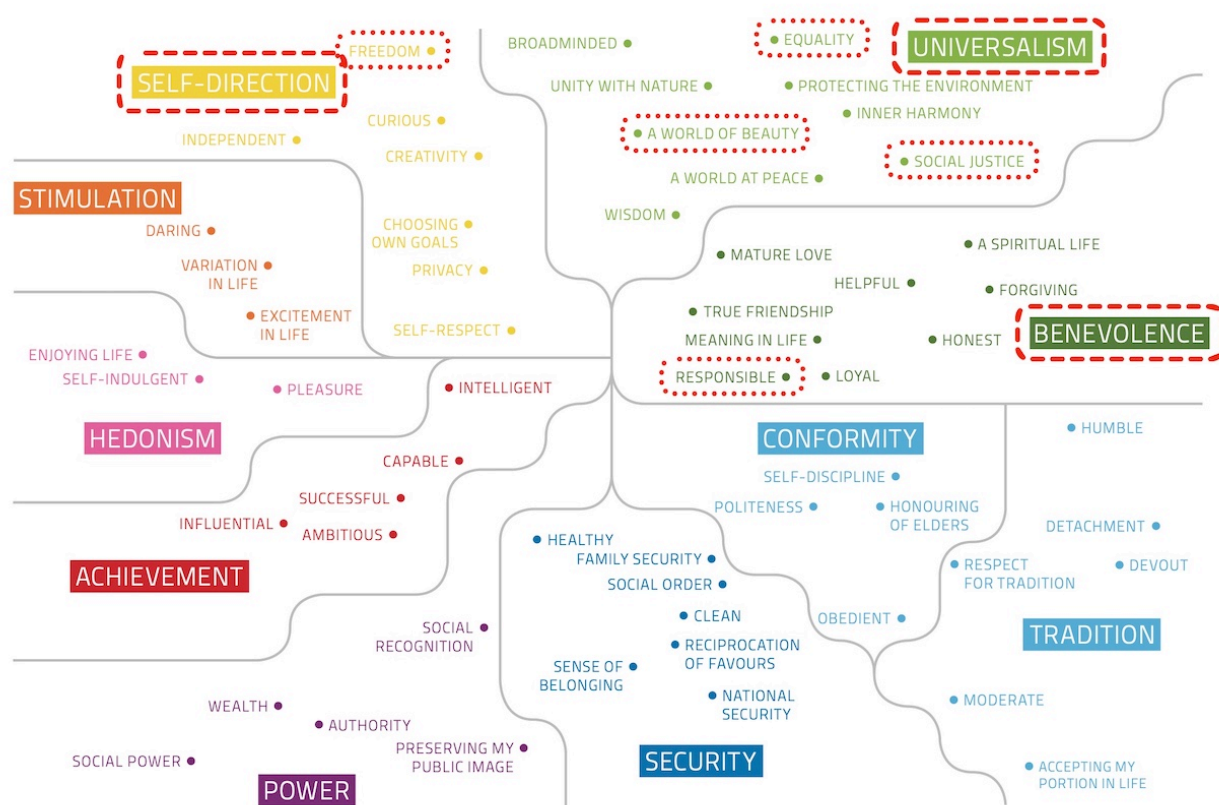
For further information, refer to:

- <https://streets-alive-yarra.org/better-for-health/>
- <https://streets-alive-yarra.org/business-case/>
- <https://streets-alive-yarra.org/safety/>

Opportunities to embed road trauma prevention

(d) opportunities to embed road trauma prevention across Australian Government portfolios and agencies;

Government portfolios and agencies could embed road trauma prevention by contributing to cultural change (both among public servants, and in interactions with the public) that views people who walk and cycle as siblings, parents, children or friends, instead of being part of an “out group” that doesn’t deserve the space or budget. This is about values.



Values that support the elimination of road trauma, highlighted on a diagram from the [Common Cause Foundation](https://commoncause.org.au/).

For further information, refer to:

- <https://streets-alive-yarra.org/about/>

Opportunities to reduce road trauma in the workplace

(e) *opportunities to reduce road trauma in the workplace, working with Work Health and Safety agencies and employers across Australia; including a focus on heavy vehicles and the gig economy;*

Road trauma is a serious concern in the food delivery area of the gig economy. Food delivery workers on bikes are at risk from other workers (drivers) operating heavy vehicles. A clear opportunity to reduce road trauma in the workplace is to build 30 km/h low traffic neighbourhoods that are linked by a cohesive network of protected bicycle lanes.



Image credit: [Copenhagenize Design Co.](#)

For further information, refer to:

- <https://streets-alive-yarra.org/bicycle-network/>

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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