

February 14, 2011

National Road Safety Strategy
GPO Box 594
Canberra, ACT, 2601
Email: roadsafetystrategy@infrastructure.gov.au

Dear Sir/Madam

The Bus Industry Confederation of Australia is the peak body representing bus and coach operators and suppliers in Australia and would make the following comments in relation to the National Road Safety Strategy 2011 - 2020

The National Road Safety Strategy (NRSS) involves road safety interventions in four key areas – safe roads, safe speeds, safe people and safe vehicles. These interventions will contribute to a better road safety outcome if implemented effectively but they do not, in the view of the Bus Industry Confederation go far enough in addressing road fatalities of about 1500 lives and the increasing numbers of road injuries and hospitalisations.

The Strategy in many respects presents more of the same from previous strategies without getting innovative and looking for other policy and program solutions to the nations road safety challenges.

The NRSS does not address the road safety benefits of reducing the number of trips people take by car and using safer forms of transport such as public transport, cycling and walking. The NRSS does not look at reducing the numbers of cars on the road by providing greater incentives to car pool and to introduce things like High Occupancy Lanes, or better plan our cities and regions.

The strategy is solely focussed on the vehicle, the driver and the road and does not look outside the square. For example, other Road Safety intervention areas could be “ Safe Planning” ” Safe Communities” “Safe Travel”.

The BIC believes the strategy should look beyond direct road safety interventions and attempt to influence the broader policy debate in Australia about a “ Sustainable Population”, “ Climate Change” “ Energy Efficiency” and Better Liveable Cities”. The NRSS should articulate support for policies that will reduce the length of trips taken by an individual, reduces the number of cars on the road and promote alternative safer travel choices. Policies that promote more compact cities, the development of transit orientated developments, and use of public transport for example will reduce the length of trips required and numbers of cars on the road. This can only result in a better road safety outcome.

The weakness of the NRSS in the past, and in this case, is that it has been developed and will operate within the silo of Road Safety, Transport and Road authorities rather than trying to look beyond the silo and achieve some policy symmetry with what is going on across the portfolio areas mentioned above. Portfolio areas where road safety has been recognised (overtly or by assumption) as a spin off benefit of future policy in these areas.

Please find enclosed a copy of the BIC Report “Moving People – Solutions for a Growing Australia”, which identifies policies and programs that will have an impact on road safety and could be considered for inclusion in the NRSS.

Yours sincerely,



Michael Apps
Executive Director