

Submission
No 4

**INQUIRY INTO PEDESTRIAN SAFETY
(MINISTERIAL REFERENCE)**

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Please accept this submission to the inquiry into pedestrian safety.

Priority is given to vehicles in NSW via various methods and policies including:

- Traffic signals (pedestrians must activate, duration, etc),
- Street signage (E.g.. One way streets only have nameplates at the driving entry-end),
- A State authority who's primary role is roads and vehicle traffic (instead of transport being a single portfolio),
- Shared zones are rare in NSW,
- Variable message signs informing cars always block the footpath,
- Fences on footpaths and median strips funnel pedestrians to allow cars to drive fast,
- Insurance mechanisms do not acknowledge cyclists or pedestrians,
- Street furniture as advertisements for car drivers,
- Legislation - the footpath is captured under the term "road related area" in the Road Transport (General) Act 2005,
- Inadequate enforcement of driver behaviour at pedestrian crossings, with cyclists, etc,
- Uninviting pedestrian amenity (E.g.. footpaths on RTA roads such as Victoria Rd in Sydney are dangerous and potholed),
- Increased use of roundabouts makes pedestrian use of intersections difficult,
- Inadequate public transport,
- Inadequate cycling facilities.

Drivers believe they have a right to travel to their destinations as quickly as possible because public policy and public facilities have re-inforced this message.

Pedestrian safety must start with changing driver attitudes. It won't happen quickly, but it must start now. Pedestrian safety must be assessed in this light. It cannot be assessed independently.

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