

6 July 2015

Senator Glenn Sterle  
Chair, Senate Rural and Regional Affairs and Transport References Committee  
PO Box 6100 Parliament House  
Canberra ACT 2600

## **Addition to submission to the Inquiry into Aspects of Road Safety in Australia**

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Dear Senator Sterle

Thank you for the opportunity to clarify our response to Senator Bullock's question about our submission. Senator Bullock asked me to expand on our point about the non-alignment of the National Cycling Strategy (NCS) and the National Road Safety Strategy (NRSS).

The NCS has "enabling safety" as its fourth priority. However, the strategy does not refer to the safe system approach that is fundamental to the NRSS, or indeed the NRSS at all. This impedes the integration of cycling safety into national approaches to road safety or regulation.

The NRSS identifies data sources for tracking serious injuries. The latest review of the NRSS (AP-R477-15, February 2015) identifies that:

*The Safe System philosophy for vulnerable road users is not as well developed as for vehicle occupants. This has been found to be true nationally and internationally, with even leading countries such as Sweden increasing their focus on vulnerable road users. The main finding of the recent review of road safety from the International Transport Forum was that vulnerable road users are receiving smaller benefits from recent road safety improvements than vehicle occupants (page iv).*

This indicates that Australia's cycling strategy needs to integrate better with all aspects of the safe system approach to address road user behaviour, vehicles, road infrastructure and speed. This is not done coherently in either the NCS or NRSS currently.

Our recommendation is that the NCS needs to be reviewed in the light of the data on serious injuries and the overlapping government safety strategies. A safe system approach needs to be incorporated into the NCS, integrated with the NRSS.

Yours sincerely



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