Government Policy:

The Accidental Effect on Road Safety

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Overview

- Transport Futures
- Road Safety Policy
- Economic Policy
- Road Safety Advocacy
Where do we want to go?

**Alice:** Would you tell me, please, which way I ought to go from here?

**Cheshire Cat:** That depends a good deal on where you want to get to.

**Alice:** I don't much care where …

**Cheshire Cat:** Then it doesn't matter which way you go.

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**Transport Futures**

➢ Forecasts

- road safety?
- transport safety?
- workplace safety?
Economic Policy - Safe Systems?

- **Economic Factors**
  - gdp, population, fuel price, affluence, demand, supply, etc

- **Transport System**
  - network, # drivers, # vehicles, travel, etc

- **Transport Influences**
  - prices, community attitudes, information, subsidies, etc

- **Economic Influences**
  - taxation policy, industry policy, environmental policy, road pricing, etc

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Emissions Trading Scheme

- **Price on carbon**
  - increase fuel price
  - decrease road travel
  - increase bus and rail transport
  - decrease road crashes

- **CPRS Policy**
  - rebate fuel price
  - no change to transport

- increase two-wheeled motorised vehicles
- increase road crashes / severity
Taxation Policy

- Henry Tax Review (AFTS)
- Road Pricing
  - more 'efficient' road charges
  - change road travel?
  - change road crashes?
- Fringe Benefits Tax
  - change vehicle costs
  - change road travel?
  - change road crashes?
- Government policy response
  - no change

Industry Policy

- Review of the Australian Automobile Industry
  - Safety?
  - Fringe Benefits Tax (15k, 25k, 40k thresholds)

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## Advocacy - RAAI Submissions

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### Can advocacy make a difference?

- **CPRS Green Paper ⇒ White Paper**
  - inclusion of coastal shipping

- **Draft National Ports Policy**
  - inclusion of maritime, port and land transport safety?

- **Election road safety policy**
  - inclusion of ACRS policies into Green's election policy

- **Content | Contacts | Communication**
Economic Policy Opportunities

- Subsidies, tax breaks, transfers, incentives, pricing,
  - reduced travel
  - travel substituted
  - trips reduced by multi-purpose
  - trips reduced by trip chaining
  - transfer to rail or bus public transport
  - trip lengths reduced by closer access
  - 26% travel reduction, say 15% overall

- 225 lives, 4500 injuries, $4.4bn per year

Conclusions

- Transport policy could improve with future estimates of road safety
- Safe Systems safety policy could validly recognise economic influences
- Economic policy affects transport safety
- Influence can occur through advocacy, but advocacy for road safety can increase
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