



Mr. David Stuart-Watt

Roads Australia

AUSTRALIAN NATIONAL ROAD SAFETY STRATEGY 2011-2020

**David Stuart-Watt
President, Roads Australia**

**October 2011
Delhi India**

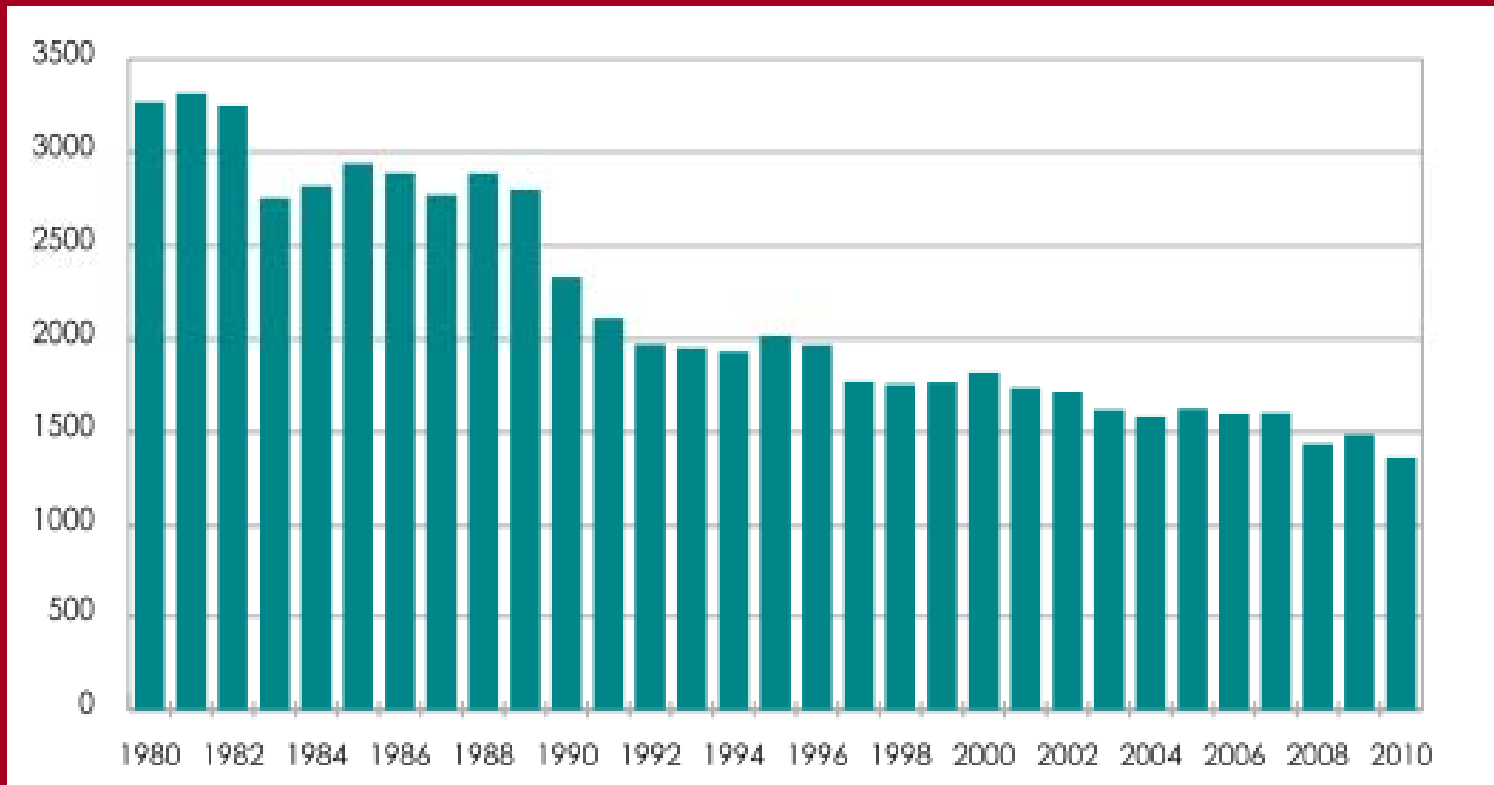


BACKGROUND

- Developed based on the safe system principles;
- Aim to set a path for national action and to reduce fatal and serious injuries by 30% by 2020;
- Developed with the input of all Australian jurisdictions;
- Builds on successful 2001-2010 Strategy



Annual Number of Road Deaths



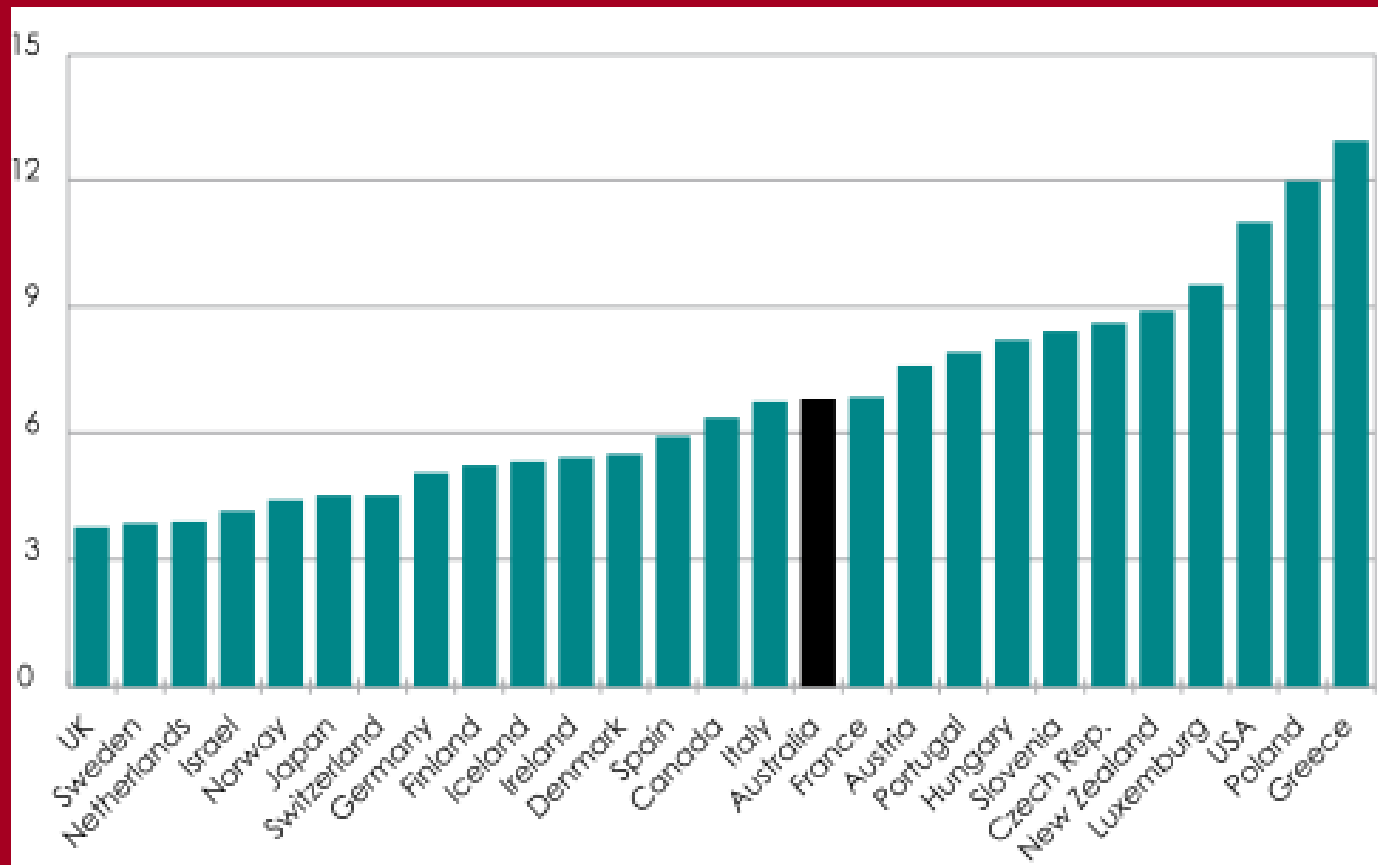
Population

50%

Fatalities

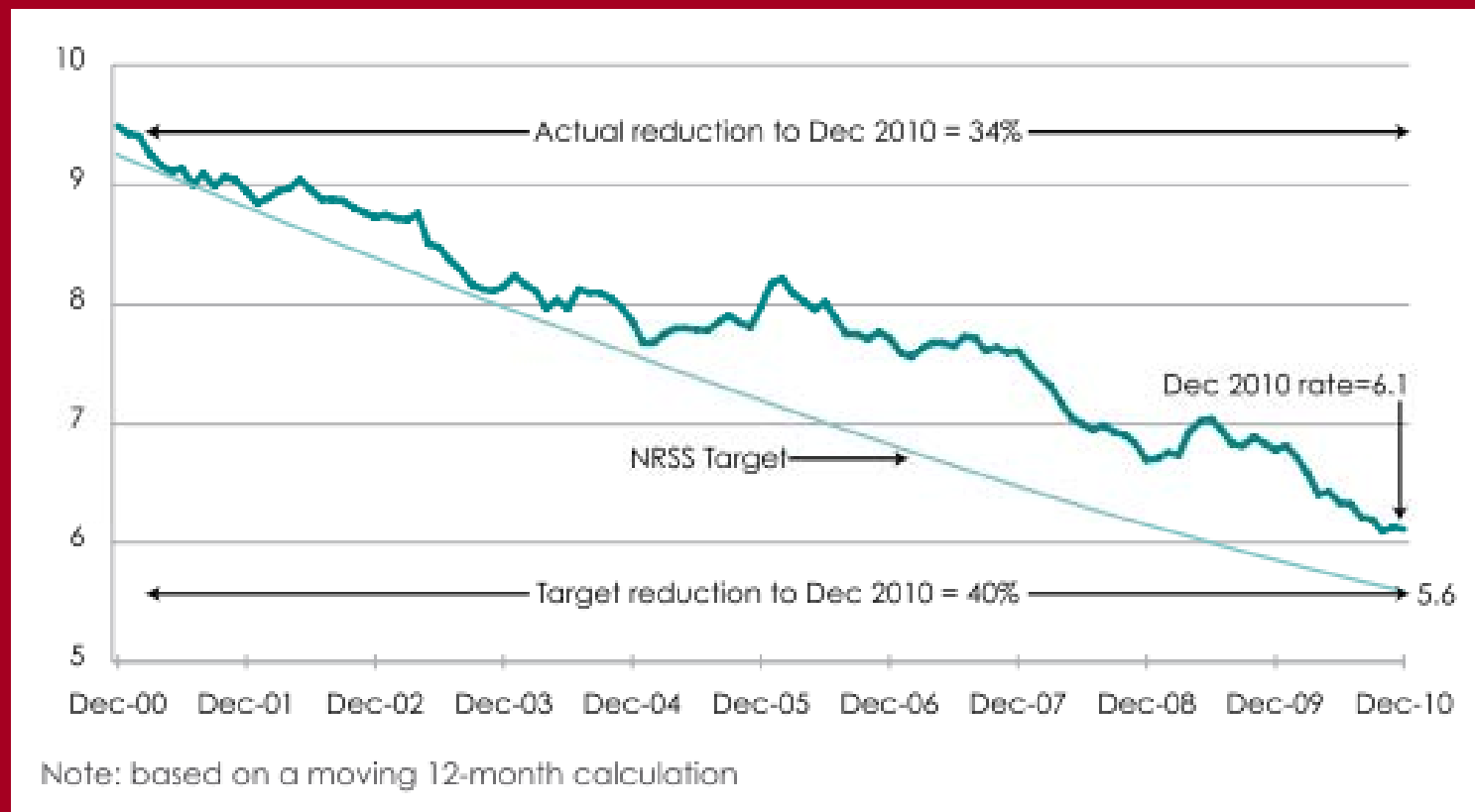
>50%

Road Fatality OECD Countries - 2009



Road Fatality rate per 100,000 population

Australian Road Fatality 2000-2010

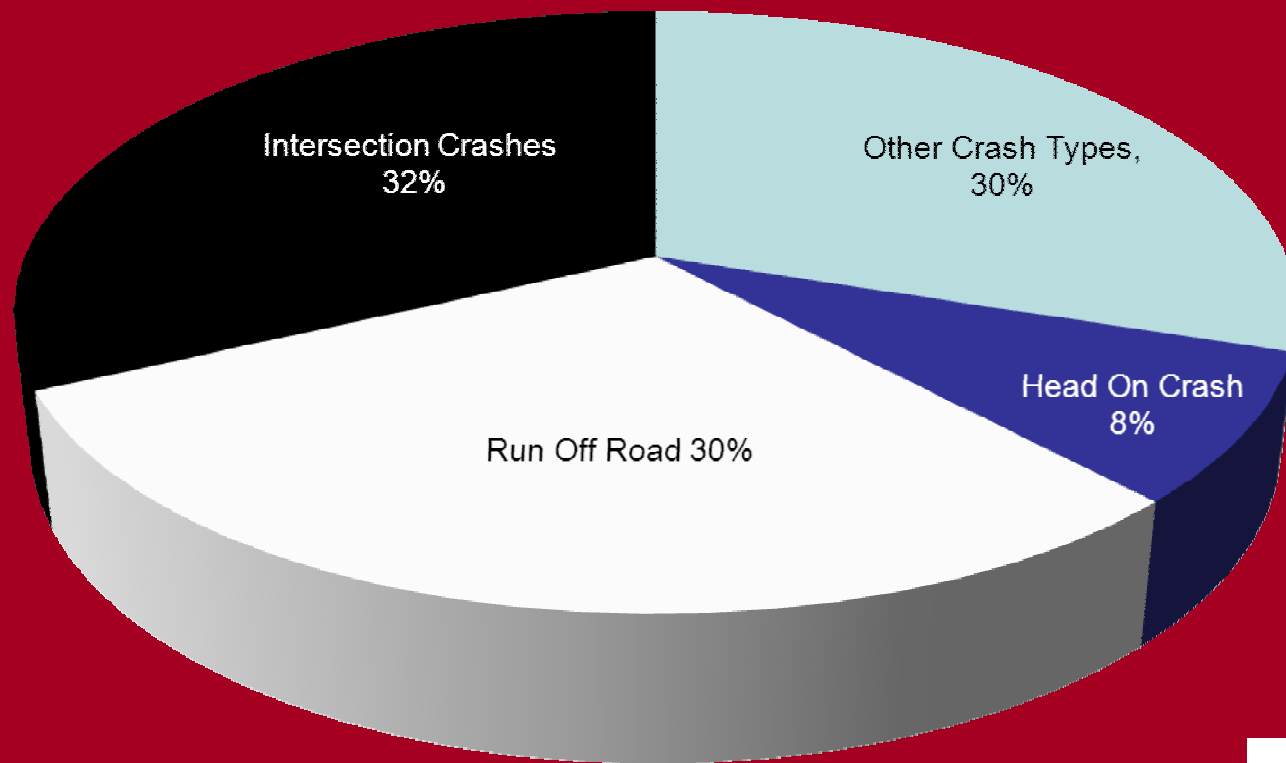


Road Fatality rate per 100,000 population
Based on a Moving 12- month calculation

Behavioural Factors

Type	Proportion of Total Deaths %	Proportion of Total Serious Injuries %
Speeding	34	13
Drink Driving	30	9
Drug Driving	7	2
Restraint Non Use	20	4
Fatigue	20-30	8

Serious Casualties Crash Types



VISION

No person should be killed or Injured on
Australian Roads



Support the UN Decade of Action



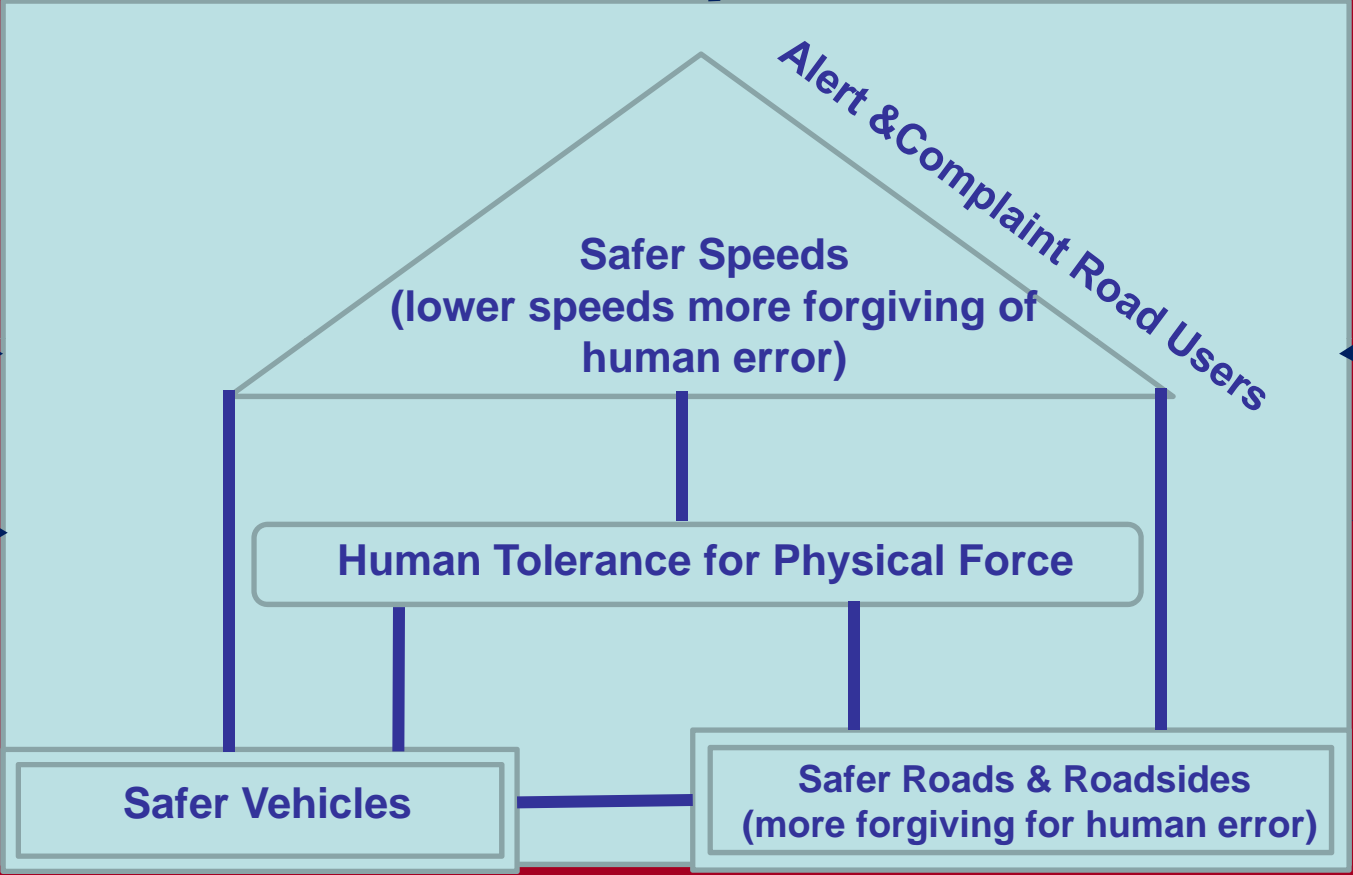
Safe System Approach

- People will always make mistakes but should not be killed or seriously injured as a consequence,
- The road transport system should be designed and managed so that people are not exposed to crash forces beyond the limits of their physical tolerance,
- There are known limits to the forces the human body can tolerate without being seriously harmed.

SAFER TRAVEL

Admittance to System

Understanding Crashes & Risks



Education & Information Supporting Road Users

Enforcement of Road Rules



Strategy Interventions

Crash problem areas (See Chapter 3)	Strategy initiatives			
	Safe Roads	Safe Speeds	Safe Vehicles	Safe People
Crash type				
Intersections	Substantial	Substantial	Substantial	Some
Run-off-road	Substantial	Substantial	Substantial	Some
Head-on	Substantial	Substantial	Moderate	Some
Crashes involving heavy vehicles	Substantial	Substantial	Moderate	Some
Behaviours				
Speeding	Substantial	Substantial	Moderate	Substantial
Fatigue	Moderate	Moderate	Some	Some
Distraction	Moderate	Moderate	Some	Some
Drug driving	Moderate	Moderate	Some	Some
Drink driving	Moderate	Moderate	Moderate	Substantial
Restraint non-use	Moderate	Moderate	Moderate	Substantial
Road user groups				
Novice drivers	Substantial	Substantial	Substantial	Substantial
Motorcyclists	Moderate	Moderate	Some	Moderate
Indigenous road users	Moderate	Substantial	Moderate	Moderate
Pedestrians	Substantial	Substantial	Moderate	Some
Bicyclists	Substantial	Substantial	Some	Some
Older road users	Substantial	Substantial	Moderate	Some
Unlicensed motorists	Moderate	Some	Some	Moderate

Key to relative benefits:

some or indirect benefit only	moderate benefit	substantial benefit
-------------------------------	------------------	---------------------

Safer Roads

Safe Speeds

Safe Vehicles

Safer Roads



Safer Roads – Strategic Intent

- Land use planning and Infrastructure Investment
- Roads and roadsides designed and maintained to reduce the risk of crashes occurring and to lessen the severity of injury in the event a crash does occur;
- Speed limits complementing the road environment to manage crash impact forces within the human tolerance;
- Vehicles which not only lessen the likelihood of a crash and protect occupants, but also protect vulnerable road users.;
- Encourage safe, consistent and compliant behaviour by well-informed and educated road users;
- Licensing, education, road rules, enforcement & sanctions.

Wire Rope Safety Barriers in Median/Audio Tactile Line Marking



First Steps

- Ensuring the Safe System principles apply to all new road projects;
- Modifying infrastructure funding guidelines to increase the safety benefits resulting from road programs;
- Use national guidelines to assess speed limits on higher-risk roads;
- Develop a national public information campaign about the community safety benefits that would result from improved compliance with speed limits;
- Strengthen the deterrence effects of random breath testing programs (RBT) and random roadside drug testing programs;
- All government fleets to implement nationally-agreed fleet purchasing policies and encourage adoption by other fleet operators; and
- Expanding the Australian New Car Assessment Program (ANCAP) to increase the coverage of crash test results across the full range of new vehicles on the Australian market.

Safe Speeds



Future Steps

- Implementing innovative infrastructure safety treatments where feasible and cost-effective, including 2+1 schemes and new types of safety barriers on major highways.
- Investigating the case for promoting or mandating speedometer displays which place more emphasis on the range of Australia's legally permissible speeds, and limit the display of higher speeds.
- Mandating the vehicle safety features for new vehicles, like advanced Emergency Braking Systems, crash protection, rear impact injury mitigation, adaptive lighting; the expansion of advanced seatbelt reminders
- Addressing the substantial increase in crash risk at the beginning of the unrestricted license period through more gradual relief from the provisional licensing restrictions.

Make it Happen



Make it Happen

- Result Focus;
- Co-ordination;
- Legislation, Regulation & Standards;
- Funding and Resource Allocation;
- Promotion and Education;
- Accountability;
- Monitoring and Evaluation.

Community Acceptance



Consultation

- A consultation period was open from 1st December 2010 to 18th February 2011, over 600 submissions were received.
- All responses were reviewed by the NRSS review Group and actioned accordingly providing valuable input into the strategy.

Actions

- The NRSS sets out a 10 year plan to improve road safety in Australia;
- It details interventions to be considered within the first 3 years;
- It details interventions to be considered as the strategy progresses – longer term;
- It also supports the international community through the UN Decade of Action 2011-2020.