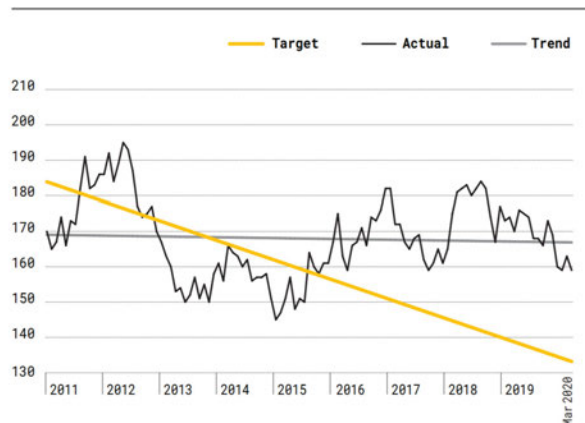




PEDESTRIAN COUNCIL OF AUSTRALIA
Safety - Amenity - Access - Health
The Walking Class
Patron: Dame Quentin Bryce AD CVO

Joint Select Committee on Road Safety – PCA Submission

Pedestrians fatalities per annum



SUMMARY

- 1 - ACCIDENTS (a Major Misnomer)
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(an abject failure – please don't repeat the mistakes of the past)
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- 11 - 30KM/H ZONES – PEDESTRIAN CROSSINGS AT ROUNDABOUTS – COUNTDOWN TIMERS ON THE WAIT PHASE – SCRAMBLE CROSSINGS - 10 KM/H SHARED ZONES FOR ALL PUBLIC AND PRIVATE CARPARKS
- 12 - WORK ZONES
- 13 - PARKING ENFORCEMENT

Calendar year	Driver	Passenger	Pedestrian	Motorcyclist	Cyclist	Australia
2008	670	303	189	245	28	1,437
2009	707	333	196	224	31	1,491
2010	636	284	170	224	38	1,353
Baseline¹	671	307	185	231	32	1,427
2011	568	286	186	202	34	1,277
2012	610	260	170	223	33	1,300
2013	557	204	158	213	50	1,187
2014	533	228	151	191	45	1,151
2015	555	251	161	203	31	1,204
2016	622	208	182	249	29	1,292
2017	566	234	161	211	39	1,221
2018	522	204	177	191	35	1,135
2019	577	205	160	211	39	1,195
12 months to Apr-2020	557	188	156	186	45	1,135
Apr-2020 % change to baseline	-17.0%	-38.8%	-15.7%	-19.5%	40.6%	-20.5%

Source: Australian Road Deaths database² as at 14-May-2020

Road death figures sourced from the Australian Road Deaths Database are preliminary and subject to revision. They are provided here as a provisional indication of progress. The source for formal reporting on progress against the National Road Safety Strategy is the National Crash Database, updated annually—see [Safety Performance Indicators](#).

From: PCA
Sent: Friday, 14 February 2020 7:20 PM
To: 'gerry.mcinnally@aph.gov.au'
Subject: Submission to Joint Select Committee on Road Safety



PEDESTRIAN COUNCIL OF AUSTRALIA

Safety - Amenity - Access - Health

The Walking Class

Patron: Dame Quentin Bryce AD CVO

Mr Gerry McInally
Joint Select Committee on Road Safety

Dear Mr McInally and the Joint Select Committee

Thank you very much for granting us an extension for our submission.

Pedestrians are the largest and most vulnerable road user group and I'm certain the Committee will want to hear our voice.

The PCA is a Registered Australian Charity.

Our objectives are the continuing improvement of the Safety, Amenity, Access and Health of pedestrians throughout Australia.

You can learn more about our board and structure here:

<https://www.walk.com.au/pedestriancouncil/page.asp?PageID=105>

1 - ACCIDENTS (a Major Misnomer)



In January 2016, Nevada enacted a law to change “accident” to “crash”.

In 2014, New York City adopted a policy that states the city “must no longer regard traffic crashes as mere accidents”.

And at least 28 US state departments have moved away from the word “accident” when referring to crashes.

Over 90% of deaths and serious injuries on Australian roads are caused by road users who break the law.

Calling them “accidents” rather than “incidents” or “crashes” only helps to exonerate the perpetrators.

And it allows politicians and those accountable to deny responsibility, because being “accidents”, they were effectively unavoidable.

There may be those who will argue against this vital and fundamental change, possibly those agencies like MUARC and TAC Victoria and the MAC in South Australia, etc., but it’s now clearly time to banish “accident/s” from the road safety lexicon.

2 - TOWARDS ZERO

In 1997, Claes Tingvall and Narelle Haworth of the Monash University Accident Research Centre presented a paper promoting the idea of “Vision Zero”. It is a philosophy of road safety that eventually no one will be killed or seriously injured within the road transport system.

In Australia it has since morphed into “Towards Zero”. Millions of dollars have been poured into promoting this idea across Australia.

In our view, as stated in my Opinion piece published in The Telegraph on 4 February 2020 (copy attached), it is (quote):

<https://www.dropbox.com/s/x4zreppupsc3ia6/Telegraph%20-%20Opinion%20-%2002%20BAC%20Digital%20Version%20-%20200204.pdf?dl=0>

“probably the most nebulous, meaningless campaign ever conceived in Australia: “Towards Zero”. Which sounds great in theory, except that there is no commitment as to the “when”.

It’s like floating a public company whose objective is “Towards Profit”.

And it allows those responsible to be “unaccountable” for our road trauma because “tomorrow never comes”.

We may as well call it “Towards Nothing”, because the word “towards” means we never get there. (see my SMH OpEd “Towards Nothing”):

<https://www.dropbox.com/s/ixn013uetkcbizq/SMH%20-%20Opinion%20-%20Towards%20nothing%20-%20the%20sorry%20fate%20of%20a%20road%20safety%20summit%20-%20200528A.pdf?dl=0>

However, Transport Ministers signed up to 2050 at the COAG TIC Meeting last November and notably used the word “vision” NOT “towards”.

"MAKING OUR ROADS SAFER - Building on the findings from the Inquiry into the National Road Safety Strategy, Council committed to the framework for the next National Road Safety Strategy and positioning Australia to achieve the vision zero target by 2050. "

An interim step could be to halve our deaths and serious injuries by 2030 emulating this British campaign called HALVE OUR ROAD DEATHS AND SERIOUS INJURIES BY 2030 or 50BY30:





And also embrace an agreed and defined target date and with a logo/campaign such as ours - 2050 VISION-ZERO:



3 - MOBILITY VS ROAD SAFETY

In most jurisdiction, the roads authorities have a dual role. They are in charge of improving traffic flow (mobility) and road safety (reducing the road toll)

The PCA started in 1995 because we found it so difficult to get a 40 km/h Schoolzone on a “main road”.

This became the first such zone in Australia. The roads authority was totally opposed because it would “slow the traffic down” ...

<https://www.walk.com.au/pedestriancouncil/page.asp?PageID=189&SiteID=1>

Parents get their lucky brakes

Sydney Morning Herald

Thursday 9 March 1995



Slow motion . . . parents and children protest outside Middle Harbour Public School, Mosman.

Photograph by GREG HEFF

Parents get their lucky brakes

By COL ALLISON

Campaigners trying to protect the lives of children won a victory yesterday when a temporary speed limit was authorised outside a primary school.

For years, teachers and parents of pupils at Middle Harbour Public School, led by the former Deputy Mayor of Mosman, Mr Harold Scruby, have been concerned for the safety of children crossing busy MacPherson Street.

Worried that a child was going to be injured or killed by cars speeding through a crossing to the school, they have taken on the Roads and Traffic Authority (RTA), NIMTA and the police.

Yesterday morning campaigners, accompanied by the Liberal MP for Willoughby, Mr Peter Collins, took to the streets in a placard-waving protest.



Concern . . . Mr Collins, left,

Mr Scruby and Mr Baird. Their quest has been a long one. In 1990, residents asked for a speed camera to be installed near the traffic lights to slow motorists. Police said yes, but were overruled by the RTA and NIMTA as the local traffic committee. Mosman Council agreed to pay for the camera, but the answer was still no.

The area was not a "black

spot" — no-one had been killed there.

In June last year, Mr Scruby unsuccessfully urged the Minister for Transport, Mr Baird, to create a 40km/h speed zone outside the school during classroom hours, where traffic lights did not deter speeding motorists who often ran the red lights.

But even if a 40km/h zone is

placed outside the school, the NSW police are powerless to enforce the speed limit. Mr Brad Hazard, chairman of Mayfield, the Parliamentary Joint Standing Committee on Road Safety, said that under a Commissioner's Direction, police can't operate down-the-line radar units, slant radar units or speed cameras within 200 metres of a speed change — and most school zones are not long enough.

However, Mr Collins said last night that Mr Baird had authorised a 40km/h zone to be established outside Middle Harbour School — on a 12-month trial.

It was also confirmed by the Police Traffic Operations late yesterday that a review of the commissioner's directions on policing 40km/h zones was under way in school areas throughout the State.

In practically every jurisdiction, they have complete authority of speed limits, pedestrian crossings and traffic lights.

In the Sydney CBD for example, traffic lights are controlled by motor vehicles (6% of the road users) passing over magnetic strips in the road.

During working hours, the buttons “controlling” the traffic lights are deactivated for the 92% of road users – pedestrians.

It took the PCA 16 years of advocacy to get the authorities (the RTA/RMS and City of Sydney) to reduce the speed limit from 50 km/h to 40 km/h.

<https://www.walk.com.au/pedestriancouncil/page.asp?PageID=544&SiteID=1>

Mobility ALWAYS takes precedence over Traffic Flow.

Commerce generally wins over Road Safety.

A good example is the Green on Green or Double Green traffic light system

As you can see , the coroner called for this outrageous anomaly to be fixed in 2014, where innocent pedestrians have been killed due to the “more cars faster” culture at the RTA/RMS

<https://www.dailytelegraph.com.au/news/nsw/bus-death-inquest-coroner-calls-for-pedestrian-crossings-upgrade-in-wake-of-mijin-shins-death-at-beecroft/news-story/d9d15030b28f133bfcc72a7c7f21fbe9>

Ms Freund said the RMS should “prioritise and implement the installation of traffic signal delay phasing so that vehicle traffic be held on a red light while a green walk sign permits pedestrians to leave the footpath unimpeded for a period of time”.

In its submissions to the inquest, the RMS opposed this proposal saying it would cost \$5 million and would take three years to complete the upgrade.

But Ms Freund dismissed their submission, saying the safety of pedestrians was paramount.

“A pedestrian, particularly a child or a smaller person like Mijin being caught in a moving blind spot of a larger vehicle like a bus or truck, or the now-common SUV’s and four-wheel drives, can clearly, as demonstrated here, have tragic and irreversible consequences.”

Yet another woman was killed at Crow’s Nest in Sydney because of yet another Green on Green set of traffic lights, last May

<https://www.dailytelegraph.com.au/news/nsw/grieving-family-calls-for-action-to-keep-pedestrians-safe/news-story/be7a00e33e73d86562266c136f61fede>

These road authorities have an imperative to improve traffic flow.

We believe state and territories should look more at the Victorian model with VicRoads and the TAC

These third party government insurance agencies have an economic imperative to reduce claims (road injury costs)

If we are to reduce road trauma, it’s vital we think differently.

We should be looking at separate ministries for Traffic Management and Road Safety, especially where the Insurance Agencies have an equal voice and Safety becomes equally as important as Mobility.

4 - THE 2011 TO 2020 ROAD SAFETY STRATEGY (an abject failure – please don't repeat the mistakes of the past)

Attached is a copy of my Opinion piece of November 2016 regarding the NSW Point to Point Speed Camera fiasco.

<https://www.dropbox.com/s/i7km6aif2ko001x/SMH%20-%20Opinion%20-%20Comment%20-%20Gay%20-%20P2P%20Speed%20Cameras%20-%20161114%20-%20Ed.%20HiLitepdf.pdf?dl=0>

Also attached is a copy of our submission to the Senate Road Safety Inquiry, in March 2015, primarily on this matter.

https://www.dropbox.com/s/mqdico9luj1v0yy/Senate%20Road%20Safety%20sub58_PCA%20March%202015.pdf?dl=0

Five years later, the only thing that has changed is the date.

Please view my address to the DPM the Hon Michael McCormack at the Launch of the Inquiry into the National Road Safety Strategy 2011 to 2020

<https://youtu.be/QPkD6ZbCMEo>

This was mainly about requiring NSW to comply with its written commitment (signed by Minister Duncan Gay in May 2011) to book ALL motorists who were captured deliberately speeding in Point-to-Point Speed Camera zones.

It remains one of the most disgraceful and immoral decisions in Road Safety we have witnessed in 25 years.

Up until 2016 at least 16 people died in these zones due to speed related crashes. Most could be alive today had the government “simply “flicked a switch” (see attached article Daily Telegraph January 2018)

<https://www.dropbox.com/s/phpyrdtgkhaou9t/Telegraph%20-%20Flick%20switch%20to%20save%20lives%20-%20180106.pdf?dl=0>

The DPM responded on 13 September 2018 (quote) “ ... insofar as point to point technology is concerned and turning it on, that would be a good start.”

There is absolutely no point in having another NRSSP 2020 to 2050, when the Commonwealth cannot require the States and Territories to comply with their written and signed commitments.

It would be an utter farce. A joke. Based on the experience and results of the NRSSP 2011 to 2020 (see AAA Benchmarking Report Q4 2019 attached).

<https://www.dropbox.com/s/w4s7cd5xrdvhwsg/AAA%20Benchmarking%20Report%20Q4%202019.pdf?dl=0>

There MUST be a “carrot and a stick” system in place which rewards jurisdictions for complying with the NRSSP objectives and set milestones, and penalises those jurisdictions which do not comply.

5 - ALCOHOL AND OTHER DRUGS

The tragedy of two weeks ago when 7 children were hit while walking on a footpath in Sydney (four killed – two seriously injured) by an alleged drunk-driver drew the attention and sympathy of the media and most Australians, especially as three of the children were from the same family.

The Telegraph asked me to write an Opinion piece on the catastrophe.

A copy is attached.

<https://www.dropbox.com/s/x4zreppupsc3ia6/Telegraph%20-%20Opinion%20-%2002%20BAC%20Digital%20Version%20-%20200204.pdf?dl=0>

Essentially, I was making the case, evidence based, for emulating Norway’s approach to drink-driving.

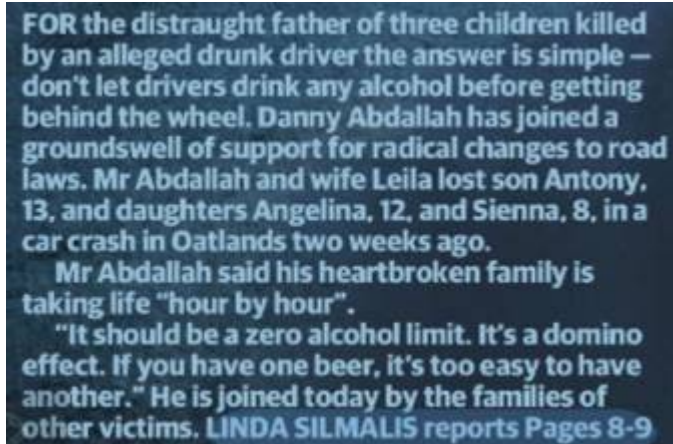
I also pointed out that great changes to road safety law and interventions have followed tragedies.

I concluded:

***But where we differ is that we believe we can minimise the behaviour by copying Norway’s BAC laws and penalties.
As in Norway, few people even risk one drink, knowing the consequences. The culture is quite the opposite here.
The lives of these four young children must not be in vain. Now is the time to emulate Norway,
grab the moment and reduce the maximum BAC to .02 per cent ... across the nation.
Gough Whitlam once famously quipped: “Politicians are like rowers ... they face one way and go the other.”
With the help of the media, this horrific disaster can get them facing in the right direction.
We beg politicians across Australia to call a national symposium, to honour these young children
and all those killed and injured by inebriated drivers.
We need to be a lot more Nordic.***

Propitiously, according to the front page of the Sunday Telegraph 16/2/20 (copy attached), the father of the three children who were killed is now calling for a Zero (BAC) Limit.

<https://www.dropbox.com/s/6re0nouoawp002q/Sunday%20Telegraph%20-%20BAC%20Zero%20-200216.pdf?dl=0>



FOR the distraught father of three children killed by an alleged drunk driver the answer is simple — don't let drivers drink any alcohol before getting behind the wheel. Danny Abdallah has joined a groundswell of support for radical changes to road laws. Mr Abdallah and wife Leila lost son Antony, 13, and daughters Angelina, 12, and Sienna, 8, in a car crash in Oatlands two weeks ago.

Mr Abdallah said his heartbroken family is taking life "hour by hour".

"It should be a zero alcohol limit. It's a domino effect. If you have one beer, it's too easy to have another." He is joined today by the families of other victims. **LINDA SILMALIS reports Pages 8-9**

Now is the time to mobilise all in Road Safety to campaign for this major, life-saving change.

But the sleeper is illicit drugs.

Police tell me that they now average one driver over the limit out of every 250 roadside tests.

But they average one in ten when they test for illicit drugs.

And they can only test for half the known illicit drugs.

The Commonwealth Government must invest significant dollars in developing the technology to test for ALL known illicit drugs and the states and territories must invest in drug buses and paying for more police patrols.

This is an epidemic.

6 - SCHOOLZONES

In Australia we all have NINE “Railway Gauges” in our DNA. By this I mean, that the more we try to do things the same, the more we break away.

In 1999 we proclaimed the Australian Road Rules. The main objective was so that we could all drive under the same Rules and Regulations, no matter where we were in Australia.

Since then we have done everything to be different.

Schoolzones is a classic example.

Attached is a copy of our Media Release of May 2018.

<https://www.dropbox.com/s/1ft516p49av7cus/Media%20Release%20-%20School%20Zones%20%20-%20180508pdf.pdf?dl=0>

It shows that the rules and regulations in schoolzones are different in every state and territory.

School zones range from a blanket 25km/h when children are present in South Australia (if children are "present: and in school uniform), to as high as 80km/h in Queensland on roads where the original limit is 110km/h.

This is a disgrace and it's untenable.

"Speed Limits and Time Zones are only two safety factors - most motorists are least likely to offend with tougher penalties. NSW leads Australia in penalties. It must always be remembered that non-enforcement encourages non-compliance."

STATE	Speed limit	School speed zone times
NSW	40km/h	8 to 9.30am, 2.30 to 4pm on notified school days.
VIC	40km/h, and 60km/h when the original speed limit is 80km/h or higher	Several types of school speed zones, including: - permanent 40km/h zones - time-based zones (8-9.30am and 2.30-4pm on school days) - variable speed limit zones (where speed limits are shown using electronic signs)
QLD	40km/h on roads where the limit is 50km/h, 60km/h or 70km/h 60km/h on roads where the limit is 80km/h 60km/h or 80km/h on roads where the limit is 90km/h or 100km/h, depending on the amount of school related activity on or near the road 80km/h on roads where the existing limit is 110km/h.	7-9am, 2-4pm, school days
TAS	40km/h	8am-9.30am and 2.30pm-4pm, school days
SA	25km/h	Any time when a child is present and in the zone. A child is any person less than 18 years of age and includes a student of any age wearing school uniform.
ACT	40km/h	8am-4pm
WA	40km/h	7:30-9am and 2:30-4pm
NT	40km/h	7.30am-5pm

And in South Australia, the Schoolzone speed limit also breaches the Austroads Guidelines which require that Speed Limits are in steps of 10 km/h and end in ZERO and Advisory Speeds are in steps of 10 km/h and end in FIVE



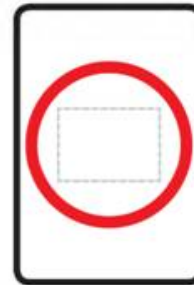
2.1.1 Speed limits and speed zones

A speed limit is the number shown on the regulatory speed limit sign (Figure 2.1) within the red circle (annulus) and defines the maximum legal speed permitted along a specific section of road under good road and travel conditions. The Road Transport (Safety and Traffic Management) Act 1999 authorises the RTA to set the speed limits on NSW roads through traffic regulations. The RTA has not delegated this authority to any other agency and is therefore responsible for setting speed limits on all roads – State, regional and local.

A speed limit, displayed by the regulatory speed limit sign, is legally enforceable under the NSW Road Rules. According to NSW Road Rule 20, a driver must not drive at a speed over the speed limit applying to the driver for the length of road.

A speed zone is a length of road over which a particular speed limit applies. Speed zones are signposted to clearly define where the speed limit applies, with signs at the start, reminder signs within the zone (if required) and signs at the end showing the speed limit of the next zone.

FIGURE 2.1 REGULATORY SPEED LIMIT SIGN (R4-1)



Other types of speed limit signs are Advisory Speed Limits (W8-2 on yellow background) and Speed Restriction Ahead sign (G9-79 with black circle); see Figure 2.2 and Figure 2.3. They are not legal speed limits and are used to inform motorists of forthcoming changes in alignment and speed limits. For more information, see Section 2.2.7 and 3.3.3 (b), respectively.

All regulatory speed limits are in steps of 10 km/h, always ending in 0. All advisory speed limits are in steps of 10, always ending in 5.

FIGURE 2.2 ADVISORY SPEED LIMIT SIGN (G9-79)



Ironically, NT which until recently had the only unlimited speeds on undivided roads in the western world, is the jurisdiction with the most commendable rules.

There is even an argument for 30 km/h Schoolzones (as in some parts of Europe) with the slogan: 7 to 5 Ensure they Survive.

In 2010, the NSW Auditor-General conducted a thorough review of schoolzones in NSW (see the report and his Media Release attached)

<https://www.dropbox.com/s/jvwwi0gha2gvel5/NSW%20Audit%20Office%20%20Media%20Release%20%20Schoolzones%20%20100225%20-%20HiLite.pdf?dl=0>

In a damning conclusion he stated:

Mr Achterstraat summarised the report by stating:

"The future of our country and our society lies with our children. NSW motorists must understand the risk they pose to our children if they speed around schools. We need to ensure that motorists know when and where they should slow for school zones, but if that doesn't work there is no alternative but to get tougher. Ninety-nine per cent of school zones don't have speed cameras, and that's why I have asked the RTA to tell the public what has happened to the mobile speed cameras that the Minister promised in 2006 would be rotated between school zones."

In another damning finding he stated:

<https://www.dropbox.com/s/blttsrqzr0d85f9/NSW%20Audit%20Office%20Schoolzones%20Report%20100225%20Parking%20Highlight.pdf?dl=0>

Unsafe parking

Unsafe parking may also contribute to the hazards around schools, and illegal and unsafe parking can be routinely observed in many school zones. Most councils do little or no enforcement of parking restrictions in NSW school zones.

There is little doubt that the other jurisdictions are not much different.

As stated by the NSW A-G: "The future of our country and our society lies with our children."

In NSW we have by far the highest penalties for driving offences in schoolzones – one third higher \$\$\$ and an additional Demerit Point.

For all parking offences in schoolzones, again an additional one third higher \$\$\$ penalties and TWO demerit points.

NSW is the only jurisdiction in Australia and we believe the world, where there are demerit points for illegal parking in schoolzones.

Unfortunately, the enforcement does not match the penalties.

The Joint Select Committee should conduct an urgent and separate inquiry into schoolzones alone.

For one of the best videos on Schoolzones, Tara Brown conducted extensive research around 2002 on A Current Affair.

It's a MUST WATCH and covers much of the behaviour of children and motorists around schools.

https://youtu.be/leLH_RArhuU

7 - BULLBARS AND FRONTAL PROTECTION SYSTEMS

In 2006, all EU Countries banned bullbars on new cars. It was estimated that it would save 140 deaths and 1500 injuries among British pedestrians and cyclists each year.



In September 2006, the SA Motor Accident Commission issued the following Media Release entitled:

METAL BULL BARS ARE BAD NEWS FOR PEDESTRIANS ...

<https://www.dropbox.com/s/7yw42yzzar43yz5/Media%20Releases%20-%20Frontal%20Protection%20-%20AAA%20-%20ANCAP%20-%20RACS%20-%20BicycleNSW-%20Feb-Mar%202011.pdf?dl=0>

Media Release

14 September 2006



Metal bull bars are bad news for pedestrians

A major study by the University of Adelaide's Centre for Automotive Safety Research (CASR) has found that metal bull bars fitted to four wheel drive vehicles increase the risk of serious injuries to pedestrians.

On Thursday 14 September the Minister for Road Safety, The Hon. Carmel Zollo MP, will launch a demonstration where pedestrian head impacts will be simulated by dropping watermelons on to bull bars.

Geoff Vogt, Chief Executive Officer of the Motor Accident Commission (MAC), which commissioned the research report, said Compulsory Third Party (CTP) claim statistics indicated pedestrians were extremely vulnerable road users, with the Adelaide CBD among areas recording the highest number of incidents.

"Between 2000 and 2005, pedestrians comprised 5.5% of total CTP claims and 11.2% of claim costs. This contributed approximately \$42 to the annual CTP premiums of the typical South Australian motor vehicle owner," Mr Vogt said.

Mr Vogt said while there were no statistics on the number of pedestrian injuries and fatalities involving vehicles fitted with metal bull bars, it was clear that the popularity of four wheel drive vehicles often fitted with bull bars was impacting CTP claim statistics.

"Four wheel drive and other vehicle owners contemplating bull bars should consider pedestrian safety and risk to road users," Mr Vogt said.

The CASR study found that steel bull bars significantly degrade the performance of the front of the vehicle with respect to pedestrian safety.

Steel, aluminium/alloy and polymer bull bars were tested on six popular four wheel drive vehicles. The two metal bars performed much worse in impact tests than the front of the vehicles prior to bull bar fitting.

Polymer bull bars gave much better results and in some cases, slightly improved the safety performance.

Report author, CASR's Dr Robert Anderson, said there were a number of reasons polymer bull bars generally performed better than the metal bull bars in crash tests.

"The polymer bull bars are much lighter and not as stiff as metal bars so in an impact with a pedestrian they tend to give a bit more," Dr Anderson said.

Following an animal strike, polymer bull bars can sustain less damage than metal bull bars. There is also anecdotal evidence that repair costs following an animal strike are less if a bull bar is made from polymer rather than steel. Dr Anderson said he hoped the information would be useful to consumers who wished to consider the safety of a bull bar before deciding whether to fit one on their vehicle.

A report on the CASR bull bar testing, which was conducted in conjunction with the Australian New Car Assessment Program (ANCAP), can be downloaded from the CASR website www.casr.adelaide.edu.au

Media enquiries: Nicole Kerley/Sarah Wise, Corporate Affairs on (08) 8422 8141/ (08) 8422 8131 or Dr Robert Anderson on (08) 8303 5889.

In February 2011, the Hon Catherine King summarily and without reason, terminated the Regulation Impact Statement on Pedestrian Safety before the completion of the public consultation process. This was under the instructions of the then Hon Anthony Albanese, Minister for Transport

It drew scathing criticism from Road Safety Groups across Australia including the AAA, which stated: Backward Step for Pedestrian Safety:

"The premature termination of the consultation period, specifically designed to collect and evaluate a range of views, is an unacceptable subversion of proper process," said AAA's Director Technical Services, Craig Newland. "This was an opportunity to improve the safety of pedestrians that has been dismissed without due consultation. Any concerns or issues identified during the public consultation process should have been dealt with in a considered and transparent manner."

Their Media Releases are attached.

<https://www.dropbox.com/s/7yw42yzzar43yz5/Media%20Releases%20-%20Frontal%20Protection%20-%20AAA%20-%20ANCAP%20-%20RACS%20-%20BicycleNSW-%20Feb-Mar%202011.pdf?dl=0>

The Australian Design Rule 42.9.1 states:

"No vehicle shall be equipped with any object or fitting, not technically essential which protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person."

It allows the behaviour depicted in this Today Tonight piece in September 2008

<https://www.youtube.com/watch?v=VUWWLfZDXM&feature=youtu.be>



This vehicle was actually being driven on NSW roads until it was defected.

And anywhere north of Noosa, fishing rod holders appear to be compulsory.

Here are some examples:

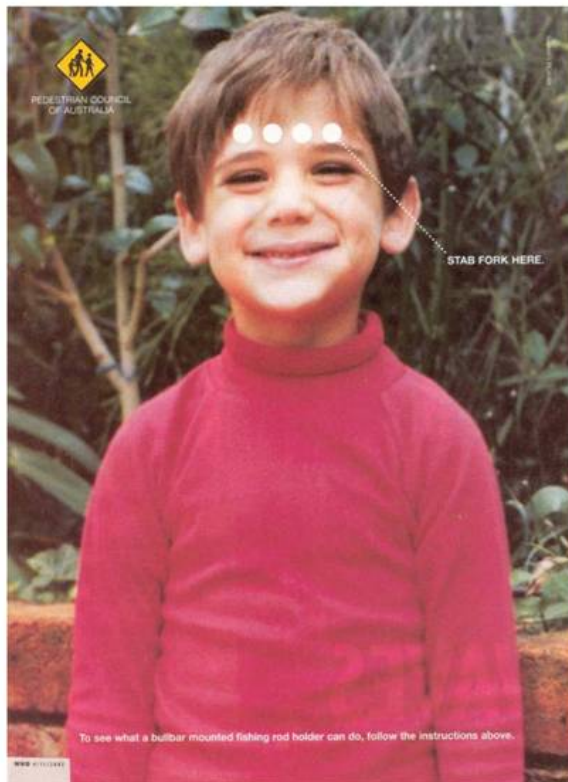


In NSW they are illegal. But not in Queensland.

To a pedestrian or cyclist, it's like having four butcher's knives attached to the front of a vehicle.

And there are thousands of these on our roads, three decades after companies like Jaguar and Rolls Royce were forced to remove their mascots because they were killing and seriously injuring so many vulnerable road users.

They caused us to produce this advertisement.



To see what a bullbar mounted fishing rod holder can do, follow the instructions above.

It is a scandal that no commonwealth government since has reinstated this Regulation Impact Statement, let alone that 16 years later we have not adopted the European Frontal Protection standards

The JCS on Road Safety must recommend that the RIS be reinstated immediately – and that we immediately adopt the European standards

8 - DRIVER DISTRACTIONS

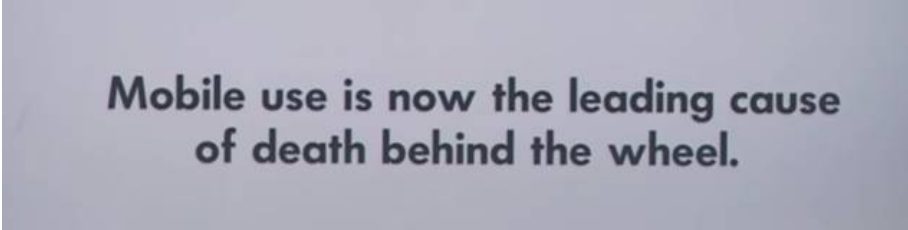
VW made a TV and Social Media commercial a few years ago called Eyes on the Road



Volkswagen: Eyes on the road - YouTube

<https://www.youtube.com/watch?v=R22WNkYKeo8>

It concludes:



**Mobile use is now the leading cause
of death behind the wheel.**

We also produced a TV Community Service Announcement entitled: DON'T BE A DEAD RINGER:

<https://youtu.be/Z9VM7xPV89Q>

The PCA has been campaigning for much tougher penalties and enforcement re the use of hand held mobile phones for two decades.

It's encouraging to see the NSW Government introducing high tech camera to catch people who touch their phones while driving.

And many states now have very high penalties and demerit points.

Just to show how much things have changed, see attached a copy of an article re this matter in the Sunday Telegraph of November 2002

<https://www.dropbox.com/s/mlq33gen9pg5k7a/Sunday%20Telegraph%20-%20Lethal%20Weapon%20-%20Mobile%20phones%20testing%20-%2020113.pdf?dl=0>

We were calling for much tougher \$ penalties and Demerit Points.

This was the reply from the manager of Road Safety at the RTA, Mr John Brewer:

NSW Roads and Traffic Authority road safety manager John Brewer said that although people could die using mobile phones when driving, the offence was not equivalent to that of speeding or drink-driving.

"The number of people who die because they've been using a mobile phone is nowhere near (that of speeding), so our focus has to go on the major issues."

Mr Brewer said the "punishment should fit the offence" and the \$118 fine with no demerit points was sufficient penalty.

More compelling evidence as to why Roads authorities should be nowhere near road safety.

But the much overlooked driver-distraction comes from outside the vehicle.

During the last decade, there has been a veritable tsunami of outdoor advertising screens, trailers and Variable Message Signs (VMSs) often placed at traffic lights, pedestrians crossings and roundabouts and intersections.

They have one objective. To direct drivers.

Our presentation to the Royal Australasian College of Surgeons in Nov 2005 is attached entitled FATAL DISTRACTION.

<https://www.dropbox.com/s/c2tqvn9bwah4tlg/RACS%20-%20Road%20User%20Distractions%20-%20151118%20-%20For%20NSW%20Planning%20-%20A%20%5BCompatibility%20Mode%5D.pdf?dl=0>

It explains most of the issues, problems and possible solutions.

However, with the advent of the giant video screens, these are emerging everywhere and Councils and authorities have been very slow in removing them.

Two years ago the NSW Government introduced Advertising Trailer legislation which has had a great effect in removing this driver distractions from our roads and elsewhere visible to motorists.

9 - PEDESTRIAN DISTRACTION



The PCA has been very concerned about Pedestrian Distraction for a long time, especially with the introduction of the “not-so smart phone”.

Studies in and recently by the NRMA have revealed that up to one in three pedestrians is using a hand held phone when crossing the road.

It's a pandemic.

We have produced several advertising campaigns under the slogan DON'T TUNE OUT:

You can see them here –

<https://youtu.be/YG-YWksnkmM>



<https://www.walk.com.au/pedestriancouncil/page.asp>





We have also been campaigning for a new national penalty (offence) entitled: CROSS ROAD WHILE DISTRACTED with a penalty of \$200

The idea received national attention especially when it hit the front page of the Courier Mail in Nov 2018 (see above)

10 - SHARED ZONES AND SHARED PATHS (and the E-Scooter scourge)

Attached is a copy of our presentation on this vitally important subject to the Royal Australasian College of Surgeons Road Trauma Symposium in Melbourne last November.

It is self-explanatory.

<https://www.dropbox.com/s/dicfete9izvrib0/RACS%20Conference%20-%20Shared%20Paths%20and%20E-Rideables%20-%20191113.pdf?dl=0>

It demonstrates that about 50% of road users have no idea that in Shared Zones (and Shared Paths) Pedestrians have absolute right of way (because the word Shared has the connotation of EQUAL RIGHTS)

And why would people not be confused when the logo shows a little girl running away from a driverless car (how futuristic of the designer)



It calls on the NTC (with the support of the RTA) to change the name to Pedestrian Priority Zone.

The presentation also shows what few know; that the speed limit on a Shared Path is the same as the adjacent road. Here's an example of one of the most used Shared Paths in Sydney (from the Harbour Bridge dedicated path) where children walking to the Fort Street School have to walk on a footpath where the legal speed limit for cyclists is 70 km/h.



In 2013, the then Roads Minister Duncan Gay mistakenly tried to pass the problem to the then Transport Minister Berejiklian.



Channel 10 News - Fort Street Primary School - Cyclists - Shared Path 130919

Watch the video from September 2013 and realise nothing has changed ...

<https://www.youtube.com/watch?v=oltvTip-TLY>

To date ... nothing

In NSW the only place where there's a defined and enforceable speed limit of 10 km/h on a Shared Path is on the Pyrmont Bridge.

It does not meet any of the Austroads Guidelines, yet is one of the busiest pedestrian thoroughfares in Sydney

The attached article in the Telegraph of October 2014 revealed:

<https://www.dropbox.com/s/9mmyvwnq0jnm4xk/Telegraph%20Arrogant%20Rude%20Dangerous%20-%20Cyclists%20Pyrmont%20Bridge%20Shared%20Path%20141018.pdf?dl=0>

The SHFA audit was taken during the morning and afternoon peak over five days, with the lowest average speed over the period at 23km/h and the highest average speed 27km/h.

Civil liability barrister James Sheller said pedestrians who are injured by cyclists would find it difficult to claim for physical damage because there is no compulsory insurance scheme for cyclists.

To date, it is believed that not one cyclist has been booked for speeding on the Pymont Bridge

A veritable protected species.

But proof there is a screaming need for a full review of Shared Paths.

In their letter to all Victorian MPs in October VicWalks, COTA and Vision Australia (see attached)

<https://www.dropbox.com/s/8j1gn5k294dw5ss/VicWalks%20-%20COTA%20-%20Vision%20Aust%20-%20E-scooters%20-%20Footpath%20Cycling%20Letter%20Oct%202018.pdf?dl=0>



2 October 2018

Dear

Threats to the mobility of the most vulnerable Victorians

We are writing to all Victorian MPs because our footpaths are facing unprecedented demands that threaten the mobility of the most vulnerable Victorians.

We are seeking your assurance that you will not support a change in road rules to allow teenagers and/or adults to cycle on footpaths in Victoria or to allow electric scooters to travel at speeds greater than 10 km/h.

In late 2018, the Qld Government in concert with the Brisbane City Council introduced E-Scooter company Lime to the footpaths of Brisbane.

The rules and regulations if you can call them such, are the most disgraceful we have observed throughout the world.

They are an utter disgrace.

They allow a person to rent a Segway weighing up to 65 kgs to ride on any footpath in Brisbane up to a speed of 25 km/h.

If that person feels so inclined, he/she can rent another Segway for a child ages 12 or over to accompany him or her.

In their submission to the NTC, Vision Australia stated:

<https://www.dropbox.com/s/pekwm8bdsxihguc/NTC%20Vision%20Australia%20Submission.pdf?dl=0>

Our Views

While we support innovation and recognise that electric scooters can be a convenient way of travelling short distances in CBD areas, it is our strong view that there is no justification whatsoever for allowing any rideable vehicle such as an electric scooter to travel at speeds greater than 10 km/h on footpaths that are available for use by pedestrians. The raising of this speed limit to 25 km/h, as has been done in Queensland, is in our view completely irresponsible and shows a wanton disregard for pedestrian safety, especially pedestrians who are blind or have low vision.

In 2008, following an incident where a woman was permanently brain damaged by a cyclist on a Shared Path (in 2002), Slater and Gordon provided us with the following advice regarding Shared Paths:

<https://www.walk.com.au/pedestriancouncil/page.asp?PageID=3125&SiteID=1>

I am therefore of the opinion that local government road authorities may be found to be in breach of duty of care for failing to impose safe speed limits for bicyclists on Shared Bicycle Paths although any such finding of breach of duty of care must necessarily depend upon the particular facts of the case before the Court. Allegations of breach of duty of care based upon the design or configuration of Shared Bicycle Paths may also be successful even though those paths apparently conform to existing design guidelines in circumstances where they offend general transport engineering principles in relation to acceptable sign distances for users and other engineering requirements.

Few if any Shared Paths in Australia comply with the requirements in the Austroads Guidelines

Attached is a copy of our presentation to the Royal Australasian College of Surgeons Road Trauma Committee Symposium in November 2019.

<https://www.dropbox.com/s/dicfete9izvrib0/RACS%20Conference%20-%20Shared%20Paths%20and%20E-Rideables%20-%20191113.pdf?dl=0>

It will explain in details the serious issues in allowing any vehicle on a footpath and the long term consequences should we not take action now.

We are awaiting formal approval to release the Recommendations of the NSW E-Scooter Advisory Committee.

Transport for NSW

ESA Working Group – Electric Scooter Trial Recommendations Report

February 2020

DRAFT

However, NSW Minister for Transport, the Hon Andrew Constance announced late last year (quote): **“Ultimately they're not going to form any part of the transport solution in our city. They're a danger to the community, they're a danger on the roads, they're dangerous on footpaths, and they're dangerous generally,”** he claimed. **“It's unacceptable and we're not going to bring that here.”** **“Ultimately they're not going to form any part of the transport solution in our city. They're a danger to the community, they're a danger on the roads, they're dangerous on footpaths, and they're dangerous generally,”** he claimed. **“It's unacceptable and we're not going to bring that here.”**

<https://www.dropbox.com/s/btab8g8z7ycn5wu/Channel%2010%20-%20Sydney%20E-Scooter%20Trial%20Axed%20-%20101128.pdf?dl=0>

11 - 30KM/H ZONES – PEDESTRIAN CROSSINGS AT ROUNDABOUTS – COUNTDOWN TIMERS ON THE WAIT PHASE – SCRAMBLE CROSSINGS - 10 KM/H SHARED ZONES FOR ALL PUBLIC AND PRIVATE CARPARKS

Attached is a copy of the presentation to the Royal Australasian College of Surgeons Road Safety Symposium in November 2019 regarding the above subjects. It is self-explanatory.

<https://www.dropbox.com/s/37f5bslzkejz9m5/RACS%20-%2030%20kmh%20-%20Roundabouts%20-%20Timers%20-%20Scramble%20Crossings%20-%20Carparks%20-%20191113A.pdf?dl=0>

30 km/h Zones in Area of High Pedestrian Activity

In brief we have been advocating 30 km/h Zones in all areas of high pedestrian activity for many years now.

How fortunate that the it was just announced in the SMH on Friday 21 February 2020 (quote):

Push to cut speed limit to 30km/h in 130 nations

Stockholm: About 130 nations have backed calls to mandate maximum speeds of 30km/h in areas where vulnerable road users and vehicles frequently mix, except where “ strong evidence” ’ shows higher speeds are safe.

Recommendations in the Stockholm Declaration, endorsed in Sweden on Wednesday, also addressed the need to mitigate the impact of speed to reduce fatalities and injuries, improve air quality and address climate change.

This recommendation has the greatest potential of all interventions in reducing deaths and injuries for vulnerable road users. (see presentation attached):

<https://www.dropbox.com/s/37f5bslzkejz9m5/RACS%20-%2030%20kmh%20-%20Roundabouts%20-%20Timers%20-%20Scramble%20Crossings%20-%20Carparks%20-%20191113A.pdf?dl=0>

Pedestrian Crossings at Roundabouts

While roundabouts have had a great effect in reducing road trauma for motorists, they have increased the potential for harm for pedestrians.

In most western European cities in areas of high pedestrian activity, it is common to see roundabouts at most intersections. (see presentation attached)

<https://www.dropbox.com/s/37f5bslzkejz9m5/RACS%20-%2030%20kmh%20-%20Roundabouts%20-%20Timers%20-%20Scramble%20Crossings%20-%20Carparks%20-%20191113A.pdf?dl=0>

Addition: Northern Beaches Council has just introduced a 30 km/h Zone in Manly and intends to do more:

<https://www.dropbox.com/s/i7bwrtpab7dj7o/SMH%20-%2030%20kmh%20Zones%20-%20State%27s%20Slowest%20Streets%20-%20200711.pdf?dl=0>

Countdown Timers on the Wait Phase

While governments throughout the world are increasingly introducing countdown timers on the crossing phase, countdown timers on the wait phase are increasingly common in Scandinavia.

They provide pedestrians with information as to how long they have to wait, lessening the likelihood that they will cross against the lights.

They also keep roads authorities honest because in many cities, traffic lights are controlled by motor vehicles passing over magnetic strips in the road.

Yet pedestrians are by far the greatest road user in CBDs, so it is utterly absurd that their ability to cross the road without long waits and short crossing times, should be dictated by motorists. (see presentation):

<https://www.dropbox.com/s/37f5bslzkejz9m5/RACS%20-%2030%20kmh%20-%20Roundabouts%20-%20Timers%20-%20Scramble%20Crossings%20-%20Carparks%20-%20191113A.pdf?dl=0>

Scramble Crossings

Scramble (or diagonal) crossings improve the safety of pedestrians because they only need to be on the road for half the time.

It also means they don't have to wait twice to cross the road diagonally.

They are widely in use in cities like Los Angeles and should be considered for every intersection in CBDs in Australia (see presentation attached)

<https://www.dropbox.com/s/37f5bslzkejz9m5/RACS%20-%2030%20kmh%20-%20Roundabouts%20-%20Timers%20-%20Scramble%20Crossings%20-%20Carparks%20-%20191113A.pdf?dl=0>

10 km/h Shared Zones for ALL Council and Commercial Carparks

Many people are unaware that unless otherwise sign-posted, the speed limit is the same as the adjacent road. Additionally, it is likely that the motorist has the right of way because it is a road-related area.

We are advocating that ALL carparks, public and commercial be 10 km/h Shared Zones, thus defining a safe speed limit and transferring the responsibility to the motorist, and giving pedestrians absolute right-of-way,

The PCA was recently successful in lobbying the Northern Beaches Council which has already begun transforming all its carparks into 10 km/h Shared Zones.

Companies like Bunning's and Westfield have also commenced proclaiming their carparks 10 km/h Shared Zones (see presentation attached)

<https://www.dropbox.com/s/wa0gh44z915ii25/Carparks%20-%20Generic%20-%20181213%20-%20red%20%282%29.pdf?dl=0>

12 - WORK ZONES

Work Zones throughout Australia seem to be rarely enforced. While many display 40 km/h Speed Limit signs with other signs stating "Roadwork Speed Limits Enforced in Victoria:



It's not unusual to see traffic moving through these zones at high speeds, often double the posted limit. But work zones often contain many pedestrians and so it's very dangerous when motorists ignore these zones.

It is understood that police across Australia may find it difficult to book motorists in these zones because they effectively need to be “gazetted”.

Much more work needs to be done to protect workers in these zones, including the use of Point-to-Point (Average) speed cameras as in the UK and 30 km/h Work Zone Speed limits as in NZ and other countries.

In the US, there are double penalties for speeding in Workzones.



(Please excuse the poor image quality)

13 - PARKING ENFORCEMENT

Dangerous Parking can have the same lethal consequences as dangerous driving:

THE DAILY TELEGRAPH - Saturday 14 April 2007

Tears for young life lost

Farewelling boy run over by garbage truck

By EVELYN YAMINE

FIVE-year-old Connor Mark Greasby had a passion for Aussie Rules, cricket and riding his bike.

Yesterday, his family and friends said a final farewell to the "perfect little man", who died when he was knocked over by a reversing garbage truck while riding his push-bike on Good Friday.

Exactly one week after his tragic death near his family home in Kellyville Ridge, Connor's short life was celebrated during a funeral service at the Blessed John XXIII Catholic Church yesterday.

His distraught father Jason Greasby gave the only eulogy at the service on behalf of his wife Leisa and their three-year-old daughter Olivia.

Mr Greasby told the hundreds of mourners his son loved sport, had doted on his sister Olivia, was full of life and fearless.

He said Connor loved playing cricket and football in the backyard and always made everyone laugh.

Mr Greasby spoke of how proud he was of Connor, who had just started kindergarten this year and was playing Aussie Rules for a local club.

"We'll never forget you, Connor. We'll always love you," Mr Greasby said, as he tried to hold back tears.

A prayer of the faithful read in church described Connor as "cheeky" and "playful".

"Dear Lord, we give thanks for Connor, for his cheeky, playful per-

sonality and kind nature. He brought love and laughter to all that he touched," it read.

Symbols of Connor's life — his cricket bat, football and AFL jerseys for his favourite teams — Collingwood and the Sydney Swans — were placed on his white coffin.

A collage of photographs of Connor's life was shown to mourners, many who were weeping, especially when the song *Forever Young* by Youth Group was played.

His coffin was carried out of the church to the sounds of the Sydney Swans and Collingwood club songs.

Students from Connor's school, John XXIII Catholic primary school, and two other local Catholic schools formed a guard of honour.

No charges will be laid against the garbage truck driver.

Quakers Hill Police Inspector Stephen Wye told *The Saturday Daily Telegraph* the truck driver was not at fault for the "tragic" accident at Stave Place, Kellyville Ridge.

"It was an act of God, a freak accident," Insp Wye said.

"The driver reversed to get to a garbage bin he couldn't get to because cars were parked half on the footpath and as a result the boy was fatally injured."

The driver — who is receiving counselling — had checked his mirrors and the truck's reverse warning sounds were working.



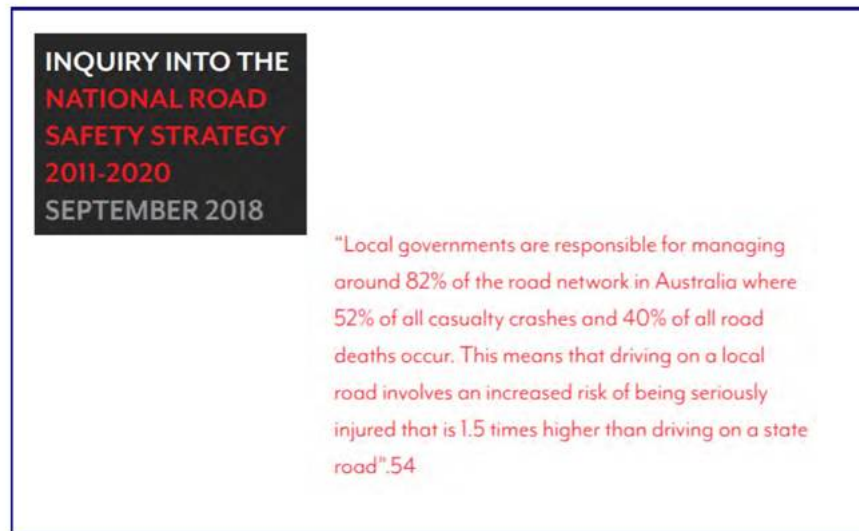
'Perfect little man'... Connor Greasby's young friends (above) cry at his funeral yesterday and (left) Connor and (right) his parents Jason and Leisa and sister Olivia.



Daily Telegraph – 14 April 2007

(QUOTE): “Quakers Hill Inspector Stephen Wye said: ‘The driver reversed to get to a garbage bin he couldn’t get to because cars were half parked on the footpath and as a result the boy was fatally injured.’”





While they are accountable for managing around 82% of the road the networks, and in spite of these alarming statistics, Councils throughout Australia do not contribute one cent to the \$30 billion per annum costs of road trauma.

As such, many of their focus and management decisions and mostly based on commerce before safety.

The attached case studies are good examples.

(a): Berry Street NORTH SYDNEY 2060 (Parking Meters – Pedestrian Crossing – Line of Sight):

https://www.dropbox.com/s/y2idjvq5sqt6fdu/CaseStudy1_NorthSydneyCouncil_Berry_Yeo_West.pdf?dl=0

(b): Military Road MOSMAN 2088 (Safety Fences outside Mosman Hotel – The Killing Fields):

<https://www.dropbox.com/s/uedmztenctz2i07/Case%20Study%20%20-%20Mosman%20Hotel%20-%20The%20Killing%20Fields.pdf?dl=0>

Attached is an Opinion piece I wrote in the Telegraph in March 2011 entitled “A Meter Maid Mentality” which is a précis of the issues (quote):

<https://www.dropbox.com/s/ohf1unatuqgkqs2/Telegraph%20Opinion%20Meter%20Maid%20Mentality%20110320A.pdf?dl=0>

When faced with the option of compromising safety and line of sight or installing an extra parking meter, councils will usually opt for the dollar. They are not required to perform any safety or needs assessments. There is little if any consideration given to the delivery agents or transport operators. So they have developed a universal system which would make Stevie Wonder blush.

Because there are not enough spaces to park legally, rangers are pressured to turn their collective blind eyes to all things commercial such as trucks, couriers, taxis and tradesmen.

While they can spot an expired meter from Mars, rangers won't see a semi-trailer parked across a pedestrian crossing, especially if its hazard lights are flashing, or there's at least one orange witch's hat within cooee. They are also pressured to lay off residential areas and avoid rate-payers and voters – it's an unwritten, ubiquitous policy of strategic avoidance: "No complaints, no confrontation, no media. Just blitz the meters."

Also attached is a presentation to the NSW Audit Office in October 2019 which explains the issues in detail, especially the need for WorkCover agencies to start treating commercial driving, especially large trucks around work-sites, as temporary work sites.

<https://www.dropbox.com/s/jg1der5vj93dm94/NSW%20Audit%20Office%20%20-%20Public%20Safety%20-%20Parking%20Enforcement%20-%20191009A.pdf?dl=0>

These people are as much at work and subject to the same dangers (or create dangers for others) as those on the work sites.

And if they weren't "at work", why are they required to wear fluoros?

The attached article in the SMH of January 2007, "Truck driver widower won't give up" highlights the issues (quote):

<https://www.dropbox.com/s/sqrlqioov1gvq37/SMH%20-%20Truck%20death%20-widower%20who%20won%27t%20give%20up%20-%20070127.pdf?dl=0>

Alan Welch's remarkable struggle began the day he read that letter. His wife had been dead only 10 weeks. He was raw and angry. He now knew about the problem of trucks at Gleneagles. Boiled down to its essentials, the long campaign Welch was about to embark on was designed to focus the attention of authorities on the problem of those trucks. They queued out on the median strip; they blocked driveways; and they swung dangerously across the traffic to enter the site's oddly angled driveway. One of them had killed his wife.

Council Traffic Committees and Parking Enforcement across Australia are screaming out for independent review.

And WorkCover agencies across Australia must be required to ensure (regulate) that the behaviour of ALL commercial drivers, especially large trucks, when they are at work, are treated in exactly the same way as if they were on a work-site.