

INQUIRY INTO VULNERABLE ROAD USERS

Organisation: Private Citizen
Name: Mr Martin Géliot
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Dear Staysafe Ctte

I would like to submit the following to your Vulnerable Road Users (Inquiry) please.

I am a gold drivers license holder, pedestrian, cyclist and parent of school age children. I live and work in Australia, Canada, Germany, USA, UK & the Netherlands and thus have the benefit of experience in all those nations framing my contribution.

The gist of my sentiment is a desire to get the bull out of the china shop, in preference to costly and largely unaffordable infrastructure work.

I would like you to require and recommend please that:-

1. Very poor driver behaviour be dealt with, by actually achieving a reasonable level of compliance with the existing rules and laws. I would like enforcement work to be comprehensive, but to focus especially upon menacing driving and unsafe overtaking of vulnerable road users which are extremely common presently.
2. Motor vehicle speeds be reduced to European levels where people are likely to be about. 50km/h where some people will be present and 30km/h where high levels of people activity is expected. I prefer camera enforcement (mobile & area/cluster systems) to traffic calming features since cameras can be revenue neutral or positive and costly traffic calming installations so often introduce additional hazard.
3. Where speeds are not to be reduced to a fatal-accident-unlikely level infrastructure be introduced which genuinely separates pedestrians and cyclists from motor traffic. Howeverm I would like all such infrastructure to be compliant with the very good Austroads standards, since most of the current facilities are non-compliant and consequently introduce unacceptable levels of risk in themselves. RTA's weakened guidelines, which they don't follow anyway, are not OK.

The essence of my thinking here is that the low/no cost option for acceptable safety in a modern civilisation is low speeds, but if higher speeds are desired then the infrastructure at cost option is there.

4. Changes to compensation/insurance laws along the lines of many European nations (e.g. Germany since 1909) which make motorists financially responsible for accident compensation if a vulnerable road user is hurt regardless of fault. The CTP system does not meet the goals of adequate compensation or of making drivers behave with a proper level of responsibility.

Thank you for conducting this inquiry. As a taxpayer, I am more than willing to fund my share of meeting these objectives. As a motorist, I am more than willing to accept slightly longer journey times in return for a safer road environment for everybody.

Martin Géliot

martin_geliot@yahoo.com.au

28 Wigram Road

Faulconbridge NSW 2776