

# Management of Road Safety in Australia.

Presentation to the Road Safety Decade of Action  
Roundtable- 1<sup>st</sup> Anniversary.

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Dr Soames Job  
Executive Director  
National Road Safety Council.  
[Soames.job@gmail.com](mailto:Soames.job@gmail.com)

Flavour of Safe Systems



## National Road Safety Strategy

### Four Pillars:

Safe roads  
Safe speeds  
Safe vehicles  
Safe people

59 actions.

Target: 30% reduction in deaths and serious injuries by 2020

Differences: target, management pillar, speed pillar.

Deaths per 100,000 population.

Year:	Australia
2000	9.5
2011	5.71
% change	39.9

Notes:

2011: 4.4% decrease in absolute number of deaths.

Serious injuries are often overlooked in public discussion (because they are not available in time). It would help advocacy if we could address this.

# What is Australia doing well

- ▶ Good speed limit process and reducing rural speed limits
- ▶ Designs of new road, with divided medians
- ▶ Drug testing
- ▶ Speed cameras and enforcement is improving, but there is further to go.
- ▶ Random Breath Testing for Alcohol, with sound laws, improved interlock programs and uptake.
- ▶ Education campaigns
- ▶ Vehicle safety promotion

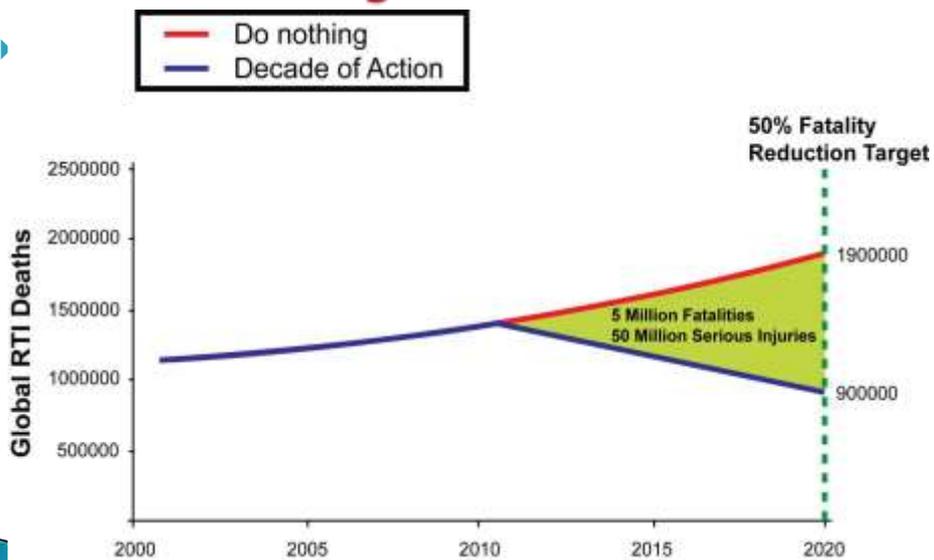
## Road Design: WA



## Retrofit of safety: NSW



## The Goal for a Decade of Action ...Saving 5 Million Lives



# Australia's Contributions

1. Reductions of road trauma in Australia.
  - The National Strategy target = 400 lives p.a. by 2020
  - So, incredibly important to Australia, but not a large contribution to 5million lives
2. Leadership and advice for other countries
  - National Road Safety Executive Group started a process last year to develop our international work in road safety
3. Funding contributions for road safety in other countries
  - Our foreign aid is an important contribution



## Institutional responsibilities for road safety in Australia

- ▶ States and territories are responsible for their own road tolls and safety actions
- ▶ Commonwealth Government is responsible for vehicle design rules, and collates the road toll for Australia from the data supplied by the states.
- ▶ Local councils are not held responsible for road safety but are the road authority for the majority of the road network



# Institutional Management of Road Safety in Australia

- ▶ Complex, involving all three levels of Government
- ▶ Accountability, responsibility and capacity could be better aligned.
- ▶ Note: responsibility rests with the State and Territory Governments.
  - Media presents this view and encourages jurisdiction comparisons
  - The public hold this view
  - State practices show they hold the same view (Road Safety Councils, Ministers of road safety, Public Sector managers of road safety heading the lead agencies, responsibility for speed cameras, police activity, almost all relevant advertising).



# Institutional Management of Road Safety in Australia

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Factor	Accountability for road safety consequences	Responsibility	Capacity (ability and resources)
Vehicle design rules	States and Territories	Commonwealth	Limited by international and economic factors. Harmonisation with Europe
State roads	States and Territories	States and Territories	States and Territories
Local Roads	States and Territories	Local Councils	Not local councils
National Roads	States and Territories	States, Territories, Commonwealth	States, Territories, Commonwealth



# Institutional Management of Road Safety in Australia

- ▶ National level decision making has improved with the NRSEG and its link to the council of ministers (SCOTI)  
But it could go further.
- ▶ Collaboration.
  - Has always occurred at a practical level of sharing: Excellent work of the National Road Safety Executive Group.
  - National model road rules
- ▶ The State, Territory and Commonwealth Governments are increasing collaboration.
  - National Road Safety Strategy with stronger monitoring that previously occurred
  - National Heavy Vehicle Regulator
  - National Road Safety Council
    - National projects
    - Area based assessment of road trauma.....
    - National purchasing and advocacy

## Conclusions

-We are improving on the results, management, and actions fronts.

-we can make further improvements including to

1. Accountability, responsibility, capacity alignment.
2. National action

-we can make a significant contribution internationally with provision of expertise, mentoring, and project delivery. (NRSEG is examining this)

The mid term review of the NRSS will be critical. We can be planning for it now.

**Thank you for your  
attention**

