

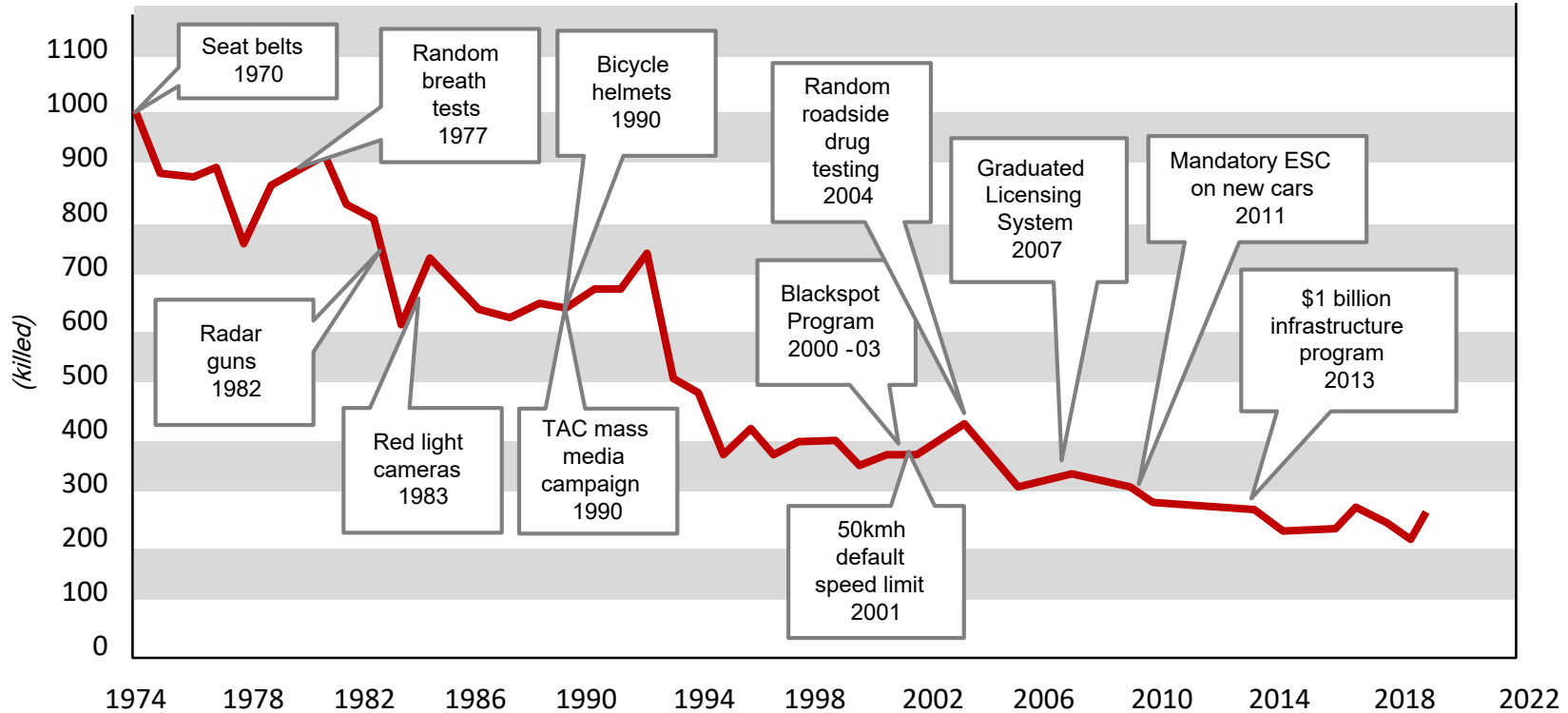
Robyn Seymour

Deputy Secretary – Network Planning
Head – Road Safety Victoria

Samantha Cockfield

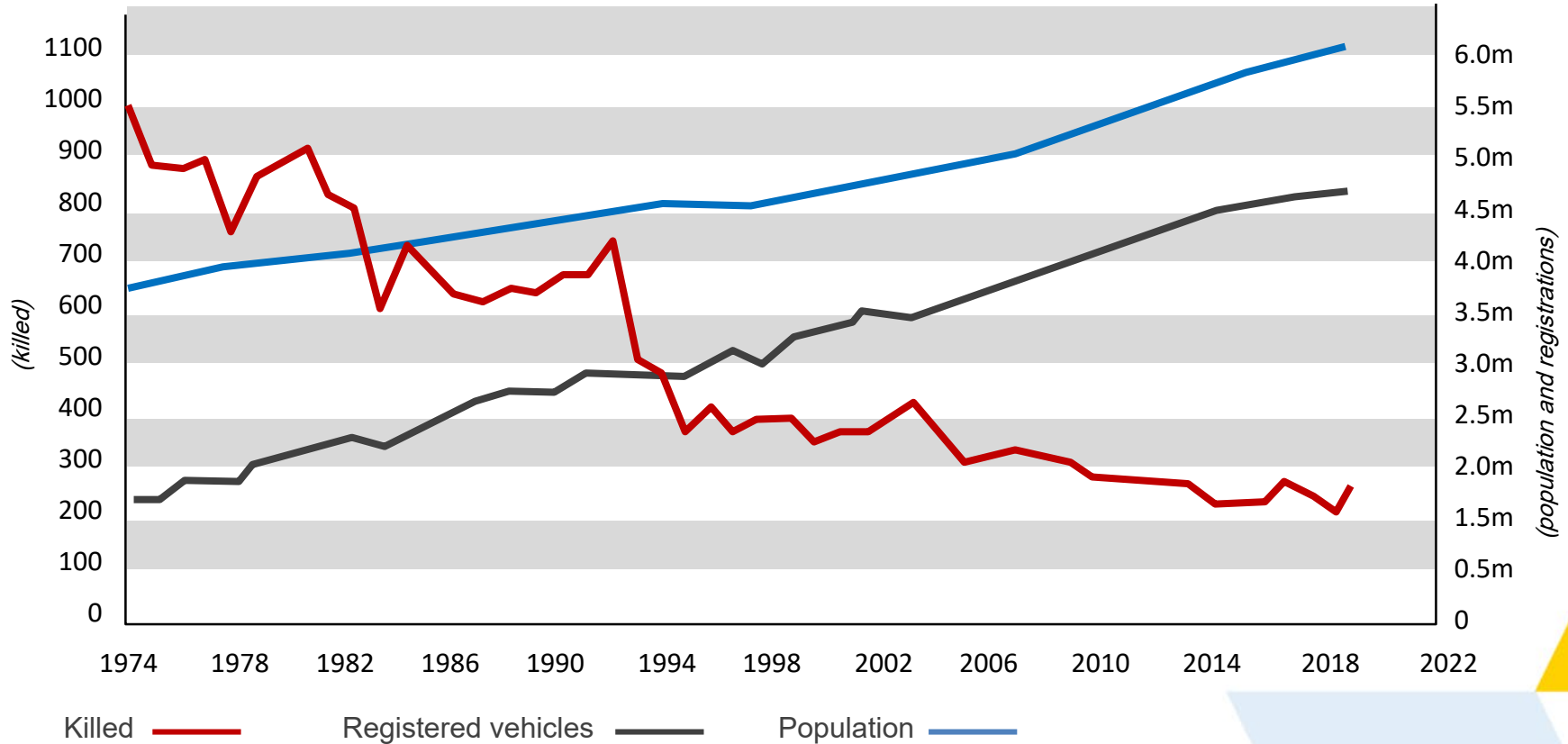
Head of Road Safety
Transport Accident Commission

Victoria's road safety initiatives



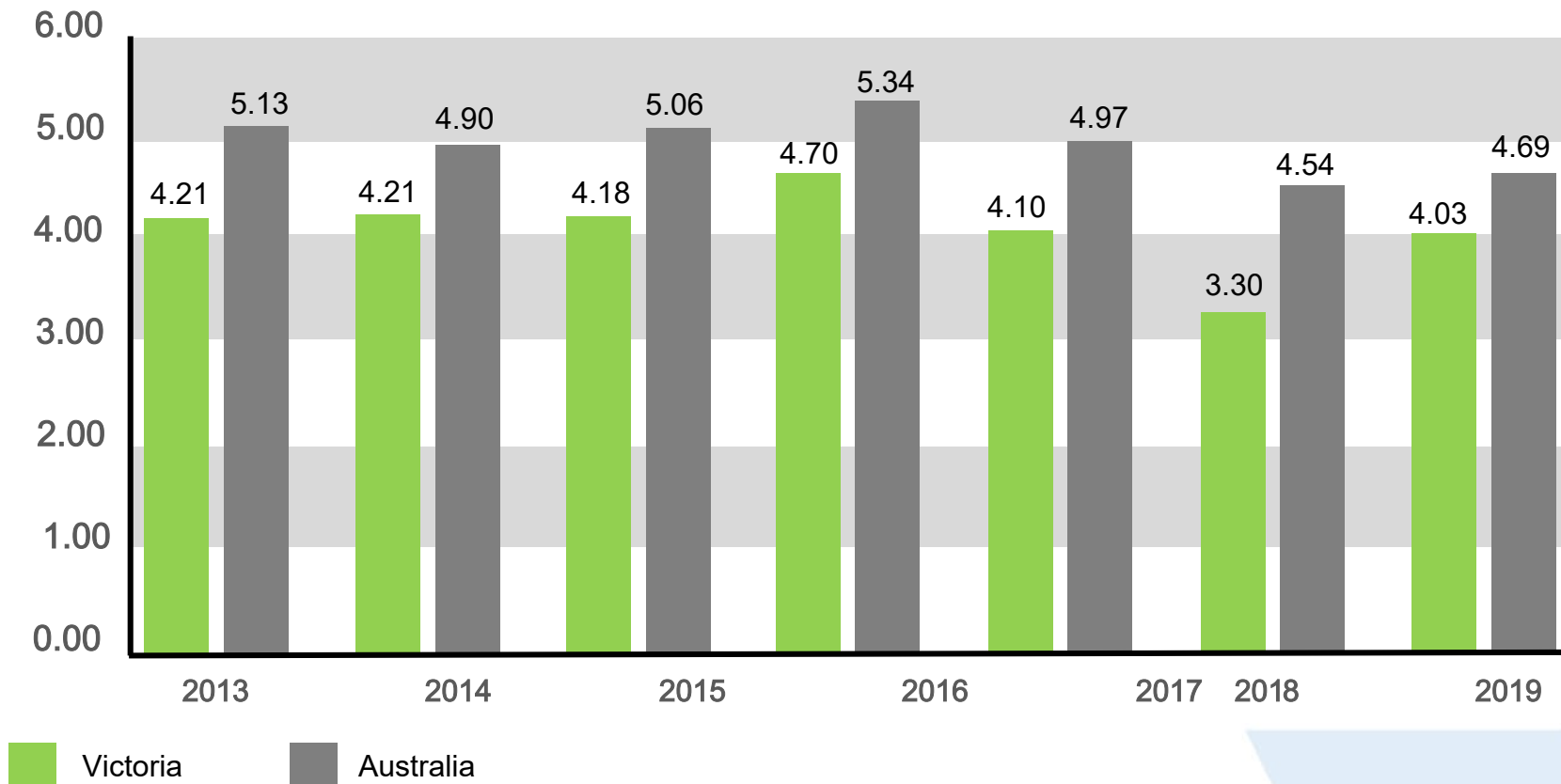
Killed 

Victoria's road safety performance



A comparison

Fatality rates per 100,000 population

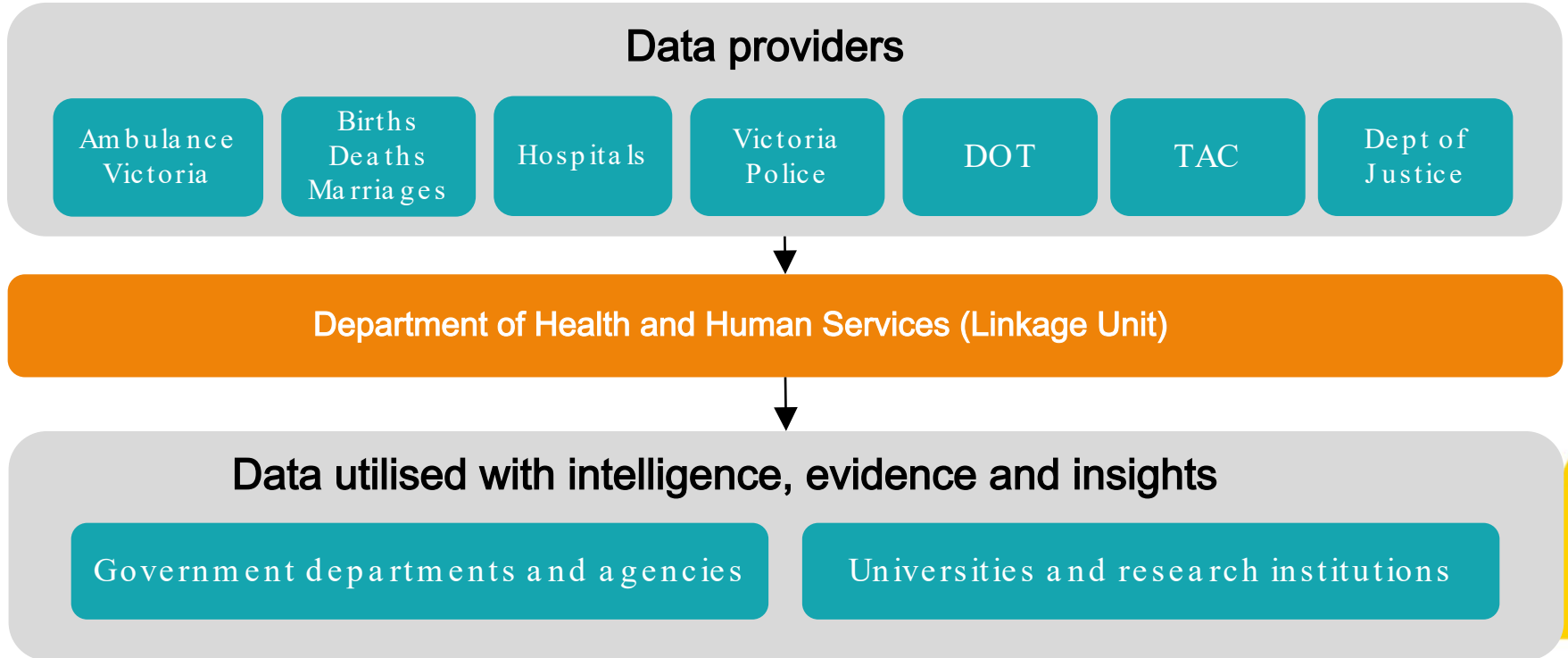


Victoria's partnership approach to road safety



Data, intelligence and insights

How data is collected, interpreted and shared



What and who are involved

Five-year average proportion of total fatalities

58% older vehicles (>10 years)

22% Light commercial vehicles

22% Young drivers (18-25)

22% Older drivers

17% Heavy commercial vehicles

16% Motorcyclists

14% Pedestrians



What contributed

Five-year average proportion of total fatalities

30% speed

5-30% Drugs

17% Alcohol

11% Fatigue

11% Distraction



Where fatalities are occurring

Five-year average proportion of total fatalities

38% High-speed

rural roads

23% Intersections

19% Urban arterials

8% mid-speed roads



Infrastructure priorities



Preventing run -off -road and head -on crashes in regional Victoria

68% of fatality crashes in regional Victoria from 2015 to 2019 are run -off road and head -on crashes

How:

- Flexible safety barriers, rumble strips, wide centrelines, shoulder widening and sealing

Evidence:

- Early evaluation of the top 20 program shows a 65% reduction in fatal and serious injury crashes from Jan 2016-Dec 2019.
- TAC claims data indicates clear reductions in crash severity. Of eight completed sites analysed, hospital bed days reduced from 261 days to 4 days in the first year post completion

Infrastructure priorities



What: Making intersections safer

How: Roundabouts, lighting and visibility improvements, side road activated speeds, controlled right turns, raised intersections, traffic islands and signs.

Evidence: Evaluation of the previous intersection program showed a 31% reduction in fatalities and serious injury crashes as a result of these treatments

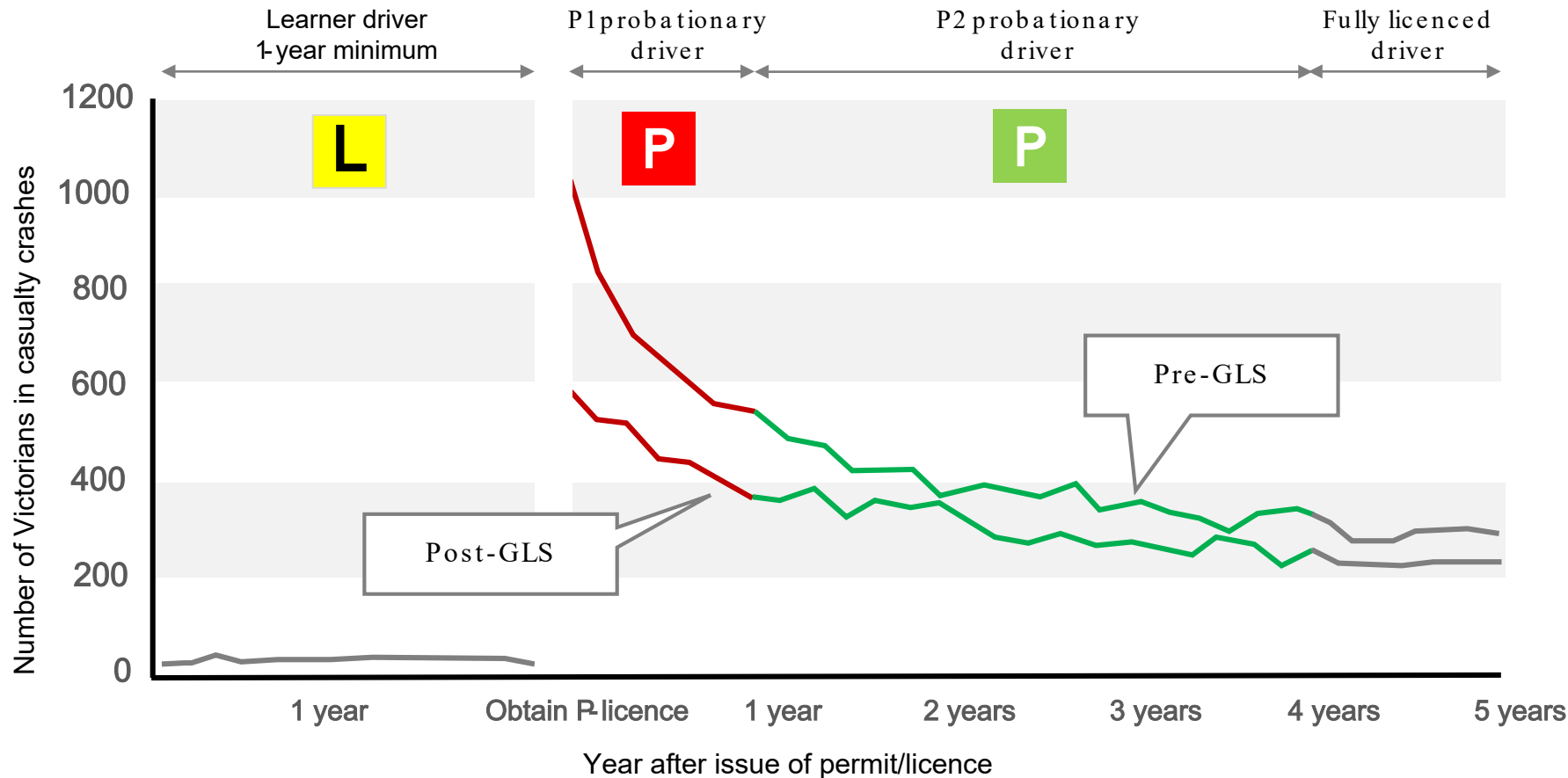


What: Local roads - pedestrians and cyclists

How: Raised crossings, community gateways, traffic calming e.g. speed humps and curb outstands, shared user paths, cycling lanes, pedestrian operated signals, speed zoning

Evidence: Evaluations of this part of the program are currently underway.

Pre-GLS versus post -GLS



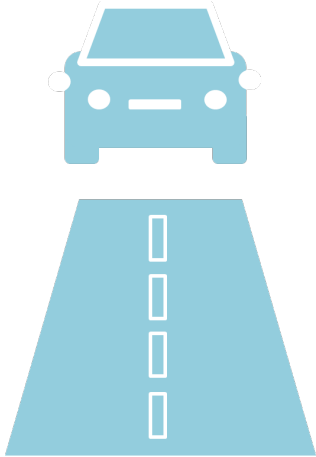
Evidence-based driver training and education

To complement the GLS

- Road Smart
- TAC Road Safety Education Complex
- Fit2Drive
- L2P Program
- myLearners



Safer Vehicles



What: Ensuring that every Victorian is in the safest vehicle they can afford.

How: Safe vehicles with new technologies that start to reduce the impact of human distraction and error using technologies like Autonomous Emergency Braking and Lane Keep Assist

Education Campaigns and awareness such as *How safe is your car* – which now extends to used cars

What: Pilots, research and development of connected and automated vehicles

How: On-road testing commenced in Victoria in August 2019 and is still underway

Pilots for transition disadvantaged into safer vehicles

Potential to retrofit advanced driving assistance systems into older cars

The cost of trauma

6 billion dollars is the economic cost of road trauma every year

1 person suffers a serious spinal injury every 25 days

21 people hospitalised every day

2 people suffer severe brain injuries every week



The cost of trauma

- In 2019/20, the TAC provided \$1.5 billion in funding for compensation and services to help a record 59,000 injured Victorians get their lives back on track. This included 16,750 new claims.
- 3,673 clients returned to work, including 123 of our most seriously injured clients;
- This is a decrease from the previous year, where the TAC provided \$1.6 billion worth of support services and benefits to 58,000 people in 2018-19.



Robyn Seymour

Deputy Secretary – Network Planning
Head – Road Safety Victoria

Samantha Cockfield

Head of Road Safety
Transport Accident Commission