

# Scaling up to **Save Lives**

## Protecting current and future generations

**The Inquiry into the National Road Safety Strategy has delivered its findings and 12 key recommendations.**

- 1.** Create strong national leadership by appointing a Cabinet minister with specific multi-agency responsibility to address the hidden epidemic of road trauma including its impact on the health system.
- 2.** Establish a national road safety entity reporting to the Cabinet minister with responsibility for road safety.
- 3.** Commit to a minimum \$3 billion a year road safety fund.
- 4.** Set a vision zero target for 2050 with an interim target of vision zero for all major capital city CBD areas, and high-volume highways by 2030.
- 5.** Establish and commit to key performance indicators in time for the next strategy that measure and report how harm can be eliminated in the system, and that are published annually.
- 6.** Undertake a National Road Safety Governance Review by March 2019.
- 7.** Implement rapid deployment and accelerated uptake of proven vehicle safety technologies and innovation.
- 8.** Accelerate the adoption of speed management initiatives that support harm elimination.
- 9.** Invest in road safety focused infrastructure, safe system and mobility partnerships with state, territory and local governments that accelerate the elimination of high-risk roads.
- 10.** Make road safety a genuine part of business as usual within Commonwealth, state, territory and local government.
- 11.** Resource key road safety enablers and road safety innovation initiatives.
- 12.** Implement life-saving partnerships with countries in the Indo-Pacific and globally as appropriate to reduce road trauma.

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**INQUIRY INTO THE  
NATIONAL ROAD  
SAFETY STRATEGY  
2011-2020  
SEPTEMBER 2018**



<http://roadsafety.gov.au/>

# Road trauma causes enormous and unacceptable human and economic costs

## The state of play

- » Australia's road safety performance has stalled.
- » The scale of the personal and financial cost of road trauma is unacceptable, and current actions and investments are not achieving the desired results.
- » Australia needs a dramatic change in road safety management, given the national road injury epidemic and the enormous economic cost from road crashes.
- » Failing to improve our current situation will result in 12,000 people killed and 360,000 admitted to hospital at a cost of \$300 billion over the next decade.
- » This demands large-scale action, with a disaster response that reflects the true measure of the problem.

## The harsh reality

- » In 2017, 1,226 people died on Australia's roads. This tragic loss of life reverses the safety gains made earlier in the decade.
- » Every year, at least another 36,000 people are admitted to hospital. Often these are life-changing injuries, such as paralysis, brain injuries, amputations or loss of sight.
- » Road crashes cost the Australian economy more than \$30 billion a year.
- » Road crashes impose a heavy burden on families, friends, communities, the health sector, insurers and social services – a burden that is largely avoidable.
- » The link between where the costs of road trauma are borne and where the solutions exist is not made, and gross under-funding results.

Based on current performance, the future disaster that will face the nation over the next decade will include:

- » The death of 12,000 people
- » At least 360,000 people admitted to hospital
- » Families, communities and businesses shattered on a daily basis

# Australia needs a **dramatic change** in road safety management

## Key findings

### **There is a disconnect between intentions, resourcing and road safety practice**

Australia needs a transformative approach to road safety, the Inquiry said. Road trauma targets are not being met and, at the same time, the Safe System approach espoused in the National Road Safety Strategy 2011–2020 is often not being honoured ‘in the field’.

### **Not focusing on harm elimination means settling for sub-optimal results**

Some improvement in safety is often regarded as sufficient or is assumed. We accept that we are making the roads, vehicles and users “safer” but frequently miss the opportunity to make them SAFE outright. We must move from a coping mechanism to one that fixes the problem once and for all.

### **More resources and a more intense focus are needed**

Many safety aspects have not received sufficient focus or resources under the current National Road Safety Strategy. There are flaws in accountability, the scale and source of funding, gap analysis, capacity building, change management, quality assurance, technology, insurance and organisational culture.

### **Smart allocation of resources will enhance road safety**

Smart application of safety initiatives demonstrated to the inquiry show a return across portfolios of up to 20:1. Leadership from the very top of government is required to recognise and unlock these multi-agency high returns on investment.

### **Road safety reform must scale-up the proven interventions and embrace new ideas**

The consultative process provided a range of ideas and reforms. Many of these deserve further consideration within the context of developing future action plans and the next strategy.

# Australia's **road safety** performance has stalled. **Lives** are at stake.

## Background to the Inquiry

In 2011, the federal government and all states and territories signed up to the National Road Safety Strategy, which aims to reduce death and injuries by 30 per cent through the decade to 2020. The independent June 2018 quarterly Benchmarking of The National Road Safety Strategy shows that all states and the Northern Territory are on track to miss these targets. Only the Australian Capital Territory is on track to meet its fatality reduction targets.

On 8 September 2017, the federal government announced an inquiry into the National Road Safety Strategy 2011–2020 with the following terms of reference:

1. Identify the key factors involved in the road crash death and serious injury trends including recent increases in 2015 and 2016.
2. Review the effectiveness of the National Road Safety Strategy 2011–2020 and its supporting 2015–2017 action plan.
3. Identify issues and priorities for developing a post-2020 national road safety strategy and 2018–2020 action plan, focusing on how Australia can move towards a safe road transport system.
4. Advise on arrangements for managing road safety and the National Road Safety Strategy, looking at best coordination and use of the capacity and contributions of all partners.

## Co-Chairs

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