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**National Road Safety Strategy
Review**

**RAA Submission
To the
Australian Automobile Association**

February 2018



Introduction

The Royal Automobile Association of South Australia (RAA) represents the interests of more than 700,000 South Australians in both the metropolitan and regional areas. Our members look to RAA to represent their interests on a broad range of motoring and mobility related issues.

RAA welcomes the opportunity to provide comment on the National Road Safety Strategy.

Background

RAA supported both the National Road Safety Strategy and the State's Road Safety Strategy 2020, "Towards Zero Together" which references the National Road Safety Strategy when released in 2011. SA's strategy contained two key targets, namely fewer than 80 fatalities and 800 serious injuries per annum by 2020. While the reduction in serious injuries has been achieved (last year they were 575) we are unlikely to meet the target for fatalities, particularly based on last year's results.

As a key stakeholder, RAA was involved in the development of the State's Road Safety Action Plan and as member of both the Road Safety Action Plan Reference Group and the Safe Systems Working Group participates in the delivery of and reporting on the actions contained within the plan. A revised version of the Road Safety Action Plan has been recently released covering the period 2018-2019 inclusive following consultation and review with key stakeholders including RAA.

AAA National Road Safety Platform

RAA supports the five key actions contained in the AAA National Road Safety Platform. In relation to the specific actions, the following comments are made:

Action 1

RAA supports the call for timely and consistent reporting of road related and fatality and injury statistics across all jurisdictions. We also support all of the individual actions contained in Action 1.

In particular, we strongly support the ongoing focus towards the development of a national database that accounts for and tracks serious injuries.

A point for consideration is that current available information on crashes from each jurisdiction could be used for national overview of serious injuries and serious injury crashes in the intervening period noting the differences in methodology that currently exists between jurisdictions as a way of keeping a focus on this area particularly in comparison with fatalities and fatal crashes. In South Australia, for example we have seen a reduction in serious injuries and serious injury crashes of 38% and 34% respectively since 2011.

However during the same period, there has been almost no reduction in the number of fatalities and fatal crashes. There has not even been a single month between 2011 and 2017 when no fatalities were recorded in SA.

The call for review into the collection of data by first responders at crash scenes is supported to ensure all relevant information is obtained at the time and in a consistent manner to facilitate analysis to determine common factors and emerging trends.

Action 2

RAA supports the call for the Federal Government to establish a Road Safety Unit that is appropriately resourced to fund research into road safety.

We also strongly support the call for funding mechanisms to allow the Federal Government to undertake national education programs. It is evident from our own member surveys that there is a general lack of understanding about key road rules and vehicle characteristics that could contribute to crashes.

Action 3

RAA supports the seven individual actions contained in Action 3.

In particular, we support the call for funding to the Black Spot Program to be increased together with revised guidelines. As a member of the Black Spot Consultative Committee that ultimately endorses the annual list of recommended projects, we always note and comment along with the other members of the Committee that a number of projects do not get funded simply through a lack of funding.

It was particularly evident when additional funding was available in the 2015/16 and 2016/17, it allowed a number of additional projects to receive funding. We have noted a reduction in the number of projects submitted by councils which is of concern given that the vast majority of the road network on SA is under the care and control of the various local governments.

We also would encourage a national release of star ratings of the road networks in each state.

In SA this information is only available for the roads that form part of the National Highway Network, not the remainder on the network that is under the care and control of the state's road authority.

Action 4

RAA supports all of the individual actions in Action 4.

There is concern, particularly in SA that while more new vehicles achieving a 5 star ANCAP rating, the average age of the vehicle fleet remains stubbornly high consequently slowing the potential benefit to road safety that the wider adoption of newer, safer vehicles could bring. RAA therefore supports the call for the government to prioritise actions to reduce the age of the vehicle fleet.

Action 5

RAA supports the use of a traffic light system to report on the bench marking and tracking of the performance of jurisdictions against the NRSS.

There is some concern with the incentive proposal as referred to in 5.2 as it would need to be established so that all jurisdictions would have the same opportunity to meet their key deliverables in the NRSS and not put at a disadvantage those that are not in a position to resource delivery to the same extent.