

Inquiry Name: Inquiry into the Increase in Victoria's Road Toll

Dr Bruce Watson DEd (Melbourne)

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**SUBMISSION CONTENT:**

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Governments need to take action to address road safety in a holistic manner.

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# **Submission to Legislative Council's Economy and Infrastructure Committee**

Victoria's Towards Zero 2016-2020 Road  
Safety Strategy.

Governments need to take action to address  
road safety in a holistic manner.

**Dr. Bruce D. Watson, DEd (Melb)**  
**22nd January, 2020**

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# GOVERNMENTS NEED TO TAKE ACTION TO ADDRESS ROAD SAFETY IN A HOLISTIC MANNER.

1. Road safety is a World-wide problem. Victoria needs to be part of the whole, not in a silo. Therefore, work to support the development of national capacity and international cooperation.

- Nearly 1.25 million people die in road crashes each year, on average 3,287 deaths a day.
- An additional 20-50 million are injured or disabled.
- More than half of all road traffic deaths occur among young adults ages 15-44.
- Road traffic crashes rank as the 9th leading cause of death and account for 2.2% of all deaths globally.
- Road crashes are the leading cause of death among young people ages 15-29, and the second leading cause of death worldwide among young people ages 5-14.
- Each year nearly 400,000 people under 25 die on the world's roads, on average over 1,000 a day.
- Over 90% of all road fatalities occur in low and middle-income countries, which have less than half of the world's vehicles.
- Road crashes cost USD \$518 billion globally, costing individual countries from 1-2% of their annual GDP.
- Road crashes cost low and middle-income countries USD \$65 billion annually, exceeding the total amount received in developmental assistance.
- Unless action is taken, road traffic injuries are predicted to become the fifth leading cause of death by 2030.

[\[WHO's infographics on road safety facts\]](#)

**4 pages**

2. Governments need to take action to address road safety in a holistic manner. This requires involvement from multiple sectors such as transport, police, health, education, and actions that address the safety of roads, vehicles, and road users.
3. In 2017, WHO released Save LIVES a road safety technical package which synthesizes evidence-based measures that can significantly reduce road traffic fatalities and injuries. "Save LIVES: a road safety technical package" focuses on Speed management, Leadership, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and post-crash Survival.

<https://apps.who.int/iris/handle/10665/255199>

4. The Global status report on road safety 2018, launched by WHO in December 2018, highlights that the number of annual road traffic deaths has reached 1.35 million. Road traffic injuries are now the leading killer of people aged 5-29 years. The burden is disproportionately borne by pedestrians, cyclists and motorcyclists, in particular those living in developing countries. The report suggests that the price paid for mobility is too high, especially because proven measures exist. Drastic action is needed to put these measures in place to meet any future global target that might be set and save lives.

[https://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2018/en/](https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/)

## 5. Key Risk Factors

- a. speeding
- b. driving while under the influence of alcohol or other drugs
- c. unsafe roads (potholes, thin roads, blackspots, etc.)
- d. driver's experience of particular road conditions
- e. distractions in the car while driving (talking on the mobile phone)
- f. emotional state whilst driving
- g. tiredness.

6. Despite the progress made in improving legislation across the Key Risk Factors, **enforcement** remains a major challenge in most countries.

7. France has begun a major program to triple the number of 'safety zones' covered by its speed camera program. It is one of a number of measures introduced to improve the country's road safety records. France has increased the number of its 4,200 active speed cameras by 500, taking the total to 4,700. In addition, between 10,000 and 12,000 decoy units have also been installed – with the potential for cameras to be moved between units. The intention is to make it difficult for drivers to know whether the camera is activated or not and thus keep to an appropriate speed in all cases. France has a policy of warning drivers of the presence of cameras using road signs – this has not changed. The installation of the 10,000 dummy units see the number of zones covered increase to 15,000.

[https://ec.europa.eu/transport/road\\_safety/sites/roadsafety/files/pdf/safer\\_roads4all.pdf](https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/safer_roads4all.pdf)

8. Under automatic speed enforcement systems, the registration number of the speeding vehicle is captured by a camera and the licence holder subsequently receives a fine through the post. In places where they have been implemented, such systems have had a considerable impact in terms of the reduction of road deaths. Reports from Member States

show that automatic speed enforcement systems are very cost-effective. It is estimated that, for every Euro spent on the installation of such systems, at least three Euros are recouped. Another important characteristic of speed cameras is their adaptability. They can be a useful means of enforcement on any type of road. As regards issuing fines, the recommendation is to ensure that the fine is issued as soon as possible after the offence to maximise the educational effect of the sanction. In addition, administrative procedures related to fines should be fair and transparent.

[https://ec.europa.eu/transport/road\\_safety/sites/roadsafety/files/pdf/safe\\_r\\_roads4all.pdf](https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/safe_r_roads4all.pdf)

9. The Global Road Safety Facility (GRSF), a global partnership program administered by the World Bank, was established in 2006 with a mission to help address the growing crisis of road traffic deaths and injuries in low and middle-income countries (LMICs). GRSF provides funding, knowledge, and technical assistance designed to scale-up the efforts of LMICs to build their scientific, technological and managerial capacities. Since its inception, the GRSF has operated as a hybrid grant-making global program, allowing it to distribute funding externally for global, regional and country activities, and internally through World Bank-executed grants, which enhance the work of the World Bank's transport global practice and leverage road safety investments in transport operations in client countries.

<https://www.worldbank.org/en/programs/global-road-safety-facility>

10. Cost effective and innovative enforcement methods are the necessary priority. BEST PRACTICES IN ROAD SAFETY. HANDBOOK FOR MEASURES AT THE EUROPEAN LEVEL, PART F6 THEMATIC REPORT: ENFORCEMENT

[https://ec.europa.eu/transport/road\\_safety/sites/roadsafety/files/pdf/projects\\_sources/supreme\\_d\\_handbook\\_for\\_measures\\_at\\_the\\_european\\_level.pdf](https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/projects_sources/supreme_d_handbook_for_measures_at_the_european_level.pdf)