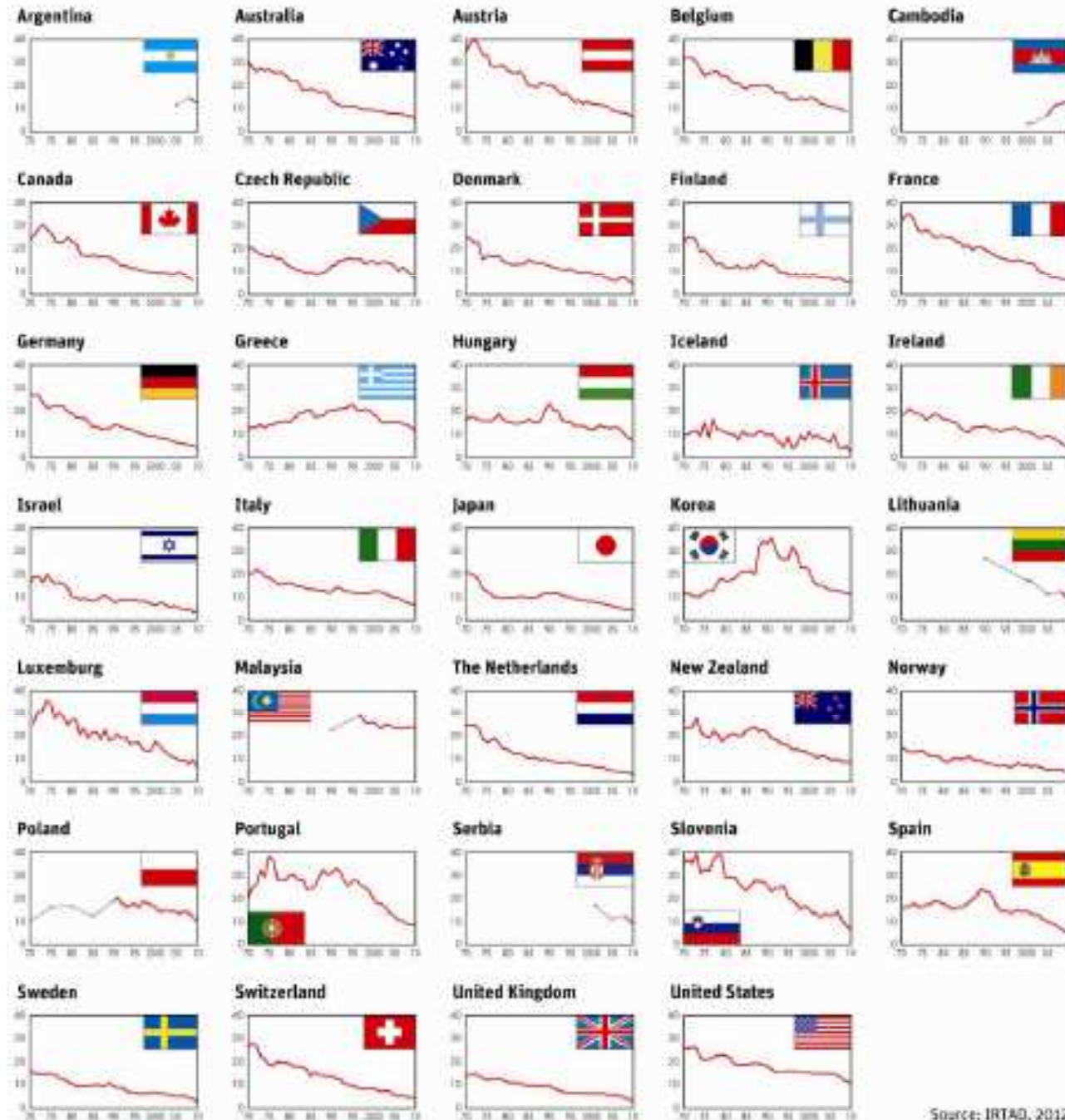


Transport policies

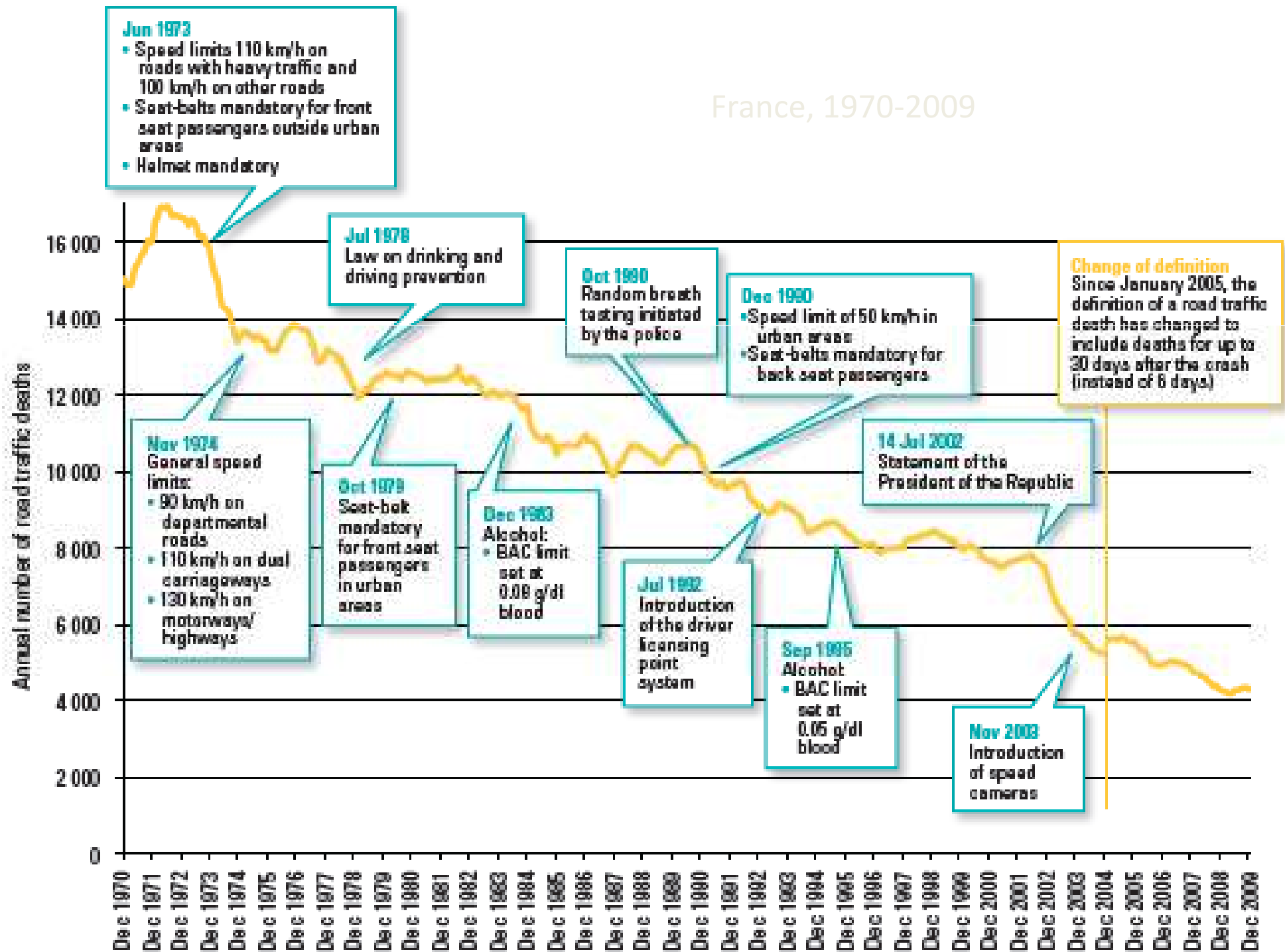
Figure 2. Traffic deaths per 100 000 population
1970-2010

Traffic deaths per 100 000 population since 1970



Source: IRTAQ, 2012

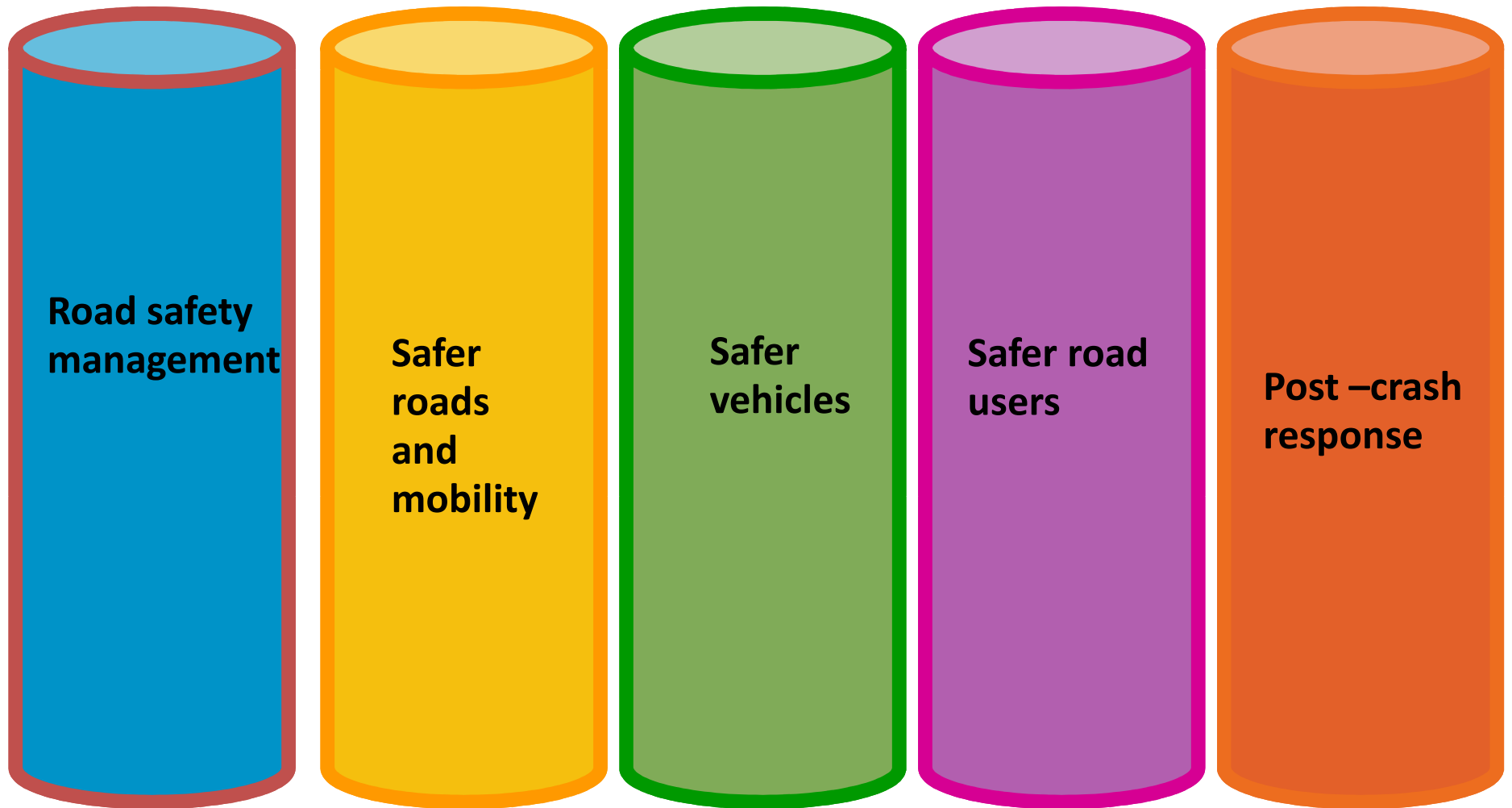
France, 1970-2009



The “Safe Systems” approach

- Aim to eliminate all road fatalities & serious injuries in long-term, while reducing in short-term via known effective interventions
- “Forgiving” system recognises human errors occur but can be corrected
- Aspires to reach a road transport system in which human mistakes do not result in death or serious injury
- Similar approach in aviation, rail, shipping (also mining etc.)
- Increasingly adopted in Europe and throughout Australia
- Underpins the Global Decade of Action on Road Safety approach

Pillars of a Safe System



Road traffic injury prevention

- Managing exposure to risk through transport & land-use policies
- Shaping the road network for road injury prevention
- Providing visible, crash-protective, “smart” vehicles
- Setting & securing compliance with key road safety rules
- Delivering timely, effective post-crash care

Decade of Action for Road Safety 2011-2020

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YOU can help to stop it

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Australian National Road Safety Strategy 2011-2020

- Aims to reduce the annual numbers of both deaths and serious injuries on Australian roads by at least 30 per cent over next decade
- Set in a scene of high economic growth, resulting in increased VKT, for cars, trucks, and motorcycles
- Involved process of public consultation and feedback
- Each item has action items, future plans and monitoring framework

Safe roads

- Infrastructure investment
 - New roads (economic growth and mobility, safety secondary)
 - Safety-focused road works.
 - black spot remedial programs
 - route-based (mass-action) treatments to improve the risk profile of larger sections of the network

How will progress be assessed?

Ongoing

- Number of deaths from head-on crashes
- Number of deaths from single-vehicle crashes
- Number of deaths from intersection crashes
- Number of deaths from crashes occurring on:
 - metropolitan roads
 - regional roads
 - remote roads

By 2014

- Report on delivery of action items 1 to 7.

Safe speed

DIRECTIONS — what the strategy aims to achieve by 2020

- Speed limits that reflect a better balance between safety and mobility objectives.
- A substantial improvement in overall compliance with speed limits, particularly on highly trafficked and/or higher-risk sections of the road network.
- Network-wide alignment of speed limits with the inherent risk and function of the road and roadside environment.

Examples of action items

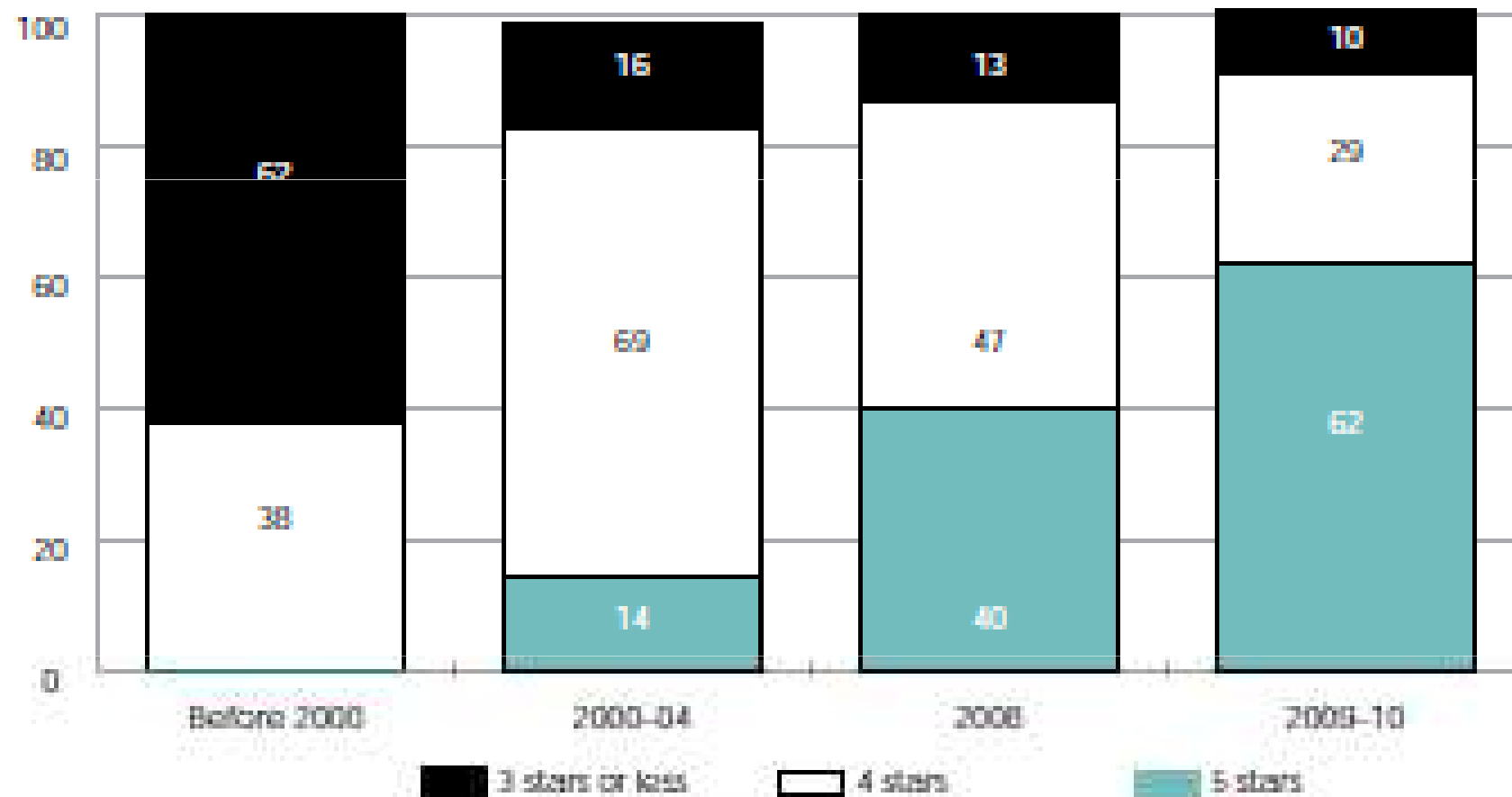
FIRST STEPS — actions for the first three years

- 8. Improve compliance with speed limits across the road network:**
 - a. Adopt best practice enforcement, including a combination of on-road policing and speed camera technologies, with a mix of covert and overt strategies.**
 - b. Install where appropriate point-to-point cameras to improve speed compliance among all vehicles.**
 - c. Examine options for improved enforcement of motorcycle speeding.**
- 9. Improve the use of sanctions to more effectively deter people from speeding.**
- 10. Develop a national public information campaign about the community safety benefits of complying with speed limits. This will provide education resources suitable for use by government agencies, local governments and community forums.**

Safe vehicles

- **FIRST STEPS — actions for the first three years**
- 15. Facilitate the adoption of nationally-agreed best-practice fleet purchasing policies:
 - a. Develop nationally-agreed fleet purchasing policies with practical, evidence-based safety criteria that drive an increase in the safety features required for vehicle purchases.
 - b. Require all government fleets to implement nationally-agreed fleet purchasing policies and encourage adoption by other fleet operators.
- 16. Improve safety regulations for new vehicles:
 - a. Improve the ADR process to ensure that minor changes to UNECE regulations are accepted automatically, timely consideration is given to new and amended UNECE regulations and GTRs, and priority is given to implementing new and amended ADRs that can deliver the greatest safety benefits.
 - b. Subject to the final outcomes of Regulatory Impact Statements (RISs), mandate the following vehicle safety features for new vehicles: advanced seatbelt reminders (driver's seat); provision for ISOFIX child restraint fittings; ESC in light commercial vehicles; Anti-lock Braking Systems (ABS) / load proportioning brake systems for heavy vehicles and trailers.

Figure 8: Percentage distribution of star-ratings awarded to ANCAP tested vehicles



Note: Percentages based on rated models by year(s) of ANCAP publication.

Safe people

- 25. Improve driver and rider licensing arrangements:
- 26. Develop and implement a national helmet assessment and rating program to stimulate market demand for the safest motorcycle helmets — and examine options for other protective gear.
- 27. Implement programs addressing the road safety needs of Indigenous communities and disadvantaged groups:
 - a. Develop and implement programs to increase the opportunities for driving practice for disadvantaged learner drivers, particularly in Indigenous communities.
 - b. Implement locally relevant and culturally appropriate Indigenous community education campaigns promoting key road safety messages.
 - c. Implement education campaigns to meet the road safety needs of culturally and linguistically diverse groups.
- 28. Implement, and promote the use of, new Fitness to Drive guidelines to improve the management of at-risk and medically-impaired drivers.
- 29. Pilot electronic work diaries for heavy vehicle drivers as an alternative to paper-based diaries to improve fatigue management.
- 30. Mandate seatbelt wearing for taxi drivers.

A safe system approach will also support:

- a more sustainable and active lifestyle
- improved environmental outcomes, which will reduce energy consumption and reduce greenhouse gas emissions
- reduced pressure on health and hospital systems from trauma and substance abuse
- improved workplace safety
- improved land use planning and urban amenity
- productive economic activity resulting from fewer crashes, reliable travel times and associated effects.