

## **Federal Road Safety Questions**

1. **Data:** What nationally consistent data relating to vehicle accidents would you like to see collected, and which body should collect the data? Should the data be made public?

3M believe that access to relevant road safety information will improve the use of this data across a broader cross section of researchers and road safety professional. There needs to be consistency in the data collected across the jurisdictions to improve the overall national picture and to compare the various treatments/actions and their impacts. The data collection information should also be reviewed to understand broader information such road furniture (signage, delineation, line marking) to improve possible low cost road treatment options. There should be a federal agency to collect the information (Possible Office of Road Safety) and should be available to the public.

2. **Targets:** The 2018 Inquiry into the National Road Safety Strategy 2011-20 Report recommends the Commonwealth and states commit to an interim target of vision zero for all major capital city CBD areas, and high volume highways by 2030. Does your organisation support the Commonwealth and state governments adopting this target?

3M Fully supports the Vision Zero target and wish to engage and work with agencies on how we can work to this vision through the use of some for our technologies and global expertise.

3. **Speed Management:** Does your organisation support the installation of point to point speed cameras on all Commonwealth funded roads in the future? Should the Commonwealth Government make the allocation of funding to the states conditional on this commitment being met?

The use of any technology to improve awareness and regulation of speed is important and if this is a proven technology with strong road trauma reduction outcomes. If this technology is shown to improve road safety 3M would support this funding.

4. **Road Standards:** To what safety standard should all Commonwealth funded road projects be built? Should funding for projects be conditional on a particular safety standard being met?

For major road infrastructure it should mandatory to meet the 5-star iRap rating and usage of the highest standard products to enhance road safety outcomes. Although initial costs may be higher it will provide reduced healthcare costs caused by road trauma and save future costs of possible retro-fitting to a higher safety standard