

VIRTUAL REALITY ROAD TRIP TO ZERO

Our roads and the ways we use them have changed significantly over the past five decades, with the number of lives lost now a quarter of what they were 50 years ago. Imagine what can be achieved during the next 50 years if we are committed to making change.

Let's take a look back through history and a peek into the future.

By 1970

- In 1969, a total of 1,034 people lost their lives on Victorian roads
- Roads were mostly wide and undivided, with no bike lanes
- Urban roads had 60km/h speed limits, with few traffic signals
- It was not compulsory for cyclists and motorcyclists to wear helmets
- In 1970, Victoria was the first place in the world to introduce compulsory seatbelt-wearing laws.

1980s

- In 1984, a total of 657 people lost their lives on Victorian roads
- Vehicles features were becoming more modern and occupants wore seatbelts
- Radar speed guns, red light cameras and breath testing helped police to enforce road rules
- There were more traffic lights, rumble strips along a road's edge and sealed road shoulders
- There were fewer hazards on roadsides
- By law, motorcyclists had to wear helmets, but cyclists didn't.

1990s

- In 1994, a total of 378 people lost their lives on Victorian roads
- Cars were safer and had airbags
- Availability of crash testing results informed consumers about safety
- From 1990, cyclists were required by law to wear helmets
- Beginning in 1990, a large scale random breath testing program was employed to deter drink driving.

By 2011

- In 2009, a total of 290 people lost their lives on Victorian roads
- Bicycle lanes were marked on the roads
- Speed limits in urban areas were reduced to 50km/h, and 40km/h around schools
- A new graduated licensing system was introduced in 2007/2008
- World first roadside test to detect drug driving was introduced in 2004
- Popularity of cycling was on the rise
- Cars had more safety features, with Electronic Stability Control (ESC) mandatory in all new cars.

By 2025

With the introduction of planned initiatives, it's predicted the total number of lives lost will reduce to 181.

To achieve this, it is predicted that:

- Vehicle speed will be lower, and road environments will feature more green spaces
- There will be more active transport, with separate road space for cyclists
- Centre medians will separate opposing directions of traffic
- There will be more centre and roadside barriers on higher speed roads
- Automated cars will be equipped with technologies that help drivers avoid crashes and stick to road rules.

By 2055

Lives lost on the road will ideally be zero.

To achieve this, it is predicted that:

- Roads will provide separate areas for cyclists, motorcyclists and cars
- Vehicles will drive and park themselves, with no need for roadside car parking
- Traffic flow will be automated with cars moving at a steady pace
- Wide, green footpaths will weave through communities
- Fewer people will own cars due to popularity of car-sharing and active transport.