

Road Safety in Australia

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promoting improved road transport outcomes

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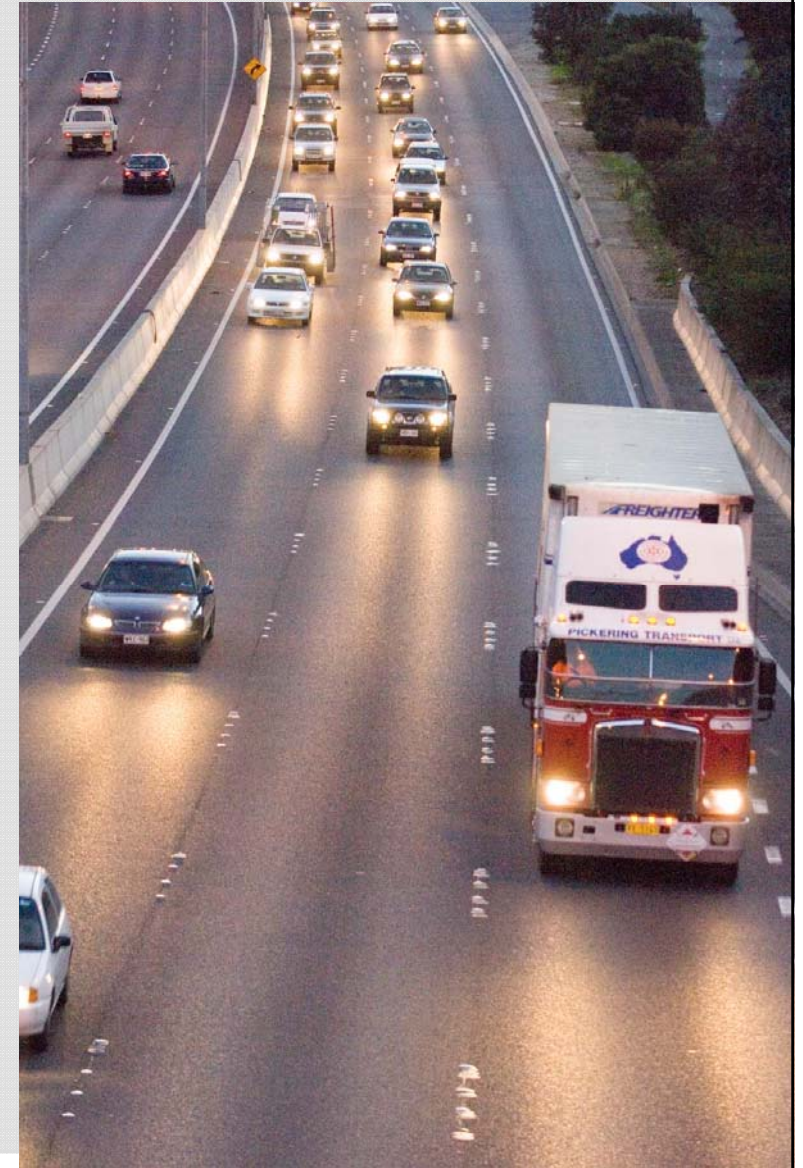
Some facts...

- Australia's population is 21 million but most live in and near capital cities
- Very low population density - 2.6 people per sq km (this compares to 1045 in Bangladesh, 253 in Vietnam, 201 in Cambodia and 134 in Indonesia)
- Reasonable standard of vehicles – average age 10yrs. Heavy vehicle volumes growing
- Less of an issue with cyclists and pedestrians
- Mixed standard of rural roads but speed limits normally 100 or 110 km/hr in rural areas including unsealed roads
- Many with vegetated roadsides (high environmental value)
- Relatively high urban speed limits (60+ arterial, 60-residential)

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Australian Roads



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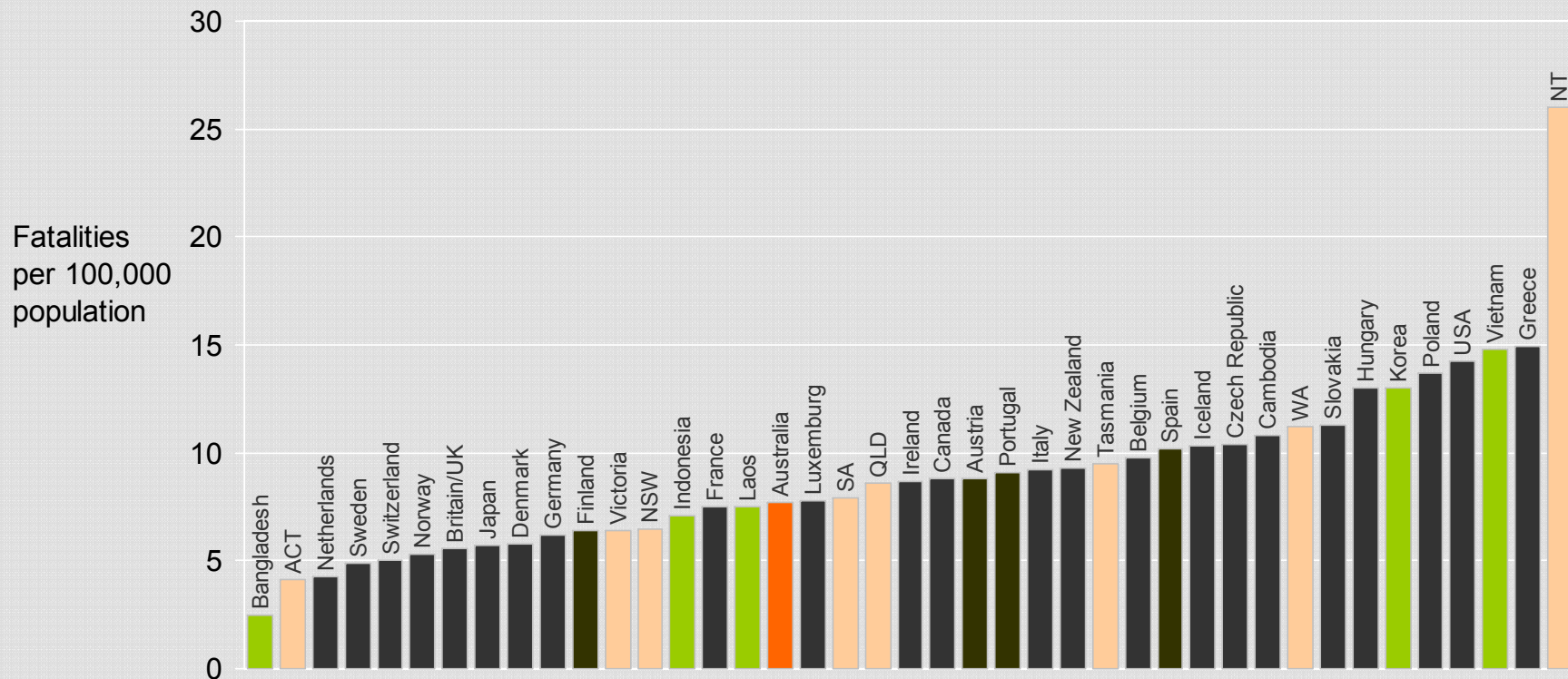
Australian Roads



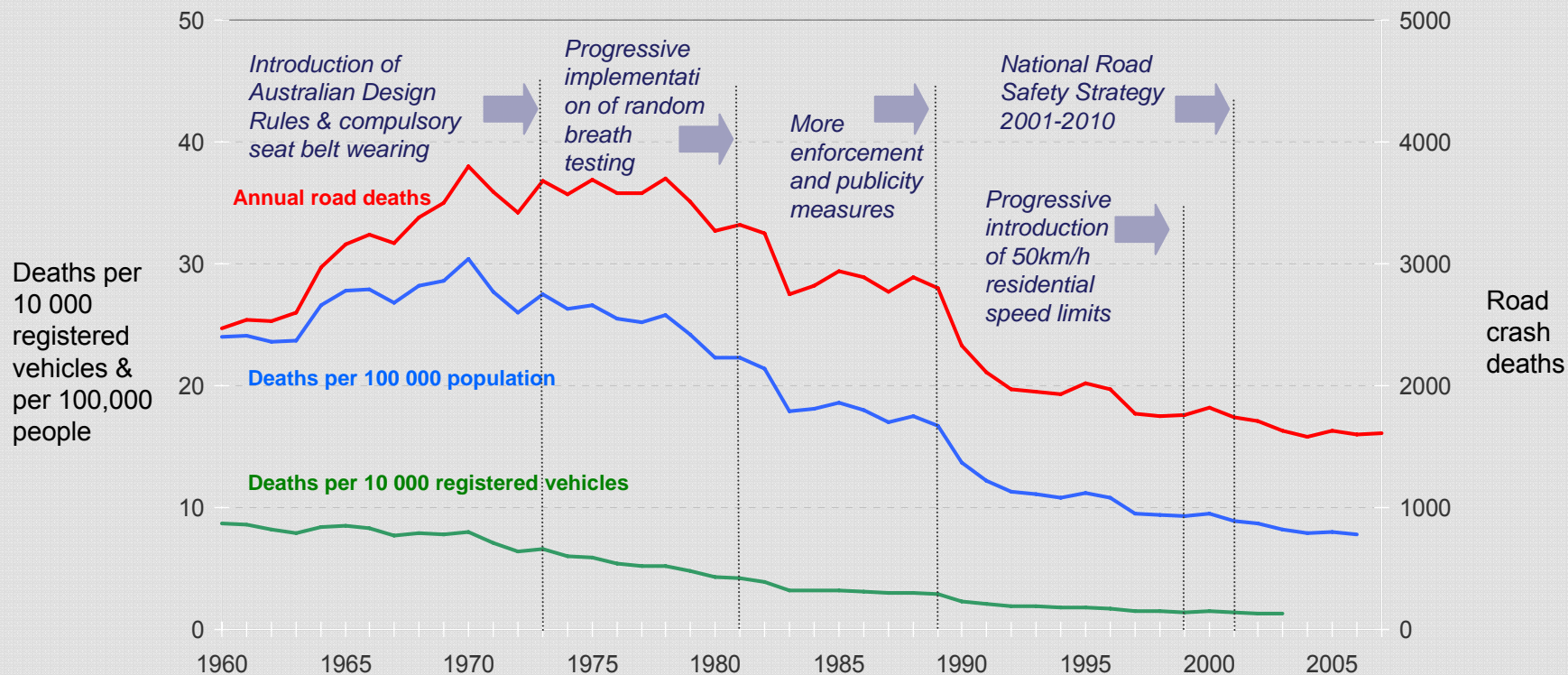
Australia compared to OECD countries and South East Asia

Fatality rate per 100,000 population

(based on latest available figures)

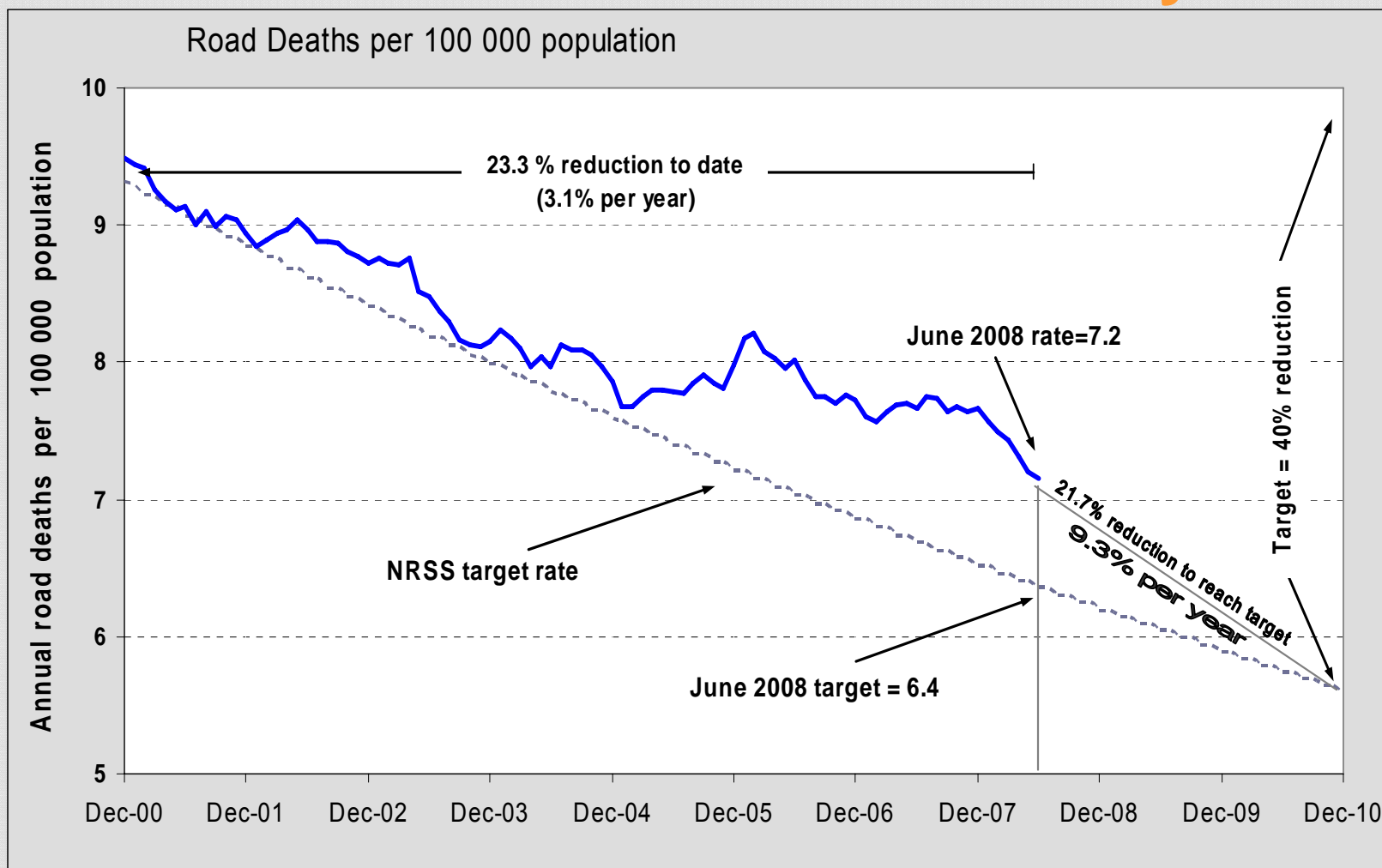


Trends in road deaths and major road safety initiatives, 1960 to 2007



Australia's target

- to reduce the road death rate by 40%



Source: Department of Infrastructure, Transport, Regional Development and Local Government Monthly Road Death Series (MRDS), using data from the states and territories and Australian Bureau of Statistics.

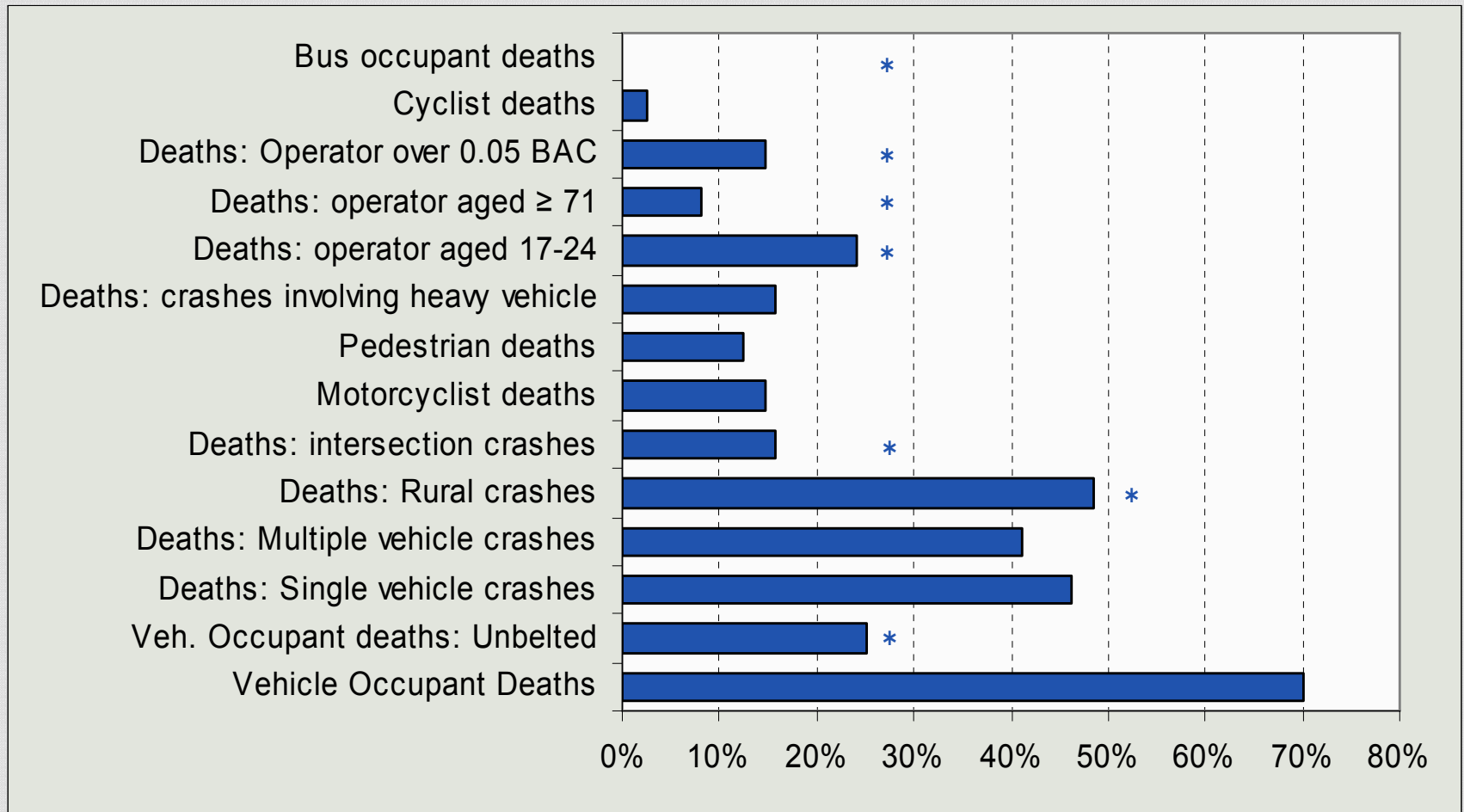
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Road user groups and crash types



Source:

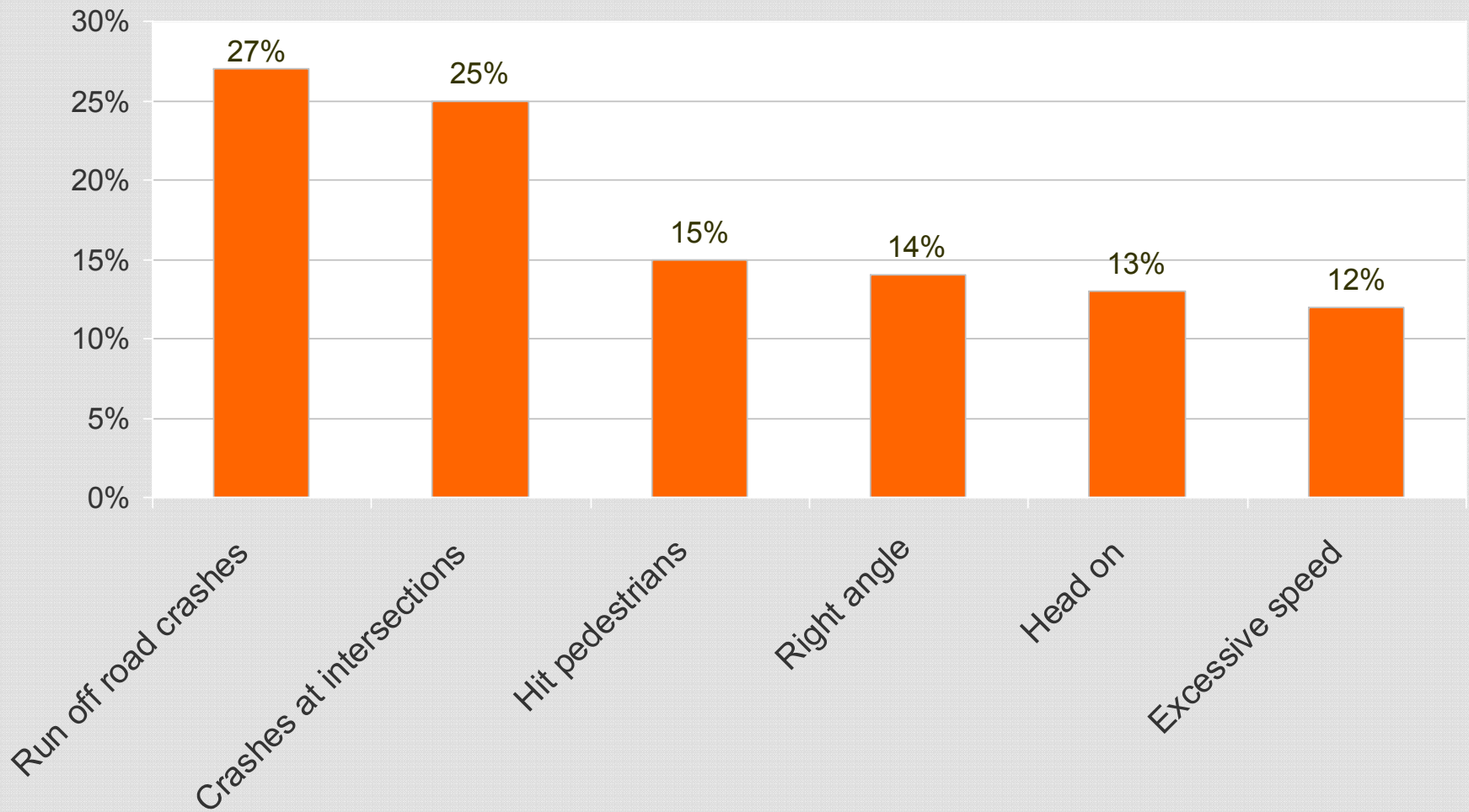
Department of Infrastructure, Transport, Regional Development and Local Government.
Based on data for year ending June 2008 where available. Categories marked with (*) refer to year ending December 2004.

Road user groups and crash types

- There has been little reduction in deaths for vehicle occupants in single vehicle crashes and motorcycle deaths have increased by 20 percent for single vehicle crashes and 15 percent for multiple vehicle crashes

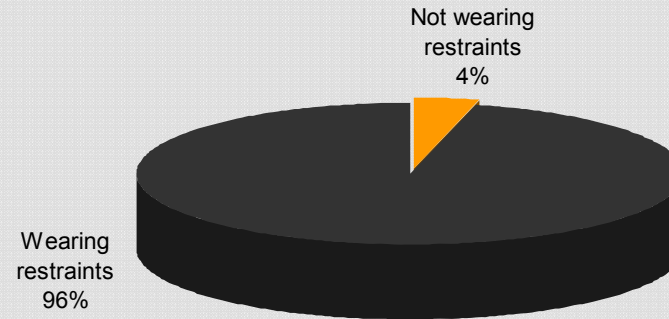
Crash type	Change in last 2 years relative to first two years of strategy
Vehicle occupant: single vehicle crash	-1%
Vehicle occupant: multi vehicle crash	-20%
Pedestrian	-24%
Motorcyclist: single vehicle crash	+20%
Motorcyclist: multi vehicle crash	+15%
Bicycle: multi-vehicle crash	-5%
Deaths involving an articulated truck	-23%
All road users	-10%

What type of crashes occur?

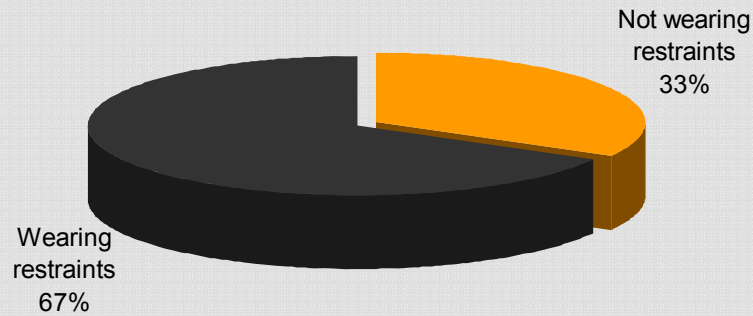


Restraint Use

Wearing rates



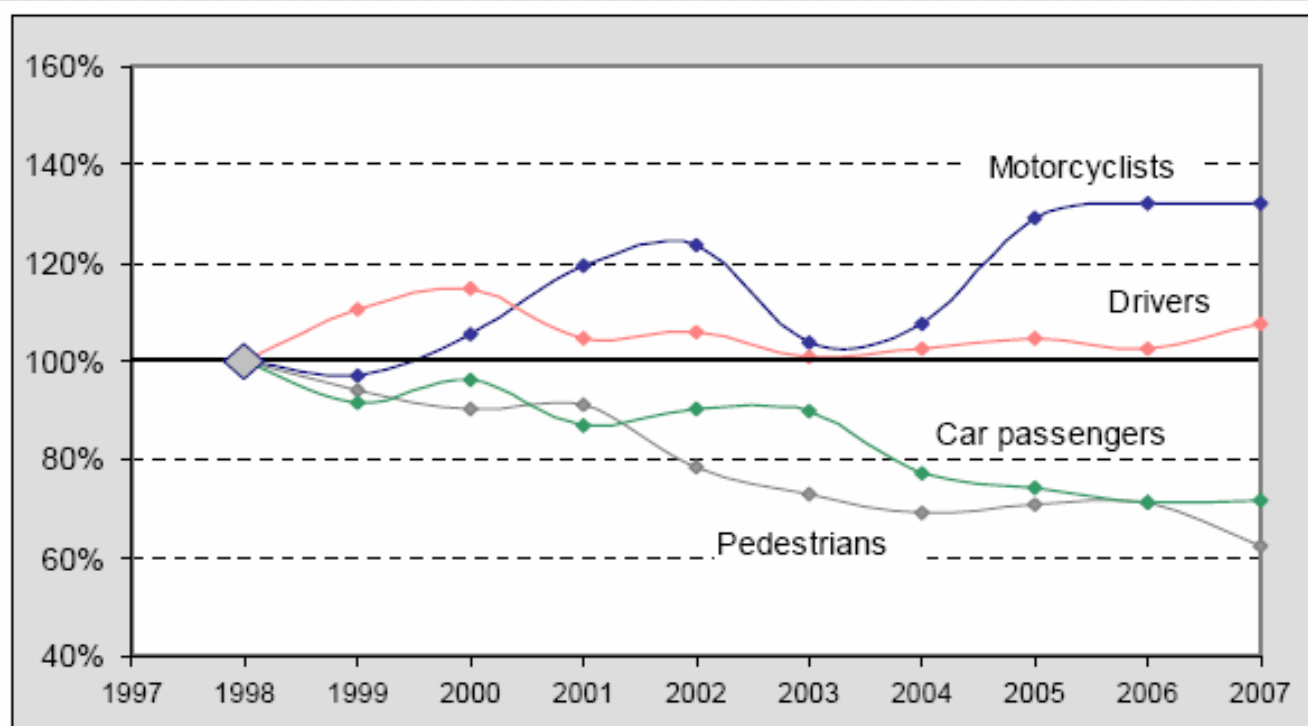
Fatalities



Motorcycles

- Serious crashes have increased in recent years
- Also substantial sales growth for motorcycles and motor scooters
- Over 40% of fatal motorcycle crashes are single vehicle loss of control crashes

Indices showing change in numbers of deaths since 1998



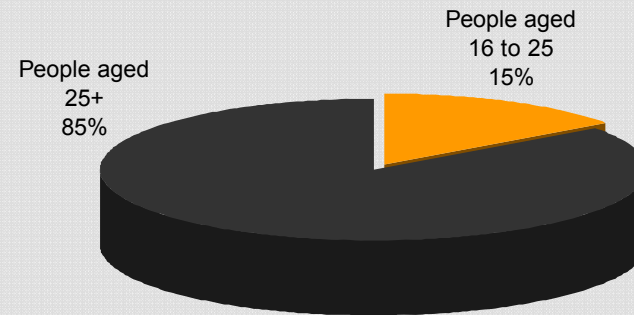
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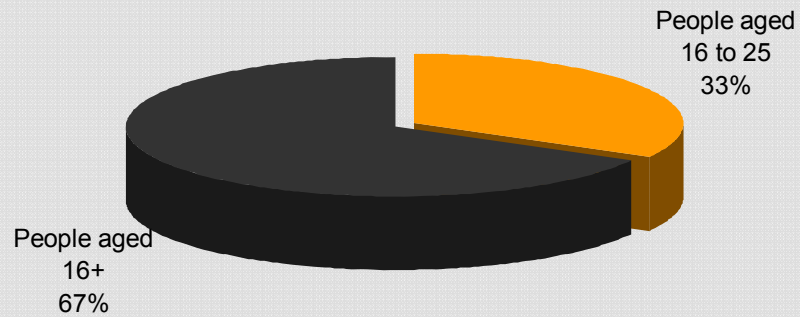


Younger drivers

Population

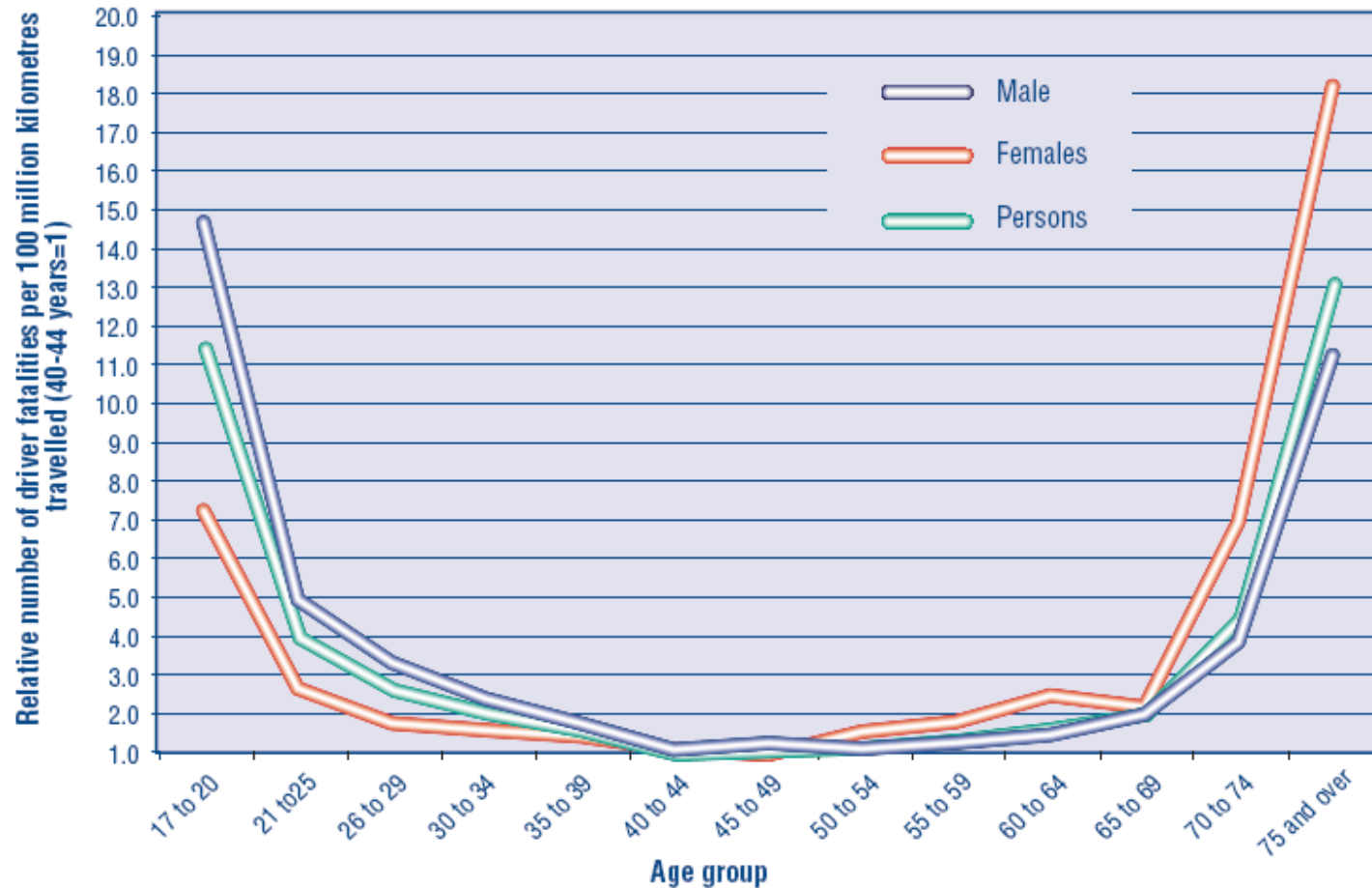


Fatalities



Older drivers

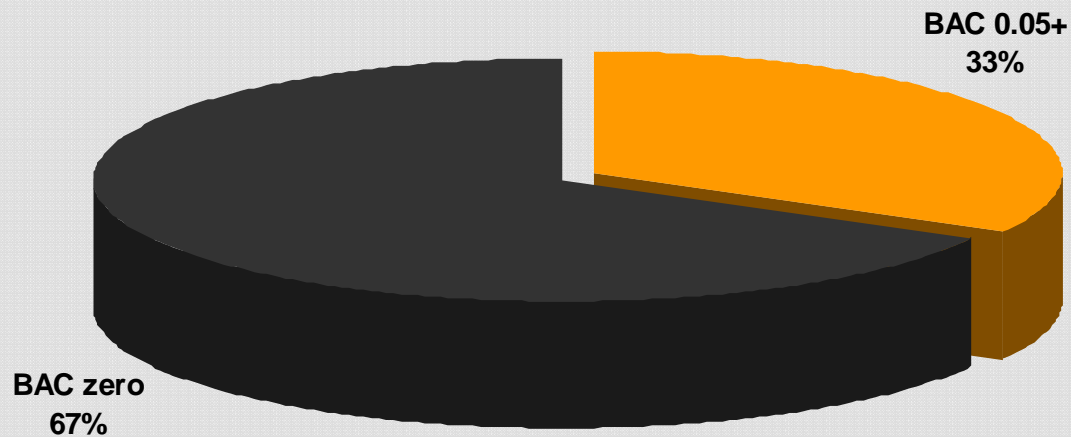
The relative risk of death per kilometre travelled by age group, 1998 to 2000



Source: Australian Transport Safety Bureau

Drink driving

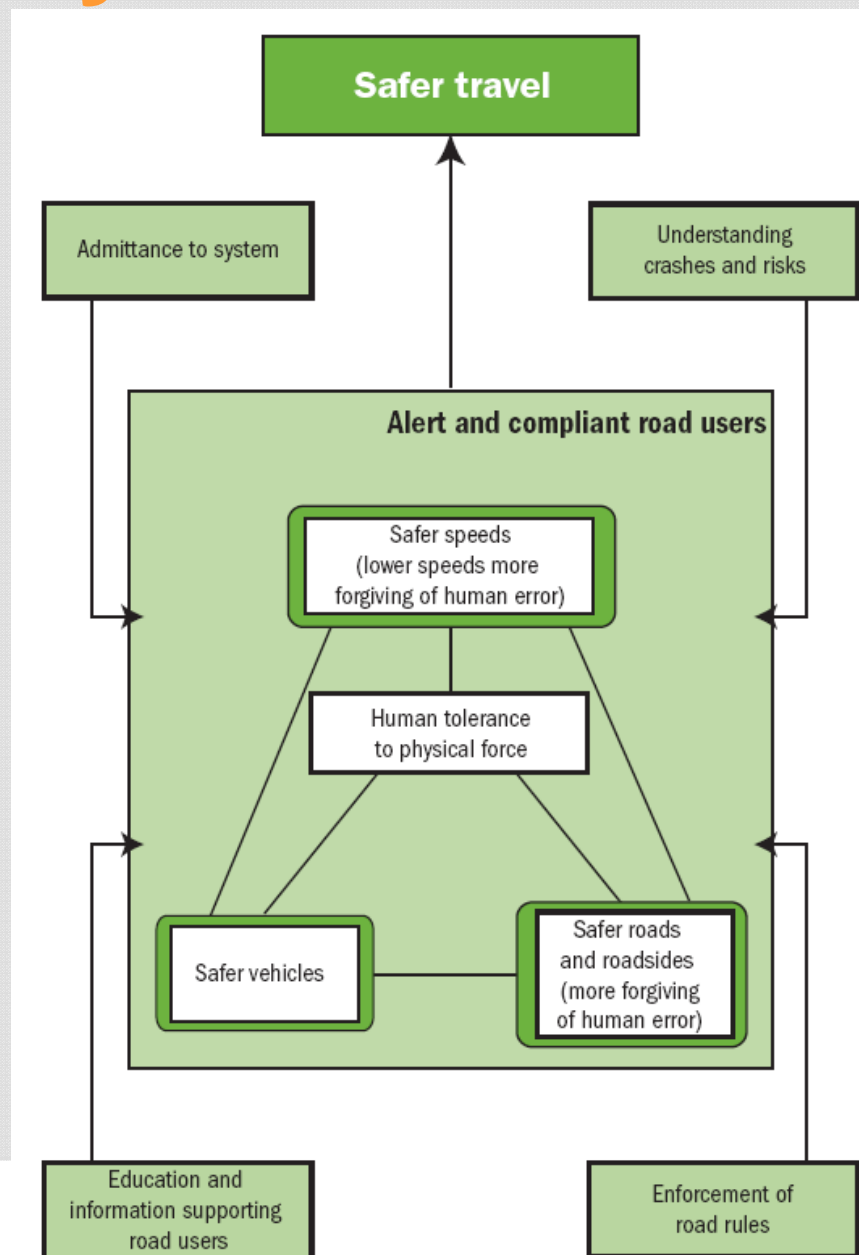
Proportion of driver and rider fatalities who have a BAC 0.05+



Of those who were 0.05+

- 8% are 0.05-.079
- 28% are 0.08-.149
- 64% are 0.15+

Safe System Elements

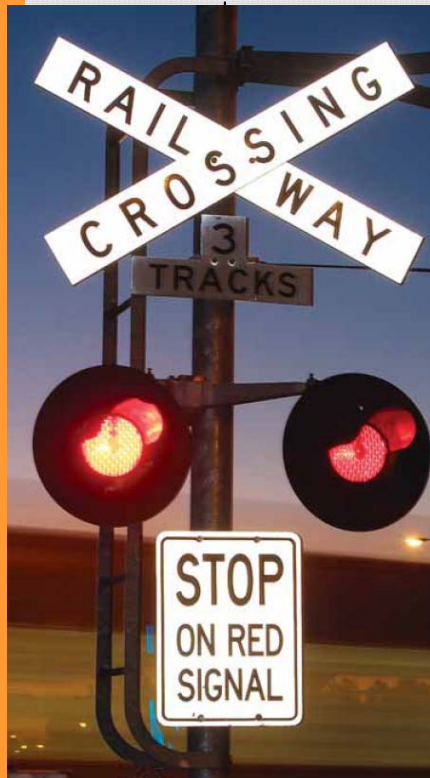
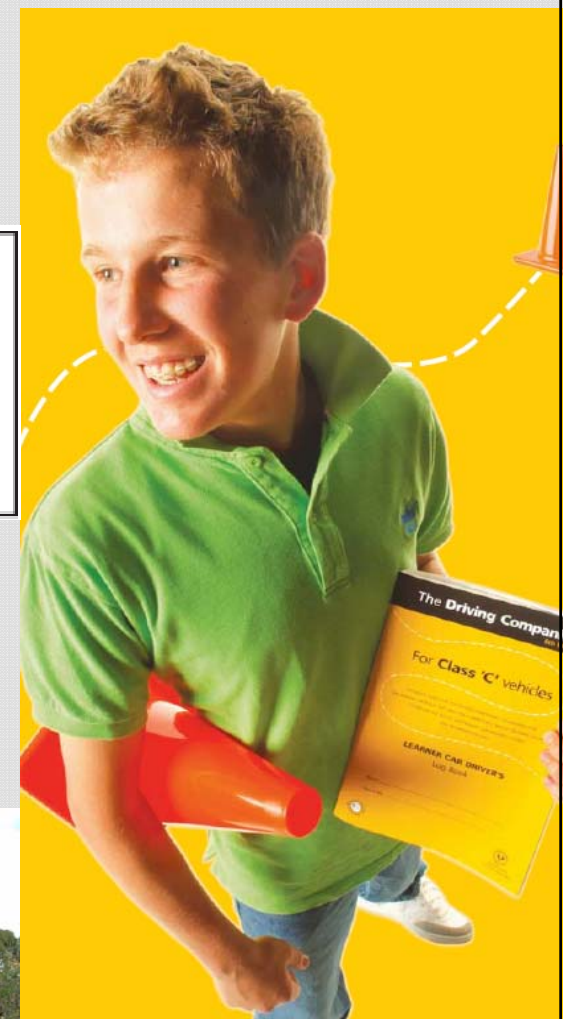


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Recent Initiatives

- GLS for young drivers
 - Mobile phone restrictions
 - Passenger restrictions
- Immediate loss of licence
- Repeat offenders
- Wire Rope barriers
- Edge lining
- Mandatory ESC
- Side Curtain airbags
- Level crossings
- Stars on Cars



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Recent Initiatives

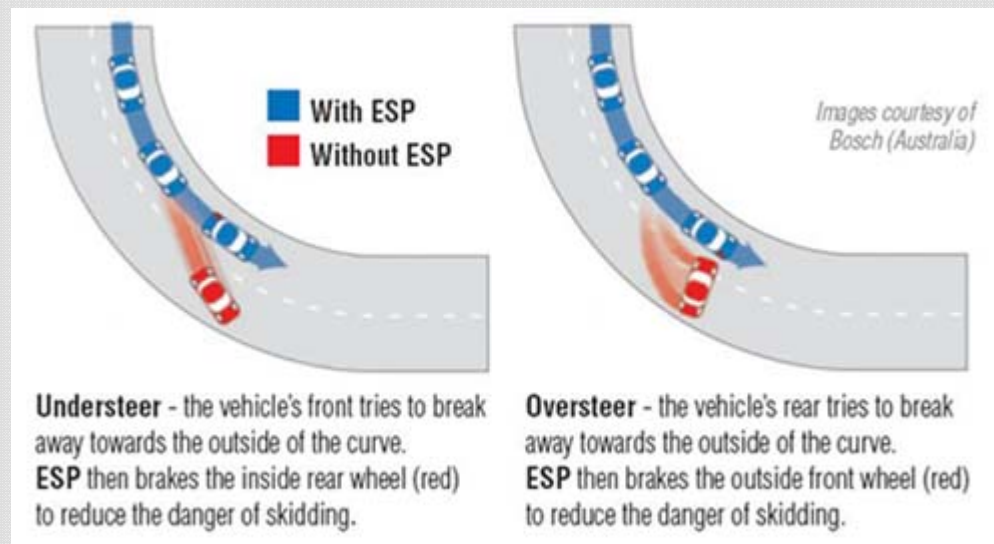
- Strategic planning and community engagement
- Investment in roads and roadside infrastructure
- Mainstream the 'safe system' into all transport authority business
- Safety cameras
- Speed management programs
- Point to point cameras
- Intelligent Speed Adaptation (ISA) systems
- Lowering speed limits
- Impoundment sanctions for repeat offenders/hoons
- Alcohol interlocks for repeat offenders
- Random roadside drug testing
- Legislative reforms for seatbelt laws
- National heavy vehicle fatigue and compliance and enforcement reforms

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Vehicle safety

- Improving vehicle safety has long-term benefits rather than immediate effects on crash and injury levels.
- Benefits of improvements in the safety of new vehicles accrue over many years, as vehicles with the new features gradually replace existing vehicles in the total fleet.
- **Electronic stability control** is an active safety system that reduces the risk of a driver losing control of the vehicle



- The number of new vehicles sold in Australia with swerve or stability control as standard has risen from 7% in 2003 to nearly 40% in 2008.

Where to from here...

- Australia will have a new national road safety strategy from 2011. Under consideration will be what will be the vision and target(s), how ambitious it will be, what will be done differently.
- Will be based on a Safe System approach, will be evidence based and likely to be more community oriented. The Safe System philosophy needs to be embedded in Australia.
- A new National Road Safety Council is likely to be established in early 2009. Likely to pick up more difficult issues.
- Working together will continue to be important.

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Thank you

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