



Submission

Mid-term review of the National Road Safety Strategy 2021-30



Introduction

Roads Australia welcomes the opportunity to provide a submission to the mid-term review of the National Road Safety Strategy 2021-30.

Despite progress against Australia's road safety strategy, the number of people killed and seriously injured on our roads is trending in the wrong direction. Recent data shows vulnerable road users are increasingly at risk, with pedestrian fatalities up by 50 per cent in the 12 months to July 2025.¹

Roads Australia believes a multilayered strategy is required to see real progress in decreasing lives lost and serious trauma on our road network. This strategy should at once reflect the role government leadership, comprehensive investigation and review, infrastructure investment, funding reform and community attitudes all play in enhancing road safety.

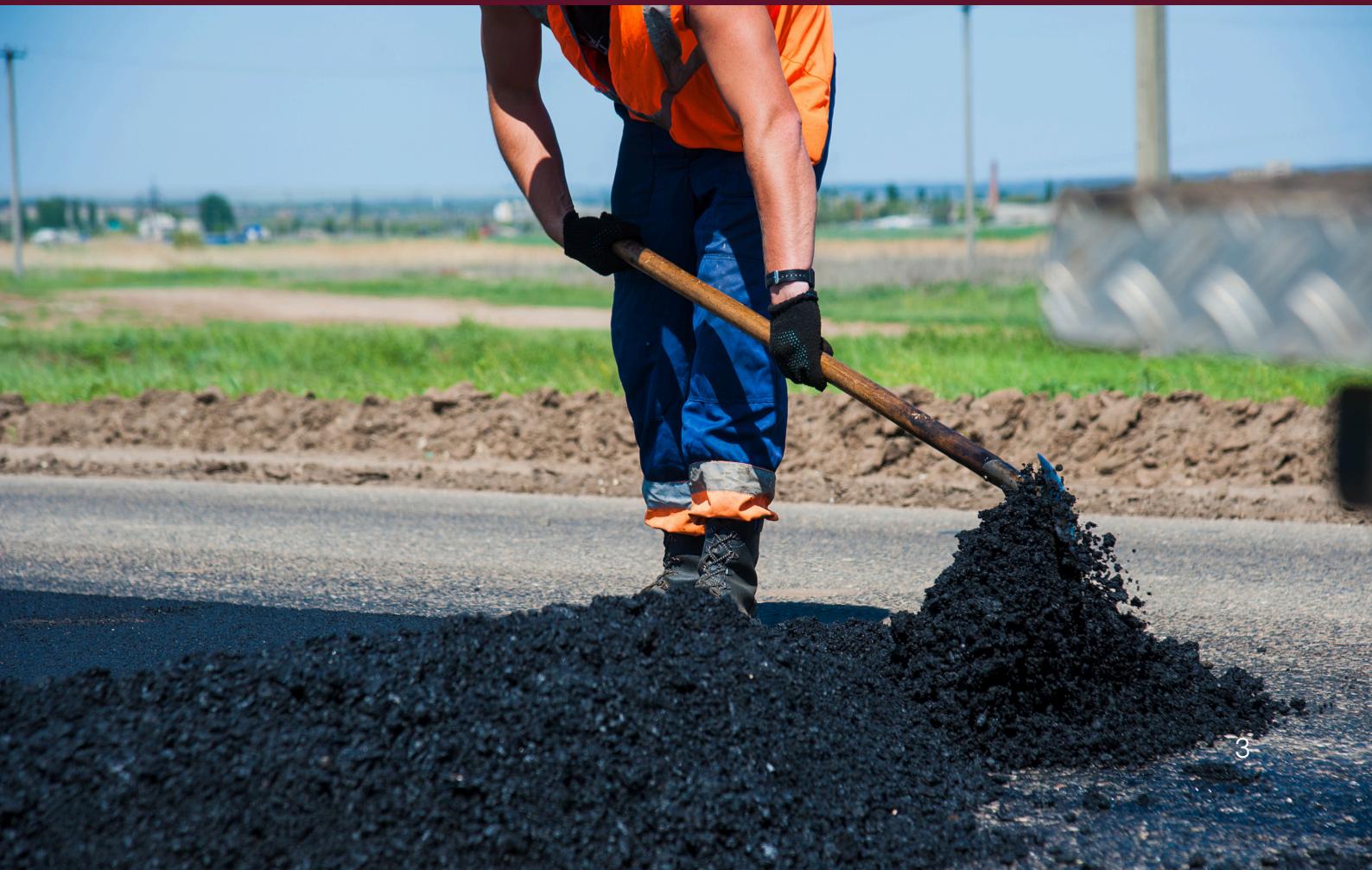
Australia needs a dedicated focus on road safety at all tiers of government, robust investigation into road trauma trends, speed reduction, adoption of a 'Movement and Place' mindset and land transport market reform.

The below recommendations aim to reduce the number of fatalities and serious injuries on our roads.

[1] [Australian Government](#)

Recommendations

- 1. Create the equivalent of the Australian Transport Safety Bureau however specifically to investigate road trauma trends. The current Australian Transport Safety Bureau only investigates aviation, marine and rail incidents. Australia needs a bureau dedicated to investigating road trauma trends with the goal of decreasing deaths and serious injuries on our roads and achieving Vision Zero.**
- 2. Implement the right speed for the right environment. Lowering speed limits to safer speeds would help to decrease the number of deaths and serious injuries on our roads. To achieve social licence for reduced speeds, develop a federal campaign to build community support for safer speeds.**
- 3. Incentivise local governments to apply the Movement and Place Framework, and corresponding road upgrades, to match the right measure to the right road. When ‘movement’ and ‘place’ functions intersect, priority should be given to the place function to better protect vulnerable road users - motorbike riders, cyclists and pedestrians.**
- 4. Reform the funding mechanism for road maintenance and upgrades to improve investment in the safety of our road network. Developing a national road user charge for all road users and vehicle types could provide additional funding towards the safe upkeep of our road and transport systems.**



Conclusion

The above recommendations have been developed in deep consultation with Roads Australia members and key stakeholders in the transport and road safety industries.

Roads Australia urges the Federal Government to adopt our four pragmatic recommendations to improve road safety right across Australia.



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