National Road Safety Strategy 2011–2020

FREQUENTLY ASKED QUESTIONS

What is the National Road Safety Strategy 2011–2020?

The National Road Safety Strategy 2011–2020 sets out nationally agreed principles, objectives, targets and actions to improve road safety in Australia. It is an initiative of the Australian Transport Council (ATC).

What is the Australian Transport Council (ATC)?

The ATC comprises all Commonwealth, state, territory and New Zealand government ministers with responsibilities for transport.

Why do we need the National Road Safety Strategy?

While Australia has a strong record of road safety improvement, road trauma continues to have a major impact on the community. The strategy aims to elevate Australia’s road safety ambitions and actions though the coming decade and beyond.

What is the size of the road safety problem?

Road crashes result in about 1,400 deaths and 32,500 hospital admissions each year. The annual cost to the national economy is estimated to be $27 billion.

What is the long-term vision of the National Road Safety Strategy?

The strategy is framed by the guiding vision that no person should be killed or seriously injured on Australia’s roads.

What are the strategy targets?

The strategy targets are to reduce the annual numbers of road crash fatalities and serious injuries by at least 30 per cent by the end of 2020.

What does the strategy contain?

The strategy outlines broad directions for the future of Australian road safety, planned initiatives for the first three years and a range of options for further consideration as the strategy progresses. The initiatives and options are set out in four key areas: Safe Roads, Safe Speeds, Safe Vehicles and Safe People.

How will the progress of the strategy be monitored?

The strategy sets out a range of performance indicators to enable effective monitoring of the strategy implementation and outcomes. A review of the strategy will be undertaken by the end of 2014.
The strategy is based on the Safe System approach. What does this mean?

The Safe System approach is underpinned by three guiding principles:

- People will always make mistakes on our roads but should not be killed or seriously injured as a consequence.
- There are known limits to the forces the human body can tolerate without being seriously harmed.
- The road transport system should be designed and managed so that people are not exposed to crash forces beyond the limits of their physical tolerance.

Who is responsible for improving road safety?

Road safety is a shared responsibility. Achieving lasting change in road safety will require governments, industry and the broader community to work together. We all need to change the way we think and act about road safety – whether we are road planners, designers or builders, vehicle engineers or fleet operators, policy makers or business professionals, or individual road users going about our everyday activity.

Who wrote the National Road Safety Strategy 2011–2020?

The strategy was developed jointly by Commonwealth, state and territory transport agencies, with input from police, local government, the Monash University Accident Research Centre and other road safety specialists.

Was the public consulted about the new strategy?

Yes. A draft strategy was available for public consultation between 1 December 2010 and 18 February 2011. Nearly 700 submissions were received from members of the public and a wide range of interested organisations. Further information about this process is available from: <http://www.infrastructure.gov.au>.

Where can I find the National Road Safety Strategy 2011–2020?

The strategy can be downloaded from the website of the Australian Transport Council: <http://www.atcouncil.gov.au>.

How does this national strategy relate to state strategies?

Individual states and territories have their own strategies which address their specific needs. The national strategy is a high-level plan that establishes national priorities for road safety improvement and informs or guides many of the actions that are delivered by individual jurisdictions.