

## **Submission to the Road Safety Inquiry from Moyne Shire Council**

Moyne Shire Council wishes to make a submission into Economy and Infrastructure Committee's investigation into how to improve Victoria's road safety.

The submission has been structured in response to the terms of reference as follows:

### **Current Victorian Towards Zero Road Safety Strategy 2016-2020 and progress towards its aim of a 20 per cent reduction in fatalities with 200 or less lives lost annually by 2020;**

The current road toll numbers indicate that the Towards Zero strategy is not being effective.

It is the view of Moyne Shire Council that a key issue is the condition State Managed Roads (see below).

In addition, more needs to be done to reduce run off road accidents and reducing the impacts of such accidents. As an example, more needs to be done to reduce roadside trees and vegetation that significantly increase chances of collision in the instance of a run off road incident. Vegetation can also impact drivers sight distances, particularly at intersections.

### **Adequacy and scope of the current driver drug and alcohol testing regime;**

Current testing regimes appear appropriate and are well promoted.

The issue however in Rural Victoria is that police resources are so stretched that opportunities for drug and alcohol testing are limited.

It is the view of Moyne Shire that more resources be made available to allow for more testing and identification of drivers under the influence of alcohol and drugs.

### **Adequacy of current speed enforcement measures and speed management policies;**

Speed enforcement currently appears to be working effectively, particularly through the use of speed cameras.

Moyne Shire supports the 40kmh school zones and 50kmh township zones.

There are however a number of policy issues including:

Highways being reduced to 80kmh and in some cases 60kmh due to the condition of the road. Highways should be fit for purpose and trafficable at 100kmh.

Requests for speed limit reductions not being supported even when there is substantial evidence of community support (e.g. a street in Peterborough had all but one resident on the street request a reduction to 40kmh but the request was not supported). Instances such as this confuse residents when considering the Towards Zero policy position.

The current process to apply for a speed limit change is very slow and needs to be reviewed.

### **Adequacy of current response to smart phone use, including the use of technology to reduce the impact of smart phone use on driver distraction;**

Similar to drug and alcohol testing this policy platform is good and well promoted.

The penalty point system also appears to act as a dissuader.

Resources to police this is an issue in rural areas.

More could and should be done to educate students on the dangers prior to getting their license.

### **Measures to improve the affordability of newer vehicles incorporating driver assist technologies;**

Any efforts in this area such as Government subsidies would be welcome.

**Adequacy of current road standards and the road asset maintenance regime;**

The Victorian Government needs to make available appropriate funding to manage State Road assets to meet user demand. This includes both maintenance and improvements such as increased overtaking opportunities and pavement improvements.

In the South West region of Victoria both the Princes Highway and the Hamilton Highway are important routes to get product such as dairy and timber to market as well as providing for other industries such as tourism and other agricultural products. Both of these highways are not currently fit for purpose and have a range of safety issues including road condition and lack of overtaking opportunities.

Efforts also need to be made to remove red tape for extractive industries. Currently there is a severe shortage of road making materials in South West Victoria and more quarries are needed to supply material to repair and improve roads.

**Adequacy of driver training programs and related funding structures such as the L2P program;**

As stated earlier more needs to be done in this area to educate young people of dangers such as drink driving, distracted driving and speeding. The L2P program is a great start but it would be good if it could be expanded to enable messages to be embedded. Guest speakers who have suffered consequences of poor decisions is one strategy that young people seem to relate very well to.

**Adequacy and accuracy of road collision data collection — put and agreed to;**

The Australian Roads Research Board has excellent data that apparently is not currently utilised by the Victorian Government. Access to this data should be a priority to assist in decision making and prioritising areas for safety treatments.